CITY OF PINOLE

GENERAL PLAN UPDATE

FINAL ENVIRONMENTAL IMPACT REPORT

SCH #2009022057

Prepared for:
CITY OF PINOLE
2131 PEAR STREET
PINOLE, CA 94564

Prepared by:
PMC®

2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

SEPTEMBER 2010

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SEPTEMBER 2010

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1.0 Introduction

This Final Environmental Impact Report ("Final EIR"; "FEIR") was prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines (Section 15132). This FEIR assesses the expected environmental impacts resulting from project approval and associated impacts from subsequent implementation of the project, and responds to comments received on the Draft Environmental Impact Report ("Draft EIR"; "DEIR").

1.1 BACKGROUND AND PURPOSE OF THE EIR

OVERVIEW OF CEQA REQUIREMENTS FOR PREPARATION OF AN EIR

The City, serving as the Lead Agency, has prepared this EIR to provide the public and responsible and trustee agencies with information about the potential environmental effects of the proposed project. As set forth in the provisions of CEQA and implementing guidelines, public agencies are charged with the duty to consider the environmental impacts of proposed development and to minimize these impacts where feasible, while carrying out an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

State CEQA Guidelines Section 15121(a) states that an EIR is an informational document for decision-makers and the general public that analyzes the significant environmental effects of a project, identifies possible ways to minimize significant effects, and describes reasonable alternatives to the project that could reduce or avoid its adverse environmental impacts. Public agencies with discretionary authority are required to consider the information in the EIR, along with any other relevant information, in making decisions on the project.

CEQA requires the preparation of an environmental impact report prior to approving any project, which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the City of Pinole GPU, the City has determined that the proposed action is a "project" within the definition of CEQA.

PROJECT SUMMARY

The City of Pinole GPU project includes an update to the City's current General Plan, an update to the City's Zoning Code, and the development of a Specific Plan for the transportation corridors of Appian Way, Pinole Valley Road, and San Pablo Avenue (also known as the Three Corridors Specific Plan).

The General Plan was originally adopted in 1995 and subsequently amended numerous times between 1995 and 2009. The proposed General Plan update involves all seven mandatory elements: Land Use, Circulation, Housing, Conservation, Noise, Open Space, and Safety. Noise and Safety have been combined into one element as have Conservation and Open Space. In addition, the Pinole General Plan Update includes four optional elements: Community Services and Facilities, Growth Management, Sustainability, and Community Character.

The proposed project also includes a comprehensive update of the City's Zoning Code including amendments to the administration and permit procedures, land use districts and corresponding uses and standards, general site planning and development regulations, special use regulations, and definitions, as well as other amendments to address various legal issues. Finally, the proposed Three Corridors Specific Plan will guide the revitalization of the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. The Specific Plan establishes land uses

and specific policies and directives for these corridors. A detailed description of the proposed project is provided in Section 3.0, Project Description, of the DEIR.

BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the City of Pinole GPU project that has led to the preparation of this FEIR:

Notice of Preparation and Initial Study

In accordance with Section 15082 of the State CEQA Guidelines, the City prepared and released a Notice of Preparation (NOP) of this EIR on February 17, 2009. The NOP was sent to all applicable responsible and trustee agencies and the Office of Planning and Research's State Clearinghouse (SCH, Number 2009022057). The NOP and full text of responses to the NOP has been presented in Appendix A of the DEIR. After filing the NOP, two public scoping sessions were held, one on February 23, 2009, and one on March 9, 2009. Starting in 2006, numerous public workshops, public hearings, and steering committee meetings were held to take public comments on the General Plan Update, Three Corridors Specific Plan, Zoning Code Update, and environmental issues.

Draft EIR

The DEIR was released for public and agency review from July 7, 2010 to August 20, 2010. The DEIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. A Notice of Completion (NOC) for the DEIR, was submitted to the SCH on July 7, 2010. The City of Pinole held a hearing during the public review period, on August 9, 2010, to take testimony on the General Plan Amendment and Draft EIR.

Final EIR

Following the close of the public review period, the City received nine (9) comment letters from agencies and interest groups regarding the DEIR. A summary of these written comments are included in Section 3.0 (Comments and Responses to Comments on the Draft EIR) of this FEIR. Section 3.0 also contains written responses to the comments received as required by State CEQA Guidelines Section 15088, including textual revisions as necessary to address the comments. In addition, city staff provided two (2) sets of internal City comments related to typographical errors. All edits to the DEIR are included in Section 3.0 (Errata). The FEIR also contains the final mitigation monitoring and reporting program for the project, which is included as Appendix A.

Edits to the impacts and mitigation measures identified in the Draft EIR as a result of responding to comments on the Draft EIR, as well as staff-initiated edits, are shown in ~~strikeout~~ (for deleted text) and <u>underline</u> (for added text) and in Sections 2.0, 3.0, and 4.0 of this FEIR. This document and the DEIR, as amended herein, constitute the FEIR.

Certification of the Final EIR/Project Consideration

The City will review and consider the FEIR. If the City finds that the FEIR is "adequate and complete", the City may certify the FEIR. The rule of adequacy generally holds that the EIR can be certified if: 1) it shows a good faith effort at full disclosure of environmental information; and

2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the FEIR, the City may take action to approve, revise, or reject the proposed City of Pinole GPU. A decision to approve the project would be accompanied by written findings in accordance with State CEQA Guidelines Section 15091 and Section 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program describing measures to be adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.2 TYPE OF DOCUMENT

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. As discussed further below, a Program EIR (State CEQA Guidelines Section 15168) is appropriate for land use decision-making at a broad level that contemplates further project-level review of subsequent individual development proposals. Project EIRs are appropriate for specific proposed projects that will not require additional site-specific environmental review (State CEQA Guidelines Section 15161). Thus, this document has been prepared as a Program EIR in order to address the actions proposed for the City of Pinole GPU project.

PROGRAM EIR (PROGRAM-LEVEL ENVIRONMENTAL ANALYSIS)

The City is not processing any specific development request or proposing any specific infrastructure facility upgrades as part of this action. Thus, pursuant to State CEQA Guidelines Section 15168, the DEIR and FEIR evaluate future development to be allowed under the proposed new land use designations, zoning designations, circulation policies, and associated improvements at a program-level. Any future subsequent development in this area will require applicants to conduct a site-specific analysis for each development project's potential impacts, particularly with respect to that project's compliance with the analysis set forth in this GPU EIR (State CEQA Guidelines Section 15168 and 15183).

1.3 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible and to be used to modify, approve, or deny approval of the proposed project based on the analysis in the EIR. In accordance with State CEQA Guidelines Section 15126, this EIR should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. Subsequent actions that may be associated with the project are identified in Section 3.0, Project Description, of the DEIR.

1.4 ORGANIZATION AND SCOPE OF THE FINAL EIR

This document is organized in the following manner:

SECTION 1.0—INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and the required contents for the FEIR.

SECTION 2.0—COMMENTS AND RESPONSES TO COMMENTS ON THE DEIR

Section 2.0 provides a list of commenters, copies of written comments (coded for reference) and the responses to those written comments made on the DEIR.

SECTION 3.0—ERRATA

Section 3.0 consists of the DEIR (Volume 1) as revised by this FEIR. The revisions to the DEIR are a result of responses to comments, as well as minor edits that do not change the intent or content of the analysis or mitigation measures.

APPENDICES

This section includes notices and other procedural documents pertinent to the FEIR, as well as technical materials prepared to support the analysis.

2.0 Comments and Responses to Comments on the Draft EIR

2.1 INTRODUCTION

No new significant environmental impacts or issues, beyond those already covered in the Draft Environmental Impact Report ("Draft EIR"; "DEIR") for the proposed project, were raised during the public review period for the DEIR. Responses to comments received during the comment period do not involve any new significant impacts or "significant new information" that would require recirculation of the DEIR pursuant to CEQA Guidelines Section 15088.5.

2.2 LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted written comments on the DEIR:

Letter	Individual or Signatory	Affiliation	Date
A	Joseph G. Doser, R.E.H.S.	Contra Costa Environmental Health Division	July 30, 2010
B	William R. Kirkpatrick	East Bay Municipal Utility District	August 9, 2010
C	Lisa Carboni	California Department of Transportation	August 11, 2010
D	Christina M. Atienza	West Contra Costa Transportation Advisory Committee	August 19, 2010
E	Sara Polgar	San Francisco Bay Conservation and Development Commission	August 20, 2010
F	Dennis Tagashira	City of Hercules	August 20, 2010
G	Lee Higgins	Chevron Environmental Management Company	August 23, 2010
H	Dan Otis	California Department of Conservation	August 23, 2010
I	Jamar Stamps	Contra Costa County Department of Conservation	August 24, 2010
J	Moses Stites	California Public Utilities Commission	August 19, 2010
K	Nyle Seamus Seabright	None	Undated
L	Nyle Seamus Seabright	None	Undated

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

State CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the DEIR and prepare a written response. The written response must address the significant environmental issue raised and must provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines 15204).

State CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the DEIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. State CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to State CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence supporting such a conclusion.

State CEQA Guidelines Section 15088 also recommends that where a response to comments results in revisions to the DEIR, that those revisions be incorporated as a revision to the DEIR or as a separate section of the Final EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, public agency, individual, and interest group comment letters are coded by letters and each issue raised in the comment letter is assigned a number (e.g., Comment Letter A, comment 1 is referred to as A-1).

Where changes to the DEIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (underline for new text, ~~strike-out~~ for deleted text). Comment initiated text revisions to the EIR and minor staff initiated changes are also provided and are demarcated with revision marks in Section 3.0 (Errata) of the FEIR.

Letter A

WILLIAM B. WALKER, M.D.
HEALTH SERVICES DIRECTOR
SHERMAN L. QUINLAN, REHS, MPH
ENVIRONMENTAL HEALTH DIRECTOR

CONTRA COSTA HEALTH SERVICES

CONTRA COSTA ENVIRONMENTAL HEALTH
2120 Diamond Blvd., Suite 200
Concord, California 94520
Ph (925) 692-2500
Fax (925) 692-2502
www.cocoeh.org

July 30, 2010

RECEIVED
AUG - 3 2010
CITY OF PINOLE
DEV. SERV.

Winston Rhodes, Planning Manager
City of Pinole
Community Development Department
2131 Pear St
Pinole, CA 94564

RE: City of Pinole General Plan Update
Draft Environmental Impact Report
SCH# 2009022057

Dear Mr. Rhodes:

The Contra Costa Environmental Health Division (CCEHD) has received a request for agency comments for the above referenced project. Though this project is general in nature, CCEHD would like to provide the following comments that may be useful for future specific projects:

1. A permit from CCEHD is required for any well or soil boring prior to commencing drilling activities, including those associated with environmental investigation and cleanup, and geotechnical investigation.

2. Any abandoned wells (water, environmental, or geotechnical) and septic tanks must be destroyed under permit from CCEHD. If the existence of such wells or septic tanks are known in advance or discovered during construction or other activities, these should be clearly marked, kept secure, and destroyed pursuant to CCEHD requirements. **A-1**

3. It is unlikely that new septic systems will be installed for this project, but if so, a permit from CCEHD is required prior to installation. Holding tanks for sewage disposal are prohibited unless these are owned and maintained by a public entity.

4. A health permit is required for retail food facilities and public swimming pool/spas. Food facilities include restaurants, stores, bars, cafeterias, snack bars, kiosks at transit sites, and any business or operation that sells or gives food away to the public (including employees or students). Public swimming pools/spas include those found at health clubs, municipals pools, apartments, condominiums, and swim clubs; these facilities also include water parks, spray parks, and interactive water features.

• Contra Costa Community Substance Abuse Services • Contra Costa Emergency Medical Services • Contra Costa Environmental Health • Contra Costa Health Plan •
• Contra Costa Hazardous Materials Programs • Contra Costa Mental Health • Contra Costa Public Health • Contra Costa Regional Medical Center • Contra Costa Health Centers •

Letter A Continued

Plans must be submitted to CCEHD and approved prior to the issuance of building permits for such facilities. Prior to the submission of plans, CCEHD staff is available to meet with prospective developers/operators to discuss the requirements for these facilities and the plan review process.

5. Dumpster areas serving retail food facilities are required to have a drain to the sanitary sewer and provided with a hot/cold water supply. It is recommended that developers be informed of this requirement, since it is usually easier to plan for the installation of sewer and water in dumpster areas during initial construction rather than install these afterwards.

6. All retail food and swimming pool/spa facilities must have approved restrooms. This includes kiosks located at transit sites. It is recommended that developers be informed of this requirement, since it is usually easier to plan for the installation of restrooms during initial construction rather than install these afterwards.

7. Any newly constructed jail facilities must meet the requirements specified in the California Health & Safety Code and the California Code of Regulations, Title 24, Minimum Standards for Local Adult Detention Facilities.

8. Medical waste generators include hospitals, clinics, doctors' offices, veterinarians, and laboratories. These facilities must register with CCEHD and meet the requirements of the Medical Waste Management Act.

A-1 cont.

9. CCEHD is designated by the state Department of Resources Recycling and Recovery (CalRecycle) as the Local Enforcement Agency (LEA) for solid waste facilities, including landfills, transfer stations, and waste tire generators and haulers. The prospective operators of such facilities should be directed to contact CCEHD for information regarding requirements.

10. If any recycling facilities are proposed, please include the LEA in the review process to ensure that all solid waste regulations are met. For example, if the recycling facility does not meet the definition described in the California Code of Regulations, Title 14, Section 17402.5(d), "Recycling Center," then the facility is required to obtain a full solid waste facility permit as a transfer station/operation. This will require a California Environmental Quality Act (CEQA) review prior to the issuance of a solid waste facility permit from the LEA and CalRecycle.

11. If the business generates waste tires, it must obtain a Tire Program Identification (TPID) number from CalRecycle and comply with the California Tire Recycling Act. CCEHD staff can provide the applicant with information regarding waste tire requirements.

These comments do not limit an applicant's obligation to comply with all applicable laws and regulations. If you should have any questions, please do not hesitate to call me at (925) 692-2535.

Letter A Continued

Sincerely,

Joseph G. Doser, R.E.H.S.
Supervising Environmental Health Specialist II

cc: Roberto Rodriguez, Supervising Environmental Health Specialist
Vanessa Cordier, Supervising Environmental Health Specialist
Christina Safholm, Environmental Health Specialist II
Eric Fung, Environmental Health Specialist II
Tim Kraus, Environmental Health Specialist II

JGD:ssm

Letter A **Joseph G. Doser, R.E.H.S., Supervising Environmental Health Specialist II, Contra Costa Environmental Health Division (CCEHD)**

Response A-1: The commenter acknowledges that the proposed project is general in nature and does not include any specific development projects. However, the commenter provides descriptions of the Division's various permits and regulations related to wells, septic tanks, food facilities, swimming pools, jail facilities, medical waste generators, and solid waste and recycling facilities that may apply to future development projects in the City.

The comment does not pertain to the adequacy of the environmental analysis contained in the DEIR. The comment is noted for the consideration of the decision-makers. It is standard City procedure for all projects to comply with Division permits as necessary.

Letter B

EAST BAY
MUNICIPAL UTILITY DISTRICT

August 9, 2010

RECEIVED
AUG 10 2010
CITY OF PINOLE

Winston Rhodes, Planning Manager
City of Pinole
Community Development Department
2131 Pear Street
Pinole, CA 94564

Re: Draft Environmental Impact Report - City of Pinole Draft General Plan Update and Draft Three Corridors Specific Plan

Dear Mr. Rhodes:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the City of Pinole (City) Draft General Plan Update, and Draft Three Corridors Specific Plan. EBMUD has the following comments.

GENERAL

1. On page 3.0-4 of the Draft General Plan Update, under Watersheds, the second sentence should be revised to read "*Approximately 30 percent of the watershed is owned and managed by the East Bay Municipal ~~Utilities~~ **Utility** District (EBMUD).*" **B-1**

2. On page 9.0-14 of the Draft General Plan Update, the first sentence of the fourth paragraph should be revised to read "*East Bay Municipal Utility ~~Division~~ **District** (EBMUD) maintains a Fire Management Plan…on watershed lands.*"

3. On page 9.0-23 of the Draft General Plan Update, under Water Quality, the third paragraph should be revised to read "*~~The City~~ East Bay Municipal Utility District (EBMUD) provides domestic water service to the City of Pinole.*"

4. On page 1.0-8 of the Draft EIR, Table 1.0-1 does not include EBMUD's comments in response to the City' February 2009 Notice of Preparation of a Draft EIR for the City of Pinole General Plan Update, Specific Plan, and Zoning Ordinance Update. It should be noted that EBMUD's provided a written response on March 9, 2009 (see enclosure). **B-2**

5. On page 4-12-32 of the Draft EIR, under 4.12.5 Water Service, the first sentence should be revised to read "*The East Bay Municipal Utility District (EBMUD) is a* **B-3**

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Recycled Paper

Letter B Continued

Winston Rhodes, Planning Manager
August 9, 2010
Page 2

public agency that provides drinking water service to approximately 1.3 million people and wastewater service to approximately 642,000 people." **B-3 cont.**

6. On page 4.12-46 of the Draft EIR, the paragraph under Water should be revised to read "*Project sponsors of all new developments are required to contact EBMUD to verify if adequate water supply can be provided and to request a water service estimate to determine costs and conditions of providing water service to the development.*" **B-4**

WATER SERVICE

The Draft EIR does not reference specific development projects. Any development project associated with the General Plan Update and the Three Corridors Specific Plan will be subject to the following general requirements:

Main extensions that may be required to serve any specific development projects that will provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. All project sponsors should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of new and relocated pipeline and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule. **B-5**

Please note that depending on the size and/or square footage, the lead agency for future individual projects within the City's General Plan should contact EBMUD to request a Water Supply Assessment (WSA) that meets the threshold of a WSA pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code. EBMUD requires project sponsors to provide future water demand data and estimates for individual project sites for analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received. **B-6**

The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment **B-7**

Letter B Continued

Winston Rhodes, Planning Manager
August 9, 2010
Page 3

plants. Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

B-7 cont.

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense.

WATER RECYCLING

EBMUD's Policy 8.01 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant, fish and wildlife to offset demand on EBMUD's limited potable water supply.

B-8

The City is located within EBMUD's recycled water service boundaries. As part of the water supply planning, EBMUD will consider the feasibility of providing recycled water to the City for appropriate uses including landscape irrigation, commercial applications, industrial processes, and other applications. EBMUD recommends that the City require developers of new or redevelopment projects within the City of coordinate and consult with EBMUD regarding the feasibility of providing recycled water for appropriate non-potable purposes.

WATER CONSERVATION

Individual projects within the City's General Plan Update and Three Corridors Specific Plan may present opportunity to incorporate water conservation measures. EBMUD would request that the City include in its conditions of approval a requirement that the project sponsor comply with Landscape Water Conservation Section of the Municipal Code of the City of Pinole, Chapter 17.38. Project sponsors should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

B-9

Letter B Continued

Winston Rhodes, Planning Manager
August 9, 2010
Page 4

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:sb
sb10_156.doc

Enclosure

Letter B Continued

EAST BAY
MUNICIPAL UTILITY DISTRICT

March 9, 2009

Winston Rhodes, Planning Manager
City of Pinole General Plan Update
2131 Pear Street
Pinole, CA 94564

Re: Notice of Preparation of a Draft Environmental Impact Report – City of Pinole General Plan Update, Specific Plan, and Zoning Ordinance Update

Dear Mr. Rhodes:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the City of Pinole General Plan, Specific Plan, and Zoning Ordinance Update. EBMUD has the following comments.

WATER SERVICE

The Notice of Preparation does not reference specific development projects. Any development project associated with the City of Pinole General Plan, Specific Plan, and Zoning Ordinance Update will be subject to the following general requirements.

Main extensions that may be required to serve any specific development projects that will provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. All project sponsors should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of new and relocated pipeline and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

Please note that depending on the size and/or square footage, the lead agency for future individual projects within the General Plan, Specific Plan, and Zoning Ordinance areas should contact EBMUD to request a Water Supply Assessment

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Letter B Continued

Winston Rhodes, Planning Manager
March 9, 2009
Page 2

(WSA) that meets the threshold of a WSA pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code. EBMUD requires project sponsors to provide future water demand data and estimates for individual project sites for analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received.

WATER RECYCLING

EBMUD's Policy 8.01 requires that customers use non-potable water for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant life, fish and wild life to offset demand on EBMUD's limited potable water supply. The City of Pinole is located within EBMUD's recycled water service boundaries. As part of the water supply planning, EBMUD will consider the feasibility of providing recycled water to the City for appropriate uses including landscape irrigation, commercial applications, industrial process uses, and other applications. EBMUD recommends that the City require developers of new or redevelopment projects within the City to coordinate and consult with EBMUD regarding the feasibility of providing recycled water for appropriate non-potable purposes.

WATER CONSERVATION

The City should make proposed project sponsors aware of the water efficiency requirements of the EBMUD Water Service Regulations and local codes early in the design development process and request project sponsors meet with EBMUD staff to discuss water conservation programs and best management practices applicable to their project.

State Ordinance and design standards that are gaining consensus statewide include:

1. The current and pending State Model Water Efficient Landscape Ordinance that all California cities and counties are required to adopt by January 1, 2010.
2. The Bay Friendly Landscaping Ordinance and the Bay Friendly Green Building Ordinance
3. The Bay Friendly Scorecard for commercial and civic landscapes.
4. EBMUD Watersmart Guidebook: A Water-Use Efficiency Plan Review Guide for New Businesses that can be accessed on line at www.ebmud.com

Letter B Continued

Winston Rhodes, Planning Manager
March 9, 2009
Page 3

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,

for WRK 3/9/09

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:OAH:sb
sb09_047.doc

Letter B William R. Kirkpatrick, Manager of Water Distribution Planning, East Bay Municipal Utility District

Response B-1: The commenter requests that certain text changes be made to the Draft General Plan Update.

The commenter is referred to Appendix B of the FEIR for responses to comments on the General Plan document. The comment does not pertain to the environmental analysis contained in the DEIR and no further response is required.

Response B-2: The commenter notes that the East Bay Municipal Utility District's letter dated March 9, 2009 commenting on the Notice of Preparation (NOP) for the proposed project was not included in Table 1.0-1 on page 1.0-8 of the DEIR.

The comment is noted. The omission of the March 9, 2009 letter from Table 1.0-1 was an oversight. The letter was received by the City during the NOP comment period and was considered during preparation of the DEIR. Table 1.0-1 in Section 1.0 of the DEIR has been revised based on this comment. These revisions are shown in Section 3.0 of this FEIR, *Errata*. These revisions do not change the analysis or conclusions regarding impacts of the project.

Response B-3: The commenter requests text revisions to page 4.12-32, Section 4.12.5, first sentence.

The text has been revised based on this comment. These revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response B-4: The commenter requests text revisions to page 4.12-46, Water section, first paragraph.

The text is part of General Plan Update Action GM.2.2.1. The commenter is referred to Appendix B of the FEIR for responses to comments on the General Plan document. The comment does not pertain to the environmental analysis contained in the DEIR and no changes were made. The comment is noted for the consideration of the decision-makers.

Response B-5: The commenter notes that future development projects under the proposed General Plan Update would be responsible for all costs associated with infrastructure improvements required to provide water supply service.

The comment does not pertain to the environmental analysis contained in the DEIR. Furthermore, this comment does not pertain to the proposed project as it does not include any specific development projects. No response is necessary. The comment is noted for the consideration of the decision-makers.

Response B-6: The commenter notes that depending on the size of each individual future development project under the proposed General Plan Update, a Water Supply Assessment (WSA) may be required. Should a WSA be required, project applicants will be required to provide water demand estimates to EBMUD.

This comment does not pertain to the environmental analysis contained in the DEIR and does not pertain to the proposed project as it does not include any specific development projects. Furthermore, the commenter is reiterating state law (SB 610, see page 4.12-41 of the DEIR) and so no additional policy, program or mitigation measure is necessary. However, the proposed General Plan Growth Management Element (GM) includes a goal (GM.2) and policies as well as actions (GM.2.1, GM.2.1.1, and GM.2.2, and GM.2.2.4) to ensure state legal requirements are satisfied with respect to ensuring adequate water availability for future development. The comment is noted for the consideration of the decision-makers for future site specific development projects.

Response B-7: The commenter notes EBMUD's various restrictions and requirements regarding work performed in areas of contaminated soil and/or groundwater.

This comment does not pertain to the environmental analysis contained in the DEIR. Furthermore, this comment does not pertain to the proposed project as it does not include any specific development projects. No response is necessary. The comment is noted for the consideration of the decision-makers for future site specific development projects.

Response B-8: The commenter notes EBMUD's policies regarding water recycling and that the City is located within its recycled water service boundaries. The commenter further states that future development projects within the City should be required to coordinate with EBMUD on the feasibility of providing recycled water for appropriate uses.

This comment does not pertain to the environmental analysis contained in the DEIR. Furthermore, this comment does not pertain to the proposed project as it does not include any specific development projects. However, the City's proposed General Plan Community Services and Facilities Element (CS), Natural Resources and Open Space Element (OS), and Sustainability Element (SE) include policies and actions that support collaboration with EBMUD to encourage water recycling including Policy CS.5.2, OS.8.1, SE.6.6, SE.9.1, SE.9.4 and Action OS.8.1.1, OS.8.1.1.3, OS.8.1.6 SE.9.1.2, SE 9.1.3, and SE.9.4.1-9.4.3. The comment is noted for the consideration of the decision-makers for future site specific development projects.

Response B-9: The commenter notes that future development projects under the proposed General Plan Update could incorporate water conservation measures and asks that the City require such projects to comply with the City's Landscape Water Conservation Ordinance (Municipal Code Chapter 17.38). The commenter further states that EBMUD regulations

require that all applicable water-efficiency measure be installed in order to receive water service.

This comment does not pertain to the environmental analysis contained in the DEIR, nor does it pertain to the proposed project as it does not include any specific development projects. Furthermore, this ordinance is an existing City regulation that all future projects would be subject to; therefore, no additional policy, program or mitigation measure is necessary. No response is necessary. The comment is noted for the consideration of the decision-makers for future site specific development projects.

Letter C

Sent By: CALTRANS TRANSPORTATTO PLANNING; 510 286 5560; Aug-11-10 11:11AM; Page 1/2

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

AR

NOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
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DEV. SERV.

August 11, 2010

CC080374
SCH#2009022057

Mr. Winston Rhodes
City of Pinole
2131 Pear Street
Pinole, CA 94564

Dear Mr. Rhodes:

City of Pinole General Plan Update, Specific Plan, Zoning Code Update—Draft Environment Impact Report

Thank you for including the California Department of Transportation (Department) in the environmental review process for the City of Pinole General Plan Update, Specific Plan, Zoning Code Update and Environment Impact Report. We have reviewed the Draft Environment Impact Report (DEIR) and have the following comments to offer.

Signal Operations
Please provide a Synchro Traffic analysis for all the state intersections that will be adversely affected by this project. Synchro analysis will help us evaluate the queues making sure they do not backup to the freeway mainline or to the neighboring intersections. **C-1**

Forecasting
Please provide trip generation tables showing existing conditions compared 2030. We would then be able to validate significant increase of generated traffic on the State highway system. **C-2**

Encroachment Permit
Any work or traffic control within the State right of way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
http://www.dot.ca.gov/hq/traffops/developserv/permits/ **C-3**

"Caltrans improves mobility across California"

Letter C Continued

Sent By: CALTRANS TRANSPORTATIO PLANNING; 510 286 5560; Aug-11-10 11:11AM; Page 2/2

Mr. Winston/City of Pinole
August 11, 2010
Page 2

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E. Should you have any questions regarding this letter, please call me at (510) 622-5491. **C-3 cont.**

Sincerely,

for

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

"Caltrans improves mobility across California"

Letter C Lisa Carboni, District Branch Chief, California Department of Transportation

Response C-1: The commenter requests that Synchro Traffic analysis be performed for all state intersections in order to identify any potential queuing issues. Synchro was not utilized in the preparation of the DEIR. Caltrans' *Guide for the Preparation of Traffic Impact Studies* (December 2002) does not require the use of the Synchro software in the preparation of traffic studies. Page 5 of the *Caltrans Guide* states that other software such as the Highway Capacity Software and TRAFFIX may be used in intersection evaluations.

In preparing the DEIR, TRAFFIX software was utilized to evaluate intersection operations based on CCTALOS methodology as outlined in the CCTA Technical Procedures Update (2002). As queue reporting is not required by either the City or Caltrans requirements, they were not included as part of the DEIR. Supplemental operation analysis for the four Caltrans controlled intersections was performed based on Highway Capacity Manual (HCM 2000) methodology as required by Caltrans using the TRAFFIX software. The queue results are summarized in **Table 1** below and the level of service worksheets are included as **Appendix C**.

The results indicated that the proposed General Plan Update and/or the General Plan Update with the narrowing of San Pablo Avenue would cause the traffic queue to extend beyond available storage capacity on the northbound and/or southbound directions at all four intersections. While exceeding the storage capacities would affect traffic on local roadways, none of the queues would backup to the freeway mainline. The exceedance of storage capacity on local roadways would cause vehicles to backup to beyond the next upstream intersection and result in their inability to clear the intersection in one signal cycle. This type of occurrence is not unusual during peak periods on urban roadways and is not considered to have any greater impacts than those identified in the traffic analysis for the DEIR (Section 4.4 and Appendix C of the DEIR) which determined this impact to be significant and unavoidable.

Response C-2: The commenter requests that trip generation tables showing existing conditions compared to 2030 be provided.

Table 4.4-6 on Page 4.4-28 and Table 4.4-12 on Page 4.4-52 of the Draft EIR summarize the model forecasts for Year 2000 (existing conditions), Year 2030 baseline (Cumulative No Project) and Proposed General Plan Update (Cumulative with Proposed Project). Specifically, the tables included information on the number of total daily vehicle trips as well as the number of vehicular miles generated for each scenario.

Response C-3: The commenter states that any work or traffic control within the State right of way requires an encroachment permit from Caltrans and that appropriate mitigation measures will be required as a part of the permit process.

The comment is noted for the consideration of the decision-makers. The City's development standards require that all work within the Caltrans

right of way obtain and comply with the Caltrans encroachment permit process.

TABLE 1 PEAK HOUR QUEUE LENGTH (IN FEET) – CUMULATIVE SCENARIOS

Intersection		North Approach			South Approach			East Approach			West Approach		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
12. Pinole Valley Rd / I-80 Westbound Ramps	**Storage**	**260**	**260**	**--**	**--**	**500**	**500**	**--**	**--**	**--**	**1,535**		
	Cumulative AM	200	225	--	--	225	225	--	--	--	375		
	With Project AM	125	**350**	--	--	200	200	--	--	--	400		
	Without Narrowing AM	200	225			250	250				400		
	Cumulative PM	175	250	--	--	225	225	--	--	--	250		
	With Project PM	175	**300**	--	--	125	125	--	--	--	325		
	Without Narrowing PM	175	**275**	--	--	250	250	--	--	--	250		
13. Pinole Valley Rd / I-80 Eastbound Ramps	**Storage**	**--**	**350**	**350**	**260**	**260**	**--**	**1,350**			**--**	**--**	**--**
	Cumulative AM		**450**	**450**	75	125		375			--	--	--
	With Project AM		**400**	**400**	75	125		350			--	--	--
	Without Narrowing AM		**450**	**450**	75	125		375					
	Cumulative PM		**525**	**525**	**275**	125		650			--	--	--
	With Project PM	--	**525**	**525**	125	150	--	725			--	--	--
	Without Narrowing PM	--	**575**	**575**	275	125	--	650			--	--	--
18. Appian Way / I-80 Westbound Ramps	Storage	420	420	--	--	360	free	--	--	--	1,420		
	Cumulative AM	400	225			**500**		--	--	--	375		
	With Project AM	**450**	200			**400**		--	--	--	400		
	Without Narrowing AM	**475**	225			**575**					400		
	Cumulative PM	250	300			**375**		--	--	--	275		
	With Project PM	250	225		--	350	--	--	--	--	275		
	Without Narrowing PM	250	325		--	400	--	--	--	--	275		
19. Appian Way / I-80 Eastbound Ramps	Storage	--	390	390	--	420	free	1,770			--	--	--
	Cumulative AM		175	175		375		225			--	--	--
	With Project AM		200	200		325		200			--	--	--
	Without Narrowing AM		175	175		400		225					
	Cumulative PM		**450**	**450**		275		350			--	--	--
	With Project PM	--	**425**	**425**		275		350			--	--	--
	Without Narrowing PM	--	**450**	**450**		275		325			--	--	--

Letter D

WCCTAC
West Contra Costa Transportation Advisory Committee

El Cerrito
Hercules
Pinole
Richmond
San Pablo
Contra Costa County
AC Transit
BART
WestCAT

August 19, 2010 *Via Electronic Mail*

Mr. Winston Rhodes, Planning Manager
City of Pinole
2131 Pear Street
Pinole CA 94564

RE: Comments on General Plan Update Draft Environmental Impact Report

Dear Winston:

Thank you for the opportunity to review the DEIR for the General Plan Update and its companion Three Corridors Specific Plan. As required by the Measure J Growth Management Program, the proposed General Plan Amendment is subject to review by WCCTAC for compliance with the West County Action Plan for Routes of Regional Significance. WCCTAC's comments are as follows: **D-1**

1. The WCCTAC Technical Advisory Committee (TAC), including the affected jurisdictions of Hercules and WestCAT, has considered the City's proposal to narrow San Pablo Avenue in Old Town in order to preserve the City's small town feel, enhance pedestrian and bicyclist safety, and advance the City's goals relating to the area's designation as a Priority Development Area, which will likely hinder the region's ability to maintain the Multimodal Transportation Service Objective of Level of Service 'E" for all signalized intersections. The TAC does not seek any changes to the scope of the project or any additional mitigations beyond what the City has proposed in the DEIR. **D-2**
2. Please include in the traffic impact analysis an assessment of the project's impacts on the intersections of San Pablo Avenue with Hercules and Sycamore Avenues. **D-3**
3. Please include a policy or action, whichever is appropriate, to indicate the City's continued commitment to participating in the Subregional Transportation Mitigation Fee Program. **D-4**
4. Should the City advance the proposal to narrow San Pablo Avenue, WCCTAC encourages continued close coordination with Hercules and WestCAT, as well an analysis of trip origins and destinations to better gauge the magnitude of through traffic on the roadway. **D-5**

Please feel free to contact me if you have any questions.

Sincerely,

Christina M. Atienza
Executive Director

cc: Dennis Tagashira, Hercules; Rob Thompson, WestCAT; Dean Allison, Pinole

13831 San Pablo Avenue, San Pablo, CA 94806
Ph: 510.215.3035 ~ Fx: 510.237.7059 ~ www.wcctac.org

Letter D **Christina M. Atienza, Executive Director, West Contra Costa Transportation Advisory Committee**

Response D-1: The commenter notes that the proposed project is subject to review by the WCCTAC for compliance with the West County Action Plan for Routes of Regional Significance per the requirements of the Measure J Growth Management Program.

The comment is noted. The DEIR was provided to WCCTAC for review during the public review period.

Response D-2: The commenter states that the WCCTAC Technical Advisory Committee (TAC) has considered the proposed narrowing of San Pablo Avenue in Old Town and does not seek any changes to the scope of the project or any additional mitigation measures beyond what the City has proposed in the DEIR.

The comment is noted.

Response D-3: The commenter requests an assessment of the impacts on the intersection of San Pablo Avenue and Hercules Avenue and the intersection of San Pablo Avenue and Sycamore Avenue as a result of the implementation of the General Plan Update project.

While the Pinole General Plan Update DEIR did not analyze the two intersections, they are included in the *Hercules Intermodal Transit Center (HITC) Traffic Impact Analysis* prepared by DKS Associates for the City of Hercules dated February 10, 2010. Pages 34 and 35 of the HITC study indicated that the Hercules intersection would operate within the acceptable standard (LOS E or better) during both AM and PM peak hours under Year 2035 cumulative conditions with and without the implementation of the HITC project. The Sycamore Avenue intersection would operate at LOS D in the AM peak hour with and without the HITC project. While the intersection would operate at LOS F in the PM peak hour with and without the project, Page 35 of the HITC study states that "Because the addition of project-related traffic would contribute to an already deficient level of service…, the project would not result in a significant impact….".

A comparison of unadjusted link volumes from the CCTA travel demand model between 2030 Baseline and the Proposed General Plan Update scenarios prepared for the proposed project indicated that vehicular volumes at the Sycamore Avenue intersection are projected to decrease by 1,094 and 841 in the AM and PM peak hours, respectively; while volumes at the Hercules Avenue intersection would decrease by 1,150 and 1,575 in the AM and PM peak hours, respectively. Such decline can be attributed to the proposed narrowing of San Pablo Avenue in Pinole. When comparing 2030 Baseline and Proposed General Plan Update without the narrowing of San Pablo Avenue scenarios, the vehicular volumes at the Sycamore Avenue intersection are projected to increase by 75 in the AM peak hour but decrease by 19 in the PM peak hour; while

at the Hercules Avenue intersection, the volumes are projected to increase by 136 and 50 in the AM and PM peak hours, respectively.

Even though the two analyses are based on two different horizon years, 2030 for the Pinole General Plan Update analysis and 2035 for the HITC study, some conclusions can be drawn. Given the projected reduction in traffic volumes under the Proposed General Plan Update scenario, it is unlikely the project would result in significant impacts at the two intersections. Similarly, given the projected reduction at the Sycamore Avenue intersection during the PM peak hour under the Proposed General Plan Update without Narrowing of San Pablo Avenue scenario, any significant impact as a result of project implementation is unlikely. While the model projected moderate increases at the Hercules intersection during both peak hours and at the Sycamore intersection in the AM peak hour, the intersections would operate at LOS C or LOS D; therefore, it is unlikely that the projected increase would cause the intersection operations to degrade to an unacceptable level (LOS F).

Response D-4: The commenter requests that a policy or action be added to the proposed General Plan Update indicating the City's continued commitment to participating in the Subregional Transportation Mitigation Fee Program.

The comment does not pertain to the adequacy of the environmental analysis contained in the DEIR. However, the City's proposed General Plan Growth Management Element (GM) and Circulation Element (CE) include policies and actions that support collaboration with WCCTAC to address regional traffic challenges including participation in the Subregional Transportation Mitigation Program. These policies and actions include GM.1.1, GM1.1.1, GM.1.1.3, GM.2.2.1, GM.2.2.2, CE.2.2, and CE.2.1.2. The comment is noted for the consideration of the decision-makers whether to add in any additional policies to participate in this fee program.

Response D-5: The commenter requests that, should it implement the proposed narrowing of San Pablo Avenue, the City coordinate with the City of Hercules and WestCAT and analyze trip origins and destinations to better gauge the magnitude of through traffic on the roadway.

The comment does not pertain to the adequacy of the environmental analysis contained in the DEIR. However, it should be noted that the City has had ongoing discussions and coordination with the City of Hercules and WestCAT regarding the possibility of the narrowing of a portion of San Pablo Avenue within the Old Town area of Pinole. The comment is noted for the consideration of the decision-makers.

Letter E

August 20, 2010

Winston Rhodes, Planning Manager
City of Pinole, Community Development Department
2131 Pear Street,
Pinole, CA 94564
wrhodes@ci.pinole.ca.us

SUBJECT: BCDC Inquiry File #; City of Pinole General Plan Update Draft Environmental Impact Report; SCH# 2009022057

Dear Mr. Rhodes:

Thank you for the opportunity to comment on the City of Pinole General Plan Update (General Plan) Draft Environmental Impact Report (DEIR) distributed in July 2010. The San Francisco Bay Conservation and Development Commission (BCDC or Commission) has not reviewed the General Plan and DEIR, but the following staff comments are based on the San Francisco Bay Plan (Bay Plan) as amended through January 2008, the McAteer-Petris Act, and staff review of the General Plan and DEIR.

Jurisdiction. In Chapter 4: Introduction to the Environmental Analysis and Assumptions Used, in the Land Use and Biological Resources sections, the DEIR describes BCDC's jurisdiction and authority. (There appears to be a minor section numbering mistake for the Regulatory Framework section of the Biological Resources, p. 4.7-24.) To more accurately convey the Commission's jurisdiction and authority, the text should be revised to reflect following information.

The Commission has "Bay" jurisdiction over all areas of the Bay subject to tidal action which is defined by the shoreline. The shoreline is located at the mean high tide line, except in marsh areas, where the shoreline is located at five feet above mean sea level. The Commission's "Bay" jurisdiction extends to certain waterways identified in the McAteer-Petris Act consisting of all areas of the waterways that are subject to tidal action including submerged lands, tidelands, and marshlands up to five feet above mean sea level. Additionally, the Commission has "shoreline band" jurisdiction over an area 100 feet wide inland and parallel to the shoreline. The Commission controls filling and dredging within its "Bay" jurisdiction through the permit system established by the McAteer-Petris Act. The Commission also administers permits for development within its 100-foot "shoreline band" jurisdiction. However, the Commission's authority along the shoreline is more limited; it may deny a permit application for a proposed project only if the project fails to provide maximum feasible public access to the Bay and shoreline consistent with the project, or is inconsistent with a priority use designation. **E-1**

State of California • SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION • Arnold Schwarzenegger, Governor
50 California Street, Suite 2600 • San Francisco, California 94111 • (415) 352-3600 • Fax: (415) 352-3606 info@bcdc.ca.gov • www.bcdc.ca.gov

Letter E Continued

Winston Rhodes
August 20, 2010
Page 2

In accordance with provisions of the McAteer-Petris Act, the Commission has designated certain areas within the 100-foot "shoreline band" for specific priority uses for ports, water-related industry, water-oriented recreation, airports and wildlife refuges. The Commission is authorized to grant or deny permits for development within these priority use areas based on appropriate Bay Plan development policies pertaining to the priority use. **E-1 cont.**

Priority Use Area Designation. In the Land Use section (4.1), we recommend that the EIR note that Wilson Point Beach and Park within the San Pablo Bay Conservation Area is designated in the Bay Plan as a waterfront park and beach priority use area. In addition to the Recreation policies in the Bay Plan that pertain to waterfront park priority uses, Policy 1 on Bay Plan Map 4 (Central Bay North) applies to this priority use area and specifies: "Preserve rugged character of point. Provide safe, easy pedestrian access. Some fill may be needed. Protect and provide public access to shellfish areas." Land Use Policy LU.6.1 in the DEIR directs the City of Pinole to formulate a plan for the San Pablo Bay Conservation Area for "providing backbone facilities for the Bay Water Trail, expanding the Pinole-Hercules Water Pollution Control Plant, restoring Pinole Creek, and providing Pinole residents with waterfront uses." We commend the City for inclusion of the Bay Water Trail in this planning effort. If the expansion of the water pollution control plant overlaps the Wilson Point Beach and Park priority use area, the plan for the San Pablo Bay Conservation Area should consider how potential conflicts with Bay Plan policies would be resolved. (Action LU.6.1.1 as written is sufficiently broad to address this comment; no changes to Policy LU.6.1 or Action LU.6.1.1 are recommended.) **E-2**

Public Access. Actions LU.5.3.1, LU.5.3.2, LU.6.1.1, and CS.3.3.7, and Policies LU.6.1 and CC.2.1 in the General Plan specifically address public access in the DEIR planning area and are consistent with the public access policies in the Bay Plan. However the EIR should consider Bay Plan findings and policies that apply to all development within BCDC's jurisdiction. These state, in part, that, "in addition to the public access to the Bay provided by waterfront parks, beaches, marinas, and fishing piers, maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline....Whenever public access to the Bay is provided as a condition of development, on fill or on the shoreline, the access should be permanently guaranteed....Public access improvements provided as a condition of any approval should be consistent with the project and the physical environment, including protection of natural resources, and provide for the public's safety and convenience. The improvements should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline, should permit barrier-free access for the physically handicapped to the maximum feasible extent, should include an ongoing maintenance program, and should be identified with appropriate signs.....Access to the waterfront should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where convenient parking or public transportation may be available...." **E-3**

Tidal Marshes and Tidal Flats. As identified in the Biological Resources section of the DEIR, the planning area contains tidal marsh and tidal flat habitats. General Plan policies proposed in this section appear to be consistent with Bay Plan policies on Tidal Marshes and Tidal Flats. We recommend though, that the EIR reference these Bay Plan policies in the Regulatory Setting. **E-4**

Letter E Continued

Winston Rhodes
August 20, 2010
Page 3

Sea Level Rise and Safety of Fills. We commend the City of Pinole for its thorough treatment of climate change impacts and issues in the Climate Change chapter, and for explicitly integrating sea level rise considerations into policies, actions and mitigation measures in the Hydrology and Water Quality and Public Services and Utilities sections of the DEIR. Our comments here focus on minor inaccuracies and inconsistencies, and some additional considerations with respect to sea level rise. **E-5**

In the Sea Level Rise discussion in the Climate Change section (p. 4.13-3) the DEIR states that "During the period of 1993–2003, the rate was approximately 0.12 inches per year…" This statement appears to refer to conditions in San Francisco Bay. This finding is actually for global average sea level rise which has been 0.067 inches per year when averaged over the 20th century, and approximately 0.12 inches per year for the period of 1993-2003 as noted here.

On pg. 4.13-4, the DEIR makes two references to "100 percent of 100-year floodplain areas are expected to be flooded" by 2050. This reflects language from BCDC's draft staff report on sea level rise, *Living with a Rising Bay,* which staff is in the process of revising. The revised report will reflect that a more accurate description of this potential impact is that shoreline areas currently vulnerable to a 100-year flood event may be vulnerable to these floods annually by mid-century due to sea level rise. We apologize for any confusion that the draft staff report language may have caused. Additionally, Figure 4.13-1 appears to be missing a legend. **E-6** **E-7**

Sea level rise is also discussed in the Hydrology and Water Quality section, and again we strongly support the inclusion of policies, actions and mitigation measures that specifically address sea level rise. In the discussion of sea level rise issues, this section recognizes potential impacts to the Pinole/Hercules Water Pollution Control Plant, and based on this finding, the EIR could include a mitigation measure in the Public Services and Utilities section that establishes the need for long-range planning for sanitary facilities that takes into account sea level rise. The discussion of sea level rise on page 4.9-42 is inconsistent with the sea level rise discussion in the Climate Change section (pp. 4.13-3 to 4.13-5). We recommend making the text consistent with the Climate Change section discussion of sea level rise as this is based on more recent projections and analysis for San Francisco Bay than the Hydrology and Water Quality text. Additionally, Figure 4.9-4 is incorrectly referenced on p. 4.9-42 as depicting a 1 meter sea level rise. It appears that this map is depicting areas potentially vulnerable to inundation with a 16 inch and a 55 inch sea level rise. The figure is also missing a legend. **E-8** **E-9** **E-10**

Lastly, the EIR should consider implications of existing Bay Plan findings and policies that anticipate the need for planning associated with safety of fills and sea level rise. The safety of fills findings state, in part, "…structures on fill or near the shoreline should be above the highest expected water level during the expected life of the project…Bay water levels are likely to increase in the future because of a relative rise in sea level… Relative rise in sea level is the sum of: (1) a rise in global sea level and (2) land elevation change (lifting and subsidence) around the Bay." Bay Plan policies on safety of fills state, in part, "local governments and special districts with responsibilities for flood protection should assure that their requirements and criteria reflect future relative sea level rise and should assure that new structures and uses attracting people are not approved in flood prone areas or in areas that will become flood prone in the future, and that structures and uses that are approvable will be built at stable elevations to assure long-term **E-11**

Letter E Continued

Winston Rhodes
August 20, 2010
Page 4

protection from flood hazards." Projects in BCDC jurisdiction that involve bay fill must be consistent with the Bay Plan policies on the safety of fill and sea level rise. **E-11 cont.**

Thank you again for this opportunity to comment on the General Plan update and DEIR. If you have any questions regarding this letter, or any other matter, please contact me by phone at 415-352-3654 or email sarap@bcdc.ca.gov.

Sincerely,

SARA POLGAR
Coastal Planner

Letter E **Sara Polgar, Coastal Planner, San Francisco Bay Conservation and Development Commission**

Response E-1: The commenter provides clarification on the stated jurisdiction of the Bay Conservation and Development Commission (BCDC).

The comment does not address the adequacy of the environmental analysis contained in the DEIR and no changes to the text were made.

Response E-2: The commenter notes that the Wilson Point Beach and Park within the San Pablo Bay Conservation Area is within the jurisdiction of the BCDC and is subject to policies contained in the Bay Plan. The commenter commends the City for its proposed Policy LU.6.1 which directs the City to prepare a plan for this area that includes the Bay Water Trail but requests that the plan consider how potential conflicts with Bay Plan policies would be resolved.

The comment does not pertain to the adequacy of the environmental analysis contained in the DEIR. The comment is noted for the consideration of the decision-makers. However, it should be noted that such a plan would require further project-level environmental review that would address potential conflicts with Bay Plan policies.

Response E-3: The commenter states that several of the proposed General Plan policies related to public shoreline access are consistent with the Bay Plan. The commenter further discusses various findings and policies contained in the Bay Plan that more broadly encourage shorelines access.

Although this comment does not pertain to the adequacy of the environmental analysis contained in the DEIR, it should be noted that future shoreline development would require further, project-level environmental review that would analyze the project's consistency with all applicable policies contained in the Bay Plan. The comment is noted for the consideration of the decision-makers.

Response E-4: The commenter states that the proposed General Plan policies related to tidal marshes and tidal flats appear to be consistent with applicable policies of the Bay Plan but recommends that these policies be included in the regulatory setting subsection of Section 4.7, Biological Resources, of the DEIR.

The comment does not address the adequacy of the environmental analysis contained in the DEIR. The DEIR is a program-level document and, therefore, only contains a summary of major laws, regulations, and policies that apply to the proposed project. The reader is referred to page 4.7-28 of the DEIR which provides a general description of the BCDC and its jurisdiction. Future, individual development projects that could affect tidal marshes and/or tidal flats would require further, project-level environmental review that would include analysis of the project's consistency with specific BCDC policies, if applicable.

Response E-5: The commenter commends the City for its thorough treatment of climate change in the General Plan and DEIR. The commenter also provides minor corrections and clarifications on the sea level rise discussion contained in Section 4.13, Climate Change, of the DEIR.

The text for Section 4.13 of the DEIR has been revised based on this comment. The revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response E-6: The commenter states that language regarding the shoreline areas within the Planning Area that may be vulnerable to flooding due to sea level rise in BCDC's draft staff report, *Living with a Rising Bay*, has been revised and should be revised in the Draft EIR accordingly.

The text on page 4.13-3, last paragraph, has been revised based on this comment. These revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response E-7: The commenter notes that Figure 4.13-1 in Section 4.13, Climate Change, of the Draft EIR is missing a legend.

Figure 4.13-1 in Section 4.13 of the DEIR has been revised accordingly and is included in Section 3.0 of this FEIR, *Errata*. The revisions do not change the analysis or conclusions regarding impacts of the project.

Response E-8: The commenter requests that a mitigation measure be added to Section 4.12, *Public Services and Utilities*, of the DEIR, to encourage long-range planning for sanitary facilities that takes into account sea level rise.

The reader is referred to Section 4.12, Impact 4.12.6.1 on pages 4.12-61 though 4.12-68, for a discussion of potential impacts associated with increased demand for wastewater services. The DEIR concludes that this is a less than significant impact and no mitigation is required. Furthermore, any improvements to existing sanitary facilities or construction of new facilities would require further, project-level environmental review which would thoroughly address the issue of climate change and sea level rise. The comment is noted for the consideration of the decision-makers.

Response E-9: The comment states that the climate change discussion contained in Section 4.9, *Hydrology and Water Quality*, of the DEIR is inconsistent with the climate change discussion contained in Section 4.13, *Climate Change*.

The climate change discussions contained in Sections 4.9 and 4.13 were based on the same information and are considered to be consistent. The comment is noted.

Response E-10: The commenter states that text on page 4.9-42, third paragraph, of the DEIR incorrectly references Figure 4.9-4 as showing a one meter sea level rise in year 2100. The commenter also states that Figure 4.9-4 is missing a legend.

The text and figure in Section 4.9, *Hydrology and Water* Quality, of the DEIR have been revised based on this comment. These revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response E-11: The commenter states that the DEIR should consider findings and policies contained in BCDC's Bay Plan related to safety of fills and sea level rise and provides a summary of the findings and policies.

The proposed project does not include any specific development projects. All future development projects would require further, project-level environmental review and, as noted by the commenter, are required to be consistent with the applicable policies of the Bay Plan. As this requirement exists, there is no need for additional policy or mitigation. However, it should be noted that the Health and Safety Element (HS) and Natural Resources and Open Space Element (OS) of the proposed General Plan Update contain policies and actions to address sea level rise safety considerations and ongoing coordination with BCDC including policies HS.2.4 and OS.3.7 and actions HS.2.4.1 and OS3.7.1. The comment is noted for the consideration of the decision-makers.

Letter F

August 20, 2010

Winston Rhodes, Planning Manager
City of Pinole
Community Development Department
2131 Pear Street
Pinole, California 94564

Subject: **Comments on City of Pinole General Plan Update, Draft EIR, Specific Plan and Zoning Code Update**

Dear Mr. Rhodes,

Thank you for the opportunity to comment on the City of Pinole's General Plan Update and Draft Environmental Impact Report (EIR), and Specific Plan for portions of San Pablo, Appian Way, and Pinole Valley Road, and Zoning Code Update. The following comments are submitted for your review and consideration.

The City of Hercules has reviewed the City of Pinole's Draft Specific Plan for the three main corridors in Pinole: Appian Way, San Pablo Avenue and Pinole Valley Road. While we applaud the City of Pinole's efforts and vision implementing smart growth principles revitalizing San Pablo Avenue, we have a number of concerns and comments regarding the proposed project along San Pablo Avenue.

F-1

Traffic: Previously the City of Pinole expressed concerns to the City of Hercules about a lack of adequate analysis studying certain key intersections citing a lack of acknowledgement of unavoidable impacts to Interstate 80 Freeway within the City of Pinole, and the cumulative impacts on portions of I-80 within the City of Pinole and other adjacent jurisdictions. The City of Hercules shares similar concerns with the impact of narrowing San Pablo Avenue to two lanes on certain intersections in Hercules. The impacts on City of Pinole streets could push the level of service for local intersections beyond an acceptable level (specifically the intersections of San Pablo Avenue and Sycamore Avenue, San Pablo Avenue and John Muir Parkway, and San Pablo Avenue and Willow Avenue in the City of Hercules). The expended Pinole Traffic Study for the Draft EIR should be expanded to include these intersections.

F-2

Expanding Existing Pinole's Traffic Study to Include Hercules Intersections. We agree with Pinole's statement made in 2003 relating to Hercules Franklin Canyon development: *"San Pablo Avenue, being the <u>only alternative route to I-80</u>, would be expected to experience a greater*

Letter F Continued

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August 20, 2010

increase in peak hour traffic from this development (Franklin Canyon) than what is expressed in the DEIR. A discussion of the methodology used for allocating peak hour trips should be provided. One of the purposes of the expanded traffic study for the Pinole General Plan, Specific Plan Corridors, Zoning Ordinance, and Draft EIR, is to determine whether the traffic generated on San Pablo Avenue originates in Hercules, or other outlying areas, such as Solano County, or the cities of Martinez, Antioch, Pittsburg, Concord, etc. **F-2 cont.**

Verification From Contra Costa Transportation Authority. Although we support Pinole's efforts revitalizing the downtown area along San Pablo Avenue, we are concerned that the Specific Plan proposal includes a reduction in the number of existing four (4) lanes of vehicular travel to only two (2) lanes of traffic, since San Pablo Avenue has been designated a "Route of Regional Significance" by the West County Action Plan, the Countywide Comprehensive Transportation Plan (CCTP), and acknowledged by Pinole's Specific Plan document on page 1.0-3, "Specific Plan Boundaries", 1st paragraph: "San Pablo Avenue is a Route of Regional Significance that has been designated as a Priority Development Area." Before proceeding forward with this bold proposal reducing the number of travel lanes within a Route of Regional Significance, we suggest the consultant for drafting the Specific Plan, PMC, verify with the Contra Costa Transportation Authority if it is prudent to continue in this direction. **F-3**

Since the year 2000, 12 cities have worked cooperatively in a joint traffic signal interconnect project, the "San Pablo Avenue Traffic Interconnect Project". We suggest an examination and analysis of the Alameda County Congestion Management Agency's (CMA) Smart Corridors Program which has invested significant funding for traffic signal synchronization on San Pablo Avenue starting in the City of Hayward, and ending with the City of Hercules. The proposed reduction from 4-lanes to 2-lanes will have far-reaching, considerable effects affecting the Cities in West Contra Costa County. We request the City of Pinole notify the cities which have adopted the Alameda County CMA's Smart Corridors Program and distribute copies of Pinole's Specific Plan proposal for their review and consideration. In addition, the consultants responsible for calculating the traffic impacts along the existing four-lane San Pablo Avenue Corridor are not aware of the proposed narrowing to two-lanes, and should be notified of this proposal. **F-4**

Impacts on John Street Changing From Open Space to Residential Mixed Use Zoning. Figure 3.0-6 of the Draft EIR, "Proposed Specific Plan Land Uses-San Pablo Avenue Corridor" is proposed to be changed from a "LDR-Low Density Residential, 0.21-1.0 du/ac) to a "RMU, Residential Mixed Use (10.1-35.0 du/acre; minimum 51% residential use). Acknowledging that the Pinole Draft EIR is a Program-Level EIR, and not a Project-Specific level EIR, in spite of that, this large area of open space above Samuel Street warrants closer examination, and consideration. This particular parcel appears to be vacant, and only accessible from a narrow, half-street, an extension of Samuel Street. Historic homes line Samuel Street, above and along John Street. Samuel Street does not appear to have any opportunity of being widened. This **F-5**

Letter F Continued

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presents a problem, an unavoidable significant impact, since emergency vehicles (fire-fighting, and ambulance services) may not be able to access this site having to drive up a steep (30%+ grade) on Samuel Street to the large area proposed to be re-designated to the RMU land use. In addition, this new, multi-storied development could be as high as 50 feet or 4 stories, dominating the existing historic homes, and with the possibility of higher density-type dwelling units, (35 du/acre) having a detrimental impact on John and Samuel Streets. Of the total dwelling units, 15% would be required to be developed as affordable which could be seniors or low-income; in any event, the steepness of Samuel Street would be difficult for seniors to negotiate. **F-5 cont.**

Mutual Aid Agreements. The City of Pinole provides automatic response aid for Fire Department with the City of Hercules, and provides dispatch and mutual aid assistance from Pinole's Police Department for the City of Hercules. The proposed reduction to two travel lanes along San Pablo Avenue in the City of Pinole would result in increased travel time for emergency safety personnel from Hercules trying to serve residents in Pinole, and will extend your overlapping service area substantially away from the City of Hercules having to use Interstate 80 to provide mutual aid assistance in Hercules. Conversely, we will experience corresponding delays directly due to the limitation of being able to drive on only one lane of traffic in one direction to assist the City of Pinole in an emergency crisis situation. For these reasons relating to providing emergency services to both cities' residents, the City of Hercules requests the City of Pinole apply direct pressure on the California Department of Transportation to improve from temporary signalized intersections at the main points of access to serve the proposed Priority Development Areas, to the development of full on-and-off-ramps. **F-6**

Another alternative which is not examined, or discussed in the Draft EIR is the possibility of Railroad Avenue being improved and opened to vehicular traffic to provide emergency service connection from Hercules to Pinole. At one time, Railroad Avenue provided direct connection from Hercules to Pinole; the only other two connections were San Pablo Avenue, and Interstate 80 Freeway. The Draft EIR should discuss the possibility of Railroad Avenue being opened and improved as an alternative route if San Pablo Avenue is proposed to be narrowed to two lanes. Acknowledging there exists the possibility of a sub-standard, inadequate bridge over Pinole Creek, the costs for providing fire-fighting and police protection for Pinole residents as a result of mutual aid agreements with the City of Hercules, far-outweigh the construction costs of repairing the bridge over Pinole Creek. **F-7**

Public Works. The City of Pinole provides sewer services for the City of Hercules through a Joint Powers Agreement. The Specific Plan proposals should investigate any impacts, such as staffing and equipment, that would be created by the increase in new development upon Pinole-Hercules' existing Wastewater Treatment Plant's infrastructure, increases in flows to the existing system and the Priority Development Areas proximity to the existing City of Pinole's infrastructure. **F-8**

Letter F Continued

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Summary. It is clear that a symbiotic relationship exists between the City of Pinole and the City of Hercules. As time passes, the two cities are linked by more than simply the interconnectivity F-9

of our streets, our shared sewer treatment plant, and mutual aid services. The proposed Specific Plan developments have the potential to reduce or eliminate valuable habitat necessary to sustain the diverse ecosystem of the Pinole area, would potentially endanger home owners in Pinole due to development on unstable slopes beyond the levels presently allowed by the City of Pinole, and F-10 does not place the burden of providing adequate infrastructure squarely on the shoulders of the developer. We suggest that the Pinole Planning Commission and City Council reconsider the F-11 development of the Specific Plan Development Areas due to the numerous significant traffic and environmental impacts resulting from these specific plan projects, especially the San Pablo Avenue Specific Plan. As discussed on August 19, 2010 with representatives of WestCAT, WCCTAC, Pinole, and Hercules, perhaps a more prudent alternative would be to suggest a pilot program confined to a smaller area in the Pinole Downtown which could be used as a F-12 "Demonstration Project" to analyze the advantages and effects of a narrowed San Pablo Avenue. If the residents and City Council of Pinole determine narrowing San Pablo Avenue to two lanes is in the best interest of the merchants and citizens of Pinole, then, commit to redesigning San Pablo Avenue to two lanes.

Once again, we applaud your vision, and boldness proposing the narrowing of San Pablo Avenue in the City of Pinole to two lanes, and we wish you and your City only success, and good fortunes in your adoption of the Draft General Plan, zoning ordinance update, and Specific Plan Corridor programs.

We have attached additional thoughts and comments on the Draft EIR, General Plan, Specific Plan and Zoning Code for your review and consideration.

Respectfully Submitted,

Dennis Tagashira

Dennis Tagashira,
Planning Director

cc: Nelson, Oliva, City Manager
Lisa Hammon, Assistant City Manager
Erwin Blancaflor, Public Works Director
Robert Reber, Assistant Planner
Christina Atienza, Executive Director, WCCTAC
Martin Engelmann, Contra Costa Transportation Authority

Letter F Continued

COMMENTS ON CITY OF PINOLE
DRAFT EIR, GENERAL PLAN, SPECIFIC PLAN CORRIDOR

Priority Development Areas ("PDA's")

The Draft General Plan Update dated June 2010, page 7.0-19, Action CE.1.1.2 states "Adopt a Resolution of Support for the designation of Appian way, San Pablo Avenue and Pinole Valley Road as Preferred Development Areas (PDAs)." Is the Preferred Development Area the same as a "Priority Development Areas" (PDA) referenced on page 1.0-2 of the Three Corridors Specific Plan, April 14, 2010, and on page 1.0-3 under "Specific Plan Boundaries", 3rd sentence: "San Pablo Avenue is a Route of Regional Significance that has been designated as a Priority Development Area." Please identify which agency approved and identified San Pablo Avenue in the City of Pinole as a "Priority Development Area". In addition, please provide references verifying San Pablo Avenue in Pinole being designated a "Priority Development Area". According to maps from BCDC and MTC, only Tennent Avenue is designated as a Priority Development Area. The remaining San Pablo Avenue in Pinole is not designated as a "Priority Development Area". **F-13**

"Transit-Oriented" versus "Pedestrian-Friendly"

Page 4.0-9 of the Three Corridors Specific Plan, April 10, 2010, "Old Town Strategies" first sentence: "The activities and amenities of Old Town are essential to supporting a transit-oriented lifestyle. Diverse land uses place office, retail, civic, residential, cultural, and recreational uses within walking distance of each other and transit services." Please describe the location and proximity of these "transit services" and how they fit-in with the "transit-oriented lifestyle". This reference to "transit-oriented lifestyle" seems to conflict with the stated General Plan Action of the Circulation Element 3.1.1 on page 7.0-22: "Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F to create a more pedestrian-friendly environment and facilitate pedestrian and bicycle access and circulation." Wouldn't large buses conflict with pedestrians walking and bicyclists trying to negotiate around cars and buses? **F-14**

Model Traffic Analysis Limited to Pinole

The CCTA Model Traffic Analysis Zones in the Draft EIR, volume 2, were confined to the City of Pinole's boundaries, and should be expanded to include the intersections of San Pablo Avenue and Sycamore Avenue, John Muir Parkway, and Willow Avenue, in the City of Hercules, for the purpose of determining the Level of Service impacts on Hercules street intersections. Narrowing San Pablo Avenue to two lanes in Pinole may result in the City of Hercules being inconsistent with Level of Service requirements along a Route of Regional Significance as defined by the Contra Costa Transportation Authority. The Traffic Analysis using CCTA's model to determine **F-15**

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Letter F Continued

impacts in Pinole should be expanded to the 3 intersections in the City of Hercules (Sycamore Avenue, John Muir Parkway, and Willow Avenue) along San Pablo Avenue **F-15 cont.**

Mutual Aid Agreement for Additional Fire and Police Protection

From Draft EIR, page 2.0-1: 2,576 residential units and a total population of 23,875 within the Planning Area by 2030. Page 3.0-1: 11.6 square miles, 7,438 acres including 3,490 acres of land, and 3,948 acres of water within San Pablo Bay, Current Sphere of Influence contains additional 1.7 square miles or 1,105 acres. Page 3.0-2: "As of January 2009, the City's population was estimated at 19,383 persons (DOF, 2009).

Page 2.0-19 "Executive Summary", Impact 4.4.5, "Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in vehicular traffic and changes to the roadway network, which may potentially increase emergency access conflicts." But, **"Less Than Significant"** impact, and no mitigation measures were proposed or required. Also similar wording on page 2.0-21, Impact 4.4-20, with no mitigation measures proposed. Page 4.12-1 "Fire Protection and Emergency Medical Services" Draft EIR, volume 2, 3rd paragraph describes "Interaction with surrounding departments is also very high with a large percentage of calls involving automatic or mutual aid. In September of 2000, PFD, the Contra Costa County Fire Protection District, and the Rodeo-Hercules Fire Protection District began a cooperative agreement to establish and function as "Battalion 7". Narrowing San Pablo Avenue to 2 lanes will have a detrimental impact on emergency responders including but not limited to police and fire protection, and emergency ambulance services. Currently, the Cities of Pinole and Hercules have agreements providing fire and police mutual aid services and radio dispatch coverage for police and public works emergencies. In the event of emergencies, the Hercules Police Department would be unable to respond within a timely manner (5 minutes) if San Pablo Avenue is narrowed to 2 lanes. There is a sincere apprehension on the part of Hercules Public Safety personnel being able to quickly drive to Pinole and respond in an emergency situation. **F-16**

In addition, narrowing San Pablo Avenue to 2 lanes in Pinole would create a "bottleneck" at John Street, essentially closing the entrance to the Pinole Senior Center, a designated Emergency Shelter used by residents of Pinole, and Hercules. **F-17**

Emergency Evacuation Plan

There should be a thorough discussion on the impact of narrowing San Pablo Avenue to 2 lanes and the impact on Pinole's Emergency Evacuation Plan. We are unable to locate an analysis of the implication of narrowing San Pablo Avenue to 2 lanes, and the impact on existing businesses and residents of Pinole. If we are incorrect, please direct us to this discussion of San Pablo Avenue being reduced to 2 lanes as it relates to the Emergency Evacuation Plan in Pinole. **F-18**

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Letter F Continued

Obtaining Approvals from WCCTAC and CCTA Narrowing San Pablo Avenue

Page 2.0-19, Impact 4.4-7: "Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan and Zoning Code Update) would result in cumulative transportation impacts." Cumulatively Considerable level of significance. Mitigation Measure 4.4-3. **Difficult to locate Mitigation Measure 4.4.3 on page 4.4-46.** MM4.4-3 has a different level of significant impact: "If the City is able to work with WCCTAC and CCTA to revise the West County Action Plan, or the City modifies the proposed Circulation Element to be consistent with the adopted West County Action Plan, the project impact would be less than significant. However, since the outcome of the revision is dependent upon an action by another independent agency, this impact is considered significant and unavoidable." **F-19**

Wouldn't it be prudent to obtain approvals and concurrences with CCTA and WCCTAC on the Three Corridors Specific Plan including the proposed narrowing of San Pablo Avenue from 4-lanes to 2-lanes before proceeding with the General Plan and Draft EIR? **F-20**

If the Circulation Element is not modified approving the narrowing of San Pablo Avenue to a width of 2-lanes, then how can the Three Corridors Specific Plan be approved since a Consistency Finding is required to be made that the specific plan is consistent with the adopted General Plan goals, policies, and objectives? And if Pinole is unsuccessful with WCCTA and CCTA revising the West County Action Plan, would the General Plan, Three Corridors Specific Plan and Comprehensive Zoning Code be invalid? Or at least inconsistent with portions of the General Plan, Specific Plan and Zoning Ordinance? **F-21**

Page 2.0-21, Impact 4.4-8: Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan and Zoning Code Update) would conflict with multimodal transportation service objectives (MTSOs) identified in the West County Action Plan." **Cumulatively Considerable level of significance. See Mitigation Measure 4.4-3**. Page 4.4-26 of the Draft EIR dated July 2010 states: "Impact 4.4.3. Implementation of the proposed General Plan Update would result in changes to the circulation network, However, it would not increase hazards due to a design feature or incompatible uses. Therefore, the project impact is considered **less than significant**. (Different level of significance finding) Subsequent land use activities associated with implementation of the proposed General Plan Update may require new roadway construction or modification to the existing circulation network associated with specific projects; however, the design of any new roadways or modifications would be required to meet the City's roadway design standards. Adherent to such standards would preclude the construction of any unsafe design features. Therefore, the project impact is anticipated to be **less than significant**." **F-22**

No Mitigation Measures proposed. No Mitigation Measure 4.4-3 listed. Conflicts with Page 2.0-21, under Impact 4.4-8: Implementation of the proposed project (General Plan, Three Corridors Specific Plan and Zoning Code Update). Please explain discrepancy.

Page 2.0-29, Impact 4.7-6: "Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan and Zoning Code Update), together with past, present, and probable future projects in the Planning Area and larger regional context, would result in a **F-23**

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Letter F Continued

cumulatively significant loss of biological resources in the region. What is "LCC"? Unable to find LLC in the legend. **Related to Mitigation Measure 4.7.2a and MM 4.7.2b.** **F-23 cont.**

Page 2.0-43, Impact 4.12.1.2: "Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan and Zoning Code Update), along with other planned development and redevelopment within the GPU Planning Area, would contribute to the cumulative demand for fire protection and emergency medical services." **LCC level of significance, no mitigation measures proposed. Should have a discussion of Mutual Aid Agreements.** **F-24**

Page 3.0-13: "San Pablo Avenue is a 14-mile major arterial street connecting seven cities from northwestern Contra Costa County to southwestern Alameda County." Arterial streets are usually 4-lanes wide reserved for travel. **If San Pablo Avenue is proposed to be narrowed, did the Circulation Element re-classify San Pablo Avenue to another type of street? Such as a "Collector Street"? We were unable to locate any reference in the Draft General Plan other than a reference to an Action CE.3.1.1 on page 7.0-22: "Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F to create a more pedestrian-friendly environment and facilitate pedestrian and bicycle access and circulation."** **F-25**

Page 4.0-5, "Introduction to the Environmental Analysis and Assumptions Used". 2nd paragraph: "anticipated that the City of Pinole will have minimal growth in the future since the city currently includes approximately 64.69 acres of vacant land zoned for residential development outside of the Three Corridors Specific Plan areas. This would result in a development potential of 230 additional housing units and therefore an additional 655 persons in the City, but outside the Specific Plan areas." **F-26**

Page 4.0-6, Table 4.0-2, "Specific Plan Development Projections": Under the "Retail (s.f)" column, insert a comma rather than a decimal point for Appian Way; currently reads "561.260". Under the "Residential (Units)" column, the "Proposed Total" line should be "2,347" rather than "2,346", and the "Difference" line should be "1,077" rather than "1,076". Under the "Office (s.f.)" column, the "Proposed Total" line should be revised from "1,422,206" to "1,422,205", and the "Difference" line should be revised from "512,466" to "512,465". **F-27**

Page 4.1-9, "Consistency with Relevant Land Use Planning Documents (Standard of Significance 2)" The West County Action Plan is not discussed in the section. Is the West County Action Plan's policies, and goals discussed in another portion of the Draft EIR? Should there be a reference and examination analyzing consistency with the West County Action Plan in this section? **F-28**

As recently as Wednesday, August 18, 2010, traffic engineers from Kimley Horn (Anush Nejad) and the Alameda County Management Agency (Bijan Yarjani) were conducting traffic analysis impacts for the I-80 Integrated Corridor Mobility Project. Their traffic model was based on San Pablo Avenue being a 4-lane wide arterial street. The Integrated Corridor Mobility Project **F-29**

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Letter F Continued

incorporates a ramp-metering system along San Pablo Avenue from Rodeo to Oakland. The consultants from Kimley Horn are not aware of the proposed narrowing of San Pablo Avenue to two lanes. They should be included in your Responsible Agencies, or at least the "Interested Parties" notification list, and given an opportunity to comment on the proposed Draft EIR, Three Corridors Specific Plan, especially the San Pablo Avenue specific plan. **F-29 cont.**

Page 4.1-17, Table 4.1-4, "Specific Plan Development Projections": Include same corrections as in page 4.0-6, Table 4.0-2, "Specific Plan Development Projections" **F-30**

Page 4.2-7, "Population/Housing/Employment", under "Regional Housing Needs Allocation", last sentence: "The City of Pinole's housing needs allocation for the 2007-2014 planning period is 323 total units: 83 (26%) affordable to very low-income households, 49 (15%) affordable to low-income households, 48 (15%) affordable to moderate-income households, and 143 (44%) affordable to above moderate-income households (ABAG, 2008)" Since ABAG's RHNA number for the City of Pinole is only 323 housing units, is there a policy or goal in the revised General Plan that proposes Pinole provide additional units, and exceed ABAG's projections? Table 4.0-2 and 4.1-4 estimates 1,077 housing units will be constructed at build-out of the Three Corridors Specific Plan areas, granted the General Plan is a 30-year time frame, however, Pinole's Housing Element has a 7-year life expectancy. In addition, page 4.2-8, under "General Plan Update and Three Corridors Specific Plan" estimates an additional 230 housing units on 64.69 vacant acres could be constructed, bringing the total unit count to 1,307 new dwelling units in the City of Pinole in the year 2030. **F-31**

Page 4.4-36, misspelling in"Zoning Code Update", first sentence: "Updates to the Zoning Code are intended to **urther** clarify the types and forms of uses permitted.." **F-32**

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Letter F Dennis Tagashira, Planning Director, City of Hercules

Response F-1: The commenter requests an expansion of the intersection analysis to cover the following San Pablo Avenue intersections located in Hercules: Sycamore Avenue, John Muir Parkway and Willow Avenue. The reader is referred to Response D-3 regarding the Sycamore Avenue intersection.

While the Pinole General Plan Update Draft EIR does not analyze the John Muir Parkway and Willow Avenue intersections, they are included in the *Hercules Intermodal Transit Center (HITC) Traffic Impact Analysis* prepared by DKS Associates for the City of Hercules and dated February 10, 2010. Pages 34 and 35 of the HITC study has shown, with the exception of John Muir Parkway during the PM peak hour, both intersections would operate within acceptable standards (LOS C or D) during AM and PM peak hours. The John Muir Parkway intersection would operate at LOS F in the PM peak hour with and without the HITC project.

A comparison of unadjusted link volumes from CCTA travel demand model between 2030 Baseline and Proposed General Plan Update scenarios prepared for the proposed project indicated that vehicular volumes at the John Muir Parkway intersection are projected to decrease by 543 and 783 trips in the AM and PM peak hours, respectively; while volumes at the Willow Avenue intersection would increase by 65 trips in the AM peak hour and decrease by 74 trips in the PM peak hour. When comparing 2030 Baseline and Proposed General Plan Update without the narrowing of San Pablo Avenue scenarios, the vehicular volumes at the John Muir Parkway intersection are projected to increase by 25 trips in the AM peak hour but decrease by 69 trips in the PM peak hour; while at the Willow Avenue intersection, the volumes are projected to increase by 91 and 68 trips in the AM and PM peak hours, respectively.

With the exception of the AM peak hour at the Willow Avenue intersection, the traffic volumes at both intersections are projected to be reduced under the proposed General Plan Update scenario. During the AM peak hour, the project would cause an increase of 65 trips at the Willow Avenue intersection. As the intersection would operate at LOS A during that time period, this small increase in volume would not likely cause the intersection to deteriorate to an unacceptable level (LOS F).

Under the proposed General Plan Update without the narrowing of San Pablo Avenue scenario, the model projected increased volumes at both intersections during AM and PM peak hours except at the John Muir Parkway intersection during the PM peak hour, where the volumes would decrease by 69 trips. The moderate trip increase at the Willow Avenue intersection in both peak hours and at the John Muir Parkway intersection in the AM peak hour would be unlikely to degrade the operation to LOS F since the intersection is projected to operate at LOS D and LOS C in the AM and PM peak hours, respectively at the Willow Avenue intersection and at LOS C in the AM peak hour at the John Muir Parkway intersection according to the HITC study.

Response F-2: The commenter requests a discussion of the methodology used in the traffic study for allocating peak hour trips.

The reader is referred to pages 4.4-27 and -28 of the Draft EIR. These pages state that the Contra Costa Transportation Authority's Travel Demand Model was used to produce traffic volume forecasts for 2030 baseline conditions and 2030 proposed General Plan Update conditions. Further, the Draft EIR states that for the intersections, the future (2030) volumes were adjusted following the process established in the Contra Costa Transportation Authority (CCTA) Technical Procedures, using the Furness method.

The peak hour trip allocation was based on the CCTA travel demand model. The model produced travel forecasts based on land use data and other factors, such as the narrowing of San Pablo Avenue. The raw model forecast numbers were utilized to perform a post-model process known as Furness to derive the intersection turning movement volumes. The Furness method took into account the projected growth between the base and future years from the model as well as the existing intersection counts.

Response F-3: The commenter indicates that San Pablo Avenue is a "Route of Regional Significance" and suggests that the City consult with the Contra Costa Transportation Authority prior to implementing the proposed narrowing of the roadway from four lanes to two travel lanes.

The comment does not pertain to the environmental analysis contained in the Draft EIR. The City has had ongoing communication with CCTA regarding the narrowing of a portion of San Pablo Avenue within the Old Town area and forwarded a copy of the Draft EIR to CCTA for review and comment. The comment is noted for the consideration of the decision-makers.

Response F-4: The commenter describes a regional traffic signal interconnect project, the "San Pablo Avenue Traffic Interconnect Project" as well as Alameda County Congestion Management Agency's Smart Corridors Program and suggests that the proposed narrowing of San Pablo Avenue could affect these projects and the cities of West Contra Costa County. The commenter requests that the City notify these cities and provide a copy of the Specific Plan for their review and comment.

Though this comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR, it should be noted that the Notice of Preparation for the proposed project was circulated for public review in accordance with Section 15082 of the State CEQA Guidelines and was submitted to the State Clearinghouse for distribution and notification on February 17, 2009. In addition, the Draft EIR was provided to interested public agencies and made available for review at the City beginning on July 7, 2010. The comment is noted for the consideration of the decision-makers.

Response F-5: The commenter requests further, detailed analysis of potential impacts related to development of an undeveloped area north of Samuel Street

at a higher density than previously permitted as proposed by the General Plan Update. The commenter states that impacts related to traffic, historic building preservation, emergency vehicle access, aesthetics, and public safety could result from development of this area under the proposed General Plan Update.

The Draft EIR is a program-level EIR and, as such, is not required to analyze potential impacts of individual development projects which may occur during the planning horizon of the proposed General Plan Update. Development of the subject parcel would require further, project-level environmental review which would provide a detailed analysis of emergency vehicle and disabled access, aesthetics, and traffic. However, it should be noted that the General Plan contains Action HS.4.1.3 which requires the City to establish policies to ensure adequate access for emergency vehicles and equipment. The General Plan also contains Action CC.1.1.1, Policy CC.1.5, and Action CC.1.5.3 which would ensure that new development on the parcel would be compatible with the surrounding residential uses through implementation of the City's Residential Design Criteria and the Zoning Code. The General Plan also contains Policy CE.8.1 which requires new development to provide pedestrian facilities that are safe and accessible for all members of the community. The reader is further referred to Section 4.1, *Land* Use, Section 4.4, *Traffic and Circulation*, Section 4.10, *Cultural and Paleontological Resources*, Section 4.11, *Visual Resources/Light and Glare*, of the Draft EIR.

It should also be noted that in response to public input received since the close of public review of the DEIR, the City is considering reducing the maximum allowable density within the John Street and Samuels Street vicinity including the property to which the commenter refers. The comment is noted for the consideration of the decision-makers.

Response F-6: The commenter states that the City of Pinole provides automatic response aid to the Hercules Fire and Police Departments. The commenter further suggests that the proposed narrowing of San Pablo Avenue from four lanes to two could interfere with emergency vehicle response times and access between the two cities.

The project proposes to narrow a portion of San Pablo Avenue from four travel lanes to two with left turn pockets at intersections. The proposed narrowing would increase delay at a number of intersections on San Pablo Avenue; thereby potentially increasing travel time for emergency vehicles traveling between Hercules and Pinole should the need for mutual assistance arise. While the increase in travel time for emergency vehicles is a legitimate concern, the emergency aid provided by Hercules to Pinole and vice versa is only a back-up to each city's own emergency response service. In contrast, pedestrians and bicyclists would experience the benefits of a narrowed roadway on a daily basis.

As shown on page 4.4-34 of the Draft EIR, the delays on San Pablo Avenue would be more pronounced during the AM peak period, which generally occurs between 7 a.m. and 9 a.m. During the AM peak hour when most businesses along San Pablo Avenue would not yet be opened, it is

reasonable to expect a lower demand for on-street parking. Therefore, there would likely be more curb space available for vehicles to pull over and allow emergency vehicles to pass. Therefore, while the proposed narrowing of San Pablo Avenue could potentially increase travel times for emergency vehicles during the AM peak period, the impact would not significantly interfere with emergency vehicle response times and access between the two cities.

Response F-7: The commenter suggests that Railroad Avenue be improved and opened to vehicle traffic to provide an additional route for emergency vehicles between the cities of Pinole and Hercules.

The comment does not pertain to the environmental analysis contained in the Draft EIR; however, the comment is noted for the consideration of the decision-makers.

Response F-8: The commenter states that the City of Pinole provides sewer services for the City of Hercules and, therefore, the EIR should address potential impacts to the Pinole-Hercules existing wastewater treatment plant.

The reader is referred to Impact 4.12.6.1 on page 4.12-61 of Section 4.12, *Public Services and Utilities*, of the Draft EIR. Potential impacts resulting from adoption and implementation of the proposed General Plan Update related to wastewater service have been adequately addressed in the Draft EIR. Furthermore, future projects would require further, project-level environmental review which would address potential impacts to the wastewater treatment plant. Therefore no additional policies or mitigation is required.

Response F-9: The commenter states that the cities of Pinole and Hercules are interconnected. The commenter further states that implementation of the proposed Specific Plan has the potential to reduce or eliminate natural habitat.

The comment is noted. The reader is referred to Impacts 4.7.1 through 4.7.4 on pages 4.7-31 through 4.7-47 of Section 4.7, *Biological Resources*, of the Draft EIR. Potential impacts to wildlife habitat are adequately addressed in the Draft EIR and no further response is necessary.

Response F-10: The commenter states that implementation of the proposed General Plan Update would potentially endanger home owners by allowing development on unstable slopes beyond what is presently allowed within Pinole.

The comment is noted. The reader is referred to Impact 4.8-1 on pages 4.8-20 though 4.8-22 of Section 4.8, *Geology and Soils*, of the Draft EIR. As noted in this impact discussion, all future development projects will be required to comply with the California Building Code and submit a geotechnical study to ensure that projects are designed and constructed to withstand geological and soil hazards as required. Potential impacts related to landslides and slope instability are adequately addressed in the Draft EIR and no further response is necessary.

Response F-11: The commenter states that the proposed General Plan Update does not require developers to fund infrastructure improvements.

The General Plan Update does include policies and actions that require developers to fund infrastructure improvements necessitated by proposed development including policies: GM.2.2, GM.2.2.1, GM.2.2.2, GM.2.2.4, GM.2.3, GM.2.3.2, CE.3.3, and CE.4.3. The comment does not pertain to the environmental analysis contained in the Draft EIR; however, it is noted for the consideration of the decision-makers.

Response F-12: The commenter requests that the City reconsider the adoption of the proposed Specific Plan due to the potential traffic and other environmental impacts that would result from its implementation. The commenter suggests implementation of a pilot program in which a smaller segment of San Pablo Avenue is narrowed in order to determine all potential consequence before fully implementing the Specific Plan for this corridor.

The comment does not pertain to the environmental analysis contained in the Draft EIR; however, it is noted for the consideration of the decision-makers.

Response F-13: The commenter notes that the proposed Specific Plan references San Pablo Avenue as being a Priority Development Area and asks which agency identified it as such.

San Pablo Avenue has been identified by the Association of Bay Area Governments (ABAG) as a Priority Development Area. The reader is referred to the following ABAG website link for further information: http://www.bayareavision.org/initiatives/PDFs/PDAs_11x17.pdf. The comment does not pertain to the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response F-14: The commenter requests further explanation of how the proposed Specific Plan will incorporate transit services into the area in order to achieve a transit-oriented lifestyle. The commenter further requests clarification on how the addition of transit services may conflict on the stated goal of creating a pedestrian-friendly environment.

The proposed Specific Plan includes future right of way configuration changes for three major transportation corridors within Pinole: San Pablo Avenue, Pinole Valley Road, and Appian Way. Each of these corridors include existing bus service and the proposed project which includes the General Plan and Zoning Code Update as well as the Specific Plan includes provisions for close coordination with WestCAT and AC Transit to ensure that coordination occurs between future development and future transit service. The proposed project focuses planned development along these three corridors by allowing greater land use intensity and decreased auto parking requirements in order to increase future transit ridership by making existing transit corridors more inviting for non-auto users over time. The provision of transit service does not conflict with a pedestrian-friendly

environment provided that thoughtful designs are applied for both transit service and pedestrian facilities such as transit stop locations, sidewalk widths and street furniture. The comment does not pertain to the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response F-15: The commenter requests an expansion of the intersection analysis to cover the following San Pablo Avenue intersections located in Hercules: Sycamore Avenue, John Muir Parkway and Willow Avenue. The reader is referred to Response D-3 and F-1.

Response F-16: The commenter summarizes information provided in the Draft EIR regarding acreages within the Planning Area and the projected number of residential units and total population of the City under the proposed General Plan Update. The commenter further notes several impact statements and the corresponding levels of significant regarding emergency access and fire and police protection services. The commenter suggests that the proposed narrowing of a portion of San Pablo Avenue from four lanes to two could interfere with emergency vehicle response times and access between Pinole and Hercules.

The reader is referred to Response F-6. The comment is noted for the consideration of the decision-makers.

Response F-17: The commenter states that the proposed narrowing of a portion of San Pablo Avenue from four lanes to two would create a "bottleneck" at John Street affecting the entrance to the Pinole Senior Center, a designated emergency shelter for Pinole and Hercules.

Preliminary design of the proposed San Pablo Avenue roadway narrowing indicates that the narrowing would commence about 750 feet east of John Street or about 920 feet east of Charles Avenue (main access to the Senior Center). Therefore, a bottleneck situation would not occur at either intersection and the entrance to the Senior Center would not be significantly affected. As shown on Page 4.4-34 of the DEIR, with the exception of the AM peak hour operation with the proposed narrowing of San Pablo Avenue, when the intersection would operate at LOS E, the John Street intersection would function within acceptable standards. It is not projected that access to the Pinole Senior Center would be blocked as a result of the implementation of the proposed project. However, the comment is noted for the consideration of the decision-makers.

Response F-18: The commenter states that the Draft EIR should contain a thorough analysis of the potential impacts of narrowing San Pablo Avenue on the City's emergency evacuation plan.

The reader is referred to Impact 4.6.4 on pages 4.6-24 through 4.6-26 of the Draft EIR. This impact addresses the project's potential to interfere with emergency response plans. As discussed under this impact, individual projects, such as the proposed narrowing of a portion of San Pablo Avenue, would require further project-level review that would address specific impacts to emergency response. This discussion further indicates

that the City routinely updates its Emergency Operations Plan to reflect current conditions, such as a change in a major roadway within the City.

The reader is further referred to Response F-6. The comment is noted for the consideration of the decision-makers.

Response F-19: The commenter states that the level of significance, after mitigation, of Impact 4.4-7 shown in Section 2.0, *Executive Summary*, and Section 4.4, *Traffic and Circulation* are inconsistent.

The text of Section 4.4, *Traffic and* Circulation, of the Draft EIR has been revised based on this comment. These revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response F-20: The commenter suggests that the City obtain all necessary approvals from CCTA and WCCTAC on the proposed Specific Plan and San Pablo Avenue roadway narrowing before proceeding with the General Plan and Draft EIR.

The Draft EIR is a program-level document that analyzes a long-range planning document. The proposed narrowing of a portion of San Pablo Avenue would require further project-level environmental review prior to its implementation. Furthermore, the environmental review process is generally completed prior to obtaining specific approvals for a project, as the potential environmental consequences of a project must be considered as part of the approval process. However, the comment is noted for the consideration of the decision-makers. The City will obtain and comply with all CCTA and WCCTA approvals as necessary.

Response F-21: The commenter states that if the City is unsuccessful in coordinating with WCCTAC and CCTA on modifying the West County Action Plan per mitigation measure MM 4.4.3 and instead the Circulation Element of the General Plan is modified to be consistent with the Action Plan, the Three Corridors Specific Plan would then be inconsistent with the General Plan. The commenter further notes that the Three Corridor Specific Plan is required to be consistent with the General Plan and asks if the General Plan, Three Corridors Specific Plan and Zoning Code would be invalid.

The Draft EIR evaluates the proposed project however the commenter speculates on the result if the proposed project is unsuccessful. While all zoning codes must be consistent with the General Plan, Government Code §65860(c) allows the City to amend the zoning code "…within a reasonable time so that it is consistent with the general plan as amended." As such, the City has the ability to amend the General Plan to reflect actions outlined in MM 4.4.3 and then take whatever subsequent actions are needed to bring the remainder of the city's policies and codes into compliance with the General Plan within a reasonable period of time. Should the City choose to modify the Circulation Element of the General Plan in order to make it consistent with the West County Action Plan (i.e., change the minimum required level of service for the intersections identified in mitigation measure MM 4.4.3) the Three Corridors

Specific Plan would also have to be modified to ensure consistency between the documents. It is not possible to anticipate the outcome of the City's coordination efforts with WCCTAC and CCTA on modification of the West County Action Plan. However, the Draft EIR analyzed the proposed project with and without the narrowing of San Pablo Avenue. The comment is noted for the consideration of the decision-makers.

Response F-22: The commenter states that there are discrepancies in Section 2.0, *Executive Summary*, and Section 4.4, *Traffic and Circulation*, of the Draft EIR related to the level of significance and mitigation measures of Impacts 4.4-3 and 4.4-8.

The comment is not clear. It appears the commenter has confused Impacts 4.4.3 and 4.4.4.

The reader is referred to pages 2.0-18 and -19 and pages 4.4-44 through -46 of the Draft EIR. Impact 4.4.3 was determined to be significant and mitigation measure MM 4.4.3 was provided. However, with mitigation the impact was determined to be significant and unavoidable. Mitigation measure MM 4.4.3 is shown on pages 4.4-46 and 2.0-18.

The reader is also referred to pages 2.0-20 and pages 4.4-53 through -54. Impact 4.4.8 was determined to be cumulatively considerable and mitigation measure MM 4.4.3 was referenced. However, with mitigation the impact was determined to be cumulatively considerable and significant and unavoidable.

Response F-23: The reader asks for the abbreviation LCC to be defined in Section 2.0, *Executive Summary*, of the Draft EIR. The text has been revised based on this comment. These revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response F-24: The commenter references Impact 4.12.1.2 on page 2.0-43 of the Draft EIR and states that the impact should include a discussion of mutual aid agreements.

The reader is referred to page 4.12.1 of the Draft EIR which describes the operations of the Pinole Fire Department including its interactions with other fire agencies in the region including automatic and mutual aid. The reader is further referred to Impact 4.12.1.2 on pages 4.12-8 and 4.12-9 which acknowledges that cumulative growth in the region will result in increased demands for fire protection services from multiple agencies in the region. Finally, the reader is referred to Action CS.2.3.1 which states that the City will continue working with members of Battalion 7 and other emergency services provides to optimize the allocation of resources and most efficiently provide mutual aid in Pinole and surrounding communities.

Response F-25: The commenter notes that San Pablo Avenue is currently designated an arterial street which usually provide four travel lanes. The commenter further asks if the proposed General Plan Circulation Element

redesignated San Pablo Avenue as a result of the proposed narrowing to two travel lanes.

The comment does not pertain to the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response F-26: The commenter references text from page 4.0-5, second paragraph of the Draft EIR. No comment is provided. Therefore, no response is required.

Response F-27: The commenter suggests several changes to Table 4.0-2 on page 4.0-6 of the Draft EIR. The table has been revised based on this comment. These revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response F-28: The commenter notes that the West County Action Plan is not discussed under Impact 4.1.2 on pages 4.1-9 through -13 of Section 4.1, *Land Use*, of the Draft EIR.

Impact 4.1.2 addresses potential conflicts between the proposed project and any applicable land use plan, policy, or regulation per CEQA Guidelines Appendix G. The West County Action Plan is a regional transportation plan and does not regulate land use. The reader is referred to Section 4.4, *Traffic and Circulation*, of the Draft EIR. Potential conflicts with the West County Action Plan are addressed throughout this section and, in particular, under Impact 4.4.3 on pages 4.4-44 through -46 and under Impact 4.4.8 on pages 4.4-53 through -54.

Response F-29: The commenter states that a traffic consulting firm and the Alameda County Management Agency are currently conducting traffic analysis impacts for the I-80 Integrated Corridor Mobility Project. The commenter further states that the proposed narrowing of San Pablo Avenue could affect this analysis and that these entities should be considered Interested Parties and given an opportunity to review and comment on the Draft EIR.

Though this comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR, it should be noted that the Notice of Preparation for the proposed project was circulated for public review in accordance with Section 15082 of the State CEQA Guidelines and was submitted to the State Clearinghouse for distribution and notification on February 17, 2009. In addition, the Draft EIR was provided to interested public agencies and made available for review at the City beginning on July 7, 2010. The comment is noted for the consideration of the decision-makers.

Response F-30: The commenter suggests several changes to Table 4.1-4 on page 4.1-17 of the Draft EIR. Table 4.1-4 contains the same information as Table 4.0-2. The reader is referred to Response F-25.

Response F-31: The commenter shows that the maximum number of housing units that could be constructed under the proposed General Plan Update and

Specific Plan exceeds ABAG's Regional Housing Needs Allocation (RHNA) by 984 units. The commenter further asks if the proposed General Plan Update contains policies proposing that the City provide additional units beyond its RHNA.

The proposed project includes a planning time horizon of 20 years (i.e., 2010-2030), whereas the ABAG RHNA process includes a planning time horizon of 7 years (i.e. 2007-2014). The proposed project addresses housing needs over a longer period and includes land use changes needed to implement the City's State-certified Housing Element that was adopted in July 2010. The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR and no further comment is necessary. However, the comment is noted for the consideration of the decision-makers.

Response F-32: The commenter identifies a typographical error. The text has been revised based on this comment. The revision is shown in Section 3.0 of this FEIR, *Errata*, and does not change the analysis or conclusions regarding impacts of the project.

Letter G

Lee Higgins, PG
Environmental Project Manager

Chevron Environmental Management Company
6111 Bollinger Canyon Road
BR1Y/3484
San Ramon, CA 94583
Tel (925) 543-2365
Fax (925) 543-2323
leehiggins@chevron.com

August 23, 2010

Stakeholder Correspondence – City of Pinole

Winston Rhodes, Planning Manager
City of Pinole, Community Development Department
2131 Pear Street,
Pinole, California 94564

Subject: **Comments on the Environmental Impact Report for the City of Pinole General Plan Update**
Chevron Environmental Management Company
Historical Pipeline Portfolio–Bakersfield to Richmond

Dear Mr. Rhodes:

Chevron Environmental Management Company (CEMC) recently became aware of the Draft Environmental Impact Report for the City of Pinole General Plan update (DEIR). The purpose of this letter is to notify the City of Pinole as to the location of a formerly active crude-oil pipeline within the City of Pinole (Figure 1), and to provide background information about the former pipeline. The intent is that information regarding the location and construction of this pipeline will be incorporated into future project engineering and environmental plans.

Portions of the former Old Valley Pipeline (OVP) existed in central Pinole. The OVP was installed in the early 1900s and carried crude oil from the Kern River Oil Fields in and near Bakersfield to the Richmond Refinery until pipeline operations ceased in the 1940s. **G-1**

The OVP system was originally installed at depths ranging from 18 inches to 10 feet below ground surface. The steel pipeline was typically encased in a protective coating composed of coal tar and asbestos-containing felt material (ACM). When pipeline operations ceased, the pipeline was taken out of commission. The degree and method of decommission varied; in some instances the pipeline was removed, while in others it remains in place.

Evidence of historic releases associated with the former OVP is sometimes identified during the course of underground utility work and other subsurface construction activities near the former pipeline right of way (ROW). Residual weathered crude oil associated with former OVP operations can usually be observed visually; however, analytical testing is necessary to confirm the identity of the affected material. Analytical results from risk assessments performed by CEMC at numerous historical pipeline release sites confirm that soil affected by the historic release of crude oil from the pipeline is non-hazardous, and does not pose significant risks to human health. **G-2**

Figure 1 illustrates the location of the pipeline ROW within the City of Pinole.

Letter G Continued

Mr. Winston Rhodes – City of Pinole
August 23, 2010
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CEMC recommends that project proponents be prepared to potentially address residual weathered crude oil, pipeline, and ACM from the former OVP during subsurface construction activities. This potentiality is easily managed with some advanced planning. CEMC would appreciate being informed of proposed development projects and any encountered petroleum, pipelines, and pipeline-related ACM in the vicinity of the former OVP ROW. **G-2 cont.**

For more information regarding the historic pipeline, please visit http://www.hppinfo.com/. If you have any questions, require additional information, or would like to request more detailed maps, please call SAIC-Benham consultant Tom Burns (thomas.a.burns@saic.com) at (916) 979-3748. **G-3**

Sincerely,

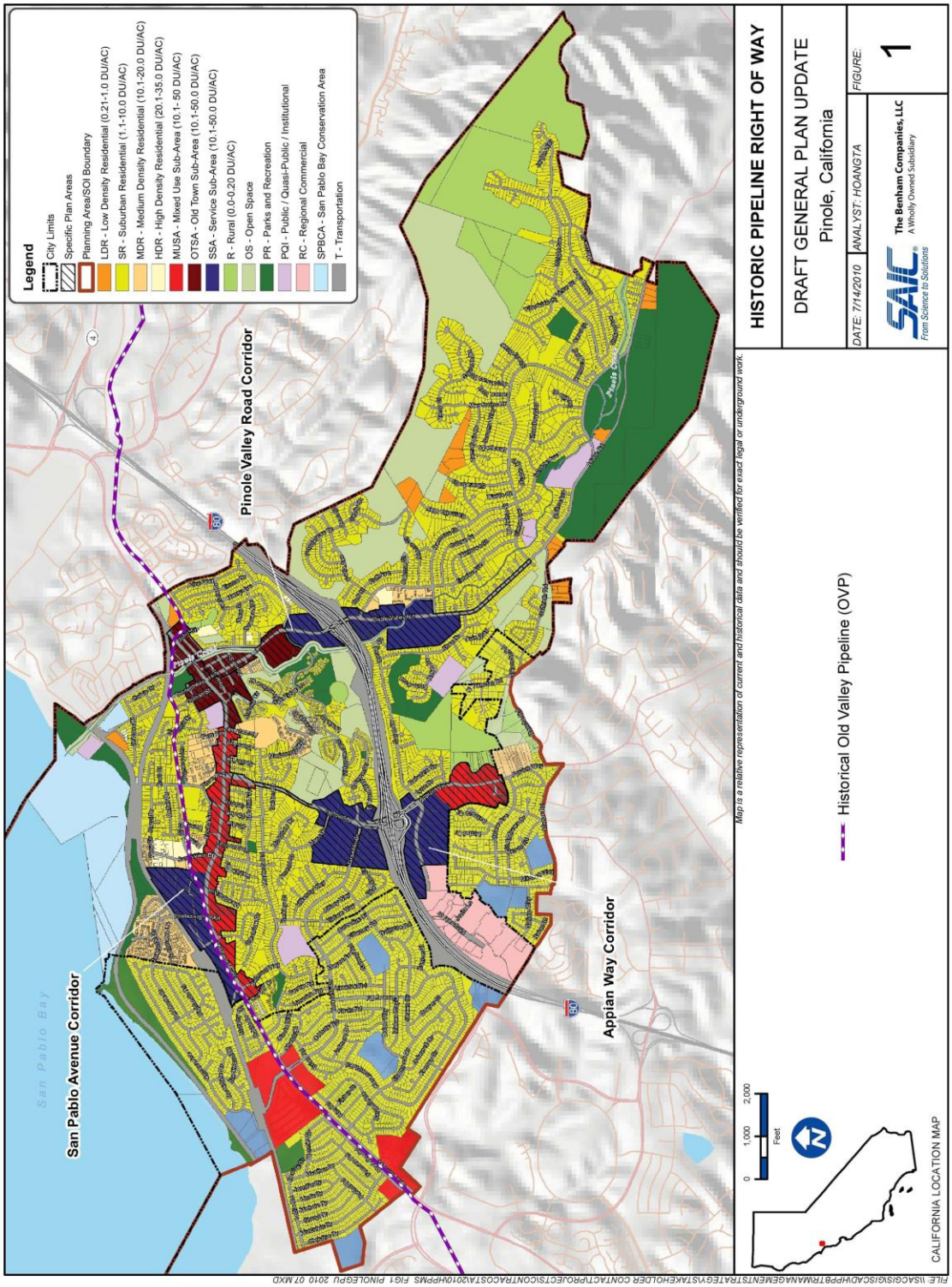
Lee Higgins

LPH/klg

Enclosures:
Figure 1. Historical Pipeline Right of Way – Draft General Plan Update, Pinole, CA

cc: Mr. Tom Burns – SAIC
3800 Watt Avenue, Suite 210, Sacramento, California 95821
Mr. Mike Jenkins – SAIC (letter only)
3800 Watt Avenue, Suite 210, Sacramento, California 95821

Letter G Continued



Letter G **Lee Higgins, PG, Environmental Project Manager, Chevron Environmental Management Company**

Response G-1: The commenter states that a formerly active crude-oil pipeline exists within the City and provides a description of its location and background information on the pipeline.

The comment is noted and the commenter is thanked for the information provided to the City. The presence of underground gas pipelines within the City is acknowledged on page 4.6-18 of the Draft EIR, however, specific pipeline locations were not identified. Therefore the specific information regarding the pipeline identified here by the commenter has now been added to the Draft EIR. The revisions are shown in Section 3.0 of this FEIR, *Errata*, and do not change the analysis or conclusions regarding impacts of the project.

Response G-2: The commenter states that evidence of historic releases associated with the identified pipeline have been discovered during subsurface construction activities near the pipeline right of way. The commenter further states that while analytical testing will be required to determine the type and extent of any observed soil contamination, risk assessments performed at historical pipeline release sites have shown that crude oil releases from the pipeline are non-hazardous.

The reader is referred to Impact 4.6.2 on pages 4.6-17 through 4.6-21 of the Draft EIR. This impact addresses the potential for construction-related ground disturbing activities to result in the discovery of and exposure to contaminated soils. The General Plan contains Action HS.3.5.4 which requires that any known or discovered hazardous material should be cleaned up and any impacts mitigated as required by the governing law at the time of new development.

Response G-3: The commenter requests that the Chevron Environmental Management Company (CEMC) be informed of proposed development projects and any encountered portions of the identified pipeline or associated contamination.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. However, the comment is noted for the consideration of the decision-makers.

Letter H

NATURAL RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, GOVERNOR

DEPARTMENT OF CONSERVATION

Managing California's Working Lands

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

August 23, 2010

VIA EMAIL: wrhodes@ci.pinole.ca.us
Mr. Winston Rhodes, Planning Manager
City of Pinole
Community Development Department
2131 Pear Street
Pinole CA 94564

Subject: DEIR for the City of Pinole General Plan Update - SCH# 2009022057

Dear Mr. Rhodes:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the DEIR for the City of Pinole General Plan Update. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's potential impacts on agricultural land and resources. **H-1**

Project Description:

The City of Pinole is located in the San Francisco Bay Area, on the shores of San Pablo Bay in western Contra Costa County. The city currently occupies 7,438 acres including 3,490 acres of land, and 3,948 acres within San Pablo Bay. The General Plan Update (GPU) Planning Area boundary includes the area within the city limits as well as the existing sphere of influence (SOI), which contains 1.7 square miles, or 1,105 acres. The GPU Planning Area encompasses a total of approximately 8,445 acres. In addition, there is a city-adopted Urban Limit Line located along the southeastern city limits, beyond which annexations are not permitted.

The DEIR states that the City does not have any agricultural zoning designations within its boundaries nor are there any agricultural land designations within the City SOI boundaries (unincorporated County lands). However, the City and County do have Open Space designations. The GPU Planning Area appears to be designated Urban Built-Up, Grazing Land, and Other Land per the Department of Conservation, Farmland Mapping and Monitoring Program's (FMMP) Contra Costa County map. **H-2**

Division Comments:

Per the DEIR, areas designated Open Space in the Pinole General Plan can describe natural resource production including: forest land, rangeland, agricultural land and areas of economic importance for the production of food and fiber. However, the DEIR does not mention that a

The Department of Conservation's mission is to balance today's needs with tomorrow's challenges and foster intelligent, sustainable, and efficient use of California's energy, land, and mineral resources.

Letter H Continued

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portion of the General Plan Update area is also designated Grazing Land by the Department of Conservation FMMP Contra Costa County map. Out of the 8, 445 acres proposed in the General Plan update, only 322 acres are proposed for rural uses and 373 acres for open space. If any of the land, designated as Grazing Land by the FMMP will be converted to urban uses for the General Plan Update, then the Division recommends that the Final EIR address the following items to provide a comprehensive discussion of potential impacts of the project on agricultural land and activities: **H-2 cont.**

Agricultural Setting of the Project

- Location and extent of Grazing Land in and adjacent to the GPU area.
- Current and past agricultural use of the GPU area. Please include data on the types of crops grown, uses, and any crop yields and farm gate sales values.

To help describe the full agricultural resource value of the soils on the site, the Department recommends the use of economic multipliers to assess the total contribution of the site's potential or actual agricultural production to the local, regional and state economies. Two sources of economic multipliers can be found at the University of California Cooperative Extension Service and the United States Department of Agriculture (USDA). **H-3**

Project Impacts on Agricultural Land

When determining the agricultural value of the land, it's important to recognize that the value of a property may have been reduced over the years due to inactivity, but it does not mean that there is no longer any agricultural value. The *inability* to farm the land for agriculture, rather than the choice not to do so, is what could constitute a reduced agricultural value. The Division recommends the following discussion under the Land Use or Agricultural Recourses section of the Final EIR: **H-4**

- Type, amount, and location of agricultural land conversion resulting directly and indirectly from GPU implementation and growth inducement, respectively.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, etc.
- Incremental project impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed GPU, as well as impacts from past, current, and likely projects in the future.

Under California Code of Regulations Section 15064.7, impacts on agricultural resources may also be both quantified and qualified by use of established thresholds of significance. As such, the Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model. The California LESA model is a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available on the Division's website at: **H-5**

http://www.consrv.ca.gov/DLRP/qh_lesa.htm

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Mitigation Measures

Although direct conversion of agricultural land is often an unavoidable impact under California Environmental Quality Act (CEQA) analysis, mitigation measures must be considered. The adoption of a Statement of Overriding Consideration does not absolve an agency of the requirement to implement feasible mitigation that lessens a project's impacts. A principal purpose of an EIR is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and, therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation. Rather, the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline §15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact. **H-6**

All potentially feasible measures should be included in the FEIR. Each measure should be discussed, as well as the reasoning for selection or rejection. A measure brought to the attention of the Lead Agency should not be left out unless it is infeasible based on its elements. **H-7**

Finally, when presenting mitigation measures in the FEIR, it is important to note that mitigation should be specific, measurable actions that allow monitoring to ensure their implementation and evaluation of success. A mitigation consisting only of a statement of intention or an unspecified future action may not be adequate pursuant to CEQA. One way to accomplish this would be to require a mitigation program or policy to be incorporated into the City of Pinole General Plan Update for application to future specific project development. This can be accomplished by incorporating a program or policy into the General Plan which would require mitigation for loss of agricultural resources from specific future projects permitted within the City of Pinole planning area. **H-8**

The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department recommends the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If growth inducing or cumulative agricultural impacts are involved, the Department recommends that this ratio of conservation easements to lost agricultural land be increased. Conservation easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline §15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation. **H-9**

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence the search for **H-10**

Letter H Continued

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replacement lands should be conducted regionally or statewide, and not limited strictly to lands within the project's surrounding area. **H-10 cont.**

Thank you for giving us the opportunity to comment on the DEIR for the City of Pinole General Plan Update. Please provide this Department with the date of any hearings for this particular action, the Final EIR, and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411. **H-11**

Sincerely,

Dan Otis
Program Manager
Williamson Act Program

cc: State Clearinghouse

Letter H Dan Otis, Program Manager, California Department of Conservation

Response H-1: The commenter states that the California Department of Conservation (DOC) Division of Land Resource Protection monitors state-wide farmland conversion and administers the Williamson Act and other conservation programs.

The comment does not pertain to the environmental analysis contained in the Draft EIR.

Response H-2: The commenter notes that the Planning Area is designated Urban and Built-Up Land, Other Land, and Grazing Land per the DOC's Contra Costa County Important Farmland Map. The commenter states that the Draft EIR project description does not mention that the Planning Area contains Grazing Land. The commenter further states that the Draft EIR should analyze the location and extent of Grazing Land, as well as the current and past agricultural uses of the Planning Area, if any of the land designated Grazing Land will be converted to urban uses.

CEQA Guidelines Section 21060.1 defines "Agricultural land" as prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California. Furthermore, the impact analysis provided in the Draft EIR is based on the CEQA Guidelines Appendix G, which identifies a potentially significant agriculture resource impact as one that would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

As stated on page 1.0-7 of the Draft EIR, the City of Pinole is largely urbanized and there are no existing agricultural operations within the General Plan Planning Area. According to the DOC's most recent Important Farmland Map for Contra Costa County (2008) there is no land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the Planning Area. There is land designated Grazing Land within the Planning Area; however, the CEQA Guidelines do not require that an EIR analyze the impacts of grazing land conversion. Therefore, no further response is required.

Response H-3: The commenter recommends using economic multipliers to assess the contribution of the site's agricultural production to the economy and to help describe the full agricultural resource value of the soils on the site.

As discussed under Response H-2 above, the Planning Area does not contain any agricultural land as defined by the State CEQA Guidelines.

Response H-4: The commenter states that, when determining the value of agricultural land, it is important to recognize that the value of a property may be reduced by inactivity but that inactivity does not mean there is no agricultural value. The commenter recommends that the Final EIR discuss

agricultural land conversion, impacts on current and future agricultural operations, and cumulative impacts on agricultural lands.

As discussed under Response H-2 above, the Planning Area does not contain any agricultural land as defined by CEQA. There are no agricultural operations in existence within the General Plan Planning Area; therefore implementation of the General Plan Update will have no impact on agricultural operations or agricultural lands. Therefore, no discussion regarding agricultural land conversion, impacts on current and future agricultural operations, or cumulative impacts on agricultural lands is required.

Response H-5: The commenter describes the DOC's version of the USDA Land Evaluation and Site Assessment (LESA) Model, stating that it can be used for establishing project-specific impacts on farmland and for rating the value of alternative sites.

As described on page 3.0-37 of the Draft EIR, this EIR provides a programmatic environmental review of implementation of the General Plan Update, Three Corridors Specific Plan, and Zoning Code Update. Project-specific impacts associated with future development projects will be analyzed at such time as they are proposed. Furthermore, the Planning Area does not contain any agricultural land or operations; therefore, no impacts associated with farmland would occur.

Response H-6: The commenter states that although conversion of agricultural lands is often an unavoidable impact under CEQA, mitigation measures must be considered. The commenter discusses the purpose of an EIR to present a discussion of mitigation measures in order to fully inform decision makers and the public about ways to reduce a project's impact. The commenter also notes that reduction to a level below significance is not a criterion for mitigation; rather the criterion is feasible mitigation that would lessen impacts.

As discussed under Response H-2 above, the Planning Area does not contain any agricultural land as defined by CEQA. There are no agricultural operations in existence within the General Plan Planning Area; therefore no conversion or loss of agricultural resources will occur as a result of implementation of the General Plan Update. As such, no mitigation is required.

Response H-7: The commenter states that all potentially feasible mitigation measures should be included in the Final EIR and that a measure brought to the attention of the Lead Agency should not be left out unless it is infeasible based on its elements.

The reader is referred to Response H-6 above.

Response H-8: The commenter states that mitigation should be specific, measurable actions that allow monitoring to ensure implementation and evaluation of success. The commenter further states that a mitigation consisting only of

a statement of intention or an unspecified action may not be adequate pursuant to CEQA. The commenter suggests incorporating a policy or program into the General Plan which would require mitigation for loss of agricultural resources from specific future projects in the Planning Area.

The reader is referred to Response H-6 above.

Response H-9: The commenter states that loss of agricultural land represents a permanent reduction in the state's agricultural resources and recommends the use of permanent agricultural conservation easements to compensate for direct loss of agricultural land. The commenter states that this measure is highlighted because of its acceptance and use by lead agencies as an acceptable mitigation measure under CEQA.

The reader is referred to Response H-6 above.

Response H-10: The commenter discusses two options for implementing agricultural conservation easements and states that the conversion of agricultural land should be at least deemed regionally significant.

The reader is referred to Response H-6 above.

Response H-11: The commenter thanks the City of Pinole for the opportunity to comment on the Draft EIR and requests to be informed of the date of the final hearing and be provided copies of the Final EIR and any staff reports.

The comment does not pertain to the environmental analysis contained in the Draft EIR.

Letter I

Department of Conservation & Development

Contra Costa County

Catherine O. Kutsuris
Director

Aruna Bhat
Deputy Director
Community Development Division

Community Development Division

County Administration Building
651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553-1229
Phone: (925) 335-1220

RECEIVED
AUG 25 2010
CITY OF PINOLE
DEV. SERV.

August 24, 2010

Winston Rhodes, Planning Manager
City of Pinole, Community Development Department
2131 Pear Street
Pinole, CA 94564

RE: Comments on Draft Environmental Impact Report (DEIR) for General Plan Update.
Lead Agency: City of Pinole

Dear Mr. Rhodes:

Thank you for providing the Department of Conservation and Development, Contra Costa County an opportunity to comment on the above captioned project. After reviewing the environmental document, the Transportation Planning Section would like to provide the following comments on the Traffic section and analysis presented in the DEIR: **I-1**

1. P. 4.4-27: Roadway Networks. The latest available CCTA Model was reviewed to ensure that future regional roadway improvements are included as part of the future 2030 condition. For the 2030 baseline condition, this included the planned Appian Way widening from two lanes to four lanes between San Pablo Dam Road and Manor Road outside the city limit. For the proposed General Plan, modifications included the proposed narrowing of San Pablo Avenue between Oakridge Road and the eastern city limit. **I-2**

   - Comment: It should be noted that the County is undergoing a General Plan Amendment that would eliminate the future widening of Appian Way (b/w San Pablo Dam Road and Manor Road), and leave the arterial in its current condition. This would call for the need to engage in cooperative efforts to plan for the transition from the 4-lane section of Appian Way to the 2-lane section. The widening of Appian Way is also not part of the West County Action Plan for this regional route.

2. P. 4.4-30: "For [freeway] segments that are already operating at an unacceptable LOS, the threshold of significance of three percent increase in volume over baseline." **I-3**

Letter I Continued

- Comment: This significance threshold is being used in lieu of the established standard because future operations would already be at LOS F. The origin of this significance threshold should be cited, or criteria be briefly explained in a footnote. **I-3 cont.**

3. **Impact 4.4.2** Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in volume-to-capacity (v/c) ratios and a decrease in LOS on study intersections during the AM and PM peak hours. This is considered a **significant** impact.

   P.4.4-43: Policy CE.3.1 Apply the traffic service objectives indicated on Figure 7.4 [of the Circulation Element] for the identified roadways. LOS (level of service) and volume to capacity (V/C) thresholds are defined as follows: **I-4**

   - Comment: Figure 7.4 could not be located in the Draft Circulation Element or the Draft EIR. This information would be important for the County to help facilitate coordination of our respective LOS standards for shared roadways.

4. P.4.4-43: **Action CE.3.1.1** Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F to create a more pedestrian-friendly environment and facilitate pedestrian and bicycle access and circulation.

   - Comment: It may not be necessary for the City to have to change the MTSO in the Action Plan to accommodate future travel demand. The Action listed above intends to promote a more suitable environment for all transportation modes, which is still consistent with the Action Plan even though the LOS threshold may be breeched in future conditions. The County would recommend discussing the matter with WCCTAC, and finding out if changing the MTSO to LOS F is a necessary and reasonable solution. **I-5**

If you have any questions or concerns regarding the above comments, please do not hesitate to contact me at the above telephone number, or e-mail me at jstam@cd.cccounty.us. Again, thank you for the opportunity to respond to the DEIR. The County looks forward to being involved in the review of FEIR for the proposed project.

Sincerely,

Jamar Stamps
Transportation Planning Section

cc: S. Goetz, DCD
P. Roche, DCD
M. Carlson, PWD

Letter I **Jamar Stamps, Contra Costa County Department of Conservation and Development**

Response I-1: The commenter thanks the City of Pinole for the opportunity to comment on the Draft EIR and states that the Transportation Planning Section of Contra Costa County provided the below comments.

The comment does not pertain to the environmental analysis contained in the Draft EIR.

Response I-2: The commenter references the discussion regarding roadway networks on page 4.4-27 of the Draft EIR and notes that the County is undergoing a General Plan Amendment that would eliminate the future widening of Appian Way between San Pablo Dam Road and Manor Road, leaving the arterial in its current condition. The commenter calls for the need to engage in cooperative efforts to plan for the transition from the 4-lane section of Appian Way to the 2-lane section and mentions that the widening of Appian Way is also not part of the West County Action Plan for this regional route.

The comment pertains to the potential elimination of the future widening of Appian Way in the yet to be adopted Contra Costa County General Plan Amendment. The future widening was assumed in the CCTA travel demand model used for volume forecasts of the General Plan Update because it was included in regional planning documents at the time the Notice of Preparation was issued for the General Plan Update on February 17, 2009. The improvement was cited in the most recent Countywide Comprehensive Transportation Plan adopted in June 2009.

Model data were reviewed to determine if the elimination would likely affect the analysis results. The data indicated that there is little change in volumes on the would-be widened segment of Appian Way with or without the implementation of the proposed General Plan Update and the proposed General Plan Update without narrowing. Therefore, the elimination of the planned Appian Way widening within the El Sobrante unincorporated area would not affect the analysis contained in the Draft EIR and no changes are necessary.

Response I-3: The commenter references the threshold of significance for freeway segment LOS on page 4.4-30 of the Draft EIR and states that the significance threshold is being used in lieu of the established standard because future operations would already be at LOS F. The commenter states that the origin of this threshold should be cited or briefly explained.

The reader is referred to page 4.4-26 of Section 4.4, *Traffic and Circulation*, of the Draft EIR for a description of the significant thresholds utilized in the analysis. The threshold is based on LOS standards from the Congestion Management Program. The three percent is considered to be within normal daily fluctuations in traffic volumes.

Response I-4: The commenter references Impact 4.4.2 of the Draft EIR, as well as General Plan Policy CE.3.1 and states that Figure 4.7 (of the proposed General Plan) could not be located. The commenter states that the figure would be important in facilitating coordination of LOS standards for shared roadways.

Policy CE.3.1, which is referenced under the discussion for Impact 4.4.2 of the Traffic and Circulation Section of the Draft EIR, references Figure 4.7 of the General Plan in the text of the particular policy. The Draft EIR incorporates by reference, all graphics included in the General Plan and the Draft EIR itself is not required to include specific graphics that are part of the General Plan document and referenced in the text of a General Plan policy. Furthermore, the General Plan, and all associated graphics was provided electronically on a compact disc to Contra Costa County staff and was available for viewing on the City's website at the time the Draft EIR was circulated for public review. However, the comment is noted for the consideration of the decision-makers. Since the comment does not pertain to the environmental analysis contained in the Draft EIR, no further response is required.

Response I-5: The commenter references General Plan Action CE.3.1.1 and states that it may not be necessary for the city to change the Multi- Modal Transportation Service Objective (MTSO) in the Action Plan. The commenter recommends discussing the matter with the West Contra Costa Transportation Advisory Committee (WCCTAC) and finding out if changing the MTSO to LOS F is necessary and a reasonable solution.

The comment does not pertain to the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Letter J

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

RECEIVED
AUG 24 2010
CITY OF PINOLE
DEV. SERV.

August 19, 2010

Mr. Winston Rhodes
Planning Manager
City of Pinole
2131 Pear Street
Pinole, CA 94564

Re: Notice of Completion, Draft Environmental Impact Report (DEIR)
City of Pinole General Plan Update, Specific Plan, Zoning Code Updates & EIR
SCH# 2009022057

Dear Mr. Rhodes:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers. **J-1**

There was no analysis provided for the at-grade railroad crossing on Tennent (CPUC # 001A-23.00) within the DEIR. The Commission has specific concerns since the public uses this crossing to access the Bay. They cross the tracks and head north along a path before heading west again to the water. There are a large number of trains at this location because it is part of Amtrak's Capitol Corridor. Further, the traffic impact study within the traffic/circulation section of the DEIR did not specifically consider safety issues to this existing at-grade rail crossing. **J-2**

In addition to the potential impacts of the proposed project itself, the DEIR needs to consider cumulative rail safety-related impacts created by other projects. **J-3**

In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians. The proposed project has the potential to increase vehicular and pedestrian traffic in the vicinity.

Measures to reduce adverse impacts to rail safety need to be considered in the DEIR. General categories of such measures include: **J-4**

Letter J Continued

Mr. Winston Rhodes
SCH # 2009022057
August 19, 2010
Page 2 of 2

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossing
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption
- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices and channelization and sidewalks
- Construction of pull out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

J-4 cont.

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing. **J-5**

Please provide a revised and or amended Traffic Impact Study to ensure that all at-grade railroad crossings are included in the DEIR analysis. This will minimize the need for future projects from being required to conduct individual Traffic Impact Studies which expedites the review time and is significantly more cost effective to the City and project proponents.

Thank you for your consideration of these comments. We look forward to working with the City on this project. If you have any questions in this matter, please contact me at (415) 713-0092 or email at ms2@cpuc.ca.gov. **J-6**

Sincerely,

Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939

2

Letter J **Moses Stites, Rail Corridor Safety Specialist, California Public Utilities Commission**

Response J-1: The commenter states that the California Public Utilities Commission (CPUC) is responsible for rail safety within California. The commenter recommends that development projects proposed near rail corridors be planned with safety of motorists, pedestrians, railroad personnel, and railroad passengers in mind. The commenter recommends working with CPUC staff early in project planning.

The comment does not pertain to the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response J-2: The commenter notes that the Draft EIR did not include analysis of the at-grade railroad crossing at Tennent. The commenter expressed specific concern because the crossing is used by the public to access the San Pablo Bay waterfront and because of the large volume of trains at this location. The commenter also states that the traffic impact study did not consider safety issues associated with the existing crossing.

The comment pertains to the at-grade railroad crossing on Tennent Avenue that separates the existing Waste Water Treatment Plant and the Pinole Bayfront Park from the rest of the city. The railroad tracks are located along the San Pablo Bay on the northern edge of the city. The crossing being referenced is equipped with automated arm gates and has proper signage that is consistent with Caltrans *California Manual on Uniform Traffic Control Devices* (MUTCD) recommendations. California Highway Patrol's Statewide Integrated Traffic Records System's (SWITRE) collision database has no record of any reported collision involving vehicles, bicycles, or pedestrians, for the three-year period between January 1, 2007 and December 31, 2009 at or near the Tennent Avenue at-grade crossing.

Based on the proposed General Plan land use growth pattern, no new trips across the railroad crossing during the AM or PM peak hours are projected. However, it is reasonable to assume that the projected increase in population in Pinole would draw more people to the Pinole Bayfront Park particularly on summer/fall weekends. Nonetheless, the increase in the number of visitors is expected to be small given that the Park has limited recreation improvements and few special events scheduled each year. Furthermore, due to the limited public parking available, the Park is often accessed on foot or by bicycles from nearby residential neighborhoods.

The low number of pedestrians, bicycles, and vehicles crossing the tracks, along with the existing warning devices and the lack of past incidents at the Tennent Avenue crossing, indicate that additional analysis for the at-grade crossing in the programmatic Pinole General Plan Update EIR is not warranted. Should any new development be proposed in the vicinity of

the Tennent Avenue at-grade crossing, potential safety issues will be assessed on a project-specific basis.

Response J-3: The commenter states that the Draft EIR needs to consider cumulative rail safety-related impacts created by other projects and that the major types of impacts to consider are collisions.

As discussed under Response J-2, the proposed project would not cause an increase in vehicular trips across the railroad crossing on Tennent Avenue and there have not been any reported collisions during the three-year period from January 1, 2007 to December 31, 2009. Rail safety is an issue that will be addressed as part of future project-level environmental analyses of individual projects. The comment is noted for the consideration of the decision-makers.

Response J-4: The commenter states that measures to reduce adverse impacts to rail safety need to be considered in the Draft EIR. The commenter provides a list of potential measures.

The comment is noted for the consideration of the decision-makers. Rail safety is an issue that will be addressed as part of future project-level environmental analyses of individual projects.

Response J-5: The commenter states that CPUC approval is required to modify an existing at-grade crossing or to construct a new crossing. No modifications to existing at-grade crossings or construction of new crossings are proposed as a part of this General Plan update.

The comment does not pertain to the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response J-6: The commenter requests the city to provide a revised traffic impact study to ensure all at-grade railroad crossings are analyzed in the Draft EIR. The commenter notes that this will minimize the need for future projects to conduct individual traffic studies.

Please see Response J-2, above. The General Plan update will not cause any new significant impacts with respect to transportation safety at railway crossings. As such, no revised traffic analysis is required.

The comment is noted for the consideration of the decision-makers. Rail safety is an issue that will be addressed as part of future project-level environmental analyses of individual projects.

Letter K

Comments on the Draft Environmental Impact Report for the proposed Pinole 2010 General Plan Revision

General Comments

I read the 1114 pages of the Draft EIR twice, printing more than 100 pages for markup. It took four full days. Having completed this exercise, several thoughts come to mind:

* The EIR, as a ritual and institution, has outlived its usefulness. We have three inseparable E's -- Environment, Energy, Economics. A document of this type is created to support wise decision making. What we need for that is competent analysis of the tradeoffs across this dynamic triangle of E-consequences. Reading this EIR is like reading a novel written in the time of Beethoven -- the structure is simply obsolete. **K-1**

* Clearly and decisively, by the measure of this EIR, the Three Corridors Plan is a failure and should be abandoned. The current General Plan beat it 24-0 in what, as a sporting contest, would appear to be a matchup between an amateur and a professional. This is a test whose grading criteria are handed out in advance. Nobody should flunk, but here we have to face such embarrassment. Sad.

* Three Corridors is not a bolt from the blue. The streets were there, a planning framework already in place. Three Corridors is simply an attempt to sugar coat and greenwash higher density, more traffic. And why does someone really want that? The agenda, not discussed in the EIR, has to do with the tax base. Unfortunately we have been through a prolonged property bubble (that began almost exactly when the current General Plan was adopted). Deep cutbacks rule the day. Only intensified growth will support bubbly budgets. So we enter into a ponzi economics cycle that erodes standards of living to support unsustainable fiscal practices. **K-2**

* The heart of this EIR is Section 6, Project Alternatives. This is scenario analysis, completed at a very rudimentary level, but useful. What we need to make sound management decisions is much more sophisticated scenario analysis, based on the three critical E's -- Environment, Energy, and **Economics**. We need to bring the entire tradeoff matrix to the surface, so that everyone can see the full implications of decisions. There should be no secret meetings behind closed doors when money is discussed. **K-3**

* My life's work has been in product development. I see a community as a product, a general plan certainly as one. A product design without pricing is an incomplete thought. We cannot complete this design without delving deeply into cash flows (which these days are forecast statistically as ranges based on risk models). For reference, as a learning exercise, we should see the complete balance sheet of Pinole Redevelopment. Look at the shameful vacancy rates on commercial redevelopment in Pinole over the last two years. We should factor that history into our planning for the future at the earliest possible stage. **K-4**

* Particularly reprehensible, in the Three Corridors Plan and this EIR, is the practice of substituting beliefs for facts. Planning decisions too easily involve embedded cultural biases that represent belief systems -- wishful thinking. Here are examples: **K-5**

Build office space and you have created jobs
Create a retail space and people will buy there

Nyle Seamus Seabright 632 Quinan St. Pinole, CA 94564 510.724.0772 yarn@artfibers.com

Letter K Continued

Put housing and workplaces near each other and the people in the houses will get jobs in the workplaces
Push houses and stores closer together and people will drive less

There may be a measure of half truth in each of these notions, but they are no more facts, supported by hard data, than beliefs about the afterlife. We should not be stating such beliefs as, you know, gospel. **K-5 cont.**

* Finally, I have to say that, since the EIR draws our view away from the scariness of economics, it supports a kind of faith-based decision making. This is a cultural bias too, which is why the Obama Administration could put out a 2000 page overhaul of the financial industry, that actually did nothing, and everyone somehow felt their future was more secure. **K-6**

In a democracy there is no substitute for critical thinking.

Specific Comments (by section, in order of importance)

6.0 Project Alternatives

Pinole has a General Plan, adopted 15 years ago. This EIR compares the existing plan to the proposed new one (Three Corridors) in Table 6.0-4 (page 753 of the online PDF). There are 29 criteria. The rating system is simple -- *better*, *same*, or *worse*. The existing plan is rated *better* on 24 critical criteria, *same* on three, *worse* on two.

The two *worse* ratings have to do with the lack of a specific policy in the current plan regarding handling of archeological remains discovered while excavating. The current plan is judged *worse* simply because it lacks a stated policy on this point. If that minor detail were corrected the two *worse* ratings would turn to *same*. This is a very minor point. **K-7**

Two of the *same* ratings relate to seismicity, which is judged to be plan-neutral. We can disregard those. The one remaining *same* relates to congestion management planning, and is misleading. I have to disagree, the existing plan is *better*, but for now let's leave it as a *same* rating.

The score is then 24 for the existing plan, 0 for the proposal Three Corridors is wiped out, toast. Back to the drawing board.

Setting aside much brave talk about things bright and beautiful, Three Corridors has most to do with:

1. Increasing the jobs/housing ratio of a self-described bedroom town
2. Broadening the tax base of city government by increasing density, primarily along San Pablo

Three Corridors crams in more taxables, but only at the expense of greater traffic and congestion. It also will consume more government expense, of course, but we have no projections to evaluate on that point. **K-8**

4.4 Traffic and Circulation

Nyle Seamus Seabright 632 Quinan St. Pinole, CA 94564 510.724.0772 yarn@artfibers.com

Letter K Continued

There is no more critical question studied in the EIR than traffic management at the intersection of Tennant and San Pablo. Three Corridors makes things worse at that intersection -- at times much worse, which violates regional standards. The EIR says this is not a problem -- just get West Contra Costa to lower their Standards (page 288, 4.4-46):

Mitigating Measure 4.4.3 "Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS **F**" **K-9**

Bingo, no issue, according to the EIR. My old fashioned thought is that true mitigation would reduce congestion. Having lived in both France and New Zealand, where traffic circles are everywhere, I have to wonder if this low tech solution would increase traffic flow. With stoplights, half the people are always, you know, stopped. With a traffic circle, nobody ever stops. I've driven through thousands of them, circulating in both directions, and live to tell the tale. But if we buy the EIR's approach, pass the test by lowering the grading standard, we'll never even consider real world solutions like traffic circles.

4.13 Climate Change

Climate change is a complex and technical subject based on a continual threshold of surprise -- all of the bad news is coming faster than expected. We need to be accurate about facts and their combined effects. So this passage caught my eye (page 697 of the EIR PDF, 4.13-35):

"An increase in population as anticipated under the proposed project would result in an increase in vehicle trips, **these trips would be reduced in length due to the increased density proposed** ...." (my bold, poor sentence structure is original) . **K-10**

Our EIR team postulates a core behavioral theorem here with no data to support it. In fact people shop where they find the combination of product, price, and service that meets their personal preference. They shop online. For the most part they hate high density and will take weekends in the country to get away from it. Increasing density may well increase vehicle miles traveled, which is what the data in the EIR implies (see 4.3 below). This quotation is from the EIR, but it represents a core belief expressed in Three Corridors. The EIR authors have failed to do their duty by accepting and endorsing this extraordinary claim, which certainly deserves closer examination.

On page 676 (4.13-14) the EIR points out that that 71% of Pinole's working population commute to work in single-occupant cars. The recommendation, of the plan and EIR both: encourage carpooling. 17.5% of Pinole commuters already carpool. What makes anyone think that share will change significantly? Where is the data to support this? What does *encourage* mean in this plan, and why does the EIR accept it as a mitigation methodology? **K-11**

4.3 Air Quality

In February Alice Chen of Dowling Associates gave us the finest data in the EIR, related to traffic projections. (Impeccable work, go Alice!) She points out that the proposed plan at 2030 buildout will increase Pinole's population by 18.7 percent, but increase vehicle miles traveled (VMT) by 34 percent, almost twice the rate of growth (page 209, 4.3-21). This is the crucial statistic in the Air Quality section of the EIR. **I saw it as a complete deal breaker for Three Corridors.** **K-12**

Nyle Seamus Seabright 632 Quinan St. Pinole, CA 94564 510.724.0772 yarn@artfibers.com

Letter K Continued

Obviously, according to Alice's model, increasing density creates excess automobile use. Which means that Three Corridors is a bad idea, needing rethinking. Yet the EIR concludes that this impact is significant, unavoidable, and with regards to mitigation measures, there are none available. Do you believe that? No good alternative to increased traffic? Did someone really get paid to apply a rubber stamp there? **K-12 cont.**

But it's all ok, no worries. Because in Table 4.13-2 (p. 682, 4.13-20) we learn that in spite of the higher vehicle miles traveled due to Three Corridors, we actually get less pollution, therefore it's really ok. Why do we have less pollution? Because in Appendix G, planning staff at Pinole has calculated that improved fuel economy in 2030 will lower pollution per vehicle mile. So, do you see where this is going? With some of this hot virtual carbon credit in our pockets earned by being better about fuel economy, we can spend it by driving around more (and sitting at Tennant/San Pablo in condition F traffic flow). Which may not be pleasant for anyone, but it increases the tax base. **K-13**

How convenient! We just got greenwashed! And the EIR supports that. Shame all around, really! In this century any plan worthy of the name will reduce vehicle miles traveled. We can't just encourage bicycle use, or carpools. The soup is already too salty and throwing in some oregano won't change that. Fresh thinking is required. (I have ideas -- please let me help.)

4.0 Assumptions, Methodology

The proposed plan is based on ABAG growth projections derived from 2007 data collection. Setting aside the question of whether ABAG has a pro-growth bias (probable), the world has changed since 2007. We're already into phase two of the housing slump, likely to intensify over the next year. Unemployment in the under 25 age group is over 20% in California, which will seriously dampen lifetime earnings potential. As the esteemed Ben Bernanke said recently, our economic situation is "unusually uncertain". What do you do in a case like that? We should hedge our bets, first by excluding old data with a probable bias, and second, by running several scenarios. **K-14**

The scenario analysis approach to forecasting models should be explained and advocated in section 4.0 of the EIR. There is still time to address that deficiency.

4.7 Biological Resources

Section 4.7 on Biological Resources is impeccably prepared and fascinating -- I'll definitely keep a copy for bird watching. Sadly, I have to point out a significant deficiency. The report overlooks, with barely a mention, the nearly 3,000 acres classified as Urban/Ruderal. Ruderal seems to mean roadside weeds, easement strips, that sort of thing. Urban is our yards.

Yards are habitats until we pave them over! Soil is alive. Weeds are living biomass. It all counts toward keeping our balance within nature. **K-15**

Part of the charm of Pinole is the fact that people share their living environment with other species. It's not over there in a tree museum, it's part of home. And a rough measure of what remains of living habitat and what is gone is what I would call the DZR -- Dead Zone Ratio. By Dead Zone I refer to everything covered by structures or paving.

Nyle Seamus Seabright 632 Quinan St. Pinole, CA 94564 510.724.0772 yarn@artfibers.com

Letter K Continued

It should be possible to calculate the scale of the Dead Zone from satellite images, perhaps even through automatic detection analysis. The statistic is important. We need to be thinking about it. As it says in the Long Term Implications section of the EIR:

"Development of the Planning Area would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure proposed."

I would put it a little differently -- Three Corridors expands the Dead Zone. An EIR worthy of the name should tell us how the paved/built-over area is changing, so that we can better evaluate our tradeoffs. So, within the Biological Resources section, please calculate the Dead Zone implications of Three Corridors and include them in the final EIR, ok? **K-15 cont.**

4.11 Visual Resources

In this section we find Policy CC.1.4 , which says:

"The historic and urban character of Old Town Pinole shall be revitalized through the **density** and **intensity** of **new construction**." (my bold)

Action CC.1.4.2 goes on to *encourage* (great word -- a free ice cream sundae to anyone who counts the number of times it is used in the plan proposal) **minimal building setbacks**.

Just a minute. I live in Old Town, on Quinan St. The zoning plan in the new proposal wants to McMansionize our block. Setbacks are where we plant roses, a lemon tree, sunflowers, and seemingly hundreds of other things. **Setbacks are natural habitats**. **Setbacks are what we moved from San Francisco to get!** So I take issue with a philosophy that wants to tear down my block and replace it with wall to wall apartment buildings. I take issue with a philosophy that counts the unbuilt environment as a missed opportunity, valuing gardens at zero. **K-16**

And I fault the EIR writers, paid professional, for not defending the integrity of Quinan St. against attack. It should be in the EIR, what I just said. Please, quote me. And please ponder the implications of this point, as I have. New construction is not old. Old Town, filled up with new buildings, is no longer Old Town. It's something else. We need to come to terms with that.

Conclusion

Time magazine ran a cover story last year called "Repurposing Suburbia". The primary land use in Pinole seemed good half a century ago, but now burdens the environment. In this century we need to transition out of energy/environment/economic cycles that threaten not only our community but our planet.

A good plan, innovative and forward looking, will include changes outside the three corridors, where most citizens of Pinole live. It will engage them with the land, as a community, in entirely new ways. This is the task of planning at this juncture. We dare not fail. **K-17**

Nyle Seamus Seabright 632 Quinan St. Pinole, CA 94564 510.724.0772 yarn@artfibers.com

Letter K **Nyle Seamus Seabright, Pinole Resident**

Response K-1: The commenter has read the Draft EIR and believes the structure of the analysis is outdated and no longer useful. Instead, the commenter believes the Draft EIR should focus on an analysis of tradeoffs among environment, energy, and economics.

The Draft EIR was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000, et seq.) and the CEQA Guidelines (14 California Code of Regulations, Section 15000, et seq.). The comment is noted for the consideration of the decision-makers.

Response K-2: The commenter states that the proposed Specific Plan is a failure and should be abandoned. The commenter refers to Table 6.0-4 which provides a summary comparison of the project alternatives analyzed in Section 6.0 in which it shows that the No Project Alternative would be generally better than the proposed project. The commenter further states that an adequate planning framework already exists for the Specific Plan area and that the proposed Specific Plan is meant only to increase the City's tax base by increasing density.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response K-3: The commenter states that the project alternative analysis contained in Section 6.0, *Project Alternatives*, of the Draft EIR should be expanded and should be focused on an analysis of tradeoffs among environment, energy, and economics.

Section 6.0, *Project Alternatives*, of the Draft EIR was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000, et seq.) and the CEQA Guidelines (14 California Code of Regulations, Section 15000, et seq.). The State CEQA Guidelines specify that the alternatives discussion should not be remote and speculative; however, it need not be presented in the same level of detail as the assessment of the proposed project. The comment is noted for the consideration of the decision-makers.

Response K-4: The commenter states that a community and a General Plan should be viewed as products for which pricing should be analyzed. The commenter states that the Pinole Redevelopment Agency's financial information should be reviewed, including vacancy rates on commercial redevelopment, should be utilized early in the planning process.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response K-5: The commenter states that the Three Corridors Specific Plan and Draft EIR treat beliefs and cultural biases as fact. The commenter provides examples including the ideas that building office space will create jobs, that building retail space will create customers, that placing housing and workplaces near to each other will allow residents to work near their homes, and that placing housing and retail close together will reduce Vehicle Miles Travelled.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. However, it should be noted that the General Plan does not require that any development occur; rather, it guides future development within the Planning Area. The office space and retail development planned for in the General Plan and analyzed in the Draft EIR would not be constructed in order to create jobs or generate sales. Instead, these uses would be developed under the guidance of the General Plan in response to demand for such uses and with property owner consent or initiation.

Response K-6: The commenter states that the Draft EIR draws the attention of the reader away from economic issues and supports faith-based decision making.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response K-7: The commenter provides a summary of the findings of the alternatives analysis contained in Section 6.0, and in particular Table 6.0-4, of the Draft EIR. The commenter states that the existing General Plan is superior to the proposed project. The comment is noted.

Response K-8: The commenter states that the proposed Three Corridor Specific Plan has most to do with increasing the jobs/housing ratio and broadening the tax base of city government.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response K-9: The commenter states that implementation of the proposed project would worsen traffic at the intersection of Tennent Avenue and San Pablo Avenue and that the proposed mitigation measure should reduce congestion rather than revise the Action Plan level of service standard for the intersection. The commenter suggests the use of traffic circles to better manage congestion.

The reader is referred to page 4.4-44, third paragraph, of the Draft EIR. As described in this paragraph, the City has chosen to seek revision of the LOS standard rather than construct improvements at intersections along San Pablo Avenue where level of service if expected to degrade in order to redirect inter-regional traffic back to the freeway, or to alternative modes of transportation.

Traffic circles or roundabouts are legitimate traffic control devices at intersections and have gained interest in recent years in the United States. Their effectiveness to mitigate significant impacts in Pinole cannot be determined without further operational analysis; however, at some key intersections on San Pablo Avenue, the traffic demand is likely to be too high for traffic circles/roundabouts to operate efficiently. As noted by the commenter, traffic does not stop at traffic circles; therefore, these devises are problematic for pedestrians and are not recommended where high pedestrian traffic is found, such as in Old Town Pinole. The comment is noted for the consideration of the decision-makers.

Response K-10: The commenter states that climate change is a complex and technical subject and the analysis must be accurate. The commenter states that the idea that increased density will reduce vehicle trip length is not correct and is unsubstantiated in the Draft EIR.

The reader is referred to page 4.13-19 of the Draft EIR for a description of the methodology used to determine the project's potential climate change impacts. As discussed in this section, the climate change analysis contained in the Draft EIR is based on the BAAQMD's newly adopted CEQA guidelines which provide guidance on the analysis protocols for the assessment of GHG emissions and climate change. The estimated GHG emissions associated with implementation of the proposed project are based on ABAG's population projections for the City and the VMT calculated in the traffic study prepared for the project (Appendix C of the Draft EIR). The passage referred to by the commenter describes one of many approaches the City is taking to reduce VMT and associated impacts. Increasing density in order to reduce vehicle trip length and overall VMT is a well established urban planning concept. The comment is noted for the consideration of the decision-makers. In addition, essentially, a Climate Change analysis is dependent on the traffic and air quality analysis for a project. The reader is therefore referred to Sections 4.3 and 4.4 for further discussion of air quality and traffic impacts resulting from implementation of the project.

Response K-11: The commenter states that the General Plan and Draft EIR encourage carpooling as a way to reduce VMT; however, 17.5 percent of Pinole residents already carpool and this number is not likely to increase. The commenter further asks how carpooling would be encouraged.

The reader is referred to Impact 4.13.1 on pages 4.13-19 through 4.13-30 of Section 4.13, *Climate Change*, the Draft EIR. It is not clear to which policy the commenter refers. The proposed General Plan provides several policies and actions that encourage carpooling and vanpooling and contain specific, enforceable performance standards that are appropriate for use as mitigation in the Draft EIR. These policies and actions include Action CE.1.4.2 which would require the City to provide links to carpool/van pool information on the City's website; Policy CE.5.1 which would require the provision of preferential parking for vanpools and carpools; and Action CE.6.2.6 which would require the city to establish and apply minimum carpool requirements for all nonresidential developments.

Response K-12: The commenter commends the traffic consulting firm, Dowling and Associates, for its work on the Draft EIR. The commenter further states that the traffic data shows that while the City's population is estimated to grow by 18.7 percent at buildout of the General Plan, VMT would increase by 34 percent. The commenter states that this shows that increased density results in increased traffic and disagrees with the Draft EIR's statement that no mitigation is available.

The reader is referred to Impact 4.3.1 on pages 4.3-20 through 4.3-3 of the Traffic and Circulation Section of the Draft EIR. Numerous General Plan policies and actions are provided as mitigation for this impact. However, the Draft EIR concludes that because the City's population projections at build out of the General Plan exceed those contained in the applicable air quality attainment plans the impact is significant and unavoidable and no further mitigation is available. The EIR cannot provide mitigation to significantly reduce the City's population projections without substantially altering the project description and failing to meet the stated project objectives. The comment is noted for the consideration of the decision-makers.

Response K-13: The commenter states that despite the projected increases in VMT, air emission are projected to be lower in the future due to increased vehicle fuel efficiency.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response K-14: The commenter states that the proposed project is based on ABAG population projections derived from 2007 data and that economic conditions have degraded since this time. The commenter further states that this old data should be excluded and that a scenario analysis approach to forecasting models should be included in the Draft EIR.

The reader is referred to page 4.0-1 of the Draft EIR. As described in this section, per State CEQA Guidelines, the Draft EIR utilizes ABAG's population projections as they represent the most current and accurate information available at the time the project Notice of Preparation was released for public review. State CEQA Guidelines do not require that environmental analysis in an EIR be constantly updated to reflect changing economic conditions. In addition, these projections have been utilized in order to be consistent with other regional plans adopted by the BAAQMD and MTC. It should be noted that the General Plan has a timeframe of 20 years and must consider long-term conditions rather than current, temporary economic circumstances.

Response K-15: The commenter states that Section 4.7, *Biological Resources*, of the Draft EIR overlooks land within the Planning Area classified as Urban/Ruderal. The commenter states that lands with this classification include residential yards which provide natural habitat. The commenter further states that this section should address all land that has not been covered by pavement or buildings.

The reader is referred to pages 4.7-29 through 4.7-31 of the Draft EIR. This section describes the methodology used in the analysis of biological impacts. As described in this section, aerial photographs and field surveys were utilized to identify habitat types and the presence of sensitive biological resources within the Planning Area. The reader is further referred to the standards of significant listed on page 4.7-29 of the Draft EIR. While urban/ruderal land may provide limited habitat for common species, CEQA does not consider impacts to such species or their habitat to be significant. The comment is noted for the consideration of the decision-makers.

Response K-16: The commenter references policy provisions in the General Plan that call for revitalization of Old Town Pinole through density and intensity of uses and the use of minimal building setbacks. The commenter disagrees with these policies, states that setbacks provide natural habitat and that Old Town should not be filled up with new buildings.

The comment does not pertain to the adequacy of the environmental review contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response K-17: The commenter references a magazine article and states that a good General Plan would be innovative and forward looking, would include changes outside of the Three Corridors Specific Plan area, and would engage the city's residents with the land and community in new ways.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Letter L

Comment on the Draft EIR for the 2010 Pinole General Plan

At the recent public meeting on the 2010 General Plan (8/11/2010) a property owner expressed concern about the increased complexity of zoning under the proposed system. Winston Rhodes, in response, pointed out that most people think of zoning as primarily a regulation of use, but in the plan it also has very powerful directives regarding building mass and placement, which are specific to each area that is being rezoned under the plan. **L-1**

We know that the proposed plan increases traffic (EIR), and it does that primarily through intensive buildout along the "three corridors". **Intensive buildout means that the setbacks are being reduced or eliminated and height limits raised.** In many ways this is a **building mass plan**, what the French call *aggrandisement*, making larger. In effect, behind all of the talk about sustainability, bicycle paths, etc., we have a **Mcmansionization of leasable square footage**, with obvious negative traffic consequences that degrade quality of life for current residents in these areas. All of the red flags go up that we are overbuilding. **L-2**

The key variable here, at the core of the decision to be made by the community, is total neighborhood built volume. How much is too much? The stated purpose of the EIR is to help us make decisions regarding environmental impact. Increasing built volume over a large swath of Pinole will have major consequences that are, in every way, environmental impacts. The EIR should give us tools to view those consequences as direct tradeoffs. **L-3**

With that in mind I am suggesting this:

Section 6 of the EIR, Alternatives, should include a new review of building volume in three instances: at present, at full buildout under the current plan, and at full buildout under the proposed plan. **L-4**

The EIR should then reference all of the other consequences of the proposed *aggrandisement* in a CAD model, which can be prepared on a schematic basis quickly in Sketchup. If the EIR team lacks the required CAD skills, I would be happy to donate my time to help in preparing the graphics. We need the CAD model so that the public can view the alternatives simply and graphically in meetings over the next few months.

Of course *better or worse* is ultimately a community decision. If the community truly wants to be different from inner-city San Francisco and Oakland, what many of us came here to get away from, it needs to make a wise decision for future generations, preserving the public trust that we all enjoy. Built density is hard to roll back (although Detroit and Cincinnati are doing just that now). At 1114 pages the EIR still fails to give us appropriate tools to visualize this crucial comparison, which we very much need so that we can fulfill our obligation to the future. **L-5**

As previously noted in earlier comments, the proposed plan calls for a bizarre buildout on my block of Quinan St., to which I am vehemently opposed. If the EIR team is looking for an illustrative example to concentrate on with their comparison, my block would be an excellent place to focus their efforts. I would like to see an **EIR level review of the proposed buildout on Quinan St. In terms of community character, traffic and circulation, sustainability (solar access, gardening) -- a full review of all EIR parameters in this one worked example.** It would be illustrative and useful since in many ways Quinan Street is at the heart of what works well in Pinole. **L-6**

I feel an obligation to the memory of my dear neighbors, Tony and Marian Lopes, to press these issues forward. I know they would have joined me enthusiastically in this campaign.

Nyle Seamus Seabright 632 Quinan St. Pinole, CA 94564 510.724.0772 yarn@artfibers.com

Letter L Nyle Seamus Seabright, Pinole Resident

Response L-1: The commenter summarizes a discussion that occurred at an August 11, 2010 public meeting regarding the proposed project in which the purpose and content of the proposed Zoning Code Update were explained.

The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR.

Response L-2: The commenter states that the proposed General Plan will increase traffic and that the plans will increase building mass by reducing setbacks and increasing building height limits. The commenter further states that these increases in building mass will have negative impacts related to traffic and quality of life.

The reader is referred to Section 4.4, *Traffic and Circulation*, of the Draft EIR. The comment does not pertain to the adequacy of the environmental analysis contained in the Draft EIR. The comment is noted for the consideration of the decision-makers.

Response L-3: The commenter states that the key decision to be made by the community in considering the proposed project is how much building volume is desired. The commenter further states that increasing building volume will result in environmental consequences and the EIR should provide the public a tool to view the consequences as direct tradeoffs.

The reader is referred to Sections 4.1 through 4.13 of the Draft EIR for a thorough and adequate analysis of the potential impacts that could result from adoption and implementation of the proposed project. The reader is further referred to Section 6.0, *Project Alternatives*, which provides a comparison of the proposed project with a range of project alternatives, including a no project alternatives.

Response L-4: The commenter suggests that Section 6.0, *Project Alternatives*, of the Draft EIR should be revised to provide a review of building volume at present, at full buildout under the City's existing General Plan, and at full build out of the proposed General Plan. The commenter further states that building volume at full buildout under all three scenarios should be presented in a simple graphic form through the use of CAD and be made available for public review.

The reader is referred to Section 6.0, *Project Alternatives*, of the Draft EIR. This section was prepared in accordance with State CEQA Guidelines and provides a description of each alternative considered. The comment is noted for the consideration of the decision-makers.

Response L-5: The commenter states that the decision of whether the project and project alternatives are better or worse is a community decision. The commenter further states that built density is difficult to reverse and that the Draft EIR fails to provide an appropriate tool to visualize a comparison of the alternatives.

State CEQA Guidelines do not require a Draft EIR to provide a visual simulation of build out of the proposed General Plan Update or the project alternatives. The reader is referred to Section 6.0, *Project Alternatives*, of the Draft EIR. This section was prepared in accordance with State CEQA Guidelines and provides a description of each alternative considered. The comment is noted for consideration of the decision-makers.

Response L-6: The commenter states that the proposed General Plan Update calls for intensive buildout of a block on Quinan Street, in which the commenter resides. The commenter further states that this block would be a good example on which to focus the requested visual simulation and requests that an EIR level review be performed for buildout of this block related to community character, traffic, sustainability, etc.

It should be noted that the General Plan does not require that any development occur; rather, it provides guidance for proposed development that does occur over time. Furthermore, it should be noted that the Draft EIR provides a program-level of analysis and that individual development projects, such as the redevelopment of the identified block, would require further, project-level review addressing the issues of visual resources, traffic, and biological resources. The comment is noted for the consideration of the decision-makers.

REFERENCES

City of Hercules. February 10, 2010. *Hercules Intermodal Transit Center (HITC) Traffic Impact Analysis*. Prepared by DKS Associates.

3.0 ERRATA

3.1 INTRODUCTION

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis that would warrant recirculation of the DEIR pursuant to State CEQA Guidelines Section 15088.5. These modifications resulted from response to comments received during the DEIR public review period as well as City staff initiated edits to clarify language and implementation of mitigation measures. Changes are provided in revision marks with underline for new text and ~~strike out~~ for deleted text.

3.2 CHANGES AND EDITS TO THE DRAFT EIR

1.0 INTRODUCTION

The following revision is made to page 1.0-9, Table 1.0-1, of the DEIR:

Interested Party/Agency	Date	Comment
East Bay Municipal Utility District	3-9-2009	• Future projects constructed under the General Plan Update will be responsible for any required water main extension. • Depending on the size of future projects constructed under the General Plan Update, a Water Supply Assessment may be required. In which case, project applicants must provide water demand data and allow 90 days. • The City is located within EBMUD's recycled water service boundaries. EBMUD recommends that the City require developers of future development projects to coordinate with EBMUD regarding use of recycled water. • Future project applicants should be made aware of EBMUD and state water conservation programs and design standards.

2.0 EXECUTIVE SUMMARY

The following revision is made to the footnotes throughout Section 2.0 of the DEIR:

LCC – Less Than Cumulatively Considerable

4.0 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS AND ASSUMPTIONS USED

The following revision is made to page 4.0-6, Table 4.0-2, of the DEIR:

Corridor	Residential (Units)	Retail (s.f.)	Office (s.f.)	Industrial (s.f.)
San Pablo Avenue	885	322,172	336,253	426,692
Pinole Valley Road	141	238,708	105,038	1,239
Appian Way	244	561~~,~~,260	468,449	48,352
Existing Total	1,270	1,122,140	909,740	476,283
San Pablo Avenue	1,119	552,927	307,233	472,578
Pinole Valley Road	351	192,603	386,843	0
Appian Way	877	807,698	728,129	0

Corridor	Residential (Units)	Retail (s.f.)	Office (s.f.)	Industrial (s.f.)
Proposed Total	**2,347~~6~~**	**1,553,228**	**1,422,205~~6~~**	**472,578**
Difference	1,077~~6~~	431,088*	512,465~~6~~*	(3,705)
Projections	1,077~~6~~	150,000~~8~~*	150,000~~8~~*	(3,705)

4.1 LAND USE

The following revision is made to page 4.1-9, last paragraph, of the DEIR:

In addition, a portion of land located along San Pablo Avenue ~~Boulevard~~ on the western boundary of the SOI currently includes high-density residential uses to the southeast of San Pablo Avenue ~~Boulevard~~ and commercial uses to the northwest of the avenue ~~boulevard~~.

The following revision is made to page 4.1-17, Table 4.1-4, of the DEIR:

Corridor	Residential (Units)	Retail (s.f.)	Office (s.f.)	Industrial (s.f.)
San Pablo Avenue	885	322,172	336,253	426,692
Pinole Valley Road	141	238,708	105,038	1,239
Appian Way	244	561~~,~~,260	468,449	48,352
Existing Total	1,270	1,122,140	909,740	476,283
San Pablo Avenue	1,119	552,927	307,233	472,578
Pinole Valley Road	351	192,603	386,843	0
Appian Way	877	807,698	728,129	0
Proposed Total	**2,347~~6~~**	**1,553,228**	**1,422,205~~6~~**	**472,578**
Difference	1,077~~6~~	431,088*	512,465~~6~~*	(3,705)
Projections	1,077~~6~~	150,000~~8~~*	150,000~~8~~*	(3,705)

4.3 AIR QUALITY

The following revision is made to page 4.3-15, second paragraph, of the DEIR:

The City of Pinole is located closest to ~~within~~ the Northern Alameda and Western Contra Costa Counties Subregion.

4.4 TRAFFIC AND CIRCULATION

The following revision is made to page 4.4-36, second paragraph, of the DEIR:

Updates to the Zoning Code are intended to further clarify the types and forms of uses permitted under particular land use designations, but would not result in any development activities beyond that analyzed for the proposed General Plan Update.

4.6 HUMAN HEALTH/RISK OF UPSET

The following revision is made to page 4.6-2, Table 4.6-1, of the DEIR:

Facility Name	Location	Type	Status
WCCCTAC Bus Operation Maintenance	601 Walter Avenue	LUST Cleanup Site	Completed – Case Closed

4.9 HYDROLOGY AND WATER QUALITY

Figure 4.9-4 has been revised to include a legend.

The following revision is made to page 4.9-17, second paragraph, of the DEIR:

An Urban Water Management Plan (UWMP) is required by the California Urban Water Management Planning Act (CUWMPA), which was sponsored by EBMUD in the early 1980s.

The following revision is made to page 4.9-42, third paragraph, of the DEIR:

Figure 4.9-4 illustrates an impact scenario in which sea level rises ~~1 meter~~ 55 inches by the year ~~2100~~2099.

The following revision is made to page 4.9-50, first paragraph, of the DEIR:

These guidelines also encourage the integration of natural topography into site design and the minimization of grading.~~.~~

4.12 PUBLIC SERVICES AND UTILITIES

The following revision is made to page 4.12-1, fourth paragraph, of the DEIR:

Other fire agencies that participate in automatic aid in the West County area include the City of El Cerrito Fire Department (three stations), City of Richmond Fire Department (seven stations), and Crockett-Carquinez Fire Protection District (three paid-on-call stations) (CCCFPD, 2007). In addition, the City contracts with American Medical Response (AMR) to provide emergency transportation.

The following revision is made to page 4.12-17, Table 4.12.3-1, of the DEIR:

School	Grade Levels	Location	Current Enrollment
Elementary Schools			
Collins	K–6	City	425
Ellerhorst	K–6~~5~~	City	441
Montalvin Manor	K–6	Planning Area	472
Shannon	K–6~~5~~	City	317
Stewart	K–8~~6~~	City	519
Tara Hills	K–6	Planning Area	498

School	Grade Levels	Location	Current Enrollment
Middle Schools			
Pinole	7–8	City	719
High Schools			
Pinole Valley	9–12	City	1,652
Other			
North Campus Continuation	9–12	Planning Area	189

Source: EDP, 2009; West Contra Costa Unified School District website, accessed August 2010

The following revision is made to page 4.12-32, Section 4.12.5, first sentence of the DEIR:

The East Bay Municipal Utility District (EBMUD) is a public agency that provides drinking water service to approximately 1.3 million people and wastewater service to approximately 642,000 people ~~systems for 640,000 people~~ within its 331 square mile service area in portions of Contra Costa and Alameda counties.

The following revision is made to page 4.12-50, last paragraph, of the DEIR:

EBMUD's boundaries within Contra Costa County include the cities of Danville, El Cerrito, Hercules, Lafayette, Moraga, Orinda, Pinole, Richmond, and San Pablo; portions of the cities of Pleasant Hill, San Ramon, and Walnut Creek; and unincorporated communities of Alamo, Crockett, Diablo, El Sobrante, Kensington, and Rodeo.

The following revision is made to page 4.12-68, sixth paragraph, of the DEIR:

However, implementation of the proposed General Plan policies and actions listed above would reduce this impact by requiring the City to ensure that adequate wastewater facilities would be available to serve new development ~~and~~.

The following revision is made to page 4.12-73, third paragraph, of the DEIR:

Recyclable materials collected by RRS are processed at the Integrated Resource Recovery Facility (IRRF). This facility is owned and operated by ~~the WCCIWMA~~ West County Resource Recovery, Inc. and is located just off the Richmond Parkway at 1010 Pittsburg Avenue in North Richmond.

4.13 CLIMATE CHANGE

Figure 4.13-1 has been revised to include a legend.

The following revision is made to page 4.13-3, last paragraph, of the DEIR:

The San Francisco Bay Conservation and Development Commission (BCDC) issued a report on sea level rise in April 2009, which states that sea level along the west coast rises approximately 7.9 inches per century, or approximately 0.08 inches per year (BCDC, 2009). However, the rate of sea level rise is increasing. During the period of 1993–2003, the rate of global sea level rise was approximately 0.12 inches per year compared with the average annual 0.067 inches per year

over the 20th century. This~~, which~~ could demonstrate the result of human-induced warming on sea level.

The following revision is made to page 4.13-4, first paragraph, of the DEIR:

Due to Bay Area topography, ~~100 percent of the development located in~~ shoreline areas currently vulnerable to a flood event may be vulnerable to these floods annually by the year 2050 due to sea level rise~~100-year floodplain areas will likely flood by the year 2050~~.

The following revision is made to page 4.13-4, second paragraph, of the DEIR:

As discussed above, by the year 2050, shoreline areas currently vulnerable to a flood event may be vulnerable to these floods due to sea level rise ~~100 percent of 100-year floodplain areas are expected to be flooded~~, and by the year 2100 an estimated 213,000 acres of Bay Area land, much of which is in the central Bay Area, could be impacted.

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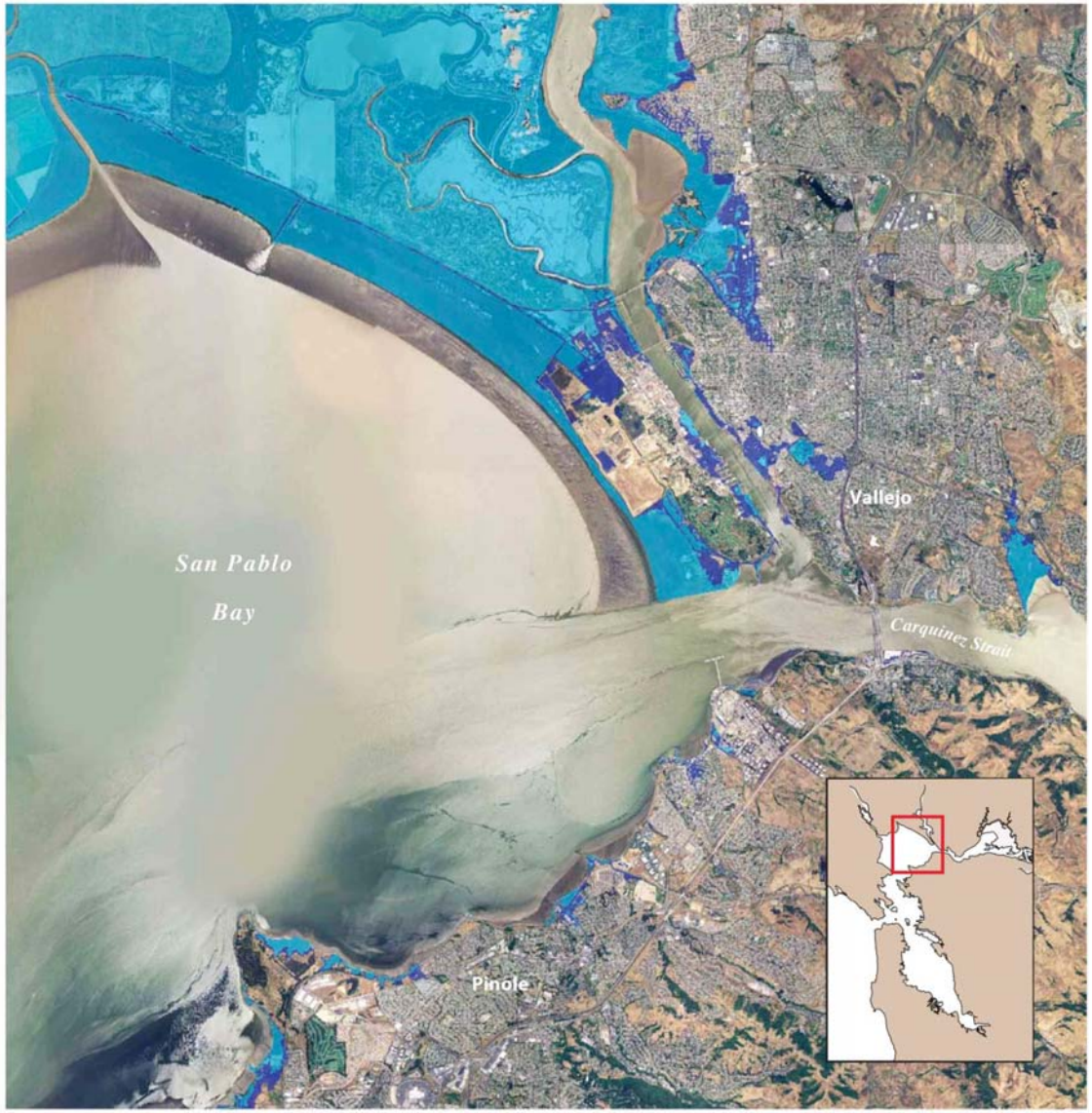
T:_CS\Work\Pinole, City of\GP_SP_ZO_EIR\Figures



Area vulnerable to an approximate 16-inch sea level rise

Area vulnerable to an approximate 55-inch sea level rise

Source: San Francisco Bay Conservation and Development Commission (BCDC). 2009. (April) Draft Staff Report. Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline. http://www.bcdc.ca.gov/planning/climate_change/climate_change.shtml

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Figure 4.9-4

Shoreline Areas Vulnerable to Sea Level Rise 2050 & 2099

PMC®

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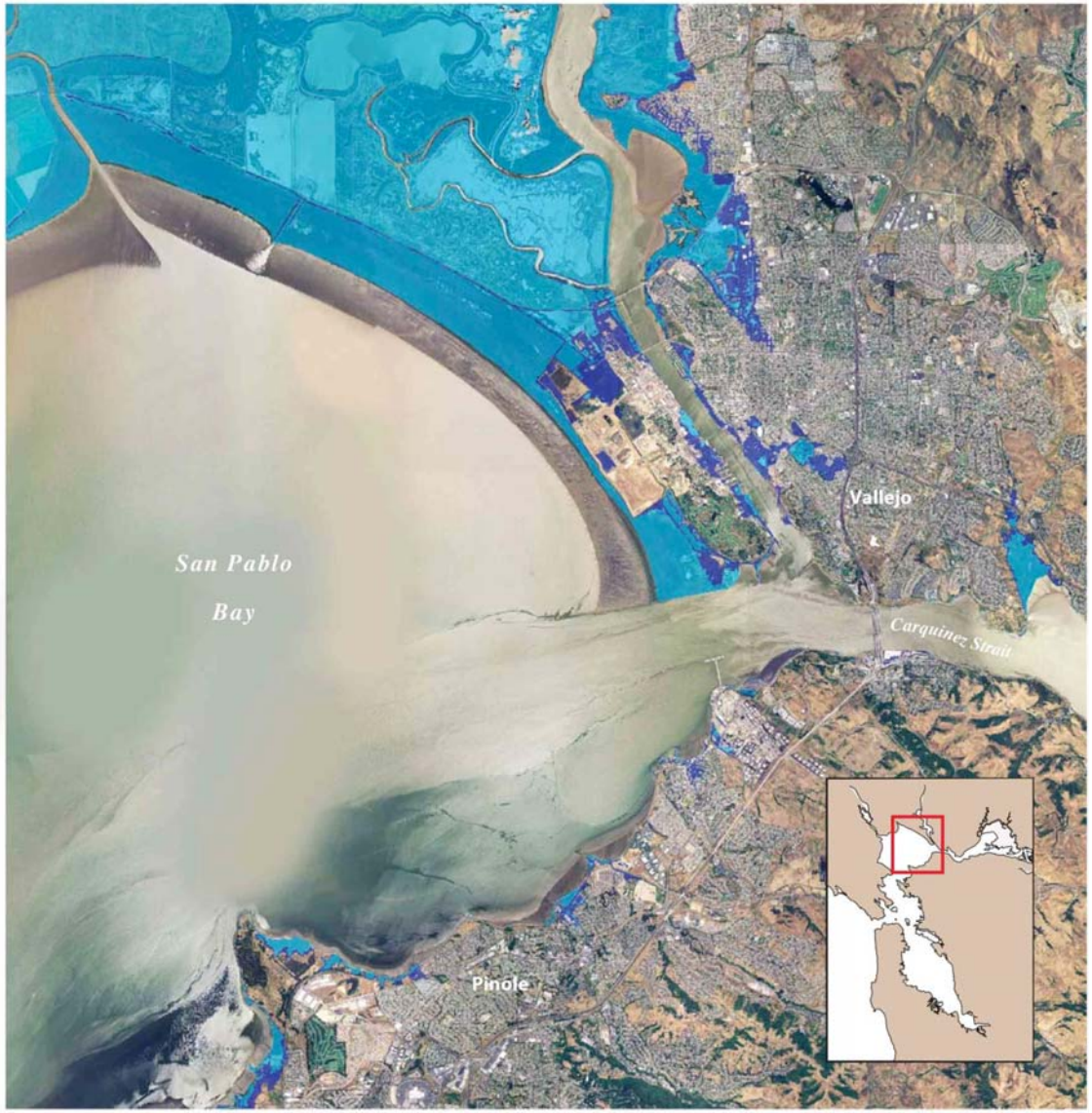

Area vulnerable to an approximate 16-inch sea level rise

Area vulnerable to an approximate 55-inch sea level rise

Source: San Francisco Bay Conservation and Development Commission (BCDC). 2009. (April) Draft Staff Report. Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline. http://www.bcdc.ca.gov/planning/climate_change/climate_change.shtml

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Figure 4.13-1

Projected Future Sea Level Rise for 2050 and 2099

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Appendices

Appendix A - Mitigation Monitoring and Reporting Program

INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the City of Pinole General Plan Update. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

MITIGATION MONITORING AND REPORTING PROGRAM

The mitigation measures and/or the performance standards of the mitigation measures identified in the City of Pinole General Plan Update Draft EIR have been structured to be incorporated as policies and/or action items into the General Plan policy document and thus, would be implemented as part of consideration of subsequent projects within the City (see Final EIR Table 2.0-1). Implementation would consist of determining whether subsequent projects are consistent with the General Plan, utilization of policies and action items as conditions of approval and/or mitigation measures and City-initiated planning activities as required by specific policies and action items. The MMRP, as outlined in the following table describes mitigation measures and where they have been placed in the City of Pinole's General Plan.

The City of Pinole will be the primary agency for monitoring the mitigation measure implementation associated with implementation of the General Plan Update.

The MMRP is presented in tabular form on the following pages.

MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Mitigation Measure Description	Placement in General Plan/EIR	Verification
4.1 Land Use			
This section does not contain any mitigation measures.			
4.2 Population/Housing/Employment			
This section does not contain any mitigation measures.			
4.3 Air Quality			
MM 4.3.2	The proposed General Plan Update shall include a policy that would require the use of BAAQMD-approved criteria air pollutant reducing *Basic Construction Mitigation Measures* to all future construction projects within the GPU Planning Area where feasible whether or not construction-related emissions exceed applicable *Thresholds of Significance*. These best management practices include the following: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers	Sustainability Element Action SE.7.1.1	

Proposed Mitigation	Mitigation Measure Description	Placement in General Plan/EIR	Verification
	at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations (BAAQMD, 2010).		
MM 4.3.6a	The proposed General Plan Update shall include an action item that shall require the city to update the Zoning Code to require the City to identify the location of existing odor sources in the city.	Health and Safety Element Action HS.5.3.6	
MM 4.3.6b	The following policy shall be incorporated into the Sustainability Element of the General Plan: When new development that would be a source of odors is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the BAAQMD CEQA Air Quality Guidelines) or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels. Potential mitigation associated with this policy requirement will be coordinated with any required permit conditions from BAAQMD. When new residential or other sensitive receptors are proposed near existing sources of odors, either adequate buffer distances shall be provided (based on recommendations and requirements of the BAAQMD CEQA Air Quality Guidelines) or filters or other equipment/solutions shall be provided to the source to reduce the potential exposure to acceptable levels.	Health and Safety Element Action HS.5.3.7	

Proposed Mitigation	Mitigation Measure Description	Placement in General Plan/EIR	Verification
4.4 Traffic and Circulation			
MM 4.4.3	Action CE.3.1.1 of the Circulation Element of the General Plan shall be revised to read: Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F and for Appian Way between Mann Drive and I-80 to LOS E as well as new MTSO's that reflect non-motorized LOS.	Circulation Element Action CE.3.1.1	
MM 4.4.11	Work with WestCAT and AC Transit to construct additional bus turnouts along the following Pinole Roadways: San Pablo Avenue, Pinole Valley Road, Appian Way & Fitzgerald Drive.	Circulation Element Action CE.6.3.8	
4.5 Noise			
MM 4.5.3a	The following policy shall be incorporated into the Health and Safety Element under Goal HS.8: New development of noise-sensitive land uses will not be permitted in areas exposed to existing or planned transportation noise sources that exceed the levels specified in Policy HS.8.1 of the proposed General Plan Update, unless the project design includes measures to reduce exterior and interior noise levels to those specified in Policy HS.8.1 of the proposed General Plan Update.	Health and Safety Element Action HS.8.1.4	
MM 4.5.3b	The following policy shall be incorporated into the Health and Safety Element under Goal HS.8: Require site-specific noise studies for noise-sensitive projects which may be affected by railroad noise, and incorporate noise attenuation measures into the project design to reduce any impacts.	Health and Safety Element Policy HS.8.4	
MM 4.5.6	The following mitigation shall be implemented as an action under Policy HS 8.1: Require the use of temporary construction noise control measures including the use of temporary noise barriers, temporary relocation of noise-sensitive land uses, or other appropriate measures as mitigation for noise generated during construction of public and/or private projects.	Health and Safety Element Action HS.8.1.5	

Proposed Mitigation	Mitigation Measure Description	Placement in General Plan/EIR	Verification
4.6 Human Health/Risk of Upset			
This section does not contain any mitigation measures.			
4.7 Biological Resources			
MM 4.7.2a	The following mitigation shall be incorporated as an action under proposed General Plan Update Policy OS.1.1: Require a minimum 100-foot setback from the top of creek banks (Pinole Creek, Catty Creek, Duncan Canyon/Cole Creek, Shady Draw, Faria Creek, and Roble Creek) for development and associated above-ground infrastructure. Analyze the adequacy of a 100-foot setback as a part of project and environmental review, and require a larger setback where necessary to mitigate project impacts.	Natural Resources and Open Space Element Action OS.1.1.4	
MM 4.7.2b	The following mitigation shall be incorporated as an action under proposed General Plan Update Policy OS.1.1: The City shall require biological resources evaluation for discretionary projects in areas identified to contain or possibly contain plant and/or wildlife species designated by state and federal agencies as rare, threatened, or endangered. This evaluation shall be conducted prior to the authorization of any ground disturbance. For proposed projects in which plant and/or wildlife species designated by state and federal agencies as rare, threatened, or endangered are found, the City shall require feasible mitigation of impacts to those species that ensure that the project does not contribute to the decline of the affected species such that their decline would impact the viability of the species. Such mitigation measures may include providing and permanently maintaining similar quality and quantity of replacement habitat, enhancing existing habitat areas, or paying fees towards to an approved habitat mitigation bank. Replacement habitat may occur either on-site or at approved off-site locations. Feasible mitigation shall be determined by the City after the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) are provided an opportunity to comment. Mitigation shall emphasize a multi-species approach to the maximum extent feasible. This may include development or participation in a	Natural Resources and Open Space Element Action OS.1.1.5	

Proposed Mitigation	Mitigation Measure Description	Placement in General Plan/EIR	Verification
	habitat conservation plan.		
4.8 Geology and Soils			
This section does not contain any mitigation measures.			
4.9 Hydrology and Water Quality			
MM 4.9.1	General Plan Action HS.2.1.3 shall be revised as follows: Establish land use controls for properties that abut Pinole Creek in order to minimize potential conflicts between flood, resource protection and recreational goals. Adopt new development regulations that <u>require applications for new development projects to adhere to pertinent local, state, and federal agency requirements. City Development regulation for properties that abut the Creek shall specify appropriate land uses and ensure that new projects will take into account issues including flow velocity, sediment load, and volume within Pinole Creek.</u>	Health and Safety Element Action HS.2.1.3	
MM 4.9.6a	The City of Pinole shall work with the Bay Conservation and Development Commission (BCDC) to implement strategies to adapt to Bay-related impacts of climate change. The City shall work with BCDC to develop a vulnerability analyses for its shoreline and to address shoreline management issues that cross jurisdictional boundaries.	Health and Safety Element Action HS.2.4.2	
MM 4.9.6b	The City will continue to implement the Municipal Code flood protection standards for development within a FEMA-designated Special Flood Hazard Area and will coordinate with FEMA and other agencies in the evaluation and mitigation of future flooding hazards that may occur as a result of sea level rise.	Health and Safety Element Action HS.2.4.3	
MM 4.9.6c	The City shall pursue funding for adequate protection from sea level rise and continued subsidence and construction in areas threatened by sea level rise and/or settlement.	Health and Safety Element Action HS.2.4.4	
4.10 Cultural and Paleontological Resources			
MM 4.10.1a	The City shall include the following as an action in the Community Character Element of the General Plan Update. Cultural resources studies (i.e., archaeological and historical investigations) shall be required for all applicable discretionary projects, in accordance with CEQA regulations, for areas not previously surveyed and/or that are sensitive for cultural	Community Character Element Action CC.4.2.4	

Proposed Mitigation	Mitigation Measure Description	Placement in General Plan/EIR	Verification
	resources. The studies should identify cultural resources (i.e., prehistoric sites, historic sites, and historic buildings/structures) in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide feasible and appropriate measures for the protection of any historical resources or unique archaeological resources to maximum extent feasible. Cultural resources studies should be completed by a professional archaeologist or architectural historian that meets the Secretary of the Interior's Professional Qualifications Standards in archaeology.		
MM 4.10.1b	The City shall include the following as an action in the Community Character Element of the General Plan Update. Should any cultural resources such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during development activities, work shall be suspended within 50 feet of the discovery and the City of Pinole Community Development Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with an appropriate specialist (e.g., archaeologist or architectural historian). The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources. The City of Pinole and the project applicant shall consider mitigation recommendations presented by a qualified archaeologist or other appropriate technical specialist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.	Community Character Element Action CC.4.2.5	
MM 4.10.1c	The City shall include the following as an action in the Community Character Element of the General Plan Update. If human remains are discovered, all work must halt within 50 feet of the find, the City of Pinole Community Development Department shall be notified, and the County Coroner must be notified according to Section 5097.98 of the California Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native	Community Character Element Action CC.4.2.6	

Proposed Mitigation	Mitigation Measure Description	Placement in General Plan/EIR	Verification
	American, the coroner will notify the Native American Heritage Commission and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.		
MM 4.10.2	The City shall include the following as an action in the Community Character Element of the General Plan Update. Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be suspended within 50 feet of the discovery and the City of Pinole Planning Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The project proponent shall be required to implement any mitigation necessary for the protection of paleontological resources. The City and the project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.	Community Character Element Action CC.4.2.7	
4.11 Visual Resources/Light and Glare			
This section does not contain any mitigation measures.			
4.12 Public Services and Utilities			
MM 4.12.6.2	The City shall include an action in the General Plan requiring all future development to demonstrate that there is sufficient sewer/wastewater treatment capacity to accommodate the proposed development and that the required sewer/wastewater infrastructure is in place before issuance of Certificate of Occupancy. Furthermore, all on-site and off-site sewer conveyance systems shall be in place prior to the issuance of Certificate of Occupancy and all financing shall be assured to the satisfaction of the City.	Community Services and Facilities Element Action CS.6.2.4	
4.13 Climate Change			
This section does not contain any mitigation measures			

APPENDIX B - GENERAL PLAN RESPONSES TO COMMENTS MATRIX

Commenter	Comment Code	Comment Summary	Revisions to General Plan	Notes
Letter B - William R. Kirkpatrick, Manager of Water Distribution Planning, East Bay Municipal Utility District				
William R. Kirkpartick	B-1	The commenter requests that certain text changes be made to pages 3.0-4, 9.0-14, and 9.0-23 of the Draft General Plan Update.		Comment noted. Potential revisions to the General Plan will be considered as part of Council action on the document.
William R. Kirkpartick	B-4	The commenter requests text revisions to General Plan Update Action GM.2.2.1.		Comment noted. Potential revisions to the General Plan will be considered as part of Council action on the document.
Letter D - Christina M. Atienza, Executive Director, West Contra Costa Transportation Advisory Committee				
Christina M. Atienza	D-4	The commenter requests that a policy or action be added to the proposed General Plan Update indicating the City's continued commitment to participating in the Subregional Transportation Mitigation Fee Program.		Comment noted. Potential revisions to the General Plan will be considered as part of Council action on the document.
Letter F - Dennis Tagashira, Planning Director, City of Hercules				
Dennis Tagashira	F-11	The commenter states that the proposed General Plan Update does not place the burden of providing adequate infrastructure in the Specific Plan development areas squarely on the shoulders of developers.		The General Plan Update does include policies and actions that require developers to fund infrastructure improvements necessitated by proposed development including policies: GM.2.2, GM.2.2.1, GM.2.2.2, GM.2.2.4, GM.2.3, GM.2.3.2, CE.3.3, and CE.4.3.
Letter I - Jamar Stamps, Contra Costa County Department of Conservation and Development				
Jamar Stamps	I-5	The commenter references General Plan Update Action CE.3.1.1 and states that it may not be necessary for the city to change the Multi- Modal Transportation Service Objective (MTSO) in the Action Plan. The commenter recommends discussing the matter with the West Contra Costa Transportation Advisory Committee (WCCTAC) and finding out if changing the MTSO to LOS F is necessary and a reasonable solution.		Comment noted.

Commenter	Comment Code	Comment Summary	Revisions to General Plan	Notes
Letter K - Nyle Seamus Seabright, Pinole Resident				
Nyle Seamus Seabright	K-4	The commenter states that a General Plan should be viewed as products for which pricing should be analyzed. The commenter states that the Pinole Redevelopment Agency's financial information should be reviewed, including vacancy rates on commercial redevelopment, should be utilized early in the planning process.		Comment noted.
Nyle Seamus Seabright	K-16	The commenter references General Plan Update Policy CC.1.4 and associated actions that call for revitalization of Old Town Pinole through density and intensity of uses and the use of minimal building setbacks. The commenter disagrees with these policies, states that setbacks provide natural habitat and that Old Town should not be filled up with new buildings.		Comment noted.
Nyle Seamus Seabright	K-17	The commenter references a TIME magazine article and states that a good General Plan would be innovative and forward looking, would include changes outside of the Three Corridors Specific Plan area, and would engage the city's residents with the land and community in new ways		Comment noted.

APPENDIX C - TRAFFIC

C-1

This section of the Draft Environmental Report (DEIR describes the existing transportation system in the GPU Planning Area and addresses the potential impacts to the circulation system resulting from the proposed project. The analysis evaluates impacts to level of service on study area roadways and intersections with the implementation of the proposed General Plan. Likewise impacts to safety, bicycle and pedestrian trails, and alternative forms of transportation are also discussed. This section has been prepared based on traffic analysis provided by Dowling Associates (2010) and included as **Appendix C** to this DEIR.

4.4.1 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

The city's transportation system is made up of roadways, transit services, bicycle and pedestrian facilities, and related facilities such as parking and freight service. About 71 percent of the city's residents commute to work by driving alone and another 17.5 percent carpool. Around 6.4 percent of the residents use transit services including bus (2 percent), subway (4 percent), rail (0.09 percent), and ferry (0.05 percent). A very small percentage of residents commute using non-motorized transportation (about 0.22 percent travel by bicycle and just over 1 percent commute on foot) (CTPP, 2000).

ROADWAY DEFINITIONS

The city's roadway network is described by functional classifications that are described below and depicted in **Figure 4.4-1**. These classifications identify the purpose of the roadways relative to their overall function in the distribution of different types of trips using the facilities. The relevant classifications in the City of Pinole are as follows:

Freeways

Freeways serve both inter-regional and intra-regional circulation needs. These facilities are typically accessed by collector or arterial roadways and have no at-grade crossings. Bicyclists and pedestrians are prohibited from accessing these facilities, unless stated otherwise. These facilities have the highest auto vehicular carrying capacity with the maximum speed limits allowed by law and are owned and operated by the California Department of Transportation (Caltrans).

Interstate 80 (I-80) is an eight-lane divided freeway that bisects the city in an east-west direction. It provides regional access to San Francisco City and County, Alameda County, Contra Costa County, Solano County, and points beyond to the east. In the vicinity of Pinole, I-80 carries from 180,000 to 196,000 vehicles daily (Caltrans, 2005). Full access to the city is provided at interchanges with Richmond Parkway, Appian Way, and Pinole Valley Road. Access to the freeway is provided at Pinole Valley Road and at Appian Way. At Richmond Parkway, freeway access is provided by slip and loop ramps in addition to a direct off-ramp for the eastbound high occupancy vehicle (HOV) lane and a direct on-ramp for the westbound HOV lane.

Arterials

Arterials provide primary connections between major areas within the City of Pinole and also distribute traffic between adjacent communities. In addition, arterials provide considerable statewide and intercity circulation. Speed limits often range from 30 to 50 mph.

San Pablo Avenue is a four-lane, mostly divided arterial aligning east-west along the northern portion of Pinole and providing connections to the unincorporated community of Tara Hills to the south and the City of Hercules to the north. San Pablo Avenue generally aligns north-south from the City of Oakland to the unincorporated community of Crockett. On-street parking is generally allowed along the segment in Pinole.

Fitzgerald Drive is a four-lane, east-west, divided arterial connecting Richmond Parkway and Appian Way on the southern side of I-80. On-street parking is prohibited.

Tara Hills Drive is a circuitous arterial connecting Appian Way to unincorporated communities on both sides of San Pablo Avenue. It's a four-lane roadway from Appian Way to Flannery Road, where it narrows to two lanes to its terminus in the unincorporated community of Bayview-Montalvin. On-street parking is generally allowed on the 4-lane section within Pinole.

Appian Way is a four-lane, north-south arterial between San Pablo Avenue and Michael Drive and then transitions between Michael Drive and Dalessi Drive to two lanes. On-street parking is allowed on some segments of the roadway.

Pinole Valley Road is a four-lane, north-south arterial from Henry Avenue through Seamus and two lanes everywhere else. From San Pablo Avenue to Henry Avenue, Pinole Valley Road is a two-lane collector. On-street parking is allowed on some segments of the roadway.

Tennent Avenue is a two-lane, north-south arterial from its southern terminus at Pinole Valley Road to San Pablo Avenue. From San Pablo Avenue to its northern terminus at Pinole Bayfront Park, Tennent Avenue serves as a collector. On-street parking is generally allowed.

Collectors

Collectors typically serve intracity rather than regional circulation needs. Their primary function is to provide access to adjacent properties and connections between local roads and other roadways that are higher in the hierarchy of classification. Travel speeds on collectors often range between 25 mph and 45 mph.

The following roadways are identified in the proposed General Plan Circulation Element as collectors:

- Allview Avenue
- Canyon Drive
- Del Monte Drive
- Estates Avenue
- Flannery Road
- Galbreth Road
- Henry Avenue
- Manor Road
- Marlesta Road
- Pinole Shores Drive
- Pinole Valley Road (between Tennent Avenue and San Pablo Avenue)
- Rancho Road
- Sarah Drive
- Shamrock Drive
- Shawn Drive
- Shea Drive

- Simas Avenue
- Sunnyview Drive
- Wright Avenue

Local Streets

Local roads provide access to adjacent properties, primarily residential uses, and distribute traffic to collectors. Travel speeds on local streets typically range from 25 to 35 mph.

All other roadways in Pinole are classified as local streets.

AUTOMOBILE AND TRUCK LEVEL OF SERVICE THRESHOLDS

The operating conditions experienced by motorists are described as levels of service (LOS). Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated A through F from best to worst, which cover the entire range of traffic operations that might occur. Levels of service A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents overcapacity and/or forced flow conditions.

At signalized intersections, the level of service is determined in Pinole using the Contra Costa Transportation Authority's methodology, which calculates a ratio of the volume of vehicles to the capacity of the critical movements at the intersection, similar to the Circular 212 Planning Method. The intersection volumes at signalized intersections are depicted in **Figure 4.4-2** and the corresponding level of service at each intersection is shown in **Table 4.4-4**. Level of service is a convenient way to express the ratio between volume and capacity on a given link or at a given intersection and is expressed as a letter grade ranging from LOS A through LOS F. Each level of service for signalized intersections is generally described in **Table 4.4-1** below.

TABLE 4.4-1
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description
A	Free-flowing travel with an excellent level of comfort and convenience and freedom to maneuver.
B	Stable flow conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience and maneuvering freedom.
C	Stable flow conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
D	High-density but stable flow. Users experience severe restrictions in speed and freedom to maneuver, with poor levels of comfort and convenience.
E	Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
F	Forced or breakdown conditions. This condition exists whenever the volume of traffic exceeds the capacity of the roadway or when the amount of traffic approaching a point exceeds the amount that can traverse a point. Roadways store long queues behind such locations, with traffic advancing in stop-and-go "waves."

Source: City of Pinole, 2009a and 2009b

FREEWAY SEGMENTS

Three freeway mainline segments are evaluated in this DEIR. These segments are located within the GPU Planning Area. The segments were evaluated for both eastbound and westbound directions:

- I-80 west of Appian Way interchange
- I-80 between Appian Way and Pinole Valley Road interchanges
- I-80 east of Pinole Valley Road interchange

Highway Capacity Manual (HCM) 2000 procedures were used to calculate average peak hour capacities for each LOS threshold from A to F for freeway mainline segments. The LOS was determined using density. Density is the number of passenger vehicles per mile per lane for a transportation facility. Density is computed based on freeway geometrics, traffic volume, free-flow speed, and traffic composition of the facility. **Table 4.4-2** contains the density thresholds for freeway mainline LOS.

TABLE 4.4-2
FREEWAY MAINLINE – LEVEL OF SERVICE CRITERIA

Level of Service	Maximum Density (passenger vehicles per mile per lane)
A	11
B	18
C	26
D	35
E	45
F	>45

Source: Transportation Research Board, 2000

Existing volumes were obtained from Caltrans Census data, as well as PeMS database.[1] Results of existing freeway operations are shown in **Table 4.4-3**. I-80 westbound is the peak commute direction during AM peak hour, and I-80 eastbound is the peak commute direction during the PM peak hour. As noted in **Table 4.4-3**, a majority of existing traffic counts in the study area were constrained due to mainline bottlenecks and queues in the peak direction of travel, during both AM and PM peak hours. Since constrained low counts would yield unrealistically optimistic LOS using the standard deterministic HCM method, existing freeway LOS is instead reported based on congested freeway conditions and speeds observed for the peak direction, as noted in **Table 4.4-3**. The observed speeds were based on the PeMS database, which also recorded freeway mainline speeds in addition to traffic counts. In the westbound direction, all three freeway segments operate at LOS F with downstream bottlenecks and queuing conditions. In the eastbound direction, I-80 operates at LOS F from west of Appian Way to Pinole Valley Road and

[1] PeMS (Performance Measurement System) is a project conducted by the Department of Electrical Engineering and Computer Sciences at the University of California, Berkeley, with the cooperation of the California Department of Transportation, California Partners for Advanced Transit and Highways, and Berkeley Transportation Systems.

operates at LOS E east of Pinole Valley Road during PM peak hour. The freeway operates at LOS C or better in the off-peak direction of travel.

TABLE 4.4-3
EXISTING YEAR 2007 – FREEWAY MAINLINE LOS SUMMARY

Location	AM Peak Hour			PM Peak Hour		
	Volume	Density[1]	LOS[2]	Volume	Density[1]	LOS[2]
I-80 Eastbound						
West of Appian Way [3]	3,971	16.2	B	5,758	***>45***	***F***
Between Appian Way and Pinole Valley Road [3]	4,625	18.9	C	6,184	***>45***	***F***
East of Pinole Valley Road [4]	4,402	24.0	C	5,535	***>35 & <45***	***E***
I-80 Westbound						
East of Pinole Valley Road [3]	5,444	***>45***	***F***	4,889	20.0	C
Between Appian Way and Pinole Valley Road [3]	5,930	***>45***	***F***	5,087	20.8	C
West of Appian Way [3]	6,261	***>45***	***F***	4,897	20.0	C

Source: Dowling Associates, Inc., 2010
Note:
1 Density = passenger cars per mile per lane
2 LOS = level of service
3 Bold/italic cells highlighted in grey indicate locations where counts are constrained due to existing bottleneck and queuing conditions. LOS F is reported based on observed speeds of lower than 30 mph.
4 Bold/italic cells highlighted in grey indicate locations where counts are constrained due to existing bottleneck conditions.LOS E is reported based on observed speeds of between 40 and 50 mph. Density shown is over the range of LOS E conditions.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

Intersections

Intersection levels of service were evaluated at 20 key signalized intersections in Pinole for the AM and PM peak hours. The level of service was determined using the Contra Costa Transportation Authority's methodology, which calculates a ratio of the volume of vehicles to the capacity of the critical movements at the intersection, similar to the Circular 212 Planning Method. The intersection volumes at these locations are depicted in **Figure 4.4-3**, and the corresponding levels of service at the intersections are shown in **Table 4.4-4**.

TABLE 4.4-4
EXISTING YEAR 2007 – EXISTING CONDITIONS OF INTERSECTION LEVEL OF SERVICE

#	Intersection	Time Period	LOS	Volume-to-Capacity (V/C) Ratio
1	Del Monte Drive at San Pablo Avenue	AM	A	0.50
		PM	A	0.40
2	Pinole Shores Drive at San Pablo Avenue	AM	A	0.44
		PM	A	0.34
3	Sunnyview Drive at San Pablo Avenue	AM	A	0.39
		PM	A	0.38

#	Intersection	Time Period	LOS	Volume-to-Capacity (V/C) Ratio
4	Appian Way at San Pablo Avenue	AM	A	0.43
		PM	A	0.59
5	Oak Ridge Lane at San Pablo Avenue	AM	A	0.41
		PM	A	0.35
6	Tennent Avenue at San Pablo Avenue	AM	A	0.55
		PM	A	0.43
7	Fernandez Avenue at San Pablo Avenue	AM	A	0.41
		PM	A	0.34
8	Pinole Valley Road at San Pablo Avenue	AM	A	0.57
		PM	A	0.55
9	John Street at San Pablo Avenue	AM	A	0.44
		PM	A	0.38
10	Pinole Valley Road at Tennent Avenue	AM	A	0.42
		PM	A	0.32
11	Pinole Valley Road at Henry Avenue	AM	A	0.41
		PM	A	0.39
12	Pinole Valley Road at I-80 westbound ramps	AM	A	0.54
		PM	A	0.52
13	Pinole Valley Road at I-80 eastbound ramps	AM	B	0.69
		PM	C	0.71
14	Pinole Valley Road at Estates Avenue	AM	A	0.48
		PM	A	0.45
15	Pinole Valley Road at Ramona Street	AM	A	0.30
		PM	A	0.24
16	Appian Way at Mann Drive	AM	A	0.51
		PM	A	0.50
17	Appian Way at Tara Hills Drive-Canyon Drive	AM	B	0.67
		PM	A	0.55
18	Appian Way at I-80 westbound ramps	AM	B	0.67
		PM	A	0.60
19	Appian Way at I-80 eastbound ramps	AM	A	0.41
		PM	B	0.60
20	Appian Way at Fitzgerald Drive-Sara Drive	AM	A	0.50
		PM	A	0.54

Source: Dowling Associates, Inc., 2010

Under the existing conditions, all study intersections operate at LOS C or better during the AM and PM peak hours.

In addition to the level of service analysis, traffic conditions were observed in the field. Operations at the I-80 interchanges of Appian Way and Pinole Valley Road were observed for 15-minute periods during a weekday morning commute time. There was one observed instance at southbound Appian Way where the queue from the traffic signal at the northern leg of the interchange reached the preceding intersection and caused vehicle backups for right-turning vehicles from Tara Hills Drive. I-80 westbound vehicles could not get around the queue to access the uncontrolled on-ramp. No spillovers onto city roadways were observed at the I-80 interchange of Pinole Valley Road, but a large number of vehicles in the AM peak-hour exited I-80 using the westbound off-ramp, proceeded through the intersection, and re-entered I-80 in order to avoid this congested section of the freeway.

Lane utilization presents an issue at the Tara Hills-Canyon Drive and Appian Way intersection. Even though two eastbound right-turn lanes are provided, the outer turn lane, which leads directly to the I-80 westbound on-ramp just 300 feet south on Appian Way, is preferred by motorists in order to avoid the need to merge into the right-hand lane after the turn. The resulting congestion is particularly pronounced in the AM peak hour, when most of the turning traffic is destined for westbound I-80. Such operational issues may not be reflected in the level of service analysis.

Transit Systems

Transit systems provide a motorized alternative to private vehicles. They serve citizens who cannot drive or choose not to drive, including senior citizens, residents with limited mobility, people under the age of 16, residents with no driver's license or a suspended driver's license, and citizens opting to live a less car-dependent lifestyle.

Bus Service

Two bus transit agencies, the Western Contra Costa Transit Authority (WestCAT) and the Alameda Contra Costa Transit Authority (AC Transit), offer a total of nine fixed routes linking Pinole with the greater Bay Area. The bus transit agencies also provide connection services to other transit services including passenger rail.

WestCAT operates seven fixed routes serving Pinole as shown in **Figure 4.4-4**. Additionally, WestCAT operates an express bus service, the JPX, to El Cerrito BART and an express bus service, the Lynx, to San Francisco from the Hercules Transit Center. WestCAT also operates a dial-a-ride paratransit service for seniors and the disabled. All fixed-route buses are equipped with front-loading racks that can hold up to two bicycles. WestCAT's portable route map contains information on bus stop locations, routes, and fixed-route bus schedules.

AC Transit operates two fixed-route services in southern Pinole, Route 70 and Route 376. AC Transit also operates dial-a-ride paratransit services for seniors and the disabled in southern Pinole. Buses are equipped with front-loading racks that can hold up to two bicycles.

Passenger Rail

BART

The San Francisco Bay Area Rapid Transit District (BART) provides passenger-rail, regional transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. Currently there is no BART service in Pinole. However, WestCAT operates the J bus route which connects to the BART station at El Cerrito del Norte. BART's direct service from this station includes the Richmond/Fremont line, with trains every 15 minutes during the weekday and every 20 minutes on the weekend. This passenger-rail line runs until 1:00 AM daily. Weekday service begins at 4:15 AM, Saturday at 6:00 AM, and Sunday at 8:00 AM. The Richmond/San Francisco line also runs with trains every 15 minutes during the weekday until 7:45 PM and every 20 minutes on Saturday until 6:00 PM. Connections to the Fremont/San Francisco line, Pittsburgh/Daly City line, and Dublin-Pleasanton/Millbrae line can be made at various points throughout the system.

BART also provides transit service to both San Francisco International Airport and Oakland International Airport. To get to Oakland International Airport, passengers can travel on the Fremont line or the Dublin-Pleasanton line, exit BART at the Oakland Coliseum BART station, and then take the AirBART shuttle (which departs every 15 minutes). To get to San Francisco International Airport, passengers can take the BART line directly to the BART station in the San Francisco International Terminal.

Amtrak

Amtrak operates passenger rail service for three routes that traverse western Contra Costa County. While there is no station in Pinole, the closest station is an unmanned Amtrak station at the Richmond BART station, and there are plans to build a ferry and Amtrak station in neighboring Hercules (WCCTAC, 2009). Two of Amtrak's routes that stop in Richmond are intrastate services, the Capitol Corridor serving Sacramento/San Jose and the San Joaquin serving Oakland/Bakersfield. The other route is the Zephyr, an interstate service serving Emeryville/Chicago.

Ferry Service

Currently no ferry service is offered in western Contra Costa County. Ferry service to San Francisco is provided by Baylink from Vallejo and by East Bay Ferry from Oakland. Weekday service is provided from about 5:30 AM into the evening hours at 30- to 100-minute intervals. Weekend service is provided from 9:00 AM into the evening hours at 60- to 120-minute intervals. There are plans to build a ferry station in Richmond and a multimodal ferry and Amtrak station in neighboring Hercules (WCCTAC, 2009).

For-Hire Passenger Services

Pinole is served by two taxi cab companies that provide passenger services for hire: Greyline Cab Company and Yellow Cab and Shuttle Services.

Bicycle and Pedestrian Facilities

Pinole is generally quite hilly from San Pablo Avenue to the south, which disrupts the ability to provide a grid system. As a result, many local streets do not provide a parallel lower-traffic-volume/lower-speed alternative to high-traffic arterial/collector roadways that can be used by

bicyclists. Nonetheless, Pinole maintains a limited number of bicycle facilities as described below and shown in **Figure 4.4-5**.

The classification system for bikeways is as follows (City of Pinole General Plan Update, 2010):

- *Class I Multi-Use Path,* a paved right-of-way separate from any street or highway, is provided along Pinole Creek between I-80 and Railroad Avenue and at Bayfront Park. The Pinole Creek Trail provides connections to Collins Elementary School, Pinole Valley Lanes Bowling Alley, the Central Business District, Fernandez Park, residential areas, and the Bay Trail.[2] The trail at Bayfront Park provides a recreational cycling opportunity but is not yet connected to other segments of the Bay Trail. The undeveloped segment of Bay Trail between Bayfront Park and Pinole Shore Regional Park has been identified for future improvement by the Bay Trail Project.[3]
- *Class II Bike Lane* provides for a striped and stenciled lane for one-way travel on a street or highway. Currently, there are no bike lanes in Pinole. However, such a facility is proposed along San Pablo Avenue and Pinole Valley Road in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan adopted in October 2009. Further, the plan also proposed the conversion of the existing Class III bike routes along Fitzgerald Drive and Appian Way to Class II bike lanes.
- *Class III Bike Route* provides for shared use of a street with motor vehicle traffic and may be identified only by signing and/or pavement legends. Bike routes are found on Fitzgerald Drive, San Pablo Avenue, and Appian Way.

The lack of bicycle designations on city streets does not preclude bicycle usage, as they are defined as a vehicle in the California Vehicle Code and subject to the same rules governing motor vehicles.

Bicyclists especially benefit from a continuous bikeway system. Bikeway facilities in Pinole are summarized in **Table 4.4-5** and shown on **Figure 4.4-5**.

TABLE 4.4-5
EXISTING BIKEWAY FACILITIES IN PINOLE

Bicycle Lane/Path Segment	Type of Facility	Length (Miles)
Pinole Creek Trail from Henry Avenue to Railroad Avenue – Bay Trail	Class I Multi-Use Path	1.15
Bayfront Park – Bay Trail loop near Tennent Avenue and Railroad Avenue	Class I Multi-Use Path	0.35
Class I Multi-Use Path Subtotal		**1.5**
Appian Way (I-80 Bikeway) from San Pablo Avenue to Dalessi Drive (city limit)	Class III Bike Route	0.95
Fitzgerald Drive from I-80 to Appian Way	Class III Bike Route	0.95
San Pablo Avenue from western to eastern city limits	Class III Bike Route	1.90

[2] The Bay Trail is a project of the Association of Bay Area Governments (ABAG) and is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo bays with a continuous 400-mile network of bicycling and hiking trails.

[3] The Bay Trail west of the loop is not complete, according to field work.

Bicycle Lane/Path Segment	Type of Facility	Length (Miles)
Class III Bike Route Subtotal		**3.8**
Total: 5.30 miles		

Source: Dowling Associates, Inc., 2010

While the Class I Multi-Use Path along Pinole Creek is a bit narrow to accommodate both bicyclists and pedestrians, it provides a safe recreational and commuter path. The Class I Multi-Use Path at Bayfront Park, which is part of the Bay Trail, provides a recreational cycling opportunity but is not yet connected to other segments of the Bay Trail. The undeveloped segment of Bay Trail has been identified for future improvement.

San Pablo Avenue is the east-west arterial and Pinole Valley Road is the north-south arterial with the gentlest grades, but of these two roads, only San Pablo Avenue is designated as a Class III bike route. Fitzgerald Drive is a designated Class III bike route intersecting several access points to a major retail mall.

High vehicle speeds and volumes, as well as a large number of turning movements to and from the mall, may discourage inexperienced bicyclists. Appian Way is also a designated Class III bike route, but high vehicle speeds and hilly terrain may serve to discourage bicycling for all but the fittest and most experienced bicyclists along this roadway.

Bicyclists need parking facilities to access various places and services. Bicycle rack parking is available at City Hall and Fernandez Park. According to the *Contra Costa Countywide Bicycle and Pedestrian Plan*, Pinole requires adequate bike parking facilities at transportation centers, public parks and buildings, recreational facilities, commercial centers, and large multi-family residential projects. WestCAT, the transit agency serving western Contra Costa County, has bike racks capable of holding two bicycles at a time installed on all fixed-route and express buses.

Sidewalks and Paths

Sidewalks with raised curb and gutter are generally provided on all arterials and collectors. Most signalized intersections have marked crosswalks on all legs as well as pedestrian signal heads and actuation. Marked crosswalks are also generally found at unsignalized intersections on some legs. Pedestrian curb ramps are located at most intersections.

The city's multi-use paths along Pinole Creek and in Bayfront Park at the Bay Trail provide recreational and transportation opportunities to walkers, with Pinole Creek Trail providing connections to several activity centers. Pedestrians use the trails in significant numbers throughout the day.

The Central Business District, located on San Pablo Avenue from Quinan Street to Pinole Valley Road, contains pedestrian-oriented land uses, pedestrian-scaled lighting, and crossing aids at all intersections, such as marked, high-contrast crosswalks, intersection bulb-outs, directional curb ramps, and pedestrian signal heads.

Freight Rail Service

Union Pacific Railroad (UPRR) operates a freight service line that passes through Pinole. The UPRR tracks are located along the San Pablo Bay shoreline, which limits possible public access to the

shoreline. Amtrak passenger trains share these tracks with the freight trains. The UPRR line operates from Oakland to Martinez. Burlington Northern Santa Fe (BNSF) railroad tracks align through Pinole parallel to the UPRR but further inland and operate from Richmond to Stockton.

Aviation

There are no public airports in Pinole. The closest public airports are the Oakland International Airport, which is 27 miles away, San Rafael Airport which is approximately 12 miles west, Buchanan Field Airport which is 13 miles east), and the and San Francisco International Airport, which is 34 miles away.

Parking

Parking in Pinole is generally readily available except in the Central Business District and near City Hall. On-street parking is not metered. Parking along arterials varies. Both San Pablo Avenue and Appian Way limit the height and length of parking vehicles. Other arterials have entire sections where on-street parking is prohibited.

Transportation Programs

Transportation Demand Management Program

A transportation demand management program, 511 Contra Costa, has been created to promote alternatives to the single-occupant vehicle, such as carpooling, vanpooling, telecommuting, biking, transit, and walking in Contra Costa County. Information is available online at www.511contracosta.org. Pinole, as part of West Contra Costa Transportation Advisory Committee (WCCTAC), is represented by the office located in the City of San Pablo offices at 13831 San Pablo Avenue.

East Bay SMART Corridors Program

The City of Pinole is a partner of the East Bay SMART Corridors program, which has established goals to better manage congestion and incidents along regional routes, improve transportation mobility, efficiency and safety, and to provide timely, multimodal transportation information to agency transportation managers and to the public along major arterial corridors including the San Pablo Avenue corridor, which aligns through Pinole (East Bay SMART Corridors, 2009). The East Bay SMART Corridors program consists of two major arterial corridors in the east bay portion of the San Francisco Bay Area: the San Pablo Avenue (I-80) corridor and the Hesperian/International/East 14th Boulevard (I-880) corridor. The monitoring begins in Hercules and stretches both southwest and southeast throughout the Bay Area.

I-80 Integrated Corridor Mobility Project

The pending I-80 Integrated Corridor Mobility Project is sponsored by the Alameda County Congestion Management Agency, Contra Costa Transportation Authority (CCTA), West Contra Costa Transportation Advisory Committee (WCCTAC), Caltrans, Metropolitan Transportation Commission (MTC), local agencies including the City of Pinole, and local transit agencies in Alameda and Contra Costa counties. Its goal is to enhance the current transportation network along I-80 and its parallel arterials, such as San Pablo Avenue, between the Carquinez Bridge and the Bay Bridge by building an integrated system that would improve the safety and mobility of all users. The project entails seven components including freeway management system (ramp

metering), arterial management system, transit management system, traveler information system, commercial vehicle operations, traffic surveillance and control system, and incident management system.

FOCUS

FOCUS, short for the Focusing Our Vision initiative, is a regional planning initiative undertaken by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission to support a regional development pattern that is compact and transit-oriented. The City of Pinole has designated as Priority Development Area (PDA) candidates the San Pablo Avenue, Tennent Avenue, and Pinole Valley Road corridors and Old Town Pinole.

4.4.2 REGULATORY FRAMEWORK

STATE

State of California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, design, construction, and maintenance of all state highways. I-80 is the only state highway that passes through the GPU Planning Area. Caltrans' jurisdictional interest extends to improvements to those local roadways at the interchange ramps serving area freeways. Any federally funded transportation improvements are subject to review by Caltrans staff and the California Transportation Commission.

The Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002) provides consistent guidance for Caltrans staff who review local development and land use change proposals. The guide also helps Caltrans staff, who inform local agencies of the information needed to analyze the traffic impacts to state highway facilities including freeway segments, on- or off-ramps, and signalized intersections.

REGIONAL

Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) was established to implement Measure C and its overall goals. CCTA also serves as the Congestion Management Agency responsible for the Congestion Management Program. Local jurisdictions work through their respective Regional Transportation Planning Committees (RTPCs).

West Contra Costa Transportation Advisory Committee

As part of western Contra Costa County, the City of Pinole works with other west county jurisdictions through the West Contra Costa Transportation Advisory Committee (WCCTAC) to develop the West Contra Costa Action Plan for Routes of Regional Significance. The plan identifies multimodal traffic service objectives (MTSOs) for routes of regional significance, which in Pinole include the freeway (I-80) and arterial streets (San Pablo Avenue and Appian Way). On these arterials, the MTSO sets a target level of service. The West County Action Plan Update was adopted on July 31, 2009 (WCCTAC, 2009).

San Pablo Avenue MTSOs

1) Maintain LOS E or better at all signalized intersections along San Pablo Avenue

San Pablo Avenue Key Objectives

1) Improve pedestrian and bicycle access with related safety enhancements along the corridor.

2) Monitor and potentially expand San Pablo Avenue Rapid Bus.

3) Complete San Pablo Avenue Specific Plan in the cities of Richmond and El Cerrito, and expand to jurisdictions north of study area.

4) As a designated ABAG FOCUS Priority Development Area, monitor development and implement projects on or near the San Pablo Avenue, BART stations, and other transit hubs to facilitate transit-oriented development.

5) San Pablo Avenue SMART Corridors extension to Crockett.

6) Operations and Management funding for SMART Corridor.

San Pablo Avenue Actions

1) Study traffic improvement and management options to discourage diversion from I-80 and encourage diverted traffic to return to I-80 on the next downstream feeder road. Clearly identify feeder roads to motorists that will take them back to I-80, particularly at Appian Way, Hilltop Drive, El Portal Drive, and San Pablo Dam Road. Include study of diversion traffic and reduction in diversion traffic as part of the I-80 ICM project and San Pablo SMART corridor.

2) Encourage the use of Appian Way from San Pablo Avenue as the major connecting arterial to I-80 rather than Tennent Avenue and Pinole Valley Road through improved signage and signalization.

3) Work with the CCTA and MTC to seek funding to:

   - Develop bike route links to the Bay Trail such as the Richmond Greenway, Wildcat Creek Trail, Pinole Valley Road, and John Muir Parkway as alternate bicycle facilities to San Pablo Avenue.

   - Improve bicycle and pedestrian access to the West County BART stations.

4) Seek funding for San Pablo Avenue Rapid Bus program expansion.

5) Complete a corridor-wide specific plan for San Pablo Avenue through coordination of each partner jurisdiction, building upon the specific plans prepared by the cities of Richmond and El Cerrito as well as the County of Contra Costa (and potentially San Pablo).

6) Partner with ABAG on development of San Pablo Avenue, El Cerrito del Norte BART station, Hercules New Town Center, and Hercules Waterfront as well as other Priority Development Areas.

7) Seek funding for construction of completed plans for San Pablo Avenue SMART Corridor extension to Crockett.

8) Seek funding for SMART Corridors O&M.

Metropolitan Transportation Commission (MTC)

Metropolitan Transportation Commission (MTC) is the regional organization responsible for prioritizing transportation projects in a Regional Transportation Improvement Program (RTIP) for federal and state funding. The process is based on evaluating each project for need, feasibility, and adherence to federal transportation policies and the local Congestion Management Program (CMP). The CMP requires each jurisdiction to identify existing and future transportation facilities that would operate below an acceptable service level and provide mitigation where future growth would degrade that service level.

LOCAL

Measure C

Standards for roadway operations in Pinole are defined on a countywide basis. In 1988, Contra Costa County voters passed Measure C, which raised the sales tax to provide funding for regional transportation improvements. Measure C requires local jurisdictions to adopt and implement a growth control program in order to receive their share of funds for transportation projects including maintenance.

Measure C also included the Growth Management Program, which established a cooperative, multi-jurisdictional planning process requiring participation of all cities, towns, and the County in managing the impacts of growth in Contra Costa County. The program sets standards for the regional and non-regional routes in Contra Costa County, which the City of Pinole incorporated into the Circulation Element of the 1995 General Plan. These standards are tied to land use and provide for a tiered system of transportation systems in Pinole, with different standards used for different types of streets.

Measure J

Measure J, approved by the voters in 2004, authorized the extension of Measure C and establishes the Transportation Sales Tax Expenditure Plan that extends the transportation sales tax initially authorized by the passage of Contra Costa Measure C. It provides for $2 billion in funding for programs and projects. These expenditures are "for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems," including paratransit services (California Public Utilities Code Section 180205), and for specific efforts supporting such investments. Measure J's Growth Management Program simplifies Measure C's requirements; it also requires a binding Urban Limit Line for the county and all of the cities within the county.

4.4.3 IMPACTS AND MITIGATION MEASURES

This subsection describes the transportation analysis of the proposed General Plan Update and identifies potential impacts and mitigation measures that would be associated with the adoption of the proposed General Plan Update. Quantitative transportation impact analyses were conducted for the Year 2030 and assumed full buildout of the land uses proposed in the General Plan Update. In this manner, the full impact of the proposed General Plan is analyzed. However, because it is unlikely that full buildout condition would occur by Year 2030, the transportation analyses tend to be more conservative.

SIGNIFICANCE CRITERIA

The impact analysis provided below is based on the California Environmental Quality Act (CEQA) Guidelines Appendix G. A transportation/traffic impact is considered significant if implementation of the proposed General Plan would result in the following:

1) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Specifically, the following LOS and volume-to-capacity ratios (v/c ratios) are stated as policies in the 1995 General Plan, and are applied in this section as the minimum acceptable standards at signalized intersections for automobiles and trucks:

Central Business District (LOS E+ or better, v/c ratio of 0.90 to 0.94)

Applicable roadways

- San Pablo Avenue from Oak Ridge Road to eastern city limits

Urban (LOS D- or better, v/c ratio of 0.85 to 0.89)

Applicable roadways

- San Pablo Avenue from Oak Ridge Road to western city limits
- Appian Way from San Pablo Avenue to southern city limits
- Pinole Valley Road from San Pablo Avenue to city limits
- Tennent Avenue from Pinole Valley Road to Railroad Avenue
- Fitzgerald Drive from Appian Way to 1,000 feet west of Appian Way
- Tara Hills Drive from Appian Way to 1,000 feet west of Appian Way

Suburban (LOS D+ or better, v/c ratio of 0.80 to 0.85)

Applicable roadways

- All roadways not listed above

1) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards

established by the county congestion management agency for designated roads or highways.

Specifically, the relevant MTSOs of the West County Action Plan are:

- Maintain a Delay Index of 3.0 or less during weekday morning and evening peak hour on Interstate 80
- Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue
- Maintain LOS "D" or better at all signalized intersections on Appian Way
- The relevant LOS standard from the Congestion Management Plan (CMP) is LOS F for I-80 between State Route 4 and San Pablo Dam Road in both eastbound and westbound directions. However, the CMP does not set a threshold of significance, if the freeway segment already operates at LOS F. For the purposes of this analysis, if the freeway segment operate at LOS F under baseline conditions, an increase in traffic volumes of more than three (3) percent was considered to be significant. This three percent was considered to be within normal daily fluctuations in traffic volumes.

2) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

3) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4) Result in inadequate emergency access.

5) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

There are no air-related facilities in the existing city limits or in the general vicinity of the GPU Planning Area. Given the distance to San Rafael Airport (approximately 12 miles west) and Buchanan Field Airport (approximately 13 miles east), the proposed General Plan is not expected to result in a change to air traffic patterns because the facilities do not provide commuter or connecting services. Therefore, threshold of significance 3 above is not applicable.

METHODOLOGY

Transportation Analysis Methodology and Results

The transportation impact analysis is focused on potential LOS impacts on freeways and intersections that would occur from increased travel demand associated with new land development and roadway network modifications under the proposed General Plan. The assessment of these components of the transportation system was conducted quantitatively using the process outlined in the Analysis Methodology subsection below. For the transit, bicycle, and pedestrian systems, the policies and implementation measures were evaluated against the significance thresholds.

Analysis Methodology

The Contra Costa Transportation Authority's Travel Demand Model was used to develop future traffic volume forecasts based on the proposed Land Use Map for the GPU Planning Area. The model was used to forecast the daily roadway volumes as well as the AM and PM peak hour intersection turning movement data. The following steps were taken in the analysis:

1. Roadway Networks. The latest available CCTA Model was reviewed to ensure that future regional roadway improvements are included as part of the future 2030 condition. For the 2030 baseline condition, this included the planned Appian Way widening from two lanes to four lanes between San Pablo Dam Road and Manor Road outside the city limit. For the proposed General Plan, modifications included the proposed narrowing of San Pablo Avenue between Oakridge Road and the eastern city limit.

2. Land Use Data. The CCTA model includes future development throughout the region. The 2030 forecasts are consistent with regional totals for growth projected by the Association of Bay Area Governments (ABAG) in their *Projections 2005* report. Therefore, the traffic forecasts reflect traffic from growth in Pinole as well as traffic in the region that may use the roadways in the City of Pinole.

   The land use data for the proposed General Plan Update were developed. The land use data was categorized into total households, single-family dwelling units, multi-family dwelling units, total employment, and employment by sector (retail, service, agriculture, manufacturing, wholesale, and other) by traffic analysis zone (TAZ) for input to the model.

3. Model Forecasts. The model was used to produce traffic volume forecasts for 2030 baseline conditions and 2030 proposed General Plan Update conditions. The Gateway Capacity Constraint Methodology was applied in projecting the peak hour volumes. This methodology, consistent with the *West County Action Plan for Routes of Regional Significance – 2009 Update* (West County Action Plan), limits future peak hour volumes based on the capacity of major corridors (or gateways) that serve the area. The Bay Bridge serves as the gateway for to west Contra Costa County including Pinole. Both base year and future year forecasts were extracted and used to estimate the growth, which was applied to the existing counts.

4. Impact Analysis. The significance criteria were used to identify potential roadway network deficiencies. For the intersections, the future (2030) volumes were adjusted following the process established in the CCTA Technical Procedures, using the Furness method. Free-flow and congested speeds from the model were used to calculate the delay index. For the other transportation issues, the impacts were qualitatively assessed and the proposed General Plan policies were reviewed for conflicts with adopted plans and policies.

Model Forecasts Summary

Summaries of daily vehicles trips, average vehicle trip lengths, and vehicle miles traveled (VMT) for trips generated in Pinole from the model forecasts for year 2000 and 2030 baseline are presented in **Table 4.4-6**. The County model was modified to reflect the Three Corridors Specific Plan and its land use assumptions.

TABLE 4.4-6
MODEL FORECAST SUMMARY

Year	Households	Total Employment	Total Daily Vehicle Trips	VMT Generated (in miles)	Average Trip Length (in miles)
2000 Model	7,137	5,747	68,495	620,000	9.05
2030 Baseline	7,619	7,324	81,679	750,000	9.18

Source: Dowling Associates, Inc., 2010

Freeway Operations

2030 Baseline Conditions

Future freeway volumes are calculated based on adding incremental model growth to existing counts. The base year forecast model is 2000 and future year is 2030, which represent a total growth of 30 years. Existing traffic counts were obtained in 2007. Therefore, the growth was further adjusted by multiplying a factor of 23/30 years (or approximately 77 percent of the 30-year growth).

In 2030 under baseline conditions, the freeway would continue to operate with the same peak direction of travel as existing conditions – westbound in the AM peak hour and eastbound in the PM peak hour. Freeway mainline LOS for 2030 baseline conditions are shown in **Table 4.4-7**. All study segments would operate at LOS F in the peak commute directions.

TABLE 4.4-7
2030 BASELINE – FREEWAY MAINLINE LOS SUMMARY

Location	AM Peak Hour			PM Peak Hour		
	Volume	Density[1]	LOS[2]	Volume	Density[1]	LOS[2]
I-80 Eastbound						
West of Appian Way [3]	4,977	20.3	C	6,587	***>45***	***F***
Between Appian Way and Pinole Valley Road [3]	5,523	22.6	C	7,369	***>45***	***F***
East of Pinole Valley Road	5,326	29.9	D	6,996	***>45***	***F***
I-80 Westbound						
East of Pinole Valley Road [3]	6,947	***>45***	***F***	5,702	23.3	C
Between Appian Way and Pinole Valley Road [3]	7,196	***>45***	***F***	6,004	24.6	C
West of Appian Way [3]	7,302	***>45***	***F***	5,841	23.9	C

Source: Dowling Associates, Inc., 2010
Notes:
[1] *Density = passenger cars per mile per lane*
[2] *LOS = level of service*
[3] *Bold/italic cells highlighted in grey indicate locations where the freeway operates at LOS F in existing conditions. With traffic growth in 2030, the freeway would continue to operate at LOS F with increased delays and queues due to downstream bottlenecks.*

2030 Proposed Project Conditions

Freeway mainline LOS for 2030 proposed project conditions are shown in **Table 4.4-8**. The project would result in increased traffic volumes on the freeway mainline segments in the peak direction of travel in both AM and PM peak hours, i.e., westbound direction during the AM peak and eastbound direction during the PM peak.

TABLE 4.4-8
2030 PROPOSED PROJECT – FREEWAY MAINLINE LOS SUMMARY

Location	AM Peak Hour			PM Peak Hour		
	Volume	Density[1]	LOS[2]	Volume	Density[1]	LOS[2]
I-80 Eastbound						
West of Appian Way [3]	5,067	20.7	C	6,689	***>45***	***F***
Between Appian Way and Pinole Valley Road [3]	5,763	23.6	C	7,663	***>45***	***F***
East of Pinole Valley Road	5,588	32.0	D	7,376	***>45***	***F***
I-80 Westbound						
East of Pinole Valley Road [3]	7,263	***>45***	***F***	6,064	24.8	C
Between Appian Way and Pinole Valley Road [3]	7,432	***>45***	***F***	6,252	25.7	C
West of Appian Way [3]	7,423	***>45***	***F***	5,976	24.5	C

Source: Dowling Associates, Inc., 2010
Notes:
[1] *Density = passenger cars per mile per lane*
[2] *LOS = level of service*
[3] *Bold/italic cells highlighted in grey indicate locations where the freeway operates at LOS F in existing conditions. With traffic growth in 2030, the freeway would continue to operate at LOS F with increased delays and queues due to downstream bottlenecks.*

IMPACTS AND MITIGATION MEASURES

Impacts to Freeway Mainline

Impact 4.4.1 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in freeway mainline volumes during the AM and PM peak hours. This is considered a **significant impact**.

General Plan Update

Implementation of the land use development and roadway modifications proposed in the General Plan Update would result in increased traffic volumes for all three freeway segments. The segments are currently predicted to operate at LOS F in the peak direction under 2030 Baseline Conditions as shown in Table 4.4-8. Development within the GPU Planning Area would add more trips to these freeway segments which would increase density and further reduce the LOS. For segments that are already operating at an unacceptable LOS, the threshold of significance of three percent increase in volume over baseline was applied. Of the three segments, both freeway segments east of Pinole Valley Road and between Appian Way and Pinole Valley Road exceed this threshold and therefore, this is considered a **significant impact**.

Based on a comparison of the traffic volumes for the proposed project without the narrowing (see **Table 4.4-9**), the added freeway trips are primarily a result of the proposed road narrowing on San Pablo Avenue. The travel model forecasts that the narrowing of San Pablo Avenue would result in vehicles shifting to use the freeway mainline as an alternative to traveling through the City. While the increased volume of traffic does not result in densities in the LOS F range, the low travel speeds of the traffic along these segments (due to the downstream bottlenecks along the I-80 corridor) will worsen the projected LOS F condition.

2030 Proposed Project Without Road Narrowing Conditions

As an alternative to the proposed project, freeway mainline LOS for year 2030 without the narrowing of San Pablo Avenue was examined (see **Table 4.4-9**). Without the proposed narrowing, the project would result in a minimal increase traffic volumes on the freeway mainline segments in the peak direction of travel in both AM and PM peak hours. Both westbound traffic during the AM peak and eastbound traffic during the PM peak would be impacted as the project would add more trips to the freeway that would already operate at LOS F. However, without the road narrowing, the increase in traffic volumes on these three segments of I-80 in the peak direction would not exceed the three percent threshold used to establish a significant impact.

Without the narrowing, the traffic volumes on the local streets, particularly San Pablo Avenue, would continue to increase. During the peak hours in the peak direction, the travel demand model show as much as 73 and 82 percent of the traffic on San Pablo in Old Town to be regional trips traveling through the city. The impacts to local circulation without the narrowing of San Pablo Avenue are described below under the intersection analysis.

TABLE 4.4-9
2030 PROPOSED PROJECT WITHOUT ROAD NARROWING – FREEWAY MAINLINE LOS SUMMARY

Location	AM Peak Hour			PM Peak Hour		
	Volume	Density[1]	LOS[2]	Volume	Density[1]	LOS[2]
I-80 Eastbound						
West of Appian Way [3]	4,985	20.4	C	6,685	***>45***	***F***
Between Appian Way and Pinole Valley Road [3]	5,531	22.6	C	7,443	***>45***	***F***
East of Pinole Valley Road	5,333	30.0	D	7,082	***>45***	***F***
I-80 Westbound						
East of Pinole Valley Road [3]	6,986	***>45***	***F***	5,700	23.3	C
Between Appian Way and Pinole Valley Road [3]	7,243	***>45***	***F***	5,997	24.5	C
West of Appian Way [3]	7,374	***>45***	***F***	5,828	23.8	C

Source: Dowling Associates, Inc., 2010
Notes:
1 Density = passenger cars per mile per lane
2 LOS = level of service
3 Bold/italic cells highlighted in grey indicate locations where the freeway operates at LOS F in existing conditions. With traffic growth in 2030, the freeway would continue to operate at LOS F with increased delays and queues.

Three Corridors Specific Plan

Implementation of the proposed Three Corridors Specific Plan would consist of the revitalization of the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors, which could include new development and/or redevelopment of various urban uses. The Three Corridors Specific Plan directs the majority of the city's future growth to sites designated for mixed and multiple-family use in the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. The Three Corridors Specific Plan also identifies opportunity sites for infill mixed-use development along the city's commercial corridors in close proximity to transit and other amenities. The overall result of revitalizing these corridors would be more intense land uses, which would potentially result in increased traffic volumes within the Specific Plan area as well as on Interstate 80. This is considered a **significant** impact.

Zoning Code Update

Updates to the Zoning Code will be administrative in nature to further clarify the types and forms of uses permitted under particular land use designations, but would not result in any development activities beyond that analyzed for the proposed General Plan Update. Therefore, the Zoning Code Update would have **no impact** associated with freeway impacts resulting from increased traffic.

Proposed General Plan Policies and Action Items That Address Impacts to Freeway Mainline

The proposed General Plan Update incorporates the following policies and actions that guide the development of the proposed circulation system and reduce potential impacts to I-80.

Policy CE.1.2	Coordinate development of the circulation system with sustainable land use planning.
Action CE.1.2.1	Give priority to projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
Action CE.1.2.2	Require development to provide bus, bicycle, pedestrian and alternative fuel vehicle facilities, as appropriate.
Policy CE.1.6	Encourage transit services between major employment centers in each area of the city and surrounding communities.
Action CE.1.6.1	The City shall continue to work cooperatively with local and regional transit with transportation agencies and other jurisdictions such as BART, WCCTAC, Transit Providers, West County Jurisdictions, CCTA, Railroads, to maximize connectivity to existing or proposed transit stations within the GPU Planning Area.
Action CE.1.6.2	Work with WestCAT, AC Transit and other transit providers to support expanded transit lines and increased frequency of service on major transit arterials.
Policy CE.2.2	Identify needed improvements to the highway/interstate facilities in the city and in order to aid Caltrans in implementing necessary programs on

the state highway system and its interchanges/intersections with local roadways.

Action CE.2.2.1 Work with Caltrans and adjacent jurisdictions to improve the operational performance of I-80 and local transit corridors designated Priority Development Areas (San Pablo Avenue, Appian Way and Pinole Valley Road).

Action CE.2.2.2 Work with Caltrans in analyzing the performance of freeway interchanges located in the General Plan area and seek appropriate improvements.

Policy CE.3.3 All projects shall pay their fair share of the cost for project impacts on the circulation network in order to ensure that established levels of service are met.

Action CE.3.3.1 Establish a mechanism for collecting appropriate fees from development projects that will offset negative impacts on LOS thresholds.

Action CE.3.3.2 Adopt traffic impact fees that are based upon peak hour trip generation.

Policy CE.6.1 Encourage the use of carpooling and vanpooling to maintain an acceptable LOS on city streets and I-80.

Mitigation Measures

Several planning efforts are under way to address this regional issue. They include the I-80 Corridor Study by the Sacramento Council of Governments, the Association of Bay Area Governments, the Metropolitan Transportation Commission (MTC), and Solano Transportation Authority, and the I-80 Integrated Corridor Mobility Project by the Alameda County Congestion Management Agency, WCCTAC, the Contra Costa Transportation Authority, Caltrans, local agencies including the City of Pinole, and local transit agencies in Alameda and Contra Costa counties. Further, the WCCTAC Action Plan includes objectives such as increasing High Occupancy Vehicle (HOV) lane use, improving transit service, increasing the size and number of park and ride lots, and additional interchanges to help alleviate congestion along the I-80 corridor. The update to the plan was adopted in July 2009. Despite these efforts, no feasible mitigation measures are available to improve the projected LOS to levels below the threshold of significance; therefore, impacts would remain **significant and unavoidable**.

While the 2030 proposed project without road narrowing conditions alternative would reduce this freeway impact to less than significant, the affects on local circulation and access for vehicles as well as pedestrians and bicyclists in the city, particularly in Old Town, would not support the goals and policies of the proposed GP. Therefore, impacts would remain significant and unavoidable.

Conflicts with Acceptable Volume-to-Capacity Ratios

Impact 4.4.2 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in volume-to-capacity (v/c) ratios and a decrease in LOS on study intersections during the AM and PM peak hours. This is considered a **significant** impact.

General Plan Update

The forecast intersection traffic volume for Year 2030 baseline conditions is shown **Figure 4.4-6**. **Figure 4.4-7** depicts forecast intersection traffic volume for the proposed General Plan Update with the narrowing of San Pablo Avenue. **Figure 4.4-8** depicts forecasted intersection traffic volume for the proposed General Plan Update without the narrowing of San Pablo Avenue. The intersection levels of service under both 2030 conditions are summarized in **Table 4.4-10.** The peak hour volumes at several intersections along key corridors serving Pinole, such as San Pablo Avenue, Appian Way, and Pinole Valley Road, would approach or exceed the capacity of the intersections, resulting in substandard conditions as identified in bold in the table.

TABLE 4.4-10
YEAR 2030 PEAK HOUR INTERSECTION LEVELS OF SERVICE
BASELINE AND PROPOSED GENERAL PLAN UPDATE

			2030 Baseline		Proposed GP Update		Proposed GP Update Without the Narrowing of San Pablo	
#	Intersection	Time Period	LOS	v/c Ratio	LOS	v/c Ratio	LOS	v/c Ratio
1	Del Monte Drive at San Pablo Avenue	AM	B	0.610	A	0.570	B	0.620
		PM	A	0.550	A	0.460	A	0.550
2	Pinole Shores Drive at San Pablo Avenue	AM	A	0.560	A	0.510	A	0.560
		PM	A	0.440	A	0.370	A	0.440
3	Sunnyview Drive at San Pablo Avenue	AM	A	0.510	A	0.470	A	0.520
		PM	A	0.500	A	0.430	A	0.510
4	Appian Way at San Pablo Avenue	AM	D	0.850	B	0.630	**E**	**0.900**
		PM	**F**	**1.060**	C	0.740	**F**	**1.110**
5	Oak Ridge Lane at San Pablo Avenue	AM	A	0.570	D	0.810	A	0.570
		PM	A	0.530	B	0.670	A	0.550
6	Tennent Avenue at San Pablo Avenue	AM	C	0.780	**E**	**0.980**	D	0.810
		PM	B	0.680	D	0.830	B	0.680
7	Fernandez Avenue at San Pablo Avenue	AM	B	0.600	C	0.780	A	0.600
		PM	A	0.590	B	0.600	B	0.610
8	Pinole Valley Road at San Pablo Avenue	AM	C	0.780	**E**	**0.950**	D	0.850
		PM	D	0.830	**F**	**1.060**	D	0.850
9	John Street at San Pablo Avenue	AM	B	0.690	**E**	**0.910**	C	0.700
		PM	A	0.580	C	0.740	A	0.580
10	Pinole Valley Road at Tennent Avenue	AM	B	0.610	B	0.670	B	0.670
		PM	A	0.380	A	0.450	A	0.380
11	Pinole Valley Road at Henry Avenue	AM	A	0.540	B	0.610	A	0.570

			2030 Baseline		Proposed GP Update		Proposed GP Update Without the Narrowing of San Pablo	
#	Intersection	Time Period	LOS	v/c Ratio	LOS	v/c Ratio	LOS	v/c Ratio
		PM	A	0.530	C	0.700	A	0.560
12	Pinole Valley Road at I-80 westbound ramps	AM	B	0.660	B	0.680	B	0.680
		PM	A	0.560	B	0.640	A	0.580
13	Pinole Valley Road at I-80 eastbound ramps	AM	C	0.700	B	0.700	C	0.710
		PM	**D**	**0.900**	**E**	**0.930**	D	0.880
14	Pinole Valley Road at Estates Avenue	AM	A	0.490	A	0.480	A	0.490
		PM	A	0.470	A	0.460	A	0.490
15	Pinole Valley Road at Ramona Street	AM	A	0.320	A	0.330	A	0.340
		PM	A	0.280	A	0.300	A	0.300
16	Appian Way at Mann Drive	AM	A	0.540	A	0.530	A	0.550
		PM	A	0.460	A	0.400	A	0.470
17	Appian Way at Tara Hills Drive-Canyon Drive	AM	**E**	**0.910**	D	0.880	**E**	**0.950**
		PM	B	0.680	C	0.710	C	0.700
18	Appian Way at I-80 westbound ramps	AM	**D**	**0.900**	D	0.870	**E**	**0.940**
		PM	C	0.710	C	0.720	C	0.720
19	Appian Way at I-80 eastbound ramps	AM	B	0.650	A	0.560	B	0.680
		PM	C	0.760	C	0.740	C	0.750
20	Appian Way at Fitzgerald Drive-Sara Drive	AM	B	0.700	C	0.760	C	0.730
		PM	D	0.820	D	0.870	D	0.860

Source: Dowling Associates, Inc., 2010
Note: Bold indicates facilities that would not meet current standard; shaded cells indicate significant impacts.

The 2030 conditions at these intersections represent increase traffic volumes due to growth in the GPU Planning Area as well as in adjacent communities. In addition, San Pablo Avenue, as a parallel arterial to the congested I-80 corridor, and Appian Way, providing access to the freeway, serve not only local traffic, but regional traffic along the I-80 corridor. Under the proposed General Plan Update with the narrowing of San Pablo Avenue, some of the traffic on San Pablo Avenue would shift back to I-80, but the reduced capacity due to the lane reduction on San Pablo Avenue would result in increased v/c at the intersection with John Street, Pinole Valley Road and Tennent Avenue. The narrowing also results in lower traffic volumes on San Pablo Avenue south of the narrowing at Appian Way as well as on Appian Way between San Pablo Avenue and I-80. At these locations the LOS improves to LOS D or better.

When compared to the General Plan Update without the narrowing of San Pablo Avenue, the v/c ratios would increase at the intersections along Appian Way. The lower v/c ratios along San Pablo Avenue are attributed to reduced capacity due to the lane reduction.

Implementation of the land use development and roadway modifications proposed in the General Plan Update would cause four study intersections to operate below City level of service standards as shown in **Table 4.4-10**. The San Pablo Avenue intersections with Tennent Avenue, Pinole Valley Road, and John Street would degrade to LOS E or LOS F during one or both peak hours. The deterioration in operation at these intersections can be attributed to the proposed narrowing of San Pablo Avenue from the existing four travel lanes to two travel lanes through the Old Town area. In addition, the intersection of Pinole Valley Road and the I-80 eastbound ramp would continue to operate at a substandard level with an increase in v/c by 0.03 for the General Plan Update (and a decrease in v/c by 0.02 for the General Plan Update without narrowing of San Pablo Avenue) and level of service degrade from a high LOS D to a low LOS E. This is considered a **significant** impact.

Without the narrowing, the impacts shift to Appian Way, where the LOS at Three intersections would be below the acceptable standard. At the intersections of Appian Way with San Pablo Avenue, Tara Hill Drive-Canyon Drive, and I-80 westbound ramps, the v/c ratio increases resulting in LOS E or F conditions.

Three Corridors Specific Plan

The proposed project also includes development of a Specific Plan that covers three major city corridors. The Three Corridors Specific Plan covers major areas of redevelopment under consideration in the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. The overall result of revitalizing these corridors would be more intense land uses, which would potentially result in increased traffic volumes within the Specific Plan area. As shown in **Table 4.4-10**, several intersections with San Pablo Avenue and Pinole Valley Road would be impacted, with resulting decreases in LOS and increases in v/c ratio. This is considered a **significant** impact.

Zoning Code Update

Updates to the Zoning Code will be administrative in nature to further clarify the types and forms of uses permitted under particular land use designations, but would not result in any development activities beyond that analyzed for the proposed General Plan Update. Therefore the Zoning Code Update would result in **no impact.**

Proposed General Plan Policies and Action Items that Address Conflicts with V/C Ratio

The proposed General Plan Update incorporates the following policies and actions that guide the development of the proposed circulation system and reduce potential level of service impacts to study roadway segments and intersections.

Policy CE.1.2	Coordinate development of the circulation system with sustainable land use planning.
Action CE.1.2.1	Give priority to projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
Action CE.1.2.2	Require development to provide bus, bicycle, pedestrian and alternative fuel vehicle facilities, as appropriate.

Action CE.1.2.3 Provide safe and convenient access for pedestrians and bicyclists, wherever feasible.

Policy CE.1.6 Encourage transit services between major employment centers in each area of the city and surrounding communities.

Action CE.1.6.1 Coordinate the integration of local and regional transit with transportation agencies and other jurisdictions.

Action CE.1.6.2 Work with WestCAT, AC Transit and other transit providers to support expanded transit lines and increased frequency of service on major transit arterials.

Policy CE.3.1 Apply the traffic service objectives indicated on Figure 7.4 [of the Circulation Element] for the identified roadways. LOS (level of service) and volume to capacity (V/C) thresholds are defined as follows:

Level of Service A (50 to 59 V/C): Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B (60 to 69 V/C): Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C (70 to 79 V/C): Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches. LOS C+ = 70 to 75 V/C. LOS C- = 75 to 79 V/C.

Level of Service D (80 to 89 V/C): Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks. LOS D+ = 80 to 85 V/C. LOS D- = 85 to 89 V/C.

Level of Service E (90 to 99 V/C): Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections. LOS E+ = 90 to 94 V/C.

Level of Service F (100+ V/C): Describes stop-and-go traffic characterized by traffic jams and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Action CE.3.1.1 Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F to create a more pedestrian-friendly environment and facilitate pedestrian and bicycle access and circulation.

Action CE.3.1.2 Project applicants shall provide a traffic study forecasting traffic impacts, identifying deficient roadways and intersections, and providing an

implementation plan for needed improvements to the satisfaction of the Public Works Director/City Engineer.

Action CE.3.1.3 The City shall develop a Roadway/Trail Master plan to improve the sidewalk, bike trail, pedestrian trail and roadway system, as necessary for buildout of the General Plan.

Policy CE.3.2 Maintain roadway network at or above established LOS thresholds.

Policy CE.3.3 All projects shall pay their fair share of the cost for project impacts on the circulation network in order to ensure that established levels of service are met.

Action CE.3.3.1 Establish a mechanism for collecting appropriate fees from development projects that will offset negative impacts on LOS thresholds.

Action CE.3.3.2 Adopt traffic impact fees that are based upon peak hour trip generation.

Policy CE.3.4 Reduce traffic congestion at key intersections throughout the city, as appropriate and in line with the overall sustainability goals of the City.

Action CE.3.4.1 Construct necessary improvements to intersections to ensure that the applicable LOS mentioned in Policy CE.3.1 are achieved.

Mitigation Measures

Widening of the intersection of Pinole Valley Road and I-80 eastbound ramps would be required to reduce the v/c to meet the LOS standard. However, since this intersection is at the freeway ramps, an alternative analysis was performed using the Highway Capacity Manual methodology required by Caltrans. This methodology takes into considerations the signal timing and operations of the intersection and establishes the LOS based on delays at the intersection. With this methodology the intersection would operate at LOS D with a delay of 48.4 seconds during the PM peak hour. This LOS D would be similar to that for the No Project and proposed project without the narrowing when using the HCM methodology.

The proposed project exceeds the adopted LOS standards for the intersections on San Pablo Avenue in Old Town. Maintaining the intersections with the additional travel lane to accommodate automobiles and trucks would address only one facet of transportation within the GPU Planning Area. The proposed project seeks to amend the LOS established by policy to a less restrictive standard. Because about 75 percent of the traffic on this roadway originates from outside of the GPU Planning Area and uses the roadway as a convenient by-pass for the freeway, the City would prefer a more balanced transportation corridor and seeks to redirect inter-regional traffic back to the freeway, or to alternative modes of transportation such as bicycles, buses, and rail. This modification to the policy would eliminate the need to construct improvements at the intersections and result in a **less than significant** impact. Note that the impacts to the mainline freeway are only marginally worsened as a result of this approach. See Table 4.4-9.

Conflict with an Applicable Congestion Management Plan

Impact 4.4.3 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would conflict with the

multimodal transportation service objectives (MTSOs) identified in the West County Action Plan. This is considered a **significant** impact.

As summarized in **Table 4.4-11**, the delay index for I-80 between the Alameda county line and the Carquinez Bridge would be maintained at less than 3.0 with and without the proposed General Plan Update.

TABLE 4.4-11
DELAY INDEX FOR INTERSTATE 80 BETWEEN ALAMEDA COUNTY LINE AND CARQUINEZ BRIDGE
2030 BASELINE AND PROPOSED GENERAL PLAN UPDATE

Scenario	Direction	Distance (miles)	AM Delay Index	PM Delay Index
2030 Baseline	I-80 NB	13.802	1.61	2.33
	I-80 SB	13.807	2.47	1.82
Proposed General Plan Update	I-80 NB	13.802	1.64	2.51
	I-80 SB	13.807	2.63	1.87

Source: Dowling Associates, Inc., 2010

Implementation of the proposed General Plan Update would not exceed the MTSOs outlined in the West County Action Plan for I-80. However, implementation of proposed General Plan Update Action CE.3.1.1 would modify the level of service standards along the Old Town segment of San Pablo Avenue to LOS F. The West County Action Plan dictates that all signalized intersections along San Pablo Avenue shall maintain LOS E or better. Likewise the West County Action Plan calls for maintaining LOS D or better along Appian Way. As shown in the intersection analysis above, the change in LOS standard for Appian Way is not needed for the proposed project with the narrowing, since regional traffic would shift back to the freeway. Therefore, the project conflicts with the MTSOs established by the West County Action Plan. This is considered a **significant** impact.

General Plan Update

The City of Pinole is largely built out with opportunities for infill housing and commercial development. Proposed Action CE.3.1.1 would modify the level of service standards along the Old Town segment of San Pablo Avenue to LOS F. These proposed levels of service would exceed thresholds established by the West County Action Plan for signalized intersections along San Pablo Avenue. Therefore, this is considered a **significant** impact.

Three Corridors Specific Plan

The proposed project also includes development of a Specific Plan that covers three major city corridors. The Three Corridors Specific Plan covers major areas of redevelopment under consideration in the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. Implementation of the proposed Three Corridors Specific Plan would consist of revitalization in these areas. Focus would be on replacing vacated and underutilized commercial areas with new residential and commercial mixed-use developments and increasing the density in residential areas. The overall result would be more intense land uses, which would potentially result in increased traffic volumes within the Specific Plan area. As the corridors involved are addressed in the West County Action Plan, this impact is considered **significant**.

Zoning Code Update

Updates to the Zoning Code will be administrative in nature to further clarify the types and forms of uses permitted under particular land use designations, but would not result in any development activities beyond that analyzed for the proposed General Plan Update. This would not conflict with the multimodal transportation service objectives (MTSOs) identified in the West County Action Plan. Therefore, there is **no impact**.

Proposed General Plan Policies and Action Items that Address Conflict with an Applicable Congestion Management Plan

Action CE.3.1.1 Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F.

The above action of the proposed General Plan Update directs the City to work with WCCTAC and CCTA to revise the MTSO for San Pablo Avenue within Old Town to LOS F. This action provides mitigation to eliminate the conflict between the West County Action Plan and the proposed General Plan Update related to the Old Town segment of San Pablo Avenue.

Mitigation Measures

Maintaining the existing level of service performance standards along San Pablo Avenue and Appian Way, which are consistent with the MTSO, would mitigate the proposed project's impact. However, the proposed modification in level of service standards reflects greater emphasis on alternative modes of transportation and allows for more sustainable growth in the city. The implementation of the General Plan Update would better balance the needs of all roadway users despite its conflict with the West County Action Plan's MTSOs.

To address the proposed LOS change for Appian Way, the following modification to the proposed Action CE.3.1.1 should be included in the Circulation Element.

MM 4.4.3 Action CE.3.1.1 of the Circulation Element of the General Plan shall be revised to read: Work with WCCTAC and CCTA to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F and for Appian Way between Mann Drive and I-80 to LOS E as well as new MTSO's that reflect non-motorized LOS.

If the City is able to work with WCCTAC and CCTA to revise the West County Action Plan, or the City modifies the proposed Circulation Element to be consistent with the adopted West County Action Plan, the project impact would be less than significant. However, since the outcome of the revision is dependent upon an action by another independent agency, this impact is considered **significant and unavoidable**.

Roadway Hazards or Incompatible Uses

Impact 4.4.4 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in changes to the circulation network. However, the changes would not increase hazards due to a design feature or incompatible uses. Therefore, the project impact is considered to be **less than significant**.

Subsequent land use activities associated with implementation of the proposed General Plan Update may require new roadway construction or modification to the existing circulation network associated with specific projects. The design of any new roadways or modifications would be required to meet the City's roadway design standards. Adherence to such standards would preclude the construction of any unsafe design features. Therefore, the project is anticipated to result in **less than significant** impacts with regard to roadway hazards or incompatible uses.

General Plan Update

Implementation of the roadway modifications proposed in the General Plan Update would be designed to meet the City's roadway design standards. Therefore, General Plan Update land use changes and roadway modifications are considered to have a **less than significant** impact with regard to roadway hazards or incompatible uses.

Three Corridors Specific Plan

The proposed project includes development of a Specific Plan that covers the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. Any roadway improvements necessary within the Specific Plan would be designed to meet the City's roadway design standards. Therefore, roadway hazards and land use incompatibilities associated with the Three Corridors Specific Plan are anticipated to result in **less than significant** impacts.

Zoning Code Update

The Zoning Code establishes zoning districts based on the General Plan land use designations. Adoption of the General Plan will require amendments to the Zoning Code for consistency with the new land designations provided by the Three Corridors Specific Plan. **No impact** would occur with regard to roadway hazards or incompatible uses in association with the Zoning Code Update.

Proposed General Plan Policies and Action Items that Address Roadway Hazards

The proposed General Plan Update includes the following policies and actions that address safety and roadway hazards.

Action CE.2.1.3 Work with emergency service providers to ensure the transportation system facilitates efficient service delivery and protects public safety.

Action CE.4.4.2 Roadways experiencing or forecast to experience worse than applicable level of service conditions (unstable or forced traffic flows) shall be improved, unless economic conditions, community character issues or public health, safety or welfare factors are such that needed improvements would be detrimental to other City goals and objectives.

Action CE.7.3.4 Minimize bicycle/pedestrian/motor vehicle conflicts by providing proper trail, street and intersection design and separation.

Policy CE.7.4 Establish bicycle safety as a priority through ongoing public education.

Action CE.7.4.1 Assist in the development and dissemination of public education programs to promote bicycle safety.

Action CE.8.1.1 As feasible, ensure that all intersections in areas with pedestrian usage are signalized with curb ramps, bulbouts, high-contrast crosswalks and pedestrian actuation, and other safety measures.

Policy CE.8.3 Design access ways to school facilities that will ensure public safety.

Action LU.8.1.1 Utilize the Three Corridors Specific Plan to encourage attractive mixed-use development along San Pablo Avenue while retaining Pinole's important view corridors; providing a safe circulation plan that includes traffic calming measures, enhanced transit, bicycle, and pedestrian facilities as well as to encourage sustainable and green building environment.

Action LU.8.2.1 Adopt and implement the Three Corridors Specific Plan for the Pinole Valley Road transportation corridor (Action LU.1.1.1) to include design guidelines that are appropriate for this area and still retain Pinole's character; a circulation plan that includes traffic calming measures, transit options, and improved bicycle and pedestrian facilities; and sustainable, green building policies.

Action LU.8.3.1 Adopt and implement the Three Corridors Specific Plan for the Appian Way transportation corridor (Action LU.1.1.1) to include design guidelines that are appropriate for this area and still retain Pinole's character; a circulation plan that includes traffic calming measures, streetscaping, signage, transit options, and improved bicycle and pedestrian facilities; and sustainable, green building policies.

Mitigation Measures

None required.

Emergency Access

Impact 4.4.5 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in vehicular traffic and changes to the roadway network, which may potentially increase emergency access conflicts. This is considered a **less than significant** impact.

Implementation of the proposed General Plan would increase the amount of vehicle traffic and modify the roadway network. However, the proposed General Plan Update is designed to provide and maintain a comprehensive circulation system within the city that would provide adequate roadway connections and emergency access options. The proposed narrowing of San Pablo Avenue in the Old Town area and the resulting degradation of level of service between Tennent Avenue and John Street may cause delays along San Pablo Avenue during the morning and evening peak periods. Bike lanes and striped medians are proposed on the roadway that would allow vehicles to pull over to the right and allow emergency response vehicles to pass on the left. The roadway design for the narrowing would be reviewed by the City's police and fire departments to ensure compliance with established standards and emergency requirements. Therefore, the project impact is anticipated to be **less than significant**.

General Plan Update

The proposed General Plan Update is designed with adequate roadway connections and emergency access options. Therefore, impacts to emergency access resulting from the General Plan Update are considered **less than significant**.

Three Corridors Specific Plan

The proposed project includes development of a Specific Plan that covers the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. Any roadway improvements necessary within the Specific Plan area would be designed to meet the City's roadway design standards, including provision of adequate emergency access. Therefore, impacts to emergency access associated with the Three Corridors Specific Plan are considered **less than significant**.

Zoning Code Update

The Zoning Code establishes zoning districts based on the General Plan land use designations. Adoption of the General Plan will require amendments to the Zoning Code for consistency with the new land designations provided by the Three Corridors Specific Plan. **No impact** would occur with regard to emergency access in association with the Zoning Code Update.

Proposed General Plan Policies and Action Items that Address Emergency Access

The proposed General Plan Update includes the following policies and actions that address emergency access.

Action CE.2.1.3 Work with emergency service providers to ensure the transportation system facilitates efficient service delivery and protects public safety.

Action CS.2.5.5 Develop Evacuation Plans. Work with agencies that provide emergency preparedness, response and recovery services to formulate definitive plans and procedures for evacuation of hazard-prone areas.

Mitigation Measures

None required.

Conflicts with Programs Supporting Alternative Transportation

Impact 4.4.6 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would support continued and expanded transit use, bicycling, and walking throughout the city, although changes to the roadway network may potentially affect bus operations. This is considered a **less than significant** impact.

The General Plan Update supports bicycle use and walking as forms of non-motorized transportation by establishing goals and related policies to enhance bicycle and pedestrian infrastructures throughout the city (Goal CE.7 and CE.8). For example, the proposed narrowing of San Pablo Avenue through Old Town would allow for the construction of bike lanes and provision of curb bulb-outs that would shorten the crossing distance and minimize exposure for

pedestrians. As such, the General Plan Update would have positive impacts on bicycle and pedestrian facilities.

Regarding public transit, the narrowing of San Pablo Avenue may result in nominal delay for bus service during the peak commute periods. Furthermore, even though currently there is no bus stop in Old Town between John Street and Oak Ridge Avenue, stopped buses may inhibit through traffic if bus stops are added in the future. The proposed pedestrian bulb-outs would also require buses to pull into and out of the parking lane to load and unload passengers, which results in additional delays. Similar to emergency access discussed under Impact 4.4.5, the availability of bike lanes and striped medians would allow through traffic to pass on the left of the stopped bus. The City will work with WestCAT to design a narrowing plan compatible with the transit agency's needs, such as longer bulb-outs that can accommodate buses.

General Plan Update

Goal CE.7 and CE.8 of the General Plan Update establish goals and related policies to support bicycle use and walking as forms of non-motorized transportation throughout the city. Therefore, the General Plan Update would not conflict with plans supporting alternative transportation, and this impact is considered **less than significant**.

Three Corridors Specific Plan

The Three Corridors Specific Plan covers major areas of redevelopment under consideration in the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. The narrowing of San Pablo Avenue may result in nominal delay for bus service during the peak commute periods, but would not substantially impact service along San Pablo Avenue within the Three Corridors Specific Plan area. Bicycle and pedestrian infrastructure is provided throughout the area and identified in Action CE.1.2.2. Therefore, the Three Corridors Specific Plan would not conflict with plans supporting alternative transportation. This impact is considered **less than significant**.

Zoning Code Update

The project requires a Zoning Code Update to amend the Zoning Code for consistency with the new land designations provided by the Three Corridors Specific Plan. The proposed Zoning Code updates are largely administrative and are intended to clarify the types of uses that are permitted under a particular land use designation. This would not conflict with plans supporting alternative modes of transportation, resulting in **no impact**.

Proposed General Plan Policies and Action Items that Address Conflicts with Programs Supporting Alternative Transportation

The proposed General Plan Update includes the following policies and actions that support alternative modes of transportation.

Policy CE.1.3	Encourage development that is sensitive to both local and regional transit measures and that promotes the use of alternative modes of transportation.
Action CE.1.3.1	Consult with transit providers during review of development proposals.

Action CE.1.3.2	Include facilities that support alternative modes of transportation (pedestrian, bicycles, public transit, electric vehicles, etc.) where feasible.
Policy CE.1.4	Encourage maximum utilization of the existing public transit system and alternate modes of transportation in Pinole.
Action CE.1.4.1	Study the feasibility of increasing public transit frequency in areas currently served, and continue evaluating the possibility of expanding service to areas currently without service.
Action CE.1.4.2	Include links to public transit resources, bike trails maps, pedestrian trails maps and carpool/van pool information on the City's website.
Action CE.1.4.3	Pursue extension of rapid bus service to Pinole and enhance transit facilities that serve Pinole users.
Action CE.1.4.4	Support provision of wayfinding signage and markers for transit stops and multi-use trails.
Policy CE.1.5	Encourage transit facilities that will provide good access to major public facilities and employment centers in the city.
Action CE.1.5.1	Enhance existing and provide additional bus shelters and other amenities that support transit use, where feasible and appropriate.
Policy CE.1.6	Encourage transit services between major employment centers in each area of the city and surrounding communities.
Action CE.1.6.1	Coordinate the integration of local and regional transit with transportation agencies and other jurisdictions.
Action CE.1.6.2	Work with WestCAT, AC Transit and other transit providers to support expanded transit lines and increased frequency of service on major transit arterials.

Mitigation Measures

None required.

4.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The geographic extent of the cumulative setting for traffic and circulation consists of the GPU Planning Area and pending or approved major projects within the city, as well as consideration of regional activities and attributes (e.g., regional traffic volumes and patterns). Cumulative (Year 2030) traffic forecasts for this study were based on information obtained from the Contra Costa Transportation Authority's Travel Demand Model and information provided by the City of Pinole.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Transportation Impacts

Impact 4.4.7 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in cumulative transportation impacts. This impact is considered **cumulatively considerable**.

The project's contribution to potential cumulative impacts to local and regional transportation facilities would be consistent with the impacts discussed under Impact 4.2.2. The traffic modeling analysis addressed the project's contribution to traffic conditions projected in 2030. The 2030 analysis represents the cumulative condition as it includes the background growth in the traffic forecasts. Summaries of daily vehicles trips, average vehicle trip lengths, and vehicle miles traveled for trips generated in Pinole from the model forecasts for cumulative with the proposed project are presented in **Table 4.4-12**.

TABLE 4.4-12
CUMULATIVE MODEL FORECAST SUMMARY

Year	Households	Total Employment	Total Daily Vehicle Trips	VMT Generated (in miles)	Average Trip Length (in miles)
Cumulative with Proposed Project	8,651	8,093	90,234	830,000	9.20

Source: Dowling Associates, Inc., 2010

No new impacts or increase in significance of impacts is expected other than the impacts addressed under Impact 4.2.2. As identified in Impact 4.2.2, cumulatively considerable impacts would occur at city intersections. These intersection impacts would be reduced to less than cumulatively considerable with implementation of the proposed policies.

As identified above, the changes to the city's roadway network as proposed in the Circulation Element would affect travel patterns within the city and along Interstate 80. Modifications of regional facilities, such as the proposed narrowing of San Pablo Avenue between Oakridge Road and the eastern city limit, were captured in the CCTA Model. Thus, no cumulatively considerable impacts are expected outside of the GPU Planning Area. In fact, implementation of the Circulation Element's policies regarding alternative modes of transportation and trip reduction should have a beneficial impact on neighboring jurisdictions.

General Plan Update

As identified in Impact 4.4.2 (**Table 4.4-10**), cumulatively considerable impacts would occur at four city intersections. These intersection impacts would be reduced to less than significant with implementation of the proposed General Plan Circulation Element policies. Therefore, this impact is considered **less than cumulatively considerable**.

Three Corridors Specific Plan

The Three Corridors Specific Plan covers major areas of redevelopment under consideration in the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. The overall result of revitalizing these corridors would be more intense land uses, which would potentially result in increased traffic volumes within the Specific Plan area. As shown in **Table 4.4-10**, several

intersections with San Pablo Avenue and Pinole Valley Road would be impacted, with resulting decreases in LOS and increases in v/c ratio. These intersection impacts would be reduced to less than significant with implementation of the proposed General Plan Circulation Element policies. Therefore, this impact is considered **less than cumulatively considerable** impact.

Zoning Code Update

The Zoning Code establishes Zoning Districts based on the General Plan land use designations. Adoption of the General Plan will require amendments to the Zoning Code for consistency with the new land designations provided by the Three Corridors Specific Plan. Thus the project includes a Zoning Code Update. The proposed updates to the Zoning Code are largely administrative and are intended to clarify the types of uses that are permitted under a particular land use designation. This would indirectly impact traffic volumes by specifying types of uses consistent with the land use designations provided in the Three Corridors Specific Plan. These intersection impacts would be reduced to less than significant with implementation of the proposed General Plan Circulation Element policies. Therefore, this impact is considered **less than cumulatively considerable**.

Proposed General Plan Policies and Action Items that Address Cumulative Transportation Impacts

The proposed General Plan Update incorporates the following policies and actions that guide the development of the proposed circulation system and reduce potential level of service impacts to study roadway segments and intersections. Since these policies and action items have been described in detail in prior impact discussions for this section, the following is limited to only listing the policy and action item numbers.

Circulation Element

Policy CE.1.2, Action CE.1.2.1 , Action CE.1.2.2, Action CE.1.2.3, Policy CE.1.6, Action CE.1.6.1, Action CE.1.6.2, Policy CE.3.1, Action CE.3.1.1, Action CE.3.1.2, Action CE.3.1.3, Policy CE.3.2, Policy CE.3.3, Action CE.3.3.1, Action CE.3.3.2, Policy CE.3.4, Action CE.3.4.1

Mitigation Measures

As identified under Impact 4.4.3, a modification, per mitigation measure **MM 4.4.3**, should be made to proposed Action CE.3.1.1 to revise the Action Plan level of service standard for San Pablo Avenue within Old Town to LOS F and for Appian Way between Mann Drive and I-80 to LOS E. If the City is able to work with WCCTAC and CCTA to revise the West County Action Plan, or the City modifies the proposed Circulation Element to be consistent with the adopted West County Action Plan, the impact would be **less than cumulatively considerable**.

Cumulative Conflicts with an Applicable Congestion Management Plan

Impact 4.4.8 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would conflict with the multimodal transportation service objectives (MTSOs) identified in the West County Action Plan. This is considered a **cumulatively considerable** impact.

As summarized in **Table 4.4-11** above, the delay index for I-80 between the Alameda county line and the Carquinez Bridge would be maintained at less than 3.0 with and without the proposed General Plan Update. Implementation of the General Plan Update, in combination with other pending or approved major projects within the city and other regional activities, would increase

traffic volumes. Action CE.3.1.1 would modify the level of service standards along the Old Town segment of San Pablo Avenue to LOS F. The West County Action Plan requires that all signalized intersections along San Pablo Avenue maintain LOS E or better. Likewise the West County Action Plan calls for maintaining LOS D or better along Appian Way. Therefore, the General Plan Update conflicts with the MTSOs established by the West County Action Plan.

General Plan Update

The City of Pinole is largely built out with opportunities for infill housing and commercial development. Under cumulative conditions, pending or approved major projects within the city, in combination with other regional activities, would increase traffic volumes through the Planning Area. Action CE.3.1.1 would modify the level of service standards along the Old Town segment of San Pablo Avenue to LOS F. These proposed levels of service would exceed thresholds established by the West County Action Plan for signalized intersections along San Pablo Avenue and Appian Way. Therefore, this is considered a **cumulatively considerable** impact.

Three Corridors Specific Plan

The proposed project also includes development of a Specific Plan that covers three major city corridors. The Three Corridors Specific Plan covers major areas of redevelopment under consideration in the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. Implementation of the proposed Three Corridors Specific Plan would consist of revitalization in these areas. Focus would be on replacing vacated and underutilized commercial areas with new residential and commercial mixed-use developments and increasing the density in residential areas. The overall result would be more intense land uses, which would potentially result in increased traffic volumes within the Specific Plan area. As the corridors involved are located in the West County Action Plan, this impact is considered **cumulatively considerable**.

Zoning Code Update

Updates to the Zoning Code will be administrative in nature to further clarify the types and forms of uses permitted under particular land use designations, but would not result in any development activities beyond that analyzed for the proposed General Plan Update. This would not conflict with the multimodal transportation service objectives (MTSOs) identified in the West County Action Plan. This impact is considered **less than cumulatively considerable**.

Proposed General Plan Policies and Action Items that Address Cumulative Conflicts with an Applicable Congestion Management Plan

Action CE.3.1.1 of the proposed General Plan Update directs the City to work with WCCTAC and CCTA to revise the MTSO for San Pablo Avenue within Old Town to LOS F. This action provides mitigation to eliminate the conflict between the West County Action Plan and the proposed General Plan Update related to the Old Town segment of San Pablo Avenue.

Mitigation Measures

Maintaining the existing level of service performance standards along San Pablo Avenue and Appian Way, which are consistent with the MTSO, would mitigate the cumulative impacts to the West County Action Plan. However, the proposed modification in level of service standards reflects greater emphasis on alternative modes of transportation and allows for more sustainable

growth in the city. The implementation of the General Plan Update would better balance the needs of all roadway users despite its conflict with the West County Action Plan's MTSOs. Refer to mitigation measure **MM 4.4.3**, above, regarding modification to the proposed Action CE.3.1.1 of the Circulation Element.

If the City is able to work with WCCTAC and CCTA to revise the West County Action Plan, or the City modifies the proposed Circulation Element to be consistent with the adopted West County Action Plan, the project impact would be less than significant. However, since the outcome of the revision is dependent upon an action by another independent agency, this impact is considered **significant and unavoidable** and **cumulatively considerable**.

Cumulative Roadway Hazards or Incompatible Uses

Impact 4.4.9 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with pending or approved major projects within the city as well as consideration of regional activities, would result in changes to the circulation network. The changes are not anticipated to increase hazards due to a design feature or incompatible uses. Therefore, this impact is considered to be **less than cumulatively considerable**.

Subsequent land use activities associated with implementation of the proposed project, as well as regional activities, may require new roadway construction or modification to the existing circulation network associated with specific projects. The design of any new roadways or modifications would be required to meet applicable City, County, or Caltrans roadway design standards. Adherence to such standards would preclude the construction of any unsafe design features. Therefore, the project is anticipated to result in **less than cumulatively considerable** impacts with regard to roadway hazards or incompatible uses.

General Plan Update

Implementation of the roadway modifications proposed in the General Plan Update, as well as other improvements outside the City's jurisdiction, would be designed to meet applicable (City, County, or Caltrans) roadway design standards. Therefore, General Plan Update land use changes and roadway modifications, in combination with cumulative development, are considered to be **less than cumulatively considerable** with regard to roadway hazards or incompatible uses.

Three Corridors Specific Plan

The proposed project includes development of a Specific Plan that covers the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. Any roadway improvements necessary within the Specific Plan would be designed to meet the City's roadway design standards. Therefore, roadway hazards and land use incompatibilities associated with the Three Corridors Specific Plan are anticipated to result in **less than cumulatively considerable** impacts.

Zoning Code Update

Updates to the Zoning Code will be administrative in nature to further clarify the types and forms of uses permitted under particular land use designations, but would not result in any development activities beyond that analyzed for the proposed General Plan Update. **No**

impact would occur with regard to roadway hazards or incompatible uses in association with the Zoning Code Update.

Proposed General Plan Policies and Action Items that Address Roadway Hazards

The proposed General Plan Update includes the following policies and actions that address safety and roadway hazards. Since these policies and action items have been described in detail in prior impact discussions for this section, the following is limited to only listing the policy and action item numbers.

Action CE.2.1.3, Action CE4.4.2, Action CE.7.3.4, Policy CE.7.4, Action CE.7.4.1, Action CE.8.1.1, Policy CE.8.3, Action LU.8.1.1, Action LU.8.2.1, Action LU.8.3.1

Mitigation Measures

None required.

Cumulative Emergency Access

Impact 4.4.10 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with pending or approved major projects within the city as well as consideration of regional activities, would result in an increase in vehicular traffic and changes to the roadway network, which may potentially increase emergency access conflicts. This is considered a **less than cumulatively considerable** impact.

Implementation of the proposed project, in combination with pending or approved major projects within the city as well as consideration of regional activities, would increase the amount of vehicle traffic and modify the roadway network. The proposed General Plan Update is designed to provide and maintain a comprehensive circulation system within the city that would provide adequate roadway connections and emergency access options under cumulative conditions as described under Impact 4.4.5. Therefore, impacts to emergency access are considered **less than cumulatively considerable**.

General Plan Update

The proposed General Plan Update, in combination with pending or approved major projects within the city, as well as consideration of regional activities, is designed with adequate roadway connections and emergency access options. Therefore, cumulative impacts to emergency access resulting from the General Plan Update are considered **less than cumulatively considerable**.

Three Corridors Specific Plan

The proposed project includes development of a Specific Plan that covers the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. Any roadway improvements necessary within the Specific Plan would be designed to meet the City's roadway design standards, including provision of adequate emergency access. Therefore, cumulative impacts to emergency access associated with the Three Corridors Specific Plan are considered **less than cumulatively considerable**.

Zoning Code Update

The Zoning Code establishes zoning districts based on the General Plan land use designations. Adoption of the General Plan will require amendments to the Zoning Code for consistency with the new land designations provided by the Three Corridors Specific Plan. **No impact** would occur with regard to emergency access in association with the Zoning Code Update.

Proposed General Plan Policies and Action Items that Address Cumulative Emergency Access

The proposed General Plan Update includes the following policies and actions that address emergency access. Since these policies and action items have been described in detail in prior impact discussions for this section, the following is limited to only listing the policy and action item numbers.

Action CE.2.1.3, Action CS.2.5.5

Mitigation Measures

None required.

Cumulative Conflicts with Programs Supporting Alternative Transportation

Impact 4.4.11 Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) in combination with pending or approved major projects within the city as well as consideration of regional activities, would support continued and expanded transit use, bicycling, and walking throughout the city, although changes to the roadway network may potentially affect bus operations. This is considered a **less than cumulatively considerable** impact.

As described under Impact 4.4.6, the General Plan Update supports bicycle use and walking as forms of non-motorized transportation by establishing goals and related policies to enhance bicycle and pedestrian infrastructures throughout the city (Goal CE.7 and CE.8).

The narrowing of San Pablo Avenue may result in nominal delay for bus service during the peak commute periods. Similar to emergency access discussed under Impact 4.4.5, the availability of bike lanes and striped medians would allow through traffic to pass on the left of the stopped bus. The City will work with WestCAT to design a narrowing plan compatible with the transit agency's needs, such as longer bulb-outs that can accommodate buses.

General Plan Update

Goal CE.7 and CE.8 of the General Plan Update establish goals and related policies to support bicycle use and walking as forms of non-motorized transportation throughout the city. Therefore, the General Plan Update, in combination with pending or approved major projects within the city as well as consideration of regional activities, would not conflict with plans supporting alternative transportation. This impact is considered **less than cumulatively considerable**.

Three Corridors Specific Plan

The Three Corridors Specific Plan covers major areas of redevelopment under consideration in the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors. The narrowing of San Pablo Avenue may result in nominal delay for bus service during the peak commute periods, but would not substantially impact service along San Pablo Avenue within the Three Corridors Specific Plan area. Bicycle and pedestrian infrastructure is provided throughout the area and identified in Action CE.1.2.2. Therefore, the Three Corridors Specific Plan would not conflict with plans supporting alternative transportation. This impact is considered **less than cumulatively considerable**.

Zoning Code Update

Updates to the Zoning Code will be administrative in nature to further clarify the types and forms of uses permitted under particular land use designations, but would not result in any development activities beyond that analyzed for the proposed General Plan Update. This would not conflict with plans supporting alternative modes of transportation. Therefore, this impact is considered **less than cumulatively considerable**.

Proposed General Plan Policies and Action Items that Address Cumulative Conflicts with Programs Supporting Alternative Transportation

The proposed General Plan Update includes the following policies and actions that support alternative modes of transportation. Since these policies and action items have been described in detail in prior impact discussions for this section, the following is limited to only listing the policy and action item numbers.

Policy CE.1.3, Action CE.1.3.1, Action CE.1.3.2, Policy CE.1.4, Action CE.1.4.1, Action CE.1.4.2, Action CE.1.4.3, Action CE.1.4.4, Policy CE.1.5, Action CE.1.5.1, Policy CE.1.6, Action CE.1.6.1, Action CE.1.6.2

Mitigation Measures

None required.

MM 4.4.11 Work with WestCAT and AC Transit to construct additional bus turnouts along the following Pinole Roadways: San Pablo Avenue, Pinole Valley Road, Appian Way & Fitzgerald Drive.

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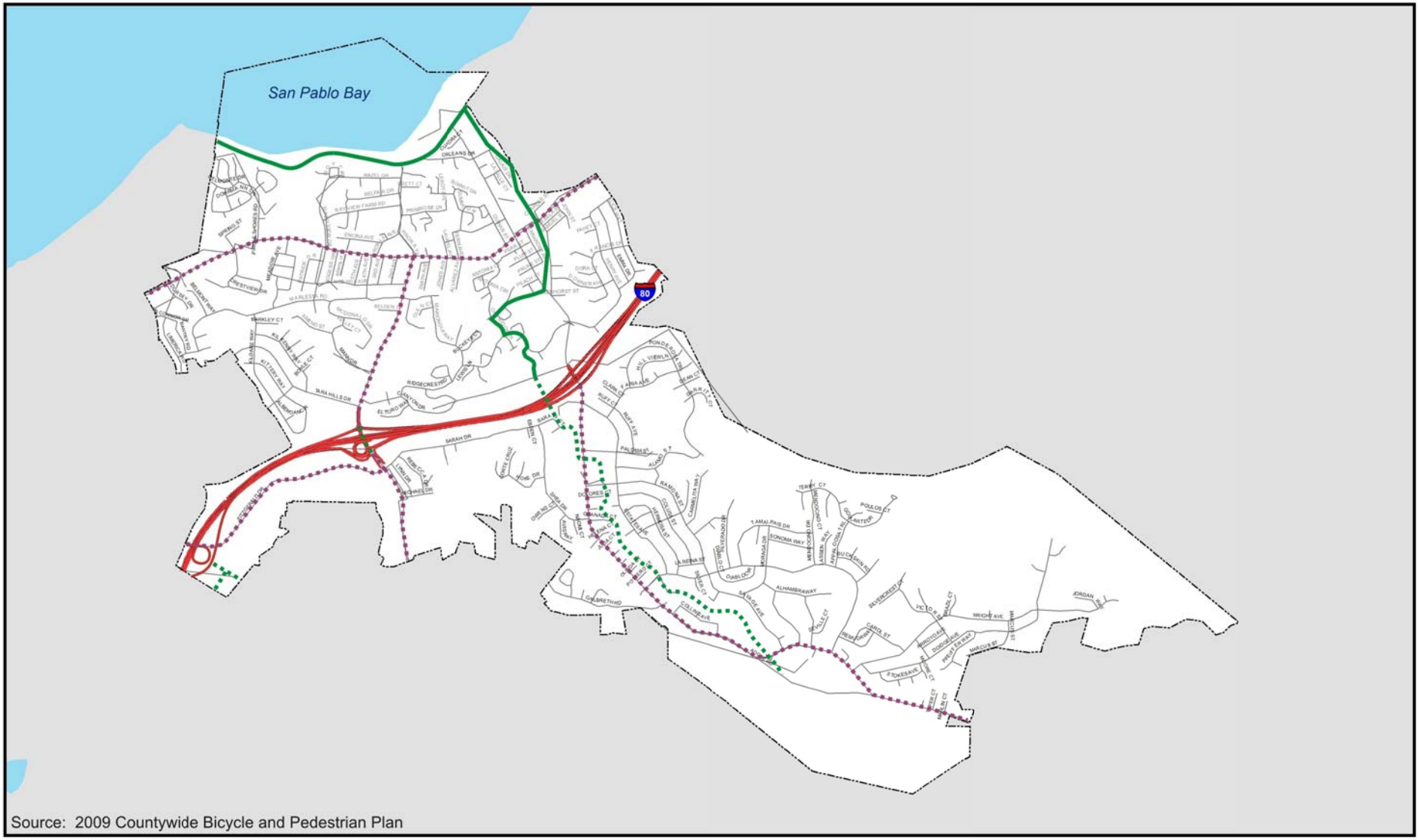
C-2



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Feet

LEGEND

- Existing Off-Street (Class 1)
- Proposed Off-Street (Class 1)
- Existing On-Street (Class 2)
- Proposed On-Street (Class 2)

N
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S
Not to Scale

Figure 4.4.5
Existing and Proposed Bicycle Facilities

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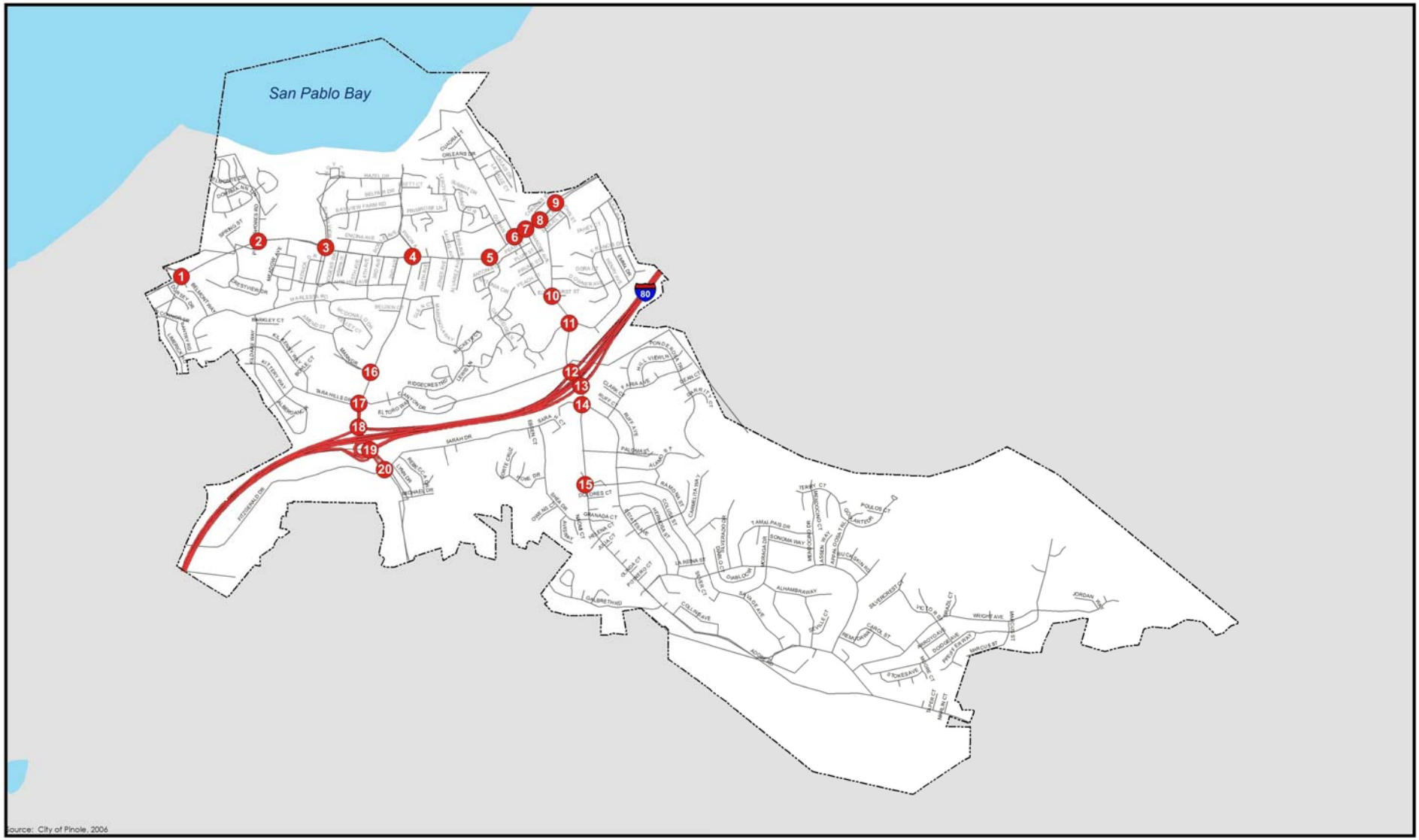

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LEGEND

X Study Intersections

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Pinole General Plan
Circulation Element

Figure 5-2
Study Intersections

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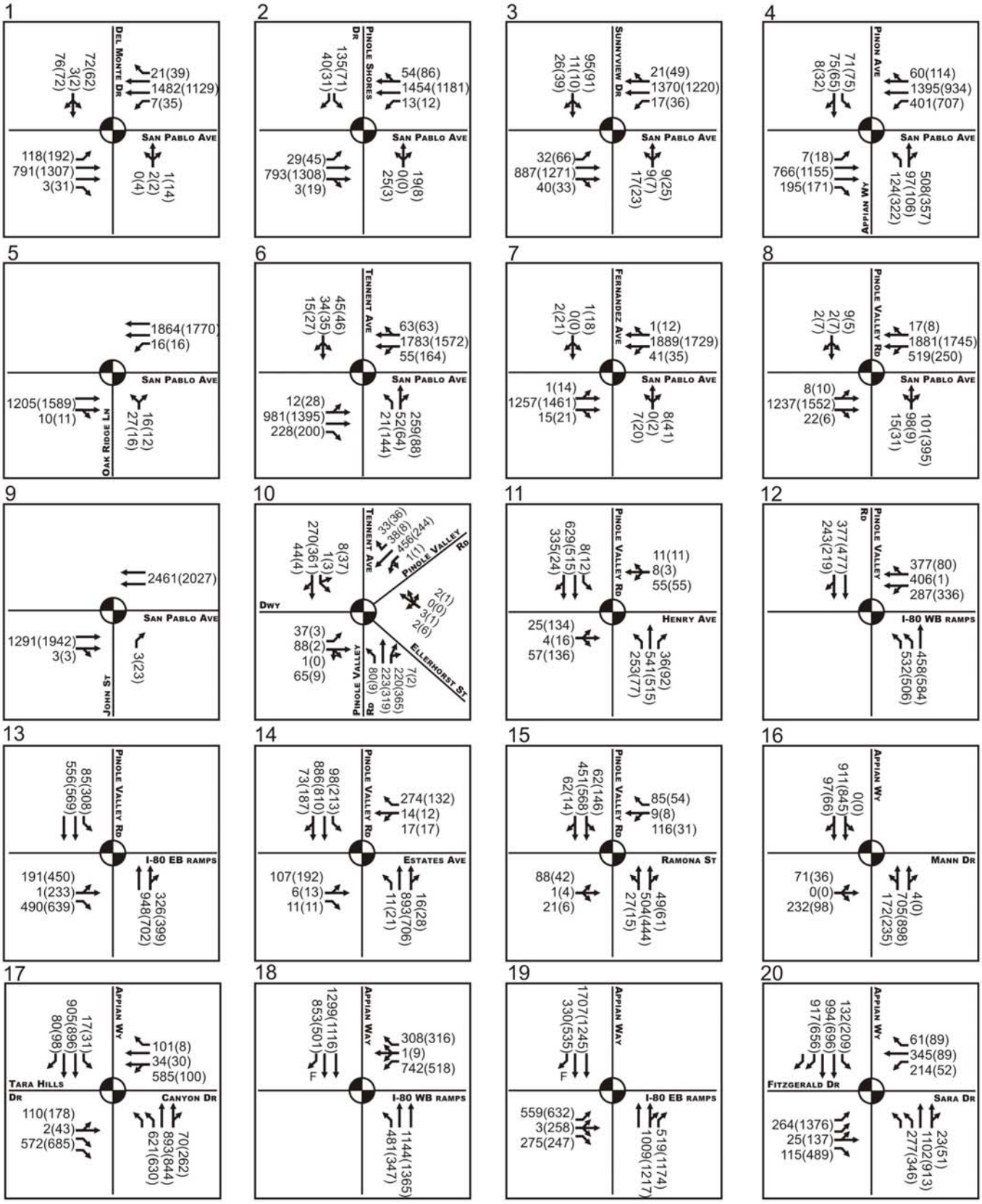
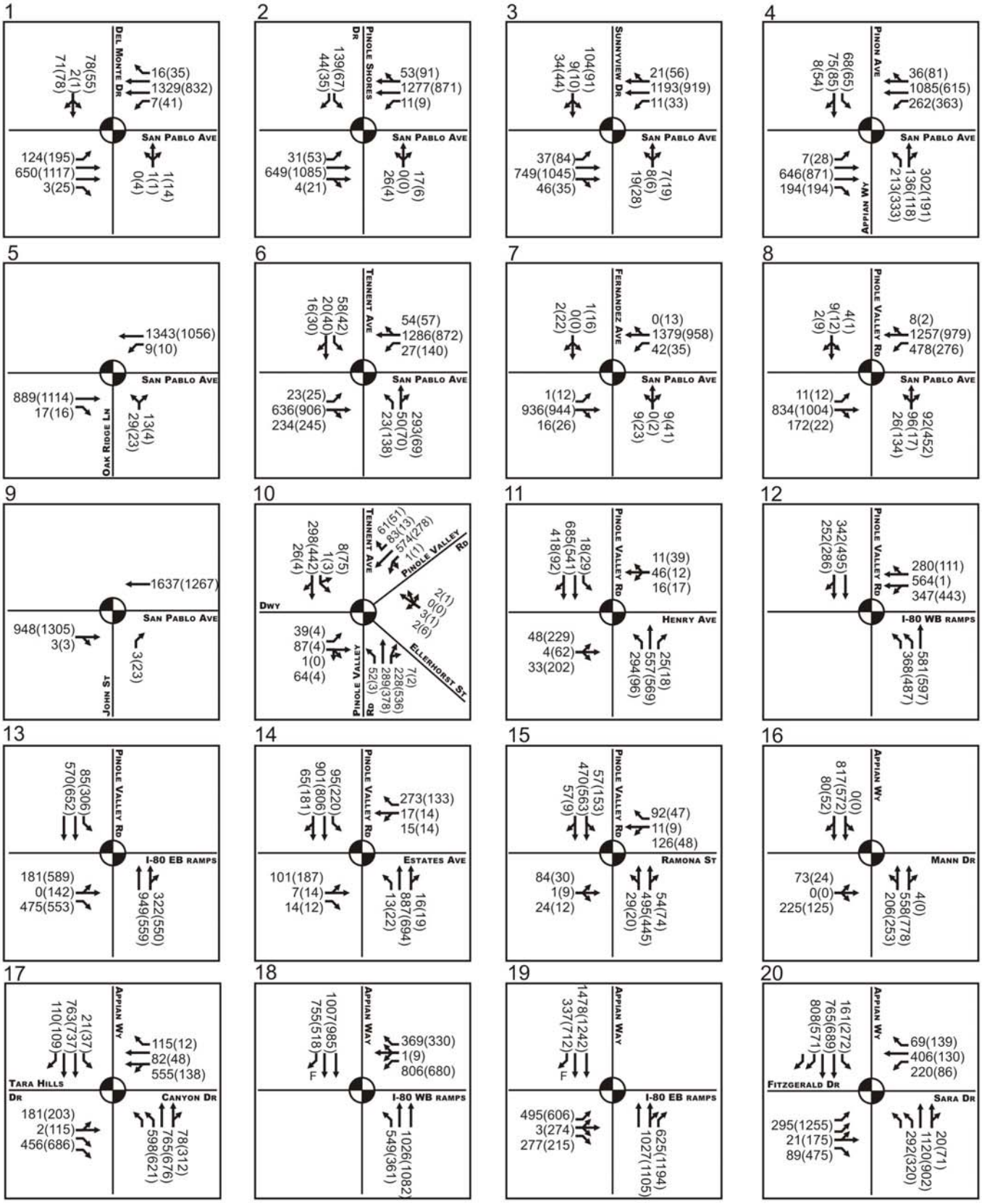


xx(xx) = AM(PM) traffic volume

= Traffic Signal Control

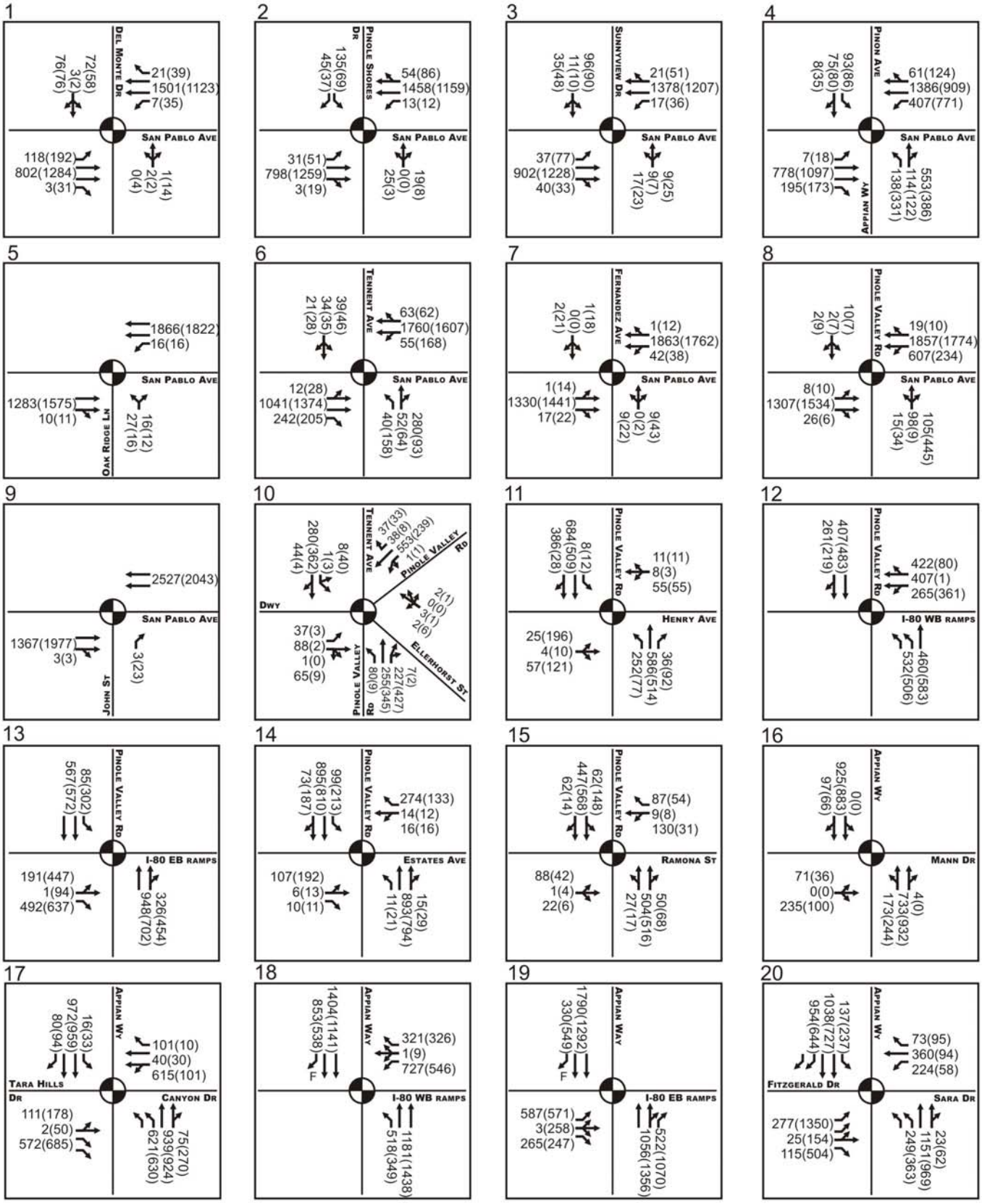
Figure 4.4.4
Intersection Traffic Volume & Lane Geometry
2030 Cumulative No Project Conditions



xx(xx) = AM(PM) traffic volume

= Traffic Signal Control

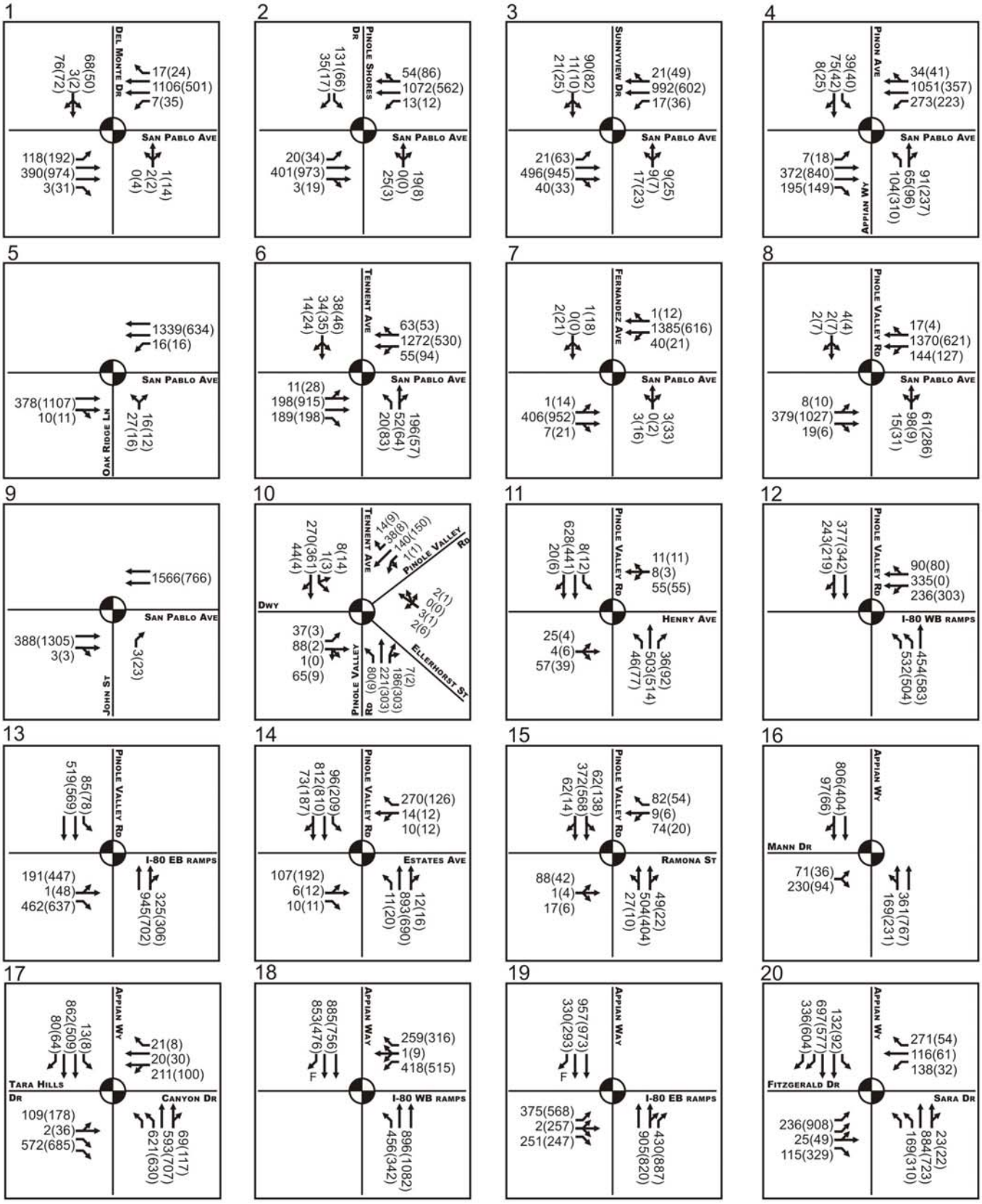
Intersection Traffic Volume & Lane Geometry
2030 Cumulative with
Preferred Project Conditions



xx(xx) = AM(PM) traffic volume

= Traffic Signal Control

Intersection Traffic Volume & Lane Geometry
2030 Cumulative without San Pablo Avenue
Road Narrowing Conditions



xx(xx) = AM(PM) traffic volume

= Traffic Signal Control

Figure 4.4.3
Intersection Traffic Volume & Lane Geometry
Existing Conditions

C-3

#	Intersection	Time Period	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio
			2030 Baseline		Proposed General Plan Update		Update without Narrowing	
1	Del Monte Drive at San Pablo Avenue	AM	B	0.610	A	0.570	B	0.620
		PM	A	0.550	A	0.460	A	0.550
2	Pinole Shores Drive at San Pablo Avenue	AM	A	0.560	A	0.510	A	0.560
		PM	A	0.440	A	0.370	A	0.440
3	Sunnyview Drive at San Pablo Avenue	AM	A	0.510	A	0.470	A	0.520
		PM	A	0.500	A	0.430	A	0.510
4	Appian Way at San Pablo Avenue	AM	D	0.850	B	0.630	**E**	**0.900**
		PM	**F**	**1.060**	C	0.740	**F**	**1.110**
5	Tennent Avenue at San Pablo Avenue	AM	C	0.780	**E**	**0.980**	D	0.810
		PM	B	0.680	D	0.830	B	0.680
6	Pinole Valley Road at San Pablo Avenue	AM	C	0.780	**E**	**0.950**	D	0.850
		PM	D	0.830	**F**	**1.060**	D	0.850
7	Pinole Valley Road at Tennent Avenue	AM	B	0.610	B	0.670	B	0.670
		PM	A	0.380	A	0.450	A	0.380
8	Pinole Valley Road at Henry Avenue	AM	A	0.540	B	0.610	A	0.570
		PM	A	0.530	C	0.700	A	0.560
9	Pinole Valley Road at I-80 westbound ramps	AM	B	0.660	B	0.680	B	0.680
		PM	A	0.560	B	0.640	A	0.580
10	Pinole Valley Road at I-80 eastbound ramps	AM	C	0.700	B	0.700	C	0.710
		PM	**D**	**0.900**	**E**	**0.930**	D	0.880
11	Pinole Valley Road at Estates Avenue	AM	A	0.490	A	0.480	A	0.490
		PM	A	0.470	A	0.460	A	0.490
12	Pinole Valley Road at Ramona Street	AM	A	0.320	A	0.330	A	0.340
		PM	A	0.280	A	0.300	A	0.300
13	Appian Way at Mann Drive	AM	A	0.540	A	0.530	A	0.550
		PM	A	0.460	A	0.400	A	0.470
14	Appian Way at Tara Hills Drive-Canyon Drive	AM	**E**	**0.910**	D	0.880	**E**	**0.950**
		PM	B	0.680	C	0.710	C	0.700
15	Appian Way at I-80 westbound ramps	AM	**D**	**0.900**	D	0.870	**E**	**0.940**
		PM	C	0.710	C	0.720	C	0.720
16	Appian Way at I-80 eastbound ramps	AM	B	0.650	A	0.560	B	0.680
		PM	C	0.760	C	0.740	C	0.750
17	Appian Way at Fitzgerald Drive-Sara Drive	AM	B	0.700	C	0.760	C	0.730
		PM	D	0.820	D	0.870	D	0.860
18	Oak Ridge Lane at San Pablo Avenue	AM	A	0.570	D	0.810	A	0.570
		PM	A	0.530	B	0.670	A	0.550
19	Fernandez Avenue at San Pablo Avenue	AM	B	0.600	C	0.780	A	0.600
		PM	A	0.590	B	0.600	B	0.610
20	John Street at San Pablo Avenue	AM	B	0.690	**E**	**0.910**	C	0.700
		PM	A	0.580	C	0.740	A	0.580

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Scenario Report

Scenario:	Cumulative AM
Command:	Cumulative AM
Volume:	Cumulative AM
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Pinole Valley Rd/ I-80 WB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	9	Average Delay (sec/veh):	29.8
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Pinole Valley Rd						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	532	458	0	0	377	243	0	0	0	287	406	377
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:	532	458	0	0	377	243	0	0	0	287	406	377
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:	532	458	0	0	377	243	0	0	0	287	406	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	458	0	0	377	243	0	0	0	287	406	377
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
FinalVolume:	532	458	0	0	377	243	0	0	0	287	406	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	2.00	1.00	0.00	0.00	1.22	0.78	0.00	0.00	0.00	0.54	0.76	0.70
Final Sat.:	3502	1900	0	0	2066	1331	0	0	0	880	1245	1156
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.33	0.33	0.33
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.46	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.45	0.45	0.45
Volume/Cap:	0.73	0.52	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.73	0.73
Delay/Veh:	40.5	19.7	0.0	0.0	37.4	37.4	0.0	0.0	0.0	24.3	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	19.7	0.0	0.0	37.4	37.4	0.0	0.0	0.0	24.3	24.3	24.3
LOS by Move:	D	B	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	8	9	0	0	9	9	0	0	0	15	15	15

Note: Queue reported is the number of cars per lane.

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Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Pinole Valley Rd/ I-80 EB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 9 Average Delay (sec/veh): 25.7
Optimal Cycle: 66 Level Of Service: C

Street Name:	Pinole Valley Rd						I-80 EB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	6	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	948	326	85	556	0	191	1	490	0	0	0
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:	0	948	326	85	556	0	191	1	490	0	0	0
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:	0	948	326	85	556	0	191	1	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	948	326	85	556	0	191	1	490	0	0	0
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
FinalVolume:	0	948	326	85	556	0	191	1	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.95	1.00	0.96	0.96	0.85	1.00	1.00	1.00
Lanes:	0.00	1.49	0.51	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2584	889	1805	3610	0	1811	9	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.05	0.15	0.00	0.11	0.11	0.30	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.47	0.47	0.06	0.53	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.79	0.78	0.29	0.00	0.27	0.27	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	25.3	25.3	76.8	13.4	0.0	21.4	21.4	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	25.3	76.8	13.4	0.0	21.4	21.4	33.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	18	18	3	5	0	4	4	15	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Appian Way/ I-80 WB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 9 Average Delay (sec/veh): 36.4
Optimal Cycle: 120 Level Of Service: D

Street Name:	Appian Way						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 0	2	0 1	0 0	0	0 0	1 1	0	0 1
Volume Module:												
Base Vol:	481	1144	0	0	1299	853	0	0	0	742	1	308
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:	481	1144	0	0	1299	853	0	0	0	742	1	308
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	1144	0	0	1299	0	0	0	0	742	1	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	1144	0	0	1299	0	0	0	0	742	1	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	1144	0	0	1299	0	0	0	0	742	1	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.89	0.89	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	3393	5	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.32	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.22	0.22	0.19
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.67	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.24	0.24	0.24
Volume/Cap:	0.93	0.47	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.93	0.81
Delay/Veh:	57.9	7.9	0.0	0.0	40.3	0.0	0.0	0.0	0.0	54.4	54.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	7.9	0.0	0.0	40.3	0.0	0.0	0.0	0.0	54.4	54.4	48.4
LOS by Move:	E	A	A	A	D	A	A	A	A	D	D	D
HCM2kAvgQ:	16	9	0	0	20	0	0	0	0	15	15	11

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Appian Way/ I-80 EB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	6	Average Delay (sec/veh):	14.3
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Appian Way						I-80 EB ramps					
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			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	6	6	0	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	0 1	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1009	519	0	1707	330	559	3	275	0	0	0
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:	0	1009	519	0	1707	330	559	3	275	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1009	519	0	1707	0	559	3	275	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1009	519	0	1707	0	559	3	275	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1009	519	0	1707	0	559	3	275	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.95	1.00	0.90	0.90	0.85	1.00	1.00	1.00
Lanes:	0.00	1.98	1.02	0.00	2.00	1.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3393	1745	0	3610	1900	3402	18	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.47	0.00	0.16	0.16	0.17	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.69	0.69	0.00	0.69	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.43	0.00	0.68	0.00	0.66	0.66	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	6.9	6.9	0.0	9.8	0.0	35.7	35.7	38.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	6.9	0.0	9.8	0.0	35.7	35.7	38.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	7	7	0	15	0	9	9	9	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Scenario Report

Scenario:	Cumulative PM
Command:	Cumulative PM
Volume:	Cumulative PM
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Pinole Valley Rd/ I-80 WB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	9	Average Delay (sec/veh):	26.7
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Pinole Valley Rd						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	506	584	0	0	477	219	0	0	0	336	1	80
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:	506	584	0	0	477	219	0	0	0	336	1	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:	506	584	0	0	477	219	0	0	0	336	1	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	584	0	0	477	219	0	0	0	336	1	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
FinalVolume:	506	584	0	0	477	219	0	0	0	336	1	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	2.00	1.00	0.00	0.00	1.37	0.63	0.00	0.00	0.00	1.00	0.01	0.99
Final Sat.:	3502	1900	0	0	2358	1083	0	0	0	1541	19	1522
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.22	0.05	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.56	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.62	0.55	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.62	0.15	0.15
Delay/Veh:	35.9	14.7	0.0	0.0	29.6	29.6	0.0	0.0	0.0	28.7	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	14.7	0.0	0.0	29.6	29.6	0.0	0.0	0.0	28.7	22.2	22.2
LOS by Move:	D	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	7	10	0	0	9	9	0	0	0	10	2	2

Note: Queue reported is the number of cars per lane.

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Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Pinole Valley Rd/ I-80 EB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 9 Average Delay (sec/veh): 49.8
Optimal Cycle: 167 Level Of Service: D

Street Name:	Pinole Valley Rd						I-80 EB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	6	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	702	399	308	569	0	450	233	639	0	0	0
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:	0	702	399	308	569	0	450	233	639	0	0	0
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:	0	702	399	308	569	0	450	233	639	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	702	399	308	569	0	450	233	639	0	0	0
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
FinalVolume:	0	702	399	308	569	0	450	233	639	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.95	1.00	0.95	0.95	0.85	1.00	1.00	1.00
Lanes:	0.00	1.28	0.72	1.00	2.00	0.00	0.66	0.34	1.00	0.00	0.00	0.00
Final Sat.:	0	2177	1238	1805	3610	0	1188	615	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.17	0.16	0.00	0.38	0.38	0.40	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.33	0.33	0.17	0.50	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.98	0.98	0.31	0.00	0.93	0.93	0.98	0.00	0.00	0.00
Delay/Veh:	0.0	54.4	54.4	85.2	14.7	0.0	47.7	47.7	58.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.4	54.4	85.2	14.7	0.0	47.7	47.7	58.5	0.0	0.0	0.0
LOS by Move:	A	D	D	F	B	A	D	D	E	A	A	A
HCM2kAvgQ:	0	21	21	11	5	0	25	25	26	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Appian Way/ I-80 WB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 9 Average Delay (sec/veh): 24.8
Optimal Cycle: 61 Level Of Service: C

Street Name:	Appian Way						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 0	2 0	1	0 0	0 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	347	1365	0	0	1116	501	0	0	0	518	9	316
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:	347	1365	0	0	1116	501	0	0	0	518	9	316
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	1365	0	0	1116	0	0	0	0	518	9	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	1365	0	0	1116	0	0	0	0	518	9	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	347	1365	0	0	1116	0	0	0	0	518	9	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	3391	59	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.38	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.15	0.15	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.25	0.65	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.77	0.58	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.60	0.60	0.77
Delay/Veh:	42.4	10.0	0.0	0.0	28.2	0.0	0.0	0.0	0.0	33.9	33.9	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	10.0	0.0	0.0	28.2	0.0	0.0	0.0	0.0	33.9	33.9	42.8
LOS by Move:	D	A	A	A	C	A	A	A	A	C	C	D
HCM2kAvgQ:	10	12	0	0	15	0	0	0	0	8	8	11

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Appian Way/ I-80 EB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	6	Average Delay (sec/veh):	18.7
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Appian Way						I-80 EB ramps					
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			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	6	6	0	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	0 1	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1217	1174	0	1245	535	632	258	247	0	0	0
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:	0	1217	1174	0	1245	535	632	258	247	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1217	1174	0	1245	0	632	258	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1217	1174	0	1245	0	632	258	247	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1217	1174	0	1245	0	632	258	247	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	1.00	0.95	1.00	0.92	0.92	0.85	1.00	1.00	1.00
Lanes:	0.00	1.53	1.47	0.00	2.00	1.00	1.42	0.58	1.00	0.00	0.00	0.00
Final Sat.:	0	2552	2462	0	3610	1900	2474	1010	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.00	0.34	0.00	0.26	0.26	0.15	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.61	0.61	0.00	0.61	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.78	0.00	0.56	0.00	0.78	0.78	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	15.7	0.0	11.8	0.0	33.8	33.8	27.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	15.7	0.0	11.8	0.0	33.8	33.8	27.3	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	18	18	0	11	0	14	14	6	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Scenario Report

Scenario:	Cumulative AM Preferred Project
Command:	Cumulative AM PP
Volume:	Cumulative AM PP
Geometry:	Cumulative Road Diet
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Pinole Valley Rd/ I-80 WB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	9	Average Delay (sec/veh):	28.8
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Pinole Valley Rd						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	368	581	0	0	342	252	0	0	0	347	564	280
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:	368	581	0	0	342	252	0	0	0	347	564	280
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:	368	581	0	0	342	252	0	0	0	347	564	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	581	0	0	342	252	0	0	0	347	564	280
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
FinalVolume:	368	581	0	0	342	252	0	0	0	347	564	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	2.00	1.00	0.00	0.00	1.15	0.85	0.00	0.00	0.00	0.58	0.95	0.47
Final Sat.:	3502	1900	0	0	1945	1433	0	0	0	970	1577	783
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.36	0.36	0.36
Crit Moves:		****		****								****
Green/Cycle:	0.16	0.42	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.49	0.49	0.49
Volume/Cap:	0.67	0.73	0.00	0.00	0.67	0.67	0.00	0.00	0.00	0.73	0.73	0.73
Delay/Veh:	42.9	27.7	0.0	0.0	35.0	35.0	0.0	0.0	0.0	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	27.7	0.0	0.0	35.0	35.0	0.0	0.0	0.0	21.9	21.9	21.9
LOS by Move:	D	C	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	5	14	0	0	8	8	0	0	0	16	16	16

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Pinole Valley Rd/ I-80 EB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 9 Average Delay (sec/veh): 24.7
Optimal Cycle: 60 Level Of Service: C

Street Name:	Pinole Valley Rd						I-80 EB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	3	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	949	322	85	570	0	181	0	475	0	0	0
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:	0	949	322	85	570	0	181	0	475	0	0	0
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:	0	949	322	85	570	0	181	0	475	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	949	322	85	570	0	181	0	475	0	0	0
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
FinalVolume:	0	949	322	85	570	0	181	0	475	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.96	0.96	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.49	0.51	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	2729	926	1805	3800	0	1809	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.15	0.00	0.10	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.46	0.46	0.06	0.52	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.76	0.76	0.29	0.00	0.26	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	24.4	71.3	13.5	0.0	21.0	0.0	31.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.4	24.4	71.3	13.5	0.0	21.0	0.0	31.8	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	16	16	3	5	0	4	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Appian Way/ I-80 WB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 9 Average Delay (sec/veh): 36.4
Optimal Cycle: 103 Level Of Service: D

Street Name:	Appian Way						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 0	2	0 1	0 0	0	0 0	1 1	0	0 1
Volume Module:												
Base Vol:	549	1026	0	0	1007	755	0	0	0	806	1	369
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:	549	1026	0	0	1007	755	0	0	0	806	1	369
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	549	1026	0	0	1007	0	0	0	0	806	1	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	549	1026	0	0	1007	0	0	0	0	806	1	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	549	1026	0	0	1007	0	0	0	0	806	1	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.90	0.90	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	3404	4	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.24	0.24	0.23
Crit Moves:	****				****						****	
Green/Cycle:	0.34	0.65	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.90	0.44	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.90	0.90	0.87
Delay/Veh:	48.0	8.8	0.0	0.0	43.1	0.0	0.0	0.0	0.0	47.7	47.7	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	8.8	0.0	0.0	43.1	0.0	0.0	0.0	0.0	47.7	47.7	52.5
LOS by Move:	D	A	A	A	D	A	A	A	A	D	D	D
HCM2kAvgQ:	18	8	0	0	16	0	0	0	0	16	16	14

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Appian Way/ I-80 EB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	6	Average Delay (sec/veh):	13.8
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Appian Way						I-80 EB ramps					
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			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	6	6	0	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	0 1	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1027	625	0	1478	337	495	3	277	0	0	0
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:	0	1027	625	0	1478	337	495	3	277	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1027	625	0	1478	0	495	3	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1027	625	0	1478	0	495	3	277	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1027	625	0	1478	0	495	3	277	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.95	1.00	0.90	0.90	0.85	1.00	1.00	1.00
Lanes:	0.00	1.87	1.13	0.00	2.00	1.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3174	1932	0	3610	1900	3415	21	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.41	0.00	0.14	0.14	0.17	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.66	0.66	0.00	0.66	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.49	0.00	0.62	0.00	0.52	0.52	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	8.5	8.5	0.0	10.1	0.0	31.1	31.1	34.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	0.0	10.1	0.0	31.1	31.1	34.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	8	8	0	13	0	7	7	8	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Scenario Report

Scenario:	Cumulative PM Preferred Project
Command:	Cumulative PM PP
Volume:	Cumulative PM PP
Geometry:	Cumulative Road Diet
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Pinole Valley Rd/ I-80 WB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	9	Average Delay (sec/veh):	29.6
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Pinole Valley Rd						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	487	597	0	0	495	286	0	0	0	443	1	111
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:	487	597	0	0	495	286	0	0	0	443	1	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:	487	597	0	0	495	286	0	0	0	443	1	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	597	0	0	495	286	0	0	0	443	1	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
FinalVolume:	487	597	0	0	495	286	0	0	0	443	1	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.90	0.90	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	2.00	1.00	0.00	0.00	1.27	0.73	0.00	0.00	0.00	1.00	0.01	0.99
Final Sat.:	3502	1900	0	0	2162	1249	0	0	0	1541	14	1527
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.29	0.07	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.19	0.51	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.40	0.40	0.40
Volume/Cap:	0.72	0.62	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.72	0.18	0.18
Delay/Veh:	41.6	18.6	0.0	0.0	32.6	32.6	0.0	0.0	0.0	28.7	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	18.6	0.0	0.0	32.6	32.6	0.0	0.0	0.0	28.7	19.5	19.5
LOS by Move:	D	B	A	A	C	C	A	A	A	C	B	B
HCM2kAvgQ:	7	12	0	0	11	11	0	0	0	13	2	2

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Pinole Valley Rd/ I-80 EB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	9	Average Delay (sec/veh):	48.4
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Pinole Valley Rd						I-80 EB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	3	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	559	550	306	652	0	589	142	553	0	0	0
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:	0	559	550	306	652	0	589	142	553	0	0	0
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:	0	559	550	306	652	0	589	142	553	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	559	550	306	652	0	589	142	553	0	0	0
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
FinalVolume:	0	559	550	306	652	0	589	142	553	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	1.00	1.00	0.93	0.93	0.85	1.00	1.00	1.00
Lanes:	0.00	1.01	0.99	1.00	2.00	0.00	0.81	0.19	1.00	0.00	0.00	0.00
Final Sat.:	0	1774	1745	1805	3800	0	1425	344	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.17	0.17	0.00	0.41	0.41	0.34	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.32	0.32	0.17	0.49	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.99	0.99	0.99	0.35	0.00	0.99	0.99	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	57.4	57.4	88.6	15.7	0.0	58.4	58.4	33.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	57.4	57.4	88.6	15.7	0.0	58.4	58.4	33.4	0.0	0.0	0.0
LOS by Move:	A	E	E	F	B	A	E	E	C	A	A	A
HCM2kAvgQ:	0	21	21	11	6	0	29	29	17	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Appian Way/ I-80 WB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	9	Average Delay (sec/veh):	26.7
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Appian Way						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 0	2	0 1	0 0	0	0 0	1 1	0	0 1
Volume Module:												
Base Vol:	361	1082	0	0	985	518	0	0	0	680	9	330
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:	361	1082	0	0	985	518	0	0	0	680	9	330
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	1082	0	0	985	0	0	0	0	680	9	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	1082	0	0	985	0	0	0	0	680	9	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	1082	0	0	985	0	0	0	0	680	9	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.90	0.90	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	3375	45	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.30	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.27	0.64	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.74	0.47	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.73	0.73	0.74
Delay/Veh:	39.6	9.6	0.0	0.0	29.9	0.0	0.0	0.0	0.0	36.0	36.0	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	9.6	0.0	0.0	29.9	0.0	0.0	0.0	0.0	36.0	36.0	39.8
LOS by Move:	D	A	A	A	C	A	A	A	A	D	D	D
HCM2kAvgQ:	10	9	0	0	14	0	0	0	0	11	11	11

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Appian Way/ I-80 EB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	6	Average Delay (sec/veh):	18.3
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Appian Way						I-80 EB ramps					
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			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	6	6	0	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	0 1	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1105	1194	0	1242	712	606	274	215	0	0	0
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:	0	1105	1194	0	1242	712	606	274	215	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1105	1194	0	1242	0	606	274	215	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1105	1194	0	1242	0	606	274	215	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1105	1194	0	1242	0	606	274	215	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.88	0.88	1.00	0.95	1.00	0.92	0.92	0.85	1.00	1.00	1.00
Lanes:	0.00	1.44	1.56	0.00	2.00	1.00	1.38	0.62	1.00	0.00	0.00	0.00
Final Sat.:	0	2400	2593	0	3610	1900	2400	1085	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.00	0.34	0.00	0.25	0.25	0.13	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.61	0.61	0.00	0.61	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.76	0.00	0.57	0.00	0.76	0.76	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	15.5	15.5	0.0	12.1	0.0	32.7	32.7	26.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	15.5	0.0	12.1	0.0	32.7	32.7	26.2	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	17	17	0	11	0	14	14	5	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Scenario Report

Scenario:	Cumulative AM Preferred Project - No RdDiet
Command:	Cumulative AM PP - No RdDiet
Volume:	Cumulative AM PP - NoRdDiet
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Pinole Valley Rd/ I-80 WB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	9	Average Delay (sec/veh):	30.5
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Pinole Valley Rd						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	532	460	0	0	407	261	0	0	0	265	407	422
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:	532	460	0	0	407	261	0	0	0	265	407	422
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:	532	460	0	0	407	261	0	0	0	265	407	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	460	0	0	407	261	0	0	0	265	407	422
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
FinalVolume:	532	460	0	0	407	261	0	0	0	265	407	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	2.00	1.00	0.00	0.00	1.22	0.78	0.00	0.00	0.00	0.48	0.74	0.78
Final Sat.:	3502	1900	0	0	2070	1327	0	0	0	794	1220	1265
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.33	0.33	0.33
Crit Moves:	****				****					****		
Green/Cycle:	0.20	0.46	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.45	0.45	0.45
Volume/Cap:	0.75	0.52	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.75	0.75	0.75
Delay/Veh:	41.9	19.4	0.0	0.0	37.5	37.5	0.0	0.0	0.0	25.3	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	19.4	0.0	0.0	37.5	37.5	0.0	0.0	0.0	25.3	25.3	25.3
LOS by Move:	D	B	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	8	9	0	0	10	10	0	0	0	16	16	16

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Pinole Valley Rd/ I-80 EB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 9 Average Delay (sec/veh): 25.8
Optimal Cycle: 66 Level Of Service: C

Street Name:	Pinole Valley Rd						I-80 EB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	6	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2 0	0	0 1	0	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	0	948	326	85	567	0	191	1	492	0	0	0
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:	0	948	326	85	567	0	191	1	492	0	0	0
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:	0	948	326	85	567	0	191	1	492	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	948	326	85	567	0	191	1	492	0	0	0
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
FinalVolume:	0	948	326	85	567	0	191	1	492	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.95	1.00	0.96	0.96	0.85	1.00	1.00	1.00
Lanes:	0.00	1.49	0.51	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2584	889	1805	3610	0	1811	9	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.05	0.16	0.00	0.11	0.11	0.30	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.46	0.46	0.06	0.52	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.79	0.78	0.30	0.00	0.27	0.27	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	25.4	76.8	13.5	0.0	21.3	21.3	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	25.4	76.8	13.5	0.0	21.3	21.3	33.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	18	18	3	5	0	4	4	15	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Appian Way/ I-80 WB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 9 Average Delay (sec/veh): 43.5
Optimal Cycle: 169 Level Of Service: D

Street Name:	Appian Way						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 0	2 0	1	0 0	0	0 0	1 1	0 0	1
Volume Module:												
Base Vol:	518	1181	0	0	1404	853	0	0	0	727	1	321
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:	518	1181	0	0	1404	853	0	0	0	727	1	321
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	1181	0	0	1404	0	0	0	0	727	1	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	1181	0	0	1404	0	0	0	0	727	1	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	518	1181	0	0	1404	0	0	0	0	727	1	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.90	0.90	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	3400	5	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.33	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.21	0.21	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.69	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.98	0.47	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.98	0.91
Delay/Veh:	68.3	7.2	0.0	0.0	48.3	0.0	0.0	0.0	0.0	66.2	66.2	64.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	7.2	0.0	0.0	48.3	0.0	0.0	0.0	0.0	66.2	66.2	64.5
LOS by Move:	E	A	A	A	D	A	A	A	A	E	E	E
HCM2kAvgQ:	19	9	0	0	23	0	0	0	0	16	16	13

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Appian Way/ I-80 EB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	6	Average Delay (sec/veh):	14.5
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Appian Way						I-80 EB ramps					
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			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	6	6	0	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	0 1	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1056	522	0	1790	330	587	3	265	0	0	0
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:	0	1056	522	0	1790	330	587	3	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1056	522	0	1790	0	587	3	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1056	522	0	1790	0	587	3	265	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1056	522	0	1790	0	587	3	265	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.95	1.00	0.90	0.90	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3430	1715	0	3610	1900	3391	17	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.30	0.00	0.50	0.00	0.17	0.17	0.16	0.00	0.00	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.70	0.70	0.00	0.70	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.44	0.00	0.71	0.00	0.71	0.71	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	6.7	6.7	0.0	10.1	0.0	37.5	37.5	38.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	6.7	0.0	10.1	0.0	37.5	37.5	38.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	D	D	D	A	A	A
HCM2kAvgQ:	0	7	7	0	16	0	10	10	9	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Scenario Report

Scenario:	Cumulative PM Preferred Project - No RdDiet
Command:	Cumulative PM PP - No RdDiet
Volume:	Cumulative PM PP - NoRdDiet
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Pinole Valley Rd/ I-80 WB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	9	Average Delay (sec/veh):	27.4
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Pinole Valley Rd						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	506	583	0	0	483	219	0	0	0	361	1	80
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:	506	583	0	0	483	219	0	0	0	361	1	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:	506	583	0	0	483	219	0	0	0	361	1	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	583	0	0	483	219	0	0	0	361	1	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
FinalVolume:	506	583	0	0	483	219	0	0	0	361	1	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	2.00	1.00	0.00	0.00	1.38	0.62	0.00	0.00	0.00	1.00	0.01	0.99
Final Sat.:	3502	1900	0	0	2367	1073	0	0	0	1540	19	1521
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.23	0.05	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.23	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.64	0.56	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.64	0.14	0.14
Delay/Veh:	36.8	15.7	0.0	0.0	30.5	30.5	0.0	0.0	0.0	28.3	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	15.7	0.0	0.0	30.5	30.5	0.0	0.0	0.0	28.3	21.2	21.2
LOS by Move:	D	B	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	7	11	0	0	10	10	0	0	0	10	2	2

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Pinole Valley Rd/ I-80 EB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 9 Average Delay (sec/veh): 49.3
Optimal Cycle: 180 Level Of Service: D

Street Name:	Pinole Valley Rd						I-80 EB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	6	6	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2 0	0	0 1	0	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	0	702	454	302	572	0	447	94	637	0	0	0
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:	0	702	454	302	572	0	447	94	637	0	0	0
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:	0	702	454	302	572	0	447	94	637	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	702	454	302	572	0	447	94	637	0	0	0
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
FinalVolume:	0	702	454	302	572	0	447	94	637	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.95	0.95	1.00	0.94	0.94	0.85	1.00	1.00	1.00
Lanes:	0.00	1.21	0.79	1.00	2.00	0.00	0.83	0.17	1.00	0.00	0.00	0.00
Final Sat.:	0	2063	1334	1805	3610	0	1480	311	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.17	0.16	0.00	0.30	0.30	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.34	0.34	0.17	0.51	0.00	0.40	0.40	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.99	0.99	0.99	0.31	0.00	0.76	0.76	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	56.8	56.8	90.5	14.2	0.0	30.7	30.7	63.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	56.8	56.8	90.5	14.2	0.0	30.7	30.7	63.1	0.0	0.0	0.0
LOS by Move:	A	E	E	F	B	A	C	C	E	A	A	A
HCM2kAvgQ:	0	23	23	11	5	0	16	16	26	0	0	0

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Appian Way/ I-80 WB ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 9 Average Delay (sec/veh): 25.3
Optimal Cycle: 64 Level Of Service: C

Street Name:	Appian Way						I-80 WB ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	0	0	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 0	0 0	2 0	1	0 0	0	0 0	1 1	0 0	1
Volume Module:												
Base Vol:	349	1438	0	0	1141	538	0	0	0	546	9	326
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:	349	1438	0	0	1141	538	0	0	0	546	9	326
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	1438	0	0	1141	0	0	0	0	546	9	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	1438	0	0	1141	0	0	0	0	546	9	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	1438	0	0	1141	0	0	0	0	546	9	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	3391	56	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.40	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.16	0.16	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.25	0.65	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.78	0.61	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.62	0.62	0.78
Delay/Veh:	43.8	10.6	0.0	0.0	28.7	0.0	0.0	0.0	0.0	34.2	34.2	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	10.6	0.0	0.0	28.7	0.0	0.0	0.0	0.0	34.2	34.2	43.7
LOS by Move:	D	B	A	A	C	A	A	A	A	C	C	D
HCM2kAvgQ:	10	13	0	0	16	0	0	0	0	8	8	11

Note: Queue reported is the number of cars per lane.

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Appian Way/ I-80 EB ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	6	Average Delay (sec/veh):	17.7
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Appian Way						I-80 EB ramps					
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			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	6	6	0	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	0 1	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1356	1070	0	1292	549	571	258	247	0	0	0
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:	0	1356	1070	0	1292	549	571	258	247	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1356	1070	0	1292	0	571	258	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1356	1070	0	1292	0	571	258	247	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1356	1070	0	1292	0	571	258	247	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	1.00	0.95	1.00	0.92	0.92	0.85	1.00	1.00	1.00
Lanes:	0.00	1.68	1.32	0.00	2.00	1.00	1.38	0.62	1.00	0.00	0.00	0.00
Final Sat.:	0	2827	2231	0	3610	1900	2408	1088	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.00	0.36	0.00	0.24	0.24	0.15	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.00	0.63	0.63	0.00	0.63	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.76	0.00	0.57	0.00	0.76	0.76	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	14.4	14.4	0.0	11.1	0.0	34.4	34.4	28.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.4	0.0	11.1	0.0	34.4	34.4	28.8	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	18	18	0	11	0	13	13	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Pinole General Plan (P06-130)
Existing AM Peak Hour
Dowling Associates, Inc.

Scenario Report

Scenario:	Existing AM
Command:	ExAM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Pinole General Plan (P06-130)
Existing AM Peak Hour
Dowling Associates, Inc.

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	2	1	68	3	76	118	390	3	7	1106	17	1791
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	68	3	76	118	390	3	7	1106	17	1791
#2 Pinole Shores Dr/ San Pablo Ave													
Base	25	0	19	131	0	35	20	401	3	13	1072	54	1773
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	19	131	0	35	20	401	3	13	1072	54	1773
#3 Sunnyview Dr/ San Pablo Ave													
Base	17	9	9	90	11	21	21	496	40	17	992	21	1744
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	9	9	90	11	21	21	496	40	17	992	21	1744
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	104	65	91	39	75	8	7	372	195	273	1051	34	2314
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	104	65	91	39	75	8	7	372	195	273	1051	34	2314
#5 Tennent Ave/ San Pablo Ave													
Base	20	52	196	38	34	14	11	198	189	55	1272	63	2142
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	52	196	38	34	14	11	198	189	55	1272	63	2142
#6 Pinole Valley Rd/ San Pablo Ave													
Base	15	98	61	4	2	2	8	379	19	144	1370	17	2119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	98	61	4	2	2	8	379	19	144	1370	17	2119
#7 Tennent Ave/ Pinole Valley Rd													
Base	80	221	186	8	270	44	37	88	65	140	38	14	1191
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	221	186	8	270	44	37	88	65	140	38	14	1191
#8 Pinole Valley Rd/ Henry Ave													
Base	46	503	36	8	628	20	25	4	57	55	8	11	1401
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	46	503	36	8	628	20	25	4	57	55	8	11	1401
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	532	454	0	0	377	243	0	0	0	236	335	90	2267
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	532	454	0	0	377	243	0	0	0	236	335	90	2267

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Existing AM Tue Apr 20, 2010 11:53:56 Page 2-2

Pinole General Plan (P06-130)
Existing AM Peak Hour
Dowling Associates, Inc.

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#10 Pinole Valley Rd/ I-80 EB ramps																	
Base	0	945	325		85	519	0		191	1	462		0	0	0		2528
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	945	325		85	519	0		191	1	462		0	0	0		2528
#11 Pinole Valley Rd/ Estates Ave																	
Base	11	893	12		96	812	73		107	6	10		10	14	270		2314
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	11	893	12		96	812	73		107	6	10		10	14	270		2314
#12 Pinole Valley Rd/ Ramona St																	
Base	27	504	49		62	372	62		88	1	17		74	9	82		1347
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	27	504	49		62	372	62		88	1	17		74	9	82		1347
#13 Appian Wy/ Mann Dr																	
Base	169	361	0		0	806	97		71	0	230		0	0	0		1734
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	169	361	0		0	806	97		71	0	230		0	0	0		1734
#14 Appian Wy/ Tara Hills Dr-Canyon Dr																	
Base	621	593	69		13	862	80		109	2	572		211	20	21		3173
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	621	593	69		13	862	80		109	2	572		211	20	21		3173
#15 Appian Way/ I-80 WB ramps																	
Base	456	896	0		0	885	853		0	0	0		418	1	259		3768
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	456	896	0		0	885	853		0	0	0		418	1	259		3768
#16 Appian Way/ I-80 EB ramps																	
Base	0	905	430		0	957	330		375	2	251		0	0	0		3250
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	905	430		0	957	330		375	2	251		0	0	0		3250
#17 Appian Wy/ Fitzgerald Dr-Sara Dr																	
Base	169	884	23		132	697	336		236	25	115		138	116	271		3142
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	169	884	23		132	697	336		236	25	115		138	116	271		3142
#18 Oak Ridge Ln/ San Pablo Ave																	
Base	27	0	16		0	0	0		0	378	10		16	1339	0		1786
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	27	0	16		0	0	0		0	378	10		16	1339	0		1786

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Pinole General Plan (P06-130)
Existing AM Peak Hour
Dowling Associates, Inc.

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#19 Fernandez Ave/ San Pablo Ave																	
Base	3	0	3		1	0	2		1	406	7		40	1385	1		1849
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	3	0	3		1	0	2		1	406	7		40	1385	1		1849
#20 John St/ San Pablo Ave																	
Base	0	0	3		0	0	0		0	388	3		0	1566	0		1960
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	3		0	0	0		0	388	3		0	1566	0		1960
#21																	
Base	0	0	0		0	0	0		0	0	0		0	0	0		0
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	0	0		0	0	0		0	0	0		0	0	0		0

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Existing AM                Tue Apr 20, 2010 11:53:56                Page 3-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                           Impact Analysis Report
                              Level Of Service

Intersection                          Base          Future       Change
                                    Del/   V/       Del/   V/        in
                                LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave   A xxxxx 0.498   A xxxxx 0.498  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av  A xxxxx 0.441   A xxxxx 0.441  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave   A xxxxx 0.388   A xxxxx 0.388  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo  A xxxxx 0.433   A xxxxx 0.433  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave    A xxxxx 0.551   A xxxxx 0.551  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av  A xxxxx 0.569   A xxxxx 0.569  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd  A xxxxx 0.416   A xxxxx 0.416  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave   A xxxxx 0.407   A xxxxx 0.407  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp  A xxxxx 0.543   A xxxxx 0.543  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp  B xxxxx 0.687   B xxxxx 0.687  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave  A xxxxx 0.482   A xxxxx 0.482  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St   A xxxxx 0.303   A xxxxx 0.303  + 0.000 V/C

# 13 Appian Wy/ Mann Dr            A xxxxx 0.512   A xxxxx 0.512  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo  B xxxxx 0.673   B xxxxx 0.673  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps     B xxxxx 0.673   B xxxxx 0.673  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps     A xxxxx 0.405   A xxxxx 0.405  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara  A xxxxx 0.500   A xxxxx 0.500  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave   A xxxxx 0.414   A xxxxx 0.414  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave  A xxxxx 0.412   A xxxxx 0.412  + 0.000 V/C

# 20 John St/ San Pablo Ave        A xxxxx 0.437   A xxxxx 0.437  + 0.000 V/C

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Existing AM                Tue Apr 20, 2010 11:53:56                Page 4-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.498
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45                Level Of Service:                   A
********************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:15 to 8:15 AM
Base Vol:       0    2     1    68    3    76   118  390     3     7 1106    17
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:    0    2     1    68    3    76   118  390     3     7 1106    17
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:     0    2     1    68    3    76   118  390     3     7 1106    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    2     1    68    3    76   118  390     3     7 1106    17
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    17
RTOR Vol:       0    2     1    68    3    76   118  390     3     7 1106     0
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
FinalVolume:    0    2     1    68    3    76   118  390     3     7 1106     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.00 0.67  0.33  0.46 0.02  0.52  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1100   550   763   34   853  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.09  0.09  0.07 0.12  0.00  0.00 0.34  0.00
Crit Volume:        3                     147   118                    553
Crit Moves:       ****                    ****  ****                   ****
********************************************************************************

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                         Pinole General Plan (P06-130)
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                            Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.441
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      25    0   19  131    0   35   20  401    3   13 1072   54
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:   25    0   19  131    0   35   20  401    3   13 1072   54
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:    25    0   19  131    0   35   20  401    3   13 1072   54
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   25    0   19  131    0   35   20  401    3   13 1072   54
RTOR Reduct:    0    0    0    0    0   20    0    0    0    0    0    0
RTOR Vol:      25    0   19  131    0   15   20  401    3   13 1072   54
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
FinalVolume:   25    0   19  131    0   15   20  401    3   13 1072   54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720 1720 1720 1720 1720 1720 1720 1720 1720 1720 1720
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:       0.57 0.00 0.43 1.00 0.00 1.00 1.00 1.99 0.01 1.00 1.90 0.10
Final Sat.:   977    0  743 1720    0 1720 1720 3414   26 1720 3275  165
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00 0.03 0.08 0.00 0.01 0.01 0.12 0.12 0.01 0.33 0.33
Crit Volume:              44  131               20                  563
Crit Moves:             ****  ****             ****                 ****
********************************************************************************
```

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                         Pinole General Plan (P06-130)
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                            Dowling Associates, Inc.
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.388
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                Level Of Service:                  A
********************************************************************************
Street Name:         Sunnyview Dr                      San Pablo 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        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0     0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:30 to 8:30 AM
Base Vol:      17    9    9   90   11   21   21  496   40   17  992   21
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:   17    9    9   90   11   21   21  496   40   17  992   21
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:    17    9    9   90   11   21   21  496   40   17  992   21
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   17    9    9   90   11   21   21  496   40   17  992   21
RTOR Reduct:    0    0    0    0    0    0    0    0    0    0    0    0
RTOR Vol:      17    9    9   90   11   21   21  496   40   17  992   21
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
FinalVolume:   17    9    9   90   11   21   21  496   40   17  992   21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720 1720 1720 1720 1720 1720 1720 1720 1720 1720 1720
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:       0.48 0.26 0.26 0.74 0.09 0.17 1.00 1.85 0.15 1.00 1.96 0.04
Final Sat.:   835  442  442 1269  155  296 1720 3183  257 1720 3369   71
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02 0.02 0.07 0.07 0.07 0.01 0.16 0.16 0.01 0.29 0.29
Crit Volume:   17                        122   21                       507
Crit Moves:  ****                       ****  ****                      ****
********************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.433
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo 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        Protected        Protected
Rights:            Include           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:15 to 8:15 AM
Base Vol:     104   65    91    39   75     8     7  372   195   273 1051    34
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:  104   65    91    39   75     8     7  372   195   273 1051    34
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:   104   65    91    39   75     8     7  372   195   273 1051    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  104   65    91    39   75     8     7  372   195   273 1051    34
RTOR Reduct:    0    0     0     0    0     0     0    0   104     0    0     0
RTOR Vol:     104   65    91    39   75     8     7  372    91   273 1051    34
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
FinalVolume:  104   65    91    39   75     8     7  372    91   273 1051    34
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.42  0.58  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.94  0.06
Final Sat.:  1720  717  1003  1720 1554   166  1720 3440  1720  1720 3332   108
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.09  0.09  0.02 0.05  0.05  0.00 0.11  0.05  0.16 0.32  0.32
Crit Volume:             156    39                 7                   543
Crit Moves:             ****  ****              ****                  ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.551
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                         San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      20   52   196    38   34    14    11  198   189    55 1272    63
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:   20   52   196    38   34    14    11  198   189    55 1272    63
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:    20   52   196    38   34    14    11  198   189    55 1272    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20   52   196    38   34    14    11  198   189    55 1272    63
RTOR Reduct:    0    0     0     0    0     0     0    0    20     0    0     0
RTOR Vol:      20   52   196    38   34    14    11  198   169    55 1272    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 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
FinalVolume:   20   52   196    38   34    14    66  198   169    55 1272    63
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.21  0.79  0.44 0.40  0.16  0.86 1.14  1.00  0.08 1.83  0.09
Final Sat.:  1800  377  1423   795  712   293  1543 2057  1800   142 3294   163
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.14  0.14  0.05 0.05  0.05  0.01 0.10  0.09  0.39 0.39  0.39
Crit Volume:      248        38                 11                   695
Crit Moves:      ****       ****               ****                  ****
********************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.569
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                   A
********************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      15   98    61     4    2     2     8  379    19   144 1370    17
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:   15   98    61     4    2     2     8  379    19   144 1370    17
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:    15   98    61     4    2     2     8  379    19   144 1370    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15   98    61     4    2     2     8  379    19   144 1370    17
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      15   98    61     4    2     2     8  379    19   144 1370    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  2.00 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
FinalVolume:   15   98    61     4    2     2    48  379    19   288 1370    17
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.09 0.56  0.35  0.50 0.25  0.25  0.04 1.87  0.09  0.21 1.77  0.02
Final Sat.:   155 1014   631   900  450   450    79 3368   153   374 3190    37
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.00 0.00  0.00  0.10 0.11  0.12  0.39 0.43  0.47
Crit Volume:             174     4                8                         838
Crit Moves:             ****  ****             ****                        ****
********************************************************************************
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.416
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39                Level Of Service:                   A
********************************************************************************
Street Name:           Tennent Ave                    Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:45 to 8:45 AM
Base Vol:      80  221   186     8  270    44    37   88    65   140   38    14
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:   80  221   186     8  270    44    37   88    65   140   38    14
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:    80  221   186     8  270    44    37   88    65   140   38    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  221   186     8  270    44    37   88    65   140   38    14
RTOR Reduct:    0    0   140     0    0     0     0    0     0     0    0     8
RTOR Vol:      80  221    46     8  270    44    37   88    65   140   38     6
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
FinalVolume:   80  221    46     8  270    44    37   88    65   140   38     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.86  0.14  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1419   231  1650  949   701  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.13  0.03  0.00 0.19  0.19  0.02 0.09  0.09  0.08 0.02  0.00
Crit Volume:   80                          314              153   140
Crit Moves:  ****                         ****             ****  ****
********************************************************************************
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.407
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                   A
********************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates Study
Base Vol:      46  503    36     8  628    20    25    4    57    55    8    11
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:   46  503    36     8  628    20    25    4    57    55    8    11
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:    46  503    36     8  628    20    25    4    57    55    8    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   46  503    36     8  628    20    25    4    57    55    8    11
RTOR Reduct:    0    0    36     0    0     0     0    0     0     0    0     0
RTOR Vol:      46  503     0     8  628    20    25    4    57    55    8    11
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
FinalVolume:   46  503     0     8  628    20    25    4    57    55    8    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.94  0.06  0.29 0.05  0.66  0.74 0.11  0.15
Final Sat.:  1650 1650  1650  1650 3198   102   480   77  1094  1226  178   245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.30  0.00  0.00 0.20  0.20  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:       503           8                          86                74
Crit Moves:       ****        ****                       ****              ****
********************************************************************************
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                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.543
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                   A
********************************************************************************
Street Name:         Pinole Valley Rd                    I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:     532  454     0     0  377   243     0    0     0   236  335    90
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:  532  454     0     0  377   243     0    0     0   236  335    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:   532  454     0     0  377   243     0    0     0   236  335    90
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  532  454     0     0  377   243     0    0     0   236  335    90
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     532  454     0     0  377   243     0    0     0   236  335    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
FinalVolume:  532  454     0     0  377   243     0    0     0   236  335    90
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  0.71 1.02  0.27
Final Sat.:  3127 1720     0     0 2092  1348     0    0     0  1228 1743   468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.26  0.00  0.00 0.18  0.18  0.00 0.00  0.00  0.19 0.19  0.19
Crit Volume:  266                          310           0               331
Crit Moves:  ****                          ****                          ****
********************************************************************************
```

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                         Pinole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.687
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73                Level Of Service:                  B
********************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:       0  945   325    85  519     0   191    1   462     0    0     0
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:    0  945   325    85  519     0   191    1   462     0    0     0
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:     0  945   325    85  519     0   191    1   462     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  945   325    85  519     0   191    1   462     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  945   325    85  519     0   191    1   462     0    0     0
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
FinalVolume:    0  945   325    85  519     0   191    1   462     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.49  0.51  1.00 2.00  0.00  0.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 2560   880  1720 3440     0  1711    9  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.15  0.00  0.11 0.11  0.27  0.00 0.00  0.00
Crit Volume:             635    85                          462           0
Crit Moves:             ****  ****                        ****
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                         Pinole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.482
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                   Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:      11  893    12    96  812    73   107    6    10    10   14   270
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:   11  893    12    96  812    73   107    6    10    10   14   270
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:    11  893    12    96  812    73   107    6    10    10   14   270
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  893    12    96  812    73   107    6    10    10   14   270
RTOR Reduct:    0    0     0     0    0     0     0    0    10     0    0    96
RTOR Vol:      11  893    12    96  812    73   107    6     0    10   14   174
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
FinalVolume:   11  893    12    96  812    73   107    6     0    10   14   174
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.97  0.03  1.00 1.84  0.16  0.95 0.05  1.00  0.42 0.58  1.00
Final Sat.:  1720 3394    46  1720 3156   284  1629   91  1720   717 1003  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.26  0.26  0.07 0.07  0.00  0.01 0.01  0.10
Crit Volume:      453          96              107                          174
Crit Moves:      ****        ****            ****                          ****
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                         Pinole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.303
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  504    49    62  372    62    88    1    17    74    9    82
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:   27  504    49    62  372    62    88    1    17    74    9    82
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:    27  504    49    62  372    62    88    1    17    74    9    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  504    49    62  372    62    88    1    17    74    9    82
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    62
RTOR Vol:      27  504    49    62  372    62    88    1    17    74    9    20
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   54  504    49   124  372    62    88    1    17    74    9    20
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.10 1.74  0.16  0.29 1.49  0.22  0.83 0.01  0.16  0.89 0.11  1.00
Final Sat.:   176 3134   291   514 2686   400  1494   17   289  1605  195  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.12 0.14  0.16  0.06 0.06  0.06  0.05 0.05  0.01
Crit Volume:             303    62                   106          74
Crit Moves:             ****  ****                 ****        ****
********************************************************************************
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Existing AM                Tue Apr 20, 2010 11:53:57                Page 16-1
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                         Pinole General Plan (P06-130)
                            Existing AM Peak Hour
                          Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Appian Wy/ Mann Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.512
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
********************************************************************************
Street Name:         Appian Wy                           Mann Dr
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      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 7:30 to 8:30 AM
Base Vol:     169  361     0     0  806    97    71    0   230     0    0     0
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:  169  361     0     0  806    97    71    0   230     0    0     0
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:   169  361     0     0  806    97    71    0   230     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169  361     0     0  806    97    71    0   230     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     169  361     0     0  806    97    71    0   230     0    0     0
PCE Adj:     4.00 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
FinalVolume:  676  361     0     0  806    97    71    0   230     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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  0.00  0.00 1.79  0.21  0.24 0.00  0.76  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3213   387   425    0  1375     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.20  0.00  0.00 0.25  0.25  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  169                        452              301          0
Crit Moves:  ****                        ****             ****
********************************************************************************
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                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.673
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:45 to 8:45 AM
Base Vol:     621  593    69    13  862    80   109    2   572   211   20    21
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:  621  593    69    13  862    80   109    2   572   211   20    21
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:   621  593    69    13  862    80   109    2   572   211   20    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  593    69    13  862    80   109    2   572   211   20    21
RTOR Reduct:    0    0     0     0    0    80     0    0   342     0    0    13
RTOR Vol:     621  593    69    13  862     0   109    2   230   211   20     8
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
FinalVolume:  621  593    69    13  862     0   109    2   230   211   20     8
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.79  0.21  1.00 2.00  1.00  0.98 0.02  2.00  1.00 1.00  1.00
Final Sat.:  3000 2956   344  1650 3300  1650  1620   30  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.20  0.20  0.01 0.26  0.00  0.07 0.07  0.08  0.13 0.01  0.00
Crit Volume:  311                   431                    115   211
Crit Moves:  ****                  ****                   ****  ****
********************************************************************************
```

```
Existing AM                Tue Apr 20, 2010 11:53:57                Page 18-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.673
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:30 to 8:30 Am
Base Vol:     456  896     0     0  885   853     0    0     0   418    1   259
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:  456  896     0     0  885   853     0    0     0   418    1   259
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:   456  896     0     0  885   853     0    0     0   418    1   259
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  456  896     0     0  885   853     0    0     0   418    1   259
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     456  896     0     0  885   853     0    0     0   418    1   259
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
FinalVolume:  456  896     0     0  885   853     0    0     0   418    1   259
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3119    8  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.26  0.00  0.00 0.26  0.50  0.00 0.00  0.00  0.13 0.12  0.15
Crit Volume:  456                   443                    0                   259
Crit Moves:  ****                  ****                                       ****
********************************************************************************
```

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```
Existing AM                Tue Apr 20, 2010 11:53:57                Page 19-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.405
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31                Level Of Service:                   A
********************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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      Split Phase      Split Phase
Rights:            Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:30 to 8:30 AM
Base Vol:       0  905   430     0  957   330   375    2   251     0    0     0
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:    0  905   430     0  957   330   375    2   251     0    0     0
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:     0  905   430     0  957   330   375    2   251     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  905   430     0  957   330   375    2   251     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  905   430     0  957   330   375    2   251     0    0     0
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
FinalVolume:    0  905   430     0  957   330   375    2   251     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3600  1636     0 3600  1800  3255   19  1800     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.26  0.00 0.27  0.18  0.12 0.10  0.14  0.00 0.00  0.00
Crit Volume:    0                  478                    251          0
Crit Moves:  ****                 ****                   ****
********************************************************************************
```

```
Existing AM                Tue Apr 20, 2010 11:53:57                Page 20-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.500
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                   A
********************************************************************************
Street Name:            Appian Way                 Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include            Ovl           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 7:45 to 8:45 AM
Base Vol:     169  884    23   132  697   336   236   25   115   138  116   271
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:  169  884    23   132  697   336   236   25   115   138  116   271
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:   169  884    23   132  697   336   236   25   115   138  116   271
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  169  884    23   132  697   336   236   25   115   138  116   271
RTOR Reduct:    0    0     0     0    0    90     0    0    93     0    0   132
RTOR Vol:     169  884    23   132  697   246   236   25    22   138  116   139
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
FinalVolume:  169  884    23   132  697   246   236   25    22   138  116   139
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.95  0.05  1.00 2.00  2.00  2.71 0.29  1.00  1.00 1.00  1.00
Final Sat.:  3000 3216    84  1650 3300  3000  3894  474  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.27  0.27  0.08 0.21  0.08  0.06 0.05  0.01  0.08 0.07  0.08
Crit Volume:       454        132                87                        139
Crit Moves:       ****       ****               ****                       ****
********************************************************************************
```

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Existing AM                Tue Apr 20, 2010 11:53:57                Page 21-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.414
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39                Level Of Service:                   A
********************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:      27    0    16     0    0     0     0  378    10    16 1339     0
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:   27    0    16     0    0     0     0  378    10    16 1339     0
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:    27    0    16     0    0     0     0  378    10    16 1339     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27    0    16     0    0     0     0  378    10    16 1339     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      27    0    16     0    0     0     0  378    10    16 1339     0
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
FinalVolume:   27    0    16     0    0     0     0  378    10    16 1339     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.63 0.00  0.37  0.00 0.00  0.00  0.00 1.95  0.05  1.00 2.00  0.00
Final Sat.:  1080    0   640     0    0     0     0 3351    89  1720 3440     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.11  0.11  0.01 0.39  0.00
Crit Volume:              43           0           0                   670
Crit Moves:              ****                    ****                    ****
********************************************************************************
```



```
Existing AM                Tue Apr 20, 2010 11:53:57                Page 22-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                             Existing AM Peak Hour
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.412
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24                Level Of Service:                   A
********************************************************************************
Street Name:           Fernandez Ave                   San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 7:15 to 8:15 AM
Base Vol:       3    0     3     1    0     2     1  406     7    40 1385     1
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:    3    0     3     1    0     2     1  406     7    40 1385     1
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:     3    0     3     1    0     2     1  406     7    40 1385     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     3     1    0     2     1  406     7    40 1385     1
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       3    0     3     1    0     2     1  406     7    40 1385     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  2.00 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
FinalVolume:    3    0     3     1    0     2     6  406     7    80 1385     1
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.50 0.00  0.50  0.33 0.00  0.67  0.01 1.96  0.03  0.05 1.94  0.01
Final Sat.:   900    0   900   600    0  1200     9 3531    60   104 3494     2
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.11 0.11  0.12  0.39 0.40  0.41
Crit Volume:                6     1                 1                       733
Crit Moves:              ****  ****              ****                    ****
********************************************************************************
```

```
Existing AM                Tue Apr 20, 2010 11:53:57                Page 23-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                              Existing AM Peak Hour
                             Dowling Associates, Inc.
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.437
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26                Level Of Service:                  A
*******************************************************************************
Street Name:             John St                        San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << Volumes from San Pablo Ave RSTP
Base Vol:       0    0     3     0    0     0     0  388     3     0 1566     0
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:    0    0     3     0    0     0     0  388     3     0 1566     0
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:     0    0     3     0    0     0     0  388     3     0 1566     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0  388     3     0 1566     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0  388     3     0 1566     0
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
FinalVolume:    0    0     3     0    0     0     0  388     3     0 1566     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.98  0.02  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3572    28     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.11  0.11  0.00 0.44  0.00
Crit Volume:                3     0                 0                    783
Crit Moves:              ****                   ****                    ****
*******************************************************************************

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```
Existing PM                Tue Apr 20, 2010 11:54:01                Page 1-1
-------------------------------------------------------------------------------
                          Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                             Dowling Associates, Inc.
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Existing PM

Command:              ExPM
Volume:               Existing PM
Geometry:             Existing
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration

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```

Existing PM Tue Apr 20, 2010 11:54:01 Page 2-1

Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Turning Movement Report

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#1 Del Monte Dr/eSan Pablo Ave																	
Base	4	2	14		50	2	72		192	974	31		35	501	24		1901
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	4	2	14		50	2	72		192	974	31		35	501	24		1901
#2 Pinole Shores Dr/ San Pablo Ave																	
Base	3	0	8		66	0	17		34	973	19		12	562	86		1780
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	3	0	8		66	0	17		34	973	19		12	562	86		1780
#3 Sunnyview Dr/ San Pablo Ave																	
Base	23	7	25		82	10	25		63	945	33		36	602	49		1900
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	23	7	25		82	10	25		63	945	33		36	602	49		1900
#4 Appian Wy-Pinon Ave/ San Pablo Ave																	
Base	310	96	237		40	42	25		18	840	149		223	357	41		2378
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	310	96	237		40	42	25		18	840	149		223	357	41		2378
#5 Tennent Ave/ San Pablo Ave																	
Base	83	64	57		46	35	24		28	915	198		94	530	53		2127
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	83	64	57		46	35	24		28	915	198		94	530	53		2127
#6 Pinole Valley Rd/ San Pablo Ave																	
Base	31	9	286		4	7	7		10	1027	6		127	621	4		2139
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	31	9	286		4	7	7		10	1027	6		127	621	4		2139
#7 Tennent Ave/ Pinole Valley Rd																	
Base	9	303	303		14	361	4		3	2	9		150	8	9		1175
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	9	303	303		14	361	4		3	2	9		150	8	9		1175
#8 Pinole Valley Rd/ Henry Ave																	
Base	77	514	92		12	441	6		4	6	39		55	3	11		1260
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	77	514	92		12	441	6		4	6	39		55	3	11		1260
#9 Pinole Valley Rd/ I-80 WB ramps																	
Base	504	583	0		0	342	219		0	0	0		303	0	80		2031
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	504	583	0		0	342	219		0	0	0		303	0	80		2031

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Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#10 Pinole Valley Rd/ I-80 EB ramps																	
Base	0	702	306		78	569	0		447	48	637		0	0	0		2787
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	702	306		78	569	0		447	48	637		0	0	0		2787
#11 Pinole Valley Rd/ Estates Ave																	
Base	20	690	16		209	810	187		192	12	11		12	12	126		2297
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	20	690	16		209	810	187		192	12	11		12	12	126		2297
#12 Pinole Valley Rd/ Ramona St																	
Base	10	404	22		138	568	14		42	4	6		20	6	54		1288
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	10	404	22		138	568	14		42	4	6		20	6	54		1288
#13 Appian Wy/ Mann Dr																	
Base	231	767	0		0	404	66		36	0	94		0	0	0		1598
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	231	767	0		0	404	66		36	0	94		0	0	0		1598
#14 Appian Wy/ Tara Hills Dr-Canyon Dr																	
Base	630	707	117		8	509	64		178	36	685		100	30	8		3072
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	630	707	117		8	509	64		178	36	685		100	30	8		3072
#15 Appian Way/ I-80 WB ramps																	
Base	342	1082	0		0	756	476		0	0	0		515	9	316		3496
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	342	1082	0		0	756	476		0	0	0		515	9	316		3496
#16 Appian Way/ I-80 EB ramps																	
Base	0	820	887		0	973	293		568	257	247		0	0	0		4045
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	820	887		0	973	293		568	257	247		0	0	0		4045
#17 Appian Wy/ Fitzgerald Dr-Sara Dr																	
Base	310	723	22		92	577	604		908	49	329		32	61	54		3761
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	310	723	22		92	577	604		908	49	329		32	61	54		3761
#18 Oak Ridge Ln/ San Pablo Ave																	
Base	16	0	12		0	0	0		0	1107	11		16	634	0		1796
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	16	0	12		0	0	0		0	1107	11		16	634	0		1796

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Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	16	2	33	18	0	21	14	952	21	21	616	12	1726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	2	33	18	0	21	14	952	21	21	616	12	1726
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1305	3	0	766	0	2097
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1305	3	0	766	0	2097
#21													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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Pinoole General Plan (P06-130)
Existing PM Peak Hour
Dowling Associates, Inc.

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.241	A	xxxxx	0.241	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000
# 15 Appian Way/ I-80 WB ramps	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 16 Appian Way/ I-80 EB ramps	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000
# 20 John St/ San Pablo Ave	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000

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--------------------------------------------------------------------------------
                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.404
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
********************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:45 to 5:45 PM
Base Vol:       4    2    14    50    2    72   192  974    31    35  501    24
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:    4    2    14    50    2    72   192  974    31    35  501    24
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:     4    2    14    50    2    72   192  974    31    35  501    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    2    14    50    2    72   192  974    31    35  501    24
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    24
RTOR Vol:       4    2    14    50    2    72   192  974    27    35  501     0
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
FinalVolume:    4    2    14    50    2    72   192  974    27    35  501     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.20 0.10  0.70  0.40 0.02  0.58  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   330  165  1155   665   27   958  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.30  0.02  0.02 0.15  0.00
Crit Volume:        20              124              487          35
Crit Moves:       ****             ****             ****        ****
********************************************************************************
```



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--------------------------------------------------------------------------------
                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.340
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:15 to 5:15 PM
Base Vol:       3    0     8    66    0    17    34  973    19    12  562    86
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:    3    0     8    66    0    17    34  973    19    12  562    86
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:     3    0     8    66    0    17    34  973    19    12  562    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     8    66    0    17    34  973    19    12  562    86
RTOR Reduct:    0    0     0     0    0    17     0    0     0     0    0     0
RTOR Vol:       3    0     8    66    0     0    34  973    19    12  562    86
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
FinalVolume:    3    0     8    66    0     0    34  973    19    12  562    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.27 0.00  0.73  1.00 0.00  1.00  1.00 1.96  0.04  1.00 1.73  0.27
Final Sat.:   469    0  1251  1720    0  1720  1720 3374    66  1720 2983   457
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.02 0.29  0.29  0.01 0.19  0.19
Crit Volume:        11    66                 496          12
Crit Moves:       ****  ****               ****        ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 6-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.385
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                Level Of Service:                  A
********************************************************************************
Street Name:           Sunnyview Dr                    San Pablo 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        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      23    7    25    82   10    25    63  945    33    36  602    49
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:   23    7    25    82   10    25    63  945    33    36  602    49
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:    23    7    25    82   10    25    63  945    33    36  602    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    7    25    82   10    25    63  945    33    36  602    49
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    7    25    82   10    25    63  945    33    36  602    49
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
FinalVolume:   23    7    25    82   10    25    63  945    33    36  602    49
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.42 0.13  0.45  0.70 0.09  0.21  1.00 1.93  0.07  1.00 1.85  0.15
Final Sat.:   719  219   782  1205  147   368  1720 3324   116  1720 3181   259
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.07 0.07  0.07  0.04 0.28  0.28  0.02 0.19  0.19
Crit Volume:              55    82                   489          36
Crit Moves:              ****  ****                 ****        ****
********************************************************************************
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Existing PM                Tue Apr 20, 2010 11:54:02                Page 7-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.593
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                  A
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                San Pablo 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        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:45 to 5:45 PM
Base Vol:     310   96   237    40   42    25    18  840   149   223  357    41
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:  310   96   237    40   42    25    18  840   149   223  357    41
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:   310   96   237    40   42    25    18  840   149   223  357    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  310   96   237    40   42    25    18  840   149   223  357    41
RTOR Reduct:    0    0     0     0    0     0     0    0   149     0    0     0
RTOR Vol:     310   96   237    40   42    25    18  840     0   223  357    41
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
FinalVolume:  310   96   237    40   42    25    18  840     0   223  357    41
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.29  0.71  1.00 0.63  0.37  1.00 2.00  1.00  1.00 1.79  0.21
Final Sat.:  1720  496  1224  1720 1078   642  1720 3440  1720  1720 3086   354
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.19  0.19  0.02 0.04  0.04  0.01 0.24  0.00  0.13 0.12  0.12
Crit Volume:  310                            67         420          223
Crit Moves:  ****                          ****       ****         ****
********************************************************************************
```


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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.427
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                     San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      83   64    57    46   35    24    28  915   198    94  530    53
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:   83   64    57    46   35    24    28  915   198    94  530    53
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:    83   64    57    46   35    24    28  915   198    94  530    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83   64    57    46   35    24    28  915   198    94  530    53
RTOR Reduct:    0    0     0     0    0     0     0    0    83     0    0     0
RTOR Vol:      83   64    57    46   35    24    28  915   115    94  530    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  2.00 1.00  1.00  4.00 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
FinalVolume:   83   64    57    46   35    24    56  915   115   376  530    53
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.53  0.47  0.44 0.33  0.23  0.12 1.88  1.00  0.48 1.41  0.11
Final Sat.:  1800  952   848   789  600   411   220 3380  1800   857 2544   199
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.07  0.07  0.06 0.06  0.06  0.13 0.27  0.06  0.11 0.21  0.27
Crit Volume:   83                         105        487          94
Crit Moves:  ****                        ****       ****        ****
********************************************************************************
```



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Existing PM                Tue Apr 20, 2010 11:54:02                Page 9-1
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.552
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      31    9   286     4    7     7    10 1027     6   127  621     4
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:   31    9   286     4    7     7    10 1027     6   127  621     4
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:    31    9   286     4    7     7    10 1027     6   127  621     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31    9   286     4    7     7    10 1027     6   127  621     4
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      31    9   286     4    7     7    10 1027     6   127  621     4
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  4.00 1.00  1.00  6.00 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
FinalVolume:   31    9   286     4    7     7    40 1027     6   762  621     4
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.09 0.03  0.88  0.22 0.39  0.39  0.02 1.97  0.01  1.00 0.99  0.01
Final Sat.:   171   50  1579   400  700   700    36 3544    20  1800 1790    10
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18  0.18  0.01 0.01  0.01  0.28 0.29  0.30  0.07 0.35  0.39
Crit Volume:      326         4                         536   127
Crit Moves:      ****        ****                      ****  ****
********************************************************************************
```

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                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.324
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 5:00 to 6:00 PM
Base Vol:       9  303   303    14  361     4     3    2     9   150    8     9
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:    9  303   303    14  361     4     3    2     9   150    8     9
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:     9  303   303    14  361     4     3    2     9   150    8     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  303   303    14  361     4     3    2     9   150    8     9
RTOR Reduct:    0    0   150     0    0     0     0    0     0     0    0     9
RTOR Vol:       9  303   153    14  361     4     3    2     9   150    8     0
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
FinalVolume:    9  303   153    14  361     4     3    2     9   150    8     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.99  0.01  1.00 0.18  0.82  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1632    18  1650  300  1350  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.18  0.09  0.01 0.22  0.22  0.00 0.01  0.01  0.09 0.00  0.00
Crit Volume:    9                         365         11         150
Crit Moves:  ****                         ****       ****        ****
********************************************************************************
```

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                         Pinoole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.390
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:      77  514    92    12  441     6     4    6    39    55    3    11
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:   77  514    92    12  441     6     4    6    39    55    3    11
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:    77  514    92    12  441     6     4    6    39    55    3    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  514    92    12  441     6     4    6    39    55    3    11
RTOR Reduct:    0    0    55     0    0     0     0    0     0     0    0     0
RTOR Vol:      77  514    37    12  441     6     4    6    39    55    3    11
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
FinalVolume:   77  514    37    12  441     6     4    6    39    55    3    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.97  0.03  0.08 0.12  0.80  0.80 0.04  0.16
Final Sat.:  1650 1650  1650  1650 3256    44   135  202  1313  1315   72   263
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.02  0.01 0.14  0.14  0.03 0.03  0.03  0.04 0.04  0.04
Crit Volume:       514         12                         49         69
Crit Moves:       ****       ****                       ****       ****
********************************************************************************
```

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                         Pinoole General Plan (P06-130)
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.515
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                  I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:     504  583     0     0  342   219     0    0     0   303    0    80
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:  504  583     0     0  342   219     0    0     0   303    0    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:   504  583     0     0  342   219     0    0     0   303    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  504  583     0     0  342   219     0    0     0   303    0    80
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     504  583     0     0  342   219     0    0     0   303    0    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
FinalVolume:  504  583     0     0  342   219     0    0     0   303    0    80
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  1.00 0.58  0.42
Final Sat.:  3127 1720     0     0 2097  1343     0    0     0  1720 1001   719
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.34  0.00  0.00 0.16  0.16  0.00 0.00  0.00  0.18 0.00  0.11
Crit Volume:       583           0                       0          303
Crit Moves:       ****        ****                                 ****
********************************************************************************
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                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.709
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                Level Of Service:                  C
********************************************************************************
Street Name:         Pinole Valley Rd                  I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:       0  702   306    78  569     0   447   48   637     0    0     0
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:    0  702   306    78  569     0   447   48   637     0    0     0
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:     0  702   306    78  569     0   447   48   637     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  702   306    78  569     0   447   48   637     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  702   306    78  569     0   447   48   637     0    0     0
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
FinalVolume:    0  702   306    78  569     0   447   48   637     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.39  0.61  1.00 2.00  0.00  0.90 0.10  1.00  0.00 0.00  0.00
Final Sat.:     0 2396  1044  1720 3440     0  1553  167  1720     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.05 0.17  0.00  0.29 0.29  0.37  0.00 0.00  0.00
Crit Volume:             504    78                          637          0
Crit Moves:              ****  ****                        ****
********************************************************************************
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                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.452
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2008 << Volumes from Alta Bates study
Base Vol:      20  690    16   209  810   187   192   12    11    12   12   126
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:   20  690    16   209  810   187   192   12    11    12   12   126
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:    20  690    16   209  810   187   192   12    11    12   12   126
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  690    16   209  810   187   192   12    11    12   12   126
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0   126
RTOR Vol:      20  690    16   209  810   187   192   12     0    12   12     0
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
FinalVolume:   20  690    16   209  810   187   192   12     0    12   12     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.95  0.05  1.00 1.62  0.38  0.94 0.06  1.00  0.50 0.50  1.00
Final Sat.:  1720 3362    78  1720 2795   645  1619  101  1720   860  860  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.21  0.12 0.29  0.29  0.12 0.12  0.00  0.01 0.01  0.00
Crit Volume:       353          209                   204          12
Crit Moves:       ****         ****                  ****         ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 15-1
--------------------------------------------------------------------------------
                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.241
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  404    22   138  568    14    42    4     6    20    6    54
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:   10  404    22   138  568    14    42    4     6    20    6    54
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:    10  404    22   138  568    14    42    4     6    20    6    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   10  404    22   138  568    14    42    4     6    20    6    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    54
RTOR Vol:      10  404    22   138  568    14    42    4     6    20    6     0
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   20  404    22   276  568    14    42    4     6    20    6     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.05 1.85  0.10  0.47 1.50  0.03  0.81 0.08  0.11  0.77 0.23  1.00
Final Sat.:    85 3338   178   854 2688    59  1454  138   208  1385  415  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.16 0.21  0.24  0.03 0.03  0.03  0.01 0.01  0.00
Crit Volume:             223   138                    52          20
Crit Moves:             ****  ****                  ****         ****
********************************************************************************
```


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Existing PM                Tue Apr 20, 2010 11:54:02                Page 16-1
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Appian Wy/ Mann Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.498
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Wy                         Mann Dr
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      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2006 << 4:30 to 5:30 PM
Base Vol:     231  767     0     0  404    66    36    0    94     0    0     0
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:  231  767     0     0  404    66    36    0    94     0    0     0
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:   231  767     0     0  404    66    36    0    94     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  231  767     0     0  404    66    36    0    94     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     231  767     0     0  404    66    36    0    94     0    0     0
PCE Adj:     2.00 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
FinalVolume:  462  767     0     0  404    66    36    0    94     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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  0.00  0.00 1.72  0.28  0.28 0.00  0.72  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3094   506   498    0 1302     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.43  0.00  0.00 0.13  0.13  0.07 0.00  0.07  0.00 0.00  0.00
Crit Volume:       767           0                          130           0
Crit Moves:       ****        ****                        ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 17-1
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                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.555
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 4:15 to 5:15 PM
Base Vol:     630  707   117     8  509    64   178   36   685   100   30     8
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:  630  707   117     8  509    64   178   36   685   100   30     8
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:   630  707   117     8  509    64   178   36   685   100   30     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  630  707   117     8  509    64   178   36   685   100   30     8
RTOR Reduct:    0    0     0     0    0    64     0    0   347     0    0     8
RTOR Vol:     630  707   117     8  509     0   178   36   339   100   30     0
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
FinalVolume:  630  707   117     8  509     0   178   36   339   100   30     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.72  0.28  1.00 2.00  1.00  0.83 0.17  2.00  1.00 1.00  1.00
Final Sat.:  3000 2831   469  1650 3300  1650  1372  278  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.25  0.25  0.00 0.15  0.00  0.13 0.13  0.11  0.06 0.02  0.00
Crit Volume:  315                   255              214         100
Crit Moves:  ****                  ****             ****        ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 18-1
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                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.602
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57                Level Of Service:                  B
********************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 4:30 to 5:30 PM
Base Vol:     342 1082     0     0  756   476     0    0     0   515    9   316
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:  342 1082     0     0  756   476     0    0     0   515    9   316
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:   342 1082     0     0  756   476     0    0     0   515    9   316
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  342 1082     0     0  756   476     0    0     0   515    9   316
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     342 1082     0     0  756   476     0    0     0   515    9   316
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
FinalVolume:  342 1082     0     0  756   476     0    0     0   515    9   316
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3073   59  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.31  0.00  0.00 0.22  0.28  0.00 0.00  0.00  0.17 0.15  0.18
Crit Volume:  342                   378                 0                    316
Crit Moves:  ****                  ****                                     ****
********************************************************************************
```

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 19-1
--------------------------------------------------------------------------------
                         Pinoole General Plan (P06-130)
                              Existing PM Peak Hour
                              Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.600
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                  A
********************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 4:45 to 5:45 PM
Base Vol:       0  820   887     0  973   293   568  257   247     0    0     0
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:    0  820   887     0  973   293   568  257   247     0    0     0
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:     0  820   887     0  973   293   568  257   247     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  820   887     0  973   293   568  257   247     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  820   887     0  973   293   568  257   247     0    0     0
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
FinalVolume:    0  820   887     0  973   293   568  257   247     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.44  1.56  0.00 2.00  1.00  1.38 0.62  1.00  0.00 0.00  0.00
Final Sat.:     0 2594  2551     0 3600  1800  2253 1121  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.35  0.00 0.27  0.16  0.25 0.23  0.14  0.00 0.00  0.00
Crit Volume:              569     0              412                      0
Crit Moves:              ****  ****             ****
********************************************************************************
```


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Existing PM                Tue Apr 20, 2010 11:54:02                Page 20-1
-------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.541
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Way                 Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2006 << 5:00 to 6:00 PM
Base Vol:     310  723    22    92  577   604   908   49   329    32   61    54
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:  310  723    22    92  577   604   908   49   329    32   61    54
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:   310  723    22    92  577   604   908   49   329    32   61    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  310  723    22    92  577   604   908   49   329    32   61    54
RTOR Reduct:    0    0     0     0    0   348     0    0   171     0    0    54
RTOR Vol:     310  723    22    92  577   256   908   49   159    32   61     0
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
FinalVolume:  310  723    22    92  577   256   908   49   159    32   61     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.94  0.06  1.00 2.00  2.00  2.85 0.15  1.00  1.00 1.00  1.00
Final Sat.:  3000 3203    97  1650 3300  3000  4086  253  1650  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.23  0.23  0.06 0.17  0.09  0.22 0.19  0.10  0.02 0.04  0.00
Crit Volume:             373    92              319                    61
Crit Moves:             ****  ****             ****                  ****
*******************************************************************************

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Existing PM                Tue Apr 20, 2010 11:54:02                Page 21-1
-------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.351
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
*******************************************************************************
Street Name:            Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      16    0    12     0    0     0     0 1107    11    16  634     0
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:   16    0    12     0    0     0     0 1107    11    16  634     0
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:    16    0    12     0    0     0     0 1107    11    16  634     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    0    12     0    0     0     0 1107    11    16  634     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    0    12     0    0     0     0 1107    11    16  634     0
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
FinalVolume:   16    0    12     0    0     0     0 1107    11    16  634     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.57 0.00  0.43  0.00 0.00  0.00  0.00 1.98  0.02  1.00 2.00  0.00
Final Sat.:   983    0   737     0    0     0     0 3406    34  1720 3440     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.32  0.33  0.01 0.18  0.00
Crit Volume:              28          0                    559    16
Crit Moves:             ****                             ****  ****
*******************************************************************************

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```
Existing PM                Tue Apr 20, 2010 11:54:02                Page 22-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.336
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22                Level Of Service:                   A
********************************************************************************
Street Name:          Fernandez Ave                    San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << 4:45 to 5:45 PM
Base Vol:      16    2    33    18    0    21    14  952    21    21  616    12
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:   16    2    33    18    0    21    14  952    21    21  616    12
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:    16    2    33    18    0    21    14  952    21    21  616    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    2    33    18    0    21    14  952    21    21  616    12
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    2    33    18    0    21    14  952    21    21  616    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  4.00 1.00  1.00  4.00 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
FinalVolume:   16    2    33    18    0    21    56  952    21    84  616    12
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.31 0.04  0.65  0.46 0.00  0.54  0.03 1.93  0.04  0.07 1.90  0.03
Final Sat.:   565   71  1165   831    0   969    53 3473    73   129 3410    61
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.02 0.00  0.02  0.26 0.27  0.29  0.16 0.18  0.20
Crit Volume:              51    18                        514    21
Crit Moves:              ****  ****                      ****  ****
********************************************************************************
```



```
Existing PM                Tue Apr 20, 2010 11:54:02                Page 23-1
--------------------------------------------------------------------------------
                        Pinoole General Plan (P06-130)
                             Existing PM Peak Hour
                             Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #20 John St/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.376
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23                Level Of Service:                   A
********************************************************************************
Street Name:             John St                          San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2006 << Volumes from San Pablo Ave RSTP
Base Vol:       0    0    23     0    0     0     0 1305     3     0  766     0
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:    0    0    23     0    0     0     0 1305     3     0  766     0
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:     0    0    23     0    0     0     0 1305     3     0  766     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1305     3     0  766     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1305     3     0  766     0
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
FinalVolume:    0    0    23     0    0     0     0 1305     3     0  766     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3592     8     0 3600     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.36  0.36  0.00 0.21  0.00
Crit Volume:              23     0                        654     0
Crit Moves:              ****                            ****  ****
********************************************************************************
```

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Scenario Report

Scenario:	Cumulative AM
Command:	Cumulative AM
Volume:	Cumulative AM
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	2	1	72	3	76	118	791	3	7	1482	21	2576
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	72	3	76	118	791	3	7	1482	21	2576
#2 Pinole Shores Dr/ San Pablo Ave													
Base	25	0	19	135	0	40	29	793	3	13	1454	54	2565
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	19	135	0	40	29	793	3	13	1454	54	2565
#3 Sunnyview Dr/ San Pablo Ave													
Base	17	9	9	95	11	26	32	887	40	17	1370	21	2534
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	9	9	95	11	26	32	887	40	17	1370	21	2534
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	124	97	508	71	75	8	7	766	195	401	1395	60	3707
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	124	97	508	71	75	8	7	766	195	401	1395	60	3707
#5 Tennent Ave/ San Pablo Ave													
Base	21	52	259	45	34	15	12	981	228	55	1783	63	3548
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	52	259	45	34	15	12	981	228	55	1783	63	3548
#6 Pinole Valley Rd/ San Pablo Ave													
Base	15	98	101	9	2	2	8	1237	22	519	1881	17	3911
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	98	101	9	2	2	8	1237	22	519	1881	17	3911
#7 Tennent Ave/ Pinole Valley Rd													
Base	80	223	220	8	270	44	37	88	65	456	38	33	1562
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	223	220	8	270	44	37	88	65	456	38	33	1562
#8 Pinole Valley Rd/ Henry Ave													
Base	253	541	36	8	629	335	25	4	57	55	8	11	1962
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	541	36	8	629	335	25	4	57	55	8	11	1962
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	532	458	0	0	377	243	0	0	0	287	406	377	2680
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	532	458	0	0	377	243	0	0	0	287	406	377	2680

Cumulative AM Tue Apr 20, 2010 11:54:06 Page 2-2

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	948	326	85	556	0	191	1	490	0	0	0	2597
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	948	326	85	556	0	191	1	490	0	0	0	2597
#11 Pinole Valley Rd/ Estates Ave													
Base	11	893	16	98	886	73	107	6	11	17	14	274	2406
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	893	16	98	886	73	107	6	11	17	14	274	2406
#12 Pinole Valley Rd/ Ramona St													
Base	27	504	49	62	451	62	88	1	21	116	9	85	1475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	504	49	62	451	62	88	1	21	116	9	85	1475
#13 Appian Wy/ Mann Dr													
Base	172	705	4	0	911	97	71	0	232	0	0	0	2192
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	172	705	4	0	911	97	71	0	232	0	0	0	2192
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	621	893	70	17	905	80	110	2	572	585	34	101	3990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	621	893	70	17	905	80	110	2	572	585	34	101	3990
#15 Appian Way/ I-80 WB ramps													
Base	481	1144	0	0	1299	853	0	0	0	742	1	308	4828
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	481	1144	0	0	1299	853	0	0	0	742	1	308	4828
#16 Appian Way/ I-80 EB ramps													
Base	0	1009	519	0	1707	330	559	3	275	0	0	0	4402
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1009	519	0	1707	330	559	3	275	0	0	0	4402
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	277	1102	23	132	994	917	264	25	115	214	345	61	4469
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	277	1102	23	132	994	917	264	25	115	214	345	61	4469
#18 Oak Ridge Ln/ San Pablo Ave													
Base	27	0	16	0	0	0	0	1205	10	16	1864	0	3138
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	16	0	0	0	0	1205	10	16	1864	0	3138

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Cumulative AM Tue Apr 20, 2010 11:54:06 Page 2-3

Pinole General Plan (P06-130)
2030 AM Cumulative Conditions
Dowling Associates, Inc.

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	7	0	8	1	0	2	1	1257	15	41	1889	1	3222
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	0	8	1	0	2	1	1257	15	41	1889	1	3222
#20 John St/ San Pablo Ave													
Base	0	0	3	0	0	0	0	1291	3	0	2461	0	3758
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	1291	3	0	2461	0	3758
#21													
Base	10	5	10	12	5	10	20	1240	10	10	1849	11	3192
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	12	5	10	20	1240	10	10	1849	11	3192

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Cumulative AM              Tue Apr 20, 2010 11:54:06                 Page 3-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                        2030 AM Cumulative Conditions
                          Dowling Associates, Inc.
-------------------------------------------------------------------------------
                           Impact Analysis Report
                              Level Of Service

Intersection                             Base           Future       Change
                                       Del/   V/       Del/   V/        in
                                   LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave     B xxxxx 0.614   B xxxxx 0.614  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av  A xxxxx 0.559   A xxxxx 0.559  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave     A xxxxx 0.510   A xxxxx 0.510  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo  D xxxxx 0.849   D xxxxx 0.849  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave      C xxxxx 0.778   C xxxxx 0.778  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av  C xxxxx 0.775   C xxxxx 0.775  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd   B xxxxx 0.608   B xxxxx 0.608  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave     A xxxxx 0.542   A xxxxx 0.542  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp  B xxxxx 0.661   B xxxxx 0.661  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp  C xxxxx 0.705   C xxxxx 0.705  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave   A xxxxx 0.486   A xxxxx 0.486  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St     A xxxxx 0.321   A xxxxx 0.321  + 0.000 V/C

# 13 Appian Wy/ Mann Dr              A xxxxx 0.544   A xxxxx 0.544  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo  E xxxxx 0.913   E xxxxx 0.913  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps       D xxxxx 0.895   D xxxxx 0.895  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps       B xxxxx 0.646   B xxxxx 0.646  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara   B xxxxx 0.697   B xxxxx 0.697  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave     A xxxxx 0.567   A xxxxx 0.567  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave    B xxxxx 0.603   B xxxxx 0.603  + 0.000 V/C

# 20 John St/ San Pablo Ave          B xxxxx 0.685   B xxxxx 0.685  + 0.000 V/C

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Cumulative AM              Tue Apr 20, 2010 11:54:06                 Page 4-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                        2030 AM Cumulative Conditions
                          Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.614
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59                Level Of Service:                  B
*******************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    2     1    72    3    76   118  791     3     7 1482    21
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:    0    2     1    72    3    76   118  791     3     7 1482    21
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:     0    2     1    72    3    76   118  791     3     7 1482    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    2     1    72    3    76   118  791     3     7 1482    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    21
RTOR Vol:       0    2     1    72    3    76   118  791     3     7 1482     0
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
FinalVolume:    0    2     1    72    3    76   118  791     3     7 1482     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.00 0.67  0.33  0.48 0.02  0.50  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1100   550   787   33   830 1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.09  0.09  0.07 0.24  0.00  0.00 0.45  0.00
Crit Volume:        3                     151   118                    741
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      25    0    19   135    0    40    29  793     3    13 1454    54
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:   25    0    19   135    0    40    29  793     3    13 1454    54
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:    25    0    19   135    0    40    29  793     3    13 1454    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25    0    19   135    0    40    29  793     3    13 1454    54
RTOR Reduct:    0    0     0     0    0    29     0    0     0     0    0     0
RTOR Vol:      25    0    19   135    0    11    29  793     3    13 1454    54
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
FinalVolume:   25    0    19   135    0    11    29  793     3    13 1454    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.57 0.00  0.43  1.00 0.00  1.00  1.00 1.99  0.01  1.00 1.93  0.07
Final Sat.:   977    0   743  1720    0  1720  1720 3427    13  1720 3317   123
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.08 0.00  0.01  0.02 0.23  0.23  0.01 0.44  0.44
Crit Volume:               44   135               29                         754
Crit Moves:              ****  ****              ****                        ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.510
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
*******************************************************************************
Street Name:         Sunnyview Dr                      San Pablo 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        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    9     9    95   11    26    32  887    40    17 1370    21
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:   17    9     9    95   11    26    32  887    40    17 1370    21
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:    17    9     9    95   11    26    32  887    40    17 1370    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17    9     9    95   11    26    32  887    40    17 1370    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      17    9     9    95   11    26    32  887    40    17 1370    21
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
FinalVolume:   17    9     9    95   11    26    32  887    40    17 1370    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.48 0.26  0.26  0.72 0.08  0.20  1.00 1.91  0.09  1.00 1.97  0.03
Final Sat.:   835  442   442  1238  143   339  1720 3292   148  1720 3388    52
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.08 0.08  0.08  0.02 0.27  0.27  0.01 0.40  0.40
Crit Volume:   17                   132          32                         696
Crit Moves:  ****                  ****        ****                        ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.849
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       123                Level Of Service:                  D
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo 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        Protected         Protected
Rights:             Include           Include          Include           Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     124   97   508    71   75     8     7  766   195   401 1395    60
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:  124   97   508    71   75     8     7  766   195   401 1395    60
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:   124   97   508    71   75     8     7  766   195   401 1395    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124   97   508    71   75     8     7  766   195   401 1395    60
RTOR Reduct:    0    0     0     0    0     0     0    0   124     0    0     0
RTOR Vol:     124   97   508    71   75     8     7  766    71   401 1395    60
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
FinalVolume:  124   97   508    71   75     8     7  766    71   401 1395    60
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.16  0.84  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.92  0.08
Final Sat.:  1720  276  1444  1720 1554   166  1720 3440  1720  1720 3298   142
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.35  0.35  0.04 0.05  0.05  0.00 0.22  0.04  0.23 0.42  0.42
Crit Volume:             605    71                   383         401
Crit Moves:             ****  ****                 ****        ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.778
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65                Level Of Service:                  C
********************************************************************************
Street Name:           Tennent Ave                         San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21   52   259    45   34    15    12  981   228    55 1783    63
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:   21   52   259    45   34    15    12  981   228    55 1783    63
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:    21   52   259    45   34    15    12  981   228    55 1783    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21   52   259    45   34    15    12  981   228    55 1783    63
RTOR Reduct:    0    0     0     0    0     0     0    0    21     0    0     0
RTOR Vol:      21   52   259    45   34    15    12  981   207    55 1783    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  4.00 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
FinalVolume:   21   52   259    45   34    15    72  981   207   220 1783    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.17  0.83  0.48 0.36  0.16  0.15 1.85  1.00  0.06 1.88  0.06
Final Sat.:  1800  301  1499   862  651   287   278 3322  1800   114 3376   110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.17  0.17  0.05 0.05  0.05  0.04 0.30  0.12  0.48 0.53  0.57
Crit Volume:      311          45                12                       1033
Crit Moves:      ****         ****              ****                       ****
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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.775
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64                Level Of Service:                  C
*******************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   98   101     9    2     2     8 1237    22   519 1881    17
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:   15   98   101     9    2     2     8 1237    22   519 1881    17
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:    15   98   101     9    2     2     8 1237    22   519 1881    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15   98   101     9    2     2     8 1237    22   519 1881    17
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      15   98   101     9    2     2     8 1237    22   519 1881    17
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:   15   98   101     9    2     2    48 1237    22  3114 1881    17
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.07 0.46  0.47  0.70 0.15  0.15  0.01 1.96  0.03  1.00 0.99  0.01
Final Sat.:   126  824   850  1246  277   277    23 3516    61  1800 1788    12
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.01 0.01  0.01  0.34 0.35  0.36  0.29 1.05  1.39
Crit Volume:             214     9                          653   519
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.608
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58                Level Of Service:                  B
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      80  223   220     8  270    44    37   88    65   456   38    33
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:   80  223   220     8  270    44    37   88    65   456   38    33
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:    80  223   220     8  270    44    37   88    65   456   38    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  223   220     8  270    44    37   88    65   456   38    33
RTOR Reduct:    0    0   220     0    0     0     0    0     0     0    0     8
RTOR Vol:      80  223     0     8  270    44    37   88    65   456   38    25
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
FinalVolume:   80  223     0     8  270    44    37   88    65   456   38    25
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.86  0.14  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1419   231  1650  949   701  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.14  0.00  0.00 0.19  0.19  0.02 0.09  0.09  0.28 0.02  0.02
Crit Volume:   80                          314              153   456
Crit Moves:  ****                        ****              ****  ****
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.542
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     253  541    36     8  629   335    25    4    57    55    8    11
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:  253  541    36     8  629   335    25    4    57    55    8    11
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:   253  541    36     8  629   335    25    4    57    55    8    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  253  541    36     8  629   335    25    4    57    55    8    11
RTOR Reduct:    0    0    36     0    0     0     0    0     0     0    0     0
RTOR Vol:     253  541     0     8  629   335    25    4    57    55    8    11
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
FinalVolume:  253  541     0     8  629   335    25    4    57    55    8    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.30  0.70  0.29 0.05  0.66  0.74 0.11  0.15
Final Sat.:  1650 1650  1650  1650 2153  1147   480   77  1094  1226  178   245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.33  0.00  0.00 0.29  0.29  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:  253                        482                86                74
Crit Moves:  ****                      ****              ****              ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.661
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     532  458     0     0  377   243     0    0     0   287  406   377
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:  532  458     0     0  377   243     0    0     0   287  406   377
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:   532  458     0     0  377   243     0    0     0   287  406   377
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  532  458     0     0  377   243     0    0     0   287  406   377
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     532  458     0     0  377   243     0    0     0   287  406   377
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
FinalVolume:  532  458     0     0  377   243     0    0     0   287  406   377
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  0.54 0.76  0.70
Final Sat.:  3127 1720     0     0 2092  1348     0    0     0   923 1305  1212
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.27  0.00  0.00 0.18  0.18  0.00 0.00  0.00  0.31 0.31  0.31
Crit Volume:  266                        310                0                535
Crit Moves:  ****                      ****                                ****
*******************************************************************************
```

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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.705
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77                Level Of Service:                  C
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  948   326    85  556     0   191    1   490     0    0     0
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:    0  948   326    85  556     0   191    1   490     0    0     0
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:     0  948   326    85  556     0   191    1   490     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  948   326    85  556     0   191    1   490     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  948   326    85  556     0   191    1   490     0    0     0
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
FinalVolume:    0  948   326    85  556     0   191    1   490     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.49  0.51  1.00 2.00  0.00  0.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 2560   880  1720 3440     0  1711    9  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.16  0.00  0.11 0.11  0.28  0.00 0.00  0.00
Crit Volume:       637          85                          490           0
Crit Moves:       ****        ****                         ****
*******************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.486
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                  Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11  893    16    98  886    73   107    6    11    17   14   274
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:   11  893    16    98  886    73   107    6    11    17   14   274
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:    11  893    16    98  886    73   107    6    11    17   14   274
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  893    16    98  886    73   107    6    11    17   14   274
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0    98
RTOR Vol:      11  893    16    98  886    73   107    6     0    17   14   176
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
FinalVolume:   11  893    16    98  886    73   107    6     0    17   14   176
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.96  0.04  1.00 1.85  0.15  0.95 0.05  1.00  0.55 0.45  1.00
Final Sat.:  1720 3379    61  1720 3178   262  1629   91  1720   943  777  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.28  0.28  0.07 0.07  0.00  0.02 0.02  0.10
Crit Volume:       455          98                          107                176
Crit Moves:       ****        ****                         ****                ****
*******************************************************************************
```

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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.321
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  504    49    62  451    62    88    1    21   116    9    85
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:   27  504    49    62  451    62    88    1    21   116    9    85
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:    27  504    49    62  451    62    88    1    21   116    9    85
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  504    49    62  451    62    88    1    21   116    9    85
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    62
RTOR Vol:      27  504    49    62  451    62    88    1    21   116    9    23
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   54  504    49   124  451    62    88    1    21   116    9    23
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.10 1.74  0.16  0.24 1.57  0.19  0.80 0.01  0.19  0.93 0.07  1.00
Final Sat.:   176 3134   291   435 2815   350  1440   16   344  1670  130  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.14 0.16  0.18  0.06 0.06  0.06  0.07 0.07  0.01
Crit Volume:             303    62               88                   125
Crit Moves:             ****  ****              ****                 ****
********************************************************************************
```

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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Appian Wy/ Mann Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.544
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41                Level Of Service:                  A
********************************************************************************
Street Name:         Appian Wy                           Mann Dr
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      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     172  705     4     0  911    97    71    0   232     0    0     0
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:  172  705     4     0  911    97    71    0   232     0    0     0
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:   172  705     4     0  911    97    71    0   232     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  172  705     4     0  911    97    71    0   232     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     172  705     4     0  911    97    71    0   232     0    0     0
PCE Adj:     4.00 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
FinalVolume:  688  705     4     0  911    97    71    0   232     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.94 1.05  0.01  0.00 1.81  0.19  0.23 0.00  0.77  0.00 0.00  0.00
Final Sat.:  1696 1893    10     0 3254   346   422    0  1378     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.37  0.39  0.00 0.28  0.28  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  172                        504              303          0
Crit Moves:  ****                        ****             ****
********************************************************************************
```

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                           Dowling Associates, Inc.
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                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.913
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
********************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     621  893    70    17  905    80   110    2   572   585   34   101
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:  621  893    70    17  905    80   110    2   572   585   34   101
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:   621  893    70    17  905    80   110    2   572   585   34   101
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  893    70    17  905    80   110    2   572   585   34   101
RTOR Reduct:    0    0     0     0    0    80     0    0   342     0    0    17
RTOR Vol:     621  893    70    17  905     0   110    2   230   585   34    84
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
FinalVolume:  621  893    70    17  905     0   110    2   230   585   34    84
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  1.00 2.00  1.00  0.98 0.02  2.00  1.00 1.00  1.00
Final Sat.:  3000 3060   240  1650 3300  1650  1621   29  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.29  0.29  0.01 0.27  0.00  0.07 0.07  0.08  0.35 0.02  0.05
Crit Volume:  311                   453                    115   585
Crit Moves:  ****                  ****                   ****  ****
********************************************************************************
```



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Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 18-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.895
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
********************************************************************************
Street Name:            Appian Way                      I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     481 1144     0     0 1299   853     0    0     0   742    1   308
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:  481 1144     0     0 1299   853     0    0     0   742    1   308
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:   481 1144     0     0 1299   853     0    0     0   742    1   308
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  481 1144     0     0 1299   853     0    0     0   742    1   308
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     481 1144     0     0 1299   853     0    0     0   742    1   308
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
FinalVolume:  481 1144     0     0 1299   853     0    0     0   742    1   308
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3123    5  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.33  0.00  0.00 0.38  0.50  0.00 0.00  0.00  0.24 0.22  0.18
Crit Volume:  481                   650                    0    372
Crit Moves:  ****                  ****                        ****
********************************************************************************
```

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Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 19-1
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.646
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  B
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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      Split Phase      Split Phase
Rights:            Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1009   519     0 1707   330   559    3   275     0    0     0
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:    0 1009   519     0 1707   330   559    3   275     0    0     0
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:     0 1009   519     0 1707   330   559    3   275     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1009   519     0 1707   330   559    3   275     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1009   519     0 1707   330   559    3   275     0    0     0
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
FinalVolume:    0 1009   519     0 1707   330   559    3   275     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.98  1.02  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3566  1667     0 3600  1800  3255   19  1800     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.31  0.00 0.47  0.18  0.17 0.16  0.15  0.00 0.00  0.00
Crit Volume:    0                  854         281                     0
Crit Moves:  ****                 ****        ****
*******************************************************************************
```

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Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 20-1
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.697
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75                Level Of Service:                  B
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:            Include          Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     277 1102    23   132  994   917   264   25   115   214  345    61
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:  277 1102    23   132  994   917   264   25   115   214  345    61
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:   277 1102    23   132  994   917   264   25   115   214  345    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  277 1102    23   132  994   917   264   25   115   214  345    61
RTOR Reduct:    0    0     0     0    0   101     0    0   115     0    0    61
RTOR Vol:     277 1102    23   132  994   816   264   25     0   214  345     0
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
FinalVolume:  277 1102    23   132  994   816   264   25     0   214  345     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.96  0.04  1.00 2.00  2.00  2.74 0.26  1.00  1.00 1.00  1.00
Final Sat.:  3000 3233    67  1650 3300  3000  3934  428  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.34  0.34  0.08 0.30  0.27  0.07 0.06  0.00  0.13 0.21  0.00
Crit Volume:      563         132                96                   345
Crit Moves:      ****        ****              ****                  ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.567
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  A
*******************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27    0    16     0    0     0     0 1205    10    16 1864     0
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:   27    0    16     0    0     0     0 1205    10    16 1864     0
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:    27    0    16     0    0     0     0 1205    10    16 1864     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27    0    16     0    0     0     0 1205    10    16 1864     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      27    0    16     0    0     0     0 1205    10    16 1864     0
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
FinalVolume:   27    0    16     0    0     0     0 1205    10    16 1864     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.63 0.00  0.37  0.00 0.00  0.00  0.00 1.98  0.02  1.00 2.00  0.00
Final Sat.:  1080    0   640     0    0     0     0 3412    28  1720 3440     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.35  0.35  0.01 0.54  0.00
Crit Volume:              43           0           0                   932
Crit Moves:              ****                    ****                   ****
*******************************************************************************
```

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Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 22-1
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                         Pinole General Plan (P06-130)
                         2030 AM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.603
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  B
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    0     8     1    0     2     1 1257    15    41 1889     1
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:    7    0     8     1    0     2     1 1257    15    41 1889     1
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:     7    0     8     1    0     2     1 1257    15    41 1889     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    7    0     8     1    0     2     1 1257    15    41 1889     1
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       7    0     8     1    0     2     1 1257    15    41 1889     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:    7    0     8     1    0     2     6 1257    15   246 1889     1
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.47 0.00  0.53  0.33 0.00  0.67  0.01 1.97  0.02  0.04 1.95  0.01
Final Sat.:   840    0   960   600    0  1200     3 3555    42    86 3513     2
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.35 0.35  0.36  0.48 0.54  0.59
Crit Volume:              15     1                 1                        1068
Crit Moves:              ****  ****              ****                       ****
*******************************************************************************
```

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Cumulative AM              Tue Apr 20, 2010 11:54:07                Page 23-1
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                          Pinole General Plan (P06-130)
                          2030 AM Cumulative Conditions
                            Dowling Associates, Inc.
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.685
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46                Level Of Service:                  B
*******************************************************************************
Street Name:             John St                        San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     3     0    0     0     0 1291     3     0 2461     0
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:    0    0     3     0    0     0     0 1291     3     0 2461     0
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:     0    0     3     0    0     0     0 1291     3     0 2461     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0 1291     3     0 2461     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0 1291     3     0 2461     0
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
FinalVolume:    0    0     3     0    0     0     0 1291     3     0 2461     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3592     8     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.36  0.36  0.00 0.68  0.00
Crit Volume:                3     0                 0                   1231
Crit Moves:              ****                   ****                   ****
*******************************************************************************

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Cumulative PM              Tue Apr 20, 2010 11:54:11                Page 1-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                          2030 PM Cumulative Conditions
                            Dowling Associates, Inc.
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Cumulative PM

Command:              Cumulative PM
Volume:               Cumulative PM
Geometry:             Cumulatiive
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration

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Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Turning Movement Report

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru		Right	Left	Thru		Right	Left	Thru		Right	Left	Thru		Right	Volume
#1 Del Monte Dr/eSan Pablo Ave																	
Base	4	2	14		62	2	72		192	1307	31		35	1129	39		2889
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	4	2	14		62	2	72		192	1307	31		35	1129	39		2889
#2 Pinole Shores Dr/ San Pablo Ave																	
Base	3	0	8		71	0	31		45	1308	19		12	1181	86		2764
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	3	0	8		71	0	31		45	1308	19		12	1181	86		2764
#3 Sunnyview Dr/ San Pablo Ave																	
Base	23	7	25		91	10	39		66	1271	33		36	1220	49		2870
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	23	7	25		91	10	39		66	1271	33		36	1220	49		2870
#4 Appian Wy-Pinon Ave/ San Pablo Ave																	
Base	322	106	357		75	65	32		18	1155	171		707	934	114		4056
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	322	106	357		75	65	32		18	1155	171		707	934	114		4056
#5 Tennent Ave/ San Pablo Ave																	
Base	144	64	88		46	35	27		28	1395	200		164	1572	63		3826
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	144	64	88		46	35	27		28	1395	200		164	1572	63		3826
#6 Pinole Valley Rd/ San Pablo Ave																	
Base	31	9	395		5	7	7		10	1552	6		250	1745	8		4025
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	31	9	395		5	7	7		10	1552	6		250	1745	8		4025
#7 Tennent Ave/ Pinole Valley Rd																	
Base	9	319	365		37	361	4		3	2	9		244	8	36		1397
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	9	319	365		37	361	4		3	2	9		244	8	36		1397
#8 Pinole Valley Rd/ Henry Ave																	
Base	77	515	92		12	515	24		134	16	136		55	3	11		1590
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	77	515	92		12	515	24		134	16	136		55	3	11		1590
#9 Pinole Valley Rd/ I-80 WB ramps																	
Base	506	584	0		0	477	219		0	0	0		336	1	80		2203
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	506	584	0		0	477	219		0	0	0		336	1	80		2203

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Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru		Right	Left	Thru		Right	Left	Thru		Right	Left	Thru		Right	Volume
#10 Pinole Valley Rd/ I-80 EB ramps																	
Base	0	702	399		308	569	0		450	233	639		0	0	0		3300
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	702	399		308	569	0		450	233	639		0	0	0		3300
#11 Pinole Valley Rd/ Estates Ave																	
Base	21	706	28		213	810	187		192	13	11		17	12	132		2342
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	21	706	28		213	810	187		192	13	11		17	12	132		2342
#12 Pinole Valley Rd/ Ramona St																	
Base	15	444	61		146	568	14		42	4	6		31	8	54		1393
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	15	444	61		146	568	14		42	4	6		31	8	54		1393
#13 Appian Wy/ Mann Dr																	
Base	235	898	0		0	845	66		36	0	98		0	0	0		2178
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	235	898	0		0	845	66		36	0	98		0	0	0		2178
#14 Appian Wy/ Tara Hills Dr-Canyon Dr																	
Base	630	844	262		31	896	98		178	43	685		100	30	8		3805
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	630	844	262		31	896	98		178	43	685		100	30	8		3805
#15 Appian Way/ I-80 WB ramps																	
Base	347	1365	0		0	1116	501		0	0	0		518	9	316		4172
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	347	1365	0		0	1116	501		0	0	0		518	9	316		4172
#16 Appian Way/ I-80 EB ramps																	
Base	0	1217	1174		0	1245	535		632	258	247		0	0	0		5308
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	1217	1174		0	1245	535		632	258	247		0	0	0		5308
#17 Appian Wy/ Fitzgerald Dr-Sara Dr																	
Base	346	913	51		209	696	656		1376	137	489		52	89	89		5103
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	346	913	51		209	696	656		1376	137	489		52	89	89		5103
#18 Oak Ridge Ln/ San Pablo Ave																	
Base	16	0	12		0	0	0		0	1589	11		16	1770	0		3414
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	16	0	12		0	0	0		0	1589	11		16	1770	0		3414

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Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	20	2	41	18	0	21	14	1461	21	35	1729	12	3374
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	2	41	18	0	21	14	1461	21	35	1729	12	3374
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1942	3	0	2027	0	3995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1942	3	0	2027	0	3995
#21													
Base	10	5	10	18	5	18	10	1578	10	10	1762	12	3448
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	18	5	18	10	1578	10	10	1762	12	3448

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Pinole General Plan (P06-130)
2030 PM Cumulative Conditions
Dowling Associates, Inc.

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	F	xxxxx	1.060	F	xxxxx	1.060	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.276	A	xxxxx	0.276	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000
# 15 Appian Way/ I-80 WB ramps	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
# 16 Appian Way/ I-80 EB ramps	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000
# 20 John St/ San Pablo Ave	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000

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Cumulative PM              Tue Apr 20, 2010 11:54:11                 Page 4-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.553
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                   A
*******************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    2    14    62    2    72   192 1307    31    35 1129    39
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:    4    2    14    62    2    72   192 1307    31    35 1129    39
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:     4    2    14    62    2    72   192 1307    31    35 1129    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    2    14    62    2    72   192 1307    31    35 1129    39
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    39
RTOR Vol:       4    2    14    62    2    72   192 1307    27    35 1129     0
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
FinalVolume:    4    2    14    62    2    72   192 1307    27    35 1129     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.20 0.10  0.70  0.46 0.01  0.53  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   330  165  1155   752   24   874  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.40  0.02  0.02 0.34  0.00
Crit Volume:        20                     136   192                    564
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.442
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                   A
*******************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    0     8    71    0    31    45 1308    19    12 1181    86
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:    3    0     8    71    0    31    45 1308    19    12 1181    86
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:     3    0     8    71    0    31    45 1308    19    12 1181    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     8    71    0    31    45 1308    19    12 1181    86
RTOR Reduct:    0    0     0     0    0    31     0    0     0     0    0     0
RTOR Vol:       3    0     8    71    0     0    45 1308    19    12 1181    86
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
FinalVolume:    3    0     8    71    0     0    45 1308    19    12 1181    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.27 0.00  0.73  1.00 0.00  1.00  1.00 1.97  0.03  1.00 1.86  0.14
Final Sat.:   469    0  1251  1720    0  1720  1720 3391    49  1720 3207   233
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.03 0.39  0.39  0.01 0.37  0.37
Crit Volume:                11    71                45                    634
Crit Moves:               ****  ****              ****                   ****
*******************************************************************************
```


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Cumulative PM              Tue Apr 20, 2010 11:54:12                 Page 6-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.502
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
********************************************************************************
Street Name:           Sunnyview Dr                    San Pablo 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        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    7    25    91   10    39    66 1271    33    36 1220    49
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:   23    7    25    91   10    39    66 1271    33    36 1220    49
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:    23    7    25    91   10    39    66 1271    33    36 1220    49
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    7    25    91   10    39    66 1271    33    36 1220    49
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    7    25    91   10    39    66 1271    33    36 1220    49
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
FinalVolume:   23    7    25    91   10    39    66 1271    33    36 1220    49
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.42 0.13  0.45  0.65 0.07  0.28  1.00 1.95  0.05  1.00 1.92  0.08
Final Sat.:   719  219   782  1118  123   479  1720 3353    87  1720 3307   133
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.08 0.08  0.08  0.04 0.38  0.38  0.02 0.37  0.37
Crit Volume:   23                  140          66                   635
Crit Moves:  ****                ****        ****                   ****
********************************************************************************
```

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Cumulative PM              Tue Apr 20, 2010 11:54:12                 Page 7-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.060
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                  San Pablo 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        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     322  106   357    75   65    32    18 1155   171   707  934   114
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:  322  106   357    75   65    32    18 1155   171   707  934   114
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:   322  106   357    75   65    32    18 1155   171   707  934   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  322  106   357    75   65    32    18 1155   171   707  934   114
RTOR Reduct:    0    0     0     0    0     0     0    0   171     0    0     0
RTOR Vol:     322  106   357    75   65    32    18 1155     0   707  934   114
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
FinalVolume:  322  106   357    75   65    32    18 1155     0   707  934   114
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.23  0.77  1.00 0.67  0.33  1.00 2.00  1.00  1.00 1.78  0.22
Final Sat.:  1720  394  1326  1720 1153   567  1720 3440  1720  1720 3066   374
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.27  0.27  0.04 0.06  0.06  0.01 0.34  0.00  0.41 0.30  0.30
Crit Volume:             463    75                   578         707
Crit Moves:             ****  ****                 ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.677
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45                Level Of Service:                  B
********************************************************************************
Street Name:           Tennent Ave                     San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     144   64    88    46   35    27    28 1395   200   164 1572    63
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:  144   64    88    46   35    27    28 1395   200   164 1572    63
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:   144   64    88    46   35    27    28 1395   200   164 1572    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  144   64    88    46   35    27    28 1395   200   164 1572    63
RTOR Reduct:    0    0     0     0    0     0     0    0   144     0    0     0
RTOR Vol:     144   64    88    46   35    27    28 1395    56   164 1572    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:  144   64    88    46   35    27   168 1395    56   984 1572    63
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.42  0.58  0.43 0.32  0.25  0.26 1.74  1.00  0.33 1.62  0.05
Final Sat.:  1800  758  1042   767  583   450   471 3129  1800   603 2910    87
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.06 0.06  0.06  0.06 0.45  0.03  0.27 0.54  0.73
Crit Volume:  144                 108              803         164
Crit Moves:  ****              ****             ****        ****
********************************************************************************
```

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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.833
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86                Level Of Service:                  D
********************************************************************************
Street Name:         Pinole Valley Rd                San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31    9   395     5    7     7    10 1552     6   250 1745     8
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:   31    9   395     5    7     7    10 1552     6   250 1745     8
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:    31    9   395     5    7     7    10 1552     6   250 1745     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31    9   395     5    7     7    10 1552     6   250 1745     8
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      31    9   395     5    7     7    10 1552     6   250 1745     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:   31    9   395     5    7     7    60 1552     6  1500 1745     8
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.07 0.02  0.91  0.26 0.37  0.37  0.01 1.98  0.01  0.66 1.33  0.01
Final Sat.:   128   37  1634   474  663   663    24 3563    13  1195 2396     9
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.24  0.24  0.01 0.01  0.01  0.42 0.44  0.45  0.21 0.73  0.90
Crit Volume:             435     5                        809   250
Crit Moves:             ****  ****                      ****  ****
********************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.381
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
********************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  319   365    37  361     4     3    2     9   244    8    36
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:    9  319   365    37  361     4     3    2     9   244    8    36
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:     9  319   365    37  361     4     3    2     9   244    8    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  319   365    37  361     4     3    2     9   244    8    36
RTOR Reduct:    0    0   244     0    0     0     0    0     0     0    0    36
RTOR Vol:       9  319   121    37  361     4     3    2     9   244    8     0
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
FinalVolume:    9  319   121    37  361     4     3    2     9   244    8     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.99  0.01  1.00 0.18  0.82  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1632    18  1650  300  1350  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.19  0.07  0.02 0.22  0.22  0.00 0.01  0.01  0.15 0.00  0.00
Crit Volume:    9                        365          11          244
Crit Moves:  ****                      ****        ****        ****
********************************************************************************
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                         Pinole General Plan (P06-130)
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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.535
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77  515    92    12  515    24   134   16   136    55    3    11
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:   77  515    92    12  515    24   134   16   136    55    3    11
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:    77  515    92    12  515    24   134   16   136    55    3    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  515    92    12  515    24   134   16   136    55    3    11
RTOR Reduct:    0    0    55     0    0     0     0    0     0     0    0     0
RTOR Vol:      77  515    37    12  515    24   134   16   136    55    3    11
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
FinalVolume:   77  515    37    12  515    24   134   16   136    55    3    11
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.91  0.09  0.47 0.06  0.47  0.80 0.04  0.16
Final Sat.:  1650 1650  1650  1650 3153   147   773   92   785  1315   72   263
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.02  0.01 0.16  0.16  0.17 0.17  0.17  0.04 0.04  0.04
Crit Volume:       515          12                   286                69
Crit Moves:       ****        ****                 ****               ****
********************************************************************************
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     506  584     0     0  477   219     0    0     0   336    1    80
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:  506  584     0     0  477   219     0    0     0   336    1    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:   506  584     0     0  477   219     0    0     0   336    1    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  506  584     0     0  477   219     0    0     0   336    1    80
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     506  584     0     0  477   219     0    0     0   336    1    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
FinalVolume:  506  584     0     0  477   219     0    0     0   336    1    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.37  0.63  0.00 0.00  0.00  1.00 0.62  0.38
Final Sat.:  3127 1720     0     0 2358  1082     0    0     0  1720 1060   660
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.34  0.00  0.00 0.20  0.20  0.00 0.00  0.00  0.20 0.00  0.12
Crit Volume:  253                        348          0         336
Crit Moves:  ****                       ****                   ****
*******************************************************************************
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.896
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  702   399   308  569     0   450  233   639     0    0     0
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:    0  702   399   308  569     0   450  233   639     0    0     0
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:     0  702   399   308  569     0   450  233   639     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  702   399   308  569     0   450  233   639     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  702   399   308  569     0   450  233   639     0    0     0
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
FinalVolume:    0  702   399   308  569     0   450  233   639     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.28  0.72  1.00 2.00  0.00  0.66 0.34  1.00  0.00 0.00  0.00
Final Sat.:     0 2193  1247  1720 3440     0  1133  587  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.18 0.17  0.00  0.40 0.40  0.37  0.00 0.00  0.00
Crit Volume:             551   308                   683                 0
Crit Moves:              ****  ****                  ****
*******************************************************************************
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                           Dowling Associates, Inc.
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.466
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21  706    28   213  810   187   192   13    11    17   12   132
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:   21  706    28   213  810   187   192   13    11    17   12   132
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:    21  706    28   213  810   187   192   13    11    17   12   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21  706    28   213  810   187   192   13    11    17   12   132
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0   132
RTOR Vol:      21  706    28   213  810   187   192   13     0    17   12     0
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
FinalVolume:   21  706    28   213  810   187   192   13     0    17   12     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.92  0.08  1.00 1.62  0.38  0.94 0.06  1.00  0.59 0.41  1.00
Final Sat.:  1720 3309   131  1720 2795   645  1611  109  1720  1008  712  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.21  0.12 0.29  0.29  0.12 0.12  0.00  0.02 0.02  0.00
Crit Volume:       367         213                   205          17
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.276
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15  444    61   146  568    14    42    4     6    31    8    54
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:   15  444    61   146  568    14    42    4     6    31    8    54
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:    15  444    61   146  568    14    42    4     6    31    8    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15  444    61   146  568    14    42    4     6    31    8    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    54
RTOR Vol:      15  444    61   146  568    14    42    4     6    31    8     0
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   30  444    61   292  568    14    42    4     6    31    8     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.06 1.71  0.23  0.50 1.47  0.03  0.81 0.08  0.11  0.79 0.21  1.00
Final Sat.:   107 3083   410   903 2639    58  1454  138   208  1431  369  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  0.15  0.16 0.22  0.24  0.03 0.03  0.03  0.02 0.02  0.00
Crit Volume:             267   146                          52    31
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.458
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Wy                        Mann Dr
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      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     235  898     0     0  845    66    36    0    98     0    0     0
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:  235  898     0     0  845    66    36    0    98     0    0     0
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:   235  898     0     0  845    66    36    0    98     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  235  898     0     0  845    66    36    0    98     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     235  898     0     0  845    66    36    0    98     0    0     0
PCE Adj:     4.00 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
FinalVolume:  940  898     0     0  845    66    36    0    98     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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  0.00  0.00 1.86  0.14  0.27 0.00  0.73  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3339   261   484    0 1316     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.50  0.00  0.00 0.25  0.25  0.07 0.00  0.07  0.00 0.00  0.00
Crit Volume:  235                        456              134          0
Crit Moves:  ****                        ****             ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.676
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected      Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     630  844   262    31  896    98   178   43   685   100   30     8
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:  630  844   262    31  896    98   178   43   685   100   30     8
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:   630  844   262    31  896    98   178   43   685   100   30     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  630  844   262    31  896    98   178   43   685   100   30     8
RTOR Reduct:    0    0     0     0    0    98     0    0   347     0    0     8
RTOR Vol:     630  844   262    31  896     0   178   43   339   100   30     0
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
FinalVolume:  630  844   262    31  896     0   178   43   339   100   30     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.53  0.47  1.00 2.00  1.00  0.81 0.19  2.00  1.00 1.00  1.00
Final Sat.:  3000 2518   782  1650 3300  1650  1329  321  3000  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.34  0.34  0.02 0.27  0.00  0.13 0.13  0.11  0.06 0.02  0.00
Crit Volume:  315                        448              221          100
Crit Moves:  ****                        ****             ****         ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.710
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     347 1365     0     0 1116   501     0    0     0   518    9   316
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:  347 1365     0     0 1116   501     0    0     0   518    9   316
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:   347 1365     0     0 1116   501     0    0     0   518    9   316
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  347 1365     0     0 1116   501     0    0     0   518    9   316
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     347 1365     0     0 1116   501     0    0     0   518    9   316
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
FinalVolume:  347 1365     0     0 1116   501     0    0     0   518    9   316
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3074   59  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.40  0.00  0.00 0.32  0.29  0.00 0.00  0.00  0.17 0.15  0.18
Crit Volume:  347                   558                 0                    316
Crit Moves:  ****                  ****                                     ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.759
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1217  1174     0 1245   535   632  258   247     0    0     0
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:    0 1217  1174     0 1245   535   632  258   247     0    0     0
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:     0 1217  1174     0 1245   535   632  258   247     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1217  1174     0 1245   535   632  258   247     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1217  1174     0 1245   535   632  258   247     0    0     0
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
FinalVolume:    0 1217  1174     0 1245   535   632  258   247     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.53  1.47  0.00 2.00  1.00  1.42 0.58  1.00  0.00 0.00  0.00
Final Sat.:     0 2749  2410     0 3600  1800  2324 1044  1800     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.44  0.49  0.00 0.35  0.30  0.27 0.25  0.14  0.00 0.00  0.00
Crit Volume:              797     0              445                      0
Crit Moves:              ****  ****             ****
*******************************************************************************

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                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.824
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       130                Level Of Service:                  D
*******************************************************************************
Street Name:           Appian Way                 Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     346  913    51   209  696   656  1376  137   489    52   89    89
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:  346  913    51   209  696   656  1376  137   489    52   89    89
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:   346  913    51   209  696   656  1376  137   489    52   89    89
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  346  913    51   209  696   656  1376  137   489    52   89    89
RTOR Reduct:    0    0     0     0    0   527     0    0   190     0    0    89
RTOR Vol:     346  913    51   209  696   129  1376  137   299    52   89     0
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
FinalVolume:  346  913    51   209  696   129  1376  137   299    52   89     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.89  0.11  1.00 2.00  2.00  2.73 0.27  1.00  1.00 1.00  1.00
Final Sat.:  3000 3125   175  1650 3300  3000  3917  448  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.29  0.29  0.13 0.21  0.04  0.35 0.31  0.18  0.03 0.05  0.00
Crit Volume:             482   209              504                    89
Crit Moves:             ****  ****             ****                  ****
*******************************************************************************
```

```
Cumulative PM              Tue Apr 20, 2010 11:54:12                Page 21-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.531
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49                Level Of Service:                  A
*******************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16    0    12     0    0     0     0 1589    11    16 1770     0
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:   16    0    12     0    0     0     0 1589    11    16 1770     0
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:    16    0    12     0    0     0     0 1589    11    16 1770     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    0    12     0    0     0     0 1589    11    16 1770     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    0    12     0    0     0     0 1589    11    16 1770     0
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
FinalVolume:   16    0    12     0    0     0     0 1589    11    16 1770     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.57 0.00  0.43  0.00 0.00  0.00  0.00 1.99  0.01  1.00 2.00  0.00
Final Sat.:   983    0   737     0    0     0     0 3416    24  1720 3440     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.47  0.47  0.01 0.51  0.00
Crit Volume:              28                0                0                885
Crit Moves:              ****              ****              ****              ****
*******************************************************************************
```


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Cumulative PM              Tue Apr 20, 2010 11:54:12                Page 22-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.595
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    2    41    18    0    21    14 1461    21    35 1729    12
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:   20    2    41    18    0    21    14 1461    21    35 1729    12
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:    20    2    41    18    0    21    14 1461    21    35 1729    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20    2    41    18    0    21    14 1461    21    35 1729    12
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      20    2    41    18    0    21    14 1461    21    35 1729    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:   20    2    41    18    0    21    84 1461    21   210 1729    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.32 0.03  0.65  0.46 0.00  0.54  0.02 1.95  0.03  0.04 1.95  0.01
Final Sat.:   571   57  1171   831    0   969    35 3516    48    79 3499    22
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.03  0.04  0.02 0.00  0.02  0.40 0.42  0.44  0.44 0.49  0.54
Crit Volume:              63    18               14                        976
Crit Moves:             ****  ****             ****                       ****
*******************************************************************************
```

```
Cumulative PM              Tue Apr 20, 2010 11:54:12                Page 23-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                         2030 PM Cumulative Conditions
                           Dowling Associates, Inc.
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.576
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
*******************************************************************************
Street Name:             John St                          San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    23     0    0     0     0 1942     3     0 2027     0
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:    0    0    23     0    0     0     0 1942     3     0 2027     0
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:     0    0    23     0    0     0     0 1942     3     0 2027     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1942     3     0 2027     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1942     3     0 2027     0
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
FinalVolume:    0    0    23     0    0     0     0 1942     3     0 2027     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3594     6     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.54  0.54  0.00 0.56  0.00
Crit Volume:              23     0                0                       1014
Crit Moves:             ****                  ****                       ****
*******************************************************************************
```


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Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Scenario Report

Scenario:	Cumulative AM Preferred Project
Command:	Cumulative AM PP
Volume:	Cumulative AM PP
Geometry:	Cumulative Road Diet
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	1	1	78	2	71	124	650	3	7	1329	16	2282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	78	2	71	124	650	3	7	1329	16	2282
#2 Pinole Shores Dr/ San Pablo Ave													
Base	26	0	17	139	0	44	31	649	4	11	1277	53	2251
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	0	17	139	0	44	31	649	4	11	1277	53	2251
#3 Sunnyview Dr/ San Pablo Ave													
Base	19	8	7	104	9	34	37	749	46	11	1193	21	2238
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	8	7	104	9	34	37	749	46	11	1193	21	2238
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	213	136	302	68	75	8	7	646	194	262	1085	36	3032
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	213	136	302	68	75	8	7	646	194	262	1085	36	3032
#5 Tennent Ave/ San Pablo Ave													
Base	23	50	293	58	20	16	23	636	234	27	1286	54	2720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	50	293	58	20	16	23	636	234	27	1286	54	2720
#6 Pinole Valley Rd/ San Pablo Ave													
Base	26	96	92	4	9	2	11	834	172	478	1257	8	2989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	96	92	4	9	2	11	834	172	478	1257	8	2989
#7 Tennent Ave/ Pinole Valley Rd													
Base	52	289	228	8	298	26	39	87	64	574	83	61	1809
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	289	228	8	298	26	39	87	64	574	83	61	1809
#8 Pinole Valley Rd/ Henry Ave													
Base	294	557	25	18	685	418	48	4	33	16	46	11	2155
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	294	557	25	18	685	418	48	4	33	16	46	11	2155
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	368	581	0	0	342	252	0	0	0	347	564	280	2734
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	368	581	0	0	342	252	0	0	0	347	564	280	2734

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	949	322	85	570	0	181	0	475	0	0	0	2582
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	949	322	85	570	0	181	0	475	0	0	0	2582
#11 Pinole Valley Rd/ Estates Ave													
Base	13	887	16	95	901	65	101	7	14	15	17	273	2404
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	887	16	95	901	65	101	7	14	15	17	273	2404
#12 Pinole Valley Rd/ Ramona St													
Base	29	495	54	57	470	57	84	1	24	126	11	92	1500
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	495	54	57	470	57	84	1	24	126	11	92	1500
#13 Appian Wy/ Mann Dr													
Base	206	558	4	0	817	80	73	0	225	0	0	0	1963
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	206	558	4	0	817	80	73	0	225	0	0	0	1963
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	598	765	78	21	763	110	181	2	456	555	82	115	3726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	598	765	78	21	763	110	181	2	456	555	82	115	3726
#15 Appian Way/ I-80 WB ramps													
Base	549	1026	0	0	1007	755	0	0	0	806	1	369	4513
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	549	1026	0	0	1007	755	0	0	0	806	1	369	4513
#16 Appian Way/ I-80 EB ramps													
Base	0	1027	625	0	1478	337	495	3	277	0	0	0	4242
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1027	625	0	1478	337	495	3	277	0	0	0	4242
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	292	1120	20	161	765	808	295	21	89	220	406	69	4266
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	292	1120	20	161	765	808	295	21	89	220	406	69	4266
#18 Oak Ridge Ln/ San Pablo Ave													
Base	29	0	13	0	0	0	0	889	17	9	1343	0	2300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	0	13	0	0	0	0	889	17	9	1343	0	2300

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
AM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	9	0	9	1	0	2	1	936	16	42	1379	0	2395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	9	1	0	2	1	936	16	42	1379	0	2395
#20 John St/ San Pablo Ave													
Base	0	0	3	0	0	0	0	948	3	0	1637	0	2591
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	948	3	0	1637	0	2591
#21													
Base	9	5	10	23	6	20	25	917	12	6	1334	12	2379
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	5	10	23	6	20	25	917	12	6	1334	12	2379

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16                Page 3-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                              AM Peak Hour
-------------------------------------------------------------------------------
                          Impact Analysis Report
                             Level Of Service

Intersection                            Base          Future       Change
                                      Del/   V/      Del/   V/        in
                                  LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave     A xxxxx 0.571   A xxxxx 0.571  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av  A xxxxx 0.510   A xxxxx 0.510  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave     A xxxxx 0.471   A xxxxx 0.471  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo  B xxxxx 0.634   B xxxxx 0.634  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave      E xxxxx 0.980   E xxxxx 0.980  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av  E xxxxx 0.946   E xxxxx 0.946  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd   B xxxxx 0.667   B xxxxx 0.667  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave     B xxxxx 0.608   B xxxxx 0.608  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp  B xxxxx 0.684   B xxxxx 0.684  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp  B xxxxx 0.695   B xxxxx 0.695  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave   A xxxxx 0.480   A xxxxx 0.480  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St     A xxxxx 0.331   A xxxxx 0.331  + 0.000 V/C

# 13 Appian Wy/ Mann Dr              A xxxxx 0.529   A xxxxx 0.529  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo  D xxxxx 0.878   D xxxxx 0.878  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps       D xxxxx 0.870   D xxxxx 0.870  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps       A xxxxx 0.564   A xxxxx 0.564  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara   C xxxxx 0.762   C xxxxx 0.762  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave     D xxxxx 0.805   D xxxxx 0.805  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave    C xxxxx 0.777   C xxxxx 0.777  + 0.000 V/C

# 20 John St/ San Pablo Ave          E xxxxx 0.911   E xxxxx 0.911  + 0.000 V/C

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:16                Page 4-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                              AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.571
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  A
*******************************************************************************
Street Name:           Del Monte Dr                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    1     1    78    2    71   124  650     3     7 1329    16
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:    0    1     1    78    2    71   124  650     3     7 1329    16
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:     0    1     1    78    2    71   124  650     3     7 1329    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     1    78    2    71   124  650     3     7 1329    16
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    16
RTOR Vol:       0    1     1    78    2    71   124  650     3     7 1329     0
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
FinalVolume:    0    1     1    78    2    71   124  650     3     7 1329     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.00 0.50  0.50  0.52 0.01  0.47  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0  825   825   852   22   776  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.09  0.09  0.08 0.20  0.00  0.00 0.40  0.00
Crit Volume:         2              151         124                   665
Crit Moves:       ****             ****        ****                  ****
*******************************************************************************

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--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.510
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
********************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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       Protected        Protected
Rights:           Include          Include         Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26    0    17   139    0    44    31  649     4    11 1277    53
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:   26    0    17   139    0    44    31  649     4    11 1277    53
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:    26    0    17   139    0    44    31  649     4    11 1277    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26    0    17   139    0    44    31  649     4    11 1277    53
RTOR Reduct:    0    0     0     0    0    31     0    0     0     0    0     0
RTOR Vol:      26    0    17   139    0    13    31  649     4    11 1277    53
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
FinalVolume:   26    0    17   139    0    13    31  649     4    11 1277    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.60 0.00  0.40  1.00 0.00  1.00  1.00 1.99  0.01  1.00 1.92  0.08
Final Sat.:  1040    0   680  1720    0  1720  1720 3419    21  1720 3303   137
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.08 0.00  0.01  0.02 0.19  0.19  0.01 0.39  0.39
Crit Volume:              43   139               31                   665
Crit Moves:             ****  ****             ****                  ****
********************************************************************************
```



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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 6-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.471
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
********************************************************************************
Street Name:         Sunnyview Dr                      San Pablo 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       Protected        Protected
Rights:           Include          Include         Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19    8     7   104    9    34    37  749    46    11 1193    21
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:   19    8     7   104    9    34    37  749    46    11 1193    21
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:    19    8     7   104    9    34    37  749    46    11 1193    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19    8     7   104    9    34    37  749    46    11 1193    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      19    8     7   104    9    34    37  749    46    11 1193    21
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
FinalVolume:   19    8     7   104    9    34    37  749    46    11 1193    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.56 0.23  0.21  0.71 0.06  0.23  1.00 1.88  0.12  1.00 1.97  0.03
Final Sat.:   961  405   354  1217  105   398  1720 3241   199  1720 3380    60
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.09 0.09  0.09  0.02 0.23  0.23  0.01 0.35  0.35
Crit Volume:   19                   147          37                   607
Crit Moves:  ****                 ****        ****                  ****
********************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                 Page 7-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.634
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  B
*******************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo 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        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     213  136   302    68   75     8     7  646   194   262 1085    36
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:  213  136   302    68   75     8     7  646   194   262 1085    36
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:   213  136   302    68   75     8     7  646   194   262 1085    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  213  136   302    68   75     8     7  646   194   262 1085    36
RTOR Reduct:    0    0     0     0    0     0     0    0   194     0    0     0
RTOR Vol:     213  136   302    68   75     8     7  646     0   262 1085    36
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
FinalVolume:  213  136   302    68   75     8     7  646     0   262 1085    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.31  0.69  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.94  0.06
Final Sat.:  1720  534  1186  1720 1554   166  1720 3440  1720  1720 3330   110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.25  0.25  0.04 0.05  0.05  0.00 0.19  0.00  0.15 0.33  0.33
Crit Volume:             438    68                323         262
Crit Moves:             ****  ****               ****        ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                 Page 8-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.980
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:           Tennent Ave                         San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23   50   293    58   20    16    23  636   234    27 1286    54
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:   23   50   293    58   20    16    23  636   234    27 1286    54
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:    23   50   293    58   20    16    23  636   234    27 1286    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23   50   293    58   20    16    23  636   234    27 1286    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23   50   293    58   20    16    23  636   234    27 1286    54
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
FinalVolume:   23   50   293    58   20    16    23  636   234    27 1286    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.15  0.85  1.00 0.56  0.44  1.00 0.73  0.27  1.00 0.96  0.04
Final Sat.:  1800  262  1538  1800 1000   800  1800 1316   484  1800 1727    73
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.19  0.19  0.03 0.02  0.02  0.01 0.48  0.48  0.02 0.74  0.74
Crit Volume:      343        58                 23                        1340
Crit Moves:      ****       ****               ****                        ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 9-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.946
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26   96    92     4    9     2    11  834   172   478 1257     8
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:   26   96    92     4    9     2    11  834   172   478 1257     8
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:    26   96    92     4    9     2    11  834   172   478 1257     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26   96    92     4    9     2    11  834   172   478 1257     8
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      26   96    92     4    9     2    11  834   172   478 1257     8
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
FinalVolume:   26   96    92     4    9     2    11  834   172   478 1257     8
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.12 0.45  0.43  0.27 0.60  0.13  1.00 0.83  0.17  1.00 0.99  0.01
Final Sat.:   219  807   774   480 1080   240  1800 1492   308  1800 1789    11
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.01 0.01  0.01  0.01 0.56  0.56  0.27 0.70  0.70
Crit Volume:       214            4                   1006          478
Crit Moves:       ****        ****                   ****        ****
*******************************************************************************

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:17                Page 10-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.667
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69                Level Of Service:                  B
*******************************************************************************
Street Name:           Tennent Ave                    Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      52  289   228     8  298    26    39   87    64   574   83    61
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:   52  289   228     8  298    26    39   87    64   574   83    61
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:    52  289   228     8  298    26    39   87    64   574   83    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   52  289   228     8  298    26    39   87    64   574   83    61
RTOR Reduct:    0    0   228     0    0     0     0    0     0     0    0     8
RTOR Vol:      52  289     0     8  298    26    39   87    64   574   83    53
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
FinalVolume:   52  289     0     8  298    26    39   87    64   574   83    53
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.92  0.08  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1518   132  1650  951   699  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.18  0.00  0.00 0.20  0.20  0.02 0.09  0.09  0.35 0.05  0.03
Crit Volume:   52                   324              151          574
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.608
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     294  557    25    18  685   418    48    4    33    16   46    11
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:  294  557    25    18  685   418    48    4    33    16   46    11
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:   294  557    25    18  685   418    48    4    33    16   46    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  294  557    25    18  685   418    48    4    33    16   46    11
RTOR Reduct:    0    0    16     0    0     0     0    0     0     0    0     0
RTOR Vol:     294  557     9    18  685   418    48    4    33    16   46    11
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
FinalVolume:  294  557     9    18  685   418    48    4    33    16   46    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.24  0.76  0.56 0.05  0.39  0.22 0.63  0.15
Final Sat.:  1650 1650  1650  1650 2049  1251   932   78   641   362 1040   249
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.34  0.01  0.01 0.33  0.33  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:  294                         552                85          73
Crit Moves:  ****                        ****              ****       ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.684
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     368  581     0     0  342   252     0    0     0   347  564   280
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:  368  581     0     0  342   252     0    0     0   347  564   280
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:   368  581     0     0  342   252     0    0     0   347  564   280
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  368  581     0     0  342   252     0    0     0   347  564   280
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     368  581     0     0  342   252     0    0     0   347  564   280
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
FinalVolume:  368  581     0     0  342   252     0    0     0   347  564   280
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.15  0.85  0.00 0.00  0.00  0.58 0.95  0.47
Final Sat.:  3127 1720     0     0 1981  1459     0    0     0  1002 1629   809
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.34  0.00  0.00 0.17  0.17  0.00 0.00  0.00  0.35 0.35  0.35
Crit Volume:       581           0                     0              596
Crit Moves:       ****        ****                                 ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.695
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  949   322    85  570     0   181    0   475     0    0     0
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:    0  949   322    85  570     0   181    0   475     0    0     0
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:     0  949   322    85  570     0   181    0   475     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  949   322    85  570     0   181    0   475     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  949   322    85  570     0   181    0   475     0    0     0
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
FinalVolume:    0  949   322    85  570     0   181    0   475     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.49  0.51  1.00 2.00  0.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:     0 2568   872  1720 3440     0  1720    0  1720     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.17  0.00  0.11 0.00  0.28  0.00 0.00  0.00
Crit Volume:             636    85                          475           0
Crit Moves:             ****  ****                        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.480
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                  Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13  887    16    95  901    65   101    7    14    15   17   273
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:   13  887    16    95  901    65   101    7    14    15   17   273
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:    13  887    16    95  901    65   101    7    14    15   17   273
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13  887    16    95  901    65   101    7    14    15   17   273
RTOR Reduct:    0    0     0     0    0     0     0    0    13     0    0    95
RTOR Vol:      13  887    16    95  901    65   101    7     1    15   17   178
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
FinalVolume:   13  887    16    95  901    65   101    7     1    15   17   178
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.96  0.04  1.00 1.87  0.13  0.94 0.06  1.00  0.47 0.53  1.00
Final Sat.:  1720 3379    61  1720 3209   231  1609  111  1720   806  914  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.28  0.28  0.06 0.06  0.00  0.02 0.02  0.10
Crit Volume:             452    95                101                          178
Crit Moves:             ****  ****              ****                         ****
*******************************************************************************
```


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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.331
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22                Level Of Service:                   A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29  495    54    57  470    57    84    1    24   126   11    92
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:   29  495    54    57  470    57    84    1    24   126   11    92
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:    29  495    54    57  470    57    84    1    24   126   11    92
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29  495    54    57  470    57    84    1    24   126   11    92
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    57
RTOR Vol:      29  495    54    57  470    57    84    1    24   126   11    35
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   58  495    54   114  470    57    84    1    24   126   11    35
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.10 1.72  0.18  0.22 1.60  0.18  0.77 0.01  0.22  0.92 0.08  1.00
Final Sat.:   190 3090   320   389 2891   320  1387   17   396  1655  145  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.15 0.16  0.18  0.06 0.06  0.06  0.08 0.08  0.02
Crit Volume:             304    57                   109         126
Crit Moves:             ****  ****                 ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.529
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40                Level Of Service:                   A
*******************************************************************************
Street Name:           Appian Wy                           Mann Dr
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      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     206  558     4     0  817    80    73    0   225     0    0     0
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:  206  558     4     0  817    80    73    0   225     0    0     0
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:   206  558     4     0  817    80    73    0   225     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  206  558     4     0  817    80    73    0   225     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     206  558     4     0  817    80    73    0   225     0    0     0
PCE Adj:     4.00 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
FinalVolume:  824  558     4     0  817    80    73    0   225     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.99  0.01  0.00 1.82  0.18  0.24 0.00  0.76  0.00 0.00  0.00
Final Sat.:  1800 1790    10     0 3279   321   441    0  1359     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.31  0.39  0.00 0.25  0.25  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  206                        449               298          0
Crit Moves:  ****                       ****              ****
*******************************************************************************
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                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.878
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||--------------||--------------||--------------||--------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     598  765    78    21  763   110   181    2   456   555   82   115
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:  598  765    78    21  763   110   181    2   456   555   82   115
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:   598  765    78    21  763   110   181    2   456   555   82   115
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  598  765    78    21  763   110   181    2   456   555   82   115
RTOR Reduct:    0    0     0     0    0   110     0    0   329     0    0    21
RTOR Vol:     598  765    78    21  763     0   181    2   127   555   82    94
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
FinalVolume:  598  765    78    21  763     0   181    2   127   555   82    94
------------||--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.81  0.19  1.00 2.00  1.00  0.99 0.01  2.00  1.00 1.00  1.00
Final Sat.:  3000 2995   305  1650 3300  1650  1632   18  3000  1650 1650  1650
------------||--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.26  0.26  0.01 0.23  0.00  0.11 0.11  0.04  0.34 0.05  0.06
Crit Volume:  299                  382              183         555
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.870
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       175                Level Of Service:                  D
*******************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||--------------||--------------||--------------||--------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     549 1026     0     0 1007   755     0    0     0   806    1   369
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:  549 1026     0     0 1007   755     0    0     0   806    1   369
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:   549 1026     0     0 1007   755     0    0     0   806    1   369
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  549 1026     0     0 1007   755     0    0     0   806    1   369
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     549 1026     0     0 1007   755     0    0     0   806    1   369
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
FinalVolume:  549 1026     0     0 1007   755     0    0     0   806    1   369
------------||--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3123    4  1720
------------||--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.30  0.00  0.00 0.29  0.44  0.00 0.00  0.00  0.26 0.23  0.21
Crit Volume:  549                  503                 0         404
Crit Moves:  ****                 ****                          ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.564
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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      Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1027   625     0 1478   337   495    3   277     0    0     0
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:    0 1027   625     0 1478   337   495    3   277     0    0     0
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:     0 1027   625     0 1478   337   495    3   277     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1027   625     0 1478   337   495    3   277     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1027   625     0 1478   337   495    3   277     0    0     0
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
FinalVolume:    0 1027   625     0 1478   337   495    3   277     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.87  1.13  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3357  1857     0 3600  1800  3253   22  1800     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.34  0.00 0.41  0.19  0.15 0.14  0.15  0.00 0.00  0.00
Crit Volume:    0                  739                    277          0
Crit Moves:  ****                 ****                   ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.762
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                 Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:          Include            Ovl           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     292 1120    20   161  765   808   295   21    89   220  406    69
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:  292 1120    20   161  765   808   295   21    89   220  406    69
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:   292 1120    20   161  765   808   295   21    89   220  406    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  292 1120    20   161  765   808   295   21    89   220  406    69
RTOR Reduct:    0    0     0     0    0   113     0    0    89     0    0    69
RTOR Vol:     292 1120    20   161  765   695   295   21     0   220  406     0
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
FinalVolume:  292 1120    20   161  765   695   295   21     0   220  406     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.96  0.04  1.00 2.00  2.00  2.80 0.20  1.00  1.00 1.00  1.00
Final Sat.:  3000 3242    58  1650 3300  3000  4020  329  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.35  0.35  0.10 0.23  0.23  0.07 0.06  0.00  0.13 0.25  0.00
Crit Volume:      570        161                105                  406
Crit Moves:      ****       ****               ****                 ****
*******************************************************************************
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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.805
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       117                Level Of Service:                   D
*******************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  0  1    1  0  1  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29    0    13     0    0     0     0  889    17     9 1343     0
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:   29    0    13     0    0     0     0  889    17     9 1343     0
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:    29    0    13     0    0     0     0  889    17     9 1343     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29    0    13     0    0     0     0  889    17     9 1343     0
RTOR Reduct:    0    0     0     0    0     0     0    0    17     0    0     0
RTOR Vol:      29    0    13     0    0     0     0  889     0     9 1343     0
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
FinalVolume:   29    0    13     0    0     0     0  889     0     9 1343     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.69 0.00  0.31  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  1188    0   532     0    0     0     0 1720  1720  1720 1720     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.52  0.00  0.01 0.78  0.00
Crit Volume:              42           0           0                  1343
Crit Moves:              ****                 ****                    ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.777
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65                Level Of Service:                   C
*******************************************************************************
Street Name:           Fernandez Ave                   San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     9     1    0     2     1  936    16    42 1379     0
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:    9    0     9     1    0     2     1  936    16    42 1379     0
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:     9    0     9     1    0     2     1  936    16    42 1379     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9    0     9     1    0     2     1  936    16    42 1379     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       9    0     9     1    0     2     1  936    16    42 1379     0
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
FinalVolume:    9    0     9     1    0     2     1  936    16    42 1379     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.50 0.00  0.50  0.33 0.00  0.67  1.00 0.98  0.02  1.00 1.00  0.00
Final Sat.:   900    0   900   600    0  1200  1800 1770    30  1800 1800     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.00 0.53  0.53  0.02 0.77  0.00
Crit Volume:              18     1                 1                  1379
Crit Moves:              ****  ****              ****                  ****
*******************************************************************************

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                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.911
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       162                Level Of Service:                  E
*******************************************************************************
Street Name:             John St                        San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     3     0    0     0     0  948     3     0 1637     0
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:    0    0     3     0    0     0     0  948     3     0 1637     0
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:     0    0     3     0    0     0     0  948     3     0 1637     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0  948     3     0 1637     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0  948     3     0 1637     0
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
FinalVolume:    0    0     3     0    0     0     0  948     3     0 1637     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 0.99  0.01  0.00 1.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 1794     6     0 1800     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.53  0.53  0.00 0.91  0.00
Crit Volume:                3     0                 0                  1637
Crit Moves:              ****                   ****                  ****
*******************************************************************************

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 1-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Cumulative PM Preferred Project

Command:              Cumulative PM PP
Volume:               Cumulative PM PP
Geometry:             Cumulative Road Diet
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 2-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	4	1	14	55	1	78	195	1117	25	41	832	35	2398
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1	14	55	1	78	195	1117	25	41	832	35	2398
#2 Pinole Shores Dr/ San Pablo Ave													
Base	4	0	6	67	0	35	53	1085	21	9	871	91	2242
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	6	67	0	35	53	1085	21	9	871	91	2242
#3 Sunnyview Dr/ San Pablo Ave													
Base	28	6	19	91	10	44	84	1045	35	33	919	56	2370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	6	19	91	10	44	84	1045	35	33	919	56	2370
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	333	118	191	65	85	54	28	871	194	363	615	81	2998
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	333	118	191	65	85	54	28	871	194	363	615	81	2998
#5 Tennent Ave/ San Pablo Ave													
Base	138	70	69	42	40	30	25	906	245	140	872	57	2634
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	70	69	42	40	30	25	906	245	140	872	57	2634
#6 Pinole Valley Rd/ San Pablo Ave													
Base	134	17	452	1	12	9	12	1004	22	276	979	2	2920
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	17	452	1	12	9	12	1004	22	276	979	2	2920
#7 Tennent Ave/ Pinole Valley Rd													
Base	3	378	536	75	442	4	4	4	4	278	13	51	1792
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	378	536	75	442	4	4	4	4	278	13	51	1792
#8 Pinole Valley Rd/ Henry Ave													
Base	96	569	18	29	541	92	229	62	202	17	12	39	1906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	569	18	29	541	92	229	62	202	17	12	39	1906
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	487	597	0	0	495	286	0	0	0	443	1	111	2420
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	487	597	0	0	495	286	0	0	0	443	1	111	2420

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	559	550	306	652	0	589	142	553	0	0	0	3351
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	559	550	306	652	0	589	142	553	0	0	0	3351
#11 Pinole Valley Rd/ Estates Ave													
Base	22	694	19	220	806	181	187	14	12	14	14	133	2316
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	694	19	220	806	181	187	14	12	14	14	133	2316
#12 Pinole Valley Rd/ Ramona St													
Base	20	445	74	153	563	9	30	9	12	48	9	47	1419
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	445	74	153	563	9	30	9	12	48	9	47	1419
#13 Appian Wy/ Mann Dr													
Base	253	778	0	0	572	52	24	0	125	0	0	0	1804
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	778	0	0	572	52	24	0	125	0	0	0	1804
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	621	676	312	37	737	109	203	115	686	138	48	12	3694
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	621	676	312	37	737	109	203	115	686	138	48	12	3694
#15 Appian Way/ I-80 WB ramps													
Base	361	1082	0	0	985	518	0	0	0	680	9	330	3965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	361	1082	0	0	985	518	0	0	0	680	9	330	3965
#16 Appian Way/ I-80 EB ramps													
Base	0	1105	1194	0	1242	712	606	274	215	0	0	0	5348
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1105	1194	0	1242	712	606	274	215	0	0	0	5348
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	320	902	71	272	689	571	1255	175	475	86	130	139	5085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	320	902	71	272	689	571	1255	175	475	86	130	139	5085
#18 Oak Ridge Ln/ San Pablo Ave													
Base	23	0	4	0	0	0	0	1114	16	10	1056	0	2223
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	0	4	0	0	0	0	1114	16	10	1056	0	2223

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	23	2	41	16	0	22	12	944	26	35	958	13	2092
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	2	41	16	0	22	12	944	26	35	958	13	2092
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1305	3	0	1267	0	2598
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1305	3	0	1267	0	2598
#21													
Base	9	7	7	19	7	24	20	1092	7	10	1053	27	2282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	7	7	19	7	24	20	1092	7	10	1053	27	2282

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21 Page 3-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with Road Diet
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	F	xxxxx	1.059	F	xxxxx	1.059	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	E	xxxxx	0.925	E	xxxxx	0.925	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.295	A	xxxxx	0.295	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 15 Appian Way/ I-80 WB ramps	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000
# 16 Appian Way/ I-80 EB ramps	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	D	xxxxx	0.871	D	xxxxx	0.871	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000
# 20 John St/ San Pablo Ave	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 4-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.463
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42                Level Of Service:                  A
*******************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    1    14    55    1    78   195 1117    25    41  832    35
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:    4    1    14    55    1    78   195 1117    25    41  832    35
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:     4    1    14    55    1    78   195 1117    25    41  832    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    1    14    55    1    78   195 1117    25    41  832    35
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    35
RTOR Vol:       4    1    14    55    1    78   195 1117    21    41  832     0
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
FinalVolume:    4    1    14    55    1    78   195 1117    21    41  832     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.21 0.05  0.74  0.41 0.01  0.58  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   347   87  1216   677   12   960  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.34  0.01  0.02 0.25  0.00
Crit Volume:              19        134         195                   416
Crit Moves:             ****      ****        ****                  ****
*******************************************************************************
```



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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 5-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.372
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    0     6    67    0    35    53 1085    21     9  871    91
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:    4    0     6    67    0    35    53 1085    21     9  871    91
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:     4    0     6    67    0    35    53 1085    21     9  871    91
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    0     6    67    0    35    53 1085    21     9  871    91
RTOR Reduct:    0    0     0     0    0    35     0    0     0     0    0     0
RTOR Vol:       4    0     6    67    0     0    53 1085    21     9  871    91
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
FinalVolume:    4    0     6    67    0     0    53 1085    21     9  871    91
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.40 0.00  0.60  1.00 0.00  1.00  1.00 1.96  0.04  1.00 1.81  0.19
Final Sat.:   688    0  1032  1720    0  1720  1720 3375    65  1720 3115   325
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.03 0.32  0.32  0.01 0.28  0.28
Crit Volume:              10    67                    553           9
Crit Moves:             ****  ****                  ****        ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 6-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.434
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
********************************************************************************
Street Name:           Sunnyview Dr                    San Pablo 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        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28    6    19    91   10    44    84 1045    35    33  919    56
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:   28    6    19    91   10    44    84 1045    35    33  919    56
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:    28    6    19    91   10    44    84 1045    35    33  919    56
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28    6    19    91   10    44    84 1045    35    33  919    56
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      28    6    19    91   10    44    84 1045    35    33  919    56
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
FinalVolume:   28    6    19    91   10    44    84 1045    35    33  919    56
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.53 0.11  0.36  0.63 0.07  0.30  1.00 1.94  0.06  1.00 1.89  0.11
Final Sat.:   909  195   617  1079  119   522  1720 3329   111  1720 3242   198
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.08 0.08  0.08  0.05 0.31  0.31  0.02 0.28  0.28
Crit Volume:   28                         145              540    33
Crit Moves:  ****                         ****             ****  ****
********************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:21                Page 7-1
--------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.739
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71                Level Of Service:                  C
********************************************************************************
Street Name:       Appian Wy-Pinon Ave                    San Pablo 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        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     333  118   191    65   85    54    28  871   194   363  615    81
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:  333  118   191    65   85    54    28  871   194   363  615    81
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:   333  118   191    65   85    54    28  871   194   363  615    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  333  118   191    65   85    54    28  871   194   363  615    81
RTOR Reduct:    0    0     0     0    0     0     0    0   194     0    0     0
RTOR Vol:     333  118   191    65   85    54    28  871     0   363  615    81
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
FinalVolume:  333  118   191    65   85    54    28  871     0   363  615    81
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.38  0.62  1.00 0.61  0.39  1.00 2.00  1.00  1.00 1.77  0.23
Final Sat.:  1720  657  1063  1720 1052   668  1720 3440  1720  1720 3040   400
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.18  0.18  0.04 0.08  0.08  0.02 0.25  0.00  0.21 0.20  0.20
Crit Volume:  333                         139              436   363
Crit Moves:  ****                         ****             ****  ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.833
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86                Level Of Service:                  D
*******************************************************************************
Street Name:           Tennent Ave                     San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138   70    69    42   40    30    25  906   245   140  872    57
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:  138   70    69    42   40    30    25  906   245   140  872    57
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:   138   70    69    42   40    30    25  906   245   140  872    57
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138   70    69    42   40    30    25  906   245   140  872    57
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     138   70    69    42   40    30    25  906   245   140  872    57
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
FinalVolume:  138   70    69    42   40    30    25  906   245   140  872    57
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.50  0.50  1.00 0.57  0.43  1.00 0.79  0.21  1.00 0.94  0.06
Final Sat.:  1800  906   894  1800 1029   771  1800 1417   383  1800 1690   110
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.02 0.04  0.04  0.01 0.64  0.64  0.08 0.52  0.52
Crit Volume:  138                          70             1151   140
Crit Moves:  ****                        ****             ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.059
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
*******************************************************************************
Street Name:         Pinole Valley Rd                San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     134   17   452     1   12     9    12 1004    22   276  979     2
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:  134   17   452     1   12     9    12 1004    22   276  979     2
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:   134   17   452     1   12     9    12 1004    22   276  979     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  134   17   452     1   12     9    12 1004    22   276  979     2
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     134   17   452     1   12     9    12 1004    22   276  979     2
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
FinalVolume:  134   17   452     1   12     9    12 1004    22   276  979     2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.22 0.03  0.75  0.05 0.54  0.41  1.00 0.98  0.02  1.00 0.99  0.01
Final Sat.:   400   51  1349    82  982   736  1800 1761    39  1800 1796     4
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.33  0.34  0.01 0.01  0.01  0.01 0.57  0.57  0.15 0.54  0.55
Crit Volume:              603     1                        1026   276
Crit Moves:              ****  ****                       ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.448
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41                Level Of Service:                  A
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3  378   536    75  442     4     4    4     4   278   13    51
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:    3  378   536    75  442     4     4    4     4   278   13    51
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:     3  378   536    75  442     4     4    4     4   278   13    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3  378   536    75  442     4     4    4     4   278   13    51
RTOR Reduct:    0    0   278     0    0     0     0    0     0     0    0    51
RTOR Vol:       3  378   258    75  442     4     4    4     4   278   13     0
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
FinalVolume:    3  378   258    75  442     4     4    4     4   278   13     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.99  0.01  1.00 0.50  0.50  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1635    15  1650  825   825  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.16  0.05 0.27  0.27  0.00 0.00  0.00  0.17 0.01  0.00
Crit Volume:       378          75                     8         278
Crit Moves:       ****        ****                 ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.702
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77                Level Of Service:                  C
*******************************************************************************
Street Name:         Pinole Valley Rd                     Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      96  569    18    29  541    92   229   62   202    17   12    39
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:   96  569    18    29  541    92   229   62   202    17   12    39
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:    96  569    18    29  541    92   229   62   202    17   12    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   96  569    18    29  541    92   229   62   202    17   12    39
RTOR Reduct:    0    0    17     0    0     0     0    0     0     0    0     0
RTOR Vol:      96  569     1    29  541    92   229   62   202    17   12    39
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
FinalVolume:   96  569     1    29  541    92   229   62   202    17   12    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.71  0.29  0.46 0.13  0.41  0.25 0.18  0.57
Final Sat.:  1650 1650  1650  1650 2820   480   766  208   676   413  291   946
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.34  0.00  0.02 0.19  0.19  0.30 0.30  0.30  0.04 0.04  0.04
Crit Volume:       569          29                   493                68
Crit Moves:       ****        ****                 ****               ****
*******************************************************************************
```

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                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.640
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     487  597     0     0  495   286     0    0     0   443    1   111
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:  487  597     0     0  495   286     0    0     0   443    1   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:   487  597     0     0  495   286     0    0     0   443    1   111
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  487  597     0     0  495   286     0    0     0   443    1   111
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     487  597     0     0  495   286     0    0     0   443    1   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
FinalVolume:  487  597     0     0  495   286     0    0     0   443    1   111
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.27  0.73  0.00 0.00  0.00  1.00 0.60  0.40
Final Sat.:  3127 1720     0     0 2180  1260     0    0     0  1720 1032   688
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.35  0.00  0.00 0.23  0.23  0.00 0.00  0.00  0.26 0.00  0.16
Crit Volume:  244                   391                 0         443
Crit Moves:  ****                  ****                          ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.925
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  559   550   306  652     0   589  142   553     0    0     0
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:    0  559   550   306  652     0   589  142   553     0    0     0
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:     0  559   550   306  652     0   589  142   553     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  559   550   306  652     0   589  142   553     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  559   550   306  652     0   589  142   553     0    0     0
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
FinalVolume:    0  559   550   306  652     0   589  142   553     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.01  0.99  1.00 2.00  0.00  0.81 0.19  1.00  0.00 0.00  0.00
Final Sat.:     0 1734  1706  1720 3440     0  1386  334  1720     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.32  0.32  0.18 0.19  0.00  0.43 0.42  0.32  0.00 0.00  0.00
Crit Volume:       555         306                 731                 0
Crit Moves:       ****        ****                ****
*******************************************************************************
```


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```
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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.460
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  694    19   220  806   181   187   14    12    14   14   133
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:   22  694    19   220  806   181   187   14    12    14   14   133
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:    22  694    19   220  806   181   187   14    12    14   14   133
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22  694    19   220  806   181   187   14    12    14   14   133
RTOR Reduct:    0    0     0     0    0     0     0    0    12     0    0   133
RTOR Vol:      22  694    19   220  806   181   187   14     0    14   14     0
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
FinalVolume:   22  694    19   220  806   181   187   14     0    14   14     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.95  0.05  1.00 1.63  0.37  0.93 0.07  1.00  0.50 0.50  1.00
Final Sat.:  1720 3348    92  1720 2809   631  1600  120  1720   860  860  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.21  0.13 0.29  0.29  0.12 0.12  0.00  0.02 0.02  0.00
Crit Volume:             357   220              187                    28
Crit Moves:             ****  ****             ****                  ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.295
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  445    74   153  563     9    30    9    12    48    9    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:   20  445    74   153  563     9    30    9    12    48    9    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:    20  445    74   153  563     9    30    9    12    48    9    47
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  445    74   153  563     9    30    9    12    48    9    47
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    47
RTOR Vol:      20  445    74   153  563     9    30    9    12    48    9     0
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   40  445    74   306  563     9    30    9    12    48    9     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.08 1.66  0.26  0.53 1.45  0.02  0.59 0.18  0.23  0.84 0.16  1.00
Final Sat.:   139 2985   477   963 2600    37  1059  318   424  1516  284  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.15  0.16  0.16 0.22  0.24  0.03 0.03  0.03  0.03 0.03  0.00
Crit Volume:             279   153                          51    48
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.397
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Wy                         Mann Dr
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      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     253  778     0     0  572    52    24    0   125     0    0     0
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:  253  778     0     0  572    52    24    0   125     0    0     0
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:   253  778     0     0  572    52    24    0   125     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  253  778     0     0  572    52    24    0   125     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     253  778     0     0  572    52    24    0   125     0    0     0
PCE Adj:     2.00 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
FinalVolume:  506  778     0     0  572    52    24    0   125     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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  0.00  0.00 1.83  0.17  0.16 0.00  0.84  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3300   300   290    0  1510     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.43  0.00  0.00 0.17  0.17  0.08 0.00  0.08  0.00 0.00  0.00
Crit Volume:  253                   312                    149          0
Crit Moves:  ****                  ****                   ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.707
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected      Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     621  676   312    37  737   109   203  115   686   138   48    12
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:  621  676   312    37  737   109   203  115   686   138   48    12
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:   621  676   312    37  737   109   203  115   686   138   48    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  676   312    37  737   109   203  115   686   138   48    12
RTOR Reduct:    0    0     0     0    0   109     0    0   342     0    0    12
RTOR Vol:     621  676   312    37  737     0   203  115   344   138   48     0
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
FinalVolume:  621  676   312    37  737     0   203  115   344   138   48     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.37  0.63  1.00 2.00  1.00  0.64 0.36  2.00  1.00 1.00  1.00
Final Sat.:  3000 2258  1042  1650 3300  1650  1053  597  3000  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.30  0.30  0.02 0.22  0.00  0.19 0.19  0.11  0.08 0.03  0.00
Crit Volume:  311                   369              318          138
Crit Moves:  ****                  ****             ****         ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
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                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.717
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     361 1082     0     0  985   518     0    0     0   680    9   330
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:  361 1082     0     0  985   518     0    0     0   680    9   330
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:   361 1082     0     0  985   518     0    0     0   680    9   330
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  361 1082     0     0  985   518     0    0     0   680    9   330
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     361 1082     0     0  985   518     0    0     0   680    9   330
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
FinalVolume:  361 1082     0     0  985   518     0    0     0   680    9   330
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3086   45  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.31  0.00  0.00 0.29  0.30  0.00 0.00  0.00  0.22 0.20  0.19
Crit Volume:  361                  493                 0         344
Crit Moves:  ****                 ****                          ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                  Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.737
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1105  1194     0 1242   712   606  274   215     0    0     0
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:    0 1105  1194     0 1242   712   606  274   215     0    0     0
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:     0 1105  1194     0 1242   712   606  274   215     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1105  1194     0 1242   712   606  274   215     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1105  1194     0 1242   712   606  274   215     0    0     0
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
FinalVolume:    0 1105  1194     0 1242   712   606  274   215     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.44  1.56  0.00 2.00  1.00  1.38 0.62  1.00  0.00 0.00  0.00
Final Sat.:     0 2595  2549     0 3600  1800  2253 1121  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.43  0.47  0.00 0.34  0.40  0.27 0.24  0.12  0.00 0.00  0.00
Crit Volume:             766     0              440                     0
Crit Moves:              ****  ****             ****
*******************************************************************************
```


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                                 PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.871
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       176                Level Of Service:                  D
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     320  902    71   272  689   571  1255  175   475    86  130   139
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:  320  902    71   272  689   571  1255  175   475    86  130   139
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:   320  902    71   272  689   571  1255  175   475    86  130   139
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  320  902    71   272  689   571  1255  175   475    86  130   139
RTOR Reduct:    0    0     0     0    0   481     0    0   176     0    0   139
RTOR Vol:     320  902    71   272  689    90  1255  175   299    86  130     0
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
FinalVolume:  320  902    71   272  689    90  1255  175   299    86  130     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  1.00 2.00  2.00  2.63 0.37  1.00  1.00 1.00  1.00
Final Sat.:  3000 3059   241  1650 3300  3000  3779  606  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.29  0.29  0.16 0.21  0.03  0.33 0.29  0.18  0.05 0.08  0.00
Crit Volume:             487   272              477                    130
Crit Moves:             ****  ****             ****                   ****
*******************************************************************************
```

```
Cumulative PM Preferred ProTue Apr 20, 2010 11:54:22                Page 21-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                   Cumulative Preferred Land Use with Road Diet
                                 PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.669
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69                Level Of Service:                  B
*******************************************************************************
Street Name:           Oak Ridge Ln                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  0  1    1  0  1  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    0     4     0    0     0     0 1114    16    10 1056     0
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:   23    0     4     0    0     0     0 1114    16    10 1056     0
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:    23    0     4     0    0     0     0 1114    16    10 1056     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    0     4     0    0     0     0 1114    16    10 1056     0
RTOR Reduct:    0    0     0     0    0     0     0    0    16     0    0     0
RTOR Vol:      23    0     4     0    0     0     0 1114     0    10 1056     0
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
FinalVolume:   23    0     4     0    0     0     0 1114     0    10 1056     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.85 0.00  0.15  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Final Sat.:  1465    0   255     0    0     0     0 1720  1720  1720 1720     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.65  0.00  0.01 0.61  0.00
Crit Volume:              27          0              1114          10
Crit Moves:              ****                        ****        ****
*******************************************************************************
```


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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:22                Page 22-1
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.604
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  B
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    2    41    16    0    22    12  944    26    35  958    13
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:   23    2    41    16    0    22    12  944    26    35  958    13
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:    23    2    41    16    0    22    12  944    26    35  958    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    2    41    16    0    22    12  944    26    35  958    13
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    2    41    16    0    22    12  944    26    35  958    13
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
FinalVolume:   23    2    41    16    0    22    12  944    26    35  958    13
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.35 0.03  0.62  0.42 0.00  0.58  1.00 0.97  0.03  1.00 0.99  0.01
Final Sat.:   627   55  1118   758    0  1042  1800 1752    48  1800 1776    24
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.02 0.00  0.02  0.01 0.54  0.54  0.02 0.54  0.54
Crit Volume:        66          16                        970    35
Crit Moves:       ****        ****                       ****  ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:22                Page 23-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.739
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55                Level Of Service:                  C
*******************************************************************************
Street Name:             John St                          San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  0  1  0    0  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    23     0    0     0     0 1305     3     0 1267     0
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:    0    0    23     0    0     0     0 1305     3     0 1267     0
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:     0    0    23     0    0     0     0 1305     3     0 1267     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1305     3     0 1267     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1305     3     0 1267     0
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
FinalVolume:    0    0    23     0    0     0     0 1305     3     0 1267     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 0.99  0.01  0.00 1.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 1796     4     0 1800     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.73  0.73  0.00 0.70  0.00
Crit Volume:              23     0                       1308     0
Crit Moves:              ****                            ****  ****
*******************************************************************************
```

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Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Scenario Report

Scenario:	Cumulative AM Preferred Project - No RdDiet
Command:	Cumulative AM PP - No RdDiet
Volume:	Cumulative AM PP - NoRdDiet
Geometry:	Cumulatiive
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Del Monte Dr/eSan Pablo Ave													
Base	0	2	1	72	3	76	118	802	3	7	1501	21	2606
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	72	3	76	118	802	3	7	1501	21	2606
#2 Pinole Shores Dr/ San Pablo Ave													
Base	25	0	19	135	0	45	31	798	3	13	1458	54	2581
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	0	19	135	0	45	31	798	3	13	1458	54	2581
#3 Sunnyview Dr/ San Pablo Ave													
Base	17	9	9	96	11	35	37	902	40	17	1378	21	2572
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	9	9	96	11	35	37	902	40	17	1378	21	2572
#4 Appian Wy-Pinon Ave/ San Pablo Ave													
Base	138	114	553	93	75	8	7	778	195	407	1386	61	3815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	114	553	93	75	8	7	778	195	407	1386	61	3815
#5 Tennent Ave/ San Pablo Ave													
Base	40	52	280	39	34	21	12	1041	242	55	1760	63	3639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	52	280	39	34	21	12	1041	242	55	1760	63	3639
#6 Pinole Valley Rd/ San Pablo Ave													
Base	15	98	105	10	2	2	8	1307	26	607	1857	19	4056
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	98	105	10	2	2	8	1307	26	607	1857	19	4056
#7 Tennent Ave/ Pinole Valley Rd													
Base	80	255	227	8	280	44	37	88	65	553	38	37	1712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	255	227	8	280	44	37	88	65	553	38	37	1712
#8 Pinole Valley Rd/ Henry Ave													
Base	252	586	36	8	684	386	25	4	57	55	8	11	2112
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	252	586	36	8	684	386	25	4	57	55	8	11	2112
#9 Pinole Valley Rd/ I-80 WB ramps													
Base	532	460	0	0	407	261	0	0	0	265	407	422	2754
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	532	460	0	0	407	261	0	0	0	265	407	422	2754

Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Pinole Valley Rd/ I-80 EB ramps													
Base	0	948	326	85	567	0	191	1	492	0	0	0	2610
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	948	326	85	567	0	191	1	492	0	0	0	2610
#11 Pinole Valley Rd/ Estates Ave													
Base	11	893	15	99	895	73	107	6	10	16	14	274	2413
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	893	15	99	895	73	107	6	10	16	14	274	2413
#12 Pinole Valley Rd/ Ramona St													
Base	27	504	50	62	447	62	88	1	22	130	9	87	1489
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	504	50	62	447	62	88	1	22	130	9	87	1489
#13 Appian Wy/ Mann Dr													
Base	173	733	4	0	925	97	71	0	235	0	0	0	2238
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	173	733	4	0	925	97	71	0	235	0	0	0	2238
#14 Appian Wy/ Tara Hills Dr-Canyon Dr													
Base	621	939	75	16	972	80	111	2	572	615	40	101	4144
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	621	939	75	16	972	80	111	2	572	615	40	101	4144
#15 Appian Way/ I-80 WB ramps													
Base	518	1181	0	0	1404	853	0	0	0	727	1	321	5005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	518	1181	0	0	1404	853	0	0	0	727	1	321	5005
#16 Appian Way/ I-80 EB ramps													
Base	0	1056	522	0	1790	330	587	3	265	0	0	0	4553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1056	522	0	1790	330	587	3	265	0	0	0	4553
#17 Appian Wy/ Fitzgerald Dr-Sara Dr													
Base	249	1151	23	137	1038	954	277	25	115	224	360	73	4626
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	249	1151	23	137	1038	954	277	25	115	224	360	73	4626
#18 Oak Ridge Ln/ San Pablo Ave													
Base	27	0	16	0	0	0	0	1283	10	16	1866	0	3218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	0	16	0	0	0	0	1283	10	16	1866	0	3218

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
AM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	9	0	9	1	0	2	1	1330	17	42	1863	1	3275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	9	1	0	2	1	1330	17	42	1863	1	3275
#20 John St/ San Pablo Ave													
Base	0	0	3	0	0	0	0	1367	3	0	2527	0	3900
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	1367	3	0	2527	0	3900
#21													
Base	10	5	10	14	5	10	23	1316	10	10	1845	14	3272
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	14	5	10	23	1316	10	10	1845	14	3272

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26                Page 3-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                           Impact Analysis Report
                              Level Of Service

Intersection                          Base          Future       Change
                                    Del/   V/      Del/   V/        in
                                LOS Veh    C    LOS Veh    C
#  1 Del Monte Dr/eSan Pablo Ave    B xxxxx 0.620   B xxxxx 0.620  + 0.000 V/C

#  2 Pinole Shores Dr/ San Pablo Av A xxxxx 0.562   A xxxxx 0.562  + 0.000 V/C

#  3 Sunnyview Dr/ San Pablo Ave    A xxxxx 0.521   A xxxxx 0.521  + 0.000 V/C

#  4 Appian Wy-Pinon Ave/ San Pablo E xxxxx 0.905   E xxxxx 0.905  + 0.000 V/C

#  5 Tennent Ave/ San Pablo Ave     D xxxxx 0.811   D xxxxx 0.811  + 0.000 V/C

#  6 Pinole Valley Rd/ San Pablo Av D xxxxx 0.848   D xxxxx 0.848  + 0.000 V/C

#  7 Tennent Ave/ Pinole Valley Rd  B xxxxx 0.673   B xxxxx 0.673  + 0.000 V/C

#  8 Pinole Valley Rd/ Henry Ave    A xxxxx 0.574   A xxxxx 0.574  + 0.000 V/C

#  9 Pinole Valley Rd/ I-80 WB ramp B xxxxx 0.682   B xxxxx 0.682  + 0.000 V/C

# 10 Pinole Valley Rd/ I-80 EB ramp C xxxxx 0.706   C xxxxx 0.706  + 0.000 V/C

# 11 Pinole Valley Rd/ Estates Ave  A xxxxx 0.485   A xxxxx 0.485  + 0.000 V/C

# 12 Pinole Valley Rd/ Ramona St    A xxxxx 0.337   A xxxxx 0.337  + 0.000 V/C

# 13 Appian Wy/ Mann Dr             A xxxxx 0.550   A xxxxx 0.550  + 0.000 V/C

# 14 Appian Wy/ Tara Hills Dr-Canyo E xxxxx 0.951   E xxxxx 0.951  + 0.000 V/C

# 15 Appian Way/ I-80 WB ramps      E xxxxx 0.942   E xxxxx 0.942  + 0.000 V/C

# 16 Appian Way/ I-80 EB ramps      B xxxxx 0.678   B xxxxx 0.678  + 0.000 V/C

# 17 Appian Wy/ Fitzgerald Dr-Sara  C xxxxx 0.727   C xxxxx 0.727  + 0.000 V/C

# 18 Oak Ridge Ln/ San Pablo Ave    A xxxxx 0.567   A xxxxx 0.567  + 0.000 V/C

# 19 Fernandez Ave/ San Pablo Ave   A xxxxx 0.599   A xxxxx 0.599  + 0.000 V/C

# 20 John St/ San Pablo Ave         C xxxxx 0.704   C xxxxx 0.704  + 0.000 V/C

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26                Page 4-1
-------------------------------------------------------------------------------
                        Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.620
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  B
*******************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  1  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    2     1    72    3    76   118  802     3     7 1501    21
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:    0    2     1    72    3    76   118  802     3     7 1501    21
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:     0    2     1    72    3    76   118  802     3     7 1501    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    2     1    72    3    76   118  802     3     7 1501    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    21
RTOR Vol:       0    2     1    72    3    76   118  802     3     7 1501     0
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
FinalVolume:    0    2     1    72    3    76   118  802     3     7 1501     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.00 0.67  0.33  0.48 0.02  0.50  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     0 1100   550   787   33   830 1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.09 0.09  0.09  0.07 0.24  0.00  0.00 0.45  0.00
Crit Volume:        3                     151   118                    751
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.562
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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       Protected        Protected
Rights:           Include          Include         Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      25    0    19   135    0    45    31  798     3    13 1458    54
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:   25    0    19   135    0    45    31  798     3    13 1458    54
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:    25    0    19   135    0    45    31  798     3    13 1458    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25    0    19   135    0    45    31  798     3    13 1458    54
RTOR Reduct:    0    0     0     0    0    31     0    0     0     0    0     0
RTOR Vol:      25    0    19   135    0    14    31  798     3    13 1458    54
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
FinalVolume:   25    0    19   135    0    14    31  798     3    13 1458    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.57 0.00  0.43  1.00 0.00  1.00  1.00 1.99  0.01  1.00 1.93  0.07
Final Sat.:   977    0   743  1720    0  1720  1720 3427    13  1720 3317   123
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.08 0.00  0.01  0.02 0.23  0.23  0.01 0.44  0.44
Crit Volume:              44   135               31                         756
Crit Moves:             ****  ****              ****                        ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26                Page 6-1
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.521
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39                Level Of Service:                  A
*******************************************************************************
Street Name:         Sunnyview Dr                      San Pablo 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       Protected        Protected
Rights:           Include          Include         Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17    9     9    96   11    35    37  902    40    17 1378    21
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:   17    9     9    96   11    35    37  902    40    17 1378    21
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:    17    9     9    96   11    35    37  902    40    17 1378    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17    9     9    96   11    35    37  902    40    17 1378    21
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      17    9     9    96   11    35    37  902    40    17 1378    21
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
FinalVolume:   17    9     9    96   11    35    37  902    40    17 1378    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.48 0.26  0.26  0.67 0.08  0.25  1.00 1.92  0.08  1.00 1.97  0.03
Final Sat.:   835  442   442  1163  133   424  1720 3294   146  1720 3388    52
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.08 0.08  0.08  0.02 0.27  0.27  0.01 0.41  0.41
Crit Volume:   17                        142    37                         700
Crit Moves:  ****                       ****  ****                        ****
*******************************************************************************
```

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26                 Page 7-1
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.905
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:       Appian Wy-Pinon Ave                 San Pablo 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        Protected        Protected
Rights:           Include           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     138  114   553    93   75     8     7  778   195   407 1386    61
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:  138  114   553    93   75     8     7  778   195   407 1386    61
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:   138  114   553    93   75     8     7  778   195   407 1386    61
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  138  114   553    93   75     8     7  778   195   407 1386    61
RTOR Reduct:    0    0     0     0    0     0     0    0   138     0    0     0
RTOR Vol:     138  114   553    93   75     8     7  778    57   407 1386    61
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
FinalVolume:  138  114   553    93   75     8     7  778    57   407 1386    61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.17  0.83  1.00 0.90  0.10  1.00 2.00  1.00  1.00 1.92  0.08
Final Sat.:  1720  294  1426  1720 1554   166  1720 3440  1720  1720 3295   145
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.39  0.39  0.05 0.05  0.05  0.00 0.23  0.03  0.24 0.42  0.42
Crit Volume:       667          93                   389         407
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************

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Cumulative AM Preferred ProTue Apr 20, 2010 11:54:26                 Page 8-1
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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                 AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.811
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76                Level Of Service:                  D
*******************************************************************************
Street Name:           Tennent Ave                         San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40   52   280    39   34    21    12 1041   242    55 1760    63
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:   40   52   280    39   34    21    12 1041   242    55 1760    63
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:    40   52   280    39   34    21    12 1041   242    55 1760    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   40   52   280    39   34    21    12 1041   242    55 1760    63
RTOR Reduct:    0    0     0     0    0     0     0    0    40     0    0     0
RTOR Vol:      40   52   280    39   34    21    12 1041   202    55 1760    63
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:   40   52   280    39   34    21    72 1041   202   330 1760    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.16  0.84  0.42 0.36  0.22  0.15 1.85  1.00  0.07 1.87  0.06
Final Sat.:  1800  282  1518   747  651   402   261 3339  1800   124 3371   105
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.18  0.18  0.05 0.05  0.05  0.05 0.31  0.11  0.45 0.52  0.60
Crit Volume:       332          39                12                       1077
Crit Moves:       ****        ****              ****                       ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.848
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                  San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   98   105    10    2     2     8 1307    26   607 1857    19
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:   15   98   105    10    2     2     8 1307    26   607 1857    19
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:    15   98   105    10    2     2     8 1307    26   607 1857    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15   98   105    10    2     2     8 1307    26   607 1857    19
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      15   98   105    10    2     2     8 1307    26   607 1857    19
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:   15   98   105    10    2     2    48 1307    26  3642 1857    19
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.07 0.45  0.48  0.72 0.14  0.14  0.01 1.95  0.04  1.00 0.99  0.01
Final Sat.:   124  809   867  1286  257   257    22 3510    68  1800 1788    12
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.01 0.01  0.01  0.36 0.37  0.38  0.34 1.04  1.53
Crit Volume:       218          10                          691   607
Crit Moves:       ****        ****                        ****  ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.673
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70                Level Of Service:                  B
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      80  255   227     8  280    44    37   88    65   553   38    37
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:   80  255   227     8  280    44    37   88    65   553   38    37
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:    80  255   227     8  280    44    37   88    65   553   38    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80  255   227     8  280    44    37   88    65   553   38    37
RTOR Reduct:    0    0   227     0    0     0     0    0     0     0    0     8
RTOR Vol:      80  255     0     8  280    44    37   88    65   553   38    29
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
FinalVolume:   80  255     0     8  280    44    37   88    65   553   38    29
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.86  0.14  1.00 0.58  0.42  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1426   224  1650  949   701  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.15  0.00  0.00 0.20  0.20  0.02 0.09  0.09  0.34 0.02  0.02
Crit Volume:   80                          324              153   553
Crit Moves:  ****                        ****              ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
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                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.574
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     252  586    36     8  684   386    25    4    57    55    8    11
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:  252  586    36     8  684   386    25    4    57    55    8    11
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:   252  586    36     8  684   386    25    4    57    55    8    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  252  586    36     8  684   386    25    4    57    55    8    11
RTOR Reduct:    0    0    36     0    0     0     0    0     0     0    0     0
RTOR Vol:     252  586     0     8  684   386    25    4    57    55    8    11
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
FinalVolume:  252  586     0     8  684   386    25    4    57    55    8    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.28  0.72  0.29 0.05  0.66  0.74 0.11  0.15
Final Sat.:  1650 1650  1650  1650 2110  1190   480   77  1094  1226  178   245
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.36  0.00  0.00 0.32  0.32  0.05 0.05  0.05  0.04 0.04  0.04
Crit Volume:  252                   535                     86                74
Crit Moves:  ****                  ****                   ****              ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.682
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72                Level Of Service:                  B
*******************************************************************************
Street Name:         Pinole Valley Rd                    I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     532  460     0     0  407   261     0    0     0   265  407   422
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:  532  460     0     0  407   261     0    0     0   265  407   422
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:   532  460     0     0  407   261     0    0     0   265  407   422
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  532  460     0     0  407   261     0    0     0   265  407   422
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     532  460     0     0  407   261     0    0     0   265  407   422
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
FinalVolume:  532  460     0     0  407   261     0    0     0   265  407   422
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.22  0.78  0.00 0.00  0.00  0.48 0.74  0.78
Final Sat.:  3127 1720     0     0 2096  1344     0    0     0   833 1280  1327
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.27  0.00  0.00 0.19  0.19  0.00 0.00  0.00  0.32 0.32  0.32
Crit Volume:  266                   334                     0                 547
Crit Moves:  ****                  ****                                      ****
*******************************************************************************
```


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                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.706
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                Level Of Service:                  C
*******************************************************************************
Street Name:         Pinole Valley Rd                   I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  948   326    85  567     0   191    1   492     0    0     0
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:    0  948   326    85  567     0   191    1   492     0    0     0
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:     0  948   326    85  567     0   191    1   492     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  948   326    85  567     0   191    1   492     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  948   326    85  567     0   191    1   492     0    0     0
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
FinalVolume:    0  948   326    85  567     0   191    1   492     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.49  0.51  1.00 2.00  0.00  0.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 2560   880  1720 3440     0  1711    9  1720     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.37  0.37  0.05 0.16  0.00  0.11 0.11  0.29  0.00 0.00  0.00
Crit Volume:       637          85                          492           0
Crit Moves:       ****        ****                         ****
*******************************************************************************
```

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                                 AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.485
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                   Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11  893    15    99  895    73   107    6    10    16   14   274
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:   11  893    15    99  895    73   107    6    10    16   14   274
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:    11  893    15    99  895    73   107    6    10    16   14   274
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   11  893    15    99  895    73   107    6    10    16   14   274
RTOR Reduct:    0    0     0     0    0     0     0    0    10     0    0    99
RTOR Vol:      11  893    15    99  895    73   107    6     0    16   14   175
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
FinalVolume:   11  893    15    99  895    73   107    6     0    16   14   175
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.97  0.03  1.00 1.85  0.15  0.95 0.05  1.00  0.53 0.47  1.00
Final Sat.:  1720 3383    57  1720 3181   259  1629   91  1720   917  803  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.26  0.26  0.06 0.28  0.28  0.07 0.07  0.00  0.02 0.02  0.10
Crit Volume:             454    99              107                          175
Crit Moves:             ****  ****             ****                         ****
*******************************************************************************
```

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                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.337
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  504    50    62  447    62    88    1    22   130    9    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:   27  504    50    62  447    62    88    1    22   130    9    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:    27  504    50    62  447    62    88    1    22   130    9    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  504    50    62  447    62    88    1    22   130    9    87
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    62
RTOR Vol:      27  504    50    62  447    62    88    1    22   130    9    25
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   54  504    50   124  447    62    88    1    22   130    9    25
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.10 1.74  0.16  0.24 1.56  0.20  0.79 0.01  0.20  0.94 0.06  1.00
Final Sat.:   175 3128   296   439 2809   353  1427   16   357  1683  117  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.16  0.17  0.14 0.16  0.18  0.06 0.06  0.06  0.08 0.08  0.01
Crit Volume:             304    62                         111   130
Crit Moves:             ****  ****                       ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.550
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41                Level Of Service:                  A
*******************************************************************************
Street Name:           Appian Wy                           Mann Dr
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      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     173  733     4     0  925    97    71    0   235     0    0     0
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:  173  733     4     0  925    97    71    0   235     0    0     0
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:   173  733     4     0  925    97    71    0   235     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  173  733     4     0  925    97    71    0   235     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     173  733     4     0  925    97    71    0   235     0    0     0
PCE Adj:     4.00 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
FinalVolume:  692  733     4     0  925    97    71    0   235     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.88 1.11  0.01  0.00 1.81  0.19  0.23 0.00  0.77  0.00 0.00  0.00
Final Sat.:  1593 1997    10     0 3258   342   418    0  1382     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.37  0.40  0.00 0.28  0.28  0.17 0.00  0.17  0.00 0.00  0.00
Crit Volume:  173                         511              306          0
Crit Moves:  ****                        ****             ****
*******************************************************************************
```


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-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.951
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     621  939    75    16  972    80   111    2   572   615   40   101
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:  621  939    75    16  972    80   111    2   572   615   40   101
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:   621  939    75    16  972    80   111    2   572   615   40   101
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  621  939    75    16  972    80   111    2   572   615   40   101
RTOR Reduct:    0    0     0     0    0    80     0    0   342     0    0    16
RTOR Vol:     621  939    75    16  972     0   111    2   230   615   40    85
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
FinalVolume:  621  939    75    16  972     0   111    2   230   615   40    85
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.85  0.15  1.00 2.00  1.00  0.98 0.02  2.00  1.00 1.00  1.00
Final Sat.:  3000 3056   244  1650 3300  1650  1621   29  3000  1650 1650  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.31  0.31  0.01 0.29  0.00  0.07 0.07  0.08  0.37 0.02  0.05
Crit Volume:  311                   486                    115   615
Crit Moves:  ****                  ****                   ****  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.942
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Street Name:            Appian Way                      I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     518 1181     0     0 1404   853     0    0     0   727    1   321
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:  518 1181     0     0 1404   853     0    0     0   727    1   321
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:   518 1181     0     0 1404   853     0    0     0   727    1   321
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  518 1181     0     0 1404   853     0    0     0   727    1   321
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     518 1181     0     0 1404   853     0    0     0   727    1   321
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
FinalVolume:  518 1181     0     0 1404   853     0    0     0   727    1   321
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.99 0.01  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3123    5  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.34  0.00  0.00 0.41  0.50  0.00 0.00  0.00  0.23 0.21  0.19
Crit Volume:  518                   702                    0    364
Crit Moves:  ****                  ****                        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.678
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58                Level Of Service:                  B
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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      Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1056   522     0 1790   330   587    3   265     0    0     0
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:    0 1056   522     0 1790   330   587    3   265     0    0     0
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:     0 1056   522     0 1790   330   587    3   265     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1056   522     0 1790   330   587    3   265     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1056   522     0 1790   330   587    3   265     0    0     0
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
FinalVolume:    0 1056   522     0 1790   330   587    3   265     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  0.00 2.00  1.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 3600  1636     0 3600  1800  3256   18  1800     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.32  0.00 0.50  0.18  0.18 0.16  0.15  0.00 0.00  0.00
Crit Volume:    0                  895         295                     0
Crit Moves:  ****                 ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Wy/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.727
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                 Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:          Include          Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     249 1151    23   137 1038   954   277   25   115   224  360    73
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:  249 1151    23   137 1038   954   277   25   115   224  360    73
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:   249 1151    23   137 1038   954   277   25   115   224  360    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  249 1151    23   137 1038   954   277   25   115   224  360    73
RTOR Reduct:    0    0     0     0    0   106     0    0   115     0    0    73
RTOR Vol:     249 1151    23   137 1038   848   277   25     0   224  360     0
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
FinalVolume:  249 1151    23   137 1038   848   277   25     0   224  360     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.96  0.04  1.00 2.00  2.00  2.75 0.25  1.00  1.00 1.00  1.00
Final Sat.:  3000 3235    65  1650 3300  3000  3950  410  1650  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.36  0.36  0.08 0.31  0.28  0.07 0.06  0.00  0.14 0.22  0.00
Crit Volume:       587         137              101                   360
Crit Moves:       ****        ****             ****                  ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.567
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                   A
*******************************************************************************
Street Name:           Oak Ridge Ln                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27    0    16     0    0     0     0 1283    10    16 1866     0
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:   27    0    16     0    0     0     0 1283    10    16 1866     0
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:    27    0    16     0    0     0     0 1283    10    16 1866     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27    0    16     0    0     0     0 1283    10    16 1866     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      27    0    16     0    0     0     0 1283    10    16 1866     0
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
FinalVolume:   27    0    16     0    0     0     0 1283    10    16 1866     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.63 0.00  0.37  0.00 0.00  0.00  0.00 1.98  0.02  1.00 2.00  0.00
Final Sat.:  1080    0   640     0    0     0     0 3413    27  1720 3440     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.03  0.00 0.00  0.00  0.00 0.38  0.38  0.01 0.54  0.00
Crit Volume:              43           0           0                   933
Crit Moves:              ****                    ****                   ****
*******************************************************************************

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                   CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.599
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36                Level Of Service:                   A
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     9     1    0     2     1 1330    17    42 1863     1
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:    9    0     9     1    0     2     1 1330    17    42 1863     1
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:     9    0     9     1    0     2     1 1330    17    42 1863     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9    0     9     1    0     2     1 1330    17    42 1863     1
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       9    0     9     1    0     2     1 1330    17    42 1863     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:    9    0     9     1    0     2     6 1330    17   252 1863     1
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.50 0.00  0.50  0.33 0.00  0.67  0.01 1.97  0.02  0.05 1.94  0.01
Final Sat.:   900    0   900   600    0  1200     3 3552    45    89 3509     2
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.00 0.00  0.00  0.37 0.37  0.38  0.47 0.53  0.59
Crit Volume:              18     1                 1                        1058
Crit Moves:              ****  ****              ****                       ****
*******************************************************************************

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                          Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                  AM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                    CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.704
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49                Level Of Service:                  C
*******************************************************************************
Street Name:             John St                       San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     3     0    0     0     0 1367     3     0 2527     0
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:    0    0     3     0    0     0     0 1367     3     0 2527     0
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:     0    0     3     0    0     0     0 1367     3     0 2527     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     3     0    0     0     0 1367     3     0 2527     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0     3     0    0     0     0 1367     3     0 2527     0
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
FinalVolume:    0    0     3     0    0     0     0 1367     3     0 2527     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3592     8     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.38  0.38  0.00 0.70  0.00
Crit Volume:                3     0                 0                   1264
Crit Moves:              ****                   ****                   ****
*******************************************************************************

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                Page 1-1
-------------------------------------------------------------------------------
                          Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                  PM Peak Hour
-------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Cumulative PM Preferred Project - No RdDiet

Command:              Cumulative PM PP - No RdDiet
Volume:               Cumulative PM PP - NoRdDiet
Geometry:             Cumulatiive
Impact Fee:           Default Impact Fee
Trip Generation:      Default Trip Generation
Trip Distribution:    Default Trip Distribution
Paths:                Default Path
Routes:               Default Route
Configuration:        Default Configuration

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 2-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Turning Movement Report

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#1 Del Monte Dr/eSan Pablo Ave																	
Base	4	2	14		58	2	76		192	1284	31		35	1123	39		2860
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	4	2	14		58	2	76		192	1284	31		35	1123	39		2860
#2 Pinole Shores Dr/ San Pablo Ave																	
Base	3	0	8		69	0	37		51	1259	19		12	1159	86		2703
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	3	0	8		69	0	37		51	1259	19		12	1159	86		2703
#3 Sunnyview Dr/ San Pablo Ave																	
Base	23	7	25		90	10	48		77	1228	33		36	1207	51		2835
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	23	7	25		90	10	48		77	1228	33		36	1207	51		2835
#4 Appian Wy-Pinon Ave/ San Pablo Ave																	
Base	331	122	386		86	80	35		18	1097	173		771	909	124		4132
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	331	122	386		86	80	35		18	1097	173		771	909	124		4132
#5 Tennent Ave/ San Pablo Ave																	
Base	158	64	93		46	35	28		28	1374	205		168	1607	62		3868
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	158	64	93		46	35	28		28	1374	205		168	1607	62		3868
#6 Pinole Valley Rd/ San Pablo Ave																	
Base	34	9	445		7	7	9		10	1534	6		234	1774	10		4079
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	34	9	445		7	7	9		10	1534	6		234	1774	10		4079
#7 Tennent Ave/ Pinole Valley Rd																	
Base	9	345	427		40	362	4		3	2	9		239	8	33		1481
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	9	345	427		40	362	4		3	2	9		239	8	33		1481
#8 Pinole Valley Rd/ Henry Ave																	
Base	77	514	92		12	509	28		196	10	121		55	3	11		1628
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	77	514	92		12	509	28		196	10	121		55	3	11		1628
#9 Pinole Valley Rd/ I-80 WB ramps																	
Base	506	583	0		0	483	219		0	0	0		361	1	80		2233
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	506	583	0		0	483	219		0	0	0		361	1	80		2233

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 2-2

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Volume	Northbound				Southbound				Eastbound				Westbound				Total
Type	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Volume
#10 Pinole Valley Rd/ I-80 EB ramps																	
Base	0	702	454		302	572	0		447	94	637		0	0	0		3208
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	702	454		302	572	0		447	94	637		0	0	0		3208
#11 Pinole Valley Rd/ Estates Ave																	
Base	21	794	29		213	810	187		192	13	11		16	12	133		2431
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	21	794	29		213	810	187		192	13	11		16	12	133		2431
#12 Pinole Valley Rd/ Ramona St																	
Base	17	516	68		148	568	14		42	4	6		31	8	54		1476
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	17	516	68		148	568	14		42	4	6		31	8	54		1476
#13 Appian Wy/ Mann Dr																	
Base	244	932	0		0	883	66		36	0	100		0	0	0		2261
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	244	932	0		0	883	66		36	0	100		0	0	0		2261
#14 Appian Wy/ Tara Hills Dr-Canyon Dr																	
Base	630	924	270		33	959	94		178	50	685		101	30	10		3964
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	630	924	270		33	959	94		178	50	685		101	30	10		3964
#15 Appian Way/ I-80 WB ramps																	
Base	349	1438	0		0	1141	538		0	0	0		546	9	326		4347
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	349	1438	0		0	1141	538		0	0	0		546	9	326		4347
#16 Appian Way/ I-80 EB ramps																	
Base	0	1356	1070		0	1292	549		571	258	247		0	0	0		5343
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	0	1356	1070		0	1292	549		571	258	247		0	0	0		5343
#17 Appian Wy/ Fitzgerald Dr-Sara Dr																	
Base	363	969	62		237	727	644		1350	154	504		58	94	95		5257
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	363	969	62		237	727	644		1350	154	504		58	94	95		5257
#18 Oak Ridge Ln/ San Pablo Ave																	
Base	16	0	12		0	0	0		0	1575	11		16	1822	0		3452
Added	0	0	0		0	0	0		0	0	0		0	0	0		0
Total	16	0	12		0	0	0		0	1575	11		16	1822	0		3452

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 2-3

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#19 Fernandez Ave/ San Pablo Ave													
Base	22	2	43	18	0	21	14	1441	22	38	1762	12	3395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	2	43	18	0	21	14	1441	22	38	1762	12	3395
#20 John St/ San Pablo Ave													
Base	0	0	23	0	0	0	0	1977	3	0	2043	0	4046
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	23	0	0	0	0	1977	3	0	2043	0	4046
#21													
Base	10	5	10	22	5	21	10	1561	10	10	1807	18	3489
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	10	22	5	21	10	1561	10	10	1807	18	3489

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31 Page 3-1

Pinole General Plan (P06-130)
Cumulative Preferred Land Use with No Road Diet
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Del Monte Dr/eSan Pablo Ave	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000
# 2 Pinole Shores Dr/ San Pablo Av	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000
# 3 Sunnyview Dr/ San Pablo Ave	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 4 Appian Wy-Pinon Ave/ San Pablo	F	xxxxx	1.113	F	xxxxx	1.113	+ 0.000
# 5 Tennent Ave/ San Pablo Ave	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 6 Pinole Valley Rd/ San Pablo Av	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000
# 7 Tennent Ave/ Pinole Valley Rd	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000
# 8 Pinole Valley Rd/ Henry Ave	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000
# 9 Pinole Valley Rd/ I-80 WB ramp	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000
# 10 Pinole Valley Rd/ I-80 EB ramp	D	xxxxx	0.882	D	xxxxx	0.882	+ 0.000
# 11 Pinole Valley Rd/ Estates Ave	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
# 12 Pinole Valley Rd/ Ramona St	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000
# 13 Appian Wy/ Mann Dr	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000
# 14 Appian Wy/ Tara Hills Dr-Canyo	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000
# 15 Appian Way/ I-80 WB ramps	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000
# 16 Appian Way/ I-80 EB ramps	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000
# 17 Appian Wy/ Fitzgerald Dr-Sara	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000
# 18 Oak Ridge Ln/ San Pablo Ave	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000
# 19 Fernandez Ave/ San Pablo Ave	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
# 20 John St/ San Pablo Ave	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                Page 4-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Del Monte Dr/eSan Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.551
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51                Level Of Service:                  A
*******************************************************************************
Street Name:           Del Monte Dr                    San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    2    14    58    2    76   192 1284    31    35 1123    39
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:    4    2    14    58    2    76   192 1284    31    35 1123    39
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:     4    2    14    58    2    76   192 1284    31    35 1123    39
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    4    2    14    58    2    76   192 1284    31    35 1123    39
RTOR Reduct:    0    0     0     0    0     0     0    0     4     0    0    39
RTOR Vol:       4    2    14    58    2    76   192 1284    27    35 1123     0
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
FinalVolume:    4    2    14    58    2    76   192 1284    27    35 1123     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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:       0.20 0.10  0.70  0.43 0.01  0.56  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:   330  165  1155   704   24   922  1650 3300  1650  1650 3300  1650
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.08 0.08  0.08  0.12 0.39  0.02  0.02 0.34  0.00
Crit Volume:        20                    136   192                    562
Crit Moves:       ****                   ****  ****                   ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                Page 5-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Pinole Shores Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.438
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Shores Dr                  San Pablo 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        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    1  0  0  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    0     8    69    0    37    51 1259    19    12 1159    86
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:    3    0     8    69    0    37    51 1259    19    12 1159    86
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:     3    0     8    69    0    37    51 1259    19    12 1159    86
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    3    0     8    69    0    37    51 1259    19    12 1159    86
RTOR Reduct:    0    0     0     0    0    37     0    0     0     0    0     0
RTOR Vol:       3    0     8    69    0     0    51 1259    19    12 1159    86
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
FinalVolume:    3    0     8    69    0     0    51 1259    19    12 1159    86
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.27 0.00  0.73  1.00 0.00  1.00  1.00 1.97  0.03  1.00 1.86  0.14
Final Sat.:   469    0  1251  1720    0  1720  1720 3389    51  1720 3202   238
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00  0.01  0.04 0.00  0.00  0.03 0.37  0.37  0.01 0.36  0.36
Crit Volume:                11    69                 51                   623
Crit Moves:               ****  ****               ****                   ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                Page 6-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Sunnyview Dr/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.510
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38                Level Of Service:                  A
*******************************************************************************
Street Name:           Sunnyview Dr                    San Pablo 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       Protected        Protected
Rights:           Include          Include         Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      23    7    25    90   10    48    77 1228    33    36 1207    51
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:   23    7    25    90   10    48    77 1228    33    36 1207    51
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:    23    7    25    90   10    48    77 1228    33    36 1207    51
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23    7    25    90   10    48    77 1228    33    36 1207    51
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      23    7    25    90   10    48    77 1228    33    36 1207    51
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
FinalVolume:   23    7    25    90   10    48    77 1228    33    36 1207    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.42 0.13  0.45  0.61 0.07  0.32  1.00 1.95  0.05  1.00 1.92  0.08
Final Sat.:   719  219   782  1046  116   558  1720 3350    90  1720 3301   139
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.09 0.09  0.09  0.04 0.37  0.37  0.02 0.37  0.37
Crit Volume:   23                        148    77                   629
Crit Moves:  ****                       ****  ****                 ****
*******************************************************************************
```

```
Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                Page 7-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Appian Wy-Pinon Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.113
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
*******************************************************************************
Street Name:       Appian Wy-Pinon Ave                  San Pablo 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       Protected        Protected
Rights:           Include          Include         Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    1  0  0  1  0    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     331  122   386    86   80    35    18 1097   173   771  909   124
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:  331  122   386    86   80    35    18 1097   173   771  909   124
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:   331  122   386    86   80    35    18 1097   173   771  909   124
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  331  122   386    86   80    35    18 1097   173   771  909   124
RTOR Reduct:    0    0     0     0    0     0     0    0   173     0    0     0
RTOR Vol:     331  122   386    86   80    35    18 1097     0   771  909   124
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
FinalVolume:  331  122   386    86   80    35    18 1097     0   771  909   124
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 0.24  0.76  1.00 0.70  0.30  1.00 2.00  1.00  1.00 1.76  0.24
Final Sat.:  1720  413  1307  1720 1197   523  1720 3440  1720  1720 3027   413
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.30  0.30  0.05 0.07  0.07  0.01 0.32  0.00  0.45 0.30  0.30
Crit Volume:             508    86                   549         771
Crit Moves:             ****  ****                 ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Tennent Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.682
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45                Level Of Service:                  B
*******************************************************************************
Street Name:           Tennent Ave                     San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  1  0  1    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     158   64    93    46   35    28    28 1374   205   168 1607    62
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:  158   64    93    46   35    28    28 1374   205   168 1607    62
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:   158   64    93    46   35    28    28 1374   205   168 1607    62
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  158   64    93    46   35    28    28 1374   205   168 1607    62
RTOR Reduct:    0    0     0     0    0     0     0    0   158     0    0     0
RTOR Vol:     158   64    93    46   35    28   168 1374    47  1008 1607    62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:  158   64    93    46   35    28   168 1374    47  1008 1607    62
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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 0.41  0.59  0.42 0.32  0.26  0.27 1.73  1.00  0.34 1.62  0.04
Final Sat.:  1800  734  1066   760  578   462   479 3121  1800   607 2910    83
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.09  0.09  0.06 0.06  0.06  0.06 0.44  0.03  0.28 0.55  0.74
Crit Volume:  158                  109              792         168
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:31                 Page 9-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 Pinole Valley Rd/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.849
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      34    9   445     7    7     9    10 1534     6   234 1774    10
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:   34    9   445     7    7     9    10 1534     6   234 1774    10
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:    34    9   445     7    7     9    10 1534     6   234 1774    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   34    9   445     7    7     9    10 1534     6   234 1774    10
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      34    9   445     7    7     9    10 1534     6   234 1774    10
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:   34    9   445     7    7     9    60 1534     6  1404 1774    10
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.07 0.02  0.91  0.30 0.30  0.40  0.01 1.98  0.01  0.55 1.44  0.01
Final Sat.:   125   33  1641   548  548   704    24 3563    14   993 2595    11
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.27  0.27  0.01 0.01  0.01  0.42 0.43  0.44  0.24 0.68  0.89
Crit Volume:      488            7                        800   234
Crit Moves:      ****         ****                      ****  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Tennent Ave/ Pinole Valley Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.379
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
*******************************************************************************
Street Name:           Tennent Ave                     Pinole Valley Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  0  1  0    1  0  0  1  0    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  345   427    40  362     4     3    2     9   239    8    33
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:    9  345   427    40  362     4     3    2     9   239    8    33
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:     9  345   427    40  362     4     3    2     9   239    8    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    9  345   427    40  362     4     3    2     9   239    8    33
RTOR Reduct:    0    0   239     0    0     0     0    0     0     0    0    33
RTOR Vol:       9  345   188    40  362     4     3    2     9   239    8     0
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
FinalVolume:    9  345   188    40  362     4     3    2     9   239    8     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 0.99  0.01  1.00 0.18  0.82  1.00 1.00  1.00
Final Sat.:  1650 1650  1650  1650 1632    18  1650  300  1350  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.21  0.11  0.02 0.22  0.22  0.00 0.01  0.01  0.14 0.00  0.00
Crit Volume:    9                   366               11         239
Crit Moves:  ****                ****             ****        ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Pinole Valley Rd/ Henry Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.559
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Henry Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      77  514    92    12  509    28   196   10   121    55    3    11
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:   77  514    92    12  509    28   196   10   121    55    3    11
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:    77  514    92    12  509    28   196   10   121    55    3    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77  514    92    12  509    28   196   10   121    55    3    11
RTOR Reduct:    0    0    55     0    0     0     0    0     0     0    0     0
RTOR Vol:      77  514    37    12  509    28   196   10   121    55    3    11
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
FinalVolume:   77  514    37    12  509    28   196   10   121    55    3    11
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
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  1.00 1.90  0.10  0.60 0.03  0.37  0.80 0.04  0.16
Final Sat.:  1650 1650  1650  1650 3128   172   989   50   611  1315   72   263
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31  0.02  0.01 0.16  0.16  0.20 0.20  0.20  0.04 0.04  0.04
Crit Volume:       514          12                        327         69
Crit Moves:       ****        ****                      ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Pinole Valley Rd/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.576
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  0  0    0  0  1  1  0    0  0  0  0  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     506  583     0     0  483   219     0    0     0   361    1    80
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:  506  583     0     0  483   219     0    0     0   361    1    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:   506  583     0     0  483   219     0    0     0   361    1    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  506  583     0     0  483   219     0    0     0   361    1    80
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     506  583     0     0  483   219     0    0     0   361    1    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
FinalVolume:  506  583     0     0  483   219     0    0     0   361    1    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  0.00  0.00 1.38  0.62  0.00 0.00  0.00  1.00 0.64  0.36
Final Sat.:  3127 1720     0     0 2367  1073     0    0     0  1720 1097   623
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.34  0.00  0.00 0.20  0.20  0.00 0.00  0.00  0.21 0.00  0.13
Crit Volume:  253                        351          0         361
Crit Moves:  ****                       ****                   ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 13-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Pinole Valley Rd/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.882
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Street Name:         Pinole Valley Rd                  I-80 EB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  702   454   302  572     0   447   94   637     0    0     0
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:    0  702   454   302  572     0   447   94   637     0    0     0
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:     0  702   454   302  572     0   447   94   637     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  702   454   302  572     0   447   94   637     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0  702   454   302  572     0   447   94   637     0    0     0
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
FinalVolume:    0  702   454   302  572     0   447   94   637     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.00 1.21  0.79  1.00 2.00  0.00  0.83 0.17  1.00  0.00 0.00  0.00
Final Sat.:     0 2089  1351  1720 3440     0  1421  299  1720     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.18 0.17  0.00  0.31 0.31  0.37  0.00 0.00  0.00
Crit Volume:             578   302                        637          0
Crit Moves:              ****  ****                     ****
*******************************************************************************
```


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```
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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pinole Valley Rd/ Estates Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.492
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Estates Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected         Permitted        Permitted
Rights:           Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21  794    29   213  810   187   192   13    11    16   12   133
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:   21  794    29   213  810   187   192   13    11    16   12   133
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:    21  794    29   213  810   187   192   13    11    16   12   133
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21  794    29   213  810   187   192   13    11    16   12   133
RTOR Reduct:    0    0     0     0    0     0     0    0    11     0    0   133
RTOR Vol:      21  794    29   213  810   187   192   13     0    16   12     0
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
FinalVolume:   21  794    29   213  810   187   192   13     0    16   12     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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 1.93  0.07  1.00 1.62  0.38  0.94 0.06  1.00  0.57 0.43  1.00
Final Sat.:  1720 3319   121  1720 2795   645  1611  109  1720   983  737  1720
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.24  0.12 0.29  0.29  0.12 0.12  0.00  0.02 0.02  0.00
Crit Volume:       412         213                   205          16
Crit Moves:       ****        ****                  ****        ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 Pinole Valley Rd/ Ramona St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.300
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21                Level Of Service:                  A
*******************************************************************************
Street Name:         Pinole Valley Rd                    Ramona St
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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  1  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  516    68   148  568    14    42    4     6    31    8    54
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:   17  516    68   148  568    14    42    4     6    31    8    54
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:    17  516    68   148  568    14    42    4     6    31    8    54
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17  516    68   148  568    14    42    4     6    31    8    54
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0    54
RTOR Vol:      17  516    68   148  568    14    42    4     6    31    8     0
PCE Adj:     2.00 1.00  1.00  2.00 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
FinalVolume:   34  516    68   296  568    14    42    4     6    31    8     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.06 1.72  0.22  0.51 1.46  0.03  0.81 0.08  0.11  0.79 0.21  1.00
Final Sat.:   105 3099   396   915 2627    57  1454  138   208  1431  369  1800
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.17  0.17  0.16 0.22  0.24  0.03 0.03  0.03  0.02 0.02  0.00
Crit Volume:             309   148                          52    31
Crit Moves:             ****  ****                        ****  ****
*******************************************************************************
```


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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Appian Wy/ Mann Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.475
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35                Level Of Service:                  A
*******************************************************************************
Street Name:            Appian Wy                        Mann Dr
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      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     244  932     0     0  883    66    36    0   100     0    0     0
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:  244  932     0     0  883    66    36    0   100     0    0     0
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:   244  932     0     0  883    66    36    0   100     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  244  932     0     0  883    66    36    0   100     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     244  932     0     0  883    66    36    0   100     0    0     0
PCE Adj:     4.00 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
FinalVolume:  976  932     0     0  883    66    36    0   100     0    0     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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  0.00  0.00 1.86  0.14  0.26 0.00  0.74  0.00 0.00  0.00
Final Sat.:  1800 1800     0     0 3350   250   476    0  1324     0    0     0
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.52  0.00  0.00 0.26  0.26  0.08 0.00  0.08  0.00 0.00  0.00
Crit Volume:  244                   475                    136          0
Crit Moves:  ****                  ****                   ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #14 Appian Wy/ Tara Hills Dr-Canyon Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.700
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Wy                  Tara Hills Dr-Canyon Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  1    0  1  0  0  2    0  1  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     630  924   270    33  959    94   178   50   685   101   30    10
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:  630  924   270    33  959    94   178   50   685   101   30    10
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:   630  924   270    33  959    94   178   50   685   101   30    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  630  924   270    33  959    94   178   50   685   101   30    10
RTOR Reduct:    0    0     0     0    0    94     0    0   347     0    0    10
RTOR Vol:     630  924   270    33  959     0   178   50   339   101   30     0
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
FinalVolume:  630  924   270    33  959     0   178   50   339   101   30     0
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.91  1.00 1.00  1.00
Lanes:       2.00 1.55  0.45  1.00 2.00  1.00  0.78 0.22  2.00  1.00 1.00  1.00
Final Sat.:  3000 2554   746  1650 3300  1650  1288  362  3000  1650 1650  1650
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.36  0.36  0.02 0.29  0.00  0.14 0.14  0.11  0.06 0.02  0.00
Crit Volume:  315                   480              228          101
Crit Moves:  ****                  ****             ****         ****
*******************************************************************************
```

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                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 Appian Way/ I-80 WB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.724
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 WB ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  2  0  0    0  0  2  0  1    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     349 1438     0     0 1141   538     0    0     0   546    9   326
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:  349 1438     0     0 1141   538     0    0     0   546    9   326
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:   349 1438     0     0 1141   538     0    0     0   546    9   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  349 1438     0     0 1141   538     0    0     0   546    9   326
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:     349 1438     0     0 1141   538     0    0     0   546    9   326
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
FinalVolume:  349 1438     0     0 1141   538     0    0     0   546    9   326
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.91 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.97 0.03  1.00
Final Sat.:  1720 3440     0     0 3440  1720     0    0     0  3076   56  1720
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.42  0.00  0.00 0.33  0.31  0.00 0.00  0.00  0.18 0.16  0.19
Crit Volume:  349                   571                 0                    326
Crit Moves:  ****                  ****                                     ****
*******************************************************************************
```

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-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #16 Appian Way/ I-80 EB ramps
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.748
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74                Level Of Service:                  C
*******************************************************************************
Street Name:            Appian Way                     I-80 EB ramps
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       Split Phase      Split Phase
Rights:           Include          Ignore          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1  1  1    0  0  2  0  1    1  1  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1356  1070     0 1292   549   571  258   247     0    0     0
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:    0 1356  1070     0 1292   549   571  258   247     0    0     0
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:     0 1356  1070     0 1292   549   571  258   247     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1356  1070     0 1292   549   571  258   247     0    0     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0 1356  1070     0 1292   549   571  258   247     0    0     0
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
FinalVolume:    0 1356  1070     0 1292   549   571  258   247     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
Adjustment:  1.00 1.00  0.91  1.00 1.00  1.00  0.91 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.68  1.32  0.00 2.00  1.00  1.38 0.62  1.00  0.00 0.00  0.00
Final Sat.:     0 3018  2165     0 3600  1800  2254 1120  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.45  0.49  0.00 0.36  0.31  0.25 0.23  0.14  0.00 0.00  0.00
Crit Volume:             809     0              414                     0
Crit Moves:             ****  ****             ****
*******************************************************************************
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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 20-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #17 Appian Way/ Fitzgerald Dr-Sara Dr
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.862
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       166                Level Of Service:                   D
*******************************************************************************
Street Name:            Appian Way                  Fitzgerald Dr-Sara Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||--------------||--------------||--------------||--------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  1  1  0    1  0  2  0  2    2  1  0  0  1    1  0  1  0  1
------------||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     363  969    62   237  727   644  1350  154   504    58   94    95
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:  363  969    62   237  727   644  1350  154   504    58   94    95
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:   363  969    62   237  727   644  1350  154   504    58   94    95
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  363  969    62   237  727   644  1350  154   504    58   94    95
RTOR Reduct:    0    0     0     0    0   518     0    0   200     0    0    95
RTOR Vol:     363  969    62   237  727   127  1350  154   304    58   94     0
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
FinalVolume:  363  969    62   237  727   127  1350  154   304    58   94     0
------------||--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1650 1650  1650  1650 1650  1650  1650 1650  1650  1650 1650  1650
Adjustment:  0.91 1.00  1.00  1.00 1.00  0.91  0.87 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.88  0.12  1.00 2.00  2.00  2.69 0.31  1.00  1.00 1.00  1.00
Final Sat.:  3000 3102   198  1650 3300  3000  3866  507  1650  1650 1650  1650
------------||--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.31  0.31  0.14 0.22  0.04  0.35 0.30  0.18  0.04 0.06  0.00
Crit Volume:       516         237              501                    94
Crit Moves:       ****        ****             ****                  ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 21-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #18 Oak Ridge Ln/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.546
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50                Level Of Service:                   A
*******************************************************************************
Street Name:           Oak Ridge Ln                     San Pablo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  2  0  0
------------||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      16    0    12     0    0     0     0 1575    11    16 1822     0
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:   16    0    12     0    0     0     0 1575    11    16 1822     0
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:    16    0    12     0    0     0     0 1575    11    16 1822     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16    0    12     0    0     0     0 1575    11    16 1822     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      16    0    12     0    0     0     0 1575    11    16 1822     0
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
FinalVolume:   16    0    12     0    0     0     0 1575    11    16 1822     0
------------||--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1720 1720  1720  1720 1720  1720  1720 1720  1720  1720 1720  1720
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:       0.57 0.00  0.43  0.00 0.00  0.00  0.00 1.99  0.01  1.00 2.00  0.00
Final Sat.:   983    0   737     0    0     0     0 3416    24  1720 3440     0
------------||--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.02  0.00 0.00  0.00  0.00 0.46  0.46  0.01 0.53  0.00
Crit Volume:              28          0           0                   911
Crit Moves:              ****                    ****                  ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 22-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 Fernandez Ave/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.611
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37                Level Of Service:                  B
*******************************************************************************
Street Name:          Fernandez Ave                    San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22    2    43    18    0    21    14 1441    22    38 1762    12
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:   22    2    43    18    0    21    14 1441    22    38 1762    12
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:    22    2    43    18    0    21    14 1441    22    38 1762    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   22    2    43    18    0    21    14 1441    22    38 1762    12
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:      22    2    43    18    0    21    14 1441    22   228 1762    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  6.00 1.00  1.00  6.00 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
FinalVolume:   22    2    43    18    0    21    84 1441    22   228 1762    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.33 0.03  0.64  0.46 0.00  0.54  0.02 1.95  0.03  0.05 1.94  0.01
Final Sat.:   591   54  1155   831    0   969    36 3513    51    84 3494    22
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.02 0.00  0.02  0.39 0.41  0.43  0.45 0.50  0.56
Crit Volume:        67          18               14                        1001
Crit Moves:       ****        ****             ****                        ****
*******************************************************************************
```

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Cumulative PM Preferred ProTue Apr 20, 2010 11:54:32                Page 23-1
-------------------------------------------------------------------------------
                         Pinole General Plan (P06-130)
                 Cumulative Preferred Land Use with No Road Diet
                                PM Peak Hour
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
                  CCTALOS Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 John St/ San Pablo Ave
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.580
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34                Level Of Service:                  A
*******************************************************************************
Street Name:             John St                          San Pablo 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
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  1  0    0  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    23     0    0     0     0 1977     3     0 2043     0
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:    0    0    23     0    0     0     0 1977     3     0 2043     0
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:     0    0    23     0    0     0     0 1977     3     0 2043     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0    23     0    0     0     0 1977     3     0 2043     0
RTOR Reduct:    0    0     0     0    0     0     0    0     0     0    0     0
RTOR Vol:       0    0    23     0    0     0     0 1977     3     0 2043     0
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
FinalVolume:    0    0    23     0    0     0     0 1977     3     0 2043     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1800 1800  1800  1800 1800  1800  1800 1800  1800  1800 1800  1800
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:       0.00 0.00  1.00  0.00 0.00  0.00  0.00 1.99  0.01  0.00 2.00  0.00
Final Sat.:     0    0  1800     0    0     0     0 3595     5     0 3600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.01  0.00 0.00  0.00  0.00 0.55  0.55  0.00 0.57  0.00
Crit Volume:              23     0                0                        1022
Crit Moves:             ****                 ****                        ****
*******************************************************************************
```

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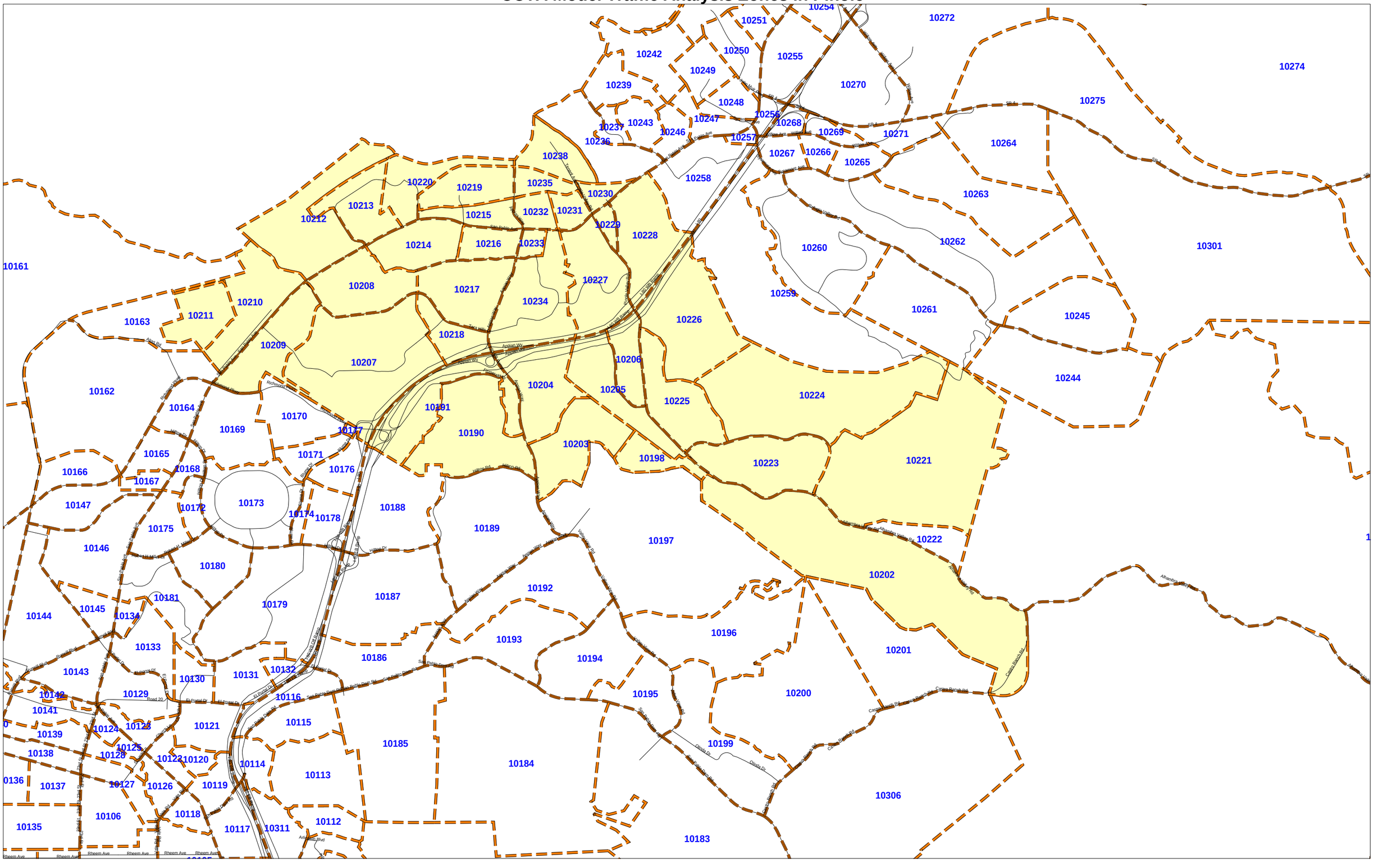
CCTA Model Traffic Analysis Zones in Pinole



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