

Appendix C

Station Area Traffic Impact Details

**High Speed Train
Station Area Analysis Summary**

Station Location	2002					2020 Baseline					2020 With HST				
	ADT	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service	ADT	Peak Hour Traffic	Capacity	V/C	LOS	Project Traffic	Total Peak Hour Traffic	Capacity	V/C	LOS
Sacramento-Downtown	461,539	46,154	72,200	0.61	B	623,512	62,340	72,200	0.86	D	1,384	63,724	72,200	0.88	D
Sacramento-Power Inn	171,164	17,116	20,800	0.79	C	231,729	23,160	29,200	0.79	C	1,560	24,720	29,200	0.85	D
Stockton-Downtown	352,389	35,238	73,300	0.46	A	450,449	45,040	73,300	0.61	B	208	45,248	73,300	0.62	B
Modesto-Suburban	70,318	7,032	12,700	0.50	A	136,614	13,660	21,300	0.64	B	196	13,856	21,300	0.65	B
Modesto-Downtown	124,079	12,409	25,000	0.48	A	163,432	16,340	25,000	0.65	B	186	16,526	25,000	0.66	B
Merced-Castle AFB	60,692	6,069	14,800	0.40	A	78,079	7,808	14,800	0.53	A	62	7,870	14,800	0.53	A
Merced-Airport	12,532	1,253	5,500	0.21	A	20,101	2,010	5,500	0.37	A	62	2,072	5,500	0.38	A
Merced-Downtown	294,463	29,446	34,000	0.85	D	328,478	32,848	34,000	0.97	E	56	32,904	34,000	0.97	E
Fresno-Downtown	260,760	26,077	68,200	0.35	A	370,554	37,055	68,200	0.54	A	390	37,445	68,200	0.55	A
Hanford-Downtown	125,047	13,965	30,400	0.41	A	169,240	19,199	30,400	0.63	B	18	19,217	30,400	0.63	B
Visalia	139,245	13,924	32,200	0.38	A	296,245	29,630	46,400	0.64	B	18	29,648	46,400	0.64	B
Bakersfield-Goldenstate	131,909	13,191	23,680	0.56	A	258,299	25,830	28,140	0.92	E	412	26,242	28,140	0.93	E
Bakersfield-Truxtun	137,642	13,765	34,000	0.40	A	226,045	22,610	34,000	0.67	B	412	23,022	34,000	0.68	B
Bakersfield-Airport	179,651	17,965	31,160	0.58	A	340,792	34,070	40,660	0.84	D	434	34,504	40,660	0.85	D

Sacramento-Downtown

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	Volume/ Capacity	Level of Service
C Street	West of SR 99	2000	9,598	960	3.59%	10,287	1,029	2	900	1,800	0.53	A
Jibboom	North of C Street	2000	5,267	527	3.35%	5,620	562	2	800	1,600	0.33	A
SR 99/I-5	North of C Street	2000	158,298	15,830	1.99%	164,613	16,461	10	2,000	20,000	0.79	C
C Street	East of 10th	2000	7,845	785	0.66%	7,949	795	2	800	1,600	0.49	A
G Street (In)	East of 10th	2000	13,831	1,383	0.76%	14,042	1,404	3	800	2,400	0.58	A
H Street (Out)	East of 10th	2000	12,530	1,253	2.25%	13,095	1,309	3	800	2,400	0.52	A
I Street (In)	East of 10th	2000	6,039	604	3.14%	6,418	642	3	800	2,400	0.25	A
J Street (Out)	East of 10th	2000	18,896	1,890	1.04%	19,287	1,929	3	800	2,400	0.79	C
L Street (In)	East of 10th	2000	5,869	587	4.52%	6,399	640	3	800	2,400	0.24	A
10th Street (In)	South of L Street	2000	11,995	1,200	1.27%	12,300	1,230	3	800	2,400	0.50	A
9th Street (In)	South of L Street	2000	16,129	1,613	1.63%	16,656	1,666	3	800	2,400	0.67	B
8th Street (Out)	South of L Street	2000	5,277	528	4.15%	5,715	571	3	800	2,400	0.22	A
7th Street (In)	South of L Street	2000	3,211	321	6.38%	3,621	362	3	800	2,400	0.13	A
5th Street (Out)	South of L Street	2000	3,555	356	5.82%	3,969	397	4	800	3,200	0.11	A
3rd Street (In)	South of L Street	2000	9,747	975	1.99%	10,136	1,014	3	800	2,400	0.41	A
SR 99/I-5	South of L Street	2000	155,455	15,546	1.92%	161,433	16,143	10	2,000	20,000	0.78	C
Total Screenline			443,542	44,354		461,539	46,154			72,200	0.61	B

Notes:

AM Peak Hour/Daily 10%

Baseline from 2000 COG Model

2002 volumes based on linear interpolation between 2000 and 2025.

2020 volumes based on linear interpolation between 2000 and 2025.

Sacramento-Downtown

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
C Street	West of SR 99	18,208	1,821	2	900	1,800	1.01	F	16,486	1,650	2	900	1,800	9.16	F
Jibboom	North of C Street	9,683	968	2	800	1,600	0.61	B	8,800	880	2	800	1,600	0.55	A
SR 99/I-5	North of C Street	237,235	23,724	10	2,000	20,000	1.19	F	221,448	22,140	10	2,000	20,000	1.11	F
C Street	East of 10th	9,146	915	2	800	1,600	0.57	A	8,886	890	2	800	1,600	0.56	A
G Street (In)	East of 10th	16,470	1,647	3	800	2,400	0.69	B	15,942	1,590	3	800	2,400	0.66	B
H Street (Out)	East of 10th	19,590	1,959	3	800	2,400	0.82	D	18,178	1,820	3	800	2,400	0.76	C
I Street (In)	East of 10th	10,779	1,078	3	800	2,400	0.45	A	9,831	980	3	800	2,400	0.41	A
J Street (Out)	East of 10th	23,789	2,379	3	800	2,400	0.99	E	22,810	2,280	3	800	2,400	0.95	E
L Street (In)	East of 10th	12,494	1,249	3	800	2,400	0.52	A	11,169	1,120	3	800	2,400	0.47	A
10th Street (In)	South of L Street	15,802	1,580	3	800	2,400	0.66	B	15,041	1,500	3	800	2,400	0.63	B
9th Street (In)	South of L Street	22,712	2,271	3	800	2,400	0.95	E	21,395	2,140	3	800	2,400	0.89	D
8th Street (Out)	South of L Street	10,751	1,075	3	800	2,400	0.45	A	9,656	970	3	800	2,400	0.40	A
7th Street (In)	South of L Street	8,335	834	3	800	2,400	0.35	A	7,310	730	3	800	2,400	0.30	A
5th Street (Out)	South of L Street	8,724	872	4	800	3,200	0.27	A	7,690	770	4	800	3,200	0.24	A
3rd Street (In)	South of L Street	14,606	1,461	3	800	2,400	0.61	B	13,634	1,360	3	800	2,400	0.57	A
SR 99/I-5	South of L Street	230,180	23,018	10	2,000	20,000	1.15	F	215,235	21,520	10	2,000	20,000	1.08	F
Total Screenline		668,504	66,850			72,200	0.93	E	623,512	62,340			72,200	0.86	D

Sacramento-Downtown

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts									
		Inbound Distribution	Outbound Distribution	Inbound	Outbound	Total Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
C Street	West of SR 99	3%	3%	20	22	1,692	2	900	1,800	0.94	E
Jibboom	North of C Street	2%	2%	11	12	902	2	800	1,600	0.56	A
SR 99/I-5	North of C Street	39%	42%	271	289	22,701	10	2,000	20,000	1.14	F
C Street	East of 10th	2%	2%	11	12	913	2	800	1,600	0.57	A
G Street (In)	East of 10th	3%		19	0	1,609	3	800	2,400	0.67	B
H Street (Out)	East of 10th		3%	0	24	1,844	3	800	2,400	0.77	C
I Street (In)	East of 10th	2%		12	0	992	3	800	2,400	0.41	A
J Street (Out)	East of 10th		4%	0	30	2,310	3	800	2,400	0.96	E
L Street (In)	East of 10th	2%		14	0	1,134	3	800	2,400	0.47	A
10th Street (In)	South of L Street	3%		18	0	1,518	3	800	2,400	0.63	B
9th Street (In)	South of L Street	4%		26	0	2,166	3	800	2,400	0.90	E
8th Street (Out)	South of L Street		2%	0	13	983	3	800	2,400	0.41	A
7th Street (In)	South of L Street	1%		9	0	739	3	800	2,400	0.31	A
5th Street (Out)	South of L Street		1%	0	10	780	4	800	3,200	0.24	A
3rd Street (In)	South of L Street	2%		17	0	1,377	3	800	2,400	0.57	A
SR 99/I-5	South of L Street	38%	41%	264	281	22,065	10	2,000	20,000	1.10	F
Total Screenline		100%	100%	692	692	63,724	60		72,200	0.88	D

Sacramento-Power Inn

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
14th Avenue	East of 65th Expressway	2000	12,704	1,270	0.72%	12,887	1,289	2	700	1,400	0.91	E
Power Inn Road	South of Folsom Blvd.	2000	48,429	4,843	1.74%	50,113	5,011	4	900	3,600	1.35	F
Florin Perkins	South of Folsom Blvd.	2000	22,795	2,280	2.88%	24,110	2,411	4	900	3,600	0.63	B
Fruitridge Road	East of Florin Perkins	2000	11,241	1,124	3.18%	11,955	1,196	4	900	3,600	0.31	A
Florin Perkins	South of Fruitridge	2000	20,654	2,065	2.32%	21,613	2,161	2	900	1,800	1.15	F
Power Inn Road	North of Lemon Hill	2000	34,221	3,422	1.96%	35,561	3,556	4	900	3,600	0.95	E
Fruitridge Road	East of 65th Expressway	2000	14,390	1,439	1.85%	14,923	1,492	4	800	3,200	0.45	A
Total Screenline			164,434	16,443		171,164	17,116			20,800	0.79	C

Notes:

AM Peak Hour/Daily 10%

Baseline from 2000 COG Model

2002 volumes based on linear interpolation between 1999 and 2025.

2020 volumes based on linear interpolation between 1999 and 2025.

Sacramento-Power Inn

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
14th Avenue	East of 65th Expressway	14,996	1,500	2	700	1,400	1.07	F	14,538	1,450	2	700	1,400	1.04	F
Power Inn Road	South of Folsom Blvd.	69,485	6,949	6	900	5,400	1.29	F	65,274	6,530	6	900	5,400	1.21	F
Florin Perkins	South of Folsom Blvd.	39,228	3,923	6	900	5,400	0.73	C	35,941	3,590	6	900	5,400	0.66	B
Fruitridge Road	East of Florin Perkins	20,172	2,017	4	900	3,600	0.56	A	18,386	1,840	4	900	3,600	0.51	A
Florin Perkins	South of Fruitridge	32,645	3,265	6	900	5,400	0.60	B	30,247	3,020	6	900	5,400	0.56	A
Power Inn Road	North of Lemon Hill	50,969	5,097	6	800	4,800	1.06	F	47,619	4,760	6	800	4,800	0.99	E
Fruitridge Road	East of 65th Expressway	21,058	2,106	4	800	3,200	0.66	B	19,724	1,970	4	800	3,200	0.62	B
Total Screenline		248,553	24,855			29,200	0.85	D	231,729	23,160			29,200	0.79	C

Sacramento-Power Inn

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts							
		Distribution Percentage	Project Traffic	Total Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
14th Avenue	East of 65th Expressway	6%	98	1,548	2	700	1,400	1.11	F
Power Inn Road	South of Folsom Blvd.	28%	440	6,970	6	900	5,400	1.29	F
Florin Perkins	South of Folsom Blvd.	16%	242	3,832	6	900	5,400	0.71	C
Fruitridge Road	East of Florin Perkins	8%	124	1,964	4	900	3,600	0.55	A
Florin Perkins	South of Fruitridge	13%	203	3,223	6	900	5,400	0.60	A
Power Inn Road	North of Lemon Hill	21%	321	5,081	6	800	4,800	1.06	F
Fruitridge Road	East of 65th Expressway	9%	133	2,103	4	800	3,200	0.66	B
Total Screenline		100%	1,560	24,720	30		29,200	0.85	D

Stockton-Downtown

AM Peak Hour Analysis

Streets	Segment	Baseline (1999)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	Volume/ Capacity	Level of Service
Airport Way	North of Park St.	1999	14,685	1,469	1.08%	15,161	1,517	4	750	3,000	0.49	A
Wilson	North of Park St.	1999	21,644	2,164	0.57%	22,013	2,201	4	750	3,000	0.72	C
Fremont St.	East of Wilson	1999	14,992	1,499	0.23%	15,095	1,509	2	750	1,500	1.00	E
Minor Avenue	East of Wilson	1999	12,551	1,255	0.64%	12,794	1,279	2	600	1,200	1.05	F
Main St.	East of Wilson	1999	11,810	1,181	0.70%	12,059	1,206	4	750	3,000	0.39	A
SR 4	East of Wilson	1999	92,077	9,208	1.79%	97,032	9,704	6	1,833	11,000	0.84	D
Wilson	South of SR 4	1999	7,344	734	1.23%	7,616	761	4	750	3,000	0.24	A
Airport Way	South of SR 4	1999	4,191	419	5.91%	4,934	493	4	750	3,000	0.14	A
Aurora St.	South of SR 4	1999	1,576	158	9.02%	2,002	201	2	600	1,200	0.13	A
Stanislaus St.	South of SR 4	1999	4,517	452	2.18%	4,812	482	2	600	1,200	0.38	A
California St.	South of SR 4	1999	2,315	232	2.07%	2,458	246	4	750	3,000	0.08	A
San Joaquin St.	South of SR 4	1999	851	85	-0.16%	847	85	4	750	3,000	0.03	A
El Dorado St (Out)	South of SR 4	1999	5,144	514	3.49%	5,682	568	4	750	3,000	0.17	A
Center St. (In)	South of SR 4	1999	4,811	481	3.60%	5,331	533	4	750	3,000	0.16	A
SR 4	West of Center St.	1999	91,363	9,136	1.88%	96,513	9,651	6	1,833	11,000	0.83	D
Weber Ave	West of Center St.	1999	6,253	625	2.15%	6,657	665	4	750	3,000	0.21	A
Fremont St.	West of Center St.	1999	4,839	484	1.10%	4,999	500	2	600	1,200	0.40	A
Oak St. (Out)	West of Center St.	1999	2,780	278	2.04%	2,950	295	2	750	1,500	0.19	A
Park St. (In)	West of Center St.	1999	2,564	256	2.61%	2,765	276	2	750	1,500	0.17	A
Center St. (Out)	North of Park St.	1999	11,026	1,103	1.12%	11,396	1,140	4	750	3,000	0.37	A
El Dorado St (In)	North of Park St.	1999	11,972	1,197	0.96%	12,316	1,231	4	750	3,000	0.40	A
San Joaquin St.	North of Park St.	1999	1,784	178	0.03%	1,786	178	4	750	3,000	0.06	A
California St.	North of Park St.	1999	4,957	496	1.44%	5,171	517	4	750	3,000	0.17	A
Total Screenline		1999	336,046	33,604	1.62%	352,389	35,238			73,300	0.46	A

Notes:

AM Peak Hour/Daily 10%

Baseline from 1999 COG Model

2002 volumes based on linear interpolation between 1999 and 2025.

2020 volumes based on linear interpolation between 1999 and 2025.

Stockton-Downtown

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
Airport Way	North of Park St.	18,812	1,882	4	750	3,000	0.63	B	18,018	1,800	4	750	3,000	6.01	F
Wilson	North of Park St.	24,844	2,484	4	750	3,000	0.83	D	24,229	2,420	4	750	3,000	0.81	D
Fremont St.	East of Wilson	15,888	1,589	2	750	1,500	1.06	F	15,716	1,570	2	750	1,500	1.05	F
Minor Avenue	East of Wilson	14,654	1,465	2	600	1,200	1.22	F	14,250	1,420	2	600	1,200	1.18	F
Main St.	East of Wilson	13,964	1,396	4	750	3,000	0.47	A	13,550	1,350	4	750	3,000	0.45	A
SR 4	East of Wilson	135,024	13,503	6	1,833	11,000	1.23	F	126,765	12,680	6	1,833	11,000	1.15	F
Wilson	South of SR 4	9,697	969	4	750	3,000	0.32	A	9,245	920	4	750	3,000	0.31	A
Airport Way	South of SR 4	10,632	1,063	4	750	3,000	0.35	A	9,393	940	4	750	3,000	0.31	A
Aurora St.	South of SR 4	5,270	528	2	600	1,200	0.44	A	4,560	460	2	600	1,200	0.38	A
Stanislaus St.	South of SR 4	7,073	708	2	600	1,200	0.59	A	6,581	660	2	600	1,200	0.55	A
California St.	South of SR 4	3,558	357	4	750	3,000	0.12	A	3,319	330	4	750	3,000	0.11	A
San Joaquin St.	South of SR 4	816	82	4	750	3,000	0.03	A	823	80	4	750	3,000	0.03	A
El Dorado St (Out)	South of SR 4	9,806	980	4	750	3,000	0.33	A	8,909	890	4	750	3,000	0.30	A
Center St. (In)	South of SR 4	9,314	931	4	750	3,000	0.31	A	8,448	840	4	750	3,000	0.28	A
SR 4	West of Center St.	135,998	13,599	6	1,833	11,000	1.24	F	127,414	12,740	6	1,833	11,000	1.16	F
Weber Ave	West of Center St.	9,752	975	4	750	3,000	0.32	A	9,079	910	4	750	3,000	0.30	A
Fremont St.	West of Center St.	6,225	623	2	600	1,200	0.52	A	5,958	600	2	600	1,200	0.50	A
Oak St. (Out)	West of Center St.	4,253	425	2	750	1,500	0.28	A	3,970	400	2	750	1,500	0.27	A
Park St. (In)	West of Center St.	4,307	430	2	750	1,500	0.29	A	3,972	400	2	750	1,500	0.27	A
Center St. (Out)	North of Park St.	14,236	1,424	4	750	3,000	0.47	A	13,619	1,360	4	750	3,000	0.45	A
El Dorado St (In)	North of Park St.	14,950	1,495	4	750	3,000	0.50	A	14,377	1,440	4	750	3,000	0.48	A
San Joaquin St.	North of Park St.	1,800	180	4	750	3,000	0.06	A	1,797	180	4	750	3,000	0.06	A
California St.	North of Park St.	6,815	682	4	750	3,000	0.23	A	6,458	650	4	750	3,000	0.22	A
Total Screenline		477,688	47,769			73,300	0.65	B	450,449	45,040			73,300	0.61	B

Stockton-Downtown

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts									
		Inbound Distribution	Outbound Distribution	Inbound	Outbound	Total Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
Airport Way	North of Park St.	4%	4%	4	4	1,809	4	750	3,000	0.60	B
Wilson	North of Park St.	6%	6%	6	6	2,432	4	750	3,000	0.81	D
Fremont St.	East of Wilson	4%	4%	4	4	1,578	2	750	1,500	1.05	F
Minor Avenue	East of Wilson	3%	3%	3	3	1,427	2	600	1,200	1.19	F
Main St.	East of Wilson	3%	3%	3	3	1,357	4	750	3,000	0.45	A
SR 4	East of Wilson	30%	30%	31	31	12,742	6	1,833	11,000	1.16	F
Wilson	South of SR 4	2%	2%	2	2	924	4	750	3,000	0.31	A
Airport Way	South of SR 4	2%	2%	2	2	945	4	750	3,000	0.31	A
Aurora St.	South of SR 4	1%	1%	1	1	462	2	600	1,200	0.39	A
Stanislaus St.	South of SR 4	2%	2%	2	2	663	2	600	1,200	0.55	A
California St.	South of SR 4	1%	1%	1	1	332	4	750	3,000	0.11	A
San Joaquin St.	South of SR 4	0%	0%	0	0	80	4	750	3,000	0.03	A
El Dorado St (Out)	South of SR 4		2%	0	2	892	4	750	3,000	0.30	A
Center St. (In)	South of SR 4	2%		2	0	842	4	750	3,000	0.28	A
SR 4	West of Center St.	30%	30%	31	31	12,802	6	1,833	11,000	1.16	F
Weber Ave	West of Center St.	2%	2%	2	2	914	4	750	3,000	0.30	A
Fremont St.	West of Center St.	1%	1%	1	1	603	2	600	1,200	0.50	A
Oak St. (Out)	West of Center St.		1%	0	1	401	2	750	1,500	0.27	A
Park St. (In)	West of Center St.	1%		1	0	401	2	750	1,500	0.27	A
Center St. (Out)	North of Park St.		3%	0	3	1,363	4	750	3,000	0.45	A
El Dorado St (In)	North of Park St.	3%		4	0	1,444	4	750	3,000	0.48	A
San Joaquin St.	North of Park St.	0%	0%	0	0	181	4	750	3,000	0.06	A
California St.	North of Park St.	2%	2%	2	2	653	4	750	3,000	0.22	A
Total Screenline		100%	100%	104	104	45,248	82		73,300	0.62	B

Modesto-Suburban

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	Volume/Capacity	Level of Service
Claus Road	North of Briggsmore	2000	8,218	822	14.08%	10,533	1,054	2	900	1,800	0.46	A
Church Street	North of Parker Road	2000	8,234	823	2.90%	8,712	871	2	900	1,800	0.46	A
Parker Road	East of Church Street	2000	7,437	744	4.30%	8,077	808	2	900	1,800	0.41	A
Church Street	South of Parker Road	2000	12,764	1,276	2.38%	13,372	1,337	2	900	1,800	0.71	C
Claus Road	South of E. Briggsmore	2000	11,536	1,154	7.91%	13,362	1,337	4	750	3,000	0.38	A
Briggsmore	West of Claus Road	2000	14,763	1,476	5.08%	16,263	1,626	2	1,250	2,500	0.59	A
Total Screenline		2000	62,952	6,295	5.85%	70,318	7,032			12,700	0.50	A

Notes:

AM Peak Hour/Daily 10%

Baseline from 2000 Model

2002 volumes based on linear interpolation between 2000 and 2025.

2020 volumes based on linear interpolation between 2000 and 2025.

Modesto-Suburban

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
Claus Road	North of Briggsmore	37,150	3,716	6	900	5,400	0.69	B	31,364	3,140	6	900	5,400	0.58	A
Church Street	North of Parker Road	14,209	1,420	2	900	1,800	0.79	C	13,014	1,300	2	900	1,800	0.72	C
Parker Road	East of Church Street	15,436	1,544	2	900	1,800	0.86	D	13,836	1,380	2	900	1,800	0.77	C
Church Street	South of Parker Road	20,367	2,036	2	900	1,800	1.13	F	18,846	1,880	2	900	1,800	1.04	F
Claus Road	South of E. Briggsmore	34,359	3,437	4	750	3,000	1.15	F	29,794	2,980	4	750	3,000	0.99	E
Briggsmore	West of Claus Road	33,508	3,350	6	1,250	7,500	0.45	A	29,759	2,980	6	1,250	7,500	0.40	A
Total Screenline		155,029	15,504			21,300	0.73	C	136,614	13,660			21,300	0.64	B

Modesto-Suburban

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts							
		Distribution Percentage	Project Traffic	Total Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
Claus Road	North of Briggsmore	23%	45	3,185	6	900	5,400	0.59	A
Church Street	North of Parker Road	10%	19	1,319	2	900	1,800	0.73	C
Parker Road	East of Church Street	10%	20	1,400	2	900	1,800	0.78	C
Church Street	South of Parker Road	14%	27	1,907	2	900	1,800	1.06	F
Claus Road	South of E. Briggsmore	22%	43	3,023	4	750	3,000	1.01	F
Briggsmore	West of Claus Road	22%	43	3,023	6	1,250	7,500	0.40	A
Total Screenline		100%	196	13,856	22		21,300	0.65	B

Modesto-Downtown

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	Volume/ Capacity	Level of Service
7th Street	North of L Street	2000	5,726	573	1.05%	5,846	585	2	500	1,000	0.57	A
9th Street	North of L Street	2000	18,389	1,839	1.70%	19,013	1,901	4	750	3,000	0.61	B
10th Street	North of L Street	2000	7,058	706	0.68%	7,154	716	2	500	1,000	0.71	C
11th Street	North of L Street	2000	5,001	500	0.02%	5,003	500	2	500	1,000	0.50	A
12th Street	North of L Street	2000	5,568	557	1.17%	5,698	570	2	500	1,000	0.56	A
L Street (Inbound)	East of 12th Street	2000	9,250	925	0.46%	9,335	933	3	750	2,250	0.41	A
K Street (Outbound)	East of 12th Street	2000	6,356	636	3.12%	6,753	676	3	750	2,250	0.28	A
J Street	East of 12th Street	2000	10,268	1,027	1.35%	10,546	1,055	4	500	2,000	0.51	A
12th Street	South of J Street	2000	3,261	326	3.89%	3,515	351	2	500	1,000	0.33	A
11th Street	South of J Street	2000	8,461	846	0.58%	8,559	856	2	500	1,000	0.85	D
10th Street	South of J Street	2000	3,300	330	0.86%	3,357	336	2	500	1,000	0.33	A
9th Street	South of J Street	2000	6,575	658	11.82%	8,129	813	4	750	3,000	0.22	A
7th Street	South of J Street	2000	5,708	571	3.76%	6,137	614	2	500	1,000	0.57	A
K Street	West of 7th Street	2000	4,173	417	1.53%	4,301	430	2	750	1,500	0.28	A
L Street	West of 7th Street	2000	20,612	2,061	0.29%	20,733	2,073	4	750	3,000	0.69	B
Total Screenline		2000	119,706	11,972	1.83%	124,079	12,409			25,000	0.48	A

Notes:

AM Peak Hour/Daily 10%

Baseline from 2000 COG Model

2002 volumes based on linear interpolation between 2000 and 2025.

2020 volumes based on linear interpolation between 2000 and 2025.

Modesto-Downtown

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
7th Street	North of L Street	7,230	724	2	500	1,000	0.72	C	6,929	690	2	500	1,000	6.93	F
9th Street	North of L Street	26,191	2,619	4	750	3,000	0.87	D	24,631	2,460	4	750	3,000	0.82	D
10th Street	North of L Street	8,252	825	2	500	1,000	0.83	D	8,013	800	2	500	1,000	0.80	D
11th Street	North of L Street	5,030	503	2	500	1,000	0.50	A	5,024	500	2	500	1,000	0.50	A
12th Street	North of L Street	7,196	720	2	500	1,000	0.72	C	6,870	690	2	500	1,000	0.69	B
L Street (Inbound)	East of 12th Street	10,309	1,031	3	750	2,250	0.46	A	10,097	1,010	3	750	2,250	0.45	A
K Street (Outbound)	East of 12th Street	11,313	1,132	3	750	2,250	0.50	A	10,322	1,030	3	750	2,250	0.46	A
J Street	East of 12th Street	13,746	1,375	4	500	2,000	0.69	B	13,050	1,310	4	500	2,000	0.66	B
12th Street	South of J Street	6,433	643	2	500	1,000	0.64	B	5,799	580	2	500	1,000	0.58	A
11th Street	South of J Street	9,692	969	2	500	1,000	0.97	E	9,446	940	2	500	1,000	0.94	E
10th Street	South of J Street	4,013	401	2	500	1,000	0.40	A	3,870	390	2	500	1,000	0.39	A
9th Street	South of J Street	25,996	2,602	4	750	3,000	0.87	D	22,112	2,210	4	750	3,000	0.74	C
7th Street	South of J Street	11,070	1,107	2	500	1,000	1.11	F	9,998	1,000	2	500	1,000	1.00	F
K Street	West of 7th Street	5,772	577	2	750	1,500	0.38	A	5,452	550	2	750	1,500	0.37	A
L Street	West of 7th Street	22,120	2,212	4	750	3,000	0.74	C	21,818	2,180	4	750	3,000	0.73	C
Total Screenline		174,363	17,440			25,000	0.70	B	163,432	16,340			25,000	0.65	B

Modesto-Downtown

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts									
		Inbound Distribution	Outbound Distribution	Inbound	Outbound	Total Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
7th Street	North of L Street	5%	5%	4	4	698	2	500	1,000	0.70	B
9th Street	North of L Street	16%	16%	15	15	2,490	4	750	3,000	0.83	D
10th Street	North of L Street	5%	5%	5	5	810	2	500	1,000	0.81	D
11th Street	North of L Street	3%	3%	3	3	506	2	500	1,000	0.51	A
12th Street	North of L Street	5%	5%	4	4	698	2	500	1,000	0.70	B
L Street (Inbound)	East of 12th Street	7%		6	0	1,016	3	750	2,250	0.45	A
K Street (Outbound)	East of 12th Street		7%	0	6	1,036	3	750	2,250	0.46	A
J Street	East of 12th Street	9%	9%	8	8	1,326	4	500	2,000	0.66	B
12th Street	South of J Street	4%	4%	4	4	587	2	500	1,000	0.59	A
11th Street	South of J Street	6%	6%	6	6	951	2	500	1,000	0.95	E
10th Street	South of J Street	3%	3%	2	2	395	2	500	1,000	0.39	A
9th Street	South of J Street	14%	14%	13	13	2,237	4	750	3,000	0.75	C
7th Street	South of J Street	7%	7%	6	6	1,012	2	500	1,000	1.01	F
K Street	West of 7th Street	4%	4%	3	3	557	2	750	1,500	0.37	A
L Street	West of 7th Street	14%	14%	13	13	2,206	4	750	3,000	0.74	C
Total Screenline		100%	100%	93	93	16,526	40		25,000	0.66	B

Merced-Castle AFB

AM Peak Hour Analysis

Streets	Segment	Baseline				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
Shaffer Road	North of Walnut	2000	2,125	213	1.03%	2,169	217	2	900	1,800	0.12	A
Santa Fe Drive	South of Bellvue	2000	24,972	2,497	0.15%	25,047	2,505	4	750	3,000	0.83	D
Buhach Road	South of Santa Fe Dr.	2000	11,413	1,141	2.24%	11,925	1,193	4	750	3,000	0.38	A
Shaffer Road	South of Santa Fe Dr.	2000	7,448	745	1.69%	7,699	770	4	750	3,000	0.25	A
Santa Fe Drive	West of Shaffer	2000	12,464	1,246	4.21%	13,513	1,351	4	750	3,000	0.42	A
Walnut Avenue	West of Shaffer	2000	338	34	0.20%	339	34	2	500	1,000	0.03	A
Total Screenline		2000	58,760	5,876	1.64%	60,692	6,069			14,800	0.40	A

Notes:

AM Peak Hour/Daily 10%

Baseline from 2000 COG Model

2002 volumes based on linear interpolation between 2000 and 2025.

2020 volumes based on linear interpolation between 2000 and 2025.

Merced-Castle AFB

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
Shaffer Road	North of Walnut	2,672	267	2	900	1,800	0.15	A	2,563	256	2	900	1,800	0.14	A
Santa Fe Drive	South of Bellvue	25,904	2,590	4	750	3,000	0.86	D	25,718	2,572	4	750	3,000	0.86	D
Buhach Road	South of Santa Fe Dr.	17,813	1,781	4	750	3,000	0.59	A	16,533	1,653	4	750	3,000	0.55	A
Shaffer Road	South of Santa Fe Dr.	10,591	1,059	4	750	3,000	0.35	A	9,962	996	4	750	3,000	0.33	A
Santa Fe Drive	West of Shaffer	25,574	2,557	4	750	3,000	0.85	D	22,952	2,295	4	750	3,000	0.77	C
Walnut Avenue	West of Shaffer	355	36	2	500	1,000	0.04	A	352	35	2	500	1,000	0.04	A
Total Screenline		82,909	8,291			14,800	0.56	A	78,079	7,808			14,800	0.53	A

Merced-Castle AFB

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts							
		Inbound Distribution	Inbound	Total Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
Shaffer Road	North of Walnut	3%	2	258	2	900	1,800	0.14	A
Santa Fe Drive	South of Bellvue	33%	20	2,592	4	750	3,000	0.86	D
Buhach Road	South of Santa Fe Dr.	21%	13	1,666	4	750	3,000	0.56	A
Shaffer Road	South of Santa Fe Dr.	13%	8	1,004	4	750	3,000	0.33	A
Santa Fe Drive	West of Shaffer	29%	18	2,313	4	750	3,000	0.77	C
Walnut Avenue	West of Shaffer	0%	0	35	2	500	1,000	0.04	A
Total Screenline		100%	62	7,870	20		14,800	0.53	A

Merced-Airport

AM Peak Hour Analysis

Streets	Segment	Baseline				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
West Ave.	South of V Street	2000	3,612	361	2.45%	3,789	379	2	500	1,000	0.36	A
Childs Ave.	East of West Ave.	2000	6,160	616	2.93%	6,521	652	2	750	1,500	0.41	A
Dickenson Ave.	West of SR 59	2000	81	8	19.80%	113	11	2	500	1,000	0.01	A
Dickenson Ave.	East of Thornton Ave.	2000	90	9	22.40%	130	13	2	500	1,000	0.01	A
Thornton Ave.	South of SR 140	2000	1,748	175	6.59%	1,978	198	2	500	1,000	0.17	A
Total Screenline		2000	11,691	1,169	3.60%	12,532	1,253			5,500	0.21	A

Notes:

AM Peak Hour/Daily 10%

Baseline from 2000 COG Model

2002 volumes based on linear interpolation between 2000 and 2025.

2020 volumes based on linear interpolation between 2000 and 2025.

Merced-Airport

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
West Ave.	South of V Street	5,826	583	2	500	1,000	0.58	A	5,383	538	2	500	1,000	0.54	A
Childs Ave.	East of West Ave.	10,675	1,068	2	750	1,500	0.71	C	9,772	977	2	750	1,500	0.65	B
Dickenson Ave.	West of SR 59	482	48	2	500	1,000	0.05	A	402	40	2	500	1,000	0.04	A
Dickenson Ave.	East of Thornton Ave.	594	59	2	500	1,000	0.06	A	493	49	2	500	1,000	0.05	A
Thornton Ave.	South of SR 140	4,626	463	2	500	1,000	0.46	A	4,050	405	2	500	1,000	0.41	A
Total Screenline		22,203	2,220			5,500	0.40	A	20,101	2,010			5,500	0.37	A

Merced-Airport

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts							
		Inbound Distribution	Inbound	Total Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
West Ave.	South of V Street	27%	17	555	2	500	1,000	0.55	A
Childs Ave.	East of West Ave.	49%	30	1,007	2	750	1,500	0.67	B
Dickenson Ave.	West of SR 59	2%	1	41	2	500	1,000	0.04	A
Dickenson Ave.	East of Thornton Ave.	2%	2	51	2	500	1,000	0.05	A
Thornton Ave.	South of SR 140	20%	12	418	2	500	1,000	0.42	A
Total Screenline		100%	62	2,072	10		5,500	0.38	A

Merced-Downtown

AM Peak Hour Analysis

Streets	Segment	Baseline				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
R Street	South of 18th Street	2000	29,766	2,977	1.25%	30,510	3,051	4	750	3,000	0.99	E
M Street	South of 18th Street	2000	37,945	3,795	0.35%	38,207	3,821	4	750	3,000	1.26	F
16th Street	East of MLK	2000	19,468	1,947	1.19%	19,931	1,993	4	750	3,000	0.65	B
SR 99/59/140	East of MLK	2000	53,860	5,386	1.35%	55,309	5,531	4	2,000	8,000	0.67	B
MKL	South of SR 99/59/140	2000	29,254	2,925	-2.54%	27,768	2,777	4	750	3,000	0.98	E
M Street	South of SR 99/59/140	2000	13,498	1,350	1.20%	13,821	1,382	2	750	1,500	0.90	D
R Street	South of SR 99/59/140	2000	14,323	1,432	3.06%	15,199	1,520	2	750	1,500	0.95	E
SR 99/59/140	West of R Street	2000	67,038	6,704	-0.09%	66,920	6,692	4	2,000	8,000	0.84	D
16th Street	West of R Street	2000	25,531	2,553	2.48%	26,797	2,680	4	750	3,000	0.85	D
Total Screenline		2000	290,683	29,068	0.65%	294,463	29,446			34,000	0.85	D

Notes:

AM Peak Hour/Daily 10%

Baseline from 2000 COG Model

2002 volumes based on linear interpolation between 2000 and 2025.

2020 volumes based on linear interpolation between 2000 and 2025.

Merced-Downtown

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
R Street	South of 18th Street	39,061	3,906	4	750	3,000	1.30	F	37,202	3,720	4	750	3,000	1.24	F
M Street	South of 18th Street	41,225	4,123	4	750	3,000	1.37	F	40,569	4,057	4	750	3,000	1.35	F
16th Street	East of MLK	25,260	2,526	4	750	3,000	0.84	D	24,102	2,410	4	750	3,000	0.80	D
SR 99/59/140	East of MLK	71,978	7,198	4	2,000	8,000	0.90	D	68,354	6,835	4	2,000	8,000	0.85	D
MKL	South of SR 99/59/140	10,675	1,068	4	750	3,000	0.36	A	14,391	1,439	4	750	3,000	0.48	A
M Street	South of SR 99/59/140	17,531	1,753	2	750	1,500	1.17	F	16,724	1,672	2	750	1,500	1.11	F
R Street	South of SR 99/59/140	25,277	2,528	2	750	1,500	1.69	F	23,086	2,309	2	750	1,500	1.54	F
SR 99/59/140	West of R Street	65,563	6,556	4	2,000	8,000	0.82	D	65,858	6,586	4	2,000	8,000	0.82	D
16th Street	West of R Street	41,357	4,136	4	750	3,000	1.38	F	38,192	3,819	4	750	3,000	1.27	F
Total Screenline		337,927	29,657			31,000	0.96	E	328,478	32,848			34,000	0.97	E

Merced-Downtown

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts							
		Inbound Distribution	Inbound	Total Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
R Street	South of 18th Street	11%	6	3,727	4	750	3,000	1.24	F
M Street	South of 18th Street	12%	7	4,064	4	750	3,000	1.35	F
16th Street	East of MLK	7%	4	2,414	4	750	3,000	0.80	D
SR 99/59/140	East of MLK	21%	12	6,847	4	2,000	8,000	0.86	D
MKL	South of SR 99/59/140	4%	2	1,442	4	750	3,000	0.48	A
M Street	South of SR 99/59/140	5%	3	1,675	2	750	1,500	1.12	F
R Street	South of SR 99/59/140	7%	4	2,313	2	750	1,500	1.54	F
SR 99/59/140	West of R Street	20%	11	6,597	4	2,000	8,000	0.82	D
16th Street	West of R Street	12%	7	3,826	4	750	3,000	1.28	F
Total Screenline		100%	56	32,904	28		34,000	0.97	E

Fresno-Downtown

AM Peak Hour Analysis

Streets	Segment	Baseline (1998)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	Volume/ Capacity	Level of Service
SR 99	North of Stanislaus	1998	80,820	8,082	2.93%	90,291	9,029	8	2,000	16,000	0.51	A
E Street	North of Stanislaus	1998	1,626	163	4.56%	1,923	193	4	600	2,400	0.07	A
G Street	North of Stanislaus	1998	1,722	172	2.61%	1,902	190	4	600	2,400	0.07	A
H Street	North of Stanislaus	1998	6,228	623	1.46%	6,593	659	4	600	2,400	0.26	A
Broadway	North of Stanislaus	1998	1,952	195	2.38%	2,138	214	3	600	1,800	0.11	A
Van Ness	North of Stanislaus	1998	3,539	354	1.66%	3,774	377	2	600	1,200	0.30	A
Stanislaus St. (In)	East of Van Ness	1998	2,808	281	2.58%	3,098	310	3	600	1,800	0.16	A
Tuolumne Street (Out)	East of Van Ness	1998	2,158	216	1.99%	2,330	233	3	600	1,800	0.12	A
Fresno Street	East of Van Ness	1998	11,352	1,135	2.27%	12,382	1,238	4	600	2,400	0.47	A
Tulare Street	East of Van Ness	1998	5,357	536	2.97%	5,994	600	4	600	2,400	0.22	A
Van Ness	South of Tulare St.	1998	7,433	743	1.38%	7,843	784	3	600	1,800	0.41	A
Broadway	South of Tulare St.	1998	7,419	742	2.39%	8,129	813	4	600	2,400	0.31	A
G Street	South of Tulare St.	1998	290	29	4.29%	340	34	4	600	2,400	0.01	A
E Street	South of Tulare St.	1998	545	55	0.72%	561	57	4	600	2,400	0.02	A
SR 99	South of Tulare St.	1998	73,104	7,310	3.19%	82,432	8,243	8	2,000	16,000	0.46	A
Tulare Street	West of SR 99	1998	1,741	174	5.82%	2,147	215	4	600	2,400	0.07	A
Fresno Street	West of SR 99	1998	21,878	2,188	0.78%	22,560	2,256	4	800	3,200	0.68	B
Tuolumne Street (In)	West of SR 99	1998	4,300	430	0.16%	4,328	433	2	600	1,200	0.36	A
Stanislaus St. (Out)	West of SR 99	1998	2,089	209	-1.09%	1,998	200	3	600	1,800	0.12	A
Total Screenline		1998	236,361	23,637	2.58%	260,760	26,077			68,200	0.35	A

Notes:

AM Peak Hour/Daily 10%

Baseline from 1998 COG Model

2002 volumes based on linear interpolation between baseline and 2025.

2020 volumes based on linear interpolation between baseline and 2025.

Fresno-Downtown

AM Peak Hour Analysis

Streets	Segment	2025 Baseline							2020 Baseline						
		ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
SR 99	North of Stanislaus	144,751	14,475	8	2,000	16,000	0.90	E	132,912	13,291	8	2,000	16,000	0.83	D
E Street	North of Stanislaus	3,630	364	4	600	2,400	0.15	A	3,259	326	4	600	2,400	0.14	A
G Street	North of Stanislaus	2,936	293	4	600	2,400	0.12	A	2,711	271	4	600	2,400	0.11	A
H Street	North of Stanislaus	8,689	869	4	600	2,400	0.36	A	8,233	823	4	600	2,400	0.34	A
Broadway	North of Stanislaus	3,206	320	3	600	1,800	0.18	A	2,974	297	3	600	1,800	0.17	A
Van Ness	North of Stanislaus	5,122	512	2	600	1,200	0.43	A	4,829	483	2	600	1,200	0.40	A
Stanislaus St. (In)	East of Van Ness	4,763	477	3	600	1,800	0.26	A	4,401	440	3	600	1,800	0.24	A
Tuolumne Street (Out)	East of Van Ness	3,317	332	3	600	1,800	0.18	A	3,102	310	3	600	1,800	0.17	A
Fresno Street	East of Van Ness	18,303	1,830	4	600	2,400	0.76	C	17,016	1,702	4	600	2,400	0.71	C
Tulare Street	East of Van Ness	9,655	966	4	600	2,400	0.40	A	8,859	886	4	600	2,400	0.37	A
Van Ness	South of Tulare St.	10,198	1,019	3	600	1,800	0.57	A	9,686	969	3	600	1,800	0.54	A
Broadway	South of Tulare St.	12,213	1,221	4	600	2,400	0.51	A	11,325	1,133	4	600	2,400	0.47	A
G Street	South of Tulare St.	626	63	4	600	2,400	0.03	A	564	56	4	600	2,400	0.02	A
E Street	South of Tulare St.	651	66	4	600	2,400	0.03	A	631	63	4	600	2,400	0.03	A
SR 99	South of Tulare St.	136,067	13,606	8	2,000	16,000	0.85	D	124,407	12,441	8	2,000	16,000	0.78	C
Tulare Street	West of SR 99	4,479	448	4	600	2,400	0.19	A	3,972	397	4	600	2,400	0.17	A
Fresno Street	West of SR 99	26,484	2,649	4	800	3,200	0.83	D	25,631	2,563	4	800	3,200	0.80	D
Tuolumne Street (In)	West of SR 99	4,490	449	2	600	1,200	0.37	A	4,455	445	2	600	1,200	0.37	A
Stanislaus St. (Out)	West of SR 99	1,473	147	3	600	1,800	0.08	A	1,587	159	3	600	1,800	0.09	A
Total Screenline		401,053	40,106			68,200	0.59	A	370,554	37,055			68,200	0.54	A

Fresno-Downtown

AM Peak Hour Analysis

Streets	Segment	2020 with Station Impacts									
		Inbound Distribution	Outbound Distribution	Inbound	Outbound	Total Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
SR 99	North of Stanislaus	36%	37%	71	72	13,434	8	2,000	16,000	0.84	D
E Street	North of Stanislaus	1%	1%	2	2	330	4	600	2,400	0.14	A
G Street	North of Stanislaus	1%	1%	1	1	274	4	600	2,400	0.11	A
H Street	North of Stanislaus	2%	2%	4	4	832	4	600	2,400	0.35	A
Broadway	North of Stanislaus	1%	1%	2	2	300	3	600	1,800	0.17	A
Van Ness	North of Stanislaus	1%	1%	3	3	488	2	600	1,200	0.41	A
Stanislaus St. (In)	East of Van Ness	1%		2	0	442	3	600	1,800	0.25	A
Tuolumne Street (Out)	East of Van Ness		1%	0	2	312	3	600	1,800	0.17	A
Fresno Street	East of Van Ness	5%	5%	9	9	1,720	4	600	2,400	0.72	C
Tulare Street	East of Van Ness	2%	2%	5	5	896	4	600	2,400	0.37	A
Van Ness	South of Tulare St.	3%	3%	5	5	979	3	600	1,800	0.54	A
Broadway	South of Tulare St.	3%	3%	6	6	1,145	4	600	2,400	0.48	A
G Street	South of Tulare St.	0%	0%	0	0	57	4	600	2,400	0.02	A
E Street	South of Tulare St.	0%	0%	0	0	64	4	600	2,400	0.03	A
SR 99	South of Tulare St.	34%	34%	66	67	12,575	8	2,000	16,000	0.79	C
Tulare Street	West of SR 99	1%	1%	2	2	401	4	600	2,400	0.17	A
Fresno Street	West of SR 99	7%	7%	14	14	2,591	4	800	3,200	0.81	D
Tuolumne Street (In)	West of SR 99	1%		2	0	447	2	600	1,200	0.37	A
Stanislaus St. (Out)	West of SR 99		0%	0	0	159	3	600	1,800	0.09	A
Total Screenline		100%	100%	195	195	37,445	75		68,200	0.55	A

Hanford-Downtown

AM Peak Hour Analysis

Streets	Segment	Baseline				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	Volume/ Capacity	Level of Service
11th Avenue	S/O Grangeville Blvd	1995	17,542	1,400	1.93%	19,910	1,589	4	688	2,750	0.51	A
Douty Street	S/O Grangeville Blvd	1997	6,789	632	0.33%	6,900	642	2	600	1,200	0.53	A
10th Avenue	S/O Grangeville Blvd	1997	12,296	1,574	1.84%	13,427	1,719	2	700	1,400	1.12	F
East Lacey	E/O 10th Avenue	1995	5,437	465	2.03%	6,211	531	2	860	1,720	0.27	A
SR 198	E/O 10th Avenue	1998	14,500	2,400	2.92%	16,194	2,680	4	1,940	7,760	0.31	A
10th Avenue	N/O Hanford Armona	1995	9,074	784	0.36%	9,305	804	2	555	1,110	0.71	C
Douty Street	N/O Hanford Armona	1995	3,262	302	2.25%	3,777	350	2	620	1,240	0.24	A
11th Avenue	N/O Hanford Armona	1995	15,536	1,185	0.38%	15,946	1,216	4	735	2,940	0.40	A
SR 198	W/O 11th Avenue	1998	17,000	2,900	2.80%	18,906	3,225	4	1,940	7,760	0.37	A
East Lacey	W/O 11th Avenue	1996	10,315	861	6.72%	14,471	1,208	4	630	2,520	0.34	A
Total Screenline		1996	111,751	12,503	2.15%	125,047	13,965			30,400	0.41	A

Notes:

1. Baseline & Cumulative Volumes and Baseline Capacities from Appendix E, *2001 Kings County Regional Transp*
2. Existing (2002) Volumes extrapolated from growth between baseline and cumulative forecasts provided by Kings

Hanford-Downtown

AM Peak Hour Analysis

Streets	Segment	2020 Baseline							2020 with Station Impacts							
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	Dist.	Station peak hr traffic	Total Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
11th Avenue	S/O Grangeville Blvd	26,000	2,075	4	688	2,750	0.75	C	16%	3	2,078	4	688	2,750	0.76	C
Douty Street	S/O Grangeville Blvd	7,300	680	2	600	1,200	0.57	A	6%	1	681	2	600	1,200	0.57	A
10th Avenue	S/O Grangeville Blvd	17,500	2,240	2	700	1,400	1.60	F	11%	2	2,242	2	700	1,400	1.60	F
East Lacey	E/O 10th Avenue	8,200	701	2	860	1,720	0.41	A	5%	1	702	2	860	1,720	0.41	A
SR 198	E/O 10th Avenue	23,818	3,942	4	1,940	7,760	0.51	A	13%	2	3,945	4	1,940	7,760	0.51	A
10th Avenue	N/O Hanford Armona	9,900	855	2	555	1,110	0.77	C	8%	1	857	2	555	1,110	0.77	C
Douty Street	N/O Hanford Armona	5,100	472	2	620	1,240	0.38	A	3%	1	473	2	620	1,240	0.38	A
11th Avenue	N/O Hanford Armona	17,000	1,297	4	735	2,940	0.44	A	14%	3	1,299	4	735	2,940	0.44	A
SR 198	W/O 11th Avenue	27,482	4,688	4	1,940	7,760	0.60	B	15%	3	4,691	4	1,940	7,760	0.60	B
East Lacey	W/O 11th Avenue	26,940	2,249	4	630	2,520	0.89	D	9%	2	2,250	4	630	2,520	0.89	D
Total Screenline		169,240	19,199			30,400	0.63	B	100%	18	19,217	30		30,400	0.63	B

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Visalia

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	Volume/ Capacity	Level of Service
SR 99	North of SR 198	2000	40,000	4,000	5.76%	44,609	4,461	4	1,850	7,400	0.54	A
SR 99	South of SR 198	2000	35,500	3,550	6.43%	40,068	4,007	4	1,850	7,400	0.48	A
SR 198	East of Plaza Dr.	2000	26,000	2,600	2.98%	27,548	2,755	4	1,750	7,000	0.37	A
SR 198	West of SR 99	2000	10,800	1,080	15.29%	14,102	1,410	4	1,750	7,000	0.15	A
Plaza Drive	North of SR 198	2000	9,500	950	17.99%	12,918	1,292	2	1,700	3,400	0.28	A
Total Screenline		2000	121,800	12,180	7.16%	139,245	13,924			32,200	0.38	A

Notes:

AM Peak Hour/Daily

10%

Baseline from 2001 Circulation Element (counts assumed to be 2000)

2002 volumes based on linear interpolation between 2000 and 2020

2020 Volumes provided from City of Visalia Circulation Element

Visalia

AM Peak Hour Analysis

Streets	Segment	2020 Baseline							2020 with Station Impacts							
		ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS	Distribution Percentage	Project Traffic	Total Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
SR 99	North of SR 198	86,091	8,610	6	1,850	11,100	0.78	C	29%	5	8,615	6	1,850	11,100	0.78	C
SR 99	South of SR 198	81,183	8,120	6	1,850	11,100	0.73	C	27%	5	8,125	6	1,850	11,100	0.73	C
SR 198	East of Plaza Dr.	41,477	4,150	4	1,750	7,000	0.59	A	14%	3	4,153	4	1,750	7,000	0.59	A
SR 198	West of SR 99	43,816	4,380	4	1,750	7,000	0.63	B	15%	3	4,383	4	1,750	7,000	0.63	B
Plaza Drive	North of SR 198	43,678	4,370	6	1,700	10,200	0.43	A	15%	3	4,373	6	1,700	10,200	0.43	A
Total Screenline		296,245	29,630			46,400	0.64	B	100%	18	29,648	26		46,400	0.64	B

Bakersfield-Goldenstate

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/ Lane	Capacity	V/C	LOS
SR 204	Northwest of Chester St.	2000	39,000	3,900	5.37%	43,190	4,319	4	1,000	4,000	0.98	E
Chester Street	North of West Columbus	2000	17,183	1,718	3.45%	18,367	1,836	4	960	3,840	0.45	A
West Columbus St.	East of Chester St.	2000	8,425	843	5.31%	9,320	933	4	750	3,000	0.28	A
34th Street	East of Chester St.	2000	12,275	1,228	0.94%	12,505	1,251	4	750	3,000	0.41	A
SR 204	Southeast of Chester St.	2000	23,800	2,380	13.36%	30,161	3,016	6	1,000	6,000	0.40	A
Chester Street	South of SR 204	2000	17,183	1,718	3.45%	18,367	1,836	4	960	3,840	0.45	A
Total Screenline		2000	117,866	11,787	5.96%	131,909	13,191			23,680	0.56	A

Notes:

AM Peak Hour/Daily 10%

Existing and Baseline from 2000 General Plan

2002 volumes based on linear interpolation between 2000 and 2020

Bakersfield-Goldenstate

AM Peak Hour Analysis

Streets	Segment	2020 Baseline							2020 with Station Impacts							
		ADT	Peak Hour Traffic	# Lanes	Cap/Lane	Cap.	V/C	LOS	Distribution Percentage	Project Traffic	Total Peak Hour Traffic	# Lanes	Cap/Lane	Cap.	V/C	LOS
SR 204	Northwest of Chester St.	80,895	8,090	4	1,875	7,500	1.08	F	31%	129	8,219	4	1,875	7,500	1.10	F
Chester Street	North of West Columbus	29,023	2,900	4	960	3,840	0.76	C	11%	46	2,946	4	960	3,840	0.77	C
West Columbus St.	East of Chester St.	17,374	1,740	4	990	3,960	0.44	A	7%	28	1,768	4	990	3,960	0.45	A
34th Street	East of Chester St.	14,577	1,460	4	750	3,000	0.49	A	6%	23	1,483	4	750	3,000	0.49	A
SR 204	Southeast of Chester St.	87,407	8,740	6	1,000	6,000	1.46	F	34%	139	8,879	6	1,000	6,000	1.48	F
Chester Street	South of SR 204	29,023	2,900	4	960	3,840	0.76	C	11%	46	2,946	4	960	3,840	0.77	C
Total Screenline		258,299	25,830			28,140	0.92	E	100%	412	26,242			28,140	0.93	E

Bakersfield-Truxtun

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
Union Avenue	North of Truxtun	2000	38,500	3,850	0.68%	39,024	3,902	6	1,000	6,000	0.64	B
Truxtun Avenue	East of Union Avenue	2000	10,550	1,055	5.95%	11,804	1,180	4	1,000	4,000	0.26	A
California Avenue	East of Union Avenue	2000	16,175	1,618	5.17%	17,847	1,785	6	1,000	6,000	0.27	A
Union Avenue	South of California Ave	2000	38,500	3,850	1.86%	39,933	3,993	6	1,000	6,000	0.64	B
California Avenue	West of Union Avenue	2000	14,250	1,425	6.41%	16,076	1,608	6	1,000	6,000	0.24	A
Truxtun Avenue	West of Union Avenue	2000	11,980	1,198	4.08%	12,957	1,296	6	1,000	6,000	0.20	A
Total Screenline		2000	129,955	12,996	2.96%	137,642	13,765			34,000	0.40	A

Notes:

AM Peak Hour/Daily 10%

Existing and Baseline from 2000 General Plan

2002 volumes based on linear interpolation between 2000 and 2020

Bakersfield-Truxtun

AM Peak Hour Analysis

Streets	Segment	2020 Baseline							2020 with Station Impacts							
		ADT	Peak Hour Traffic	# Lanes	Cap/Lane	Cap.	V/C	LOS	Distribution Percentage	Project Traffic	Total Peak Hour Traffic	# Lanes	Cap/Lane	Cap.	V/C	LOS
Union Avenue	North of Truxtun	45,055	4,510	6	1,000	6,000	0.75	C	20%	82	4,592	6	1,000	6,000	0.77	C
Truxtun Avenue	East of Union Avenue	26,230	2,620	4	1,000	4,000	0.66	B	12%	48	2,668	4	1,000	4,000	0.67	B
California Avenue	East of Union Avenue	37,076	3,710	6	1,000	6,000	0.62	B	16%	68	3,778	6	1,000	6,000	0.63	B
Union Avenue	South of California Ave	56,417	5,640	6	1,000	6,000	0.94	E	25%	103	5,743	6	1,000	6,000	0.96	E
California Avenue	West of Union Avenue	37,076	3,710	6	1,000	6,000	0.62	B	16%	68	3,778	6	1,000	6,000	0.63	B
Truxtun Avenue	West of Union Avenue	24,191	2,420	6	1,000	6,000	0.40	A	11%	44	2,464	6	1,000	6,000	0.41	A
Total Screenline		226,045	22,610			34,000	0.67	B	100%	412	23,022			34,000	0.68	B

Bakersfield-Airport

AM Peak Hour Analysis

Streets	Segment	Baseline (2000)				2002						
		Year	ADT	Peak Hour Traffic	Yearly Growth Factor	ADT	Peak Hour Traffic	# Lanes	Capacity/Lane	Capacity	V/C	LOS
SR 99	North of Seventh Standard Rd.	2000	56,000	5,600	2.12%	58,372	5,837	6	1,875	11,250	0.50	A
SR 65	North of Seventh Standard Rd.	2000	10,900	1,090	4.81%	11,948	1,195	2	1,330	2,660	0.41	A
Seventh Standard Rd.	West of Airport Dr.	2000	12,022	1,202	11.20%	14,714	1,471	2	750	1,500	0.80	D
Norris Road	West of Airport Dr.	2000	8,400	840	2.67%	8,848	885	2	750	1,500	0.56	A
SR 99	North of Olive Road	2000	68,667	6,867	2.36%	71,911	7,191	6	1,875	11,250	0.61	B
Coffee Road	South of Seventh Standard Rd.	2000	3,300	330	32.17%	5,423	542	2	750	1,500	0.22	A
Seventh Standard Rd.	West of Coffee Rd.	2000	6,350	635	16.42%	8,435	844	2	750	1,500	0.42	A
Total Screenline		2000	165,639	16,564	4.23%	179,651	17,965			31,160	0.58	A

Notes:

AM Peak Hour/Daily 10%

Existing and Baseline from 2000 General Plan

2002 volumes based on linear interpolation between 2000 and 2020

Bakersfield-Airport

AM Peak Hour Analysis

Streets	Segment	2020 Baseline							2020 with Station Impacts							
		ADT	Peak Hour Traffic	# Lanes	Cap / Lane	Cap.	V/C	LOS	Dist. %	Project Traffic	Total Peak Hour Traffic	# Lanes	Cap / Lane	Cap.	V/C	LOS
SR 99	North of Seventh Standard Rd.	85,646	8,560	6	1,875	11,250	0.76	C	25%	109	8,669	6	1,875	11,250	0.77	C
SR 65	North of Seventh Standard Rd.	24,000	2,400	2	1,330	2,660	0.90	E	7%	31	2,431	2	1,330	2,660	0.91	E
Seventh Standard Rd.	West of Airport Dr.	45,674	4,570	4	1,000	4,000	1.14	F	13%	58	4,628	4	1,000	4,000	1.16	F
Norris Road	West of Airport Dr.	14,000	1,400	2	750	1,500	0.93	E	4%	18	1,418	2	750	1,500	0.95	E
SR 99	North of Olive Road	109,218	10,920	6	1,875	11,250	0.97	E	32%	139	11,059	6	1,875	11,250	0.98	E
Coffee Road	South of Seventh Standard Rd.	29,838	2,980	6	1,000	6,000	0.50	A	9%	38	3,018	6	1,000	6,000	0.50	A
Seventh Standard Rd.	West of Coffee Rd.	32,416	3,240	4	1,000	4,000	0.81	D	10%	41	3,281	4	1,000	4,000	0.82	D
Total Screenline		340,792	34,070			40,660	0.84	D	100%	434	34,504			40,660	0.85	D