

APPENDIX J:
TRANSPORTATION AND
CIRCULATION DATA



Vehicle Classification Report Summary

Location: Cristo Rey Drive South of Capilla Way
Count Direction: Northbound / Southbound
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	6	587	100	0	20	0	0	0	0	0	0	0	0	713
Percent	0.8%	82.3%	14.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	2	640	54	0	18	5	0	0	0	0	0	0	0	719
Percent	0.3%	89.0%	7.5%	0.0%	2.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	8	1,227	154	0	38	5	0	0	0	0	0	0	0	1,432
Percent	0.6%	85.7%	10.8%	0.0%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

Thursday, March 23, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	35	0	0	2	1	0	0	0	0	0	0	0	38
9:00 AM	0	33	1	0	1	3	0	0	0	0	0	0	0	38
10:00 AM	0	46	12	0	3	1	0	0	0	0	0	0	0	62
11:00 AM	0	34	4	0	1	0	0	0	0	0	0	0	0	39
12:00 PM	0	49	3	0	3	0	0	0	0	0	0	0	0	55
1:00 PM	0	53	6	0	3	0	0	0	0	0	0	0	0	62
2:00 PM	0	65	6	0	2	0	0	0	0	0	0	0	0	73
3:00 PM	0	47	6	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	1	67	5	0	1	0	0	0	0	0	0	0	0	74
5:00 PM	0	35	0	0	1	0	0	0	0	0	0	0	0	36
6:00 PM	1	21	3	0	1	0	0	0	0	0	0	0	0	26
7:00 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:00 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Total	2	640	54	0	18	5	0	0	0	0	0	0	0	719
Percent	0.3%	89.0%	7.5%	0.0%	2.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	1	35	9	0	1	0	0	0	0	0	0	0	0	46
7:00 AM	1	34	8	0	1	0	0	0	0	0	0	0	0	44
8:00 AM	0	53	10	0	5	0	0	0	0	0	0	0	0	68
9:00 AM	0	27	5	0	2	0	0	0	0	0	0	0	0	34
10:00 AM	1	40	9	0	2	0	0	0	0	0	0	0	0	52
11:00 AM	1	53	15	0	1	0	0	0	0	0	0	0	0	70
12:00 PM	0	40	12	0	3	0	0	0	0	0	0	0	0	55
1:00 PM	0	49	4	0	1	0	0	0	0	0	0	0	0	54
2:00 PM	0	67	6	0	2	0	0	0	0	0	0	0	0	75
3:00 PM	0	56	7	0	0	0	0	0	0	0	0	0	0	63
4:00 PM	0	24	5	0	1	0	0	0	0	0	0	0	0	30
5:00 PM	1	29	2	0	1	0	0	0	0	0	0	0	0	33
6:00 PM	1	19	3	0	0	0	0	0	0	0	0	0	0	23
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
9:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	6	564	98	0	20	0	0	0	0	0	0	0	0	688
Percent	0.9%	82.0%	14.2%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	35	0	0	2	1	0	0	0	0	0	0	0	38
9:00 AM	0	33	1	0	1	3	0	0	0	0	0	0	0	38
10:00 AM	0	46	12	0	3	1	0	0	0	0	0	0	0	62
11:00 AM	0	34	4	0	1	0	0	0	0	0	0	0	0	39
12:00 PM	0	49	3	0	3	0	0	0	0	0	0	0	0	55
1:00 PM	0	53	6	0	3	0	0	0	0	0	0	0	0	62
2:00 PM	0	65	6	0	2	0	0	0	0	0	0	0	0	73
3:00 PM	0	47	6	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	1	67	5	0	1	0	0	0	0	0	0	0	0	74
5:00 PM	0	35	0	0	1	0	0	0	0	0	0	0	0	36
6:00 PM	1	21	3	0	1	0	0	0	0	0	0	0	0	26
7:00 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:00 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Total	2	640	54	0	18	5	0	0	0	0	0	0	0	719
Percent	0.3%	89.0%	7.5%	0.0%	2.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	1	35	9	0	1	0	0	0	0	0	0	0	0	46
7:00 AM	1	34	8	0	1	0	0	0	0	0	0	0	0	44
8:00 AM	0	53	10	0	5	0	0	0	0	0	0	0	0	68
9:00 AM	0	27	5	0	2	0	0	0	0	0	0	0	0	34
10:00 AM	1	40	9	0	2	0	0	0	0	0	0	0	0	52
11:00 AM	1	53	15	0	1	0	0	0	0	0	0	0	0	70
12:00 PM	0	40	12	0	3	0	0	0	0	0	0	0	0	55
1:00 PM	0	49	4	0	1	0	0	0	0	0	0	0	0	54
2:00 PM	0	67	6	0	2	0	0	0	0	0	0	0	0	75
3:00 PM	0	56	7	0	0	0	0	0	0	0	0	0	0	63
4:00 PM	0	24	5	0	1	0	0	0	0	0	0	0	0	30
5:00 PM	1	29	2	0	1	0	0	0	0	0	0	0	0	33
6:00 PM	1	19	3	0	0	0	0	0	0	0	0	0	0	23
7:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
8:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
9:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	6	587	100	0	20	0	0	0	0	0	0	0	0	713
Percent	0.8%	82.3%	14.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	28	0	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	35	0	0	2	1	0	0	0	0	0	0	0	38
9:00 AM	0	33	1	0	1	3	0	0	0	0	0	0	0	38
10:00 AM	0	46	12	0	3	1	0	0	0	0	0	0	0	62
11:00 AM	0	34	4	0	1	0	0	0	0	0	0	0	0	39
12:00 PM	0	49	3	0	3	0	0	0	0	0	0	0	0	55
1:00 PM	0	53	6	0	3	0	0	0	0	0	0	0	0	62
2:00 PM	0	65	6	0	2	0	0	0	0	0	0	0	0	73
3:00 PM	0	47	6	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	1	67	5	0	1	0	0	0	0	0	0	0	0	74
5:00 PM	0	35	0	0	1	0	0	0	0	0	0	0	0	36
6:00 PM	1	21	3	0	1	0	0	0	0	0	0	0	0	26
7:00 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:00 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Total	2	640	54	0	18	5	0	0	0	0	0	0	0	719
Percent	0.3%	89.0%	7.5%	0.0%	2.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Cristo Rey Drive South of Capilla Way
Count Direction: Northbound / Southbound
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	4	67	374	232	33	3	0	0	0	0	0	0	0	0	0	0	0	713
Percent	0.6%	9.4%	52.5%	32.5%	4.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	3	55	241	293	115	9	3	0	0	0	0	0	0	0	0	0	0	719
Percent	0.4%	7.6%	33.5%	40.8%	16.0%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	7	122	615	525	148	12	3	0	0	0	0	0	0	0	0	0	0	1,432
Percent	0.5%	8.5%	42.9%	36.7%	10.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	18.9	mph	Mean (Average) Speed	19.1	mph
85th Percentile	22.0	mph	10 mph Pace	13.6 - 23.6	mph
95th Percentile	24.9	mph	Percent in Pace	86.0	%
Southbound			Southbound		
50th Percentile (Median)	20.8	mph	Mean (Average) Speed	21.0	mph
85th Percentile	25.3	mph	10 mph Pace	16.4 - 26.4	mph
95th Percentile	27.8	mph	Percent in Pace	76.9	%

Location: Cristo Rey Drive South of Capilla Way
 Date Range: 3/23/2017 to 3/23/2017
 Site Code: 01

Thursday, March 23, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	4	19	20	3	0	0	0	0	0	0	0	0	0	0	0	0	46
7:00 AM	1	7	16	20	0	0	0	0	0	0	0	0	0	0	0	0	0	44
8:00 AM	0	6	30	28	3	1	0	0	0	0	0	0	0	0	0	0	0	68
9:00 AM	1	2	17	12	2	0	0	0	0	0	0	0	0	0	0	0	0	34
10:00 AM	0	6	29	14	3	0	0	0	0	0	0	0	0	0	0	0	0	52
11:00 AM	0	10	41	17	2	0	0	0	0	0	0	0	0	0	0	0	0	70
12:00 PM	0	8	33	13	1	0	0	0	0	0	0	0	0	0	0	0	0	55
1:00 PM	0	2	31	21	0	0	0	0	0	0	0	0	0	0	0	0	0	54
2:00 PM	0	5	47	20	3	0	0	0	0	0	0	0	0	0	0	0	0	75
3:00 PM	0	9	30	17	6	1	0	0	0	0	0	0	0	0	0	0	0	63
4:00 PM	0	2	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	30
5:00 PM	0	3	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	33
6:00 PM	2	2	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	23
7:00 PM	0	1	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
8:00 PM	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
9:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	4	67	374	232	33	3	0	0	0	0	0	0	0	0	0	0	0	713
Percent	0.6%	9.4%	52.5%	32.5%	4.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.9 mph	Mean (Average) Speed	19.1 mph
85th Percentile	22.0 mph	10 mph Pace	13.6 - 23.6 mph
95th Percentile	24.9 mph	Percent in Pace	86.0 %

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

Thursday, March 23, 2017
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	1	10	8	8	0	1	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	3	14	15	5	1	0	0	0	0	0	0	0	0	0	0	0	38
9:00 AM	0	6	20	9	2	0	1	0	0	0	0	0	0	0	0	0	0	38
10:00 AM	1	10	23	21	6	0	1	0	0	0	0	0	0	0	0	0	0	62
11:00 AM	0	4	19	15	1	0	0	0	0	0	0	0	0	0	0	0	0	39
12:00 PM	0	5	21	21	7	1	0	0	0	0	0	0	0	0	0	0	0	55
1:00 PM	1	5	21	26	9	0	0	0	0	0	0	0	0	0	0	0	0	62
2:00 PM	0	5	26	27	15	0	0	0	0	0	0	0	0	0	0	0	0	73
3:00 PM	0	0	19	26	8	0	0	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	1	2	21	39	11	0	0	0	0	0	0	0	0	0	0	0	0	74
5:00 PM	0	2	9	16	8	1	0	0	0	0	0	0	0	0	0	0	0	36
6:00 PM	0	4	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	26
7:00 PM	0	3	8	10	14	2	0	0	0	0	0	0	0	0	0	0	0	37
8:00 PM	0	1	8	11	7	0	0	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	1	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	1	10	3	1	0	0	0	0	0	0	0	0	0	0	0	15
Total	3	55	241	293	115	9	3	0	0	0	0	0	0	0	0	0	0	719
Percent	0.4%	7.6%	33.5%	40.8%	16.0%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	20.8	mph	Mean (Average) Speed	21	mph
85th Percentile	25.3	mph	10 mph Pace	16.4 - 26.4	mph
95th Percentile	27.8	mph	Percent in Pace	76.9	%

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	4	19	20	3	0	0	0	0	0	0	0	0	0	0	0	0	46
7:00 AM	1	7	16	20	0	0	0	0	0	0	0	0	0	0	0	0	0	44
8:00 AM	0	6	30	28	3	1	0	0	0	0	0	0	0	0	0	0	0	68
9:00 AM	1	2	17	12	2	0	0	0	0	0	0	0	0	0	0	0	0	34
10:00 AM	0	6	29	14	3	0	0	0	0	0	0	0	0	0	0	0	0	52
11:00 AM	0	10	41	17	2	0	0	0	0	0	0	0	0	0	0	0	0	70
12:00 PM	0	8	33	13	1	0	0	0	0	0	0	0	0	0	0	0	0	55
1:00 PM	0	2	31	21	0	0	0	0	0	0	0	0	0	0	0	0	0	54
2:00 PM	0	5	47	20	3	0	0	0	0	0	0	0	0	0	0	0	0	75
3:00 PM	0	9	30	17	6	1	0	0	0	0	0	0	0	0	0	0	0	63
4:00 PM	0	2	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	30
5:00 PM	0	3	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	33
6:00 PM	2	2	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	23
7:00 PM	0	1	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
8:00 PM	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
9:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	4	67	374	232	33	3	0	0	0	0	0	0	0	0	0	0	0	713
Percent	0.6%	9.4%	52.5%	32.5%	4.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	18.9 mph	Mean (Average) Speed	19.1 mph
85th Percentile	22.0 mph	10 mph Pace	13.6 - 23.6 mph
95th Percentile	24.9 mph	Percent in Pace	86.0 %

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 to 3/23/2017
Site Code: 01

Total Study Average Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	1	10	8	8	0	1	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	3	14	15	5	1	0	0	0	0	0	0	0	0	0	0	0	38
9:00 AM	0	6	20	9	2	0	1	0	0	0	0	0	0	0	0	0	0	38
10:00 AM	1	10	23	21	6	0	1	0	0	0	0	0	0	0	0	0	0	62
11:00 AM	0	4	19	15	1	0	0	0	0	0	0	0	0	0	0	0	0	39
12:00 PM	0	5	21	21	7	1	0	0	0	0	0	0	0	0	0	0	0	55
1:00 PM	1	5	21	26	9	0	0	0	0	0	0	0	0	0	0	0	0	62
2:00 PM	0	5	26	27	15	0	0	0	0	0	0	0	0	0	0	0	0	73
3:00 PM	0	0	19	26	8	0	0	0	0	0	0	0	0	0	0	0	0	53
4:00 PM	1	2	21	39	11	0	0	0	0	0	0	0	0	0	0	0	0	74
5:00 PM	0	2	9	16	8	1	0	0	0	0	0	0	0	0	0	0	0	36
6:00 PM	0	4	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	26
7:00 PM	0	3	8	10	14	2	0	0	0	0	0	0	0	0	0	0	0	37
8:00 PM	0	1	8	11	7	0	0	0	0	0	0	0	0	0	0	0	0	27
9:00 PM	0	0	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	1	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	1	10	3	1	0	0	0	0	0	0	0	0	0	0	0	15
Total	3	55	241	293	115	9	3	0	0	0	0	0	0	0	0	0	0	719
Percent	0.4%	7.6%	33.5%	40.8%	16.0%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	20.8 mph	Mean (Average) Speed	21.0 mph
85th Percentile	25.3 mph	10 mph Pace	16.4 - 26.4 mph
95th Percentile	27.8 mph	Percent in Pace	76.9 %

Location: Cristo Rey Drive South of Capilla Way
Date Range: 3/23/2017 - 3/29/2017
Site Code: 01

Time	Thursday			Friday			Saturday			Sunday			Monday			Tuesday			Wednesday			Mid-Week Average				
	3/23/2017			3/24/2017			3/25/2017			3/26/2017			3/27/2017			3/28/2017			3/29/2017							
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB
12:00 AM	2	7	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	7	9
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	7	2	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	2	9
5:00 AM	10	4	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	4	14
6:00 AM	46	7	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	7	53
7:00 AM	44	28	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	28	72
8:00 AM	68	38	106	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	38	106
9:00 AM	34	38	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	38	72
10:00 AM	52	62	114	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	62	114
11:00 AM	70	39	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	39	109
12:00 PM	55	55	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	55	110
1:00 PM	54	62	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	62	116
2:00 PM	75	73	148	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	73	148
3:00 PM	63	53	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	53	116
4:00 PM	30	74	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	74	104
5:00 PM	33	36	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	36	69
6:00 PM	23	26	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	26	49
7:00 PM	14	37	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	37	51
8:00 PM	7	27	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	27	34
9:00 PM	8	20	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	20	28
10:00 PM	11	13	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	13	24
11:00 PM	4	15	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	15	19
Total	713	719	1,432	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	713	719	1,432
Percent	50%	50%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	-

1. Mid-week average includes data between Tuesday and Thursday.



EMPLOYEE & RESIDENT TRANSPORTATION

&

TRIP REDUCTION PROGRAM

EMPLOYEE TRANSPORTATION PROGRAMS

The Forum at Rancho San Antonio offers a variety of employee based trip reduction programs including the following below.

Options

1. **Option 1** – Allow employees to exclude their transit or vanpool Costs from taxable income, to the maximum amount, as allowed by federal law. (currently \$130 per month)
2. **Option 2** – Employer-provided transit subsidy (or transit pass) or vanpool subsidy up to \$75 per month.
3. **Option 3** – Employer-provided free or low cost bus, shuttle or vanpool service operated by or for the employer.
4. **Option 4** – An alternative employer-provided commuter benefit that is as effective as in reducing single occupant vehicles as options 1-3.

Below are the benefits to each way of commuting to and from The Forum and incentives.

Bicycling and Walking

Bicycling and walking are two ideal forms of commuting to and from work. Even though these modes of transportation are often overlooked in modern day commuting, both are becoming increasingly popular due to the growing interest in health and exercise. It's important to remember that bicycling and walking provide the same degree of flexibility and independence as driving alone. Walking and bicycling are ideal for team members who live close to work, unless they are avid athletes. Secure bike racks are provided at both the Commons Building and Health Care Center for Employees.

Bicycling

Team members who live from one to five miles from work are the most likely to make the choice to cycle to work. The existence of well-maintained bike lanes, paths or designated bike routes between home and work destinations make it easier to persuade likely users, so The Forum makes maps available with the local bicycle system. The Forum provides access to the Fitness Centers showers at the community to encourage bicycling.

Walking

Walking is the most effective way to commute for team members with commutes two miles or less. Safe sidewalks are necessary for walkers' safety. The Forum is not far from populated residential areas so the communities' location offers more opportunity for walkers.

Some of the benefits of bicycling and walking to work are:

- Reduced need for parking
- Improved team member health
- Reduced stress in the work place. Team members are attracted to walking/bicycling to work as a commute option because it:
 - Improves air quality,
 - Gives them an opportunity to get in shape while commuting to and from work
 - Reduces their commuting cost.

As a community, our quality of life is enhanced if more people walk or bicycle to work. Increased use of bicycling and walking decisions will:

- Improve air quality,
- Reduce fuel usage and traffic congestion
- Improve team member health and well-being.

Safeguards

Team members who decide to cycle or walk to work should be informed about all proper safety precautions for instance riding with traffic, wearing a helmet, watching out for car doors, obeying all traffic laws, etc. Since walking to work might expose you to remote areas, walking or bicycling groups should be considered as a necessary protection. Walkers should be discouraged from walking after daylight in areas without good lighting or pedestrian facilities.

Implementation

- The community provides maps identifying bike routes and walking routes.
- The community provides bicycle parking (racks) that will protect the bikes from weather damages and from theft.
- Showers and lockers are a necessity for most bicyclists and walkers. Showers are available in the Fitness Center and lockers are currently provided. The hours to use the Fitness Centers have been established and provide early morning access as well as afternoon access.
- Offer bicyclist and walkers incentives for not driving to work. If subsidies are offered to carpoolers and transit users, a travel allowance for those who walk/bike will ensure fairness among all rideshares.
- Provide literature on bicycling safety.
- Possibly offer bicycle safety courses.
- Conduct periodic drawings. The prizes could be gift certificates for sport shoes and bicycling gear such as helmets

Supportive Strategies & Incentives

Providing bicycle racks, showers, and lockers are the most effective complementary measures available to support bicycling and walking programs. Commuters who live along bicycle lanes, paths, and routes can take advantage of the convenient access to these accommodations. Another important support strategy is to provide ride matching assistance for team members who would like to bicycle or walk with others to work.

Effectiveness

Effectiveness depends on team members' nearness to residential communities. Like transit riding, bicycling and walking are the most effective trip reduction strategies, reducing one trip for every participant.

Public Transit

Although public transit usage varies, the regional bus system can play a much larger role in the community's daily commute. The Forum will educate team members on the benefits of transit along with all other transportation alternatives. Mass transit is an excellent choice for commuting where services are readily available and accessible. The greatest potential exists for team members living within 10 miles of The Forum. Transit use depends upon the availability, scheduling and cost of transit to The Forum. Annual Passes Subscriptions can be purchased for the cost of \$770.00. Which divided by 12 months equates to a monthly cost of \$64.166.

Benefits

The Forum will benefit when our team members use mass transit because, similar to carpooling, team member productivity may increase as a result of reduced commuting stress, and the need for providing team member parking is greatly reduced. Mass transit appeals to team members because it reduces their commuting cost and stress. It also eliminates parking worries and/or the need for an automobile for commuting purposes. If more people used mass transit, we would see dramatic changes in air quality, fuel consumption and traffic congestion.

Design and Implementation

The Forum may implement the following strategies to increase the use of mass transit:

- Evaluate how well transit serves team members' needs by assessing access and availability from their homes to The Forum. Consideration needs to be given to the distance from the transit stop/station to The Forum, scheduling of service and proximity of transit stops in team members' neighborhoods.
- Provide transit information on routes, schedules and fares. Try to customize appropriate information by displaying a map that shows all transit routes and schedules that serve The Forum.
- Assist in the initial trip planning by identifying routes and schedules for team members.
- Promote the transit program by distributing marketing materials and by featuring articles on transit riders in the team member wellness newsletter.
- Address safety concerns of team members by rides down the hill and the "buddy system" for transit riders (especially in winter months) who must walk to the bus stop when transportation is unavailable.

Supportive Strategies & Incentives

Complementary measures that encourage transit use could include: on-site monthly transit pass sales, guaranteed ride home programs, personalized route/scheduling assistance, cash incentives.

Effectiveness

Although team members' ability to ride transit to work will vary greatly according to the availability of transit services and their work and personal commitments, transit usage is one of the most effective trip reduction strategies – for every one bus rider, one trip is reduced; thus, riding the bus to work is twice as effective as two team members riding together in a carpool.

Carpool/Vanpool

Carpooling/Vanpooling are some of the most flexible alternatives to driving alone, and can be the easiest plan to implement. The Forum's trip reduction program may rely on carpools as the foundation

upon which we build all the other program elements. Carpools are regularly used since they require small groups of team members with similar schedules. A carpool consists of two or more people sharing a ride to work in a private vehicle. Commuters who travel more than five miles and 15 minutes are good candidates for carpools. Reasons that can encourage carpooling include increasing gasoline prices, the communities' crowded parking lots and/or limited transit service. Variations in carpools reflect the diversity of commuters. One person may do all the driving with the passengers contributing to the cost of the commute (e.g., gas parking etc.). Or the commuters may share driving responsibilities and not exchange money. Carpooling can be as simple as sharing a ride to work with a spouse or friend.

Benefits

Team member benefit from carpooling because:

- Team member productivity is often improved as a result of reduced commuting stress
- Savings can be achieved through reduced parking expenses.

Team members benefit through:

- Savings of commuting costs
- Reduced stress levels

For the community, carpooling results in:

- Reduction in the amount of parking spaces needed for team members
- Improved air quality.
- More efficient use of the transportation system.

Safeguards

Team members need to know that, despite any help they may receive from The Forum, they are responsible for making the final arrangements for carpools. They need to be willing to screen the other team member for many issues such as preference for smoking, type of music, flexibility of schedule, etc. If a team member is unhappy with the match, advise them to leave the arrangement and offer to help locate another carpool partner or a more suitable arrangement.

Also, note that all subsidies or financial incentives given to carpoolers are considered taxable fringe benefits and are subject to federal income and payroll taxes, but not state income taxes.

Design and Implementation

Methods The Forum can implement to assist carpool development:

- Ridematching – Using The Forum staff records and the community survey results to identify team members who have similar commute origins and work schedules. Groups of three to four people with similar home-end characteristics make a good place to begin formation determinations.
- Mapping – On a map of the area surrounding our work place (at least a 50-mile radius); indicate where team members live using dots or pins. This map will be located in the Transportation Coordinator office.
- “Meet-a-Match Parties” – Small gatherings will be arranged by The Forum to bring together team members from the same neighborhood or zip code. These meetings help ease the anxiety of meeting prospective carpool partners. They are informal and can be scheduled during breaks.
- Personal phone calls and introductions - Introduce potential poolers to each other or contact them by phone to describe a potential carpool partner.
- Team Member presentations – Schedule presentations for different departments. Let the team members know what assistance is available.
- Smart technology – New Apps like Scoop, Uber Pool and other ride sharing technology can be encouraged by the Forum.

Supportive Strategies & Incentives

Complementary methods that support carpooling programs include: preferential parking for carpoolers, personalized ride matching and cash incentives. A point system to reward carpoolers for each day they carpool. Rewards for points can be gift cards, free lunch for a month etc.

Effectiveness

Although carpooling is usually the most standard alternative to driving alone for many people, it is not as effective in terms of reducing trips as, for example, walking. This is because for every two-person carpool, only one vehicle trip is reduced and if those same two people walked to work, two trips would have been reduced. To maximize the effectiveness of carpooling, it is important to encourage three- and four-person carpools and to encourage team members to carpool as often as possible. It is worthwhile, however, to encourage part-time carpooling among team members who may have personal or business commitments that prevent them from carpooling full-time.

RESIDENT TRANSPORTATION PROGRAMS

The Forum at Rancho San Antonio promotes a variety of alternative modes of transportation for both employees and its residents. For residents, The Forum provides a wide range of care and services that limit peak hour trips and use of single occupant vehicles. As a Continuing Care Retirement Community (CCRC), The Forum, by virtue of the continuum of care provided, includes dining, health, wellness, recreation, education, country store, transportation, religious observance, and other services and amenities, reducing the requirement for members to drive off site.

Single Occupant Vehicle Restrictions. The Forum limits the number of vehicles permitted for each member to one (1) to reduce auto use overall.

Trails/Walkways. The entire Forum campus includes a comprehensive and integrated network of trails and walkways for residents to circulate throughout the campus as an alternative means of travel. Residents at The Forum are highly active and the comprehensive network of trails and walkways on campus allow residents to walk instead drive. As part of The Forum Senior Community Update, the plans include additional trails and walkways integrated into the existing network.

Biking. Bike parking is available for each resident in the parking structures as well as bike racks located the Commons Building and Health Care Center.

On Campus Dinner Shuttle Service. The Transportation Department provides a free shuttle service from anywhere on campus to the Community Building and Health Care Center's main lobbies. The shuttle circulates throughout the campus, is free to residents and runs from 4:30-8:30 pm. each evening.

Meal Delivery Services. Food Tray Service and Get Well Tray Service are available when members prefer to have a meal delivered to their individual Unit or Villa. Meals are delivered to residents in one vehicle on an efficient route at various meal times eliminating the potential for multiple residents to drive single occupant vehicles to the dining facilities.

Off Site Grocery Shopping/Travel/Activities. Group excursions to venues outside The Forum, grocery shopping at grocery stores like Trader Joe's, Safeway and others, are available for members to travel in a group setting including a variety of events of interest are scheduled by the Activities Manager. Events and activities are listed on the daily and monthly calendars and Twenty Eight (28) passenger buses or Nine (9) passenger buses are utilized to transport members.

Medication Delivery. The Forum provides complimentary pharmacy medication pick up for all residents from an off-site pharmacy every Friday at 2 pm. to minimize peak hour trips and single occupant vehicle trips to and from off campus pharmacies.

Off-Site Medical Services. The Transportation Department provides scheduled transportation within a 15-mile radius of The Forum, Monday through Friday (excluding Holidays), from 8:00 a.m. until 4:30 p.m. This service is free to all medical appointments (i.e. Doctor, Dentist, Chiropractor, Ear, Eye, and other alternative health appointments) within a 15-mile radius.

