

G1. Traffic and Parking Evaluation



August 19, 2015

Mr. Shawn Nevill
T&B Planning, Inc.
17542 East 17th St., Suite 100
Tustin, CA 92780

Subject: Traffic and Parking Evaluation: Newport Center Villas, Newport Beach CA - FINAL

Dear Mr. Nevill:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this traffic and parking evaluation for the proposed **Newport Center Villas** condominium project in the City of Newport Beach. The proposed project is located at the southwest corner of the Newport Center Drive/Anacapa Drive intersection and the site is currently occupied by the Newport Beach Car Wash. The project applicant proposes to remove the existing car wash on the site and construct a 7-story, 49-unit condominium building with three levels of subterranean parking.

This evaluation has been prepared to meet the requirements of City of Newport Beach staff and assesses the forecast trip generation of the proposed project, site access and parking. This report has been revised based on comments provided by the City and is being submitted to you for forwarding to the City of Newport Beach.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

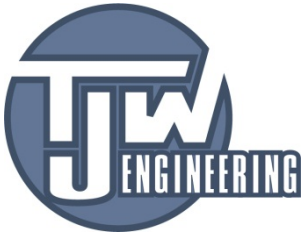
Sincerely,

Thomas Wheat, PE, TE
President

Jeff Weckstein
Transportation Planner

Registered Civil Engineer #69467
Registered Traffic Engineer #2565





**Newport Center Villas
Traffic and Parking Evaluation
City of Newport Beach, California**

Prepared for:
T&B Planning, Inc.
17542 East 17th St., Suite 100
Tustin, CA 926780

Prepared by:
TJW ENGINEERING, INC.
540 N. Golden Circle Dr. #104
Santa Ana, CA 92705

**June 10, 2015
Revised August 19, 2015**

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Appendix A: Existing Site Trip Generation Memo

1.0 INTRODUCTION

This report provides traffic and parking evaluation for the proposed Newport Center Villas Planned Community Development Plan in the City of Newport Beach. The proposed Newport Center Villas project is located at the southwest corner of the Newport Center Drive/Anacapa Drive intersection and the site is currently occupied by the Newport Beach Car Wash. The project applicant proposes to remove the existing car wash on the site and construct a 7-story, 49-unit condominium building with three levels of subterranean parking.

This report provides a review of the proposed changes to the site's land use, site access and on-site circulation changes, a projection of the change in traffic generation due to the change in land use on the site, and an evaluation of the adequacy of the proposed parking supply in relation to the City's Zoning Code.

2.0 PROPOSED PROJECT

2.1 PROJECT DESCRIPTION

This report provides traffic and parking evaluation for the proposed Newport Center Villas Planned Community Development Plan in the City of Newport Beach. The proposed Newport Center Villas project is located at the southwest corner of the Newport Center Drive/Anacapa Drive intersection and the 1.26-acre site is currently occupied by the Newport Beach Car Wash. The project applicant proposes to remove the existing car wash on the site and construct a 7-story, 49-unit condominium building with three levels of subterranean parking.

The project applicant proposes site access from Anacapa Drive and at a drive aisle on the southern edge of the project site that serves the existing car wash, as well as existing office uses to the west of the project site. The main driveway entry on Anacapa Drive will have a porte-cochere and is planned to be approximately 26 feet wide. The site shall have optional valet service for residents and mandatory valet service for guests at the entrance on Anacapa Drive. The main non-valet entrance and exit for residents will be on the south edge of the project site. The project will have three levels of parking below grade with level B-1 partially at grade on the southern edge of the project site allowing for tenant access and delivery vehicles. The project proposes 126 parking spaces consisting of 100 resident spaces and 26 visitor spaces.

Exhibit 1 shows the proposed project site plan.

2.2 PROJECT TRIP GENERATION

The Newport Center Villas Planned Community Development Plan (PCDP) consists of 49 condominium dwelling units totaling 163,260 square feet on seven levels.

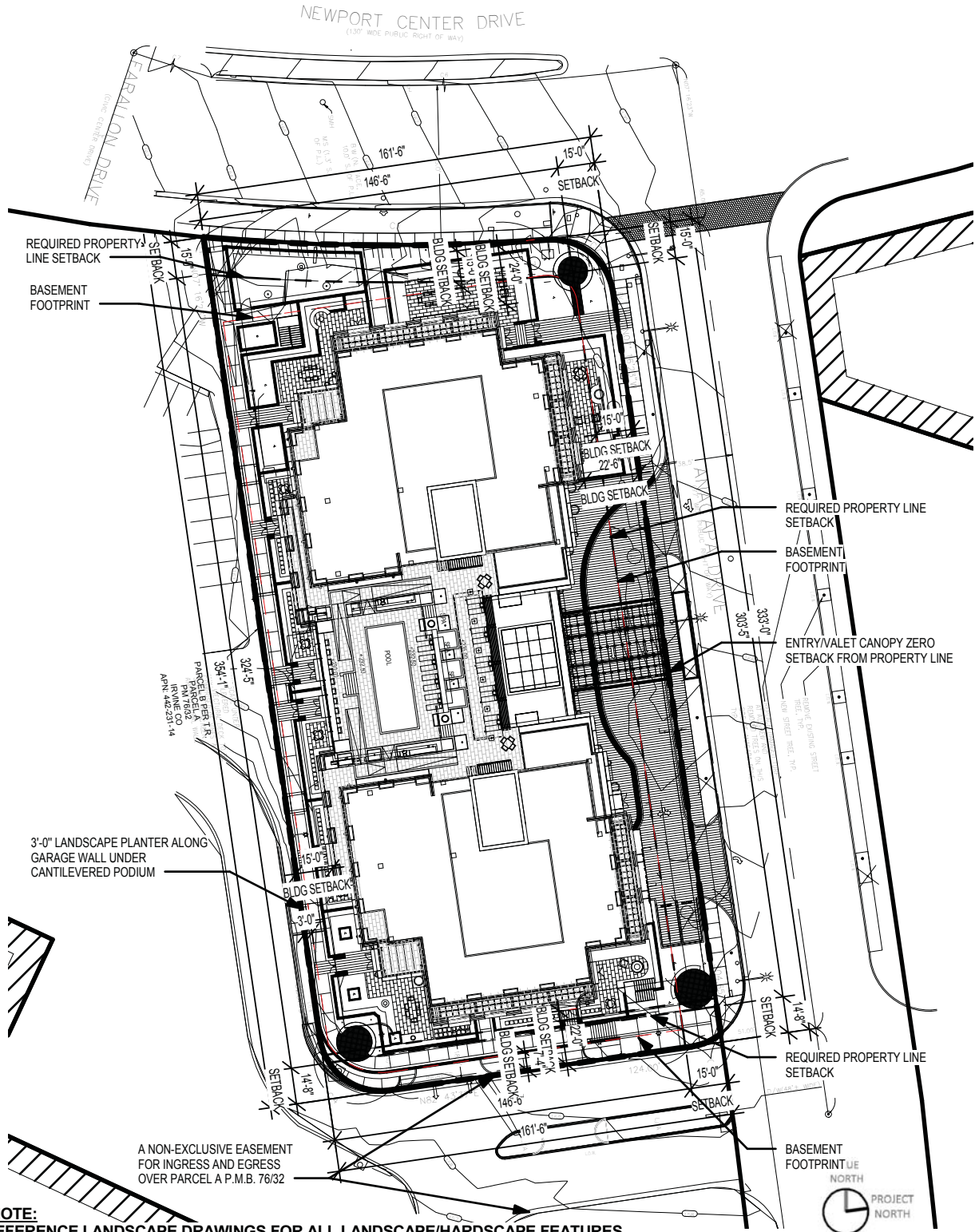
Based on review of land use categories and trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition, 2012), the most appropriate ITE land use category for the proposed project is High-Rise Residential Condominium. This analysis calculates the AM peak hour trips, PM peak hour trips, and average daily trips (ADT) forecast to be generated by the proposed project land use. **Table 1** summarizes ITE trip generation rates for the High-Rise Residential Condominium land use.

Table 1
Trip Generation Rates for Proposed Project Land Use

Land Use (ITE Code)	Unit	AM Peak Hour			PM Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
High-Rise Residential Condo (232)	DU	0.06	0.28	0.34	0.24	0.14	0.38	4.18

Note: DU = dwelling unit

Source: ITE Trip Generation, 9th Edition (2012)



*NOTE:
REFERENCE LANDSCAPE DRAWINGS FOR ALL LANDSCAPE/HARDSCAPE FEATURES

2 Site Exhibit - Entitlements (8.5x11)
1" = 50'-0"

PC-TEXT EXHIBIT 2/2 - SITE PLAN



Exhibit 1: Proposed Project Site Plan

TBP-15-001 Newport Center Villa Traffic and Parking Evaluation - June 2015



Not to Scale

Table 2 shows the gross trip generation of the proposed project, based on the trip generation rates shown in **Table 1**, before accounting for the displacement of the existing land use on the project site that is currently generating trips.

Table 2
Gross Trip Generation of Proposed Project – Vehicle Trips at Project Driveways

		AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
High-Rise Residential Condo	49 DU	3	14	17	12	7	19	205

Note: DU = Dwelling Unit

The project site is currently occupied by the Newport Beach Car Wash which would be removed with construction of the proposed project. Kunzman Associates, Inc. collected traffic counts at the Newport Beach Car Wash driveway on Tuesday March 24, 2015, Wednesday March 25, 2015 and Thursday March 26, 2015. The existing traffic count memorandum is contained in **Appendix A**. Based on the collected data, the average trip generation of the existing car wash was calculated and is shown in **Table 3**.

Table 3
Trip Generation of Existing Newport Beach Car Wash

		AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Newport Beach Car Wash		30	24	54	33	42	75	819

Note: DU = Dwelling Unit

Table 4 shows the net new trip generation of the proposed project after accounting for displacement of the existing car wash land use on the site.

Table 4
Net New Trip Generation of Proposed Project

		AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Proposed: High-Rise Residential Condo - 49 DU		3	14	17	12	7	19	205
Removed: Newport Beach Car Wash		-30	-24	-54	-33	-42	-75	-819
Total Net New Project Trip Generation		-27	-10	-37	-21	-35	-56	-614

Note: TSF = Thousand Square Feet

As shown in **Table 4**, the proposed project is projected to have a net decrease of 37 AM peak hour trips, 56 PM peak hour trips and 614 daily trips when taking into account credit from the existing car wash use.

Since the proposed Newport Center Villas project will generate less daily and peak hour traffic than the existing development on the site that will be displaced, analysis of the project's impact on the surrounding roadway network is not necessary.

3.0 Local Circulation and Site Access

This section summarizes proposed site access and on-site circulation recommendations.

The project site plan, shown previously in **Exhibit 1**, reflects the changes to site access being proposed by the project. The existing car wash has one inbound and one outbound driveway on the southern edge of the project site and no direct site access on Anacapa Drive. The Newport Center Villas project is proposing access to subterranean parking for residents, on the southern edge of the project site. Additionally, the project is proposing one inbound and one outbound driveway on Anacapa Drive, which will provide access to mandatory valet parking for guests and visitors, and optional valet parking for residents.

Access to the parking garage from the valet area will be provided via a one-way ramp down to the garage. Valeted vehicles returning to the porte-cochere from the parking garage will exit the project site from the southerly project access, make a left-turn onto Anacapa Drive and then turn left into the project driveway on Anacapa Drive.

All proposed driveways shall be designed in accordance with City of Newport Beach Standard Drawings and Design Criteria. Site distance at the proposed driveway locations shall comply with City STD-110-L.

The site is proposing a small pedestrian plaza/gathering space at the northeast corner of the project which provides pedestrian access and crosswalks from the project to Anacapa Drive and Newport Center Drive.

North of the project, across Newport Center Drive is the Fashion Island Regional Shopping Center. East of the project across Anacapa Drive are several restaurants, retail establishments, and a movie theater. There is an OCTA bus stop adjacent to the project site on Newport Center Drive, which is served by OCTA Bus Routes 1, 57 and 79. The project site is an approximately 0.6 mile walk to the Newport Transportation Center from which OCTA bus routes 1, 55, 57, 76 and 79 arrive and depart.

4.0 Study Area Intersection LOS

City of Newport Beach staff provided a portion of the *North Newport Center San Joaquin Plaza TPO Traffic Analysis (Stantec Consulting Services Inc., May 16 2012)*. At the time of the traffic study, all signalized intersections in the vicinity of the Newport Center Villas project were operating at LOS A. As discussed in the trip generation section, the proposed Newport Center Villas project will generate less peak hour and daily trips than the previous car wash land use on the site. The Anacapa Drive/Newport Center Drive intersection was signalized in 2012 after the traffic study was

conducted as part of a traffic signal modernization project.

5.0 Parking

Section 20.40.040 (Off-Street Parking Spaces Required) of the City of Newport Beach Zoning Code contains off-street parking requirements for the propose project land use. The parking requirement for multi-unit dwellings of four units or more is two covered parking spaces per unit and 0.5 guest parking spaces for every unit.

Based on the City of Newport Beach off-street parking requirements, the project is required to provide 98 covered parking spaces for residents and 25 parking spaces for guests. Within the proposed subterranean parking structure, the project is proposing to provide 100 covered parking spaces for residents and 26 parking spaces for guests, satisfying the City's minimum parking requirement.

Appendices

APPENDIX A

EXISTING SITE TRIP GENERATION MEMO



KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

April 7, 2016

Mr. Tod Ridgeway
RIDGEWAY DEVELOPMENT COMPANY
2804 Lafayette Avenue
Newport Beach, CA 92663

Dear Mr. Ridgeway:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this trip generation analysis for the Newport Beach Car Wash site located at 150 Newport Center Drive in the City of Newport Beach. The change in ownership from the Beacon Bay Auto Wash occurred around January 15, 2014.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

EXISTING TRAFFIC COUNTS

Traffic counts were obtained at the 150 Newport Center Drive Car Wash driveway over three (3) average weekdays: Tuesday (March 24, 2015), Wednesday (March 25, 2015), and Thursday (March 26, 2015). The 150 Newport Center Drive Car Wash driveway is shown on Figure 1. The 24-hour two-way tube counts are included in Appendix B.

The Newport Beach Car Wash hours of operation are as follows:

Day of Week	Hours of Operation
Monday to Saturday	8:00 AM – 6:00 PM
Sunday	8:00 AM – 5:00 PM

During daylight savings time the hours of operation are extended to 6:00 PM and are shorted upon the change to Pacific Standard Time.

TRIP GENERATION

The 150 Newport Center Drive Car Wash traffic counts were averaged for the three weekdays. The 150 Newport Center Drive Car Wash (based upon the traffic counts) currently generates approximately 819 daily vehicle trips, 54 of which occur during the morning peak hour and 75 of which occur during the evening peak hour (see Table 1).

1111 TOWN & COUNTRY ROAD, SUITE 34
ORANGE, CALIFORNIA 92868
(714) 973-8383


WWW.TRAFFIC-ENGINEER.COM

Mr. Tod Ridgeway
RIDGEWAY DEVELOPMENT COMPANY
April 7, 2016

It been a pleasure to serve your needs on the Newport Beach Car Wash project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.



Carl Ballard, LEED GA
Principal

Jn6069

KUNZMAN ASSOCIATES, INC.



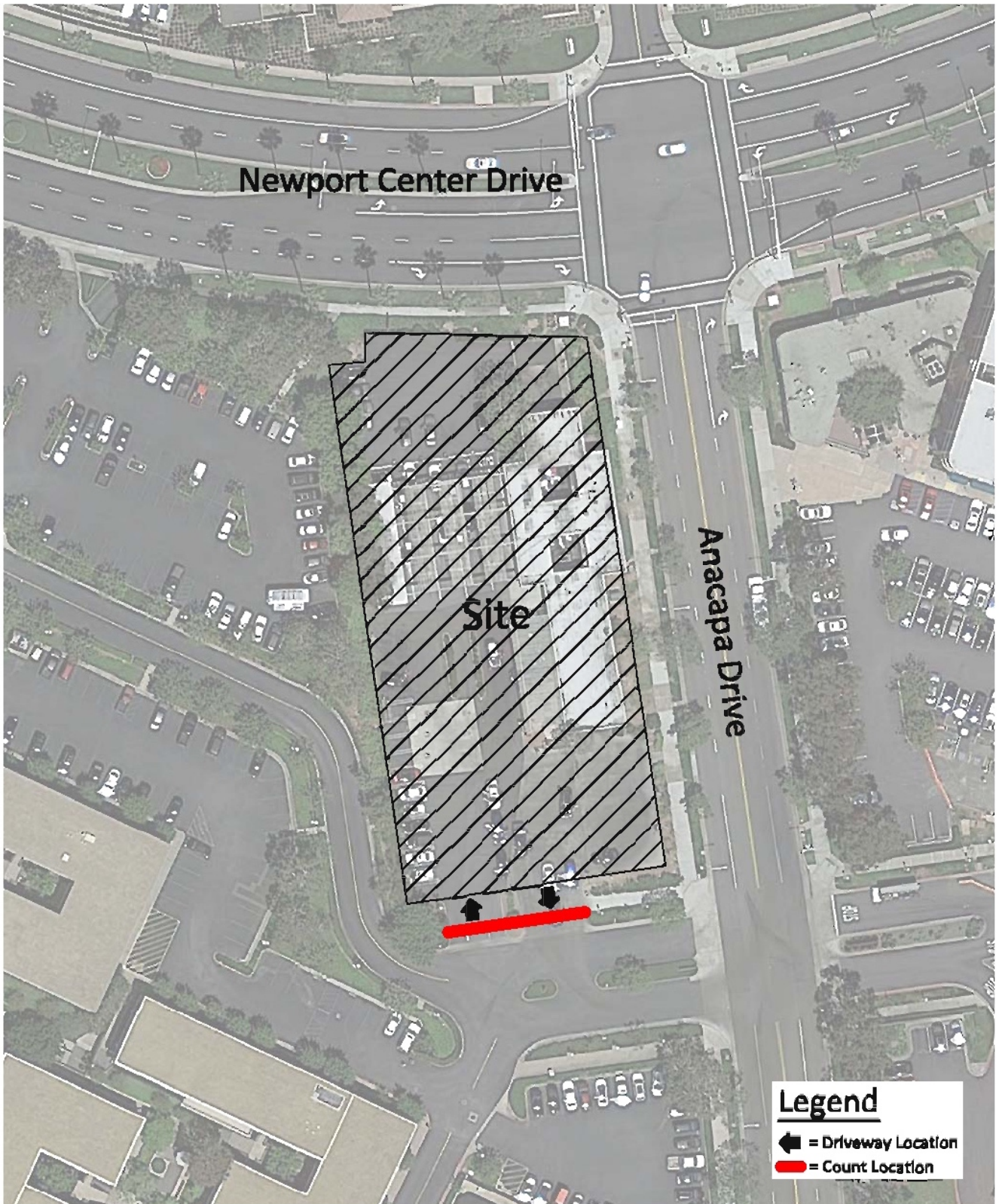
William Kunzman, P.E.
Principal

Table 1

150 Newport Center Drive Car Wash Count Summary

Day of Week	Date	Peak Hour						Daily		
		Morning			Evening			In	Out	Total
		In	Out	Total	In	Out	Total			
Tuesday	March 24, 2015	29	30	59	28	37	65	380	379	759
Wednesday	March 25, 2015	28	16	44	35	52	87	403	403	806
Thursday	March 26, 2015	34	25	59	37	38	75	444	448	892
Average		30	24	54	33	42	75	409	410	819

Figure 1
Project Location Map



APPENDIX A

GLOSSARY OF TRANSPORTATION TERMS

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

TRAFFIC COUNT WORKSHEETS

AM Period	IN	OUT	PM Period	IN	OUT
00:00	0	0	12:00	13	5
00:15	0	0	12:15	11	6
00:30	0	0	12:30	3	8
00:45	0 0	0 0	12:45	10 37	8 27
01:00	0	0	13:00	14	10
01:15	0	0	13:15	16	8
01:30	0	0	13:30	7	5
01:45	0 0	0 0	13:45	9 46	9 32
02:00	0	0	14:00	10	4
02:15	0	0	14:15	11	11
02:30	0	0	14:30	10	10
02:45	0 0	0 0	14:45	13 44	9 34
03:00	0	0	15:00	17	14
03:15	0	0	15:15	10	12
03:30	0	0	15:30	8	7
03:45	0 0	0 0	15:45	5 40	18 51
04:00	0	0	16:00	11	10
04:15	0	0	16:15	3	11
04:30	0	0	16:30	9	9
04:45	0 0	0 0	16:45	5 28	7 37
05:00	0	0	17:00	8	11
05:15	0	0	17:15	5	6
05:30	0	0	17:30	8	4
05:45	0 0	0 0	17:45	6 27	8 29
06:00	0	0	18:00	1	9
06:15	0	0	18:15	1	4
06:30	0	0	18:30	3	2
06:45	1 1	0 0	1 18:45	0 5	0 15
07:00	1	1	19:00	0	5
07:15	1	0	19:15	0	0
07:30	3	1	19:30	0	0
07:45	10 15	0 2	17 19:45	0 0	0 5
08:00	5	5	20:00	0	0
08:15	9	9	20:15	0	0
08:30	5	7	20:30	0	0
08:45	10 29	9 30	59 20:45	0 0	0 0
09:00	14	11	21:00	0	0
09:15	7	12	21:15	0	0
09:30	7	9	21:30	0	0
09:45	8 36	10 42	78 21:45	0 0	0 0
10:00	6	9	22:00	0	0
10:15	6	11	22:15	0	0
10:30	17	11	22:30	0	0
10:45	14 43	13 44	87 22:45	0 0	0 0
11:00	8	10	23:00	0	0
11:15	11	6	23:15	0	0
11:30	5	6	23:30	0	0
11:45	5 29	9 31	60 23:45	0 0	0 0

Total Vol.	153	149	302	227	230	457
				Daily Totals		
				IN	OUT	Combined
				380	379	759

	AM			PM		
Split %	50.7%	49.3%	39.8%	49.7%	50.3%	60.2%
Peak Hour	10:30	10:15	10:15	14:15	15:00	14:15
Volume	50	45	90	51	51	95
P.H.F.	0.74	0.87	0.80	0.90	0.71	0.80

AM Period	IN	OUT	PM Period	IN	OUT
00:00	0	0	12:00	11	16
00:15	0	0	12:15	8	14
00:30	0	0	12:30	4	5
00:45	0 0	0 0	12:45	8 31	11 46
01:00	0	0	13:00	13	2
01:15	0	0	13:15	12	10
01:30	0	0	13:30	10	8
01:45	0 0	0 0	13:45	7 42	13 33
02:00	0	0	14:00	21	18
02:15	0	0	14:15	15	16
02:30	0	0	14:30	11	13
02:45	0 0	0 0	14:45	14 61	17 64
03:00	0	0	15:00	12	7
03:15	0	0	15:15	13	11
03:30	0	0	15:30	9	13
03:45	0 0	0 0	15:45	9 43	11 42
04:00	0	0	16:00	9	16
04:15	0	0	16:15	8	14
04:30	0	0	16:30	9	10
04:45	0 0	0 0	16:45	9 35	12 52
05:00	0	0	17:00	6	6
05:15	0	0	17:15	10	9
05:30	0	0	17:30	5	7
05:45	0 0	0 0	17:45	1 22	12 34
06:00	0	0	18:00	0	8
06:15	1	0	18:15	2	4
06:30	0	0	18:30	0	1
06:45	0 1	0 0	1 18:45	0 2	0 13
07:00	1	1	19:00	1	3
07:15	1	0	19:15	0	0
07:30	1	0	19:30	0	0
07:45	4 7	2 3	10 19:45	0 1	0 3
08:00	11	1	20:00	0	0
08:15	8	4	20:15	0	0
08:30	3	5	20:30	0	0
08:45	6 28	6 16	44 20:45	1 1	1 1
09:00	8	9	21:00	0	0
09:15	5	6	21:15	0	0
09:30	11	3	21:30	0	0
09:45	6 30	9 27	57 21:45	0 0	0 0
10:00	8	8	22:00	0	0
10:15	13	6	22:15	0	0
10:30	12	12	22:30	0	0
10:45	13 46	11 37	83 22:45	0 0	0 0
11:00	10	2	23:00	0	0
11:15	13	8	23:15	0	0
11:30	13	10	23:30	0	0
11:45	17 53	12 32	85 23:45	0 0	0 0

Total Vol.	165	115	280	238	288	526
				IN	OUT	Daily Totals
				403	403	Combined
						806

	AM			PM		
Split %	58.9%	41.1%	34.7%	45.2%	54.8%	65.3%
Peak Hour	11:15	11:30	11:30	14:00	14:00	14:00
Volume	54	52	101	61	64	125
P.H.F.	0.79	0.81	0.87	0.69	0.89	0.87

AM Period	IN	OUT	PM Period	IN	OUT
00:00	0	0	12:00	12	12
00:15	0	0	12:15	15	12
00:30	0	0	12:30	15	13
00:45	0 0	0 0	12:45	10 52	15 52
01:00	0	0	13:00	9	16
01:15	0	0	13:15	12	14
01:30	0	0	13:30	7	10
01:45	0 0	0 0	13:45	8 36	11 51
02:00	0	0	14:00	14	12
02:15	0	0	14:15	11	14
02:30	0	0	14:30	18	8
02:45	0 0	0 0	14:45	11 54	10 44
03:00	0	0	15:00	12	14
03:15	0	0	15:15	12	15
03:30	0	0	15:30	14	8
03:45	0 0	0 0	15:45	7 45	10 47
04:00	0	0	16:00	7	11
04:15	0	0	16:15	15	11
04:30	0	0	16:30	9	8
04:45	0 0	0 0	16:45	6 37	8 38
05:00	0	0	17:00	8	3
05:15	0	0	17:15	4	13
05:30	0	0	17:30	7	7
05:45	0 0	0 0	17:45	6 25	5 28
06:00	0	0	18:00	5	13
06:15	0	0	18:15	1	6
06:30	0	0	18:30	1	1
06:45	0 0	0 0	18:45	1 8	3 23
07:00	1	0	19:00	0	1
07:15	1	0	19:15	0	0
07:30	1	0	19:30	0	0
07:45	7 10	2 2	12 19:45	0 0	3 4
08:00	11	3	20:00	1	0
08:15	5	6	20:15	1	1
08:30	9	10	20:30	0	1
08:45	9 34	6 25	59 20:45	0 2	0 2
09:00	8	6	21:00	0	0
09:15	10	14	21:15	0	0
09:30	15	11	21:30	0	0
09:45	14 47	8 39	86 21:45	0 0	0 0
10:00	13	14	22:00	0	0
10:15	16	14	22:15	0	0
10:30	12	10	22:30	0	0
10:45	11 52	15 53	105 22:45	0 0	0 0
11:00	12	16	23:00	0	0
11:15	8	8	23:15	0	0
11:30	12	6	23:30	0	0
11:45	10 42	10 40	82 23:45	0 0	0 0

Total Vol.	185	159	344	259	289	548
				IN	OUT	Daily Totals
				444	448	Combined
						892

	AM			PM		
Split %	53.8%	46.2%	38.6%	47.3%	52.7%	61.4%
Peak Hour	09:30	10:15	10:15	14:00	12:30	12:15
Volume	58	55	106	54	58	105
P.H.F.	0.91	0.86	0.88	0.85	0.91	0.88