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- Reference 3 – Clark Avenue/Foxenwood Lane
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CUMULATIVE PROJECT LIST/TRIP GENERATION WORKSHEET

TRAFFIC COUNT DATA

Prepared by NDS/ATD

VOLUME

Clark Ave W/O Foxenwood Ln

Day: Tuesday
Date: 11/27/2018

City: Orcutt
Project #: CA18_2119_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,777	6,896	13,673

AM Period	NB	SB	EB		WB		TOTAL	
00:00			4		6		10	
00:15			3		5		8	
00:30			1		8		9	
00:45			3	11	5	24	8	35
01:00			1		4		5	
01:15			3		4		7	
01:30			6		3		9	
01:45			4	14	3	14	7	28
02:00			3		5		8	
02:15			4		1		5	
02:30			3		0		3	
02:45			4	14	3	9	7	23
03:00			1		0		1	
03:15			0		3		3	
03:30			1		0		1	
03:45			0	2	1	4	1	6
04:00			5		0		5	
04:15			8		1		9	
04:30			8		4		12	
04:45			9	30	3	8	12	38
05:00			19		8		27	
05:15			23		9		32	
05:30			18		31		49	
05:45			24	84	15	63	39	147
06:00			38		28		66	
06:15			35		34		69	
06:30			55		46		101	
06:45			71	199	40	148	111	347
07:00			78		63		141	
07:15			93		85		178	
07:30			204		240		444	
07:45			224	599	132	520	356	1119
08:00			81		116		197	
08:15			109		106		215	
08:30			124		174		298	
08:45			158	472	152	548	310	1020
09:00			92		91		183	
09:15			72		92		164	
09:30			77		84		161	
09:45			79	320	94	361	173	681
10:00			101		87		188	
10:15			92		99		191	
10:30			89		97		186	
10:45			91	373	117	400	208	773
11:00			122		110		232	
11:15			105		111		216	
11:30			106		117		223	
11:45			120	453	126	464	246	917
TOTALS				2571		2563		5134
SPLIT %				50.1%		49.9%		37.5%

PM Period	NB	SB	EB		WB		TOTAL	
12:00			127		109		236	
12:15			111		92		203	
12:30			105		121		226	
12:45			114	457	112	434	226	891
13:00			132		105		237	
13:15			99		110		209	
13:30			112		100		212	
13:45			131	474	111	426	242	900
14:00			140		90		230	
14:15			116		122		238	
14:30			134		126		260	
14:45			177	567	178	516	355	1083
15:00			170		211		381	
15:15			206		235		441	
15:30			165		125		290	
15:45			163	704	175	746	338	1450
16:00			109		137		246	
16:15			118		127		245	
16:30			124		139		263	
16:45			99	450	160	563	259	1013
17:00			142		156		298	
17:15			120		160		280	
17:30			101		170		271	
17:45			84	447	117	603	201	1050
18:00			92		122		214	
18:15			94		100		194	
18:30			104		100		204	
18:45			91	381	72	394	163	775
19:00			71		86		157	
19:15			105		55		160	
19:30			87		74		161	
19:45			76	339	60	275	136	614
20:00			51		55		106	
20:15			44		38		82	
20:30			29		46		75	
20:45			64	188	34	173	98	361
21:00			48		44		92	
21:15			28		18		46	
21:30			35		28		63	
21:45			18	129	14	104	32	233
22:00			18		19		37	
22:15			15		24		39	
22:30			5		9		14	
22:45			8	46	18	70	26	116
23:00			11		9		20	
23:15			4		6		10	
23:30			5		8		13	
23:45			4	24	6	29	10	53
TOTALS				4206		4333		8539
SPLIT %				49.3%		50.7%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,777	6,896	13,673

	NB	SB	EB	WB	Total
AM Peak Hour			07:30	07:30	07:30
AM Pk Volume			618	594	1212
Pk Hr Factor			0.690	0.619	0.682
7 - 9 Volume	0	0	1071	1068	2139
7 - 9 Peak Hour			07:30	07:30	07:30
7 - 9 Pk Volume	0	0	618	594	1212
Pk Hr Factor	0.000	0.000	0.690	0.619	0.682

	NB	SB	EB	WB	Total
PM Peak Hour			14:45	14:30	14:45
PM Pk Volume			718	750	1467
Pk Hr Factor			0.871	0.798	0.832
4 - 6 Volume	0	0	897	1166	2063
4 - 6 Peak Hour			16:30	16:45	16:45
4 - 6 Pk Volume	0	0	485	646	1108
Pk Hr Factor	0.000	0.000	0.854	0.950	0.930

Prepared by NDS/ATD

VOLUME

Foxenwood Ln N/O Clark Ave

Day: Tuesday
Date: 11/27/2018

City: Orcutt
Project #: CA18_2119_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,001	807	0	0	1,808

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		0				1		12:00	19		11				30	
00:15	1		0				1		12:15	16		15				31	
00:30	0		0				0		12:30	13		14				27	
00:45	1	3	2	2			3	5	12:45	14	62	16	56			30	118
01:00	1		0				1		13:00	21		7				28	
01:15	0		0				0		13:15	9		9				18	
01:30	0		0				0		13:30	16		7				23	
01:45	0	1	0				0	1	13:45	18	64	11	34			29	98
02:00	0		0				0		14:00	15		17				32	
02:15	0		0				0		14:15	20		9				29	
02:30	0		0				0		14:30	21		17				38	
02:45	0		0				0		14:45	18	74	22	65			40	139
03:00	0		0				0		15:00	40		12				52	
03:15	0		1				1		15:15	36		20				56	
03:30	0		0				0		15:30	28		14				42	
03:45	1	1	0	1			1	2	15:45	31	135	17	63			48	198
04:00	0		0				0		16:00	21		20				41	
04:15	0		1				1		16:15	17		16				33	
04:30	0		1				1		16:30	32		15				47	
04:45	2	2	0	2			2	4	16:45	23	93	18	69			41	162
05:00	2		4				6		17:00	28		12				40	
05:15	0		7				7		17:15	32		15				47	
05:30	0		2				2		17:30	20		15				35	
05:45	2	4	9	22			11	26	17:45	20	100	14	56			34	156
06:00	1		14				15		18:00	26		16				42	
06:15	7		13				20		18:15	16		10				26	
06:30	5		10				15		18:30	20		6				26	
06:45	8	21	15	52			23	73	18:45	10	72	8	40			18	112
07:00	11		19				30		19:00	12		5				17	
07:15	8		24				32		19:15	13		4				17	
07:30	19		23				42		19:30	13		4				17	
07:45	27	65	19	85			46	150	19:45	13	51	7	20			20	71
08:00	11		10				21		20:00	9		6				15	
08:15	10		22				32		20:15	9		9				18	
08:30	9		11				20		20:30	5		5				10	
08:45	11	41	18	61			29	102	20:45	12	35	6	26			18	61
09:00	14		5				19		21:00	7		5				12	
09:15	11		7				18		21:15	7		2				9	
09:30	9		6				15		21:30	4		3				7	
09:45	19	53	14	32			33	85	21:45	1	19	3	13			4	32
10:00	8		10				18		22:00	2		4				6	
10:15	9		7				16		22:15	6		2				8	
10:30	9		15				24		22:30	5		1				6	
10:45	8	34	11	43			19	77	22:45	2	15	4	11			6	26
11:00	15		7				22		23:00	5		1				6	
11:15	10		17				27		23:15	0		0				0	
11:30	12		15				27		23:30	1		1				2	
11:45	13	50	12	51			25	101	23:45	0	6	1	3			1	9
TOTALS		275		351				626	TOTALS		726		456				1182
SPLIT %		43.9%		56.1%				34.6%	SPLIT %		61.4%		38.6%				65.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,001	807	0	0	1,808

	NB	SB	EB	WB	Total		NB	SB	EB	WB	Total
AM Peak Hour	07:30	07:00			07:00	PM Peak Hour	15:00	14:30			15:00
AM Pk Volume	67	85			150	PM Pk Volume	135	71			198
Pk Hr Factor	0.620	0.885			0.815	Pk Hr Factor	0.844	0.807			0.884
7 - 9 Volume	106	146	0	0	252	4 - 6 Volume	193	125	0	0	318
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:30	16:00			16:30
7 - 9 Pk Volume	67	85	0	0	150	4 - 6 Pk Volume	115	69	0	0	175
Pk Hr Factor	0.620	0.885	0.000	0.000	0.815	Pk Hr Factor	0.898	0.863	0.000	0.000	0.931

Prepared by National Data & Surveying Services

Broadway St & Clark Ave

Peak Hour Turning Movement Count

ID: 18-02065-004
City: Orcutt

Day: Wednesday
Date: 05/23/2018

PEAK HOURS	
AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Broadway St — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	31	65	71	0	81
NOON	0	0	0	0	0
PM	26	69	48	0	146
Lanes	0	1	0	0	

Clark Ave — WESTBOUND

	Lanes	PM	NOON	AM
Right	0	58	0	30
Thru	1	122	0	88
Left	1	56	0	20
U-Turn	0	0	0	0
Departing		260	0	208

Clark Ave — EASTBOUND

	AM	NOON	PM	Lanes
Departing	178	0	202	
U-Turn	0	0	0	0
Left	8	0	37	1
Thru	119	0	160	1
Right	39	0	61	0

Broadway St — NORTHBOUND

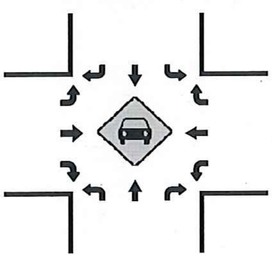
	Departing	U-Turn	Left	Thru	Right
Lanes		0	0	1	0
PM	186	0	54	51	52
NOON	0	0	0	0	0
AM	124	0	59	43	18

CONTROL

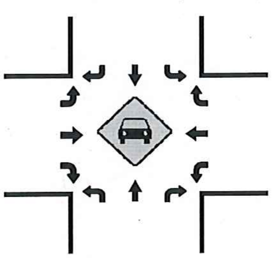
4-Way Stop

	AM	NOON	PM
TEV	591	0	794
PHF	0.77		0.87

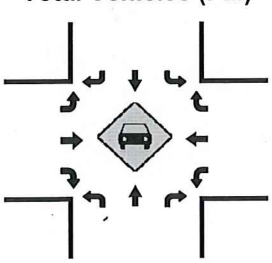
Total Vehicles (AM)



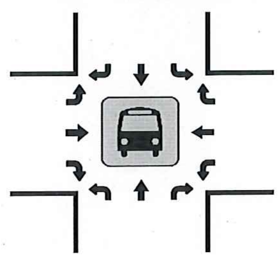
Total Vehicles (NOON)



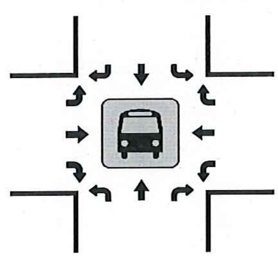
Total Vehicles (PM)



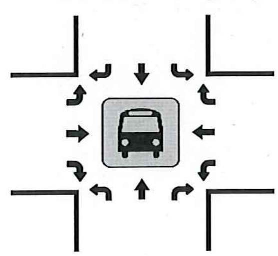
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (both directions)	0, 0	0, 0	0, 0
South leg (both directions)	0, 0	0, 0	0, 0
West leg (both directions)	0, 0	0, 0	0, 0
East leg (both directions)	0, 0	0, 0	0, 0
Diagonals (each corner)	0	0	0

Prepared by National Data & Surveying Services

Norris St & Clark Ave

Peak Hour Turning Movement Count

ID: 18-02118-001
City: Orcutt

Day: Tuesday
Date: 11/27/2018

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Norris St — SOUTHBOUND

	↲	↓	↳	U-turn	⇧
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0
Lanes	0	0	0	0	

Clark Ave — EASTBOUND

	AM	NOON	PM	Lanes
⇦	414	0	573	
U-turn	0	0	0	0
↱	0	0	0	0
→	425	0	426	1
↴	4	0	1	0

Clark Ave — WESTBOUND

	Lanes	PM	NOON	AM
↰	0	0	0	0
←	1	573	0	414
↲	1	77	0	175
U-turn	0	0	0	0
⇨		474	0	614

CONTROL

1-Way Stop(NB)

	AM	NOON	PM
TEV	1207	0	1125
PHF	0.68		0.93

Norris St — NORTHBOUND

	⇩	U-turn	↰	↑	↱
Lanes		0	0	1	0
PM	78	0	0	0	48
NOON	0	0	0	0	0
AM	179	0	0	0	189

Total Vehicles (AM)

Total Vehicles (NOON)

Total Vehicles (PM)

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
West leg	0	0	0
East leg	0	0	0
NW corner (diagonal)	0	0	0
NE corner (diagonal)	0	0	0
SW corner (diagonal)	0	0	0
SE corner (diagonal)	0	0	0

Total Vehicles (AM)

Total Vehicles (NOON)

Total Vehicles (PM)

Prepared by National Data & Surveying Services

Foxenwood Ln & Clark Ave

Peak Hour Turning Movement Count

ID: 18-02065-005
City: Orcutt

Day: Wednesday
Date: 05/23/2018

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Foxenwood Ln – SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	44	0	53	0	92
NOON	0	0	0	0	0
PM	28	0	43	0	99
Lanes	0	1	0	0	

Clark Ave – WESTBOUND

	Lanes	PM	NOON	AM
Right	0	78	0	56
Through	2	546	0	540
Left	0	0	0	0
U-Turn	0	1	0	0
Departing		495	0	564

Clark Ave – EASTBOUND

	AM	NOON	PM	Lanes
Departing	584	0	574	
U-Turn	0	0	0	0
Left	36	0	21	0
Through	511	0	451	2
Right	0	0	0	0

Foxenwood Ln – NORTHBOUND

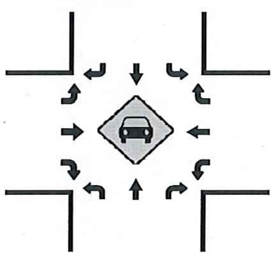
	Departing	U-Turn	Left	Through	Right
Lanes		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

CONTROL

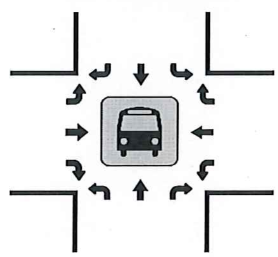
1-Way Stop(SB)

	AM	NOON	PM
TEV	1240	0	1168
PHF	0.74		0.94

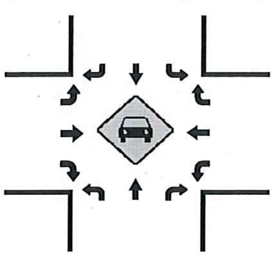
Total Vehicles (AM)



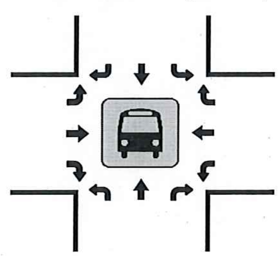
Total Vehicles (AM)



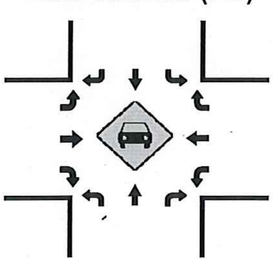
Total Vehicles (NOON)



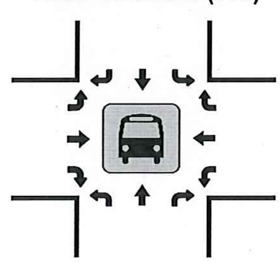
Total Vehicles (NOON)



Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)

Location	AM	NOON	PM
North crosswalk (west side)	0	0	0
North crosswalk (east side)	0	0	0
West crosswalk (north side)	0	0	0
West crosswalk (south side)	0	0	0
East crosswalk (north side)	0	0	0
East crosswalk (south side)	0	0	0
South crosswalk (west side)	0	0	0
South crosswalk (east side)	0	0	0
NW diagonal	0	0	0
NE diagonal	0	0	0
SW diagonal	0	0	0
SE diagonal	0	0	0

Prepared by National Data & Surveying Services

SR-135 SB Ramps & Clark Ave

Peak Hour Turning Movement Count

ID: 18-02065-006
City: Orcutt

Day: Wednesday
Date: 05/23/2018

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

SR-135 SB Ramps — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	238	1	132	0	0
NOON	0	0	0	0	0
PM	218	1	268	0	0
Lanes	1	0.5	0.5	0	

Clark Ave — EASTBOUND

	AM	NOON	PM	Lanes
Departing	596	0	615	
U-Turn	0	0	0	0
Left	0	0	0	0
Through	527	0	478	2
Right	32	0	11	0

Clark Ave — WESTBOUND

	Lanes	PM	NOON	AM
Right	0	0	0	0
Through	2	397	0	358
Left	1	102	0	188
U-Turn	0	0	0	0
Departing		746	0	659

SR-135 SB Ramps — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
Lanes		0	0	0	0
PM	114	0	0	0	0
NOON	0	0	0	0	0
AM	221	0	0	0	0

CONTROL

Signalized

	AM	NOON	PM
TEV	1476	0	1475
PHF	0.77		0.96

Total Vehicles (AM)

Total Vehicles (NOON)

Total Vehicles (PM)

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North	0	0	0
South	0	0	0
East	0	0	0
West	0	0	0
Diagonals (each corner)	0	0	0

Prepared by National Data & Surveying Services

SR-135 NB Ramps & Clark Ave

Peak Hour Turning Movement Count

ID: 18-02065-007
City: Orcutt

Day: Wednesday
Date: 05/23/2018

PEAK HOURS	
AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SR-135 NB Ramps — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing (⇧)
AM	0	0	0	0	452
NOON	0	0	0	0	0
PM	0	0	0	0	327
Lanes	0	0	0	0	

Clark Ave — EASTBOUND

	AM	NOON	PM	Lanes
Departing (⇦)	547	0	487	
U-Turn	0	0	0	0
Left	157	0	135	1
Through	510	0	607	2
Right	0	0	0	0

Clark Ave — WESTBOUND

	PM	NOON	AM	Lanes
Right	192	0	294	0
Through	470	0	542	2
Left	0	0	0	0
U-Turn	0	0	0	0
Departing (⇨)	819	0	583	

SR-135 NB Ramps — NORTHBOUND

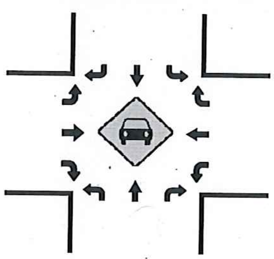
	Departing (⇩)	U-Turn	Left	Through	Right
Lanes		0	0.5	1	0.5
PM	0	0	17	0	212
NOON	0	0	0	0	0
AM	0	0	5	1	73

CONTROL

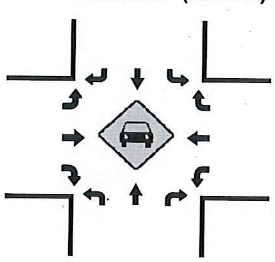
Signalized

	AM	NOON	PM
TEV	1582	0	1633
PHF	0.76		0.97

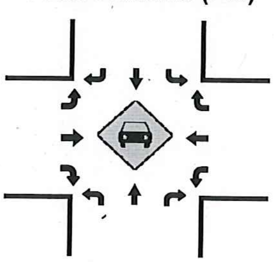
Total Vehicles (AM)



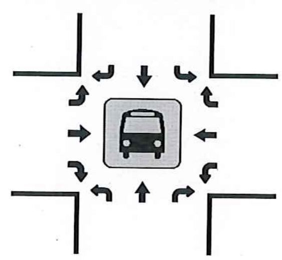
Total Vehicles (NOON)



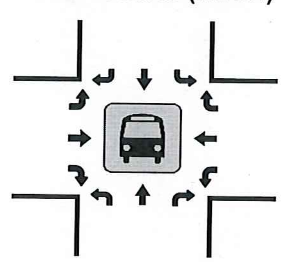
Total Vehicles (PM)



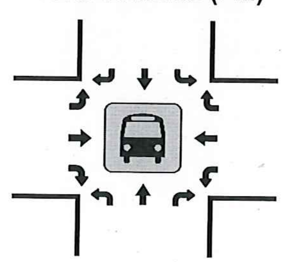
Total Vehicles (AM)



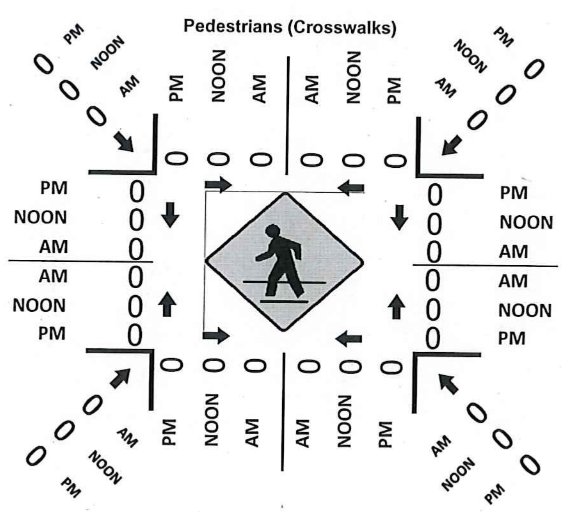
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



COLLISION DATA

Primary Rd **CLARK AVENUE** Distance (ft) **50** Direction **E** Secondary Rd **ORCUTT ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017616** Collision Date **20161017** Time **1640** Day **MON**
Primary Collision Factor **STRTNGIBCKNG** Violation **22106** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161019**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M	B	HNBD		PROC ST	W	A	0100	HOND	2013	- 3	N		-	M G
2	DRVR	39	F	W	HNBD		STOPPED	W	A	0700	TOYO	2004	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		9	F	3	0	M	G

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **ORCUTT ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **015915** Collision Date **20161220** Time **0640** Day **TUE**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161227**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	M	H	HNBD		PROC ST	E	D	2200	CHEVR	2006	- 3	N		-	M G
2	DRVR	43	M	H	HNBD		LFT TURN	N	A	0100	HONDA	2004	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **60** Direction **W** Secondary Rd **PRESQUILE DR** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **030** Type **3** CalTrans Badge **020510** Collision Date **20161112** Time **2500** Day **SAT**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161128**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **FIXED OBJ** Lighting **DARK - NO** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	E	A	0700	CHEV	2013	- 3	N		-	L B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **347** Direction **E** Secondary Rd **SR-1** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **016874** Collision Date **20160308** Time **0315** Day **TUE**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160316**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **FIXED OBJ** Lighting **DARK - NO** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	W	A	0100	HONDA	1993	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **STILLWELL ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **014358** Collision Date **20160404** Time **1250** Day **MON**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160406**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	58	M	H	HNBD		PROC ST	W	A	0700	CHEV	2013	- 3	F		-	L G
2	DRVR	26	F	W	HNBD		PROC ST	S	D	2200	FORD	1992	- 3	N		-	P G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **2** Direction **W** Secondary Rd **NORRIS ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **016874** Collision Date **20160717** Time **1325** Day **SUN**
Primary Collision Factor **R-O-W AUTO** Violation **21801A** Collision Type **OVERTURNED** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20160721**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **FELONY** Motor Vehicle Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **OBSCR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	N	A	0100	-		- 3	A	22450	-	- -
2	DRVR	51	F	W	HNBD		PROC ST	E	C	0200	YAMA	2010	- 3	N		-	- W

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	51	F	1	2	P	W

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **OAK KNOLL CTR** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **019656** Collision Date **20160504** Time **1849** Day **WED**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160509**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	46	M	W	HNBD		PROC ST	W	A	0100	VOLK	2003	- 3	N		-	M G
2	DRVR	52	F	W	HNBD		LFT TURN	S	A	0700	HOND	2013	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **ORCUTT ROAD** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017616** Collision Date **20160615** Time **1830** Day **WED**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160616**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	84	F	W	HNBD		PROC ST	E	A	0100	HYUN	2009	- 3	N		-	M G
2	DRVR	37	M	W	HNBD		PROC ST	S	A	0100	TOYOT	2011	- 3	N		-	M G
3	DRVR	32	F	W	HNBD		STOPPED	S	A	0100	HYUN	2015	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **1056** Direction **E** Secondary Rd **ORCUTT ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **019656** Collision Date **20160729** Time **1704** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160802**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	49	M	H	HNBD		PROC ST	E	D	2200	CHEV	2015	- 3	N		-	M G
2	DRVR	57	F	H	HNBD		PROC ST	E	A	0100	NISS	2011	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		97	F	3	0	M	G

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **ORCUTT ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017616** Collision Date **20160825** Time **1615** Day **THU**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160831**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	F	H	HNBD		PROC ST	E	A	0700	ACURA	2015	- 3	N		-	M G
2	DRVR	51	M	H	HNBD		PROC ST	S	A	0100	BMW	1985	- 3	N		-	P G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		46	F	3	0	P	G

Primary Rd CLARK AVENUE Distance (ft) 29 Direction W Secondary Rd HARP RD NCIC 9750 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Santa Barbara Population 9 Rpt Dist Beat 024 Type 2 CalTrans Badge 020510 Collision Date 20160903 Time 0215 Day SAT
Primary Collision Factor STRTNGIBCKNG Violation 22106 Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160912
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DARK - ST Ped Action IN RD, Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	45	F	H	HNBD		PROC ST	E	A	0100	VOLK	2004	- 3	N		-	M G
2	PED	20	F	H				N	N	6000	-		- 3	N		-	- -

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	20	F	9	-	-	-

Primary Rd CLARK AVENUE Distance (ft) 45 Direction W Secondary Rd HARP ROAD NCIC 9750 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Santa Barbara Population 9 Rpt Dist Beat 024 Type 2 CalTrans Badge 015915 Collision Date 20160923 Time 0750 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20160927
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	29	M	H	HNBD		PROC ST	E	A	0100	HONDA	2001	- 3	N		-	L G
2	DRVR	63	M	W	HNBD		STOPPED	E	D	2200	TOYO	2005	- 3	N		-	M G
3	DRVR	67	F	W	HNBD		STOPPED	E	A	0100	TOYO	2012	- 3	N		-	L G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	29	M	1	0	L	G
PASS	COMP PN	8	F	3	0	L	G

Primary Rd CLARK AVENUE Distance (ft) 402 Direction E Secondary Rd KENNETH AVENUE NCIC 9750 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Santa Barbara Population 9 Rpt Dist Beat 024 Type 2 CalTrans Badge 016874 Collision Date 20161123 Time 1650 Day WED
Primary Collision Factor NOT DRIVER Violation Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20161129
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	60	M	H	HNBD		RAN OFF RD	W	D	2200	TOYO	1990	- 3	O		-	M G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	60	M	1	0	P	G

Primary Rd CLARK AVENUE Distance (ft) 0 Direction Secondary Rd MICHAEL STREET NCIC 9750 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Santa Barbara Population 9 Rpt Dist Beat 024 Type 2 CalTrans Badge 018209 Collision Date 20160630 Time 1615 Day THU
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160707
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With ANIMAL Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	59	M	W	HNBD		PROC ST	E	A	0100	HOND	2012	- 3	N		-	M G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd CLARK AVENUE Distance (ft) 17 Direction W Secondary Rd NORRIS ROAD NCIC 9750 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Santa Barbara Population 9 Rpt Dist Beat 024 Type 2 CalTrans Badge 015915 Collision Date 20160131 Time 0550 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160201
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	H	HNBD		RAN OFF RD	E	A	0100	HYUN	2007	- 3	N		-	M G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **20** Direction **E** Secondary Rd **BRADLEY ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **014753** Collision Date **20161206** Time **1120** Day **TUE**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161209**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	F	W	IMP UNK	IMP UNK	PROC ST	W	D	2200	-		-	3	N	-	-	-
2	DRVR	52	F	W	HNBD		STOPPED	W	A	0100	HONDA	2009	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **35** Direction **W** Secondary Rd **BRADLEY ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **016874** Collision Date **20161207** Time **1745** Day **WED**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161209**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **OTHER MV** Lighting **DARK - NO** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	FIAT		-	3	N	-	-	-
2	DRVR	22	M	W	HNBD		STOPPED	E	A	0100	HONDA	2010	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		20	M	6	0	M	G
PASS		22	F	3	0	M	G

Primary Rd **CLARK AVENUE** Distance (ft) **124** Direction **E** Secondary Rd **BROADWAY** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **013267** Collision Date **20160609** Time **1055** Day **THU**
Primary Collision Factor **STRTNGIBCKNG** Violation **22106** Collision Type **OTHER** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160616**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	47	M	W	HNBD		BACKING	E	D	2200	NISSA	1986	-	3	N	-	M	G
2	PRKD	998	-				PARKED	N	D	2200	CHEV	2004	-	3	N	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **25** Direction **E** Secondary Rd **CRESTWOOD CT** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017616** Collision Date **20160602** Time **1530** Day **THU**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160606**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	19	M	H	HNBD		PROC ST	E	A	0100	DODGE	2005	-	3	N	-	M	G
2	DRVR	71	M	W	HNBD		RGT TURN	E	D	2200	DODGE	2002	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **5** Direction **W** Secondary Rd **DOMINION RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **030** Type **3** CalTrans Badge **018616** Collision Date **20160923** Time **1840** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **OVERTURNED** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160930**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **NON-CLSN** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	50	M	H	HNBD		LFT TURN	W	G	2528	WEST	2013	-	2	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

01/01/2017 thru 12/31/2017 — *Total Count:* 620 — Jurisdiction(s): Santa Maria

Include State Highways cases — *Report Run On:* 12/18/2018

Primary Rd **CLARK AVENUE** *Distance (ft)* **1584** *Direction* **E** *Secondary Rd* **ERIE WAY** *NCIC* **9750** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Santa Barbara** *Population* **9** *Rpt Dist* *Beat* **030** *Type* **3** *CalTrans* *Badge* **018009** *Collision Date* **20170729** *Time* **1515** *Day* **SAT**
Primary Collision Factor **IMPROP PASS** *Violation* **21750** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20170807**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	W	HNBD		PASSING	W	D	2200	TOYO	2010	- 3	O		-	L H								

Primary Rd **CLARK AVENUE** *Distance (ft)* **1320** *Direction* **E** *Secondary Rd* **FRONTAGE RD** *NCIC* **9750** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Santa Barbara** *Population* **9** *Rpt Dist* *Beat* **030** *Type* **3** *CalTrans* *Badge* **016874** *Collision Date* **20170927** *Time* **1025** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20171004**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	W	HNBD		PROC ST	W	A	0100	VOLKS	2008	- 3	N		-	L G	DRVR	COMP PN	38	F	1	0	L	G
2	DRVR	51	M	H	HNBD		PROC ST	W	G	2532	WEST	2015	- 3	N		-	M G								

Primary Rd **CLARK AVENUE** *Distance (ft)* **0** *Direction* *Secondary Rd* **KENNETH AVE** *NCIC* **9750** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Santa Barbara** *Population* **9** *Rpt Dist* *Beat* **024** *Type* **2** *CalTrans* *Badge* **020511** *Collision Date* **20170415** *Time* **0900** *Day* **SAT**
Primary Collision Factor **R-O-W AUTO** *Violation* **21802A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20170419**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HNBD		LFT TURN	S	A	0100	DODGE	2006	- 3	N		-	L G								
2	DRVR	64	M	O	HNBD		PROC ST	W	D	2200	CHEV	2013	- 3	N		-	M G								

Primary Rd **CLARK AVENUE** *Distance (ft)* **215** *Direction* **W** *Secondary Rd* **MICHAEL STREET** *NCIC* **9750** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Santa Barbara** *Population* **9** *Rpt Dist* *Beat* **024** *Type* **2** *CalTrans* *Badge* **014753** *Collision Date* **20171030** *Time* **0745** *Day* **MON**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20171106**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	17	M	H	HNBD		CHANG LN	W	A	0100	FORD	1996	- 3	K		-	M G								

Primary Rd **CLARK AVENUE** *Distance (ft)* **0** *Direction* *Secondary Rd* **NORRIS ST** *NCIC* **9750** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Santa Barbara** *Population* **9** *Rpt Dist* *Beat* **024** *Type* **2** *CalTrans* *Badge* **016542** *Collision Date* **20171223** *Time* **1800** *Day* **SAT**
Primary Collision Factor **DRVR ALCIDRG** *Violation* **23152A** *Collision Type* **OVERTURNED** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180104**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **NON-CLSN** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	H	HBD-UI		LFT TURN	E	C	0200	YAMA	1998	- 3	A	22107	-	- W								

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **ORCUTT ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017496** Collision Date **20171028** Time **1542** Day **SAT**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20171031**
Weather1 **CLEAR** Weather2 **CLOUDY** Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	74	F	W	HNBD		PROC ST	E	A	0100	TOYT	2000	- 3	N		-	L	G
2	DRVR	43	F	W	HNBD		PROC ST	N	A	0800	TOYT	2005	- 3	N		-	M	G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **PACIFIC ST** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017910** Collision Date **20170120** Time **1407** Day **FRI**
Primary Collision Factor **R-O-W AUTO** Violation **21802A** Collision Type **BROADSIDE** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20170123**
Weather1 **CLOUDY** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	67	F	W	HNBD		LFT TURN	S	A	0700	STRN	2007	- 3	N		-	M	G
2	DRVR	59	F	O	HNBD		PROC ST	W	A	0100	TOYT	1995	- 3	N		-	M	G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	67	F	1	0	M	G

Primary Rd **CLARK AVENUE** Distance (ft) **15** Direction **W** Secondary Rd **STILLWELL ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **014753** Collision Date **20171023** Time **0750** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20171030**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **1**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	57	M	H	HNBD		PROC ST	E	I	0900	GILLI	2013	- 3	N		-	P	G
2	DRVR	58	M	A	HNBD		STOPPED	E	H	1300	BLUE	2008	- 3	N		-	P	G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVENUE** Distance (ft) **0** Direction Secondary Rd **TELEPHONE ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **030** Type **3** CalTrans Badge **017709** Collision Date **20171101** Time **0640** Day **WED**
Primary Collision Factor **R-O-W AUTO** Violation **21801A** Collision Type **BROADSIDE** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20171106**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	32	M	H	HNBD		LFT TURN	E	A	0700	TOYOT	2003	- 3	N		-	M	G
2	DRVR	31	M	H	HNBD		PROC ST	W	G	2533	PETE	2003	- 3	N		-	P	G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	32	M	1	0	M	G

Primary Rd **CLARK AVENUE** Distance (ft) **130** Direction **W** Secondary Rd **BRADLEY ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **018009** Collision Date **20171117** Time **1515** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20171124**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	19	M	O	HNBD		PROC ST	W	A	0100	BMW	2017	- 3	N		-	M	G
2	DRVR	38	F	W	HNBD		SLOWING	W	A	0700	CHEV	2007	- 3	N		-	M	G

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVE** Distance (ft) **193** Direction **W** Secondary Rd **BLOSSER RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **014820** Collision Date **20180222** Time **1330** Day **THU**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20180305**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	18	M	H	HNBD		PROC ST	W	A	0100	ACURA	1989	- 3	N		-	P	G

Victim Info: ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected

Primary Rd **CLARK AVE** Distance (ft) **181** Direction **E** Secondary Rd **BROADWAY** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **018616** Collision Date **20180218** Time **0212** Day **SUN**
Primary Collision Factor **STRTNGIBCKNG** Violation **22106** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20180305**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER OBJ** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	24	M	H	IMP UNK	IMP UNK	BACKING	E	A	0100	INFI	2013	- 3	N		-	M	G

Victim Info: ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected

Primary Rd **CLARK AVE** Distance (ft) **0** Direction Secondary Rd **CLARK AVE TO** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **030** Type **3** CalTrans Badge **017616** Collision Date **20180326** Time **1455** Day **MON**
Primary Collision Factor **R-O-W AUTO** Violation **21801A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20180327**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	79	M	A	HNBD		LFT TURN	E	D	2200	FORD	2003	- 3	N		-	M	G
2	DRVR	49	M	H	HNBD		PROC ST	W	D	2200	TOYO	2005	- 3	N		-	M	G

Victim Info: ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected

Primary Rd **CLARK AVE** Distance (ft) **62** Direction **E** Secondary Rd **DOMINION RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **020510** Collision Date **20180221** Time **2115** Day **WED**
Primary Collision Factor **STOP SGNISIG** Violation **22450A** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20180227**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DARK - NO** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	70	M	W	HNBD		PROC ST	E	A	0100	TOYO	2009	- 3	N		-	M	G

Victim Info: ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected

Primary Rd **CLARK AVE** Distance (ft) **60** Direction **W** Secondary Rd **OAK KNOLL** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **016170** Collision Date **20180312** Time **0750** Day **MON**
Primary Collision Factor **LANE CHANGE** Violation **21658A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20180314**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	18	M	W	HNBD		CHANG LN	E	A	0100	HONDA	2006	- 3	N		-	M	G
2	DRVR	33	M	H	HNBD		PROC ST	E	A	0800	HONDA	2014	- 3	N		-	M	G

Victim Info: ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected

Primary Rd **CLARK AVE** Distance (ft) **0** Direction Secondary Rd **OAKRIDGE PARK** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **016542** Collision Date **20180612** Time **1615** Day **TUE**
Primary Collision Factor **OTHER HAZ** Violation **21208A** Collision Type **BROADSIDE** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20180621**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	70	M	W	HNBD		PROC ST	W	L	0400	BRIDG		- 3	N		-	- W
2	DRVR	60	M	H	HNBD		SLOWING	N	D	2200	DODG	1997	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	MINOR	70	M	1	1	-	W

Primary Rd **CLARK AVE** Distance (ft) **0** Direction Secondary Rd **ORCUTT RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017616** Collision Date **20180410** Time **1700** Day **TUE**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20180411**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	80	F	W	HNBD		PROC ST	E	A	0100	MERB	2001	- 3	N		-	L G
2	DRVR	36	M	H	HNBD		PROC ST	N	D	2200	CHEV	2000	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVE** Distance (ft) **120** Direction **W** Secondary Rd **ORCUTT RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **018009** Collision Date **20180510** Time **1425** Day **THU**
Primary Collision Factor **R-O-W AUTO** Violation **21802A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20180625**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	86	F	H	HNBD		RGT TURN	E	A	0800	TOYOT	2001	- 3	N		-	M G
2	DRVR	53	M	H	HNBD		PROC ST	E	E	2232	INTE	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVE** Distance (ft) **0** Direction Secondary Rd **ORCUTT ROAD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017683** Collision Date **20181026** Time **1110** Day **FRI**
Primary Collision Factor **R-O-W AUTO** Violation **21801A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20181026**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		LFT TURN	N	A	0100	HONDA	1995	- 3	N		-	M G
2	DRVR	56	M	W	HNBD		PROC ST	S	D	2200	TOYO	2002	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CLARK AVE** Distance (ft) **100** Direction **E** Secondary Rd **PACIFIC ST** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017884** Collision Date **20180702** Time **2500** Day **MON**
Primary Collision Factor **OTHER HAZ** Violation **21208B** Collision Type **REAR END** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20180705**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **FELONY** Motor Vehicle Involved With **BICYCLE** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	40	M	W	HBD-UNK		ENT TRAF	E	L	0400	TREK		- 3	N		-	- V
2	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-		- 3	N		-	B B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	POSSIBL	40	M	1	0	-	V

Primary Rd **CLARK AVE** Distance (ft) **20** Direction **E** Secondary Rd **SR-135** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017496** Collision Date **20180422** Time **1834** Day **SUN**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20180424**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	H	HNBD		PROC ST	W	A	0100	HONDA	2004	- 3	N		-	M G								
2	DRVR	26	M	H	HNBD		STOPPED	W	A	0100	TOYOT	2016	- 3	N		-	M G								

Primary Rd **CLARK AVE** Distance (ft) **0** Direction Secondary Rd **SR-135** NCIC **9750** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017884** Collision Date **20180514** Time **1125** Day **MON**
Primary Collision Factor **STOP SGNISIG** Violation **21453A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20180529**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	72	F	W	HNBD		PROC ST	W	A	0100	PONTI	2007	- 3	N		-	L G								
2	DRVR	44	F	W	HNBD		LFT TURN	E	A	0100	HONDA	2016	- 3	N		-	L G								

Primary Rd **CLARK AVE** Distance (ft) **330** Direction **E** Secondary Rd **STILLWELL RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **024** Type **2** CalTrans Badge **017616** Collision Date **20181127** Time **1640** Day **TUE**
Primary Collision Factor **LANE CHANGE** Violation **21658A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20181203**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	M	H	HNBD		CHANG LN	E	A	0700	FORD	2005	- 3	N		-	M G								
2	DRVR	63	M	W	HNBD		PROC ST	E	D	2200	GMC	2006	- 3	N		-	M G								

Primary Rd **CLARK AVE** Distance (ft) **528** Direction **W** Secondary Rd **TELEPHONE RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **030** Type **3** CalTrans Badge **020549** Collision Date **20181022** Time **2245** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **OVERTURNED** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20181029**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **NON-CLSN** Lighting **DARK - NO** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	H	HNBD		UNS TURN	W	A	0700	CHEV	2006	- 3	F		-	M G	DRVR	POSSIBL	21	F	1	0	M	G

Primary Rd **CLARK AVE** Distance (ft) **20** Direction **W** Secondary Rd **TELEPHONE RD** NCIC **9750** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **Santa Barbara** Population **9** Rpt Dist Beat **030** Type **3** CalTrans Badge **019656** Collision Date **20181215** Time **2215** Day **SAT**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20181217**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	H	HNBD		RAN OFF RD	W	A	0100	TOYO	2008	- 3	N		-	M G								

ROADWAY DESIGN CAPACITIES

Table 33
Definitions Of Roadway Classifications

Classification	Purpose and Design Factors	Design Capacity		LOS C Threshold[1]	
		2 Lane	4 Lane	2 Lane	4 Lane
Primary 1	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.	19,990	47,800	15,900	38,200
Primary 2	Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet with well spaced curb cuts. Signals intervals at a minimum of 1/2 mile.	17,900	42,500	14,300	34,000
Primary 3	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 1/2-1/4 mile.	15,700	37,700	12,500	30,100
Secondary 1	Roadways designed to primarily serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signal would generally occur at intersections with primary roads.	11,600	NA	9,300	NA
Secondary 2	Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.	9,100	NA	7,300	NA
Secondary 3	Roadways designed to primarily serve residential with small to medium lots. Roadways are 2 lanes with more frequent driveways.	7,900	NA	6,300	NA

[1] Defined as 80% of Design Capacity.
Source: Santa Barbara County Public Works, Transportation Division.

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

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

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

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

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

1 Highway Capacity Manual, National Research Board, 2000

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 – Clark Avenue/Broadway
Reference 2 – Clark Avenue/Norris Street
Reference 3 – Clark Avenue/Foxenwood Lane
Reference 5 – State Route 135 Southbound Ramps/Clark Avenue
Reference 6 – State Route 135Northbound Ramps/Clark Avenue

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst		Intersection	Broadway/Clark AVenue
Agency/Co.	ATE	Jurisdiction	Orcutt
Date Performed	12/3/2018	Analysis Year	Existing Conditions
Analysis Time Period	A.M. Peak Hour		

Project ID OASIS - Orcutt #18106

East/West Street: Clark Avenue — North/South Street: Broadway

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	119	39	20	88	30
%Thrus Left Lane						
Approach	**Northbound**			**Southbound**		
Movement	L	T	R	L	T	R
Volume (veh/h)	59	43	18	48	65	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	8	158	20	118	120		144	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.01	0.14	0.02	0.10	0.11		0.13	
hd, final value (s)	5.84	5.16	5.86	5.18	4.87		4.77	
x, final value	0.013	0.226	0.033	0.170	0.162		0.191	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	3.5	2.9	3.6	2.9	2.9		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	800	687	667	694	750		758	
Delay (s/veh)	8.6	9.4	8.8	8.9	8.8		8.9	
LOS	A	A	A	A	A		A	
Approach: Delay (s/veh)	9.3		8.9		8.8		8.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.0							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darry IF. Nelson
Agency/Co.	ATE
Date Performed	12/3/2018
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Broadway/Clark AVenue
Jurisdiction	Orcutt
Analysis Year	Existing Conditions

Project ID OASIS - Orcutt #18106

East/West Street: Clark Avenue

North/South Street: Broadway

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	37	160	61	56	122	58
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	54	51	52	71	69	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	37	221	56	180	157		166	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	0.3		0.4	
Prop. Right-Turns	0.0	0.3	0.0	0.3	0.3		0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	0.5	-0.2	-0.1		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.03	0.20	0.05	0.16	0.14		0.15	
hd, final value (s)	6.25	5.54	6.27	5.54	5.34		5.44	
x, final value	0.064	0.340	0.098	0.277	0.233		0.251	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	3.9	3.2	4.0	3.2	3.3		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	617	650	560	643	683		664	
Delay (s/veh)	9.4	11.1	9.6	10.3	10.0		10.2	
LOS	A	B	A	B	A		B	
Approach: Delay (s/veh)	10.8		10.2		10.0		10.2	
LOS	B		B		A		B	
Intersection Delay (s/veh)	10.4							
Intersection LOS	B							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	
Agency/Co.	ATE
Date Performed	12/3/2018
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Broadway/Clark AVenue
Jurisdiction	Orcutt
Analysis Year	Existing Conditions

Project ID OASIS - Orcutt #18106

East/West Street: Clark Avenue

North/South Street: Broadway

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	121	39	20	89	31
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	59	43	18	50	65	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	8	160	20	120	120		146	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	EB L1	EB L2	WB L1	WB L2	NB L1	NB L2	SB L1	SB L2
Prop. Left-Turns	1.0	0.0	1.0	0.0	0.5		0.3	
Prop. Right-Turns	0.0	0.2	0.0	0.3	0.2		0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	0.5	-0.2	0.0		-0.1	

Departure Headway and Service Time

	EB L1	EB L2	WB L1	WB L2	NB L1	NB L2	SB L1	SB L2
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.01	0.14	0.02	0.11	0.11		0.13	
hd, final value (s)	5.85	5.17	5.88	5.19	4.89		4.79	
x, final value	0.013	0.230	0.033	0.173	0.163		0.194	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	3.5	2.9	3.6	2.9	2.9		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	800	696	667	706	750		768	
Delay (s/veh)	8.6	9.4	8.8	9.0	8.8		8.9	
LOS	A	A	A	A	A		A	
Approach: Delay (s/veh)	9.4		8.9		8.8		8.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.0							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Darry IF. Nelson	Intersection	Broadway/Clark AVenue
Agency/Co.	ATE	Jurisdiction	Orcutt
Date Performed	12/3/2018	Analysis Year	Existing Conditions
Analysis Time Period	P.M. Peak Hour		

Project ID OASIS - Orcutt #18106

East/West Street: Clark Avenue | North/South Street: Broadway

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	37	162	61	57	124	60
%Thrus Left Lane						
Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	54	51	53	73	69	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	37	223	57	184	158		168	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	0.3		0.4	
Prop. Right-Turns	0.0	0.3	0.0	0.3	0.3		0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	0.5	-0.2	-0.1		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.03	0.20	0.05	0.16	0.14		0.15	
hd, final value (s)	6.27	5.57	6.29	5.55	5.36		5.47	
x, final value	0.064	0.345	0.100	0.284	0.235		0.255	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	4.0	3.3	4.0	3.3	3.4		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	617	656	570	657	658		646	
Delay (s/veh)	9.4	11.2	9.7	10.4	10.0		10.3	
LOS	A	B	A	B	B		B	
Approach: Delay (s/veh)	10.9		10.3		10.0		10.3	
LOS	B		B		B		B	
Intersection Delay (s/veh)	10.4							
Intersection LOS	B							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst		Intersection	Broadway/Clark AVenue
Agency/Co.	ATE	Jurisdiction	Orcutt
Date Performed	12/3/2018	Analysis Year	Cumulative Conditions
Analysis Time Period	A.M. Peak Hour		
Project ID OASIS - Orcutt #18106			
East/West Street: Clark Avenue		North/South Street: Broadway	

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	134	39	20	105	48
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	59	43	18	62	65	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	8	173	20	153	120		158	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.01	0.15	0.02	0.14	0.11		0.14	
hd, final value (s)	5.94	5.28	5.95	5.23	5.04		4.94	
x, final value	0.013	0.254	0.033	0.222	0.168		0.217	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	3.6	3.0	3.7	2.9	3.0		2.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	800	692	667	695	706		718	
Delay (s/veh)	8.7	9.8	8.9	9.4	9.1		9.3	
LOS	A	A	A	A	A		A	
Approach: Delay (s/veh)	9.7		9.3		9.1		9.3	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.4							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst		Intersection	Broadway/Clark AVenue
Agency/Co.	ATE	Jurisdiction	Orcutt
Date Performed	12/3/2018	Analysis Year	Cumulative Conditions
Analysis Time Period	P.M. Peak Hour		

Project ID OASIS - Orcutt #18106

East/West Street: Clark Avenue | North/South Street: Broadway

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	37	195	61	56	155	91
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	54	51	52	107	69	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	37	256	56	246	157		202	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	0.3		0.5	
Prop. Right-Turns	0.0	0.2	0.0	0.4	0.3		0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	0.5	-0.3	-0.1		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.03	0.23	0.05	0.22	0.14		0.18	
hd, final value (s)	6.56	5.88	6.55	5.78	5.78		5.83	
x, final value	0.067	0.418	0.102	0.395	0.252		0.327	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	4.3	3.6	4.3	3.5	3.8		3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	529	610	560	631	628		612	
Delay (s/veh)	9.7	12.7	10.0	12.2	10.7		11.6	
LOS	A	B	A	B	B		B	
Approach: Delay (s/veh)	12.4		11.8		10.7		11.6	
LOS	B		B		B		B	
Intersection Delay (s/veh)	11.8							
Intersection LOS	B							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst		Intersection	Broadway/Clark AVenue
Agency/Co.	ATE	Jurisdiction	Orcutt
Date Performed	12/3/2018	Analysis Year	Cumulative + Project
Analysis Time Period	A.M. Peak Hour		

Project ID OASIS - Orcutt #18106

East/West Street: Clark Avenue | North/South Street: Broadway

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	136	39	20	106	49
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	59	43	18	64	65	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	8	175	20	155	120		160	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.01	0.16	0.02	0.14	0.11		0.14	
hd, final value (s)	5.95	5.29	5.96	5.24	5.06		4.96	
x, final value	0.013	0.257	0.033	0.225	0.169		0.220	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	3.7	3.0	3.7	2.9	3.1		3.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	800	673	667	674	706		727	
Delay (s/veh)	8.7	9.8	8.9	9.5	9.1		9.3	
LOS	A	A	A	A	A		A	
Approach: Delay (s/veh)	9.8		9.4		9.1		9.3	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.4							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*Darryl Nelson*	Intersection	*Broadway/Clark AVenue*
Agency/Co.	*ATE*	Jurisdiction	*Orcutt*
Date Performed	*12/3/2018*	Analysis Year	*Cumulative + Project*
Analysis Time Period	*P.M. Peak Hour*		

Project ID *OASIS - Orcutt #18106*

East/West Street: *Clark Avenue* | North/South Street: *Broadway*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	37	197	61	57	157	93
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	54	51	53	109	69	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	L	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	37	258	57	250	158		204	
% Heavy Vehicles	0	0	0	0	0		0	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0	0.0	0.3		0.5	
Prop. Right-Turns	0.0	0.2	0.0	0.4	0.3		0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.2	0.5	-0.3	-0.1		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.03	0.23	0.05	0.22	0.14		0.18	
hd, final value (s)	6.58	5.91	6.57	5.80	5.81		5.86	
x, final value	0.068	0.423	0.104	0.403	0.255		0.332	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	4.3	3.6	4.3	3.5	3.8		3.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	529	614	570	625	632		618	
Delay (s/veh)	9.8	12.9	10.0	12.4	10.8		11.7	
LOS	A	B	B	B	B		B	
Approach: Delay (s/veh)	12.5		11.9		10.8		11.7	
LOS	B		B		B		B	
Intersection Delay (s/veh)	11.9							
Intersection LOS	B							

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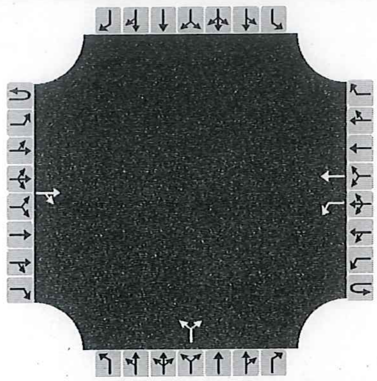
Darryl F. Nelson

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Existing AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			425	4		175	414			0		189				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate (veh/h)						190					205					
Capacity						1089					596					
v/c Ratio						0.17					0.34					
95% Queue Length						0.6					1.5					
Control Delay (s/veh)						9.0					14.2					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					2.7				14.2							
Approach LOS									B							

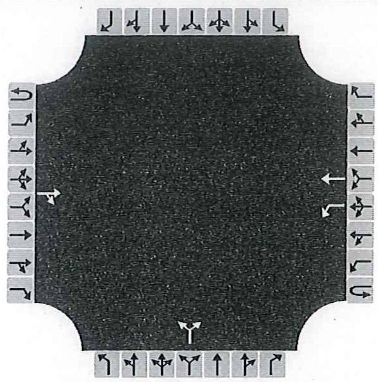
HCS 2010™ TWSC Version 6.80
02_AMEXTWSC1.xtw
Generated: 4/18/2019 10:05:02 AM

Average Weighted Delay = 11.7 sec. LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Existing PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			426	1		77	573			0		48				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						84					52					
Capacity						1091					596					
v/c Ratio						0.08					0.09					
95% Queue Length						0.2					0.3					
Control Delay (s/veh)						8.6					11.6					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.0				11.6							
Approach LOS									B							

HCS 2010™ TWSC Version 6.80
02_PMEXTWSC1.xtw

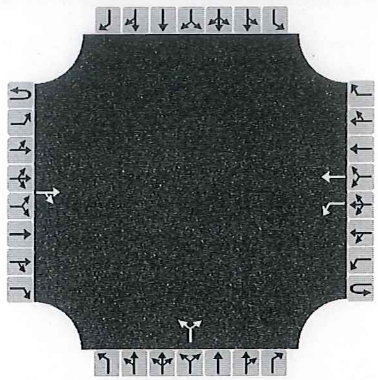
Generated: 4/18/2019 10:06:00 AM

Average Weighted Delay = $\boxed{9.7 \text{ sec.}}$ $\boxed{\text{LOS A}}$

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Existing + Project AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			429	4		175	417			0		190				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						190					207					
Capacity						1085					593					
v/c Ratio						0.18					0.35					
95% Queue Length						0.6					1.6					
Control Delay (s/veh)						9.0					14.3					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					2.7				14.3							
Approach LOS									B							

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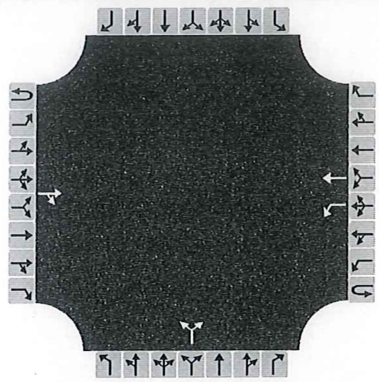
Average Weighted Delay = 11.7 sec. LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Existing + Project PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			531	1		78	578			0		48				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate (veh/h)						85					52					
Capacity						990					513					
v/c Ratio						0.09					0.10					
95% Queue Length						0.3					0.3					
Control Delay (s/veh)						9.0					12.8					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.1				12.8							
Approach LOS									B							

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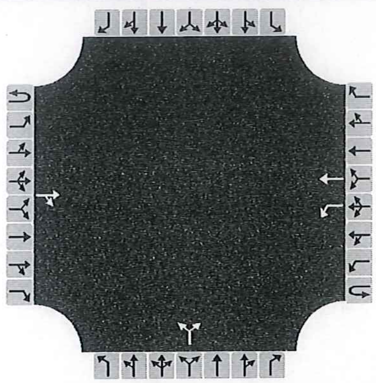
Average Weighted Delay = 10.4 sec. LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Cumulative AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			454	4		175	449			0		189				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate (veh/h)						190					205					
Capacity						1061					572					
v/c Ratio						0.18					0.36					
95% Queue Length						0.7					1.6					
Control Delay (s/veh)						9.1					14.8					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					2.6				14.8							
Approach LOS									B							

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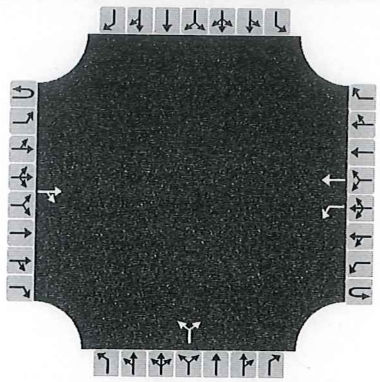
Average Weighted Delay = 12.0 sec. LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Cumulative PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			497	1		77	639			0		48				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						84					52					
Capacity						1022					540					
v/c Ratio						0.08					0.10					
95% Queue Length						0.3					0.3					
Control Delay (s/veh)						8.8					12.4					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.0				12.4							
Approach LOS									B							

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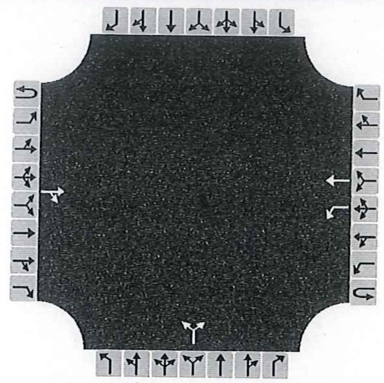
Average Weighted Delay = 10.2 sec. LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Cumulative + Project AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			458	4		175	452			0		190				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						190					207					
Capacity						1056					568					
v/c Ratio						0.18					0.36					
95% Queue Length						0.7					1.7					
Control Delay (s/veh)						9.2					14.9					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					2.6				14.9							
Approach LOS									B							

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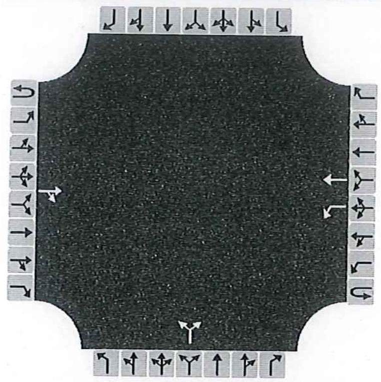
Average Weighted Delay = $\boxed{12.2 \text{ sec}}$ $\boxed{\text{LOS B}}$

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Norris St
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Norris Street
Time Analyzed	Cumulative + Project PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			502	1		78	644			0		48				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						85					52					
Capacity						1016					535					
v/c Ratio						0.08					0.10					
95% Queue Length						0.3					0.3					
Control Delay (s/veh)						8.9					12.4					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.0				12.4							
Approach LOS									B							

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Average Weighted Delay = 10.2 sec. LOS B

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	511	540	56	53	44
Future Vol, veh/h	36	511	540	56	53	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	555	587	61	58	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	648	0	-	0	974	324
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	356	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	934	-	-	-	249	672
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	934	-	-	-	234	672
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	332
HCM Lane V/C Ratio	0.042	-	-	-	0.318
HCM Control Delay (s)	9	0.2	-	-	20.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	451	546	78	43	28
Future Vol, veh/h	21	451	546	78	43	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	490	593	85	47	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	678	0	-	0	927	339
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	910	-	-	-	267	657
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	910	-	-	-	258	657
Mov Cap-2 Maneuver	-	-	-	-	258	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	910	-	-	-	339
HCM Lane V/C Ratio	0.025	-	-	-	0.228
HCM Control Delay (s)	9.1	0.1	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	511	540	65	57	47
Future Vol, veh/h	41	511	540	65	57	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	555	587	71	62	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	1268	329
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	645	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	928	-	-	-	173	667
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	521	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	165	667
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	521	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	928	-	-	-	165	667
HCM Lane V/C Ratio	0.048	-	-	-	0.375	0.077
HCM Control Delay (s)	9.1	-	-	-	39.4	10.8
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6	0.2

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	451	546	86	53	34
Future Vol, veh/h	26	451	546	86	53	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	490	593	93	58	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	686	0	-	0	1186	343
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	906	-	-	-	195	654
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	189	654
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	23.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	906	-	-	-	189	654
HCM Lane V/C Ratio	0.031	-	-	-	0.305	0.057
HCM Control Delay (s)	9.1	-	-	-	32.2	10.8
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	540	575	60	55	50
Future Vol, veh/h	40	540	575	60	55	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	587	625	65	60	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	690	0	-	0	1038	345
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	900	-	-	-	227	651
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	900	-	-	-	211	651
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	311
HCM Lane V/C Ratio	0.048	-	-	-	0.367
HCM Control Delay (s)	9.2	0.3	-	-	23.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6

Intersection	
Int Delay, s/veh	676.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2521	522	615	80	50	30
Future Vol, veh/h	2521	522	615	80	50	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2740	567	668	87	54	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	755	0	-	0	6476	378
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	5764	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	~ 851	-	-	-	0	620
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	~ 1	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 851	-	-	-	0	620
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	~ 1	-

Approach	EB	WB	SB
HCM Control Delay, s	$ 848.5	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 851	-	-	-	620
HCM Lane V/C Ratio	3.22	-	-	-	0.14
HCM Control Delay (s)	$ 1014.3	47.6	-	-	11.8
HCM Lane LOS	F	E	-	-	B
HCM 95th %tile Q(veh)	240.4	-	-	-	0.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	540	575	69	59	53
Future Vol, veh/h	45	540	575	69	59	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	587	625	75	64	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	700	0	-	0	1348	350
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	895	-	-	-	154	647
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	895	-	-	-	146	647
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	499	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	30.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	895	-	-	-	146	647
HCM Lane V/C Ratio	0.055	-	-	-	0.439	0.089
HCM Control Delay (s)	9.3	-	-	-	47.7	11.1
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	2	0.3

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	637	766	110	65	60
Future Vol, veh/h	40	637	766	110	65	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	692	833	120	71	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	953	0	-	0	1671	477
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	778	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	719	-	-	-	96	535
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	719	-	-	-	90	535
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	452	-

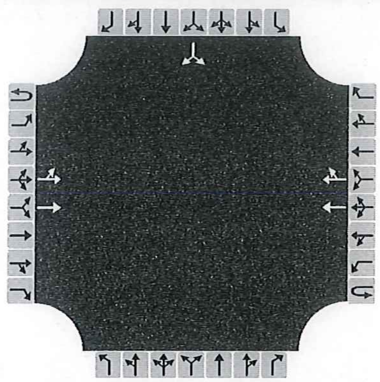
Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	71.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	719	-	-	-	90	535
HCM Lane V/C Ratio	0.06	-	-	-	0.785	0.122
HCM Control Delay (s)	10.3	-	-	-	125	12.7
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	4.1	0.4

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Existing AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		36	511				540	56						53		44
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

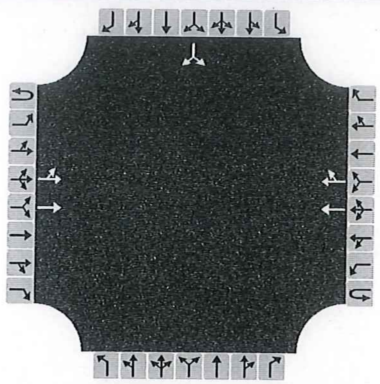
Flow Rate (veh/h)		317													106	
Capacity		927													335	
v/c Ratio		0.34													0.32	
95% Queue Length		0.1													1.3	
Control Delay (s/veh)		9.1													20.6	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.8												20.6			
Approach LOS													C			

Average Weighted Delay = 11.9 sec. [LOS B]

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Existing PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		21	451				546	78						43		28
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

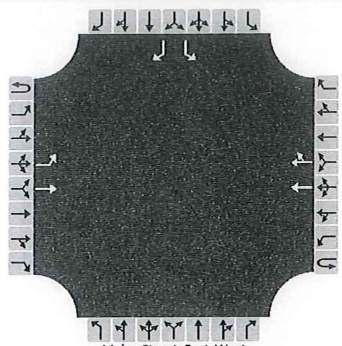
	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate (veh/h)		268													77	
Capacity		903													339	
v/c Ratio		0.30													0.23	
95% Queue Length		0.1													0.9	
Control Delay (s/veh)		9.1													18.7	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.5												18.7			
Approach LOS													C			

Average Weighted Delay = 11.2 sec. LOS B

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Existing + Project AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	41	511				540	65						57		47
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Approach	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Approach	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)		45												62		51
Capacity, c (veh/h)		919												152		664
v/c Ratio		0.05												0.41		0.08
95% Queue Length, Q_{95} (veh)		0.2												1.8		0.2
Control Delay (s/veh)		9.1												44.3		10.9
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.7												29.2			
Approach LOS													D			

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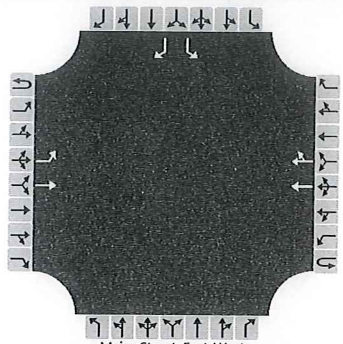
Average Weighted Delay = 23.4 sec. $\boxed{\text{LOS C}}$

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Existing + Project PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	26	451				546	86						53		34
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

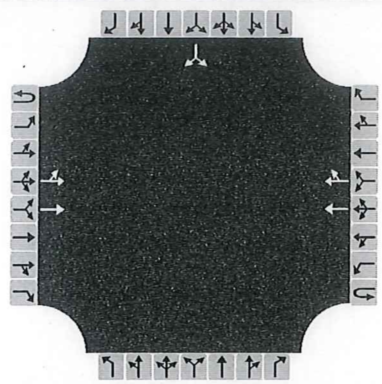
	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)		28												58		37
Capacity, c (veh/h)		896												174		650
v/c Ratio		0.03												0.33		0.06
95% Queue Length, Q_{95} (veh)		0.1												1.4		0.2
Control Delay (s/veh)		9.1												35.6		10.9
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.5												25.9			
Approach LOS													D			

Average Weighted Delay= 22.1 sec. $\boxed{\text{LOS C}}$

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Cumulative AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		40	540				575	60						55		50
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate (veh/h)		337													114	
Capacity		894													314	
v/c Ratio		0.38													0.36	
95% Queue Length		0.2													1.6	
Control Delay (s/veh)		9.2													22.9	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.9												22.9			
Approach LOS													C			

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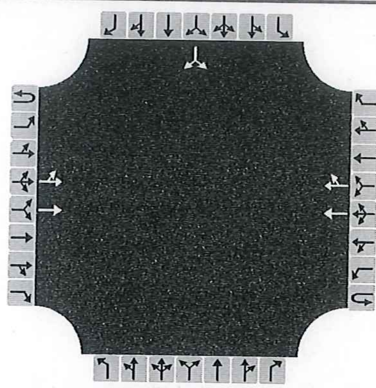
Average Weighted Delay = 12.7 sec. LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Cumulative PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		25	522				615	80						50		30
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate (veh/h)		311													87	
Capacity		845													285	
v/c Ratio		0.37													0.31	
95% Queue Length		0.1													1.3	
Control Delay (s/veh)		9.4													23.1	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.6												23.1			
Approach LOS													C			

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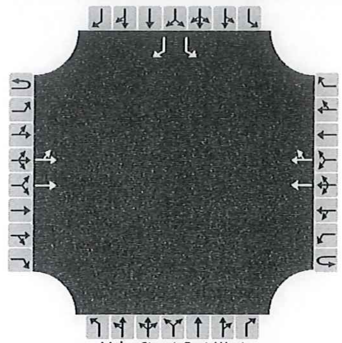
Average Weighted Delay = 12.4 sec. LOS B

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Cumulative + Project AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		LT	T				T	TR						L		R
Volume (veh/h)		45	540				575	69						59		53
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)		49												64		58
Capacity, c (veh/h)		886												202		643
v/c Ratio		0.06												0.32		0.09
95% Queue Length, Q_{95} (veh)		0.2												1.3		0.3
Control Delay (s/veh)		9.3												31.0		11.1
Level of Service (LOS)		A												D		B
Approach Delay (s/veh)	1.0												21.6			
Approach LOS													C			

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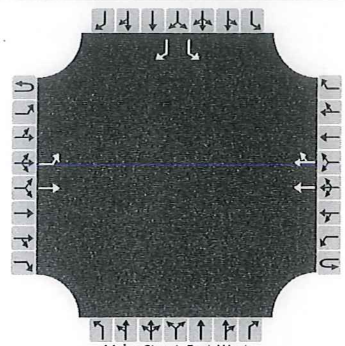
Average Weighted Delay = 18.0 sec. $\boxed{\text{LOS C}}$

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Clark Ave/Foxenwood Ln
Agency/Co.	ATE	Jurisdiction	Santa Barbara County
Date Performed	12/3/2018	East/West Street	Clark Avenue
Analysis Year	2018	North/South Street	Foxenwood Lane
Time Analyzed	Cumulative + Project PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	OASIS		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T				T	TR						L		R
Volume (veh/h)	0	30	522				615	88						60		36
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	Eastbound				Westbound				Northbound				Southbound			
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

	Eastbound				Westbound				Northbound				Southbound			
Flow Rate, v (veh/h)		33												65		39
Capacity, c (veh/h)		838												135		613
v/c Ratio		0.04												0.48		0.06
95% Queue Length, Q_{95} (veh)		0.1												2.2		0.2
Control Delay (s/veh)		9.5												54.2		11.3
Level of Service (LOS)		A												F		B
Approach Delay (s/veh)	0.5												38.1			
Approach LOS													E			

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03_PMPJCUMTWSC1.xtw

Generated: 8/22/2019 11:39:59 AM

Average Weighted Delay = 31.2 sec. LOS D

#18106 - OASIS MEETING CENTER PROJECT — REF: 04_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 2018*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *U.S. HIGHWAY 135 SOUTHBOUND RAMPS*

E/W STREET: *CLARK AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING:	0	0	0	132	1	238	0	527	32	188	358	0
(B)	PROJECT-ADDED:	0	0	0	1	0	0	0	3	1	0	8	0
(C)	CUMULATIVE:	0	0	0	147	1	240	0	571	35	206	393	0

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		0	0	0	0	0	0	-	-	-	-
NBT		0	0	0	0	0	0	-	-	-	-
NBR	*(a)*	0	0	0	0	0	0	-	-	-	-
SBL		0	0	132	133	147	148	-	-	-	-
SBT		1	1600	1	1	1	1	0.083	0.084	0.093	0.093
SBR	*(b)*	1	1600	238	238	240	240	0.149 *	0.149 *	0.150 *	0.150 *
EBL		0	0	0	0	0	0	-	-	-	-
EBT		2	3200	527	530	571	574	0.175 *	0.176 *	0.189 *	0.191 *
EBR	*(c)*	0	0	32	33	35	36	-	-	-	-
WBL		1	1600	188	188	206	206	0.118 *	0.118 *	0.129 *	0.129 *
WBT		2	3200	358	366	393	401	0.112	0.114	0.123	0.125
WBR	*(d)*	0	0	0	0	0	0	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.542**	**0.543**	**0.568**	**0.570**
							SCENARIO LEVEL OF SERVICE:	A	A	A	A

NOTES:

RTOR: *(a)*
(b)
(c)
(d)

Printed 08/22/19

#18106 - OASIS MEETING CENTER PROJECT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF: 04_PM

COUNT DATE: *MAY 2018*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *U.S. HIGHWAY 135 SOUTHBOUND RAMPS*

E/W STREET: *CLARK AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	0	0	0	268	1	218	0	478	11	102	397	0
(B)	PROJECT-ADDED:	0	0	0	1	0	0	0	8	2	0	7	0
(C)	CUMULATIVE:	0	0	0	304	1	220	0	585	15	136	466	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

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

SCENARIO 3 = CUMULATIVE (C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		0	0	0	0	0	0	-	-	-	-
NBT		0	0	0	0	0	0	-	-	-	-
NBR	(a)	0	0	0	0	0	0	-	-	-	-
SBL		0	0	268	269	304	305	-	-	-	-
SBT		1	1600	1	1	1	1	0.168 *	0.169 *	0.191 *	0.191 *
SBR	(b)	1	1600	218	218	220	220	0.136	0.136	0.138	0.138
EBL		0	0	0	0	0	0	-	-	-	-
EBT		2	3200	478	486	585	593	0.153 *	0.156 *	0.188 *	0.191 *
EBR	(c)	0	0	11	13	15	17	-	-	-	-
WBL		1	1600	102	102	136	136	0.064 *	0.064 *	0.085 *	0.085 *
WBT		2	3200	397	404	466	473	0.124	0.126	0.146	0.148
WBR	(d)	0	0	0	0	0	0	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.485**	**0.489**	**0.564**	**0.567**
							SCENARIO LEVEL OF SERVICE:	A	A	A	A

NOTES:

RTOR: *(a)*

(b)

(c)

(d)

Printec 08/22/19

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	527	32	188	358	0	0	0	0	132	1	238
Future Volume (veh/h)	0	527	32	188	358	0	0	0	0	132	1	238
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	573	35	204	389	0				143	1	259
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	825	50	246	1617	0				693	5	622
Arrive On Green	0.00	0.24	0.24	0.28	0.91	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	3482	207	1774	3632	0				1762	12	1583
Grp Volume(v), veh/h	0	299	309	204	389	0				144	0	259
Grp Sat Flow(s),veh/h/ln	0	1770	1826	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	9.2	9.3	6.5	0.7	0.0				3.2	0.0	7.1
Cycle Q Clear(g_c), s	0.0	9.2	9.3	6.5	0.7	0.0				3.2	0.0	7.1
Prop In Lane	0.00		0.11	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	431	445	246	1617	0				697	0	622
V/C Ratio(X)	0.00	0.69	0.70	0.83	0.24	0.00				0.21	0.00	0.42
Avail Cap(c_a), veh/h	0	531	548	310	1947	0				697	0	622
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.44	0.44	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.7	20.7	21.0	1.4	0.0				12.0	0.0	13.2
Incr Delay (d2), s/veh	0.0	2.9	2.9	6.8	0.0	0.0				0.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	5.0	3.5	0.3	0.0				1.7	0.0	3.4
LnGrp Delay(d),s/veh	0.0	23.6	23.5	27.8	1.5	0.0				12.7	0.0	15.3
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		608			593						403	
Approach Delay, s/veh		23.5			10.5						14.3	
Approach LOS		C			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			12.8	19.1		28.1		31.9
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			10.5	18.0		18.0		33.0
Max Q Clear Time (g_c+I1), s			8.5	11.3		9.1		2.7
Green Ext Time (p_c), s			0.1	3.4		1.2		7.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	478	11	102	397	0	0	0	0	268	1	218
Future Volume (veh/h)	0	478	11	102	397	0	0	0	0	268	1	218
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	520	12	111	432	0				291	1	237
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	807	19	142	1355	0				826	3	739
Arrive On Green	0.00	0.23	0.23	0.16	0.77	0.00				0.47	0.47	0.47
Sat Flow, veh/h	0	3630	82	1774	3632	0				1768	6	1583
Grp Volume(v), veh/h	0	260	272	111	432	0				292	0	237
Grp Sat Flow(s),veh/h/ln	0	1770	1848	1774	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	8.0	8.0	3.6	2.3	0.0				6.3	0.0	5.6
Cycle Q Clear(g_c), s	0.0	8.0	8.0	3.6	2.3	0.0				6.3	0.0	5.6
Prop In Lane	0.00		0.04	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	404	422	142	1355	0				829	0	739
V/C Ratio(X)	0.00	0.64	0.65	0.78	0.32	0.00				0.35	0.00	0.32
Avail Cap(c_a), veh/h	0	531	555	281	1888	0				829	0	739
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.61	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.0	21.0	24.7	4.6	0.0				10.2	0.0	10.0
Incr Delay (d2), s/veh	0.0	1.7	1.7	5.8	0.1	0.0				1.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	4.3	1.9	1.1	0.0				3.4	0.0	2.7
LnGrp Delay(d),s/veh	0.0	22.7	22.6	30.5	4.7	0.0				11.4	0.0	11.2
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		532			543						529	
Approach Delay, s/veh		22.6			9.9						11.3	
Approach LOS		C			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			9.3	18.2		32.5		27.5
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			9.5	18.0		19.0		32.0
Max Q Clear Time (g_c+I1), s			5.6	10.0		8.3		4.3
Green Ext Time (p_c), s			0.1	3.7		2.0		6.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	530	33	188	366	0	0	0	0	132	1	239
Future Volume (veh/h)	0	530	33	188	366	0	0	0	0	132	1	239
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	576	36	204	398	0				143	1	260
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	828	52	246	1622	0				690	5	620
Arrive On Green	0.00	0.24	0.24	0.28	0.92	0.00				0.39	0.39	0.39
Sat Flow, veh/h	0	3477	211	1774	3632	0				1762	12	1583
Grp Volume(v), veh/h	0	301	311	204	398	0				144	0	260
Grp Sat Flow(s),veh/h/ln	0	1770	1825	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	9.3	9.3	6.5	0.7	0.0				3.2	0.0	7.2
Cycle Q Clear(g_c), s	0.0	9.3	9.3	6.5	0.7	0.0				3.2	0.0	7.2
Prop In Lane	0.00		0.12	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	433	447	246	1622	0				695	0	620
V/C Ratio(X)	0.00	0.69	0.70	0.83	0.25	0.00				0.21	0.00	0.42
Avail Cap(c_a), veh/h	0	531	548	310	1947	0				695	0	620
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.6	20.6	21.0	1.4	0.0				12.1	0.0	13.3
Incr Delay (d2), s/veh	0.0	3.0	2.9	6.6	0.0	0.0				0.7	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.9	5.0	3.5	0.3	0.0				1.7	0.0	3.5
LnGrp Delay(d),s/veh	0.0	23.6	23.5	27.6	1.4	0.0				12.8	0.0	15.4
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		612			602						404	
Approach Delay, s/veh		23.6			10.3						14.4	
Approach LOS		C			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			12.8	19.2		28.0		32.0
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			10.5	18.0		18.0		33.0
Max Q Clear Time (g_c+I1), s			8.5	11.3		9.2		2.7
Green Ext Time (p_c), s			0.1	3.4		1.2		7.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱		↰	↑↑						↰	↱
Traffic Volume (veh/h)	0	486	13	102	404	0	0	0	0	268	1	219
Future Volume (veh/h)	0	486	13	102	404	0	0	0	0	268	1	219
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	528	14	111	439	0				291	1	238
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	813	22	142	1365	0				821	3	735
Arrive On Green	0.00	0.23	0.23	0.16	0.77	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	3616	93	1774	3632	0				1768	6	1583
Grp Volume(v), veh/h	0	265	277	111	439	0				292	0	238
Grp Sat Flow(s),veh/h/ln	0	1770	1846	1774	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	8.1	8.1	3.6	2.3	0.0				6.3	0.0	5.7
Cycle Q Clear(g_c), s	0.0	8.1	8.1	3.6	2.3	0.0				6.3	0.0	5.7
Prop In Lane	0.00		0.05	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	409	426	142	1365	0				824	0	735
V/C Ratio(X)	0.00	0.65	0.65	0.78	0.32	0.00				0.35	0.00	0.32
Avail Cap(c_a), veh/h	0	531	554	281	1888	0				824	0	735
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.61	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.9	20.9	24.7	4.5	0.0				10.3	0.0	10.1
Incr Delay (d2), s/veh	0.0	1.7	1.7	5.7	0.1	0.0				1.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	4.4	1.9	1.0	0.0				3.4	0.0	2.7
LnGrp Delay(d),s/veh	0.0	22.6	22.6	30.4	4.6	0.0				11.5	0.0	11.3
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		542			550						530	
Approach Delay, s/veh		22.6			9.8						11.4	
Approach LOS		C			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			9.3	18.4		32.4		27.6
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			9.5	18.0		19.0		32.0
Max Q Clear Time (g_c+I1), s			5.6	10.1		8.3		4.3
Green Ext Time (p_c), s			0.1	3.7		2.0		7.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	571	35	206	393	0	0	0	0	147	1	240
Future Volume (veh/h)	0	571	35	206	393	0	0	0	0	147	1	240
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	621	38	224	427	0				160	1	261
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	866	53	265	1699	0				652	4	586
Arrive On Green	0.00	0.26	0.26	0.30	0.96	0.00				0.37	0.37	0.37
Sat Flow, veh/h	0	3482	207	1774	3632	0				1764	11	1583
Grp Volume(v), veh/h	0	324	335	224	427	0				161	0	261
Grp Sat Flow(s),veh/h/ln	0	1770	1826	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	10.0	10.0	7.1	0.4	0.0				3.8	0.0	7.5
Cycle Q Clear(g_c), s	0.0	10.0	10.0	7.1	0.4	0.0				3.8	0.0	7.5
Prop In Lane	0.00		0.11	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	452	467	265	1699	0				656	0	586
V/C Ratio(X)	0.00	0.72	0.72	0.84	0.25	0.00				0.25	0.00	0.45
Avail Cap(c_a), veh/h	0	531	548	310	1947	0				656	0	586
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.34	0.34	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	20.4	20.4	0.6	0.0				13.1	0.0	14.3
Incr Delay (d2), s/veh	0.0	3.8	3.7	6.5	0.0	0.0				0.9	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	5.5	3.8	0.1	0.0				2.0	0.0	3.7
LnGrp Delay(d),s/veh	0.0	24.2	24.1	26.8	0.7	0.0				14.0	0.0	16.7
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		659			651						422	
Approach Delay, s/veh		24.1			9.7						15.7	
Approach LOS		C			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			13.5	19.8		26.7		33.3
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			10.5	18.0		18.0		33.0
Max Q Clear Time (g_c+I1), s			9.1	12.0		9.5		2.4
Green Ext Time (p_c), s			0.1	3.3		1.2		8.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	585	15	136	466	0	0	0	0	304	1	220
Future Volume (veh/h)	0	585	15	136	466	0	0	0	0	304	1	220
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	636	16	148	507	0				330	1	239
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	905	23	185	1543	0				732	2	656
Arrive On Green	0.00	0.26	0.26	0.21	0.87	0.00				0.41	0.41	0.41
Sat Flow, veh/h	0	3621	89	1774	3632	0				1769	5	1583
Grp Volume(v), veh/h	0	319	333	148	507	0				331	0	239
Grp Sat Flow(s),veh/h/ln	0	1770	1847	1774	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	9.8	9.8	4.8	1.5	0.0				8.1	0.0	6.3
Cycle Q Clear(g_c), s	0.0	9.8	9.8	4.8	1.5	0.0				8.1	0.0	6.3
Prop In Lane	0.00		0.05	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	454	474	185	1543	0				735	0	656
V/C Ratio(X)	0.00	0.70	0.70	0.80	0.33	0.00				0.45	0.00	0.36
Avail Cap(c_a), veh/h	0	531	554	281	1888	0				735	0	656
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.52	0.52	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.2	20.2	23.1	2.3	0.0				12.7	0.0	12.1
Incr Delay (d2), s/veh	0.0	3.4	3.3	4.9	0.1	0.0				2.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	5.4	2.6	0.7	0.0				4.4	0.0	3.0
LnGrp Delay(d),s/veh	0.0	23.6	23.5	28.1	2.3	0.0				14.7	0.0	13.7
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		652			655						570	
Approach Delay, s/veh		23.6			8.1						14.3	
Approach LOS		C			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			10.8	19.9		29.3		30.7
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			9.5	18.0		19.0		32.0
Max Q Clear Time (g_c+I1), s			6.8	11.8		10.1		3.5
Green Ext Time (p_c), s			0.1	3.6		2.0		8.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↱		↰	↑↑						↰	↱
Traffic Volume (veh/h)	0	574	36	206	401	0	0	0	0	147	1	241
Future Volume (veh/h)	0	574	36	206	401	0	0	0	0	147	1	241
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	624	39	224	436	0				160	1	262
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	868	54	265	1703	0				650	4	584
Arrive On Green	0.00	0.26	0.26	0.30	0.96	0.00				0.37	0.37	0.37
Sat Flow, veh/h	0	3477	211	1774	3632	0				1764	11	1583
Grp Volume(v), veh/h	0	326	337	224	436	0				161	0	262
Grp Sat Flow(s),veh/h/ln	0	1770	1825	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	10.1	10.1	7.1	0.4	0.0				3.8	0.0	7.5
Cycle Q Clear(g_c), s	0.0	10.1	10.1	7.1	0.4	0.0				3.8	0.0	7.5
Prop In Lane	0.00		0.12	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	454	468	265	1703	0				654	0	584
V/C Ratio(X)	0.00	0.72	0.72	0.84	0.26	0.00				0.25	0.00	0.45
Avail Cap(c_a), veh/h	0	531	548	310	1947	0				654	0	584
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.33	0.33	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.3	20.3	20.4	0.6	0.0				13.1	0.0	14.3
Incr Delay (d2), s/veh	0.0	3.9	3.8	6.3	0.0	0.0				0.9	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.4	5.5	3.8	0.1	0.0				2.0	0.0	3.7
LnGrp Delay(d),s/veh	0.0	24.2	24.1	26.7	0.6	0.0				14.0	0.0	16.8
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		663			660						423	
Approach Delay, s/veh		24.2			9.5						15.8	
Approach LOS		C			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			13.5	19.9		26.6		33.4
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			10.5	18.0		18.0		33.0
Max Q Clear Time (g_c+I1), s			9.1	12.1		9.5		2.4
Green Ext Time (p_c), s			0.1	3.3		1.2		8.3

Intersection Summary			
HCM 2010 Ctrl Delay			16.6
HCM 2010 LOS			B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↱		↰	↑↑						↰	↱
Traffic Volume (veh/h)	0	593	17	136	473	0	0	0	0	304	1	221
Future Volume (veh/h)	0	593	17	136	473	0	0	0	0	304	1	221
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	645	18	148	514	0				330	1	240
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	911	25	185	1550	0				729	2	652
Arrive On Green	0.00	0.26	0.26	0.21	0.88	0.00				0.41	0.41	0.41
Sat Flow, veh/h	0	3610	98	1774	3632	0				1769	5	1583
Grp Volume(v), veh/h	0	324	339	148	514	0				331	0	240
Grp Sat Flow(s),veh/h/ln	0	1770	1845	1774	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	10.0	10.0	4.8	1.5	0.0				8.1	0.0	6.3
Cycle Q Clear(g_c), s	0.0	10.0	10.0	4.8	1.5	0.0				8.1	0.0	6.3
Prop In Lane	0.00		0.05	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	458	478	185	1550	0				731	0	652
V/C Ratio(X)	0.00	0.71	0.71	0.80	0.33	0.00				0.45	0.00	0.37
Avail Cap(c_a), veh/h	0	531	554	251	1829	0				731	0	652
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.51	0.51	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.2	20.2	23.2	2.2	0.0				12.7	0.0	12.2
Incr Delay (d2), s/veh	0.0	3.6	3.5	6.7	0.1	0.0				2.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	5.5	2.6	0.6	0.0				4.4	0.0	3.0
LnGrp Delay(d),s/veh	0.0	23.8	23.7	29.9	2.3	0.0				14.8	0.0	13.8
LnGrp LOS		C	C	C	A					B		B
Approach Vol, veh/h		663			662						571	
Approach Delay, s/veh		23.7			8.4						14.4	
Approach LOS		C			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs			3	4		6		8
Phs Duration (G+Y+Rc), s			10.7	20.0		29.2		30.8
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s			8.5	18.0		20.0		31.0
Max Q Clear Time (g_c+I1), s			6.8	12.0		10.1		3.5
Green Ext Time (p_c), s			0.1	3.5		2.1		8.8

Intersection Summary		
HCM 2010 Ctrl Delay		15.6
HCM 2010 LOS		B

#18106 - OASIS MEETING CENTER PROJECT — REF: 05_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 2018*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *U.S. HIGHWAY 135 NORTHBOUND RAMPS*

E/W STREET: *CLARK AVENUE*

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	1	73	0	0	0	157	510	0	0	542	294
(B)	PROJECT-ADDED:	2	0	0	0	0	0	0	3	0	0	6	0
(C)	CUMULATIVE:	10	1	88	0	0	0	160	554	0	0	595	312

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	LT TR		L T T	T TR

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	5	7	10	12	-	-	-	-
NBT	2	3200	1	1	1	1	0.025 *	0.025 *	0.031 *	0.032 *
NBR (a)	0	0	73	73	88	88	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	0	0	0	0	0	0	-	-	-	-
SBR (b)	0	0	0	0	0	0	-	-	-	-
EBL	1	1600	157	157	160	160	0.098 *	0.098 *	0.100 *	0.100 *
EBT	2	3200	510	513	554	557	0.159	0.160	0.173	0.174
EBR (c)	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	542	548	595	601	0.261 *	0.263 *	0.283 *	0.285 *
WBR (d)	0	0	294	294	312	312	-	-	-	-
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.484**	**0.486**	**0.514**	**0.517**
						SCENARIO LEVEL OF SERVICE:	A	A	A	A

NOTES:

RTOR: (a)
(b)
(c)
(d)

Printe(08/22/19

#18106 - OASIS MEETING CENTER PROJECT

REF: 05_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 2018*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *U.S. HIGHWAY 135 NORTHBOUND RAMPS*

E/W STREET: *CLARK AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING:	17	0	212	0	0	0	135	607	0	0	470	192
(B)	PROJECT-ADDED:	1	0	0	0	0	0	1	7	0	0	6	0
(C)	CUMULATIVE:	20	0	247	0	0	0	140	631	0	0	530	226

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	LT TR		L T T	T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

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

SCENARIO 3 = CUMULATIVE (C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		0	0	17	18	20	21	-	-	-	-
NBT		2	3200	0	0	0	0	0.072 *	0.072 *	0.083 *	0.084 *
NBR	(a)	0	0	212	212	247	247	-	-	-	-
SBL		0	0	0	0	0	0	-	-	-	-
SBT		0	0	0	0	0	0	-	-	-	-
SBR	(b)	0	0	0	0	0	0	-	-	-	-
EBL		1	1600	135	136	140	141	0.084 *	0.085 *	0.088 *	0.088 *
EBT		2	3200	607	614	631	638	0.190	0.192	0.197	0.199
EBR	(c)	0	0	0	0	0	0	-	-	-	-
WBL		0	0	0	0	0	0	-	-	-	-
WBT		2	3200	470	476	530	536	0.207 *	0.209 *	0.236 *	0.238 *
WBR	(d)	0	0	192	192	226	226	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.463**	**0.466**	**0.507**	**0.510**
							SCENARIO LEVEL OF SERVICE:	A	A	A	A

NOTES:

RTOR: *(a)*

(b)

(c)

(d)

Printec 08/22/19

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	510	0	0	542	294	5	1	73	0	0	0
Future Volume (veh/h)	157	510	0	0	542	294	5	1	73	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	171	554	0	0	589	320	5	1	79			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	210	1738	0	0	660	358	535	107	568			
Arrive On Green	0.24	0.98	0.00	0.00	0.30	0.30	0.36	0.36	0.36			
Sat Flow, veh/h	1774	3632	0	0	2309	1204	1490	298	1583			
Grp Volume(v), veh/h	171	554	0	0	470	439	6	0	79			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1650	1788	0	1583			
Q Serve(g_s), s	5.5	0.2	0.0	0.0	15.3	15.3	0.1	0.0	2.0			
Cycle Q Clear(g_c), s	5.5	0.2	0.0	0.0	15.3	15.3	0.1	0.0	2.0			
Prop In Lane	1.00		0.00	0.00		0.73	0.83		1.00			
Lane Grp Cap(c), veh/h	210	1738	0	0	527	491	642	0	568			
V/C Ratio(X)	0.81	0.32	0.00	0.00	0.89	0.89	0.01	0.00	0.14			
Avail Cap(c_a), veh/h	281	1888	0	0	531	495	642	0	568			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.3	0.3	0.0	0.0	20.2	20.2	12.4	0.0	13.0			
Incr Delay (d2), s/veh	9.1	0.1	0.0	0.0	17.2	18.3	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.0	0.0	10.0	9.4	0.1	0.0	1.0			
LnGrp Delay(d),s/veh	31.3	0.3	0.0	0.0	37.4	38.4	12.4	0.0	13.5			
LnGrp LOS	C	A			D	D	B		B			
Approach Vol, veh/h		725			909			85				
Approach Delay, s/veh		7.6			37.9			13.4				
Approach LOS		A			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		26.0		34.0			11.6	22.4
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		4.0		2.2			7.5	17.3
Green Ext Time (p_c), s		0.3		12.3			0.1	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	607	0	0	470	192	17	0	212	0	0	0
Future Volume (veh/h)	135	607	0	0	470	192	17	0	212	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	147	660	0	0	511	209	18	0	230			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	184	1614	0	0	681	277	699	0	624			
Arrive On Green	0.21	0.91	0.00	0.00	0.28	0.28	0.39	0.00	0.39			
Sat Flow, veh/h	1774	3632	0	0	2549	1000	1774	0	1583			
Grp Volume(v), veh/h	147	660	0	0	368	352	18	0	230			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1686	1774	0	1583			
Q Serve(g_s), s	4.7	1.6	0.0	0.0	11.4	11.5	0.4	0.0	6.2			
Cycle Q Clear(g_c), s	4.7	1.6	0.0	0.0	11.4	11.5	0.4	0.0	6.2			
Prop In Lane	1.00		0.00	0.00		0.59	1.00		1.00			
Lane Grp Cap(c), veh/h	184	1614	0	0	491	468	699	0	624			
V/C Ratio(X)	0.80	0.41	0.00	0.00	0.75	0.75	0.03	0.00	0.37			
Avail Cap(c_a), veh/h	281	1888	0	0	531	506	699	0	624			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.2	1.5	0.0	0.0	19.8	19.8	11.1	0.0	12.9			
Incr Delay (d2), s/veh	6.8	0.1	0.0	0.0	5.4	5.9	0.1	0.0	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.6	0.0	0.0	6.2	6.0	0.2	0.0	3.0			
LnGrp Delay(d),s/veh	29.9	1.6	0.0	0.0	25.2	25.7	11.2	0.0	14.6			
LnGrp LOS	C	A			C	C	B		B			
Approach Vol, veh/h		807			720			248				
Approach Delay, s/veh		6.8			25.4			14.3				
Approach LOS		A			C			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		28.1		31.9			10.7	21.1
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		8.2		3.6			6.7	13.5
Green Ext Time (p_c), s		1.1		11.1			0.1	3.2

Intersection Summary			
HCM 2010 Ctrl Delay			15.4
HCM 2010 LOS			B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	513	0	0	548	294	7	1	73	0	0	0
Future Volume (veh/h)	157	513	0	0	548	294	7	1	73	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	171	558	0	0	596	320	8	1	79			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	210	1740	0	0	664	356	568	71	567			
Arrive On Green	0.24	0.98	0.00	0.00	0.30	0.30	0.36	0.36	0.36			
Sat Flow, veh/h	1774	3632	0	0	2320	1195	1585	198	1583			
Grp Volume(v), veh/h	171	558	0	0	474	442	9	0	79			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1652	1783	0	1583			
Q Serve(g_s), s	5.5	0.2	0.0	0.0	15.4	15.4	0.2	0.0	2.0			
Cycle Q Clear(g_c), s	5.5	0.2	0.0	0.0	15.4	15.4	0.2	0.0	2.0			
Prop In Lane	1.00		0.00	0.00		0.72	0.89		1.00			
Lane Grp Cap(c), veh/h	210	1740	0	0	528	492	639	0	567			
V/C Ratio(X)	0.81	0.32	0.00	0.00	0.90	0.90	0.01	0.00	0.14			
Avail Cap(c_a), veh/h	281	1888	0	0	531	496	639	0	567			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.69	0.69	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.3	0.3	0.0	0.0	20.2	20.2	12.4	0.0	13.0			
Incr Delay (d2), s/veh	9.0	0.1	0.0	0.0	17.9	19.0	0.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.0	0.0	10.1	9.6	0.1	0.0	1.0			
LnGrp Delay(d),s/veh	31.3	0.3	0.0	0.0	38.1	39.2	12.5	0.0	13.5			
LnGrp LOS	C	A			D	D	B		B			
Approach Vol, veh/h		729			916			88				
Approach Delay, s/veh		7.6			38.6			13.4				
Approach LOS		A			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		26.0		34.0			11.6	22.4
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		4.0		2.2			7.5	17.4
Green Ext Time (p_c), s		0.3		12.4			0.1	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	614	0	0	476	192	18	0	212	0	0	0
Future Volume (veh/h)	136	614	0	0	476	192	18	0	212	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	148	667	0	0	517	209	20	0	230			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	185	1620	0	0	686	276	696	0	621			
Arrive On Green	0.21	0.92	0.00	0.00	0.28	0.28	0.39	0.00	0.39			
Sat Flow, veh/h	1774	3632	0	0	2558	992	1774	0	1583			
Grp Volume(v), veh/h	148	667	0	0	371	355	20	0	230			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1688	1774	0	1583			
Q Serve(g_s), s	4.8	1.5	0.0	0.0	11.5	11.6	0.4	0.0	6.2			
Cycle Q Clear(g_c), s	4.8	1.5	0.0	0.0	11.5	11.6	0.4	0.0	6.2			
Prop In Lane	1.00		0.00	0.00		0.59	1.00		1.00			
Lane Grp Cap(c), veh/h	185	1620	0	0	492	470	696	0	621			
V/C Ratio(X)	0.80	0.41	0.00	0.00	0.75	0.76	0.03	0.00	0.37			
Avail Cap(c_a), veh/h	281	1888	0	0	531	506	696	0	621			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.1	1.4	0.0	0.0	19.8	19.8	11.2	0.0	13.0			
Incr Delay (d2), s/veh	6.9	0.1	0.0	0.0	5.6	6.0	0.1	0.0	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.7	0.6	0.0	0.0	6.3	6.1	0.2	0.0	3.0			
LnGrp Delay(d),s/veh	30.0	1.6	0.0	0.0	25.3	25.8	11.3	0.0	14.7			
LnGrp LOS	C	A			C	C	B		B			
Approach Vol, veh/h		815			726			250				
Approach Delay, s/veh		6.7			25.6			14.4				
Approach LOS		A			C			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		28.0		32.0			10.8	21.2
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		8.2		3.5			6.8	13.6
Green Ext Time (p_c), s		1.1		11.2			0.1	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	554	0	0	595	312	10	1	88	0	0	0
Future Volume (veh/h)	160	554	0	0	595	312	10	1	88	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	174	602	0	0	647	339	11	1	96			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	214	1753	0	0	674	353	579	53	561			
Arrive On Green	0.24	0.99	0.00	0.00	0.30	0.30	0.35	0.35	0.35			
Sat Flow, veh/h	1774	3632	0	0	2340	1177	1633	148	1583			
Grp Volume(v), veh/h	174	602	0	0	509	477	12	0	96			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1655	1781	0	1583			
Q Serve(g_s), s	5.6	0.1	0.0	0.0	17.0	17.0	0.3	0.0	2.5			
Cycle Q Clear(g_c), s	5.6	0.1	0.0	0.0	17.0	17.0	0.3	0.0	2.5			
Prop In Lane	1.00		0.00	0.00		0.71	0.92		1.00			
Lane Grp Cap(c), veh/h	214	1753	0	0	531	496	632	0	561			
V/C Ratio(X)	0.81	0.34	0.00	0.00	0.96	0.96	0.02	0.00	0.17			
Avail Cap(c_a), veh/h	281	1888	0	0	531	496	632	0	561			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.1	0.1	0.0	0.0	20.6	20.6	12.6	0.0	13.3			
Incr Delay (d2), s/veh	8.9	0.1	0.0	0.0	29.1	30.3	0.1	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.0	0.0	12.5	11.9	0.1	0.0	1.2			
LnGrp Delay(d),s/veh	31.1	0.2	0.0	0.0	49.7	50.9	12.6	0.0	14.0			
LnGrp LOS	C	A			D	D	B		B			
Approach Vol, veh/h		776			986			108				
Approach Delay, s/veh		7.1			50.3			13.8				
Approach LOS		A			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		25.8		34.2			11.7	22.5
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		4.5		2.1			7.6	19.0
Green Ext Time (p_c), s		0.4		13.7			0.1	0.0

Intersection Summary			
HCM 2010 Ctrl Delay			30.3
HCM 2010 LOS			C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	631	0	0	530	226	20	0	247	0	0	0
Future Volume (veh/h)	140	631	0	0	530	226	20	0	247	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	152	686	0	0	576	246	22	0	268			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	190	1671	0	0	702	299	670	0	598			
Arrive On Green	0.21	0.94	0.00	0.00	0.29	0.29	0.38	0.00	0.38			
Sat Flow, veh/h	1774	3632	0	0	2512	1031	1774	0	1583			
Grp Volume(v), veh/h	152	686	0	0	421	401	22	0	268			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1681	1774	0	1583			
Q Serve(g_s), s	4.9	1.1	0.0	0.0	13.3	13.3	0.5	0.0	7.6			
Cycle Q Clear(g_c), s	4.9	1.1	0.0	0.0	13.3	13.3	0.5	0.0	7.6			
Prop In Lane	1.00		0.00	0.00		0.61	1.00		1.00			
Lane Grp Cap(c), veh/h	190	1671	0	0	513	488	670	0	598			
V/C Ratio(X)	0.80	0.41	0.00	0.00	0.82	0.82	0.03	0.00	0.45			
Avail Cap(c_a), veh/h	281	1888	0	0	531	504	670	0	598			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.0	0.9	0.0	0.0	19.8	19.9	11.8	0.0	14.0			
Incr Delay (d2), s/veh	6.7	0.1	0.0	0.0	9.7	10.3	0.1	0.0	2.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.7	0.4	0.0	0.0	7.8	7.5	0.2	0.0	3.7			
LnGrp Delay(d),s/veh	29.7	1.0	0.0	0.0	29.5	30.1	11.8	0.0	16.4			
LnGrp LOS	C	A			C	C	B		B			
Approach Vol, veh/h		838			822			290				
Approach Delay, s/veh		6.2			29.8			16.0				
Approach LOS		A			C			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		27.2		32.8			10.9	21.9
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		9.6		3.1			6.9	15.3
Green Ext Time (p_c), s		1.2		12.5			0.1	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	557	0	0	601	312	12	1	88	0	0	0
Future Volume (veh/h)	160	557	0	0	601	312	12	1	88	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	174	605	0	0	653	339	13	1	96			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	214	1753	0	0	677	351	586	45	561			
Arrive On Green	0.24	0.99	0.00	0.00	0.30	0.30	0.35	0.35	0.35			
Sat Flow, veh/h	1774	3632	0	0	2348	1171	1653	127	1583			
Grp Volume(v), veh/h	174	605	0	0	512	480	14	0	96			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1656	1780	0	1583			
Q Serve(g_s), s	5.6	0.1	0.0	0.0	17.1	17.1	0.3	0.0	2.5			
Cycle Q Clear(g_c), s	5.6	0.1	0.0	0.0	17.1	17.1	0.3	0.0	2.5			
Prop In Lane	1.00		0.00	0.00		0.71	0.93		1.00			
Lane Grp Cap(c), veh/h	214	1753	0	0	531	497	631	0	561			
V/C Ratio(X)	0.81	0.35	0.00	0.00	0.97	0.97	0.02	0.00	0.17			
Avail Cap(c_a), veh/h	281	1888	0	0	531	497	631	0	561			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.1	0.1	0.0	0.0	20.7	20.7	12.6	0.0	13.3			
Incr Delay (d2), s/veh	8.9	0.1	0.0	0.0	30.3	31.5	0.1	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.0	0.0	12.7	12.1	0.2	0.0	1.2			
LnGrp Delay(d),s/veh	31.0	0.2	0.0	0.0	51.0	52.2	12.7	0.0	14.0			
LnGrp LOS	C	A			D	D	B		B			
Approach Vol, veh/h		779			992			110				
Approach Delay, s/veh		7.1			51.6			13.8				
Approach LOS		A			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		25.8		34.2			11.7	22.5
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		4.5		2.1			7.6	19.1
Green Ext Time (p_c), s		0.4		13.8			0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	638	0	0	536	226	21	0	247	0	0	0
Future Volume (veh/h)	141	638	0	0	536	226	21	0	247	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	153	693	0	0	583	246	23	0	268			
Adj No. of Lanes	1	2	0	0	2	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	191	1676	0	0	706	298	668	0	596			
Arrive On Green	0.22	0.95	0.00	0.00	0.29	0.29	0.38	0.00	0.38			
Sat Flow, veh/h	1774	3632	0	0	2522	1023	1774	0	1583			
Grp Volume(v), veh/h	153	693	0	0	425	404	23	0	268			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1682	1774	0	1583			
Q Serve(g_s), s	4.9	1.0	0.0	0.0	13.4	13.5	0.5	0.0	7.6			
Cycle Q Clear(g_c), s	4.9	1.0	0.0	0.0	13.4	13.5	0.5	0.0	7.6			
Prop In Lane	1.00		0.00	0.00		0.61	1.00		1.00			
Lane Grp Cap(c), veh/h	191	1676	0	0	515	489	668	0	596			
V/C Ratio(X)	0.80	0.41	0.00	0.00	0.82	0.83	0.03	0.00	0.45			
Avail Cap(c_a), veh/h	281	1888	0	0	531	505	668	0	596			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.9	0.9	0.0	0.0	19.8	19.9	11.8	0.0	14.0			
Incr Delay (d2), s/veh	6.7	0.1	0.0	0.0	10.0	10.6	0.1	0.0	2.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.7	0.4	0.0	0.0	7.9	7.6	0.3	0.0	3.7			
LnGrp Delay(d),s/veh	29.6	1.0	0.0	0.0	29.9	30.5	11.9	0.0	16.5			
LnGrp LOS	C	A			C	C	B		B			
Approach Vol, veh/h		846			829			291				
Approach Delay, s/veh		6.2			30.2			16.1				
Approach LOS		A			C			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4			7	8
Phs Duration (G+Y+Rc), s		27.1		32.9			11.0	22.0
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5
Max Green Setting (Gmax), s		19.0		32.0			9.5	18.0
Max Q Clear Time (g_c+I1), s		9.6		3.0			6.9	15.5
Green Ext Time (p_c), s		1.2		12.7			0.1	2.0

Intersection Summary		
HCM 2010 Ctrl Delay		17.8
HCM 2010 LOS		B

CUMULATIVE PROJECT LIST/TRIP GENERATION FORECASTS

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

OASIS COMMUNITY CENTER PROJECT (#18106) - CUMULATIVE PROJECTS

	Land-Use	Size	Units	Mixed-Use	ADT		A.M. PEAK HOUR						P.M. PEAK HOUR					
					Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1	ADDAMO WINERY/DIAMANTE - RANCH HOMES (a)	5	SFD	1.00	9.52	48	0.740	4	25%	1	75%	3	0.99	5	63%	3	37%	2
	ADDAMO WINERY/DIAMANTE - WINERY (b)	33,210	SF	1.00	-	110	-	-	-	-	-	-	-	15	-	-	-	-
2	CLARK AVENUE COMMERCIAL (KEYSITE #4) (c)	12,900	SF	1.00	37.75	487	0.940	12	62%	7	38%	5	3.81	49	48%	24	52%	25
3	MULTI-FAMILY RESDENTIAL (KEY SITE #3) (d)	160	UNITS	1.00	7.32	1,171	0.460	74	23%	17	77%	57	0.56	90	63%	57	37%	33
4	MESA NEIGHBORHOOD (KEY SITE #3) (a)	125	SFD	1.00	9.52	1,190	0.740	93	25%	23	75%	70	0.99	124	63%	78	37%	46
5	KEY SITE #30 (ATE #11084)	69	UNITS	1.00	-	837	-	75	-	24	-	51	-	86	-	52	-	34
6	MR O APARTMENTS (KEY SITE #30) (d)	214	UNITS	1.00	7.32	1,566	0.460	98	23%	23	77%	75	0.56	120	63%	76	37%	44
7	KEY SITE #21-NEIGHBORHOOD WILLOW CREEK/HIDDEN CANYON	146	UNITS	1.00	9.52	1,390	0.740	108	25%	27	75%	81	0.99	145	63%	91	37%	54
8	NORTH COUNTY JAIL (ATE #07114)	-	-	1.00	-	2,772	-	293	-	171	-	122	-	232	-	125	-	107
9	ORCUTT GATEWAY RETAIL CENTER (KEY SITE #2) (e)	-	-	1.00	-	6,036	-	346	-	187	-	159	-	513	-	262	-	251
10	ORCUTT PUBLIC MARKET PLACE - APTS (KEY SITE #1) (d)	252	UNITS	1.00	7.32	1,845	0.460	116	23%	27	77%	89	0.56	141	63%	89	37%	52
11	ORCUTT PUBLIC MARKET PLACE (KEY SITE #1) (c)	211,040	SF	1.00	37.75	7,967	0.940	198	62%	123	38%	75	3.81	804	48%	386	52%	418
12	ORCUTT UNION PLAZA PHASE II - APTS (d)	19	UNITS	1.00	7.32	139	0.460	9	23%	2	77%	7	0.56	11	63%	7	37%	4
13	ORCUTT UNION PLAZA PHASE II (c)	16,880	SF	1.00	37.75	637	0.940	16	62%	10	38%	6	3.81	64	48%	31	52%	33
14	RICE RANCH SP (a)	364	SFD	1.00	9.52	3,465	0.740	269	25%	67	75%	202	0.99	360	63%	227	37%	133
	RICE RANCH SP (a)	148	UNITS	1.00	7.32	1,083	0.460	68	23%	16	77%	52	0.56	83	63%	52	37%	31
15	TERRACE VILLAS (a)	16	SFD	1.00	9.52	152	0.740	12	25%	3	75%	9	0.99	16	63%	10	37%	6
16	LEBARD - RETAIL/COMMERCIAL (c)	7,771	SF	1.00	37.75	293	0.940	7	62%	4	38%	3	3.81	30	48%	14	52%	16
TOTAL:						31,188		1798		732		1066		2888		1584		1289

(a) Trip generation based on ITE code for Single Family Dwelling (#210)
(b) Addamo Winery, Diamonte Estates Tract Map, General Plan Amendment & Rezone, Proposed Final Draft Negative Declaration, County of Santa Barbara, April 2005.
(c) Trip generation based on ITE code for Shopping Center (#820)
(d) Trip generation based on ITE code for Multi-family Housing (#220)
(e) Trip generation from ATE traffic study for Key Site 2