city of burbank community development department

MEMORANDUM

DATE: December 18, 2006

TO: Joy Forbes, Deputy City Planner
Avital Shavit, Assistant Planner

FROM: David L. Kriske, Senior Planner

SUBJECT: **Additional Traffic Analysis Conducted for the Proposed Whole Foods Project**

The purpose of this memo is to present the results of additional traffic analysis conducted by Transportation and Planning Division staff to address some of the comments received at the Planning Board Public Hearing for Project 2006-105, a proposed Whole Foods market located at 901 W. Alameda Avenue at the corner of Main Street. This memo presents the results of the following investigations:

- Saturday analysis of the proposed project
- the effect of a right-turn-lane improvement at the Main Street / Alameda Avenue intersection
- field observations made by staff at Alameda Avenue near Main Street to confirm existing operations of Alameda during the PM peak period.

Saturday Analysis

The traffic analysis completed as part of the environmental review for the proposed Whole Foods project did not show the need to conduct a detailed Saturday analysis of traffic impacts for a project at this location, and City policy does not require a review of traffic impacts on a Saturday because the ambient street volumes are generally lower on the weekend than during the weekday peak hours. Nonetheless, in response to Planning Board comments at the October 23, 2006 Public Hearing for this project, Transportation and Planning Division staff conducted a focused Saturday traffic analysis to determine the potential for significant impacts at intersections near the proposed project.

For the focused Saturday analysis, staff selected for study the four nearest intersections identified in the Whole Foods Market Traffic Impact Study prepared by Parsons Brinckerhoff Quade & Douglas, Inc. dated October 2006. The four intersections selected were as follows:

Intersection 2 – Buena Vista Street and Alameda Avenue
Intersection 7 – Main Street and Alameda Avenue
Intersection 8 – Main Street and Riverside Drive
Intersection 9 – Victory Boulevard and Alameda Avenue

These intersections were selected because they were either closest to the project site and therefore

EXHIBIT 4

would see the largest traffic increases, were significantly impacted in the weekday peak hours, or were nearby major intersections that exhibit high traffic volumes during the weekday peak periods. These intersections were identified because they were most likely to exhibit a significant impact during the Saturday peak period.

For the Saturday analysis, traffic counts were taken at the four selected intersections on Saturday, November 4, 2006 for the purpose of capturing existing conditions. In particular, the counts were taken to capture typical Saturday travel patterns and volumes, including weekend traffic to the nearby Los Angeles Equestrian Center (LAEC). These counts included traffic generated by an equestrian event occurring on November 4 which, according to LAEC staff, drew approximately 1500 spectators. Staff felt that this event, in addition to general Saturday LAEC traffic, represented typical Saturday conditions at the LAEC.

Upon receipt of Saturday traffic counts, intersection Level of Service at each of the four intersections was calculated to determine base year conditions. To approximate future, 2008 conditions without project, a growth factor of 2% per year was applied to the traffic counts to approximate future conditions. In addition, project traffic from the three nearby cumulative projects identified in the Whole Foods Market Traffic Impact Study was also added to the future traffic scenario. Finally, street improvements expected to be in place by 2008 were assumed to be complete at two of the four study intersections. Again, Level of Service for each of the study intersections was calculated to determine intersection operations projected under future 2008 conditions. Table 1 shows the volume-to-capacity (V/C) ratio and level of service for each of the study intersections under Existing and Future Without Project conditions.

TABLE 1
Intersection Performance under Existing and Future Year Conditions

Intersection	Existing		Future wout Project	
	V/C	LOS	V/C	LOS
2 Buena Vista St / Alameda Ave	0.640	B	0.642	B
7 Main St / Alameda Ave	0.587	A	0.621	B
8 Main St / Riverside Dr	0.344	A	0.348	A
9 Victory Blvd / Alameda Ave	0.815	D	0.742	C

For the Saturday analysis, trip generation for the Whole Foods Market was determined by the same methodology used in the Whole Foods Market Traffic Impact Study for weekday peak hour traffic. Using Institute of Transportation Engineers (ITE) supermarket peak hour trip rates for a Saturday, trip generation for the proposed Whole Foods was calculated. In addition, deductions were taken for the existing post-production uses on the project site, as well as a 20% pass-by reduction taken for trips made by vehicles already on city roadways adjacent to the site. The Saturday peak hour generation, along with a comparison to the weekday PM peak hour generation for supermarket, is shown in Table 2. As can be seen, the Saturday peak hour trip generation for the Whole Foods is predicted to be 29% higher than the comparable PM peak hour generation.

TABLE 2
Saturday Trip Generation Rates for Proposed Whole Foods Market

Project	ITE Category	ITE Code	Size	Trip Generation Rate	Trip Generation Trips	PM Peak Trips (From Study)	% Difference From PHPH
Project Trip Generation	Supermarket	850	60,000	12.25	735	641	
Trip Reduction for Existing Bldgs	Single Tenant Office	715	33,752	0.45	-15	-87	
Pass-By Reduction	20% of Gross Trips			0.20	-147	-111	
Total Project Trips					573	443	29%

Finally, to determine Future Plus Project traffic conditions, the Whole Foods project traffic was added to each of the four intersections in the Saturday analysis using the same trip distribution and assignment that was used for the weekday analysis, and Level of Service at each location was calculated. Table 3 shows the V/C ratio and level of service for each of the study intersections under Future Without Project conditions, along with the change in V/C ratios when project traffic is added to the street network as compared to the future without project condition.

The City of Burbank's thresholds for significant traffic impacts are described on Page 11 of the Whole Foods Market Traffic Impact Study. To be considered a significant impact, project traffic must increase the V/C ratio at a given intersection by 0.02 or more, and that intersection must operate at LOS E or greater after the addition of project traffic. Applying these thresholds to the four intersections studied for the Saturday analysis shows that the project does not create a significant impact at any of the locations. Table 3 shows that with the addition of Saturday project traffic to future 2008 conditions, each of the four study intersections continues to operate at LOS C or better. Because this is within the City's standard of LOS D, there are no significant impacts at these intersections. Because these four nearby intersections do not show a significant impact, staff believes that there will be no significant impacts caused by the Whole Foods Market to the city's street system during the Saturday peak hour.

TABLE 3
Intersection Performance with Proposed Project Traffic

Intersection	Future wout Project V/C	Future wout Project LOS	Future w Project V/C	Future w Project LOS	∇ v/c	Significant Impact
2 Buena Vista St / Alameda Ave	0.642	B	0.673	B	0.031	No
7 Main St / Alameda Ave	0.621	B	0.722	C	0.101	No
8 Main St / Riverside Dr	0.348	A	0.425	A	0.077	No
9 Victory Blvd / Alameda Ave	0.742	C	0.759	C	0.017	No

Main Street / Alameda Avenue Right Turn Lane Improvement

While not needed to mitigate significant impacts, the Public Works Department Traffic Division has requested installation of a dedicated turn lane on the southbound approach of the Main Street / Alameda Avenue intersection to facilitate better traffic circulation. This improvement will also add additional capacity to the intersection, and will improve Level of Service during AM, PM, and Saturday Peak hour periods. Table 4 shows the improved V/C and Level of Service that will occur

with installation of the dedicated right turn lane. Under all three studied time periods, this improvement will improve LOS from C to B, or from B to A depending on the time of day. Thus, while this intersection is not significantly impacted by project traffic under the City's guidelines, the requested improvement does reduce V/C at the intersection to the point that it nearly offsets the increase in V/C caused by the project traffic. In other words, the right turn lane adds nearly enough capacity at Main Street / Alameda to compensate for the capacity utilized by the proposed project's expected traffic.

TABLE 4
Planned Main Street / Alameda Avenue Dedicated Right Turn Lane
Effect on Intersection Performance under Future 2008 Conditions

Intersection	Without Turn Lane		With Turn Lane		∇ V/C
7 Main St / Alameda Ave	V/C	LOS	V/C	LOS	
AM Peak Hour	0.645	B	0.589	A	-0.056
PM Peak Hour	0.715	C	0.683	B	-0.032
Saturday	0.722	C	0.628	B	-0.094

Alameda Avenue Traffic Operations Near Main Street

Some of the comments at the Whole Foods planning board expressed a more general concern regarding traffic congestion along Alameda Avenue near Main and how projected Whole Foods project traffic might exacerbate these conditions. The Whole Foods Market Traffic Study did not predict a significant impact would occur along this segment of Alameda. Transportation and Planning Division staff conducted a field observation to validate the existing conditions reported in the traffic study and to observe operations near the proposed Whole Foods Site.

Alameda Avenue is a major arterial that serves as both a local and regional connector between the Burbank Media District and Interstate 5. Additionally, it provides a surface-street alternative to the congested Ventura Freeway. Alameda Avenue carries approximately 25,000 cars per day near the proposed Whole Foods, and exhibits traditional AM and PM peak characteristics during the weekday.

Staff conducted a field observation of Alameda Avenue near Main Street during the evening of November 16, 2006 from 6:00-6:45 PM for the purposes of observing flow on Alameda and congestion at the Alameda / Main intersection. Staff found that traffic flows were heaviest in the eastbound direction, which is consistent with employees commuting out of the Media District towards the Golden State Freeway. Traffic signal operations near Main Street were consistent with the findings of the Whole Foods traffic study, and staff observed that vehicles queued on Alameda cleared in one cycle during all observed phases, with some cars able to clear the signal without waiting at all. Traffic volumes on Main Street were very low relative to Alameda Avenue in the PM peak hour, with never more than 1 to 3 vehicles queued per lane on both Main Street approaches. The traffic signal operation at Main Street is currently fixed, meaning that a set amount of green time is given to all approaches per signal cycle regardless of the number of queued vehicles. While operations at the intersection are well within City policy, converting the signal from fixed to actuated operation could allow the signal to allocate more green time to Alameda and improve efficiency of

the intersection. This improvement is not programmed at this time.

While Level of Service at the Main / Alameda intersection was observed to operate adequately, staff did observe traffic queues develop further to the east along Alameda approaching Victory Boulevard. During the 45-minute observation period, queues in the eastbound direction were seen to build and then be relieved a number of times approaching Victory Boulevard, and at one point these queues backed up as far as Chavez Street, one block east of Main. This is consistent with LOS E operation as reported in the Whole Foods Traffic Study. LOS E is characterized by long lines of queued vehicles on some approaches which may take more than one cycle to clear. It is possible that during times of heavy freeway congestion, these queues could potentially increase and extend back to Main Street during the heaviest flows. The Public Works Department Traffic Division has recently installed vehicle loop detection at Victory and Alameda, which will allow the signal to operate not as a fixed-time signal, but instead dynamically adjust to differing vehicle queues. This modification should increase efficiency at the intersection once Traffic Division staff is able to program and optimize signal timing. In addition, a second southbound left-turn lane is planned for this location to add capacity to the heavy southbound left turn movement. This improvement is expected to be in place by 2008 and will improve operations to LOS D.

The field observation made of Alameda Avenue at Main Street confirmed the data reported from the Whole Foods Traffic Study for these locations, which indicated good operations at Main / Alameda and poor operations at Victory / Alameda. During the PM peak hour, volumes on Alameda Avenue were fairly heavy during the peak hour but were stable and relatively free-flowing near Main Street. Intersection operations at the Main / Alameda intersection were within the City's standards, and traffic queues on all approaches cleared during every traffic signal cycle. Staff did observe queues develop on Alameda Avenue further to the east; these queues seem result from the poor operations of the Victory / Alameda intersection. At both intersections, signal improvements could be implemented to improve efficiency over current operations. These improvements are planned at Victory and Alameda but are not planned at Main and Alameda.

At both intersection locations, the increased project traffic expected to be caused by the proposed Whole Foods Market is not expected to create a significant impact at either of these locations because the City's impact thresholds are not met. As stated above, a significant impact is achieved when project traffic causes an increase in V/C of 0.020 or greater AND the resulting LOS is E or greater. At the intersection of Main and Alameda, only one of these criteria is met (V/C increases by 0.057 but resulting LOS is only C), while at Victory and Alameda, neither criteria is met (V/C increases by only 0.013 and resulting LOS after installation of planned dual left turn lanes is only D.

Attachments: Traffic Counts for Saturday, November 4, 2006
Level of Service Worksheets for Saturday Analysis

Whole Foods Saturday Analysis
Traffic Counts

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Main St DATE: 11/4/2006 LOCATION: City of Burbank

E-W STREET: Alameda Ave DAY: SATURDAY PROJECT# 06-2411-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
11:30 AM													
11:45 AM													
12:00 PM	13	22	11	13	17	40	19	131	14	13	159	3	455
12:15 PM	24	12	15	16	18	42	42	162	25	17	172	7	552
12:30 PM	21	26	11	17	22	33	34	184	19	18	191	14	590
12:45 PM	22	19	9	11	15	39	30	176	21	23	203	9	577
1:00 PM	25	26	10	13	21	36	32	166	31	22	189	15	586
1:15 PM	26	22	17	13	17	38	35	181	26	24	199	10	608
1:30 PM	28	27	16	19	24	41	25	175	25	19	163	16	578
1:45 PM	22	20	13	22	16	37	30	157	19	18	156	12	522
2:00 PM	15	17	19	11	18	12	16	184	9	20	143	7	471
2:15 PM	14	18	17	19	21	26	27	162	10	17	126	9	466
2:30 PM	19	12	19	10	11	25	21	179	15	16	142	11	480
2:45 PM	7	16	13	11	19	19	22	155	21	12	121	7	423
3:00 PM	12	21	13	18	15	24	20	163	19	19	136	10	470
3:15 PM	14	19	16	21	19	28	23	154	27	22	118	16	477
3:30 PM	17	24	20	15	13	25	20	152	20	18	130	11	465
3:45 PM	13	20	22	21	23	17	22	146	12	16	124	15	451
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
TOTAL VOLUMES =	NL 292	NT 321	NR 241	SL 250	ST 289	SR 482	EL 418	ET 2627	ER 313	WL 294	WT 2472	WR 172	TOTAL 8171

PM Peak Hr Begins at: 200 PM

PEAK VOLUMES =	94	93	47	54	75	146	131	707	97	87	782	48	2361
PEAK HR. FACTOR:		0.900			0.955			0.966			0.976		0.971

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Main St DATE: 11/4/2006 LOCATION: City of Burbank

E-W STREET: Riverside DAY: SATURDAY PROJECT# 06-2411-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
11:30 AM													
11:45 AM													
12:00 PM	8	13	8	15	10	17	16	21	6	16	39	6	175
12:15 PM	29	21	16	15	15	23	18	19	10	18	32	13	229
12:30 PM	29	19	18	9	16	20	24	35	14	17	27	9	237
12:45 PM	18	13	10	22	24	14	18	35	6	25	23	11	219
1:00 PM	12	12	11	13	35	26	29	23	9	13	25	14	222
1:15 PM	2	10	13	12	21	14	23	30	9	15	29	18	196
1:30 PM	5	13	8	22	23	25	29	24	5	11	14	13	192
1:45 PM	6	15	9	15	19	17	25	37	4	13	20	16	196
2:00 PM	16	10	11	24	13	20	42	52	7	16	25	11	247
2:15 PM	12	10	17	15	11	22	21	52	10	10	34	16	230
2:30 PM	7	14	13	16	9	16	28	40	8	5	25	13	194
2:45 PM	13	10	8	25	13	14	19	36	4	5	32	15	194
3:00 PM	9	9	10	21	10	19	21	29	9	9	23	18	187
3:15 PM	11	12	11	19	8	20	23	31	10	11	39	14	209
3:30 PM	8	9	8	26	15	16	19	34	7	7	24	19	192
3:45 PM	7	19	13	19	9	19	25	25	6	9	27	14	192
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
TOTAL VOLUMES =	NL 192	NT 209	NR 184	SL 288	ST 251	SR 302	EL 380	ET 523	ER 124	WL 200	WT 438	WR 220	TOTAL 3311

PM Peak Hr Begins at: 145 PM

PEAK VOLUMES =	88	65	55	59	90	83	89	112	39	73	107	47	907
PEAK HR. FACTOR:		0.788			0.784			0.822			0.901		0.957

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Victory Blvd DATE: 11/4/2006 LOCATION: City of Burbank

E-W STREET: Alameda Ave DAY: SATURDAY PROJECT# 06-2411-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
11:30 AM													
11:45 AM													
12:00 PM	16	71	23	57	92	14	13	121	25	31	146	48	657
12:15 PM	20	78	25	86	113	6	18	156	21	36	154	65	778
12:30 PM	26	87	25	82	92	13	29	157	26	26	168	55	786
12:45 PM	15	84	36	89	89	13	15	161	23	28	191	64	808
1:00 PM	23	86	30	74	137	6	19	179	15	34	196	55	854
1:15 PM	16	132	34	105	111	14	16	168	14	20	205	71	906
1:30 PM	21	121	23	95	121	7	14	194	11	31	194	63	895
1:45 PM	25	143	37	104	124	4	19	187	18	32	171	47	911
2:00 PM	13	101	29	75	92	5	15	186	23	31	131	57	758
2:15 PM	10	87	35	96	81	7	21	155	17	27	129	58	723
2:30 PM	18	89	34	65	72	14	14	169	15	21	121	70	702
2:45 PM	19	96	35	97	95	10	12	173	17	27	126	60	767
3:00 PM	23	88	39	97	85	11	19	173	19	27	129	55	765
3:15 PM	17	73	27	73	77	13	13	145	23	33	137	63	694
3:30 PM	20	99	36	86	89	19	11	151	17	22	115	59	724
3:45 PM	15	77	30	63	72	10	15	148	16	26	123	60	655
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
TOTAL VOLUMES =	NL 297	NT 1512	NR 498	SL 1344	ST 1542	SR 166	EL 263	ET 2623	ER 300	WL 452	WT 2436	WR 950	TOTAL 12383

PM Peak Hr Begins at: 230 PM

PEAK VOLUMES =	85	482	124	378	493	31	68	728	58	117	766	236	3566
PEAK HR. FACTOR:		0.843			0.972			0.953			0.945		0.979

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Buena Vista St DATE: 11/4/2006 LOCATION: City of Burbank

E-W STREET: Alameda Ave DAY: SATURDAY PROJECT# 06-2411-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
11:30 AM													
11:45 AM													
12:00 PM	8	88	15	31	151	27	43	72	17	37	51	24	564
12:15 PM	18	98	12	27	130	17	71	95	12	35	79	43	637
12:30 PM	11	105	16	25	157	34	70	87	18	43	71	36	673
12:45 PM	11	115	16	33	149	22	68	119	19	29	72	33	686
1:00 PM	9	101	15	28	110	23	53	105	15	34	85	29	607
1:15 PM	12	108	16	31	132	17	58	122	13	36	87	30	662
1:30 PM	12	120	5	37	164	20	53	104	20	35	83	19	672
1:45 PM	29	122	11	30	145	34	66	118	17	45	79	15	711
2:00 PM	9	173	14	13	181	15	75	190	30	54	94	37	885
2:15 PM	10	141	15	26	153	18	72	134	27	46	74	20	736
2:30 PM	12	125	11	19	147	17	64	135	24	40	69	25	688
2:45 PM	12	211	14	45	137	18	55	99	20	33	63	15	722
3:00 PM	22	138	7	43	148	22	60	107	24	36	69	22	698
3:15 PM	13	172	13	14	141	16	64	113	20	24	67	35	692
3:30 PM	13	92	18	28	107	23	53	118	16	30	79	25	602
3:45 PM	12	90	20	20	100	20	50	110	20	28	62	21	553
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
TOTAL VOLUMES =	NL 213	NT 1999	NR 218	SL 450	ST 2252	SR 343	EL 975	ET 1828	ER 312	WL 585	WT 1184	WR 429	TOTAL 10788

PM Peak Hr Begins at: 330 PM

PEAK VOLUMES =	43	650	54	103	618	68	266	558	101	173	300	97	3031
PEAK HR. FACTOR:		0.788			0.944			0.784			0.770		0.856

CONTROL: Signalized

Whole Foods Saturday Analysis
Level of Service Worksheets
Existing Conditions

Whole Foods Saturday Analysis
Existing Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Buena Vista St / Alameda Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	43	650		54		103	618		68		266	558		101		173	300		97	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	43	650		54		103	618		68		266	558		101		173	300		97	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	43	650		54		103	618		68		266	558		101		173	300		97	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	43	650		54		103	618		68		266	558		101		173	300		97	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	43	650		54		103	618		68		266	558		101		173	300		97	
Saturation Flow Module:																				
Sat/Lane:	1375	1375		1375		1375	1375		1375		1375	1375		1375		1375	1375		1375	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00	
Final Sat.:	1375	2750		1375		1375	2750		1375		1375	2750		1375		1375	2750		1375	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.24		0.04		0.07	0.22		0.05		0.19	0.20		0.07		0.13	0.11		0.07	
Crit Vol:		325				103						279				173				
Crit Moves:		****				****						****				****				

Whole Foods Saturday Analysis
Existing Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Main St & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Main St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	93	47	54	75	146	131	707	97	48	782	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	93	47	54	75	146	131	707	97	48	782	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	93	47	54	75	146	131	707	97	48	782	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	93	47	54	75	146	131	707	97	48	782	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	93	47	54	75	146	131	707	97	48	782	87
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	1.00	0.34	0.66	1.00	1.76	0.24	1.00	1.80	0.20
Final Sat.:	1500	996	504	1500	509	991	1500	2638	362	1500	2700	300
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.04	0.15	0.15	0.09	0.27	0.27	0.03	0.29	0.29
Crit Vol:	94				221		131					435
Crit Moves:	****				****		****					****

Whole Foods Saturday Analysis
Existing Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Main St / Riverside Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.331
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	88	65	55	59	90	93	89	112	39	73	107	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	65	55	59	90	93	89	112	39	73	107	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	65	55	59	90	93	89	112	39	73	107	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	65	55	59	90	93	89	112	39	73	107	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	65	55	59	90	93	89	112	39	73	107	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.24	0.37	0.39	1.00	2.00	1.00	1.00	1.39	0.61
Final Sat.:	1500	1500	1500	366	558	576	1500	3000	1500	1500	2084	916
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.16	0.16	0.16	0.06	0.04	0.03	0.05	0.05	0.05
Crit Vol:	88					242	89				77	
Crit Moves:	****					****	****				****	

Whole Foods Saturday Analysis
Existing Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Victory Blvd / Alameda Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.815
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	85	482	124	378	493	31	68	728	58	117	766	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	482	124	378	493	31	68	728	58	117	766	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	482	124	378	493	31	68	728	58	117	765	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	482	124	378	493	31	68	728	58	117	766	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	482	124	378	493	31	68	728	58	117	766	236
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2267	583	1425	2850	1425	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.27	0.17	0.02	0.05	0.26	0.04	0.08	0.27	0.17
Crit Vol:		303		378				364		117		
Crit Moves:		****		****				****		****		

Whole Foods Saturday Analysis
Level of Service Worksheets
Future Without Project Conditions

Whole Foods Saturday Analysis
Future Without Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #2 Buena Vista St / Alameda Ave

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	43	650	54	103	618	68	266	558	101	173	300	97
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	45	676	56	107	643	71	277	580	105	180	312	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	11	11	0	6	36	15	29	74	30	1	16	2
Initial Fut:	56	687	56	113	679	86	306	654	135	181	328	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	687	56	113	679	86	306	654	135	181	328	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	687	56	113	679	86	306	654	135	181	328	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	56	687	56	113	679	86	336	654	135	199	328	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.04	0.08	0.25	0.06	0.12	0.24	0.10	0.07	0.12	0.07
Crit Vol:		344		113				327		100		
Crit Moves:		****		****				****		****		

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Whole Foods Saturday Analysis
Future Without Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #7 Main St & Alameda Ave

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

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Street Name:	Main St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	93	47	54	75	146	131	707	97	48	782	87
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	98	97	49	56	78	152	136	735	101	50	813	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	1	0	1	0	0	1	6	58	6	0	15	0
Initial Fut:	99	97	50	56	78	153	142	793	107	50	828	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	97	50	56	78	153	142	793	107	50	828	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	97	50	56	78	153	142	793	107	50	828	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	97	50	56	78	153	142	793	107	50	828	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	1.00	0.34	0.66	1.00	1.76	0.24	1.00	1.80	0.20
Final Sat.:	1500	990	510	1500	507	993	1500	2644	356	1500	2705	295
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.04	0.15	0.15	0.09	0.30	0.30	0.03	0.31	0.31
Crit Vol:	99					231	142					459
Crit Moves:	****					****	****					****

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Whole Foods Saturday Analysis
Future Without Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Main St / Riverside Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	0 0	1!	0 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	88	65	55	59	90	93	89	112	39	73	107	47
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	92	68	57	61	94	97	93	116	41	76	111	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	0	0	0	2	1	2	1	0	0	0	0	1
Initial Fut:	92	68	57	63	95	99	94	116	41	76	111	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	68	57	63	95	99	94	116	41	76	111	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	68	57	63	95	99	94	116	41	76	111	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	68	57	63	95	99	94	116	41	76	111	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.25	0.37	0.38	1.00	2.00	1.00	1.00	1.38	0.62
Final Sat.:	1500	1500	1500	370	553	577	1500	3000	1500	1500	2071	929
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.04	0.17	0.17	0.17	0.06	0.04	0.03	0.05	0.05	0.05
Crit Vol:	92				257		94					81
Crit Moves:	****				****		****					****

Whole Foods Saturday Analysis
Future Without Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Victory Blvd / Alameda Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	85	482	124	378	493	31	68	728	58	117	766	236
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	88	501	129	393	513	32	71	757	60	122	797	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	1	0	1	1	0	1	4	47	5	1	14	1
Initial Fut:	89	501	130	394	513	33	75	804	65	123	811	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	501	130	394	513	33	75	804	65	123	811	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	501	130	394	513	33	75	804	65	123	811	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	501	130	434	513	33	75	804	65	123	811	246
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	2.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2263	587	2850	2676	174	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.15	0.19	0.19	0.05	0.28	0.05	0.09	0.28	0.17
Crit Vol:			316	217				402		123		
Crit Moves:			****	****				****		****		

Whole Foods Saturday Analysis
Level of Service Worksheets
Future With Project Conditions

Whole Foods Saturday Analysis
Future With Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Buena Vista St / Alameda Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	43	650	54	103	618	68	266	558	101	173	300	97
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	45	676	56	107	643	71	277	580	105	180	312	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	11	11	10	19	36	15	29	117	30	14	46	10
Initial Fut:	56	687	66	126	679	86	306	697	135	194	358	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	687	66	126	679	86	306	697	135	194	358	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	687	66	126	679	86	306	697	135	194	358	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	687	66	126	679	86	336	697	135	213	358	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.05	0.09	0.25	0.06	0.12	0.25	0.10	0.08	0.13	0.08
Crit Vol:		344		126				349		107		
Crit Moves:		****		****				****		****		

Whole Foods Saturday Analysis
Future With Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Main St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.722
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Main St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	94	93	47	54	75	146	131	707	97	48	782	87
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	98	97	49	56	78	152	136	735	101	50	813	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	50	32	1	62	62	1	6	58	6	0	96	0
Initial Fut:	148	129	50	118	140	153	142	793	107	50	909	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	129	50	118	140	153	142	793	107	50	909	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	129	50	118	140	153	142	793	107	50	909	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	129	50	118	140	153	142	793	107	50	909	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	1.00	0.48	0.52	1.00	1.76	0.24	1.00	1.82	0.18
Final Sat.:	1500	1081	419	1500	717	783	1500	2644	356	1500	2728	272
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.08	0.20	0.20	0.09	0.30	0.30	0.03	0.33	0.33
Crit Vol:	148					293	142					500
Crit Moves:	****					****	****					****

Whole Foods Saturday Analysis
Future With Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Main St / Riverside Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	0 0	1!	0 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	88	65	55	59	90	93	89	112	39	73	107	47
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	92	68	57	61	94	97	93	116	41	76	111	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	0	8	0	29	1	32	44	0	0	0	0	31
Initial Fut:	92	76	57	90	95	129	137	116	41	76	111	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	76	57	90	95	129	137	116	41	76	111	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	76	57	90	95	129	137	116	41	76	111	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	76	57	90	95	129	137	116	41	76	111	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.29	0.30	0.41	1.00	2.00	1.00	1.00	1.16	0.84
Final Sat.:	1500	1500	1500	432	452	616	1500	3000	1500	1500	1746	1254
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.04	0.21	0.21	0.21	0.09	0.04	0.03	0.05	0.06	0.06
Crit Vol:	92				314		137					96
Crit Moves:	****				****		****					****

Whole Foods Saturday Analysis
Future With Project Conditions

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Victory Blvd / Alameda Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	85	482	124	378	493	31	68	728	58	117	766	236
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	88	501	129	393	513	32	71	757	60	122	797	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	7	0	1	1	0	5	7	96	10	1	79	1
Initial Fut:	95	501	130	394	513	37	78	853	70	123	876	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	501	130	394	513	37	78	853	70	123	876	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	501	130	394	513	37	78	853	70	123	876	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	501	130	434	513	37	78	853	70	123	876	246
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	2.00	1.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2263	587	2850	2657	193	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.15	0.19	0.19	0.05	0.30	0.05	0.09	0.31	0.17
Crit Vol:			316	217				427		123		
Crit Moves:			****	****				****		****		

Whole Foods Saturday Analysis
Level of Service Worksheets
Future With Project Conditions With
Main/Alameda Southbound Right Turn Lane

Whole Foods Saturday Analysis
Future With Project Conditions With SB Right Turn Lane

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Main St & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name:	Main St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	93	47	54	75	146	131	707	97	48	782	87
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	98	97	49	56	78	152	136	735	101	50	813	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cum Proj:	50	32	1	62	62	1	6	58	6	0	96	0
Initial Fut:	148	129	50	118	140	153	142	793	107	50	909	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	129	50	118	140	153	142	793	107	50	909	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	129	50	118	140	153	142	793	107	50	909	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	129	50	118	140	153	142	793	107	50	909	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.72	0.28	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.82	0.18
Final Sat.:	1500	1081	419	1500	1500	1500	1500	2644	356	1500	2728	272
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.08	0.09	0.10	0.09	0.30	0.30	0.03	0.33	0.33
Crit Vol:	148					153	142					500
Crit Moves:	****					****	****					****