ALVIN NEWTON APARTMENTS PROJECT
CITY OF SANTA MARIA, CALIFORNIA

TRAFFIC AND CIRCULATION STUDY

March 16, 2023 **ATE #23014**

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TRAFFIC AND CIRCULATION STUDY
FOR THE ALVIN NEWTON APARTMENTS PROJECT - CITY OF SANTA MARIA

Associated Transportation Engineers (ATE) has prepared the following traffic and circulation study for the Alvin Newton Apartments Project, located in the City of Santa Maria.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

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FIGURES

INTRODUCTION

The following report contains an analysis of the potential traffic and circulation effects of the Alvin Newton Apartments Project (the "Project"), proposed in the City of Santa Maria. The study evaluates the Existing and future traffic conditions in order to determine the Project's consistency with the City's transportation policies. The intersections analyzed in the study were determined based on input provided by City of Santa Maria staff. An analysis of site access, circulation and queuing is also provided. The study also evaluates the Project's potential CEQA transportation impacts based on the City's adopted "Vehicle Miles Traveled" (VMT) impact criteria.

PROJECT DESCRIPTION

The Project site is located at the southeast corner of the Broadway/Main Street intersection in the City of Santa Maria, as shown on Figure 1. Figure 2 presents the Project site plan. The Project is proposing to construct a 5-story mixed-use building with 97 apartment units and 6,500 SF of ground-floor retail/restaurant space adjacent to the existing Santa Maria Town Center parking structure. Parking for the Project would be provided within the adjacent parking structure and vehicular access would be provided via the existing driveways on Broadway and Main Street. An at-grade pedestrian access connection would be provided between the apartments and the first floor of the structure; and a new stairwell would be provided connecting to the second and third floors of the parking structure.

TRAFFIC ANALYSIS SCENARIOS

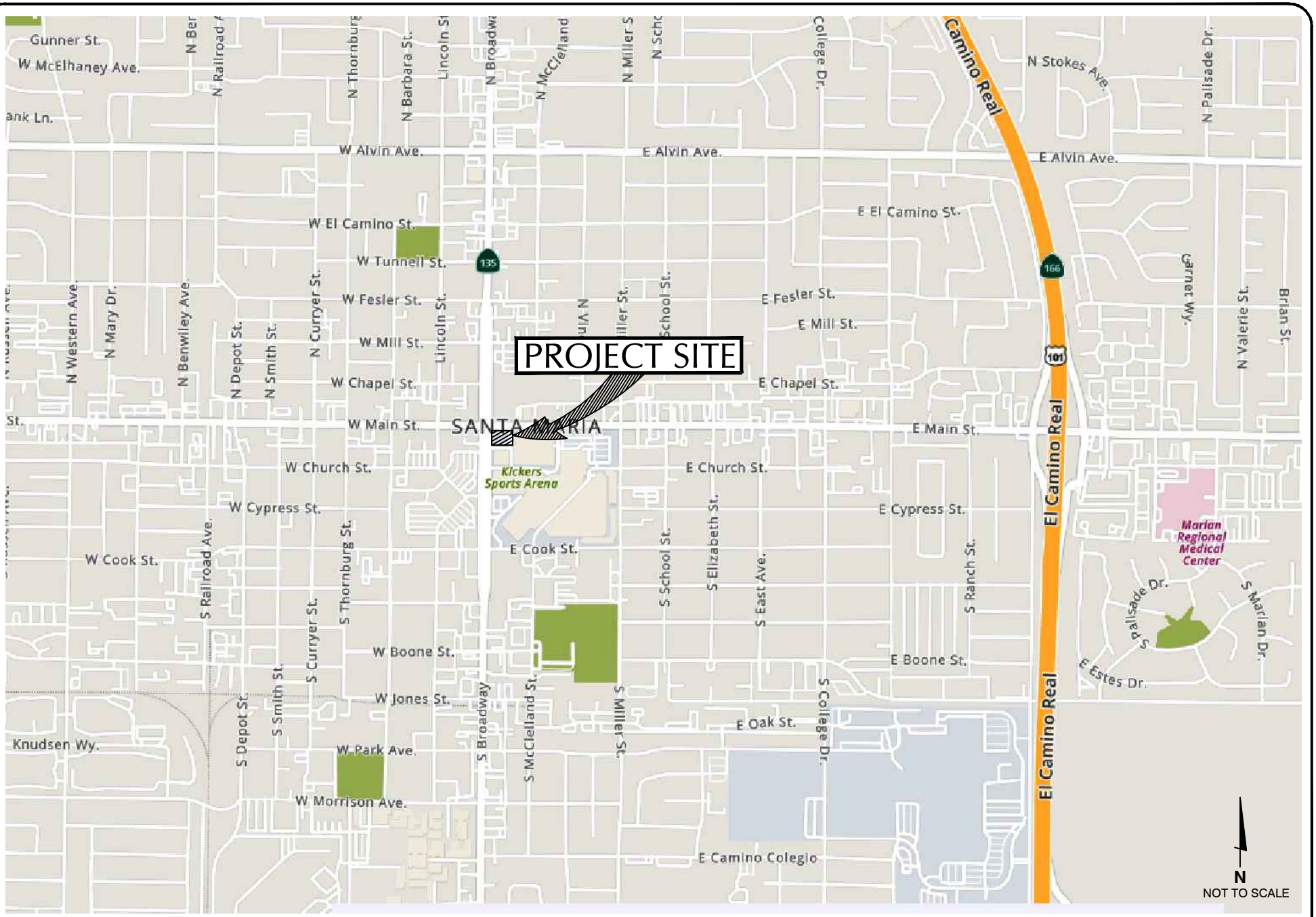
The following scenarios are included in the traffic analysis.

Existing Conditions: This scenario describes the existing street network and evaluates peak hour operations at the key study-area intersections identified for analyses.

Existing + Project: This scenario evaluates traffic operations assuming Existing + Project traffic forecasts. The Project's consistency with the City's transportation policies is evaluated for this scenario.

Cumulative Conditions: This scenario evaluates traffic operations assuming the additional traffic that will be generated by approved and pending developments located in the adjacent areas of the City. Traffic volumes generated by the approved and pending projects are layered onto the Existing baseline traffic forecasts for analyses.

Cumulative + Project: This scenario evaluates operations assuming the Cumulative conditions plus the traffic generated by the Project. The Project's consistency with the City's transportation policies is evaluated for this scenario.



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PROJECT SITE LOCATION

FIGURE 1

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PROJECT SITE PLAN

FIGURE 2

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EXISTING CONDITIONS

Existing Street Network

The Project site is served by a network of highways, arterial, and collector streets, as shown on Figure 3. The following text provides a brief discussion of the major components of the study-area street network.

US 101, located east of the Project site, is a freeway that serves as the major north-south link through the Santa Maria Valley and is the principal inter-city route along the Pacific Coast. US 101 is a 6-lane freeway within the Santa Maria area, with 4 lanes provided north and south of the City. Access to the Project site from US 101 is provided via the Main Street interchange.

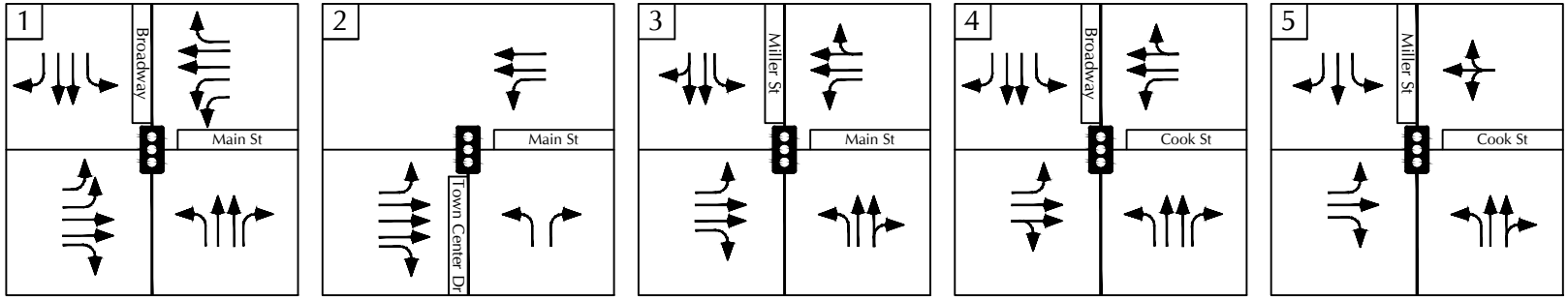
Broadway (State Route 135), located on the west side of the of the Project site, is a Primary Arterial roadway that extends from US 101 on the north end of the City to its junction with State Route 1 south of the Orcutt community. Broadway is a four- to six-lane arterial that serves as the primary north-south route through the Santa Maria/Orcutt area. The roadway is named "Broadway" north of Santa Maria Way and "Orcutt Expressway" south of Santa Maria Way. Broadway provides access to the Project parking structure via two existing driveway connections located south of the Project. No bike facilities are provided on Broadway within the Project study-area.

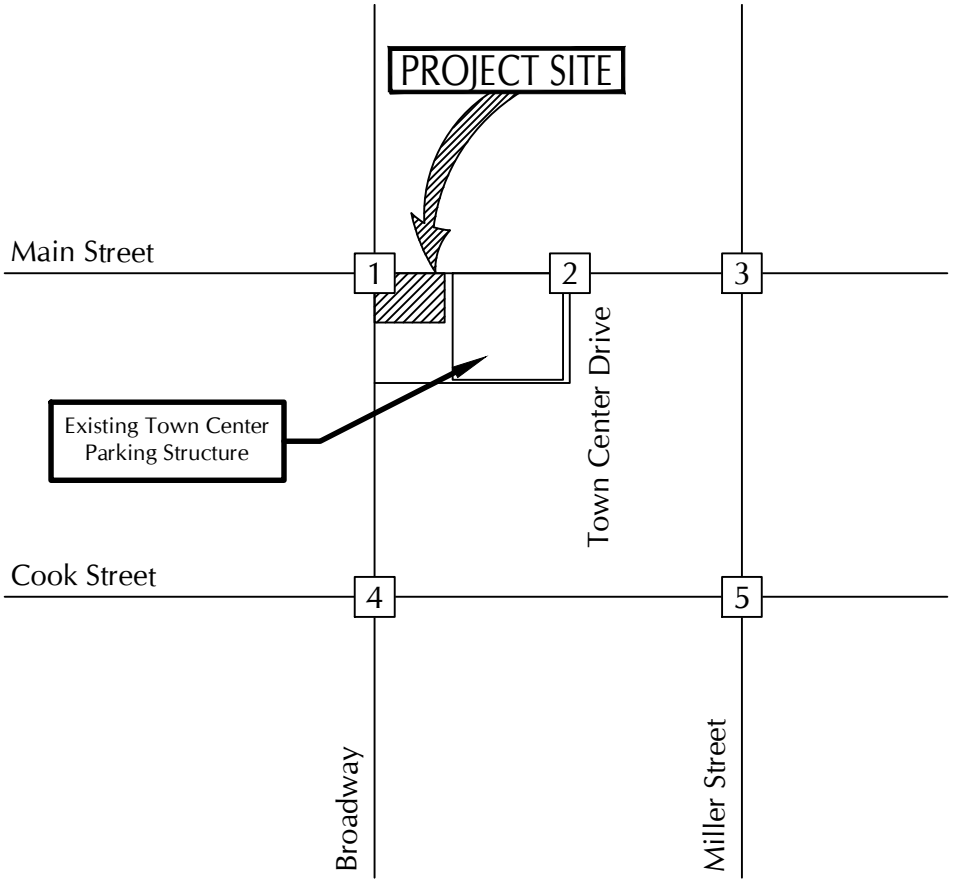
Main Street (State Route 166), located on the north side of the Project site, is a Primary Arterial roadway that extends west from US 101 as State Route (SR) 166 to the City of Guadalupe. East of US 101, Main Street extends to Stowell Road where it transitions to Philbric Road. Main Street provides access to the Project parking structure via an existing driveway just east of the Project and at the signalized Town Center Drive intersection. No bike facilities are provided on Main Street within the Project study-area.

Miller Street, located east of the site, is a north-south Secondary Arterial providing a secondary north-south access route for the eastern area of Santa Maria. Many local drivers use this facility as an alternative to Broadway for north-south travel. Within the study-area, Miller Street contains four lanes and is controlled by traffic signals at the Main Street and Cook Street intersections. Class II bike lanes are provided on Miller Street south of Cook Street.

Cook Street, located south of the Project site, is a 4-lane Collector street west of Miller Street and a 2-lane Collector street east of Miller Street. No bike facilities are provided on Cook Street within the Project study-area.

Town Center Drive, located east of the Project site, is a two-lane internal street that provides access to the Project parking structure and the Santa Maria Town Center via the connections to Main Street and Broadway. No bike facilities are provided on Town Center Drive within the Project study-area.





LEGEND

- Signalized Intersection
- Lane Geometry

N
NOT TO SCALE

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EXISTING STREET NETWORK AND INTERSECTION TRAFFIC CONTROLS

FIGURE 3

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Existing Pedestrian Facilities

Within the Project study area, sidewalks are currently provided on Broadway, Main Street Miller Street, and Town Center Drive. ADA accessible crosswalks with pedestrian signals heads are provided on all legs of the Main Street/Broadway and Main Street/Town Center Drive intersections.

Existing Transit Facilities

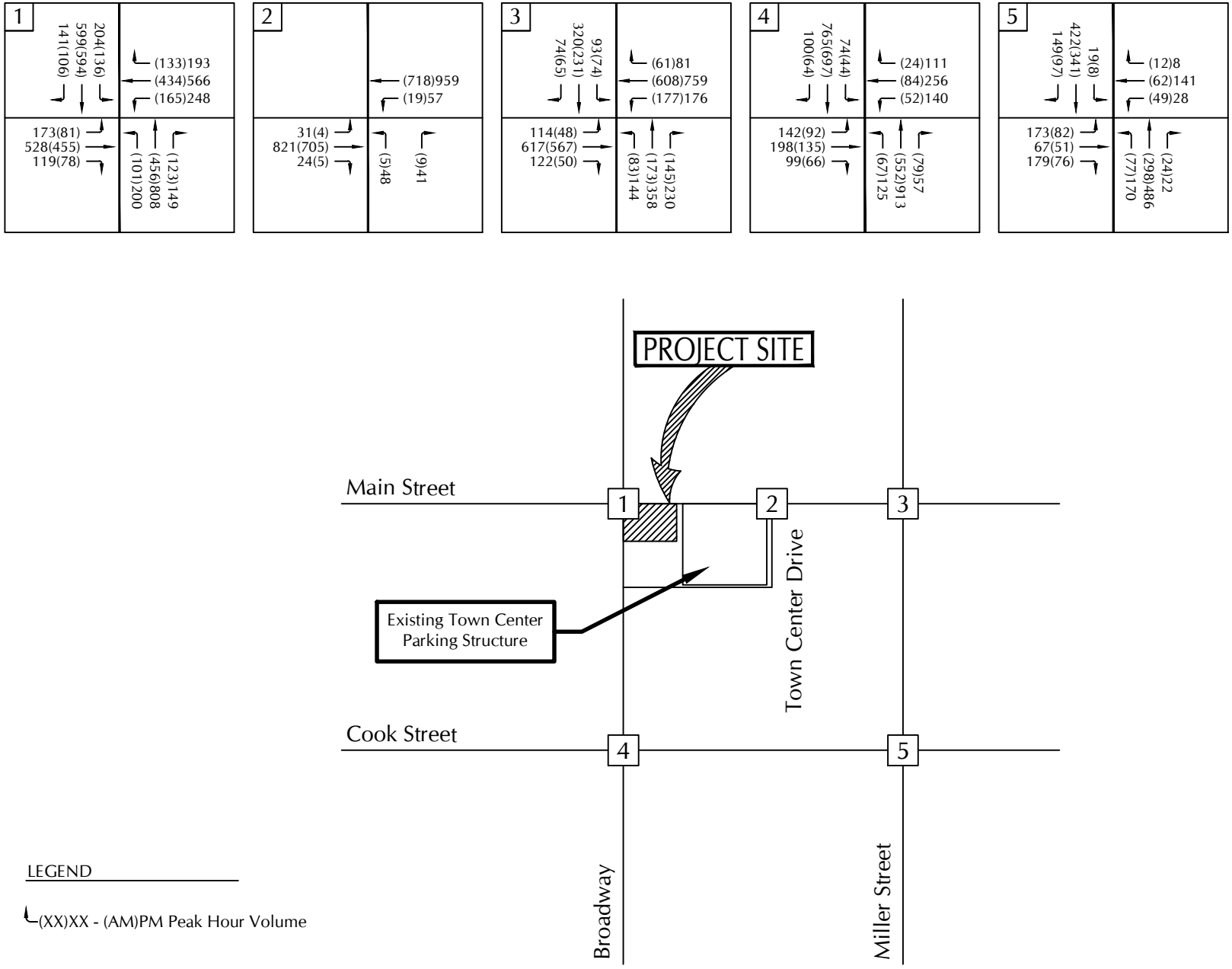
Transit service in the City of Santa Maria is provided by the Santa Maria Regional Transit (SMRT) service. The Santa Maria Transit Center is located on Miller Street at Boone Street (approximately 3,000 feet south of the site). A major bus stop is provided adjacent to the project site on Main street. Another transit stop is also provided on the west side of Broadway. SMRT Routes 1, 2, 3, 4, 5, 9, 11, and 12x all provide service to one or more of these transit stops, thus the Project site is well served by transit. Breeze Route 100 is a weekday bus service between the Santa Maria and Lompoc Transit Centers with seven trips per day in each direction. The closest stops to the Project site are at the Santa Maria Transit Center.

Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operation and LOS F indicating poor operation (more complete definitions are contained in the Technical Appendix for reference). The City of Santa Maria considers LOS D as the performance standard for intersections (maintain LOS D or better).

The existing traffic controls and lane geometry for the study-area intersections are presented on Figure 3. Existing intersection traffic volumes were obtained from traffic count data collected in January and March of 2023 (see Technical Appendix for count data). Counts were conducted during the AM peak commuter period (7:00-9:00 AM) and PM peak commuter period (4:00-6:00 PM). The peak 1-hour volumes were then identified for the analysis. Figure 4 presents the existing peak hour traffic volumes for the study-area intersections.

Levels of service for the signalized intersections were calculated using the intersection capacity utilization (ICU) methodology. Table 1 lists the existing traffic control and levels of service for the study-area intersections identified for the analysis.



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EXISTING TRAFFIC VOLUMES

FIGURE 4

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Table 1
Existing Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
Broadway/Main Street (a)	Signal	0.54	LOS A	0.72	LOS C
Town Center Drive/Main Street	Signal	0.33	LOS A	0.44	LOS A
Miller Street/Main Street (a)	Signal	0.53	LOS A	0.68	LOS B
Broadway/Cook Street (a)	Signal	0.46	LOS A	0.64	LOS B
Miller Street/Cook Street	Signal	0.49	LOS A	0.69	LOS B

(a) Intersection is under the jurisdiction of Caltrans.

The data presented in Table 1 show that the study-area intersections currently operate in the LOS A-C range during the AM and PM peak hours, which meet the City's LOS D operating standard.

TRAFFIC POLICY STANDARDS

The City of Santa Maria Circulation Element considers LOS D acceptable for roadway and intersection operations, with improvements required for LOS E and F. It is noted that three of the study-area intersections are under Caltrans' jurisdiction. The current Caltrans traffic analysis guidelines are based on VMT and not LOS, thus the VMT section of this report addresses the Caltrans requirements.

EXISTING + PROJECT CONDITIONS

Project Trip Generation

Trip generation estimates were calculated for the Project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).[1] The rates for Multi-Family Housing (Mid-Rise Land Use Code #221) and High-Turnover Sit Down Restaurant (Land Use Code #932) were used for the analysis. It is noted that the ground floor could be separated to provide restaurant and retail space in future plans. To be conservative, the analysis assumes that the entire ground floor would be used as restaurant space.

[1] Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Internal Capture Trip Estimates

Given the mix of land uses, there will be some trips that travel between the various land uses that comprise the site and do not affect the off-site street network. "Internal Capture" trips include trip interactions between the individual commercial uses as well as between the commercial uses and residential uses. The ITE mixed-use traffic model was used to estimate the number of trips that would be captured within the site (contained in the Technical Appendix) mixed-use model shows that up to 14% of the trips generated by the various components of the Project would be internal to the site. To be conservative, the traffic study assumes that 10% of the Project-generated trips are internal. Table 2 presents the trip generation estimates with the internal factors for the Project.

Table 2
Project Trip Generation

Land Use	Size	Internal-Trip Factor	ADT		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Apartments (a)	97 Units	0.90	4.54	396	0.37	32 (7/25)	0.39	34 (21/13)
Restaurant (b)	6,500 SF	0.90	107.20	627	9.57	56 (31/25)	9.05	53 (32/21)
Total Trip Generation:				1,023		88 (38/50)		87 (53/34)

(a) Trip generation based on ITE Code #221 (Multi-Family Housing – Mid-Rise)

(b) Trip generation based on ITE Code #932 (High-Turnover Sit Down Restaurant)

The data presented in Table 2 indicate that the Project is forecast to generate 1,023 average daily trips (ADT), 88 AM peak hour trips (PHT) and 87 PM PHT.

Commercial Pass-By/Primary Trip Estimates

Pursuant to ITE recommendations, the trip generation analysis also accounts for "Pass-By" trips and "Primary" trips that would be generated by the commercial uses. Pass-By trips are trips that would come from the existing traffic streams on Broadway and Main Street; and would not affect the study-area street network beyond the Project site. Primary trips are trips with the sole purpose of patronizing the commercial center (i.e., from home to the store and then return home). Based on the data presented in the ITE Trip Generation manual, the Pass-By Trip percentage for the restaurant is approximately 43%. Table 3 shows the breakdown of the commercial Pass-By and Primary Trips.

Table 3
Project Trip Generation – Commercial Trip Breakdown

Land Use	Pass-By Percentage	ADT		AM Peak Trips		PM Peak Trips	
		Pass-By Trips	Primary Trips	Pass-By Trips	Primary Trips	Pass-By Trips	Primary Trips
Restaurant	43%	270	357	24	32	23	30

The data in Table 3 show that the restaurant uses would generate 270 daily, 24 AM peak hour, and 23 PM peak hour Pass-By trips. The remaining 357 daily, 32 AM peak hour, and 30 PM peak hour trips generated by the commercial uses would be the Primary trips.

Table 4 summarizes the total Primary trips that would be external to the site – the trips that would affect the intersections in the study area.

Table 4
Project Trip Generation – External Trip Summary

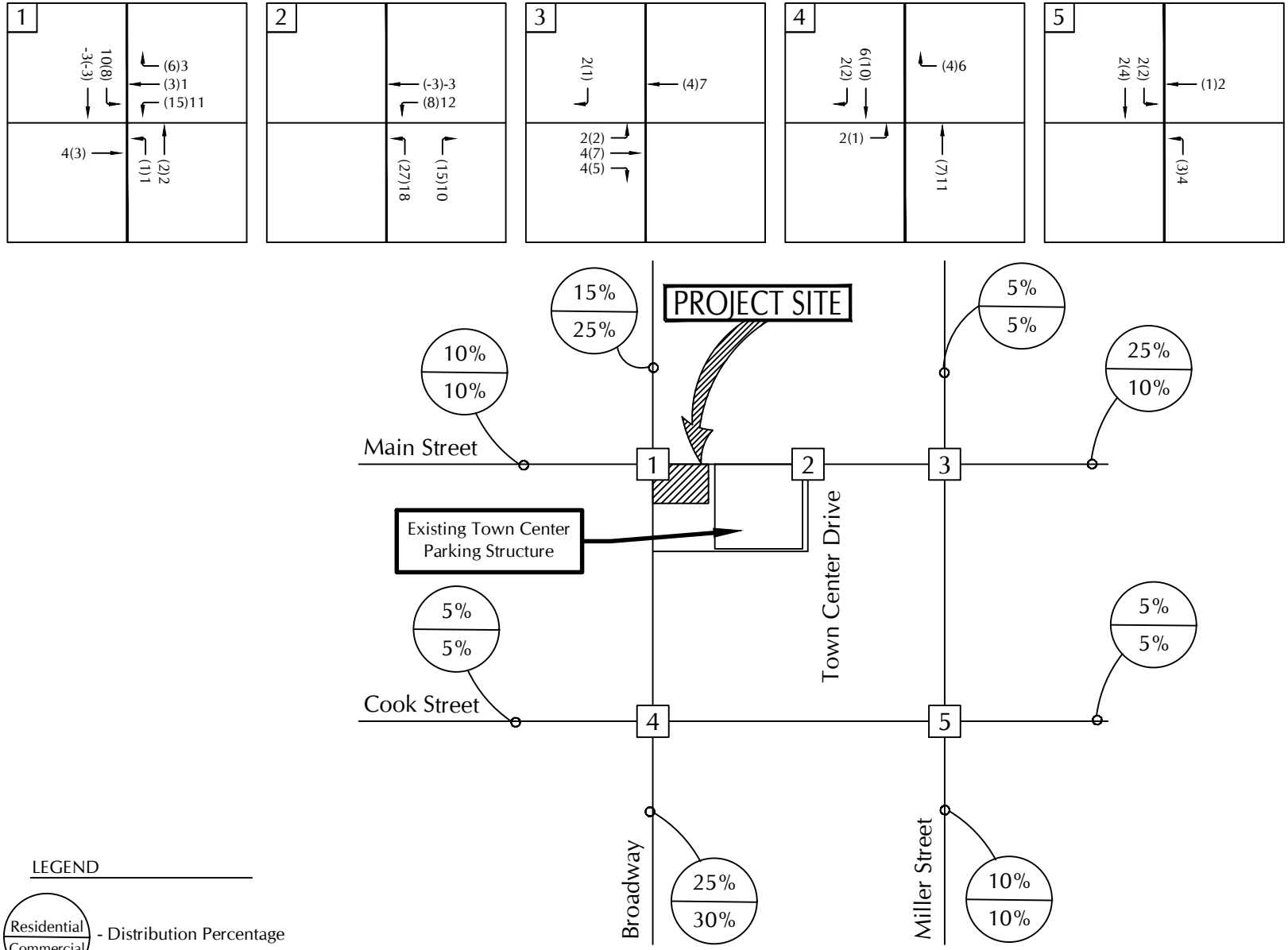
Land use	ADT	AM Peak Trips	PM Peak Trips
Residential	396	32	34
Restaurant	357	32	30
Total	**753**	**64**	**64**

Project Trip Distribution

The trip distribution pattern used for the analysis was developed based on existing traffic patterns observed in the study-area, consideration of the land uses in the surrounding area, and the proposed access and parking system Table 5 presents the trip distribution patterns developed for the Project and Figures 5 illustrates the trip distribution and assignment of Project traffic.

Table 5
Project Trip Distribution

Origin/Destination	Direction	Residential Percentage	Commercial Percentage
Broadway	North	15%	25%
	South	25%	30%
Miller Street	North	5%	5%
	South	10%	10%
Main Street	East	25%	10%
	West	10%	10%
Cook Street	East	5%	5%
	West	5%	5%
Totals		**100%**	**100%**



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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Existing + Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes shown on Figure 6. Tables 6 and 7 compare the Existing and Existing + Project level of service forecasts and identify the Project's consistency with the City's LOS D standard.

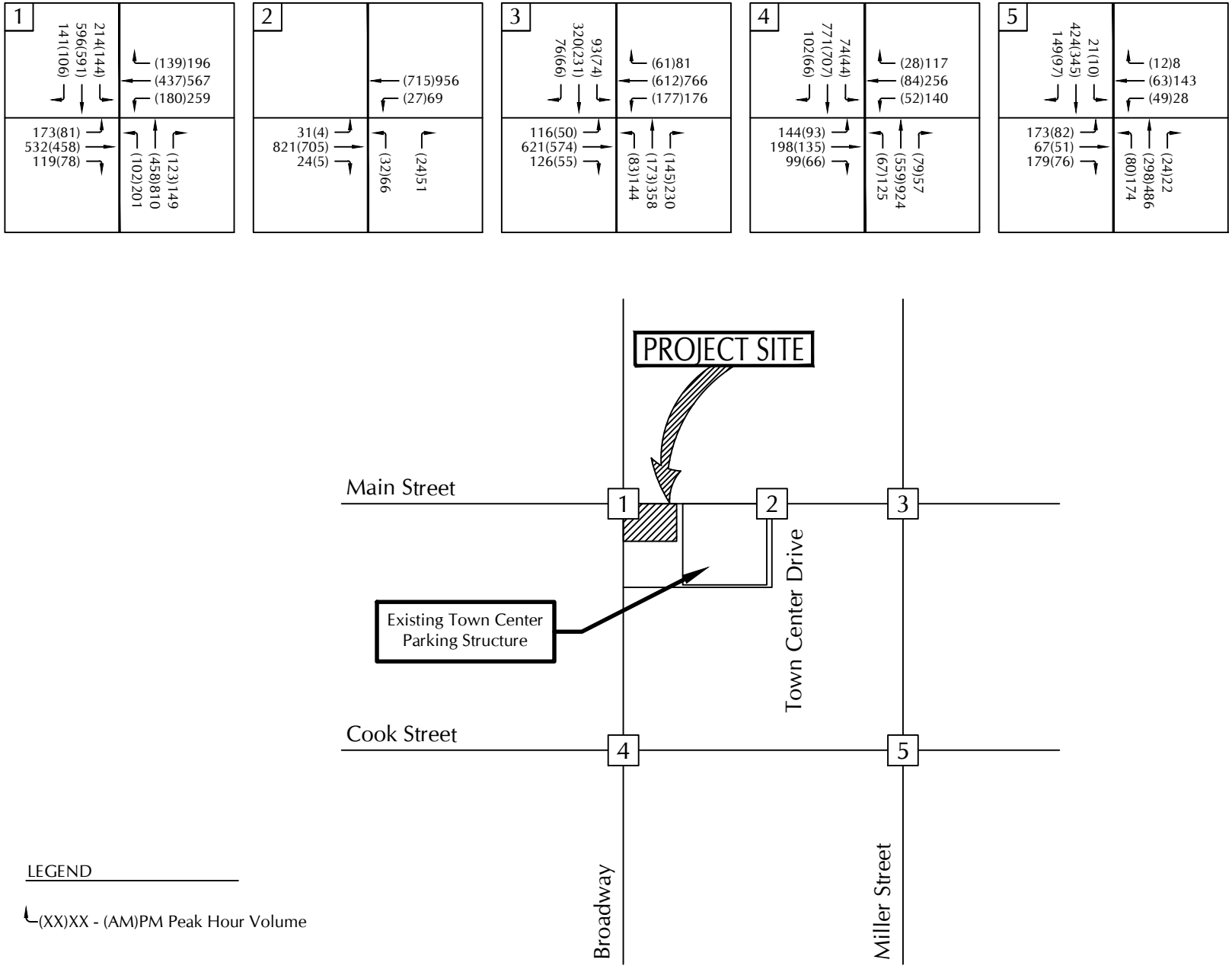
Table 6
Existing + Project Levels of Service – AM Peak Hour

Intersection	Existing		Existing + Project		Consistent?
	ICU	LOS	ICU	LOS	
Broadway/Main Street	0.54	LOS A	0.55	LOS A	Yes
Town Center Drive/Main Street	0.33	LOS A	0.35	LOS A	Yes
Miller Street/Main Street	0.53	LOS A	0.54	LOS A	Yes
Broadway/Cook Street	0.46	LOS A	0.46	LOS A	Yes
Miller Street/Cook Street	0.49	LOS A	0.49	LOS A	Yes

Table 7
Existing + Project Levels of Service – PM Peak Hour

Intersection	Existing		Existing + Project		Consistent?
	ICU	LOS	ICU	LOS	
Broadway/Main Street	0.72	LOS C	0.73	LOS C	Yes
Town Center Drive/Main Street	0.44	LOS A	0.45	LOS A	Yes
Miller Street/Main Street	0.68	LOS B	0.68	LOS B	Yes
Broadway/Cook Street	0.64	LOS B	0.64	LOS B	Yes
Miller Street/Cook Street	0.69	LOS B	0.69	LOS B	Yes

The data presented in Tables 6 and 7 show that the study-area intersections are forecast to operate in the LOS A-C range during the AM and PM peak hours with Existing + Project traffic, which meet the City's LOS D operating standard.



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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

Cumulative traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects located in the adjacent portions of the City (list of cumulative projects is contained in the Technical Appendix). Trip generation estimates were developed for the cumulative projects using ITE rates or from traffic studies prepared for the cumulative projects (cumulative trip generation calculations are contained in the Technical Appendix). Traffic generated by the cumulative projects was then added to the Existing volumes to produce the Cumulative traffic forecasts. Figure 7 shows the Cumulative traffic volumes and Figure 8 shows the Cumulative + Project volumes.

Cumulative Intersection Operations

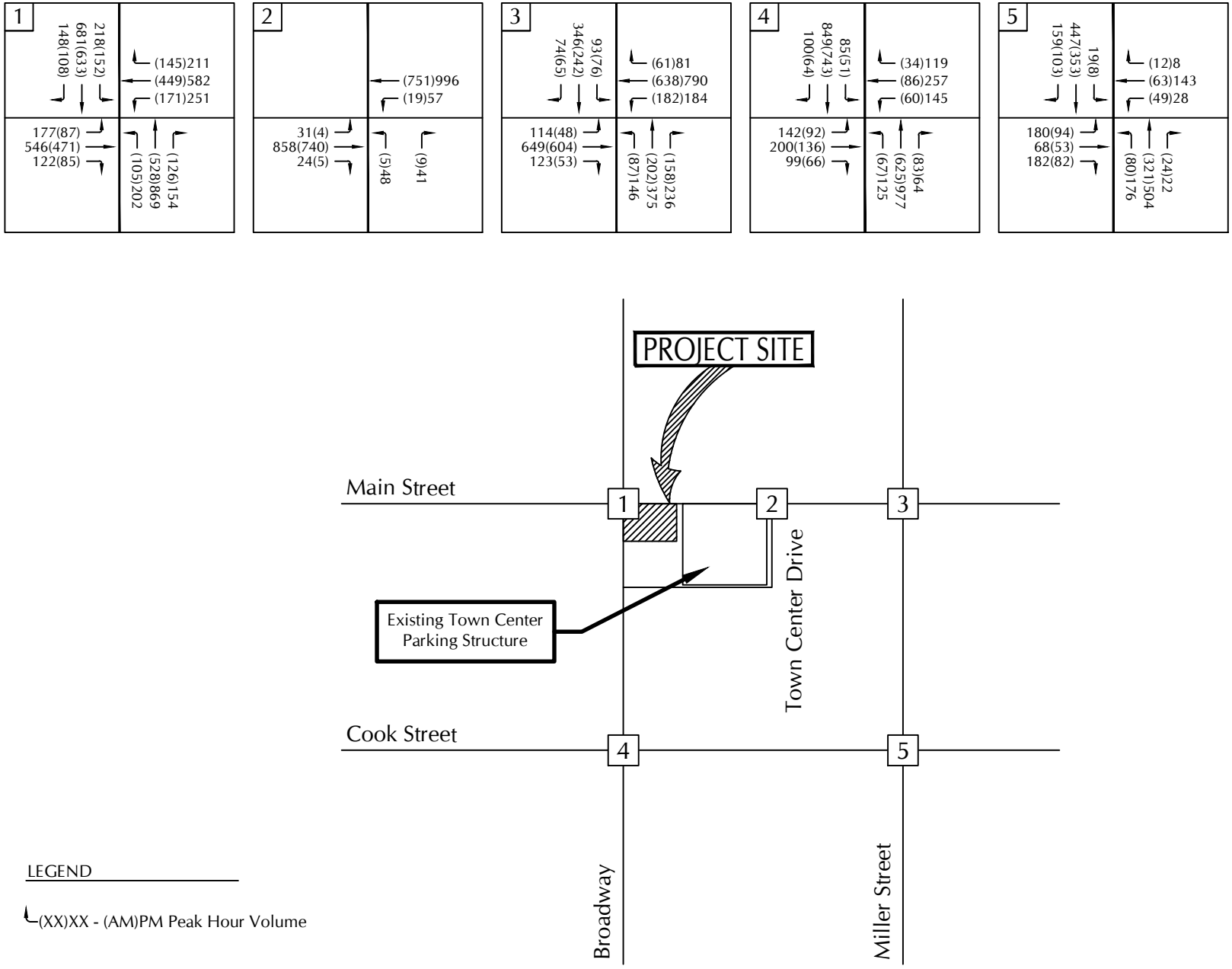
Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project traffic volumes presented on Figures 7 and 8. Tables 8 and 9 compare the Cumulative and Cumulative + Project levels of service forecasts and identify the Project's consistency with the City's LOS D standard.

Table 8
Cumulative + Project Levels of Service – AM Peak Hour

Intersection	Cumulative		Cumulative + Project		Consistent?
	ICU	LOS	ICU	LOS	
Broadway/Main Street	0.56	LOS A	0.57	LOS A	Yes
Town Center Drive/Main Street	0.34	LOS A	0.36	LOS A	Yes
Miller Street/Main Street	0.56	LOS A	0.57	LOS A	Yes
Broadway/Cook Street	0.48	LOS A	0.48	LOS A	Yes
Miller Street/Cook Street	0.51	LOS A	0.51	LOS A	Yes

Table 9
Cumulative + Project Levels of Service – PM Peak Hour

Intersection	Cumulative		Cumulative + Project		Consistent?
	ICU	LOS	ICU	LOS	
Broadway/Main Street	0.76	LOS C	0.77	LOS C	Yes
Town Center Drive/Main Street	0.45	LOS A	0.46	LOS A	Yes
Miller Street/Main Street	0.69	LOS B	0.70	LOS B	Yes
Broadway/Cook Street	0.67	LOS B	0.67	LOS B	Yes
Miller Street/Cook Street	0.71	LOS C	0.72	LOS C	Yes



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CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

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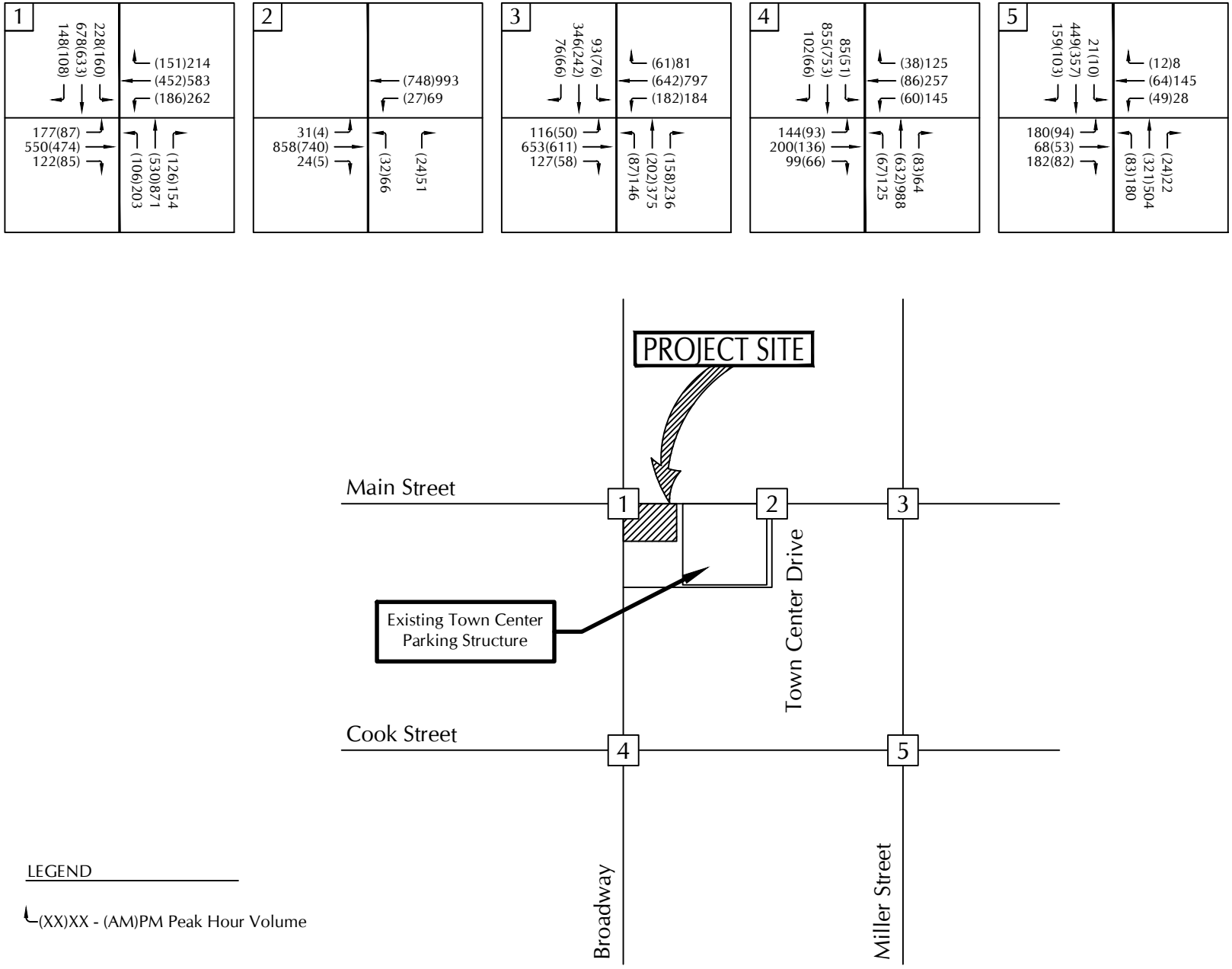

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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

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As shown in Tables 8 and 9, the study-area intersections are forecast to operate in the LOS A-C range during the AM and PM peak hours with Cumulative and Cumulative + Project traffic, which meet the City's LOS D standard.

SITE ACCESS AND CIRCULATION

Access Driveways

As noted in the Project Description, parking for the Project would be provided within the adjacent parking structure and vehicular access would be provided via the existing driveways on Broadway and Main Street. The parking structure entrance on Main Street at Town Center Drive is signalized and is forecast to operate at LOS A with Cumulative + Project volumes, indicating good operations with the addition of Project traffic. The Project has an at-grade driveway entrance on Main Street west of Town Center Drive with right-turn in and out access and has a 70' right-turn lane for deceleration and storage. The Project also has a standard driveway entrance on Broadway with right-turn in and out access. City staff have indicated that the Project will need to ensure that the driveways comply with all applicable City standards.

Crosswalk Improvements

As shown previously in Figure 2, a new stairwell is being constructed adjacent to the parking structure to provide access to the second and third floors of the structure from Town Center Drive. A crosswalk is proposed across Town Center Drive to accommodate pedestrian flows between the apartments to the stairwell. A crosswalk is also proposed extending south of the stairwell to connect to the existing sidewalk leading to the Santa Maria Town Center mall. The stairwell building would replace 4 existing parking spaces. It is recommended that a stop-bar be installed before the crosswalk for vehicles exiting the parking structure, as shown in Figure 9. It is noted that the proposed building connected to the stairwell building is supported by columns on the ground floor. Thus, vehicles exiting the parking structure and stopping at the stop-bar before the crosswalk would have adequate sight distance to see vehicles travelling south on Town Center Drive (see Figure 10).

Main Street Queuing Analysis

A queuing analysis was completed for the Main Street intersections adjacent to the Project site to determine if future vehicle queues will be accommodated in the available storage. The analysis reviews queue forecasts for the left-turn lanes under Cumulative + Project scenarios.

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RECOMMENDED STOP-BAR AT CROSSWALK

FIGURE 9

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VEHICLE SIGHT-DISTANCE AT STOP-BAR

FIGURE 10

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The queueing analysis was completed using the SYNCHRO software program. The SYNCHRO software implements the Highway Capacity Manual (HCM) operations methodology and predicts both "50th Percentile" and "95th Percentile" queue forecasts for the peak period. The 50th percentile queue forecasts represent the average queues during the peak period. The 95th percentile queue forecasts represent the peak queues during the peak period and are recommended for design purposes. Worksheets showing the queue forecasts are contained in the Technical Appendix. Tables 10 and 11 summarize the lane storage provided and the average (50^{th}) and peak (95^{th}) queue forecasts for Main Street intersections adjacent to the site.

Table 10
Cumulative + Project AM Peak Hour - Left-Turn Storage and Queues

Intersection	Storage Length	Cumulative + Project		Exceeds Storage?
		50^{th} % Queue	95^{th} % Queue	
Main/Broadway				
• WB Left-Turn #1	450 Feet	57 Feet	94 Feet	No
• WB Left-Turn #2	450 Feet	66 Feet	105 Feet	No
• SB Left-Turn	170 Feet	118 Feet	146 Feet	No
Main St/Town Center Drive				
• WB Left-Turn	240 Feet	30 Feet	77 Feet	No
• EB Left-Turn	140 Feet	5 Feet	18 Feet	No
• NB Left-Turn	130 Feet	17 Feet	34 Feet	No

Table 11
Cumulative + Project PM Peak Hour - Left-Turn Storage and Queues

Intersection	Storage Length	Cumulative + Project		Exceeds Storage?
		50^{th} % Queue	95^{th} % Queue	
Main/Broadway				
• WB Left-Turn #1	450 Feet	64 Feet	119 Feet	No
• WB Left-Turn #2	450 Feet	98 Feet	133 Feet	No
• SB Left-Turn	170 Feet	101 Feet	168 Feet	No
Main St/Town Center Drive				
• WB Left-Turn	240 Feet	55 Feet	82 Feet	No
• EB Left-Turn	140 Feet	28 Feet	59 Feet	No
• NB Left-Turn	130 Feet	29 Feet	57 Feet	No

The data presented in Tables 10 and 11 indicate that all of the storage lengths at the intersections satisfy the 50^{th} and 95^{th} percentile queue forecasts with the Cumulative + Project traffic volume forecasts.

VMT ANALYSIS

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, Vehicle Miles Traveled (VMT) has been designated as the most appropriate measure of transportation impacts. "Vehicle Miles Traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[2] The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts.

The City of Santa Maria's adopted Environmental Procedures and Guidelines manual ("CEQA Guidelines") [3] contain thresholds and methodologies for assessing potential VMT impacts for Projects located in the City, which are reviewed below.

Criteria For Mixed-Use Developments

The City's CEQA Guidelines manual provides the following guidance for mixed-use projects:

> "For mixed use projects, the CEQA Guidelines recommend either analyzing each component of the proposed project separately or focusing on the predominant land use."

Based on this guidance, separate VMT analyses were completed for the residential and retail (restaurant) portions of the Project.

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

[3] City of Santa Maria Environmental Procedures and Guidelines, City of Santa Maria, Amended November 3, 2020.

VMT Analysis - Residential

The potential VMT impacts associated with the residential portion of the Project are reviewed below.

Screening Criteria

Consistent with the recommendations in the OPR Technical Advisory, Section 4.3.1 of the City of Santa Maria's CEQA Guidelines establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact. Section 4.3.1-A states that:

> "The following discretionary development projects are not subject to VMT analysis:
>
> 1. Affordable housing projects where a minimum of 20 percent of the units are deed restricted for low or very low income residents."

25% of the residential portion of the Project consists of affordable housing. The residential portion of the Project therefore satisfies the screening criteria for affordable housing projects and may be presumed to result in less than significant VMT impacts in accordance with the City of Santa Maria thresholds.

VMT Analysis – Retail

The potential VMT impacts associated with the retail portion of the Project are reviewed below.

Screening Criteria

Consistent with the recommendations in the OPR Technical Advisory, Section 4.3.1 of the City of Santa Maria's CEQA Guidelines establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact. Section 4.3.1-A states that:

> "The following discretionary development projects are not subject to VMT analysis:
>
> 2. A discretionary retail development project that is 50,000 square feet or less. Does not apply to regional shopping centers that predominately serve customers that live outside of the City limits."

The retail portion of the Project contains a 6,500 SF local serving restaurant. The retail portion of the Project therefore satisfies the screening criteria for local serving retail uses and may be presumed to result in less than significant VMT impacts in accordance with the City of Santa Maria thresholds.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

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Brian Schwartz, Principal Planner, Urban Planning Concepts
Dana Eady, Planning Division Manager, City of Santa Maria

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TECHNICAL APPENDIX

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LEVEL OF SERVICE DEFINITIONS

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Signalized Intersection Level of Service Definitions

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

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

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

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

[1] Highway Capacity Manual, National Research Board, 2016.

TRAFFIC COUNT DATA

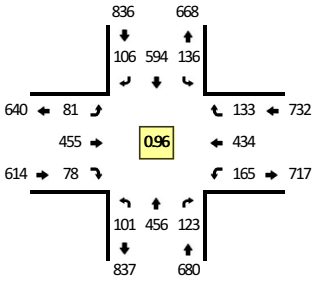
Type of peak hour being reported: Intersection Peak

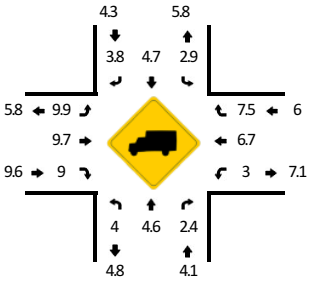
Method for determining peak hour: Total Entering Volume

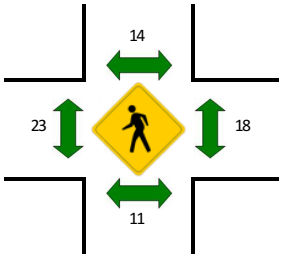
LOCATION: Broadway -- Main St
CITY/STATE: Santa Maria, CA

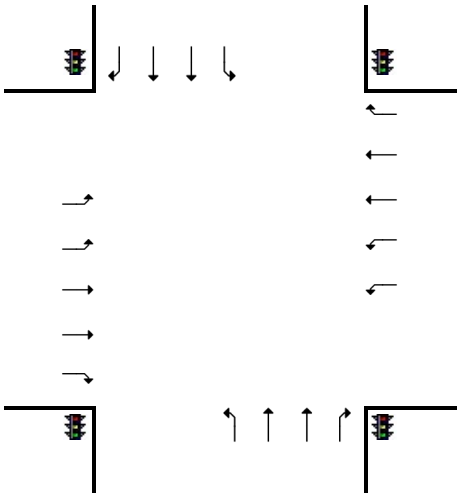
QC JOB #: 16017807
DATE: Wed, Jan 18 2023

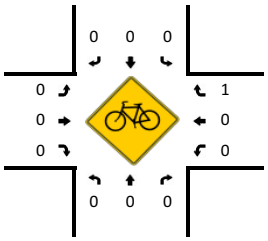
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

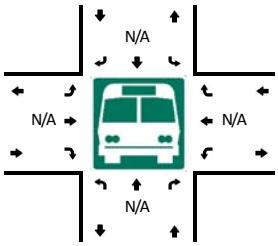


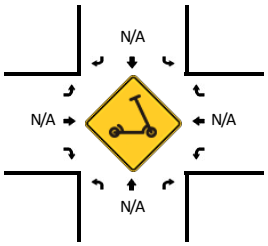












15-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	53	9	0	19	53	6	0	12	52	10	0	17	48	6	0	294	
7:15 AM	19	56	16	0	21	78	20	0	17	76	11	0	13	81	13	0	421	
7:30 AM	17	86	18	1	27	121	26	0	18	72	12	0	25	89	29	0	541	
7:45 AM	20	91	23	3	39	184	29	0	21	130	14	0	39	121	28	0	742	1998
8:00 AM	21	118	25	0	33	167	32	0	17	107	23	1	52	105	33	3	737	2441
8:15 AM	22	132	35	0	34	130	18	0	27	111	32	1	28	92	36	0	698	2718
8:30 AM	35	115	40	0	30	113	27	0	14	107	9	0	43	116	36	0	685	2862
8:45 AM	20	82	20	0	29	122	18	0	25	88	20	1	59	127	20	0	631	2751

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	364	92	12	156	736	116	0	84	520	56	0	156	484	112	0	2968
Heavy Trucks	4	12	0		4	28	4		8	40	4		4	36	12		156
Buses																	
Pedestrians		16				24				56				4			100
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

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

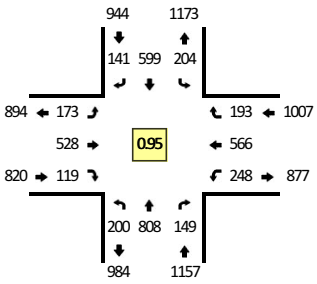
Type of peak hour being reported: Intersection Peak

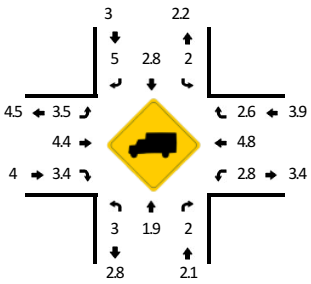
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway -- Main St
CITY/STATE: Santa Maria, CA

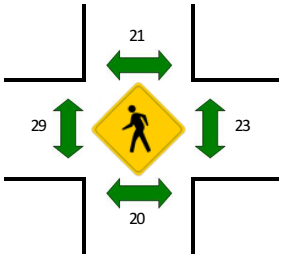
QC JOB #: 16017808
DATE: Wed, Jan 18 2023

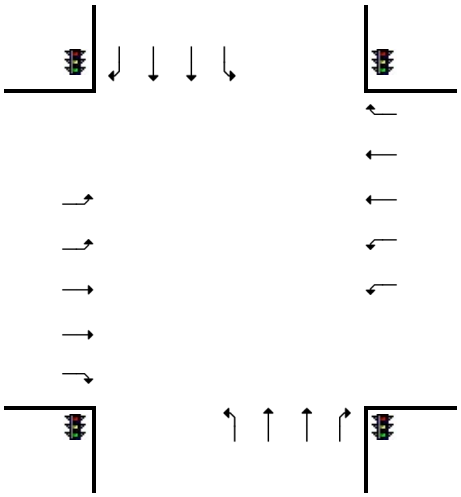
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

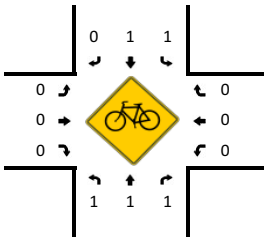


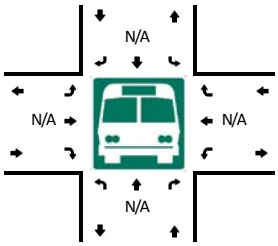


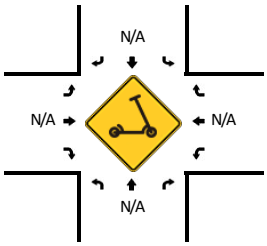
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	60	204	43	7	45	163	37	0	35	134	24	1	82	153	44	0	1032	
4:15 PM	44	191	35	0	58	171	32	2	49	122	39	2	49	139	49	0	982	
4:30 PM	40	210	40	8	40	130	38	3	38	130	27	3	65	138	52	1	963	
4:45 PM	37	203	31	4	56	135	34	0	45	142	29	0	51	136	48	0	951	3928
5:00 PM	53	222	57	10	41	149	40	1	43	154	33	2	60	113	51	3	1032	3928
5:15 PM	47	163	29	5	43	159	38	0	54	127	22	0	45	143	45	3	923	3869
5:30 PM	37	192	35	7	50	158	37	2	30	111	27	0	52	108	38	0	884	3790
5:45 PM	38	154	31	5	49	154	32	0	35	109	25	2	43	128	45	0	850	3689

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	240	816	172	28	180	652	148	0	140	536	96	4	328	612	176	0	4128
Heavy Trucks	4	8	0		0	16	8		4	20	0		4	36	4		104
Buses																	
Pedestrians		16				20				20				20			76
Bicycles	4	0	4		4	0	0		0	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

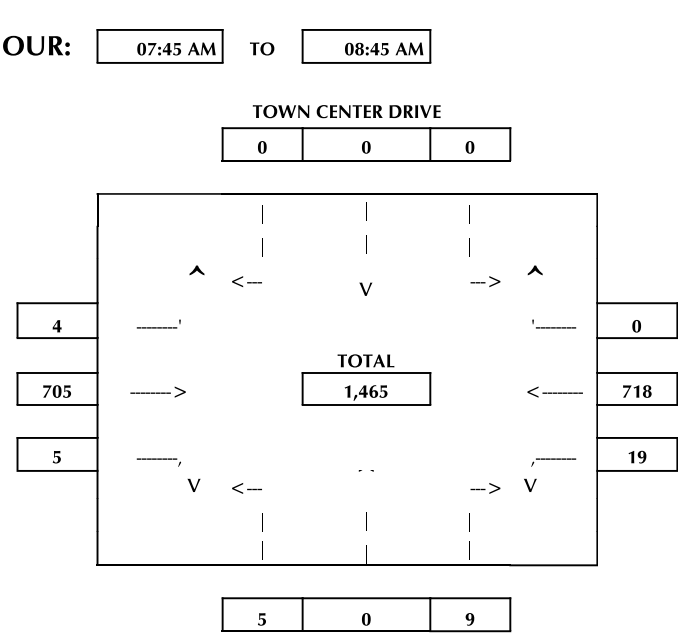
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

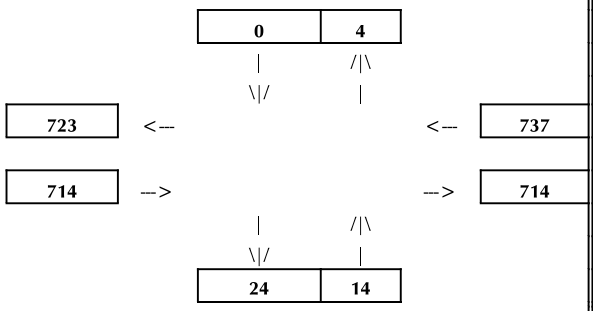
PROJECT: ALVIN NEWTON APARTMENTS	PROJECT #: 23014	COUNT DATE: 2-22-23	FILE NAME: 02_AM
N-S Approach: TOWN CENTER DRIVE		COUNT TIME: 07:00 AM TO 9:00	
E-W Approach: MAIN STREET		CITY: SANTA MARIA	WEATHER: SUNNY

PEAK HOUR: 07:45 AM TO 08:45 AM



CONTROL TYPE: NONE

ARRIVAL / DEPARTURE VOLUMES



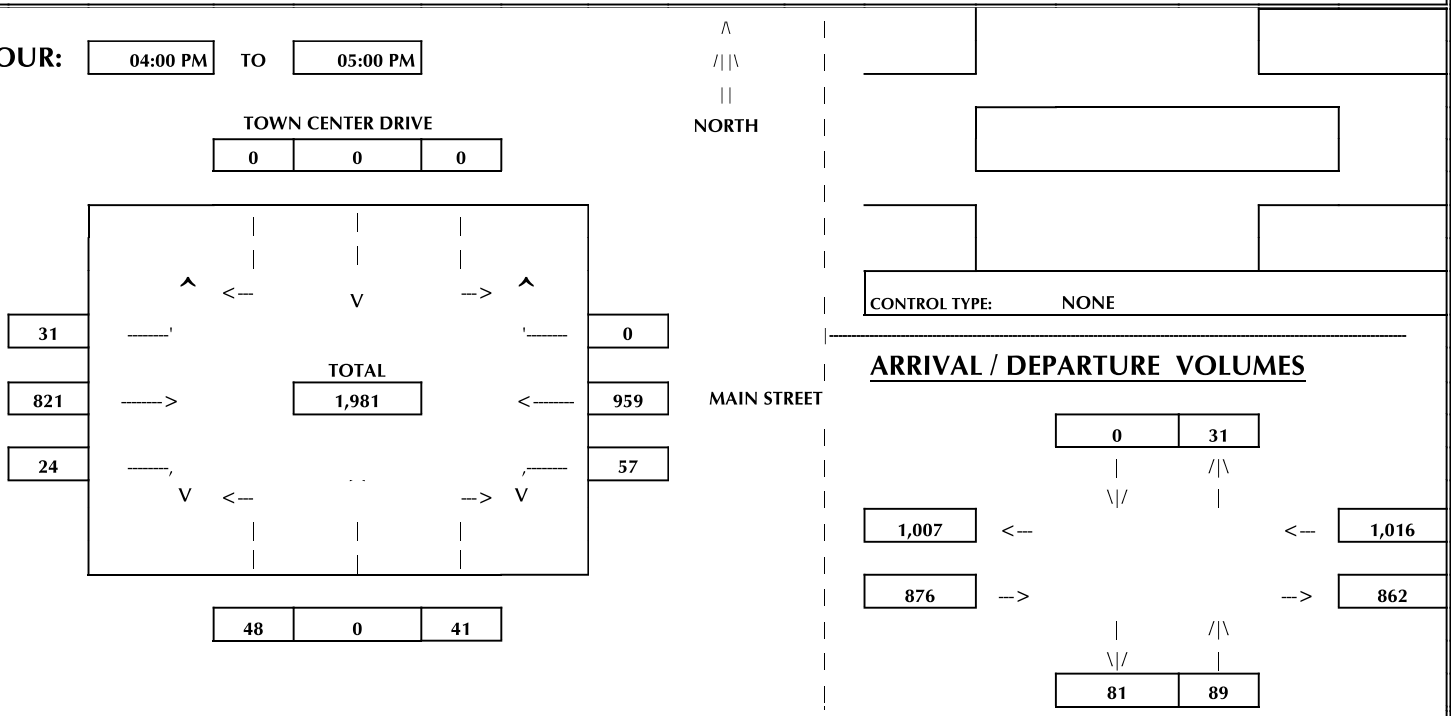
TIME PERIOD From	---	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL VOLUMES
COUNT DATA															
07:00 AM	---	07:15 AM	1	0	1	0	0	0	3	77	0	2	70	0	154
07:15 AM	---	07:30 AM	2	0	3	0	0	0	5	188	0	2	174	0	374
07:30 AM	---	07:45 AM	3	0	5	0	0	0	5	304	1	7	314	0	639
07:45 AM	---	08:00 AM	5	0	6	0	0	0	7	493	2	11	499	0	1023
08:00 AM	---	08:15 AM	5	0	8	0	0	0	7	657	3	13	690	0	1383
08:15 AM	---	08:30 AM	8	0	12	0	0	0	9	834	4	18	839	0	1724
08:30 AM	---	08:45 AM	8	0	14	0	0	0	9	1009	6	26	1032	0	2104
08:45 AM	---	09:00 AM	8	0	24	0	0	0	10	1141	10	38	1228	0	2459
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	1	0	1	0	0	0	3	77	0	2	70	0	154
07:15 AM	---	07:30 AM	1	0	2	0	0	0	2	111	0	0	104	0	220
07:30 AM	---	07:45 AM	1	0	2	0	0	0	0	116	1	5	140	0	265
07:45 AM	---	08:00 AM	2	0	1	0	0	0	2	189	1	4	185	0	384
08:00 AM	---	08:15 AM	0	0	2	0	0	0	0	164	1	2	191	0	360
08:15 AM	---	08:30 AM	3	0	4	0	0	0	2	177	1	5	149	0	341
08:30 AM	---	08:45 AM	0	0	2	0	0	0	0	175	2	8	193	0	380
08:45 AM	---	09:00 AM	0	0	10	0	0	0	1	132	4	12	196	0	355
HOURLY TOTALS															
07:00 AM	---	08:00 AM	5	0	6	0	0	0	7	493	2	11	499	0	1023
07:15 AM	---	08:15 AM	4	0	7	0	0	0	4	580	3	11	620	0	1229
07:30 AM	---	08:30 AM	6	0	9	0	0	0	4	646	4	16	665	0	1350
07:45 AM	---	08:45 AM	5	0	9	0	0	0	4	705	5	19	718	0	1465
08:00 AM	---	09:00 AM	3	0	18	0	0	0	3	648	8	27	729	0	1436

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	ALVIN NEWTON APARTMENTS	PROJECT #: 23014	CONT DATE: 2-22-23		FILE NAME: 02_PM
N-S Approach:	TOWN CENTER DRIVE		COUNT TIME:	04:00 PM TO 6:00	
E-W Approach:	MAIN STREET		CITY: SANTA MARIA		WEATHER: SUNNY

PEAK HOUR: 04:00 PM TO 05:00 PM



ARRIVAL / DEPARTURE VOLUMES

TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
04:00 PM	---	04:15 PM	6	0	6	0	0	0	3	215	4	19	273	0	526
04:15 PM	---	04:30 PM	21	0	21	0	0	0	16	413	8	33	495	0	1007
04:30 PM	---	04:45 PM	34	0	31	0	0	0	21	612	14	50	738	0	1500
04:45 PM	---	05:00 PM	48	0	41	0	0	0	31	821	24	57	959	0	1981
05:00 PM	---	05:15 PM	66	0	53	0	0	0	36	1060	32	62	1168	0	2477
05:15 PM	---	05:30 PM	79	0	68	0	0	0	46	1243	38	72	1391	0	2937
05:30 PM	---	05:45 PM	90	0	82	0	0	0	50	1429	44	83	1578	0	3356
05:45 PM	---	06:00 PM	99	0	94	0	0	0	54	1609	49	95	1785	0	3785
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	6	0	6	0	0	0	3	215	4	19	273	0	526
04:15 PM	---	04:30 PM	15	0	15	0	0	0	13	198	4	14	222	0	481
04:30 PM	---	04:45 PM	13	0	10	0	0	0	5	199	6	17	243	0	493
04:45 PM	---	05:00 PM	14	0	10	0	0	0	10	209	10	7	221	0	481
05:00 PM	---	05:15 PM	18	0	12	0	0	0	5	239	8	5	209	0	496
05:15 PM	---	05:30 PM	13	0	15	0	0	0	10	183	6	10	223	0	460
05:30 PM	---	05:45 PM	11	0	14	0	0	0	4	186	6	11	187	0	419
05:45 PM	---	06:00 PM	9	0	12	0	0	0	4	180	5	12	207	0	429
HOURLY TOTALS															
04:00 PM	---	05:00 PM	48	0	41	0	0	0	31	821	24	57	959	0	1981
04:15 PM	---	05:15 PM	60	0	47	0	0	0	33	845	28	43	895	0	1951
04:30 PM	---	05:30 PM	58	0	47	0	0	0	30	830	30	39	896	0	1930
04:45 PM	---	05:45 PM	56	0	51	0	0	0	29	817	30	33	840	0	1856
05:00 PM	---	06:00 PM	51	0	53	0	0	0	23	788	25	38	826	0	1804

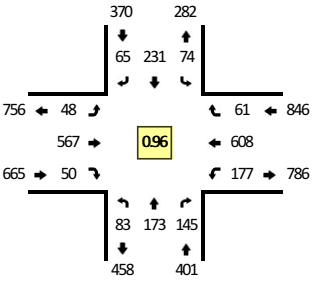
Type of peak hour being reported: Intersection Peak

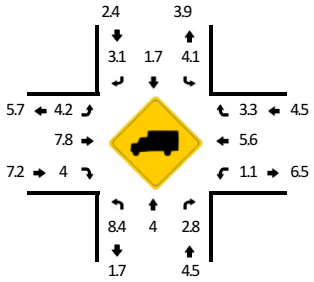
Method for determining peak hour: Total Entering Volume

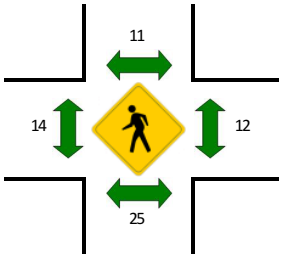
LOCATION: Miller St -- E Main St
CITY/STATE: Santa Maria, CA

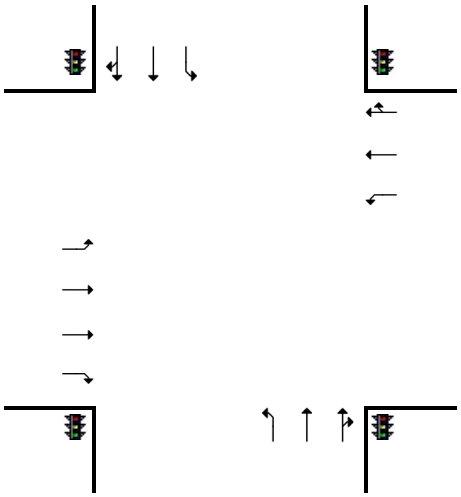
QC JOB #: 16017809
DATE: Wed, Jan 18 2023

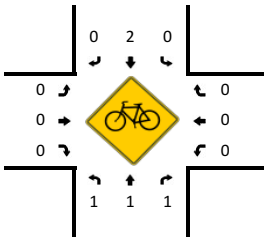
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

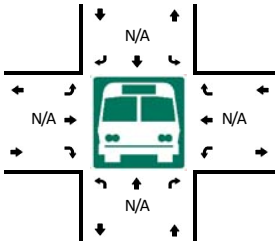


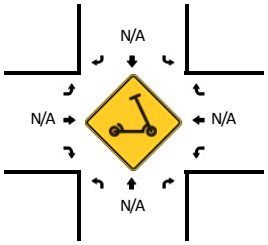












15-Min Count Period Beginning At	Miller St (Northbound)				Miller St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	20	7	0	14	22	7	0	3	64	4	0	14	57	3	0	224	
7:15 AM	11	25	10	0	12	42	10	0	8	84	12	0	21	86	8	0	329	
7:30 AM	28	35	23	0	20	48	16	0	5	108	16	0	31	95	7	0	432	
7:45 AM	25	34	35	0	25	74	25	0	11	145	15	0	36	152	12	0	589	1574
8:00 AM	28	45	33	0	21	58	13	0	10	127	13	0	50	141	14	0	553	1903
8:15 AM	17	47	41	0	19	44	12	0	14	143	12	0	48	131	18	0	546	2120
8:30 AM	13	47	36	0	9	55	15	0	13	152	10	0	43	184	17	0	594	2282
8:45 AM	18	22	17	0	10	55	13	0	12	117	12	0	39	162	16	0	493	2186

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	188	144	0	36	220	60	0	52	608	40	0	172	736	68	0	2376
Heavy Trucks	4	12	0		4	0	0		0	40	4		4	52	0		120
Buses																	
Pedestrians		0				4				8				4			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

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

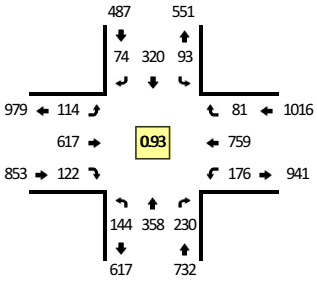
Type of peak hour being reported: Intersection Peak

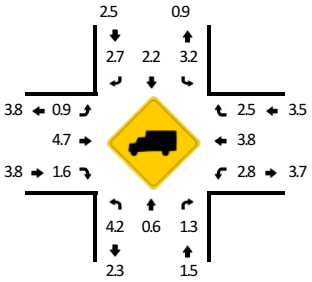
Method for determining peak hour: Total Entering Volume

LOCATION: Miller St -- E Main St
CITY/STATE: Santa Maria, CA

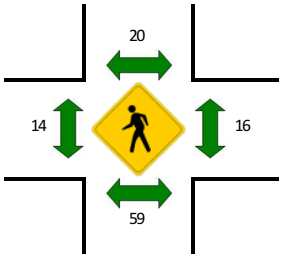
QC JOB #: 16017810
DATE: Wed, Jan 18 2023

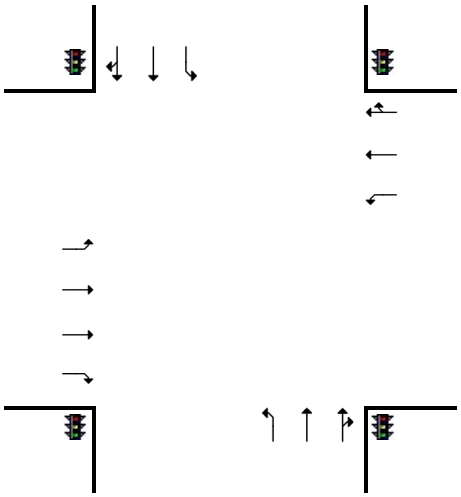
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

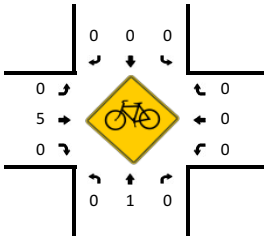


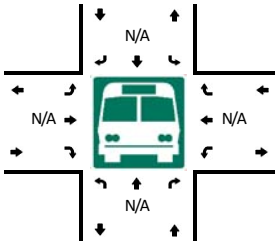


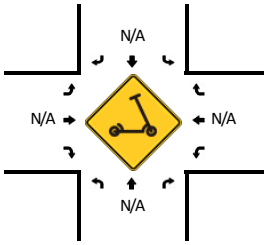
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Miller St (Northbound)				Miller St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	87	65	0	24	82	16	0	34	164	34	0	52	214	21	0	826	
4:15 PM	42	113	57	0	27	74	17	0	27	139	21	0	39	170	33	0	759	
4:30 PM	38	80	62	0	20	85	25	0	23	153	27	1	51	186	14	1	766	
4:45 PM	31	78	46	0	22	79	16	0	28	161	40	1	33	189	13	0	737	3088
5:00 PM	39	102	77	0	18	64	12	0	22	205	23	1	23	171	11	1	769	3031
5:15 PM	40	73	47	0	37	67	5	0	29	130	28	0	37	178	20	0	691	2963
5:30 PM	25	83	60	0	31	66	14	0	22	161	26	0	40	135	12	0	675	2872
5:45 PM	30	64	52	0	22	57	13	0	19	127	22	1	34	179	10	0	630	2765

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	132	348	260	0	96	328	64	0	136	656	136	0	208	856	84	0	3304
Heavy Trucks	8	0	4		8	4	4		0	28	0		8	32	0		96
Buses																	
Pedestrians		172				28				28				32			260
Bicycles	0	0	0		0	0	0		0	8	0		0	0	0		8
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

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

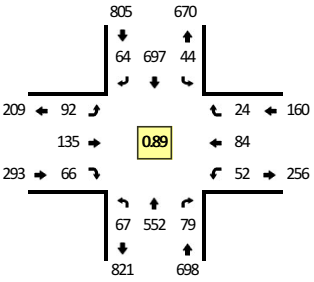
Type of peak hour being reported: Intersection Peak

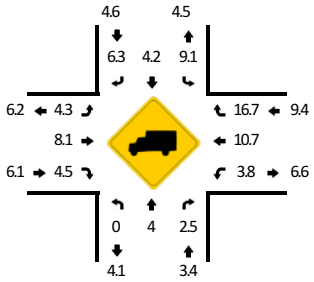
Method for determining peak hour: Total Entering Volume

LOCATION: S Broadway -- Cook St
CITY/STATE: Santa Maria, CA

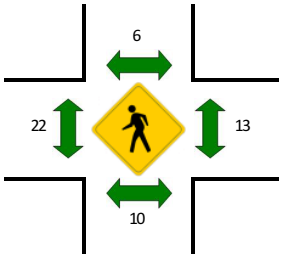
QC JOB #: 16017801
DATE: Wed, Jan 18 2023

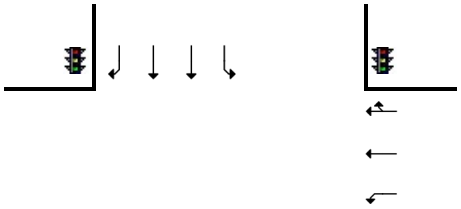
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

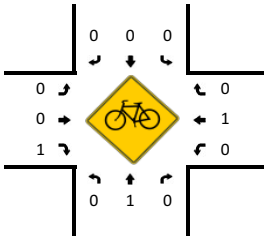


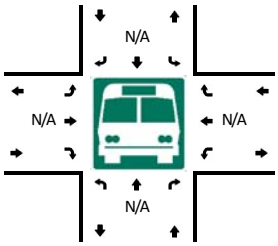


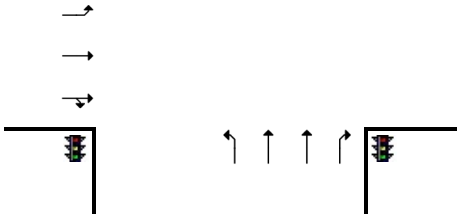
Quality Counts
DATA THAT DRIVES COMMUNITIES

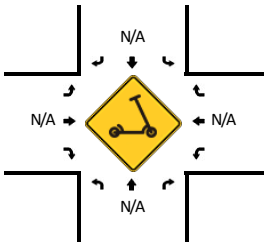












15-Min Count Period Beginning At	S Broadway (Northbound)				S Broadway (Southbound)				Cook St (Eastbound)				Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	59	2	0	11	61	6	0	11	19	6	0	2	9	7	0	195	
7:15 AM	6	78	3	0	7	87	7	0	12	21	8	0	6	11	5	0	251	
7:30 AM	11	98	8	1	6	123	14	0	15	27	7	0	11	16	3	0	340	
7:45 AM	8	123	17	0	12	221	15	0	18	38	13	0	12	21	6	0	504	1290
8:00 AM	17	126	23	1	9	189	15	0	16	38	15	0	16	33	9	0	507	1602
8:15 AM	18	168	21	3	13	180	15	1	37	30	28	0	16	16	6	0	552	1903
8:30 AM	18	135	18	2	8	107	19	1	21	29	10	0	8	14	3	0	393	1956
8:45 AM	11	106	12	2	11	182	20	0	13	20	9	0	16	25	11	0	438	1890

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	672	84	12	52	720	60	4	148	120	112	0	64	64	24	0	2208
Heavy Trucks	0	32	4		0	20	4		8	4	0		4	4	0		80
Buses																	
Pedestrians		8				0				16				8			32
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

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

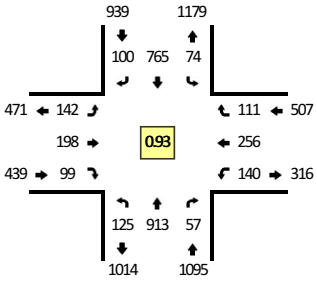
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

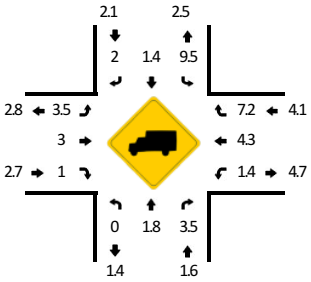
LOCATION: S Broadway -- Cook St
CITY/STATE: Santa Maria, CA

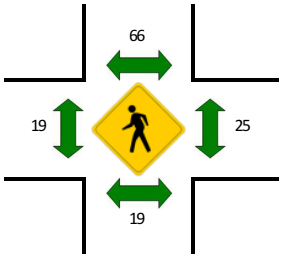
QC JOB #: 16017802
DATE: Wed, Jan 18 2023

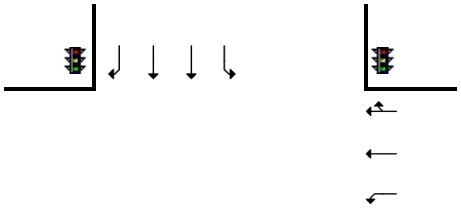
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

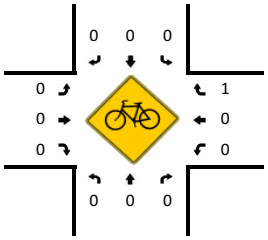


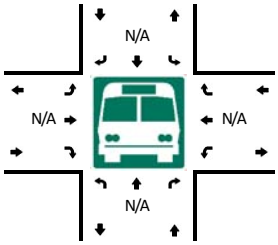
Quality Counts
DATA THAT DRIVES COMMUNITIES

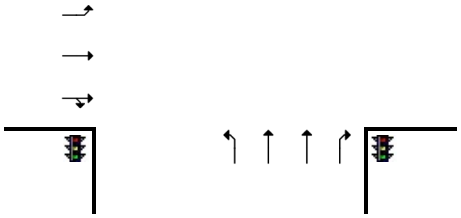


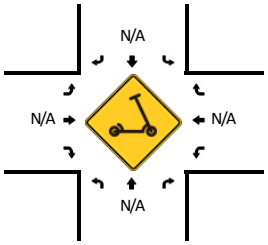












15-Min Count Period Beginning At	S Broadway (Northbound)				S Broadway (Southbound)				Cook St (Eastbound)				Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	233	13	2	14	204	35	5	39	44	22	0	43	76	34	0	792	
4:15 PM	28	232	23	2	21	212	24	3	32	47	29	0	46	74	24	0	797	
4:30 PM	26	217	4	3	12	173	26	2	38	65	24	0	29	65	30	0	714	
4:45 PM	33	231	17	3	14	176	15	3	33	42	24	0	22	41	23	0	677	2980
5:00 PM	29	224	25	3	12	188	27	1	43	69	37	0	33	53	36	0	780	2968
5:15 PM	22	215	19	0	20	200	19	2	23	44	16	0	17	30	23	0	650	2821
5:30 PM	15	202	19	3	11	168	32	2	37	54	20	0	25	50	17	0	655	2762
5:45 PM	25	208	21	2	14	202	16	0	34	33	17	0	20	38	16	0	646	2731

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	928	92	8	84	848	96	12	128	188	116	0	184	296	96	0	3188
Heavy Trucks	0	16	4		12	8	4		8	8	0		4	8	12		84
Buses																	
Pedestrians		28				112				16				20			176
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

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

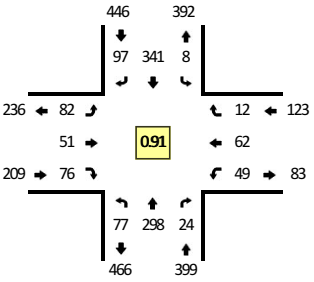
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

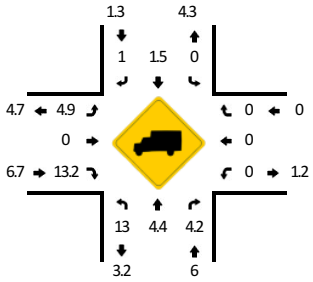
LOCATION: S Miller St -- E Cook St
CITY/STATE: Santa Maria, CA

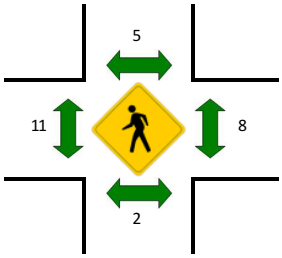
QC JOB #: 16017805
DATE: Wed, Jan 18 2023

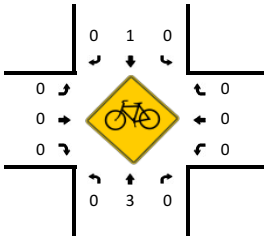
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

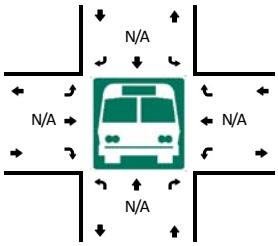


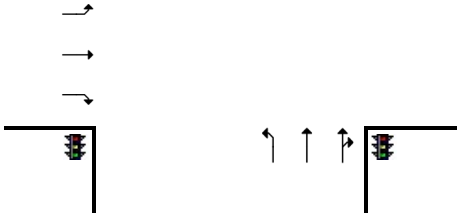
Quality Counts
DATA THAT DRIVES COMMUNITIES

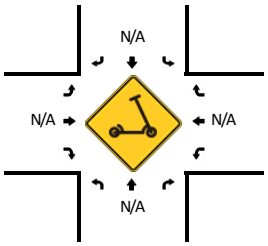












15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Cook St (Eastbound)				E Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	29	2	0	0	27	10	0	6	6	16	0	1	3	0	0	108	
7:15 AM	12	27	6	0	2	62	6	0	9	9	15	0	1	5	1	0	155	
7:30 AM	11	55	4	0	1	76	18	0	15	9	13	0	4	12	3	0	221	
7:45 AM	16	65	6	0	0	107	23	0	20	13	20	0	24	21	7	0	322	806
8:00 AM	20	75	7	0	2	90	25	0	25	11	13	0	13	20	3	0	304	1002
8:15 AM	22	89	7	0	4	73	27	0	23	15	26	0	7	11	0	0	304	1151
8:30 AM	19	69	4	0	2	71	22	0	14	12	17	0	5	10	2	0	247	1177
8:45 AM	24	45	3	0	1	74	30	0	9	8	21	0	2	18	3	0	238	1093

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	260	24	0	0	428	92	0	80	52	80	0	96	84	28	0	1288
Heavy Trucks	0	20	0		0	8	0		8	0	24		0	0	0		60
Buses																	
Pedestrians		4				0				12				4			20
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

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

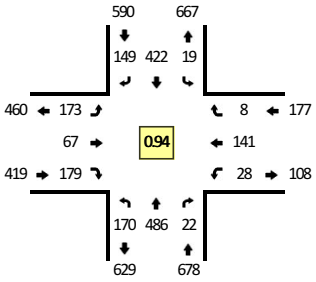
Type of peak hour being reported: Intersection Peak

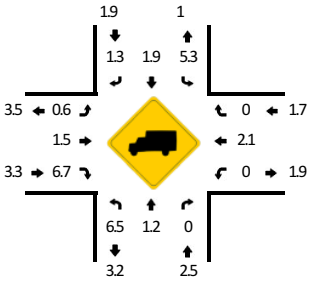
Method for determining peak hour: Total Entering Volume

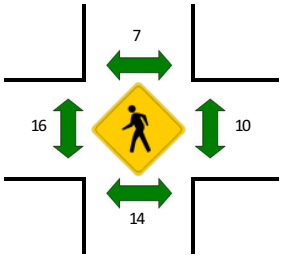
LOCATION: S Miller St -- E Cook St
CITY/STATE: Santa Maria, CA

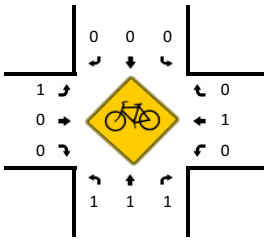
QC JOB #: 16017806
DATE: Wed, Jan 18 2023

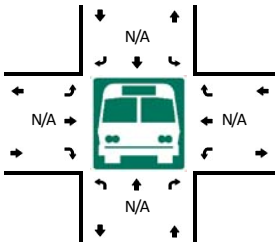
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

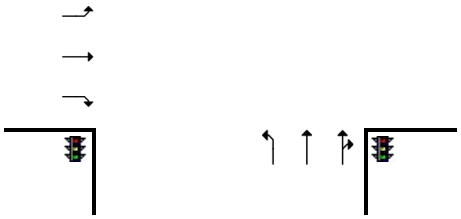


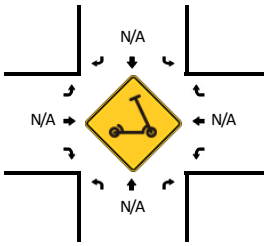












15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Cook St (Eastbound)				E Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	49	123	7	0	7	113	55	0	36	11	41	0	8	41	4	0	495	
4:15 PM	45	135	9	0	4	93	27	0	54	24	45	0	10	48	1	0	495	
4:30 PM	37	117	4	0	4	113	33	0	46	19	43	0	3	26	2	0	447	
4:45 PM	39	111	2	0	4	103	34	0	37	13	50	0	7	26	1	0	427	1864
5:00 PM	37	151	5	0	7	98	16	1	63	20	51	0	3	21	0	0	473	1842
5:15 PM	36	109	6	0	4	109	22	0	51	19	47	0	9	15	5	0	432	1779
5:30 PM	40	119	1	0	3	106	18	0	45	25	26	0	15	19	6	0	423	1755
5:45 PM	41	96	5	0	2	88	12	0	32	16	32	0	1	12	2	0	339	1667

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	196	492	28	0	28	452	220	0	144	44	164	0	32	164	16	0	1980
Heavy Trucks	4	8	0		0	0	0		0	0	16		0	4	0		32
Buses																	
Pedestrians		20				12				36				32			100
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

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

PROJECT TRIP GENERATION CALCULATION WORKSHEET

Associated Transportation Engineers #23014
Trip Generation Worksheet

ALVIN NEWTON APARTMENTS PROJECT (NO RETAIL) - 10% INTERNAL TRIP FACTOR

Use	Size	Internal-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED																
Apartments (a)	97 DU	0.90	4.54	396	0.37	32	23%	7	77%	25	0.39	34	61%	21	39%	13
Restaurant (b)	6,500 SF	0.90	107.20	627	9.57	56	55%	31	45%	25	9.05	53	61%	32	39%	21
Retail (c)	0 SF	0.90	54.45	0	2.36	0	60%	0	40%	0	6.59	0	50%	0	50%	0
Totals				**1,023**		**88**		**38**		**50**		**87**		**53**		**34**

(a) Trip generation based on ITE rates for Multifamily Housing (Mid-Rise) (ITE #221).
(b) Trip generation based on ITE rates for High Turnover Sit-Down Restaurant (ITE #932).
(c) Trip generation based on ITE rates for Strip Retail Plaza (<40k) (ITE #822).

RESTAURANT PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Restaurant	627	56	31	25	53	32	21
43% Pass-By Trips - Applied to Restaurant	270	24	13	11	23	14	9
57% Primary Trips - Remainder Restaurant	357	32	18	14	30	18	12

RETAIL PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Retail	0	0	0	0	0	0	0
40% Pass-By Trips - Applied to Retail	0	0	0	0	0	0	0
60% Primary Trips - Remainder Retail	0	0	0	0	0	0	0

TOTAL PASS-BY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Restaurant	270	24	13	11	23	14	9
Retail	0	0	0	0	0	0	0
Total Pass-By Trips	**270**	**24**	**13**	**11**	**23**	**14**	**9**

TOTAL EXTERNAL PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External	357	32	18	14	30	18	12
Residential External	396	32	7	25	34	21	13
Total External Trips	**753**	**64**	**25**	**39**	**64**	**39**	**25**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	ALVIN NEWTON APARTMENTS	**Organization:**	ATE
Project Location:	SANTA MARIA	**Performed By:**	GOM
Scenario Description:		**Date:**	27-Feb-23
Analysis Year:		**Checked By:**	SAS
Analysis Period:	**AM Street Peak Hour**	**Date:**	27-Feb-23

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				0		
Restaurant	932	6,500	SF	62	34	28
Cinema/Entertainment				0		
Residential	221	97	DU	36	8	28
Hotel				0		
All Other Land Uses[2]				0		
				98	42	56

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	6	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	98	42	56
Internal Capture Percentage	12%	14%	11%
External Vehicle-Trips[5]	86	36	50
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	N/A	N/A
Restaurant	18%	0%
Cinema/Entertainment	N/A	N/A
Residential	0%	21%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	ALVIN NEWTON APARTMENTS	**Organization:**	ATE
Project Location:	SANTA MARIA	**Performed By:**	GOM
Scenario Description:		**Date:**	27-Feb-23
Analysis Year:		**Checked By:**	SAS
Analysis Period:	**PM Street Peak Hour**	**Date:**	27-Feb-23

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				0		
Restaurant	932	6,500	SF	59	36	23
Cinema/Entertainment				0		
Residential	221	97	DU	38	23	15
Hotel				0		
All Other Land Uses[2]				0		
				97	59	38

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	3	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	97	59	38
Internal Capture Percentage	14%	12%	18%
External Vehicle-Trips[5]	83	52	31
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	N/A	N/A
Restaurant	8%	17%
Cinema/Entertainment	N/A	N/A
Residential	17%	20%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	932
Land Use	High-Turnover (Sit-Down) Restaurant
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	12
Average Pass-By Rate	43%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.9	Kentucky	1993	41	37	27	36	63	3935	2
3.1	Kentucky	1993	21	38	29	33	62	2580	2
4.6	Florida	1992	276	63	—	—	37	—	30
5	Florida	1992	65	58	—	—	42	—	30
5.3	Kentucky	1993	24	50	37	13	50	1615	2
5.7	Florida	1994	308	57	—	—	43	—	30
5.8	Florida	1992	150	32	—	—	68	—	30
6.2	Florida	1995	521	46	43	11	54	—	30
7.1	Indiana	1993	—	23	23	54	77	1565	2
8	Florida	1995	664	40	39	21	60	—	30
11	Florida	1996	267	38	43	19	62	—	30
12	Florida	1996	317	29	51	20	71	—	30

Vehicle Pass-By Rates by Land Use

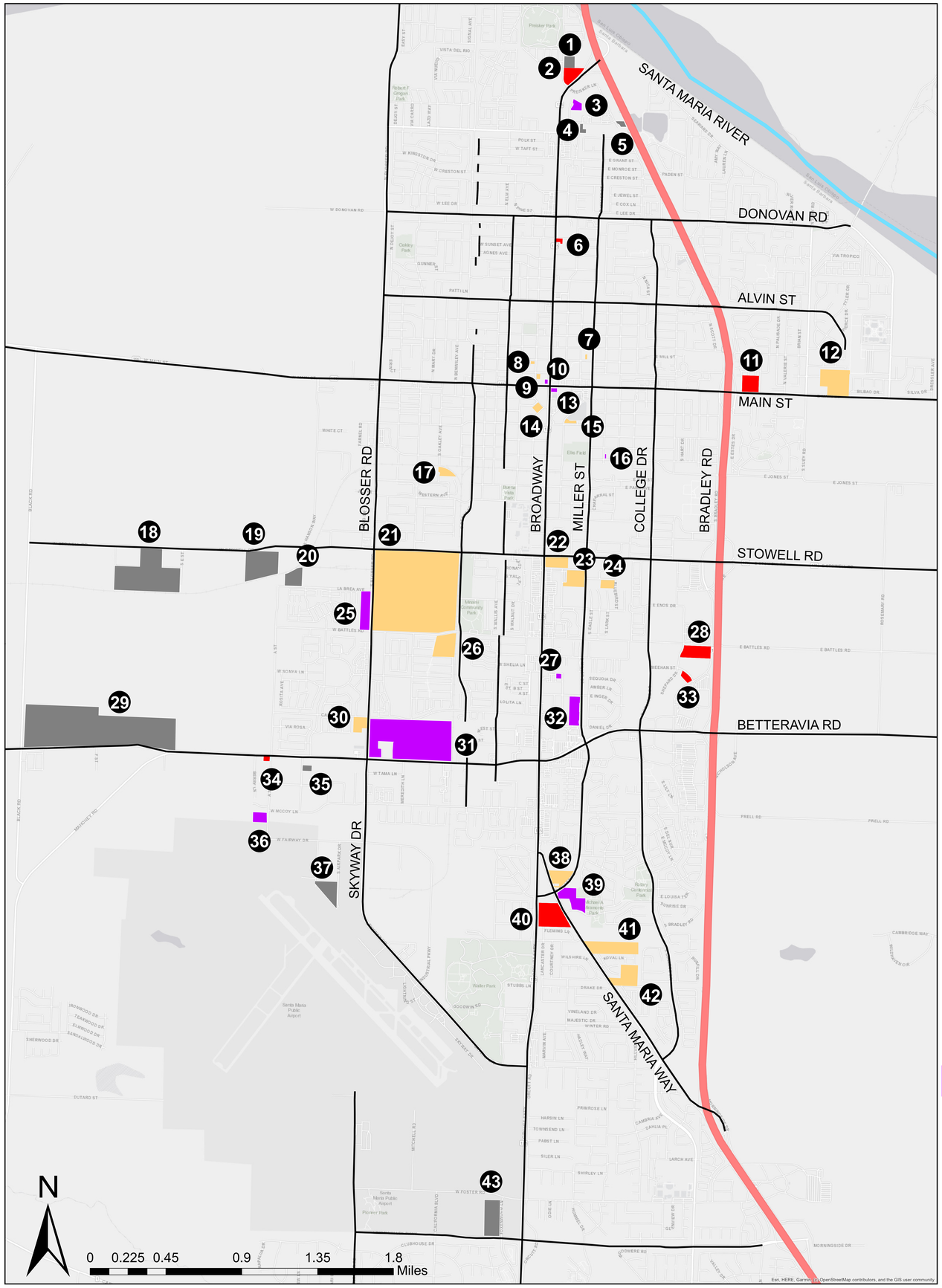
Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

CITY OF SANTA MARIA APPROVED AND PENDING PROJECTS LIST



Residential

7 309 Mill Apartments
309 E Mill St
23 unit apartments

8 200 Mill Apartments
200 W Mill St
20 unit apartments

9 Vino Bella Apartments
120 W Chapel St
32 unit apartments

12 Paradiso Residences
1571 E Main St
90 duplexes and 150 senior apts

14 Heritage Walk Lofts
201 Town Center West
102 residential units

15 Cook Street Apartments
N of Cook & E of McClelland
114 unit apartments

17 Oakley Court Apartments
600 Block S Oackley Ct
30 unit apartments

21 Blosser Ranch
NE/c Blosser Rd &
W Battles Rd
105 "for rent" single family homes
& 96 ADUs

22 Vandenberg Senior Residence
1314 S Broadway
52 unit senior apartment addition

23 Centennial Square
SW/c Miller St & Plaza Dr
184 unit affordable apartments

24 Barcellus Senior Apartments
502 E Barcellus Ave
80 unit senior apartments

26 Centennial Gardens
SW/c Battles St & Depot St
160 unit affordable apartments

30 Avante Apartments
SW/c of Carmen Ln & S Blosser Rd
86 unit apartments

38 Santa Maria Studios
2660 Santa Maria Way
378 Senior Affordable Units

41 Northman Residential
SM Way btw Sunrise Dr & E Dauphin St
63 single family residences

42 Skylight Homes
3170 Santa Maria Way
49 single family homes

Commercial

2 Preisker Commercial Center
N Broadway at Preisker Ln
108 rm hotel, drive thru rest, retail

6 Orchard Street Corner Market
1334 N Broadway
1,043 sq ft addition

11 Starbucks at Home Motors
1313 E Main St
Coffee shop & drive-thru

28 Enos Auto Center North
Lots 2-7 of Enos Ranch
Design/layout of auto center

28 Home Motors
1004 E Battles Rd
52,000 sq ft auto dealership

33 Enos Auto Center South
Lots 8-11 Enos Ranch
Design/layout of auto center

33 Splash N Dash
Lot 8 Enos Ranch
8,200 sq ft car wash

34 A Street Deli
W Betteravia Rd at A St
4,420 sq ft retail bldg

40 U-Haul
2875 Santa Maria Way
Ministorage and office

Industrial

1 Preisker RV Storage
2210 N Preisker Lane
RV storage for 150 trailers

4 SMOOTH Bus Wash
240 E Roemer Way
1,134 sq ft bus wash building

5 Donahue Truck Center
Preisker Lane
Rental facility, truck sales & service

18 Bonita Packing Expansion
1850 W Stowell Rd
173,720 sq ft cooler addition

19 Maxco Box Facility
1550 W Stowell Rd
60,000 sq ft & outdoor storage

20 Seaside Warehouse
La Brea Ave
40,854 sq ft facility

29 Windset Farms Greenhouse
1650 Black Rd
4.3 mil sq ft greenhouse & 93k bldg

35 DMS Electric
2224 S Westgate Rd
10,000 sq ft bldg

37 2811 Center
2811 Airpark Dr
51,200 sq ft of office in 2 bldgs

43 SM Airport Foxenwood Self Storage
3335 Corsair Circle
101,450 sq ft mini-warehouse facility

Mixed Use/Other

3 Holiday Inn Express & Suites
Roemer Court
Four story hotel

10 Gateway Mixed Use
101 N Broadway
33,700 sq ft 4 story mixed use bldg

13 Alvin Newton Apartments
SEC Main St and Broadway
5 story mixed use bldg

16 Boone Street Market
501 E Boone St
2,280 sq ft add & 2 units

25 Westgate Village
S Blosser Rd & W Battles Rd
126 apts & 16k sq ft retail

27 Crucified Life Church
NW/c S McClelland St
11,700 sq ft church bldg

31 Betteravia Plaza
W Betteravia Rd at SMVRR
443 apts & 291,278 sq ft retail/office

32 Celebration I, II, III
S Miller St at E Inger Dr
56 homes/33 senior/7,000 sq ft comm

32 Caring Hands Veterinary Clinic
1995 S Miller St
7,000 sq ft veterinary bldg

36 VTC Enterprises (Phase 2)
2445 A St
6,187 sq ft vocational training bldg

39 Park Edge Apartments
SE/c Santa Maria Way & S Miller St
140 apts & 5,435 sq ft comm

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2023)

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
MIXED USE/OTHER

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2023)

1	*Project*	**Preisker RV Storage**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	RV storage for 150 RV/trailers. Pumping site & modular unit for attendant	*Acreage*	3.3	**PD2022-0004**	**11/16/2022**	Planning permit expiration 11/16/2025.
	Location	2210 N Preisker Lane	*District*	PD/C-2	**U2022-0004**	**1/16/2022**	
	APN(s)	128-002-035	*Planner*	Cody Graybehl			
	Contact	Jacob Weintraub, Applicant, 805-441-0332					
2	*Project*	**Preisker Commercial Center**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	108 rm hotel, 15,000 sq. ft. drive thru, rest., retail	*Acreage*	5	**PD2015-0011**	**5/18/2016**	Under construction.
	Location	NW/c N. Broadway and Preisker Ln	*District*	PD-f/C-2	**TR2016-0001**	**9/7/2016**	
	APN(s)	128-002-048, -049 & -050	*Planner*	Carol Ziesenhenne	**A2019-0004**	**2/18/2019**	
	Contact	Jody Walker Belsick, Applicant, 702-786-1829			**A2022-0009**	**Pending**	
3	*Project*	**Holiday Inn Express & Suites**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	New 4 story hotel, wood construction	*Acreage*	2.13	**PD2022-0001**	**Pending**	Planning permits under review.
	Location	Roemer Ct.	*District*	CM	**GPZ2022-0001**	**Pending**	
	APN(s)	128-003-047, -048	*Planner*	Cody Graybehl			
	Contact	Prakash Patel, Applicant, 669-333-1880					
4	*Project*	**SMOOTH Bus Wash**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	1,134 sq. ft. bus wash building	*Acreage*	1.2	**PD2017-0023**	**5/16/2018**	Planning permit expiration on 5/16/2023
	Location	240 E. Roemer Way	*District*	PD/M-1	**A2021-0004**	**8/4/2021**	
	APN(s)	128-003-046	*Planner*	Dana Eady			
	Contact	Tom Martinez, Architect, 805-934-5737					
5	*Project*	**Donahue Truck Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Rental facility, truck sales and service	*Acreage*	1.53	**PD2022-0016**	**Pending**	Planning permits under review.
	Location	Preisker Lane	*District*	PD-F/CM			
	APN(s)	128-003-008	*Planner*	Cody Graybehl			
	Contact	Thele-Donahue, LLC					
6	*Project*	**Orchard Street Corner Market**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	1,043 sq ft addition to existing corner market	*Acreage*	0.45	**PD2019-0005**	**10/2/2019**	Planning permit expiration on 10/2/2022.
	Location	1334 N. Broadway	*District*	PD/C-2			
	APN(s)	121-031-004	*Planner*	Cody Graybehl			
	Contact	Rami Zakour, Applicant					
7	*Project*	**309 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 23 unit, 9750 sq. ft. apartment building	*Acreage*	0.2	**DT2020-0015**	**Pending**	Planning permits under review.
	Location	309 E Mill St	*District*	DTSP - Bungalow District			
	APN(s)	121-193-011	*Planner*	Carol Ziesenhenne			
	Contact	Jason Heyward, Consultant, 805-928-8948					
8	*Project*	**200 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 20 unit, 3-story building	*Acreage*	0.17	**DT2022-0019**	**Pending**	Planning permits under review.
	Location	200 W Mill Street	*District*	DTSP- Bungalow			
	APN(s)	119-273-007	*Planner*	Frank Albro			
	Contact	CHG South Pine, LLC, Applicant					
9	*Project*	**Vino Bella Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 32 unit, 3-story apartment building	*Acreage*	0.3	**DT2020-0017**	**12/16/2020**	Building permits submitted. Planning permit expiration on 12/16/2023.
	Location	120 W Chapel St	*District*	DTSP - Bungalow District			
	APN(s)	119-276-015	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Applicant, 310-215-4882					
10	*Project*	**Gateway Mixed Use**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	33,700 sq. ft., four-story mixed use development	*Acreage*	0.3	**DT2017-0033**	**1/16/2018**	Under construction.
	Location	101 N. Broadway	*District*	DTSP - Gateway	**A2019-0032**	**9/4/2019**	
	APN(s)	119-276-019	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Developer, 310-251-4882					

11	*Project*	**Starbucks at Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Coffee shop and drive-thru	*Acreage*	5.81	**PD2021-0011**	**11/16/2022**	Planning permit expiration on 11/16/2025.
	Location	1313 E Main St	*District*	PD/C-2	**U2021-0019**	**11/16/2022**	
	APN(s)	128-120-003	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Applicant, 805-441-0332					
12	*Project*	**Paradiso Residences**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	90 duplex units and 150 senior (age restricted to 62 years old)	*Acreage*	14.58	**GPZ 2022-0003**	**Pending**	Planning permits under review.
	Location	1571 E Main Street	*District*	PD/R-1	**PD2022-0008**	**Pending**	
	APN(s)	128-052-014 & 023	*Planner*	Frank Albro	**PD2022-0009**	**Pending**	
	Contact	Cam Boyd, Applicant, 805-556-3060x164			**TR2022-0007**	**Pending**	
13	*Project*	**Alvin Newton Apartments**	*Category*	**Mixed Use/ Other**	*File #s*	*Approved*	*Status*
	Description	5 story mixed-use (1 floor commercial and 4 floors apartments)	*Acreage*	1.49	**DT2022-0022**	**Pending**	Planning permits under review.
	Location	SWC Main St. and Broadway	*District*	DTSP- Gateway			
	APN(s)	125-320-050	*Planner*	Carol Ziesenhenne			
	Contact	The Vernon Grop, Applicant, 805-963-1244					
14	*Project*	**Heritage Walk Lofts**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Re-purpose structure for 102 residential units	*Acreage*	1.29	**DT2022-0018**	**Pending**	Planning permits under review.
	Location	201 Town Center West	*District*	DTSP- Town Center			
	APN(s)	123-280-003	*Planner*	Carol Ziesenhenne			
	Contact	Vernon Property Group, LLC, Applicant					
15	*Project*	**Cook Street Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Six story building to accommodate up to 114 residential apartment units	*Acreage*	0.44	**DT2022-0017**	**Pending**	Planning permits under review.
	Location	N of Cook Street and E of McClelland Street	*District*	DTSP - Gateway			
	APN(s)	125-320-018, -019	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Principal Planner, 805-934-5760					
16	*Project*	**Boone Street Market**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	2,280 sq. ft. addition to market, and 2 new units	*Acreage*	0.2	**GPZ2016-0004**	**5/2/2017**	Building permits issued. Planning permit expiration on 3/20/2022.
	Location	501 E. Boone St	*District*	DTSP - Railroad Loft	**SPZ2016-0003**	**5/2/2017**	
	APN(s)	125-114-015	*Planner*	Carol Ziesenhenne	**DT2016-0040**	**8/21/2017**	
	Contact	Brian Schwartz, Consultant, 805-934-5760			**A2019-0006**	**3/4/2019**	
					A2020-0012	**6/8/2020**	
17	*Project*	**Oakley Court Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	30 apartment units with on-site manager's unit	*Acreage*	2.1	**GPZ2019-0001**	**10/1/2019**	Planning permit expiration on 7/17/2022
	Location	600 Block S. Oakley Ct	*District*	PD/R-3	**PD2019-0002**	**7/17/2019**	
	APN(s)	123-140-036	*Planner*	Frank Albro	**A2022-0010**	**Pending**	
	Contact	Lupe & Gustavo, Applicant, 805-937-1108					
18	*Project*	**Bonita Packing Expansion**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	173,270 sq. ft. cooler addition in 4 phases	*Acreage*	45.4	**PD2012-0007**	**5/1/2013**	Phase 1 (45,935 sq. ft.) is completed.
	Location	1850 W. Stowell Rd	*District*	PD/CM	**A2022-0011**	**Pending**	
	APN(s)	117-820-028	*Planner*	Dana Eady			
	Contact	John Smith, Engineer, 805-466-5660					
19	*Project*	**Maxco Box Facility**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Construct a new 60,000 sq. ft. box facility and outdoor storage yard	*Acreage*	19.8	**PD2021-0007**	**9/21/2022**	Building permits submitted. Planning permit expiration on 9/21/2025.
	Location	1550 W Stowell Rd	*District*	PD/CM-AG	**U2021-0020**	**9/21/2022**	
	APN(s)	117-820-015	*Planner*	Cody Graybehl			
	Contact	Steve Rigor, Applicant, (503) 477-8328 x 112					
20	*Project*	**Seaside Packaging Warehouse**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	40, 854 square-foot packaging warehouse	*Acreage*	6.18	**U2021-0002**	**3/16/2022**	Building permits submitted. Planning permit expiration on 3/16/2025.
	Location	La Brea Avenue	*District*	M-2			
	APN(s)	117-240-034	*Planner*	Cody Graybehl			
	Contact	Suzanne D. Winslow, Applicant, (805) 544-9700					

21	*Project*	**Blosser Ranch**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Phase 1 - Construct 105 "for rent" single-family residences with 96 ADUs on Lots 8 and 10.	*Acreage*	155.5	**GPZ2016-0003**	**10/20/2020**	Planning permits under review.
	Location	NE/c of S. Blosser Rd and W. Battles Rd	*District*	Blosser SE SP	**SPZ2016-0002**	**10/20/2020**	
	APN(s)	117-240-028	*Planner*	Dana Eady	**TR2019-0003**	**10/20/2020**	
	Contact	Laurie Tamura, Consultant, 805-934-5760			**TR2022-0006**	**Pending**	
					PD2022-0007	**Pending**	
					PD2022-0013	**Pending**	
22	*Project*	**Vandenberg Senior Residences**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	52 unit senior apartment addition	*Acreage*	4.9	**PD2017-0002**	**7/18/2018**	Building permit approved. Planning permit expiration on 7/18/2023.
	Location	1314 S. Broadway	*District*	PD/C-1	**A2021-0008**	**11/17/2021**	
	APN(s)	128-065-008	*Planner*	Carol Ziesenhenne			
	Contact	Barry Williams, Architect, 805-459-7353					
23	*Project*	**Centennial Square Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	184 affordable apartments	*Acreage*	6.35	**PD2020-0009**	**8/4/2021**	Under construction.
	Location	SW/c Miller St and Plaza Dr	*District*	PD/R-3			
	APN(s)	128-066-003	*Planner*	Carol Ziesenhenne			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
24	*Project*	**Barcellus Senior Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	80 unit senior apartments	*Acreage*	2.3	**GPZ2016-0002**	**12/7/2016**	Planning permits under review.
	Location	502 E. Barcellus Ave	*District*	PD/R-3	**PD2022-0015**	**Pending**	
	APN(s)	128-067-032, -033, -034	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
25	*Project*	**Westgate Village**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
					PD2007-012	**7/2/2008**	Planning permit under review.
	Description	126 multifamily units and 16,000 sq. ft. retail (including gas station)	*Acreage*	7.6	**A2017-0029**	**2/7/2018**	
					A2018-0023	**1/16/2019**	
	Location	NW/c S. Blosser Rd and W. Battles Rd	*District*	PD/CC	**A2020-0003**	**5/20/2020**	
					A2021-0013	**3/14/2022**	
	APN(s)	117-240-046, -045	*Planner*	Carol Ziesenhenne	**GPZ2022-0002**	**Pending**	
					PD2022-0005	**Pending**	
	Contact	Craig Minus, Developer, 805-962-2121			**U2022-0007**	**Pending**	
					TR2022-0004	**Pending**	
26	*Project*	**Centennial Gardens**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct 160 affordable apartment units	*Acreage*	8.36	**PD2020-0006**	**11/18/2020**	Under construction.
	Location	SW/c Battles and Depot	*District*	PD/R-3			
	APN(s)	118-010-058	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
27	*Project*	**Crucified Life Church**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	11,700 sq. ft. building	*Acreage*	0.6	**PD2017-0017**	**2/21/2018**	Building permits submitted. Planning permit expiration on 2/21/2023.
	Location	NW/c S. McClelland St	*District*	PD/C-2	**A2019-0041**	**12/18/2019**	
	APN(s)	128-114-069	*Planner*	Frank Albro	**A2020-0017**	**2/3/2021**	
	Contact	Cordelia Raymond, Architect, 805-786-4391					
28	*Project*	**Enos Auto Center North Campus**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Overall site design and layout of an auto center	*Acreage*	17.7	**PD2018-0006**	**5/16/2018**	Under construction.
	Location	Lots 2-7 of Enos Ranchos Specific Plan	*District*	Enos Ranchos SP	**TU2019-0153**	**6/17/2020**	
	APN(s)	128-189-002, 003, 004, 005, 006, 007	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
28(a)	*Project*	**Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	52,000 sq. ft. auto dealership	*Acreage*	7.2	**PD2018-0004**	**5/16/2018**	Under construction.
	Location	1004 E. Battles Rd	*District*	Enos Ranchos SP			
	APN(s)	128-189-002	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					

29	*Project*	**Windset Farms Greenhouses 7-9**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	4.3 mil sq. ft. greenhouse and 93,000 sq. ft. bldg.	*Acreage*	49	**PD2017-0009**	**Pending**	Planning permit under review.
	Location	1650 Black Rd	*District*	Area 9 SP			
	APN(s)	117-310-018	*Planner*	Dana Eady			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
30	*Project*	**Avante Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	86 unit apartment complex	*Acreage*	3.91	**PD2021-0013**	**11/16/2022**	Planning permit expiration 11/16/2025.
	Location	SW/c of Carmen Lane and South Blosser Road	*District*	PD/R-3	**TR2022-0002**	**11/16/2022**	
	APN(s)	117-770-047	*Planner*	Cody Graybehl			
	Contact	Steve Simoulis, Applicant, 805-440-9876					
31	*Project*	**Betteravia Plaza**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Up to 443 units and 291,278 sq. ft. of retail/office	*Acreage*	55.2	**DA2015-0001**	**2/2/2016**	Planning permit under review
	Location	NW/c of W. Betteravia Rd & SMVRR tracks	*District*	Multiple	**TR2016-0007**	**11/21/2018**	
	APN(s)	117-990-001	*Planner*	Carol Ziesenhenne	**GPZ2021-0002**	**Pending**	
	Contact	Dan Blough, Consultant, 805-680-9666			**PD2021-0006**	**Pending**	
					PD2022-0011	**Pending**	
32	*Project*	**Celebration I, II, III**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	56 single family units, 33 unit senior apt,	*Acreage*	6.8	**Tract 5893, 5921**	**Recorded**	Phase III (rooftop gardens) building permits submitted and planning permits expiration on 8/15/2021.
		7,000 sq. ft. office bldg, 1 mixed use bldg	*District*	PD/R-2	**PD2005-023**	**12/21/2005**	
	Location	NW/c S. Miller St and E. Inger Dr	*Planner*	Cody Graybehl	**PD2006-019**	**9/20/2006**	
	APN(s)	128-177 (all) and 128-178 (all)			**PD2013-0010**	**7/1/2014**	
	Contact	Frances Romero, Agent, 805-469-9510			**Tract 5993**	**7/1/2014**	
					PD2018-0001	**8/15/2018**	
32(a)	*Project*	**Caring Hands Veterinary Clinic**	*Category*	**Mixed/Other**	**U2021-0006**	**6/15/2022**	*Status*
	Description	Establishment of a Veterinary Clinic	*Acreage*	0.17	**A2021-0010**	**6/15/2022**	Planning permit expiration 6/15/2025
	Location	1995 S. Miller St Suite 103	*District*	PD/R-2			
	APN(s)	128-185-005	*Planner*	Carol Ziesenhenne			
	Contact	Tom Martinez, Architect, 805-934-5737					
33	*Project*	**Enos Auto Center South Campus**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Overall site design and layout of an auto center	*Acreage*	15.2	**PD2018-0007**	**5/16/2018**	Under construction.
	Location	Lots 8-11 of the Enos Ranch Specific Plan	*District*	Enos Ranchos SP			
	APN(s)	128-189-008, 009, 010, 011	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
33(a)	*Project*	**Splash N Dash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	8,200 sq ft carwash	*Acreage*	1.6	**PD2018-0005**	**9/4/2019**	Grading permits submitted. Planning permit expiration on 9/4/2022.
	Location	Lot 8	*District*	Enos Ranchos SP			
	APN(s)	128-189-008	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
34	*Project*	**A Street Deli**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	4,420 sq. ft. retail building	*Acreage*	0.5	**GPZ2015-0005**	**9/20/2016**	Building permits issued.
	Location	1500 W Betteravia	*District*	PD/C-2	**PD2015-0019**	**9/21/2016**	
	APN(s)	111-040-006	*Planner*	Carol Ziesenhenne	**A2018-0002**	**3/21/2018**	
	Contact	Gil Rodriguez, Applicant, 805-478-1674			**A2019-0025**	**9/4/2019**	
35	*Project*	**DMS Electric**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	10,000 sq. ft. new construction	*Acreage*	1.26	**PD96-17**	**1/22/1997**	Phase 1 (5,000 sq. ft.) is complete, no building permit submittal for Phase 2 (5,000 sq. ft.)
	Location	2224 S. Westgate Rd	*District*	PD/CM	**A2014-0001**	**Approved**	
	APN(s)	111-400-050	*Planner*	Dana Eady			
	Contact	David Shahrabani, Owner, 805-922-6033 *					
36	*Project*	**VTC Enterprises (Phase 2)**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	6,187 sq. ft. vocational training buildings	*Acreage*	3.3	**U2008-0004**	**7/2/2008**	Classroom building built (12,023 sq. ft.). Building permits submitted for Phase 2 (5,277 sq. ft. office)
	Location	2445 A St	*TAZ*	30091			
	APN(s)	111-040-043, -044	*District*	PF			
	Contact	Gil Palacios, Architect, 805-928-8008	*Planner*	Cody Graybehl			

37	*Project*	**2811 Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	51,200 sq. ft. of office in 2 buildings	*Acreage*	7	**PD2017-0003**	**6/7/2017**	One 25,600 sq. ft. building constructed. Second building pending.
	Location	2815 Airpark Dr	*District*	PD/M-1	**TR2017-0002**	**3/21/2018**	
	APN(s)	111-231-003	*Planner*	Carol Ziesenhenne	**A2022-0001**	**1/25/2022**	
	Contact	Steve Simoulis, Developer, 805-541-9004					
38	*Project*	**Santa Maria Studios**	*Category*	**Residential**	*Files #s*	*Approved*	*Status*
	Description	378 affordable senior units (Phase 1= 160 + Phase 2 = 218)	*Acreage*	5.5	**PD2020-0001**	**N/A**	Phase 1 is under construction.
	Location	2660 Santa Maria Way, Santa Maria, CA	*District*	PD/C-2			
	APN(s)	128-090-011	*Planner*	Dana Eady			
	Contact	AMG & Associates, LLC, 818-380-2600					
39	*Project*	**Park Edge Apartments**	*Category*	**Mixed Use/Other**	*File #s*	*Approved*	*Status*
	Description	140 apt units, clubhouse and 5,435 sq. ft. multi-tennant commercial	*Acreage*	7.45	**PD2020-0008**	**6/16/2022**	Building permits submitted. Planning permits expiration on 6/16/2025.
	Location	2770 Santa Maria Way	*District*	PD/C-2 & PD/R-3	**U2020-0012**	**6/16/2022**	
	APN(s)	128-090-022, -023 & 109-010-039	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
40	*Project*	**U-Haul Ministorage and Office**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Exterior improvements to the building and interior remodel to include mini-storage	*Acreage*	13	**U2019-0008**	**6/19/2019**	Under construction.
	Location	2875 Santa Maria Way	*District*	PD/C-2	**U2019-0021**	**6/17/2020**	
	APN(s)	109-010-008	*Planner*	Cody Graybehl	**PD2020-0002**	**6/17/2020**	
	Contact	Tom Martinez, Architect, 805-934-5737					
41	*Project*	**Northman Residential**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	63 single family residences	*Acreage*	13.2	**GPZ2018-0004**	**8/6/2019**	Under construction.
	Location	Santa Maria Wy btw Sunrise Dr & E Dauphin St	*District*	PD/R-1	**TR2018-0003**	**7/16/2019**	
	APN(s)	109-010-005, -006	*Planner*	Dana Eady	**PD2018-0013**	**6/19/2019**	
	Contact	Brian Schwartz, Consultant			**A2021-0012**	**4/28/2022**	
42	*Project*	**Skylight Homes**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	49 single family homes in 50 parcels	*Acreage*	8.89	**GPZ2021-0001**	**1/4/2022**	Planning permits under review.
	Location	3170 Santa Maria Way	*District*	PD/R-1	**PD2022-0006**	**Pending**	
	APN(s)	109-010-012	*Planner*	Cody Graybehl	**TR2022-0005**	**Pending**	
	Contact	Sheryl Flores, Applicant, 805-540-2465					
43	*Project*	**Santa Maria Airport Foxenwood Self Storage**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Mini-warehouse facilty	*Acreage*	608.01	**PD2022-0017**	**Pending**	Planning permits under review
	Location	3335 Corsair Circle	*District*	AA,PD/AS-1	**SPZ2022-0001**	**Pending**	
	APN(s)	111-231-011	*Planner*	Frank Albro			
	Contact	Santa Maria Public Airport District, 805-922-1726					

APPROVED AND PENDING PROJECT TRIP GENERATION SPREADSHEET

Associated Transportation Engineers
Pending and Approved Projects - Trip Generation Worksheet

ALVIN NEWTON APARTMENTS PROJECT - CUMULATIVE CITY LIST (#23014)																
Land-Use		Size		Pass-By Factor	AM Peak						PM Peak					
					Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
7	309 Mill Aparments (a)	23	DU	1.00	0.40	9	24%	2	76%	7	0.51	12	63%	8	37%	4
8	200 Mill Aparments (a)	20	DU	1.00	0.40	8	24%	2	76%	6	0.51	10	63%	6	37%	4
9	Vino Bella Apartments (a)	32	DU	1.00	0.40	13	24%	3	76%	10	0.51	16	63%	10	37%	6
12	Paradiso Residence (a)	240	DU	1.00	0.40	96	24%	23	76%	73	0.51	122	63%	77	37%	45
14	Heritage Walk Lofts (a)	102	DU	1.00	0.40	41	24%	10	76%	31	0.51	52	63%	33	37%	19
16	Boone Street Market (c)	2,280	SF	1.00	0.59	1	79%	1	21%	0	16.62	38	50%	19	50%	19
15	Cook Street Apartments (h)	-	-	1.00	-	62	-	21	-	41	-	72	-	45	-	27
16	Boone Street Market (a)	2	DU	1.00	0.40	1	24%	0	76%	1	0.51	1	63%	1	37%	0
17	Oakley Court Apartments (a)	31	DU	1.00	0.40	12	24%	3	76%	9	0.51	16	63%	10	37%	6
21	Blosser Ranch (d)	-	-	1.00	-	1,448	-	639	-	809	-	1,933	-	1,055	-	878
22	Vandenberg Senior Residence (a)	52	DU	1.00	0.40	21	24%	5	76%	16	0.51	27	63%	17	37%	10
23	Centennial Sqaure Apartments (e)	184	DU	1.00	0.50	92	29%	27	71%	65	0.46	85	59%	50	41%	35
24	Barcellus Senior Apartments (a)	80	DU	1.00	0.40	32	24%	8	76%	24	0.51	41	63%	26	37%	15
10	Gateway Mixed Use (b)	27	DU	1.00	0.37	10	23%	2	77%	8	0.39	11	61%	7	39%	4
10	Gateway Mixed Use (f)	3,300	SF	1.00	2.36	8	60%	5	40%	3	6.59	22	50%	11	50%	11
11	Starbucks at Home Motors (g)	1,800	SF	0.50	85.88	77	51%	39	49%	38	38.99	35	50%	18	50%	17

(a) Trip generation based on rates for Multifamily Housing Low-Rise (#220).
(b) Trip generation based on rates for Multifamily Housing Mid-Rise (#221).
(c) Trip generation based on rates for Liqour Store (#899).
(d) Traffic Study, ATE, December 2022.
(e) Trip generation based on rates for Affordable Housing (#899).
(f) Trip generation based on rates for Strip Retail Plaza (<40k) (#822).
(g) Trip generation based on rates for Coffee/Donut Shop with Drive-Through Window (#937).
(h) Traffic Study, ATE, February 2023.

MAIN STREET QUEUING ANALYSIS

Intersection: 1: Broadway & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	T
Maximum Queue (ft)	27	88	199	162	42	89	110	154	175	86	116	314
Average Queue (ft)	5	57	169	136	25	57	66	112	116	51	69	225
95th Queue (ft)	23	86	199	163	51	94	105	164	192	88	121	318
Link Distance (ft)			842	842				615	615	615		525
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	210	210			155	450	450				310	
Storage Blk Time (%)			0	1								0
Queuing Penalty (veh)			0	1								0

Intersection: 1: Broadway & Main St

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	257	55	132	154	153	39
Average Queue (ft)	142	44	118	103	103	27
95th Queue (ft)	278	61	146	184	151	42
Link Distance (ft)	525	525		478	478	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			170			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 1: Broadway & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	T
Maximum Queue (ft)	126	212	257	214	66	96	133	173	177	132	118	336
Average Queue (ft)	59	139	179	150	38	64	98	141	150	75	101	256
95th Queue (ft)	149	201	256	208	74	119	133	184	194	127	128	350
Link Distance (ft)			842	842				615	615	615		525
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	210	210			155	450	450				310	
Storage Blk Time (%)		0	2	4								3
Queuing Penalty (veh)		0	4	5								6

Intersection: 1: Broadway & Main St

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	280	78	161	217	140	82
Average Queue (ft)	228	57	101	155	104	40
95th Queue (ft)	323	88	168	208	160	78
Link Distance (ft)	525	525		478	478	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			170			
Storage Blk Time (%)			0	3		
Queuing Penalty (veh)			1	6		

Intersection: 2: Town Center Dr & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	L	T	T	T	L	R
Maximum Queue (ft)	20	132	155	154	72	149	120	50	25	22
Average Queue (ft)	5	81	117	99	30	117	50	34	17	9
95th Queue (ft)	18	156	214	158	77	166	115	65	34	26
Link Distance (ft)		615	615	615		567	567	567	148	148
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	140				240					
Storage Blk Time (%)		0								
Queuing Penalty (veh)		0								

Intersection: 2: Town Center Dr & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	L	T	T	T	L	R
Maximum Queue (ft)	44	159	178	178	71	263	221	137	47	22
Average Queue (ft)	28	73	105	111	55	212	150	79	29	9
95th Queue (ft)	59	166	175	182	82	290	220	134	57	26
Link Distance (ft)		615	615	615		567	567	567	148	148
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	140				240					
Storage Blk Time (%)		3				3				
Queuing Penalty (veh)		1				2				

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Broadway/Main Street
Reference 2 - Town Center Drive/Main Street
Reference 3 - Miller Street/Main Street
Reference 4 - Broadway/Cook Street
Reference 5 - Miller Street/Cook Street

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 01_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**101**	**456**	**123**	**136**	**594**	**106**	**81**	**455**	**78**	**165**	**434**	**133**
(B)	PROJECT-ADDED:	**1**	**2**	**0**	**8**	**-3**	**0**	**0**	**3**	**0**	**15**	**3**	**6**
(C)	CUMULATIVE:	**105**	**528**	**126**	**152**	**633**	**108**	**87**	**471**	**85**	**171**	**449**	**145**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	101	102	105	106	0.063 *	0.064 *	0.066 *	0.066
NBT		2	3200	456	458	528	530	0.143	0.143	0.165	0.166 *
NBR	*(a)*	1	1600	98	98	101	101	0.061	0.061	0.063	0.063
SBL		1	1600	136	144	152	160	0.085	0.090	0.095	0.100 *
SBT		2	3200	594	591	633	630	0.186 *	0.185 *	0.198 *	0.197
SBR	*(b)*	1	1600	90	90	92	92	0.056	0.056	0.058	0.058
EBL		2	3200	81	81	87	87	0.025	0.025	0.027	0.027
EBT		2	3200	455	458	471	474	0.142 *	0.143 *	0.147 *	0.148 *
EBR	*(c)*	1	1600	62	62	68	68	0.039	0.039	0.043	0.043
WBL		2	3200	165	180	171	186	0.052 *	0.056 *	0.053 *	0.058 *
WBT		2	3200	434	437	449	452	0.136	0.137	0.140	0.141
WBR	*(d)*	1	1600	106	111	116	121	0.066	0.069	0.073	0.076
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.543**	**0.548**	**0.564**	**0.572**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: *(a) 20%*
(b) 15%
(c) 20%
(d) 20%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 01_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**200**	**808**	**149**	**204**	**599**	**141**	**173**	**528**	**119**	**248**	**566**	**193**
(B)	PROJECT-ADDED:	**1**	**2**	**0**	**10**	**-3**	**0**	**0**	**4**	**0**	**11**	**1**	**3**
(C)	CUMULATIVE:	**202**	**869**	**154**	**218**	**681**	**148**	**177**	**546**	**122**	**251**	**582**	**211**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	200	201	202	203	0.125	0.126	0.126	0.127
NBT		2	3200	808	810	869	871	0.253 *	0.253 *	0.272 *	0.272 *
NBR	*(a)*	1	1600	104	104	108	108	0.065	0.065	0.068	0.068
SBL		1	1600	204	214	218	228	0.128 *	0.134 *	0.136 *	0.143 *
SBT		2	3200	599	596	681	678	0.187	0.186	0.213	0.212
SBR	*(b)*	1	1600	113	113	118	118	0.071	0.071	0.074	0.074
EBL		2	3200	173	173	177	177	0.054	0.054	0.055	0.055
EBT		2	3200	528	532	546	550	0.165 *	0.166 *	0.171 *	0.172 *
EBR	*(c)*	1	1600	83	83	85	85	0.052	0.052	0.053	0.053
WBL		2	3200	248	259	251	262	0.078 *	0.081 *	0.078 *	0.082 *
WBT		2	3200	566	567	582	583	0.177	0.177	0.182	0.182
WBR	*(d)*	1	1600	135	137	148	150	0.084	0.086	0.093	0.094
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.724**	**0.734**	**0.757**	**0.769**
							SCENARIO LEVEL OF SERVICE:	**C**	**C**	**C**	**C**

NOTES:

RTOR: *(a) 30%*
(b) 20%
(c) 30%
(d) 30%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 02_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/22/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***TOWN CENTER DRIVE***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**5**	**0**	**9**	**0**	**0**	**0**	**4**	**705**	**5**	**19**	**718**	**0**
(B)	PROJECT-ADDED:	**27**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**-3**	**0**
(C)	CUMULATIVE:	**5**	**0**	**9**	**0**	**0**	**0**	**4**	**740**	**5**	**19**	**751**	**0**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	5	32	5	32	0.003	0.020 *	0.003	0.020 *
NBT		2	3200	0	0	0	0	0.000	0.000	0.000	0.000
NBR	*(a)*	1	1600	7	19	7	19	0.004 *	0.012	0.004 *	0.012
SBL		1	1600	0	0	0	0	0.000 *	0.000	0.000 *	0.000
SBT		2	3200	0	0	0	0	0.000	0.000 *	0.000	0.000 *
SBR	*(b)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL		2	3200	4	4	4	4	0.001	0.001	0.001	0.001
EBT		2	3200	705	705	740	740	0.220 *	0.220 *	0.231 *	0.231 *
EBR	*(c)*	1	1600	4	4	4	4	0.003	0.003	0.003	0.003
WBL		2	3200	19	27	19	27	0.006 *	0.008 *	0.006 *	0.008 *
WBT		2	3200	718	715	751	748	0.224	0.223	0.235	0.234
WBR	*(d)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.330**	**0.348**	**0.341**	**0.359**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 02_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/22/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***TOWN CENTER DRIVE***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	**48**	**0**	**41**	**0**	**0**	**0**	**31**	**821**	**24**	**57**	**959**	**0**
(B)	PROJECT-ADDED:	**18**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**-3**	**0**
(C)	CUMULATIVE:	**48**	**0**	**41**	**0**	**0**	**0**	**31**	**858**	**24**	**57**	**996**	**0**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	48	66	48	66	0.030 *	0.041 *	0.030 *	0.041 *
NBT		2	3200	0	0	0	0	0.000	0.000	0.000	0.000
NBR	*(a)*	1	1600	33	41	33	41	0.021	0.026	0.021	0.026
SBL		1	1600	0	0	0	0	0.000	0.000	0.000	0.000
SBT		2	3200	0	0	0	0	0.000 *	0.000 *	0.000 *	0.000 *
SBR	*(b)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL		2	3200	31	31	31	31	0.010 *	0.010 *	0.010 *	0.010 *
EBT		2	3200	821	821	858	858	0.257	0.257	0.268	0.268
EBR	*(c)*	1	1600	19	19	19	19	0.012	0.012	0.012	0.012
WBL		2	3200	57	69	57	69	0.018	0.022	0.018	0.022
WBT		2	3200	959	956	996	993	0.300 *	0.299 *	0.311 *	0.310 *
WBR	*(d)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.440**	**0.450**	**0.451**	**0.461**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 03_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**83**	**173**	**145**	**74**	**231**	**65**	**48**	**567**	**50**	**177**	**608**	**61**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**7**	**5**	**0**	**4**	**0**
(C)	CUMULATIVE:	**87**	**202**	**158**	**76**	**242**	**65**	**48**	**604**	**53**	**182**	**638**	**61**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	83	83	87	87	0.052	0.052	0.054	0.054
NBT		2	3200	173	173	202	202	0.099 *	0.099 *	0.113 *	0.113 *
NBR	*(a)*	0	0	145	145	158	158	-	-	-	-
SBL		1	1600	74	74	76	76	0.046 *	0.046 *	0.048 *	0.048 *
SBT		2	3200	231	231	242	242	0.093	0.093	0.096	0.096
SBR	*(b)*	0	0	65	66	65	66	-	-	-	-
EBL		1	1600	48	50	48	50	0.030	0.031	0.030	0.031
EBT		2	3200	567	574	604	611	0.177 *	0.179 *	0.189 *	0.191 *
EBR	*(c)*	1	1600	35	39	37	41	0.022	0.024	0.023	0.026
WBL		1	1600	177	177	182	182	0.111 *	0.111 *	0.114 *	0.114 *
WBT		2	3200	608	612	638	642	0.209	0.210	0.218	0.220
WBR	*(d)*	0	0	61	61	61	61	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.533**	**0.535**	**0.564**	**0.566**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: *(a) 0%*
(b) 0%
(c) 30%
(d) 0%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 03_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**144**	**358**	**230**	**93**	**320**	**74**	**114**	**617**	**122**	**176**	**759**	**81**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**	**4**	**0**	**7**	**0**
(C)	CUMULATIVE:	**146**	**375**	**236**	**93**	**346**	**74**	**114**	**649**	**123**	**184**	**790**	**81**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	144	144	146	146	0.090	0.090	0.091	0.091
NBT		2	3200	358	358	375	375	0.184 *	0.184 *	0.191 *	0.191 *
NBR	*(a)*	0	0	230	230	236	236	-	-	-	-
SBL		1	1600	93	93	93	93	0.058 *	0.058 *	0.058 *	0.058 *
SBT		2	3200	320	320	346	346	0.123	0.124	0.131	0.132
SBR	*(b)*	0	0	74	76	74	76	-	-	-	-
EBL		1	1600	114	116	114	116	0.071 *	0.073 *	0.071 *	0.073 *
EBT		2	3200	617	621	649	653	0.193	0.194	0.203	0.204
EBR	*(c)*	1	1600	85	88	86	89	0.053	0.055	0.054	0.056
WBL		1	1600	176	176	184	184	0.110	0.110	0.115	0.115
WBT		2	3200	759	766	790	797	0.263 *	0.265 *	0.272 *	0.274 *
WBR	*(d)*	0	0	81	81	81	81	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.676**	**0.680**	**0.692**	**0.696**
						SCENARIO LEVEL OF SERVICE:		**B**	**B**	**B**	**B**

NOTES:

RTOR: *(a) 0%*
(b) 0%
(c) 30%
(d) 0%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 04_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**67**	**552**	**79**	**44**	**697**	**64**	**92**	**135**	**66**	**52**	**84**	**24**
(B)	PROJECT-ADDED:	**0**	**7**	**0**	**0**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**4**
(C)	CUMULATIVE:	**67**	**625**	**83**	**51**	**743**	**64**	**92**	**136**	**66**	**60**	**86**	**34**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	67	67	67	67	0.042 *	0.042 *	0.042 *	0.042 *
NBT		2	3200	552	559	625	632	0.173	0.175	0.195	0.198
NBR	*(a)*	1	1600	63	63	66	66	0.039	0.039	0.041	0.041
SBL		1	1600	44	44	51	51	0.028	0.028	0.032	0.032
SBT		2	3200	697	707	743	753	0.218 *	0.221 *	0.232 *	0.235 *
SBR	*(b)*	1	1600	58	59	58	59	0.036	0.037	0.036	0.037
EBL		1	1600	92	93	92	93	0.058	0.058	0.058	0.058
EBT		2	3200	135	135	136	136	0.063 *	0.063 *	0.063 *	0.063 *
EBR	*(c)*	0	0	66	66	66	66	-	-	-	-
WBL		1	1600	52	52	60	60	0.033 *	0.033 *	0.038 *	0.038 *
WBT		2	3200	84	84	86	86	0.034	0.035	0.038	0.039
WBR	*(d)*	0	0	24	28	34	38	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.456**	**0.459**	**0.475**	**0.478**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: *(a) 20%*
(b) 10%
(c) 0%
(d) 0%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 04_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**125**	**913**	**57**	**74**	**765**	**100**	**142**	**198**	**99**	**140**	**256**	**111**
(B)	PROJECT-ADDED:	**0**	**11**	**0**	**0**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**6**
(C)	CUMULATIVE:	**125**	**977**	**64**	**85**	**849**	**100**	**142**	**200**	**99**	**145**	**257**	**119**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	125	125	125	125	0.078	0.078	0.078	0.078
NBT		2	3200	913	924	977	988	0.285 *	0.289 *	0.305 *	0.309 *
NBR	*(a)*	1	1600	40	40	45	45	0.025	0.025	0.028	0.028
SBL		1	1600	74	74	85	85	0.046 *	0.046 *	0.053 *	0.053 *
SBT		2	3200	765	771	849	855	0.239	0.241	0.265	0.267
SBR	*(b)*	1	1600	70	71	70	71	0.044	0.044	0.044	0.044
EBL		1	1600	142	144	142	144	0.089 *	0.090 *	0.089 *	0.090 *
EBT		2	3200	198	198	200	200	0.093	0.093	0.093	0.093
EBR	*(c)*	0	0	99	99	99	99	-	-	-	-
WBL		1	1600	140	140	145	145	0.088	0.088	0.091	0.091
WBT		2	3200	256	256	257	257	0.115 *	0.117 *	0.118 *	0.119 *
WBR	*(d)*	0	0	111	117	119	125	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.635**	**0.642**	**0.665**	**0.671**
						SCENARIO LEVEL OF SERVICE:		**B**	**B**	**B**	**B**

NOTES:

RTOR: *(a) 30%*
(b) 30%
(c) 0%
(d) 0%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 05_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**77**	**298**	**24**	**8**	**341**	**97**	**82**	**51**	**76**	**49**	**62**	**12**
(B)	PROJECT-ADDED:	**3**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
(C)	CUMULATIVE:	**80**	**321**	**24**	**8**	**353**	**103**	**94**	**53**	**82**	**49**	**63**	**12**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	77	80	80	83	0.048 *	0.050 *	0.050 *	0.052 *
NBT		2	3200	298	298	321	321	0.101	0.101	0.108	0.108
NBR	*(a)*	0	0	24	24	24	24	-	-	-	-
SBL		1	1600	8	10	8	10	0.005	0.006	0.005	0.006
SBT		1	1600	341	345	353	357	0.213 *	0.216 *	0.221 *	0.223 *
SBR	*(b)*	1	1600	87	87	93	93	0.054	0.054	0.058	0.058
EBL		1	1600	82	82	94	94	0.051 *	0.051 *	0.059 *	0.059 *
EBT		1	1600	51	51	53	53	0.032	0.032	0.033	0.033
EBR	*(c)*	1	1600	68	68	74	74	0.043	0.043	0.046	0.046
WBL		0	0	49	49	49	49	-	-	-	-
WBT		1	1600	62	63	63	64	0.074 *	0.075 *	0.075 *	0.076 *
WBR	*(d)*	0	0	8	8	8	8	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.486**	**0.492**	**0.505**	**0.510**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: *(a) 0%*
(b) 10%
(c) 10%
(d) 0%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
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#23014- ALVIN NEWTON APARTMENTS PROJECT **REF:** 05_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/03/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**170**	**486**	**22**	**19**	**422**	**149**	**173**	**67**	**179**	**28**	**141**	**8**
(B)	PROJECT-ADDED:	**4**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
(C)	CUMULATIVE:	**176**	**504**	**22**	**19**	**447**	**159**	**180**	**68**	**182**	**28**	**143**	**8**

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	170	174	176	180	0.106 *	0.109 *	0.110 *	0.113 *
NBT		2	3200	486	486	504	504	0.159	0.159	0.164	0.164
NBR	*(a)*	0	0	22	22	22	22	-	-	-	-
SBL		1	1600	19	21	19	21	0.012	0.013	0.012	0.013
SBT		1	1600	422	424	447	449	0.264 *	0.265 *	0.279 *	0.281 *
SBR	*(b)*	1	1600	104	104	111	111	0.065	0.065	0.069	0.069
EBL		1	1600	173	173	180	180	0.108 *	0.108 *	0.113 *	0.113 *
EBT		1	1600	67	67	68	68	0.042	0.042	0.043	0.043
EBR	*(c)*	1	1600	125	125	127	127	0.078	0.078	0.079	0.079
WBL		0	0	28	28	28	28	-	-	-	-
WBT		1	1600	141	143	143	145	0.111 *	0.112 *	0.112 *	0.113 *
WBR	*(d)*	0	0	8	8	8	8	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.689**	**0.694**	**0.714**	**0.720**
						SCENARIO LEVEL OF SERVICE:		**B**	**B**	**C**	**C**

NOTES:

RTOR: *(a) 0%*
(b) 30%
(c) 30%
(d) 0%

Printed: 03/08/23

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
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