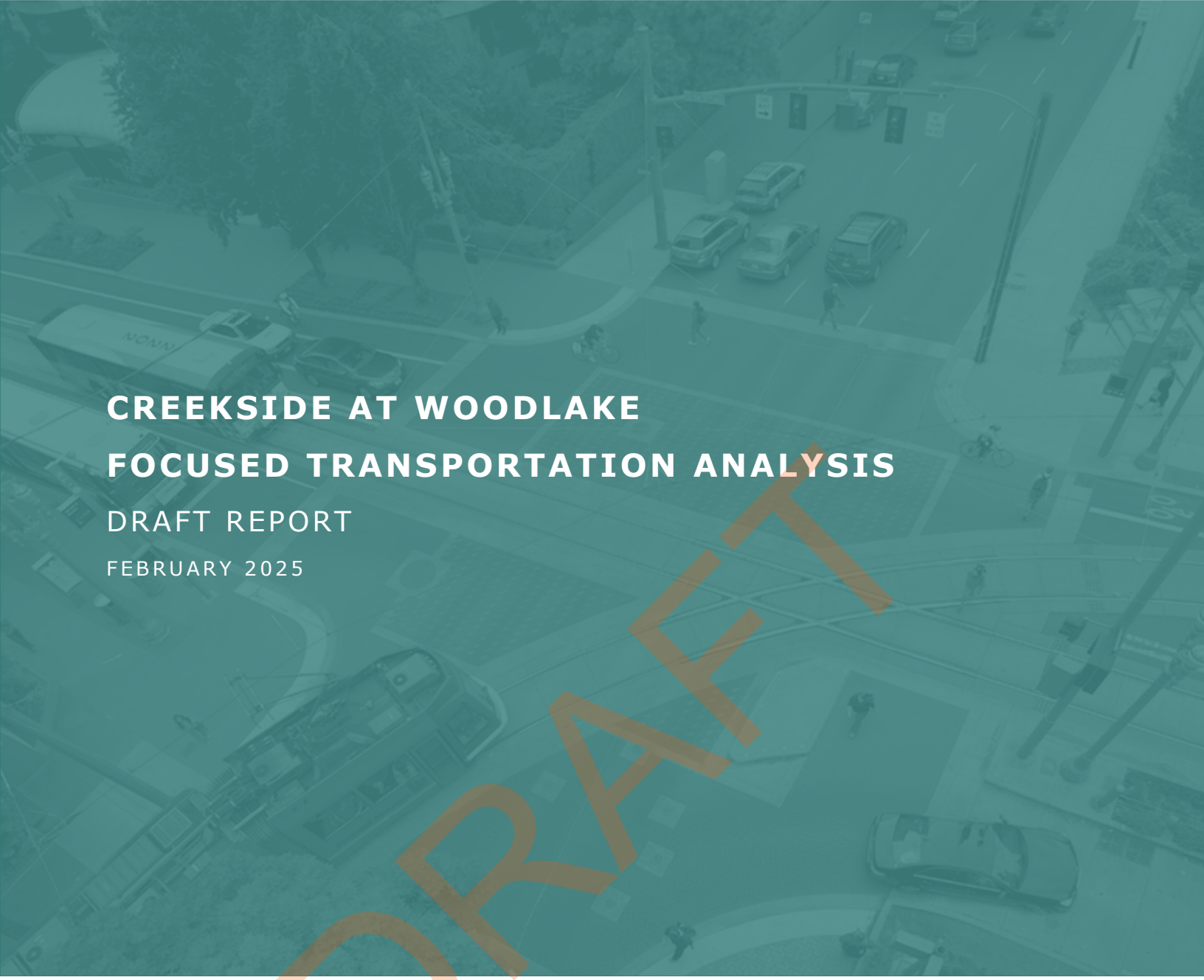

CREEKSIDE AT WOODLAKE
FOCUSED TRANSPORTATION ANALYSIS

DRAFT REPORT

FEBRUARY 2025

PREPARED FOR:

City of SACRAMENTO

DKS

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INTRODUCTION

This transportation analysis addresses transportation and circulation conditions associated with the proposed Creekside at Woodlake residential development in the Woodlake neighborhood in the City of Sacramento. The study includes the collection of traffic data in the vicinity of the project, a field review of transportation operating conditions, consideration of other planned projects (baseline projects) nearby, estimation of project trip generation and distribution, calculation of future traffic volumes with the project, comparison of future traffic volumes to City roadway guidelines, and recommendations for potential traffic calming.

Quantitative transportation analyses have been conducted for the following scenarios:

- Existing Conditions
- Baseline Conditions
- Baseline Plus Project Conditions

PROJECT DESCRIPTION

As illustrated in **Figure 1**, the project is located in the Woodlake neighborhood, with primary access to Southgate Road and Edgewater Road. **Figure 2** illustrates the proposed site plan. **Table 1** summarizes the proposed land use. The project would consist of 29 residential parcels accommodating 27 detached single family dwellings, 4 attached single family dwellings, and 57 accessory dwelling units (ADUs). This is a total of 88 dwelling units.

As illustrated in **Figure 2**, primary site access is via the private street (A Road), which connects to Edgewater Road and Southgate Road. In addition:

- Lots 1 and 27 have access to A Road and Edgewater Road
- Lots 28 and 29 have access only to Edgewater Road
- Lot 7 has access to A Road and Southgate Road
- Lot 18 has access only to Canterbury Road. This lot may potentially have access to Alley A.

Alley A is closed at Canterbury Road, with only emergency vehicle access permitted.

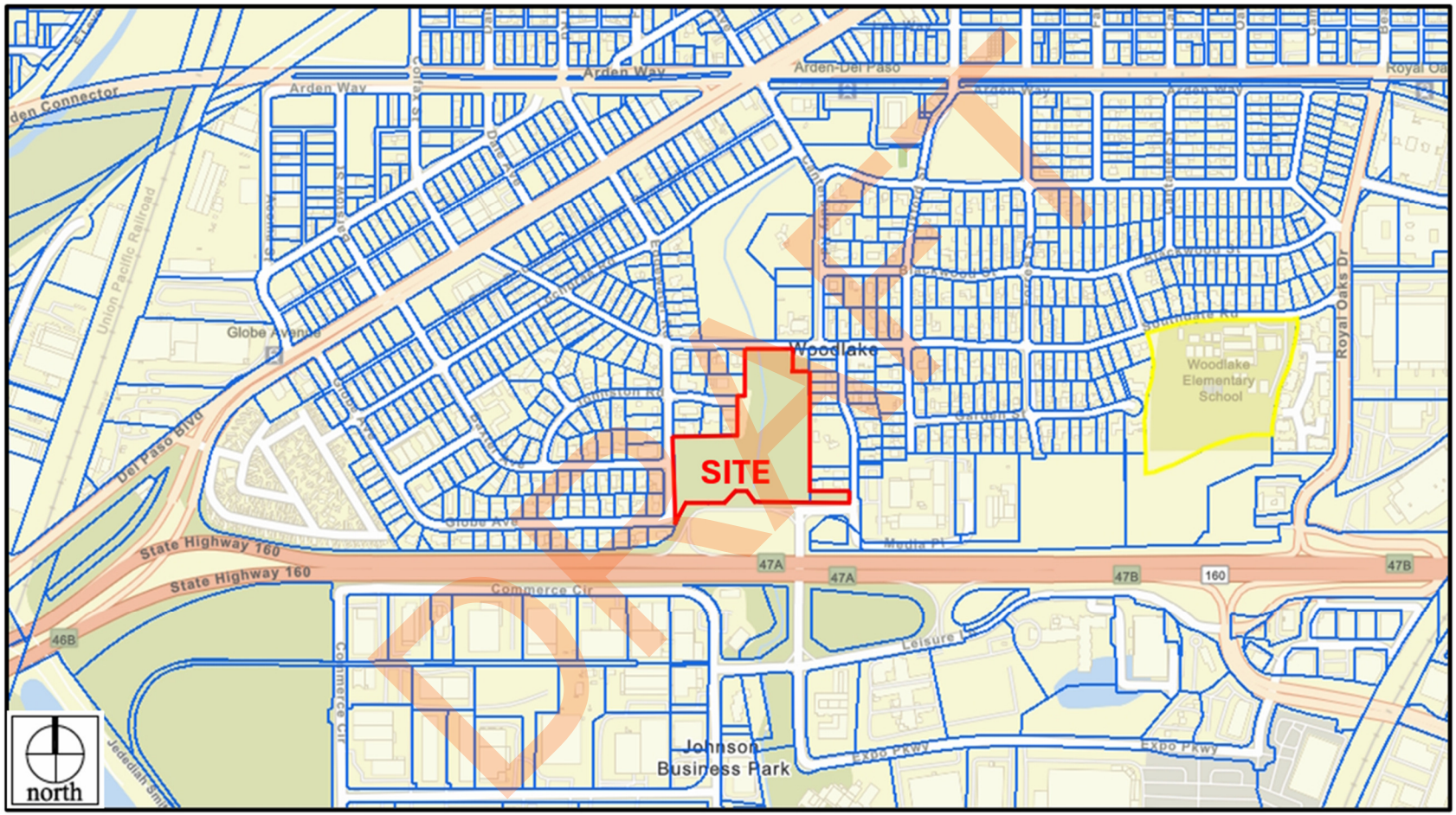
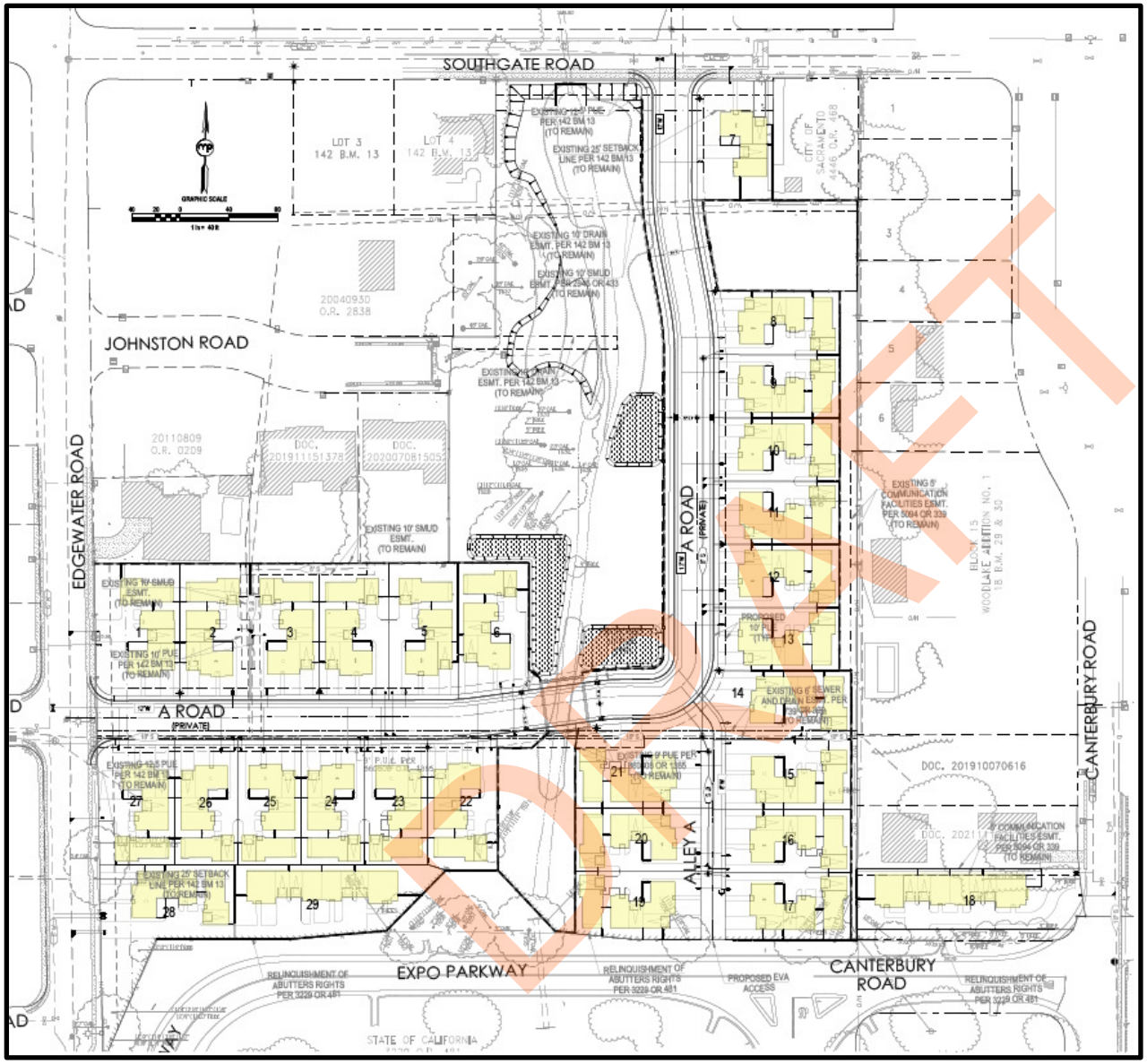


FIGURE 1: SITE LOCATION



Source: Morton & Pitalo, Inc., July 16, 2024.

FIGURE 2: SITE PLAN

TABLE 1: LAND USE SUMMARY

PARCEL TYPE	PARCELS	SINGLE-FAMILY, DETACHED	SINGLE-FAMILY, ATTACHED	ADUs	TOTAL DWELLING UNITS
DETACHED SINGLE-FAMILY WITH 2 ADUs (1 attached, 1 detached)	26	26		52	78
DETACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lot 7	1	1		1	2
ATTACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lots 18 and 29	2		4	4	8
TOTAL	29	27	4	57	88

ENVIRONMENTAL SETTING

The roadway, transit, bicycle, and pedestrian transportation systems within the study area are described below.

ROADWAY SYSTEM

The roadway system near the proposed project is described below.

SR 160 provides regional access to the site. In the site vicinity, it is an east-west four-lane limited access freeway that begins at Business 80 / Capital City to the east, and extends to the west across the American River to the River District, Downtown, and beyond. Site access is via Interchange 47A (Canterbury Road / Leisure Lane), located immediately south of the site.

Arden Way is an east-west arterial that provides access to Business 80 via a full interchange to the east of the Woodlake neighborhood. To the west, Arden Way continues across North Sacramento to the Arden – Garden connector. The Arden – Garden Connector provides access to Garden Highway and South Natomas. To the east, Arden Way extends across the Arden – Arcade and Carmichael areas of unincorporated Sacramento County to McClaren Drive.

Sacramento Regional Transit (RT) has light rail tracks parallel to the south side of Arden Way between Del Paso Boulevard and Royal Oaks Drive. Between Oxford Street and Royal Oaks Drive, Arden Way has a frontage road south of the light rail tracks that provides residential access in the Woodlake neighborhood.

Del Paso Boulevard is an arterial roadway that travels from the southwest to the northeast in the site vicinity. To the southwest, it extends to SR 160, providing access to the River District and Downtown. To the northeast, it continues through North Sacramento to its terminus in the Hagginwood neighborhood. In the site vicinity, Arden Way has two travel lanes in each direction.

Southwest of Arden Way, RT light rail tracks operate in shared lanes adjacent to the roadway median.

Canterbury Road is a north-south local roadway. To the north, it begins at a signalized intersection with Arden Way / Del Paso Boulevard / Grove Avenue. For a half-block south of Arden Way, it is southbound only. It follows a circuitous route, with an offset intersection at Southgate Road, and another offset as it crosses over SR 160 to its terminus at an intersection with Leisure Lane / Slobe Avenue / Expo Parkway. Between Woodlake Drive and SR 160, the street is lined with residences. Canterbury Road is proposed to provide driveway access to Lot 18 of the project just north of the Media Place intersection.

Edgewater Road is a north-south local roadway. It begins at Globe Avenue at the south edge of the project site. It continues to the north to Del Paso Boulevard, where there is a minor-street stop controlled intersection. Beyond Del Paso Boulevard, it continues to Arden Way and into neighborhoods to the north. The intersection at Arden Way is limited to right-in / right-out

movements only. In the site vicinity, the street is lined with residences. Edgewater Road provides site access via A Road opposite Baxter Avenue, as well as driveway access to Lots 1, 27, 28 and 29.

Southgate Road is an east-west local roadway. To the west, it extends to Del Paso Boulevard, where it has a signalized offset intersection with Colfax Street. To the east, it extends to Royal Oaks Drive. In the site vicinity, the street is lined with residences. Southgate Road provides site access via A Road located between Edgewater Road and Canterbury Road, as well as driveway access to Lot 7.

Baxter Avenue is an east-west local roadway. It begins at Edgewater Road opposite the proposed A Road. It continues to the west to Del Paso Boulevard, where it has a signalized offset intersection with Barstow Street. In the site vicinity, the street is lined with residences.

Leisure Lane is an east-west local roadway that begins at an intersection with Canterbury Road / Slobe Avenue / Expo Parkway south of SR 160. It serves as a frontage road to SR 160, providing access to numerous commercial parcels. To the east, it intersects Exposition Boulevard, and then crosses over SR 160 and reverses direction to an intersection with Royal Oaks Drive.

EXISTING PEDESTRIAN SYSTEM

Within the Woodlake neighborhood, the presence of sidewalks along local streets varies greatly. **Table 2** summarizes the pedestrian system.

TABLE 2: WOODLAKE NEIGHBORHOOD SIDEWALKS

ROADWAY	SEGMENT	SIDEWALKS
CANTERBURY ROAD	Arden Way to Woodlake Drive	East side only
	Woodlake Drive to Southgate Road	None
	Southgate Road to 150 feet south	East side only
	150 feet south of Southgate Road to Leisure Lane	None
EDGEWATER ROAD	Del Paso Boulevard to Alley (150 feet)	Both sides
	Alley to Lochbrae Road	Partial East side only
	Lochbrae Road to Southgate Road	West side, partial east side
	Southgate Road to Baxter Avenue	Both sides
	Baxter Avenue to Globe Avenue	West side only

ROADWAY	SEGMENT	SIDEWALKS
SOUTHGATE ROAD	Del Paso Boulevard to Edgewater Road	Both sides
	Edgewater Road to Canterbury Road West	Partial South side only
	Canterbury Road West to Canterbury Road East	None
	East of Canterbury Road East	Partial Both sides
BAXTER AVENUE	Del Paso Boulevard to Edgewater Road	Both sides

EXISTING BICYCLE SYSTEM

Figure 3 illustrates the existing bicycle system in the site vicinity. There are bike routes on Southgate Road and Woodlake Drive between Canterbury Road and Royal Oaks Drive. There are bike lanes on Royal Oaks Drive and Arden Way.

EXISTING TRANSIT SYSTEM

Figure 4 illustrates the existing transit system operated by Sacramento Regional Transit.

Blue Line Light Rail Service operates in the site vicinity, along Arden Way and Del Paso Boulevard. To the northeast, the Blue Line extends to the Watt I-80 Station. To the southwest, it extends through Downtown to the Cosumnes River College Station. Transfers to the Gold Line and Green Line can be accomplished Downtown. The Arden / Del Paso and Globe Stations are within walking distance of the project.

Bus service in the site vicinity that also connects to the Arden / Del Paso Station includes:

- Route 13 – Natomas / Arden (El Centro & Del Paso to Butano & El Camino)
- Route 15 – Del Paso Heights (Watt / I-80 to Arden / Del Paso)
- Route 19 – Rio Linda (Watt & Elverta to Arden / Del Paso)
- Route 23 – El Camino (Sunrise Mall Main Term to Arden / Del Paso)
- Route 88 – West El Camino (Arden / Del Paso to J & 11th)
- Route 113 – North Market Commuter (Truxel & Gateway Park to Arden / Del Paso)

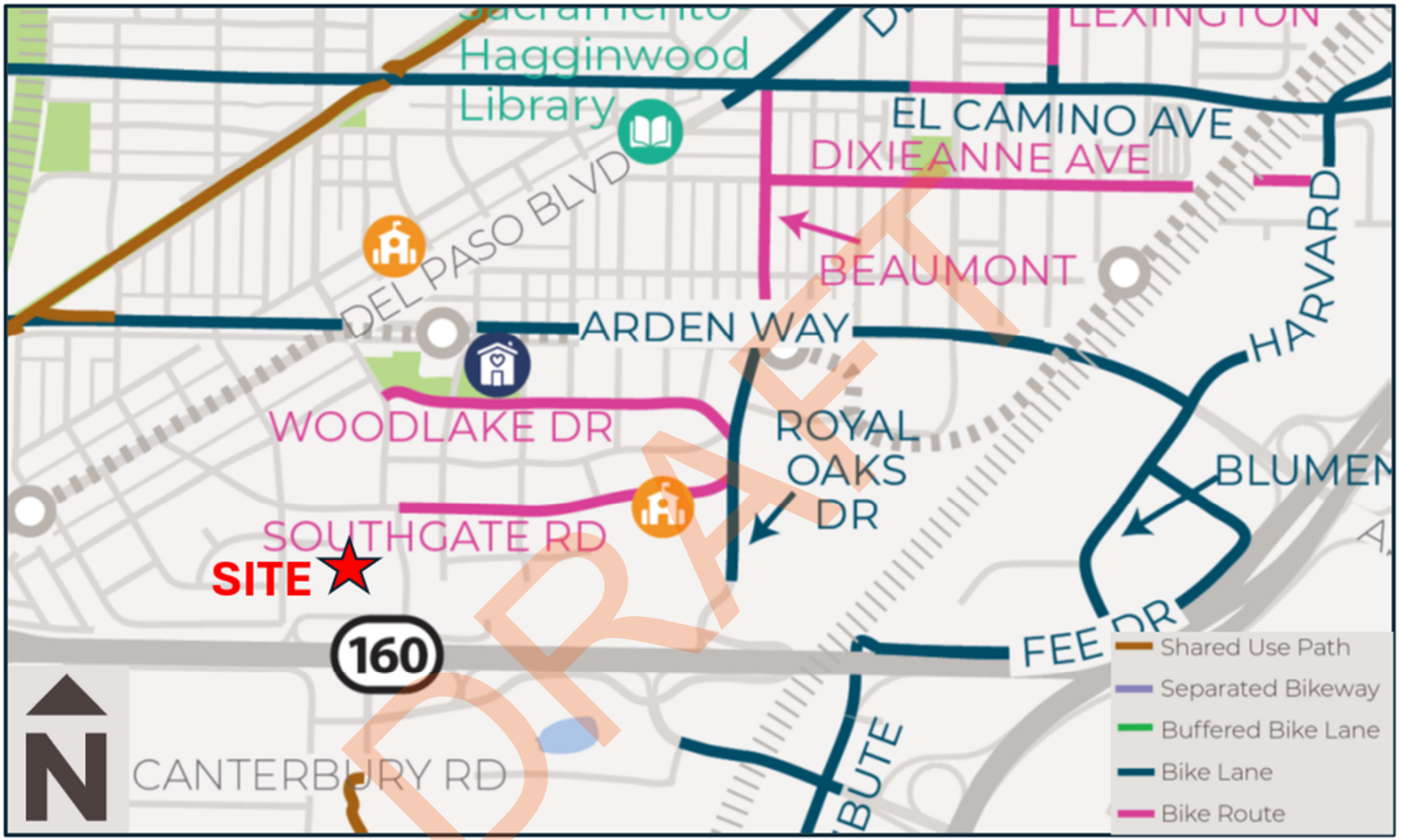


FIGURE 3: EXISTING BICYCLE SYSTEM

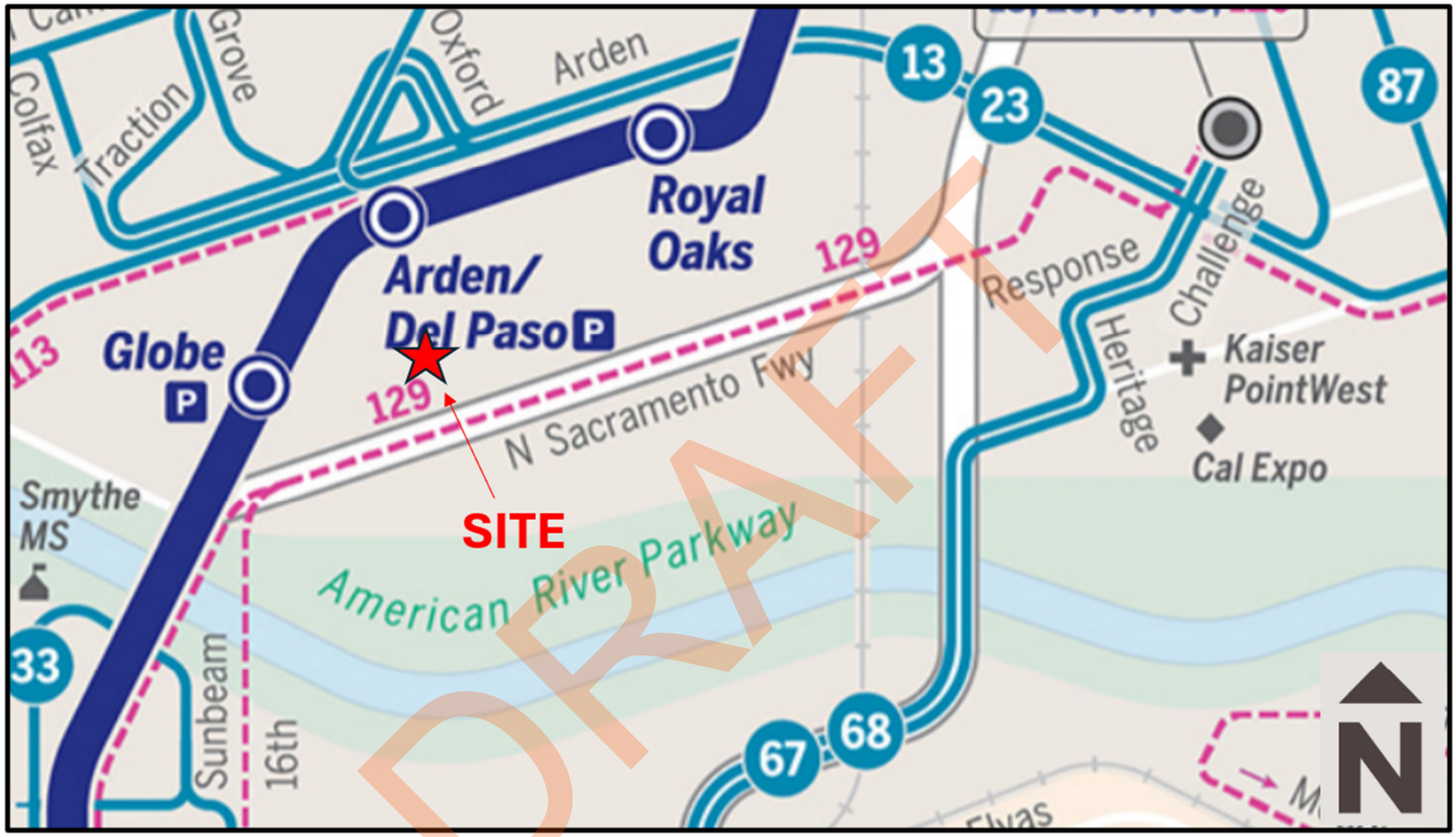


FIGURE 4: REGIONAL TRANSIT SERVICES

STUDY AREA

The study area consists of 7 intersections and 11 roadway segments, as illustrated in **Figure 5**. All of the study area intersections are stop-sign controlled.

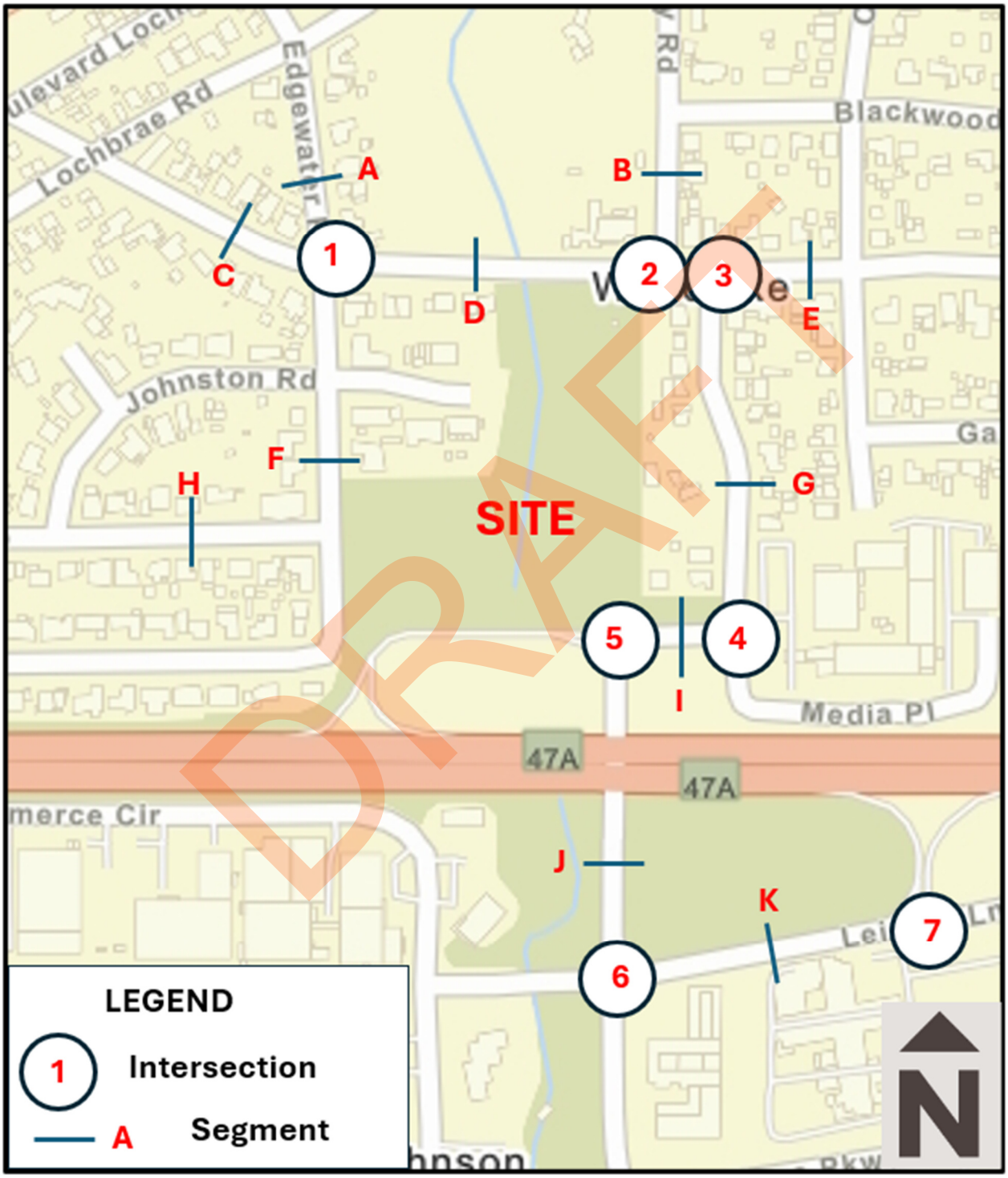


FIGURE 5: STUDY AREA

INTERSECTIONS

1. Edgewater Road and Southgate Road
2. Canterbury Road and Southgate Road (West)
3. Canterbury Road and Southgate Road (East)
4. Canterbury Road and Media Place
5. Canterbury Road and SR 160 Southbound Ramps
6. Canterbury Road and Leisure Lane
7. SR 160 Northbound Ramps and Leisure Lane

SEGMENTS

A. Edgewater Road north of Southgate Road
B. Canterbury Road north of Southgate Road
C. Southgate Road west of Edgewater Road
D. Southgate Road east of Edgewater Road
E. Southgate Road east of Canterbury Road
F. Edgewater Road north of Baxter Avenue
G. Canterbury Road south of Southgate Road
H. Baxter Avenue west of Edgewater Road
I. Canterbury Road west of Media Place
J. Canterbury Road over SR 160
K. Leisure Lane east of Canterbury Road

DATA COLLECTION

Traffic volume data was collected at the study area intersections and segments on Thursday, November 7, 2024. Intersection turning movement data was collected in 15-minute intervals from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. Segment data was collected in 1-hour intervals by direction for all 24 hours of the day. Detailed traffic count data are included in the Appendix.

Figure 6 illustrates the peak hour volumes and the intersection controls (stop signs). **Table 3** summarizes the daily segment volumes.

The collected traffic volumes were compared to earlier counts. The only available comparable counts in the last five years were intersection counts at Intersections 4 through 7 that were collected in 2021. Compared to the 2021 counts, measured as the sum of all intersection turning movements, the 2024 AM peak hour counts were 34 to 44 percent higher, and the 2024 PM peak hour counts were 7 to 23 percent higher.

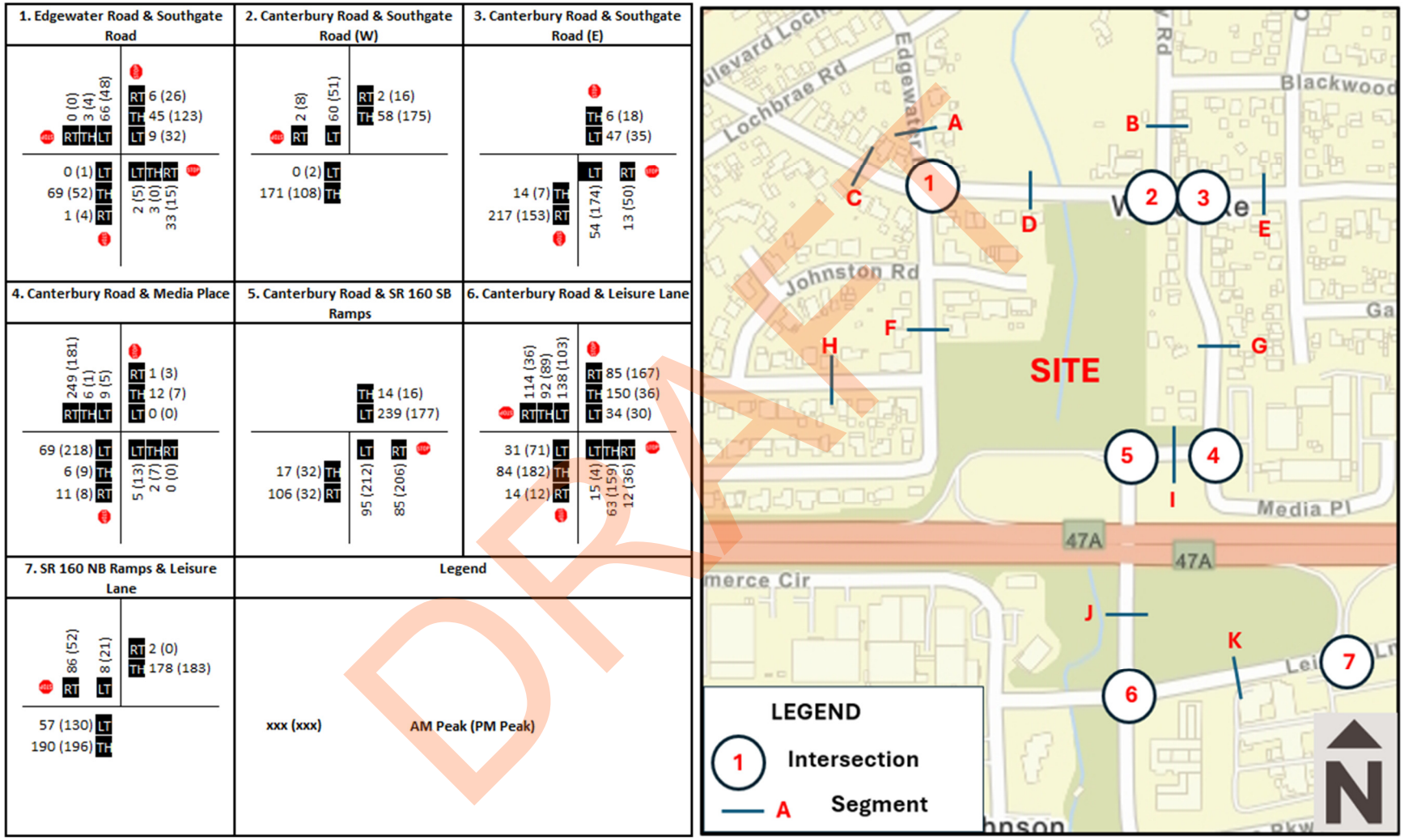


FIGURE 6: EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 3: EXISTING DAILY TRAFFIC VOLUMES

	ROADWAY SEGMENT	DAILY TRAFFIC VOLUMES BY DIRECTION		
		EXISTING		
		NORTHBOUND / EASTBOUND	SOUTHBOUND / WESTBOUND	TOTAL
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	246	523	769
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD	164	676	840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD	665	1,047	1,712
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD	1,394	1,475	2,869
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD	673	564	1,237
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE	252	236	488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD	1,960	2,278	4,238
H	BAXTER AVENUE WEST OF EDGEWATER ROAD	143	138	281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	2,172	2,471	4,643
J	CANTERBURY ROAD OVER SR 160	3,655	3,224	6,879
K	LEISURE LANE EAST OF CANTERBURY ROAD	3,298	3,203	6,501

REGULATORY SETTING

Quantitative roadway analysis in this focused transportation study is based upon a comparison of daily traffic volumes to the City Street Design Guidelines. **Figure 7** illustrates Plate 15-1 of the Design and Procedures Manual, Section 15 – Street Design Standards. For each street designation (street type), a design daily volume is specified. Based upon the 2040 General Plan Circulation Diagram, all of the roadway segments in this study are local streets. For analysis purposes, study area streets with residential frontage are considered "local residential," while study area streets without residential frontage are considered "local commercial." (While Canterbury Road between Southgate Road and Media Place has both residential and commercial frontage, it is considered "local residential" for conservatism.)

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION

STREET DESIGN GUIDELINES

APPROVED BY: N. Theocharides
DATE: April 2009
SCALE: NONE
PLATE 15-1

REV.	DATE	DESCRIPTION

STREET DESIGN GUIDELINES

Street Design							Access Control			
Street Designation	**Plate Number**	**Base R/W Width (feet)**	**DAILY VOLUMES (ADT)**		**Minimum Design Speed**	**Center Line [3] Radius for Curves (feet)**	**Single Family Driveways**	**Minimum Driveway Separation**	**Left Turns From Street**	**Left Turns To Street**
Local Residential	15-2	53'	0	4,500	25	200	YES	10	Allowed	Allowed
Local Commercial	15-3	59'	0	16,000	35	400	N/A	10	Allowed	Allowed
Local Industrial	15-4	63'	0	16,000	35	400	N/A	10	Allowed	Allowed
Minor Collector	15-5	57'(71')	4,500	8,000	40	600	NO	Case By Case[1]	Allowed	Allowed
Major Collector 2 Lanes 4 Lanes	15-6	69'(83')	 8,000 17,000	 13,000 25,000	45	1,000 (600 min.)	NO	Case By Case[1]	Turn Pocket Required	TWLTL[2] Required
4-Lane Arterial	15-7	99'(113')	18,000	27,000	50	1,500 (1,000 min.)	NO	250'	Turn Pocket Required	TWLTL[2] Required
6-Lane Arterial	15-8	121'	27,000	54,000	55	2,400 (1,500 min.)	NO	500'	Turn Pocket Required	Prohibited

1- On all streets with more than 4,000 daily trips, access to individual single family lots will not be allowed. In such cases, alternate access designs will be considered, including alleys, shared access driveways and frontage roads.

2- Two Way Left Turn Lane (TWLTL)

3- Minimum center lines indicated per City Code Resolution 2004-118.

FIGURE 7: STREET DESIGN GUIDELINES

EXISTING CONDITIONS ANALYSIS

Table 4 summarizes the comparison of existing daily traffic volumes to the City Street Design Guidelines. All of the study area existing roadway segment traffic volumes are less than the street design maximum volumes.

TABLE 4: COMPARISON OF EXISTING DAILY TRAFFIC VOLUMES TO STREET DESIGN GUIDELINES

	ROADWAY SEGMENT	STREET DESIGNATION	MAXIMUM DAILY TRAFFIC VOLUME	DAILY TRAFFIC VOLUME
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	Local Residential	4,500	769
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD			840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD			1,712
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD			2,869
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD			1,237
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE			488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD			4,238
H	BAXTER AVENUE WEST OF EDGEWATER ROAD			281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	Local Commercial	16,000	4,643
J	CANTERBURY ROAD OVER SR 160			6,879
K	LEISURE LANE EAST OF CANTERBURY ROAD			6,501

Observations of peak period traffic flow in the study area were conducted on a weekday while schools were in session. In general, traffic flow in the study area did not experience any undue delays due to volume levels. Some conflict with pedestrians and bicyclists was noted, due to the lack of sidewalks and bike lanes in some areas of the neighborhood. The lack of street lighting was also noted. Traffic flow is heavier in the PM peak hour than in the AM peak hour.

Speed lumps on residential streets in the study area generally control travel speeds to reasonable levels. Speeding was noted on Leisure Lane, particularly in the vicinity of the intersection with the SR 160 Northbound Ramps.

Queuing at the SR 160 exit ramps was reviewed, and long queues extending to the freeway mainline were not observed. This is consistent with the conclusions of the Media Place Traffic Impact Analysis, which conducted a detailed quantitative review of freeway ramp queueing.

BASELINE PROJECTS

Baseline projects are land development or roadway projects in the site vicinity that are likely to be implemented before or concurrent with the proposed Creekside at Woodlake project. The traffic volumes associated with these projects are added to existing traffic counts to establish baseline traffic volumes. These are estimated future traffic volumes that are likely to occur without the development of the Creekside at Woodlake project. The City identified two nearby projects as baseline projects.

MEDIA PLACE

Media Place is a proposed multi-family residential development located on the north side of SR 160, east of Canterbury Road and west of Royal Oaks Drive. Vehicular trip generation for the project was calculated in a Traffic Impact Analysis conducted in 2021.[1] **Table 5** summarizes the Media Place vehicular trip generation estimates.

TABLE 5: ESTIMATED MEDIA PLACE VEHICULAR TRIP GENERATION

LAND USE	ITE LAND USE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
WEST PARCEL	221	200	1,088	19	53	72	54	34	88
EAST PARCEL	221	80	435	8	21	29	21	14	35
TOTAL			1,523	27	74	101	75	48	123

Additional information regarding Media Place trip generation and trip distribution are included in the Appendices to this report.

[1] DKS Associates, Media Place Traffic Impact Analysis, Draft Report, October 26, 2021.

440 ARDEN WAY

440 Arden Way, also known as Arden Way Apartments, is a proposed Family Affordable Housing project to be located at the southwest corner of Arden Way and Oxford Street. The project would consist of 124 dwelling units and associated resident amenities. The project would be located adjacent to the Arden / Del Paso Light Rail Station. **Table 6** summarizes the 440 Arden Way vehicular trip generation estimates.

TABLE 6: ESTIMATED 440 ARDEN WAY VEHICULAR TRIP GENERATION

LAND USE	ITE LAND USE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
MULTIFAMILY HOUSING (MID-RISE), CLOSE TO RAIL TRANSIT	221	124	589	14	26	40	23	13	36

Additional information regarding Media Place trip generation and trip distribution are included in the Appendices to this report.

BASELINE TRAFFIC VOLUMES

Figure 8 illustrates the baseline peak hour volumes. **Table 7** summarizes the baseline daily segment volumes.

During the AM peak hour, baseline traffic increases from 1 percent (SR 160 Northbound Ramps and Leisure Lane) to 22 percent (Canterbury Road and Media Place). During the PM peak hour, baseline traffic increases from 4 percent (Canterbury Road and Leisure Lane) to 21 percent (Canterbury Road and Media Place). Daily traffic volumes increase from less than one percent (several segments) to 21 percent (Southgate Road east of Canterbury Road).

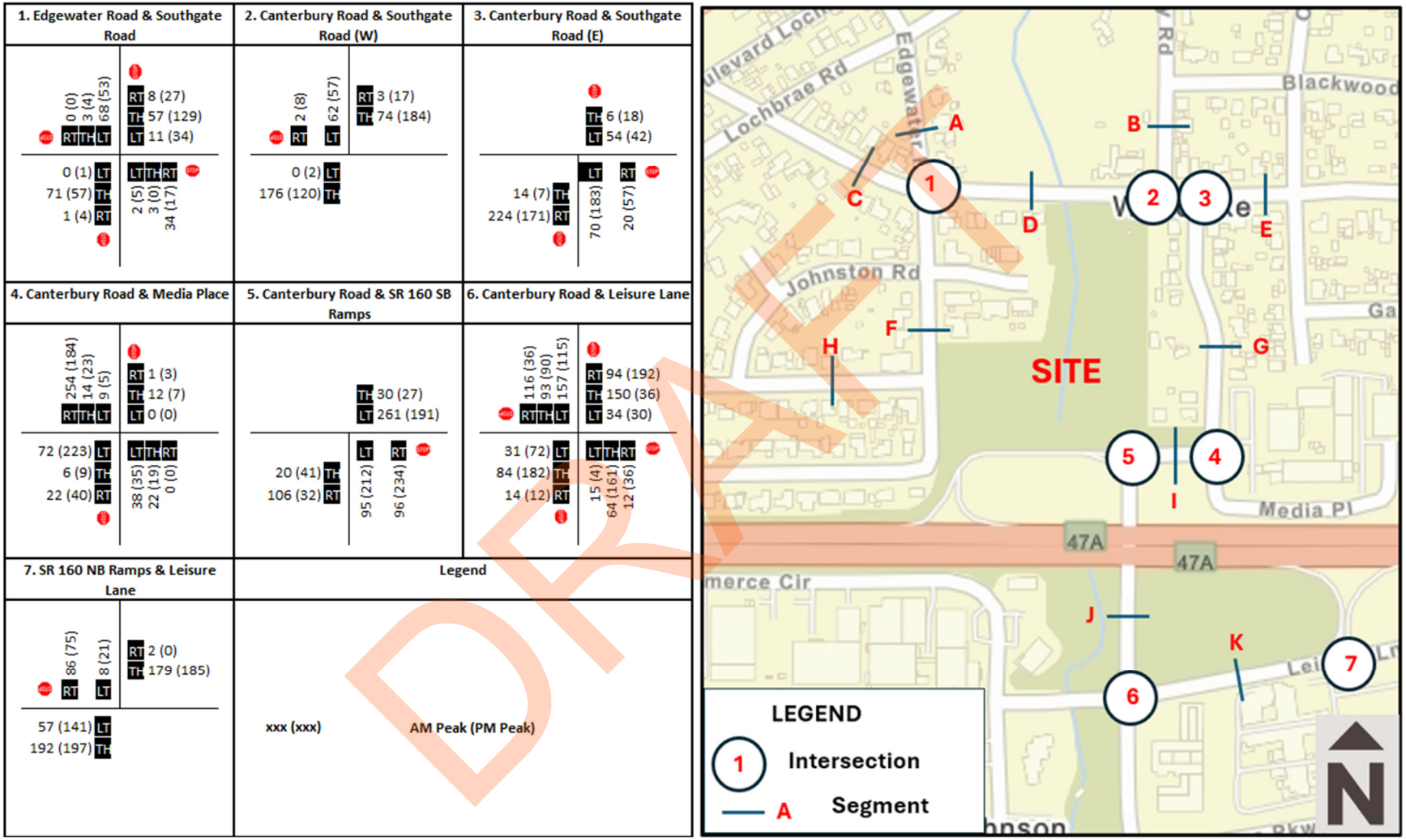


FIGURE 8: BASELINE PEAK HOUR TRAFFIC VOLUMES

TABLE 7: BASELINE DAILY TRAFFIC VOLUMES

	ROADWAY SEGMENT	DAILY TRAFFIC VOLUMES BY DIRECTION		
		BASELINE		
		NORTHBOUND / EASTBOUND	SOUTHBOUND / WESTBOUND	TOTAL
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	279	570	849
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD	164	676	840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD	725	1,189	1,913
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD	1,501	1,650	3,151
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD	755	737	1,492
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE	252	236	488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD	2,217	2,558	4,775
H	BAXTER AVENUE WEST OF EDGEWATER ROAD	143	138	281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	2,551	2,873	5,423
J	CANTERBURY ROAD OVER SR 160	3,942	3,458	7,400
K	LEISURE LANE EAST OF CANTERBURY ROAD	3,532	3,490	7,022

BASELINE CONDITIONS ANALYSIS

Table 8 summarizes the comparison of baseline daily traffic volumes to the City Street Design Guidelines. All of the study area baseline roadway segment traffic volumes are less than the street design maximum volumes, with the exception of Canterbury Road south of Southgate Road. This segment exceeds the design guideline maximum daily traffic volume by 6 percent. This is not a CEQA impact.

TABLE 8: COMPARISON OF BASELINE DAILY TRAFFIC VOLUMES TO STREET DESIGN GUIDELINES

	ROADWAY SEGMENT	STREET DESIGNATION	MAXIMUM DAILY TRAFFIC VOLUME	DAILY TRAFFIC VOLUME
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	Local Residential	4,500	849
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD			840
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD			1,913
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD			3,151
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD			1,492
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE			488
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD			**4,775**
H	BAXTER AVENUE WEST OF EDGEWATER ROAD			281
I	CANTERBURY ROAD WEST OF MEDIA PLACE	Local Commercial	16,000	5,423
J	CANTERBURY ROAD OVER SR 160			7,400
K	LEISURE LANE EAST OF CANTERBURY ROAD			7,022

PROJECT TRAVEL CHARACTERISTICS

TRIP GENERATION

Vehicular trip generation of land uses such as the project are typically calculated based upon data from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, Version 6.0.1, May 2022, as well as other available data.

The project consists of three residential elements:

- Detached single-family dwelling units
- Attached single-family dwelling units (duplexes)
- ADUs

ITE provides data for Single-Family Detached Housing (Land Use Code 210) and Single-Family Attached Housing (Land Use Code 215).

ITE does not include data for ADUs. By their nature, as ADUs are associated with another dwelling unit, it would be exceedingly difficult to record ADU traffic volumes separated from traffic generated by the other dwelling unit. ITE, at this time, does not include data for single-family dwelling units with ADUs.

The closest appropriate ITE category is Multifamily Housing (Low-Rise) (Land Use Code 220):

> *Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.*[2]

A cursory literature review of the practices of other jurisdictions dealing with ADU trip generation was also conducted. Trip generation rates are utilized for traffic analysis as well as for the determination of traffic impact fees. Jurisdictions included Costa Mesa, Napa, and Roseville, California; Lake Park, Florida; Central Point and Wilsonville, Oregon; and Bellingham and Skagit County, Washington. For the most part, a trip generation rate corresponding to ITE Land Use Code 220 was utilized, or a similar use with a trip generation rate lower than a single-family dwelling unit. For traffic impact fee purposes, some jurisdictions omitted attached ADUs.

It is noted that the majority of ITE data for these land use codes were collected in suburban areas with minimal transit services, and low pedestrian and bicycle mode share. The project site is located within one-half mile of both the Arden / Del Paso Light Rail Station and Globe Avenue Light Rail Station, providing access to light rail and bus transit. There are also numerous retail uses and services along Arden Way and Del Paso Boulevard within walking and bicycling distance of the project. Based upon the urban environment, ITE vehicular trip generation estimates were reduced by 15 percent. **Table 9** summarizes the estimated vehicular trip generation of the Creekside at Woodlake project.

Trip generation for ITE Codes 210 and 220 are based upon fitted curves, as shown in the additional ITE trip generation information included in the appendix. Trip generation for ITE Code 215 is based upon average rates, due to the low number of dwelling units (4) in comparison to the collected data.

[2] Institute of Transportation Engineers, Trip Generation Manual 11th Edition, Volume 3, Web-based App Version 6.0.2, December 9th, 2022.

TABLE 9: ESTIMATED CREEKSIDE AT WOODLAKE VEHICULAR TRIP GENERATION

ITE LAND USE CODE	LAND USE	VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	27 Detached single-family dwelling units	258	5	14	19	15	9	24
215	4 Attached single-family dwelling units (duplexes)	25	0	2	2	1	1	2
220	57 ADUs	375	9	26	35	24	14	38
	TOTAL	658	14	42	56	40	24	64

TRIP DISTRIBUTION

Project trip distribution was estimated utilizing a number of data sources.

On a regional basis, residential trip distribution patterns calculated by SACOG's travel model were utilized. For the Media Place project, located in the same Traffic Analysis Zone (TAZ), the travel model was used to determine travel patterns by time of day. The appendix includes information from the travel model.

These regional patterns were then adapted to the specific characteristics of the project, including the exact residential access points. Local travel patterns were reviewed, including data from the traffic counts collected on Thursday, November 7, 2024, field observations of traffic flow, and the characteristics of local streets and intersections. Traffic control devices / patterns such as one-way streets, turn restrictions, traffic signal locations, on-street parking, and traffic calming devices were considered.

Figures 9 and 10 illustrate the estimated residential trip distribution patterns for the AM exiting and PM entering travel patterns.

Additional trip distribution information is included in the Appendix.

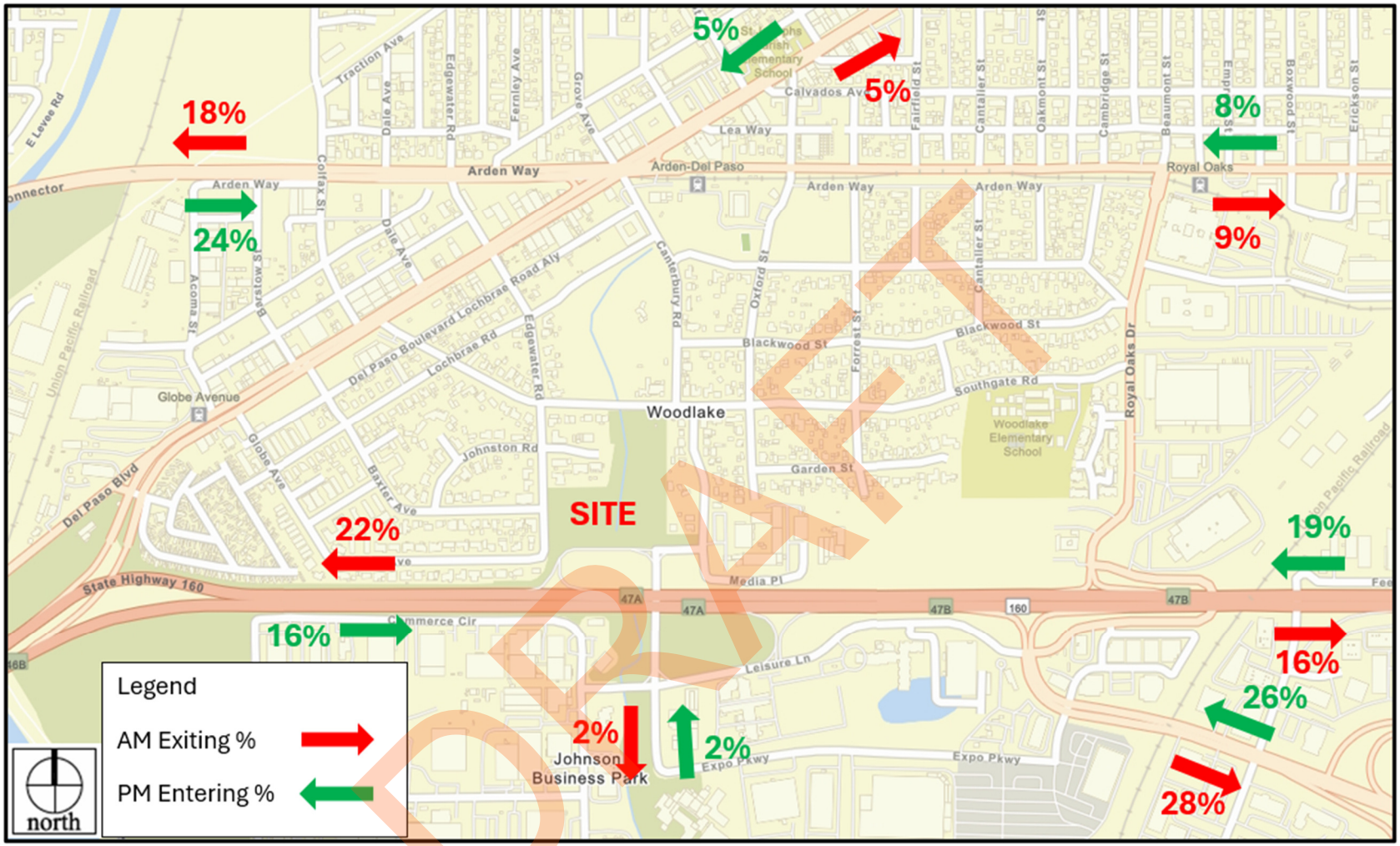


FIGURE 9: ESTIMATED REGIONAL PROJECT TRIP DISTRIBUTION

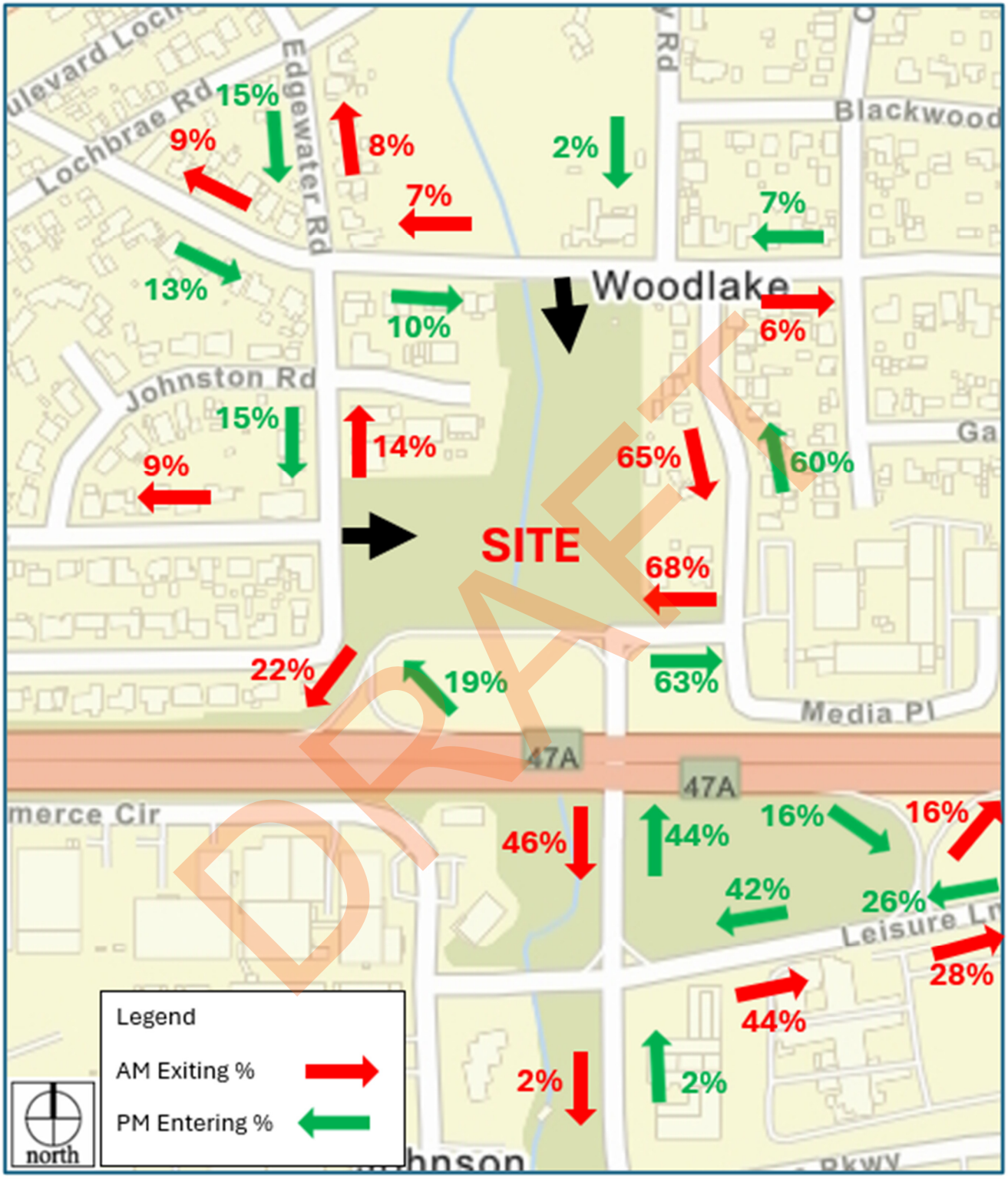


FIGURE 10: ESTIMATED LOCAL PROJECT TRIP DISTRIBUTION

BASELINE PLUS PROJECT TRAFFIC CONDITIONS

BASELINE PLUS PROJECT TRAFFIC VOLUMES

Utilizing the project trip generation and trip distribution information, project traffic was added to baseline traffic volumes to estimate baseline plus project traffic volumes.

Figure 11 illustrates the baseline plus project peak hour volumes. **Table 10** summarizes the baseline plus project daily segment volumes.

COMPARISON TO EXISTING VOLUMES

During the AM peak hour, baseline plus project traffic increases from 6 percent (SR 160 Northbound Ramps and Leisure Lane) to 32 percent (Canterbury Road and Media Place). During the PM peak hour, baseline plus project traffic increases from 8 percent (Canterbury Road and Leisure Lane) to 30 percent (Canterbury Road and Media Place). Daily traffic volumes increase from 1 percent (Canterbury Road north of Southgate Road) to 26 percent (Canterbury Road west of Media Place).

COMPARISON TO BASELINE VOLUMES

During the AM peak hour, baseline plus project traffic increases from 3 percent (Canterbury Road and Leisure Lane) to 13 percent (Canterbury Road and Southgate Road [West]). During the PM peak hour, baseline plus project traffic increases from 3 percent (Canterbury Road and Leisure Lane) to 12 percent (Canterbury Road and Southgate Road [West]). Daily traffic volumes increase from 1 percent (Canterbury Road north of Southgate Road) to 23 percent (Edgewater Road north of Baxter Avenue).

BASELINE PLUS PROJECT CONDITIONS ANALYSIS

Table 11 summarizes the comparison of baseline plus project daily traffic volumes to the City Street Design Guidelines. All of the study area baseline roadway segment traffic volumes are less than the street design maximum volumes, with the exception of Canterbury Road south of Southgate Road. This segment exceeds the design guideline maximum daily traffic volume by 12 percent. This is not a CEQA impact. The project is adding additional traffic to a roadway segment that exceeds the guideline in the Baseline condition.

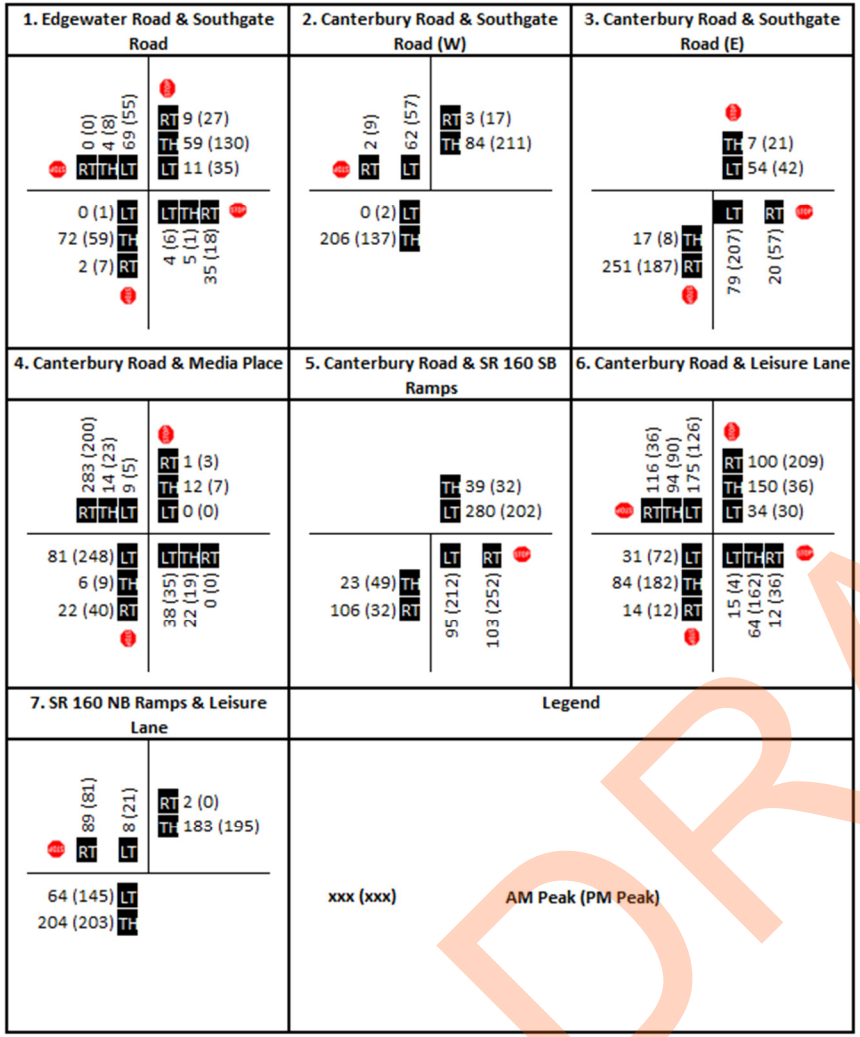


FIGURE 11: BASELINE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

TABLE 10: BASELINE PLUS PROJECT DAILY TRAFFIC VOLUMES

	ROADWAY SEGMENT	DAILY TRAFFIC VOLUMES BY DIRECTION		
		BASELINE PLUS PROJECT		
		NORTHBOUND / EASTBOUND	SOUTHBOUND / WESTBOUND	TOTAL
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	308	623	931
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD	164	681	845
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD	760	1,226	1,984
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD	1,543	1,677	3,220
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD	768	756	1,524
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE	310	291	601
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD	2,281	2,770	5,052
H	BAXTER AVENUE WEST OF EDGEWATER ROAD	143	171	314
I	CANTERBURY ROAD WEST OF MEDIA PLACE	2,768	3,090	5,857
J	CANTERBURY ROAD OVER SR 160	4,100	3,613	7,713
K	LEISURE LANE EAST OF CANTERBURY ROAD	3,680	3,641	7,321

TABLE 11: COMPARISON OF BASELINE PLUS PROJECT DAILY TRAFFIC VOLUMES TO STREET DESIGN GUIDELINES

	ROADWAY SEGMENT	STREET DESIGNATION	MAXIMUM DAILY TRAFFIC VOLUME	DAILY TRAFFIC VOLUME
A	EDGEWATER ROAD NORTH OF SOUTHGATE ROAD	Local Residential	4,500	931
B	CANTERBURY ROAD NORTH OF SOUTHGATE ROAD			845
C	SOUTHGATE ROAD WEST OF EDGEWATER ROAD			1,984
D	SOUTHGATE ROAD EAST OF EDGEWATER ROAD			3,220
E	SOUTHGATE ROAD EAST OF CANTERBURY ROAD			1,524
F	EDGEWATER ROAD NORTH OF BAXTER AVENUE			601
G	CANTERBURY ROAD SOUTH OF SOUTHGATE ROAD			**5,052**
H	BAXTER AVENUE WEST OF EDGEWATER ROAD			314
I	CANTERBURY ROAD WEST OF MEDIA PLACE	Local Commercial	16,000	5,857
J	CANTERBURY ROAD OVER SR 160			7,713
K	LEISURE LANE EAST OF CANTERBURY ROAD			7,321

NEIGHBORHOOD TRAFFIC EFFECTS

As summarized in the previous section, the project is anticipated to increase traffic volumes in the Woodlake neighborhood in the vicinity of the project site. With the increase in traffic, the roadway segments are anticipated to operate within the range of volumes considered acceptable for local streets, with the exception of Canterbury Road south of Southgate Road. However, many of the streets in the neighborhood do not have sidewalks. Automobiles, bicyclists, and pedestrians must share the street area. Due to existing development and right-of-way constraints, it is infeasible to install sidewalks on many neighborhood street segments.

Based upon the site plans, the project will include sidewalks along its frontage on Edgewater Road and Southgate Road. Sidewalks will also be provided on both sides of the private A Road. It is not clear if any frontage improvements are to be provided along Canterbury Road adjacent to Lot 18.

Speed lumps have been installed at many locations within the neighborhood. These include:

- Canterbury Road – Woodlake Drive to Blackwood Street
- Canterbury Road – Blackwood Street to Southgate Road
- Canterbury Road – Southgate Road to Media Place (2 locations)
- Southgate Road – Del Paso Boulevard to Lochbrae Road
- Southgate Road – Lochbrae Road to Edgewater Drive
- Southgate Road – Edgewater Drive to Canterbury Road (2 locations)
- Southgate Road – Oxford Street to Forrest Street

RECOMMENDATIONS

1. Provide a pedestrian path through the project from A Road to the intersection of Canterbury Road and Media Place. As it is infeasible to construct continuous sidewalks along Canterbury Road between Media Place and Southgate Road, this would provide a parallel pedestrian path.
2. Improve the intersection of Canterbury Road and Media Place by reducing the radius on the northwest corner, and providing a pedestrian crosswalk. This would connect the project, as well as the neighborhood, to the development east of Canterbury Road, including the approved Media Place residential development.
3. The applicant shall contribute to a neighborhood traffic calming fund. After travel patterns have been established, the City of Sacramento shall monitor conditions and determine where additional measures may be appropriate for installation using project provided funding. Additional measures available for consideration could include:
   - Neighborhood Signs – Neighborhood entrance identification signs help drivers to understand they are entering a neighborhood and should therefore drive responsibly.
   - Stop Signs – Stop signs may be placed to control traffic at intersections. May reduce collisions.
   - Speed Limit Legend – The speed limit may be painted onto the roadway, at the entrance to the neighborhood from a major street, to alert motorists of a change in speed limit.
   - Striping – striping is added to streets to visually narrow the lane and alert drivers of pedestrians and bicycles.
   - Crosswalks – depending on the need, there are a variety of crosswalk options that may be used at intersections to identify the safest place to cross.
   - Visibility Issues – Brush and trees may be trimmed to improve visibility.
   - Radar Trailers – Radar trailers are used to educate motorists of their driving speed and encourage speed limit compliance.
   - Speed Lumps – Approved for Regional Transit and emergency response routes. Permits buses and emergency vehicles to straddle a hump instead of going over it.

APPENDIX

DKS

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CONTENTS

SECTION 1. TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

VOLUME

Baxter Ave W/O Edgewater Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	143	138	281

DAILY TOTALS

15-Minutes Interval

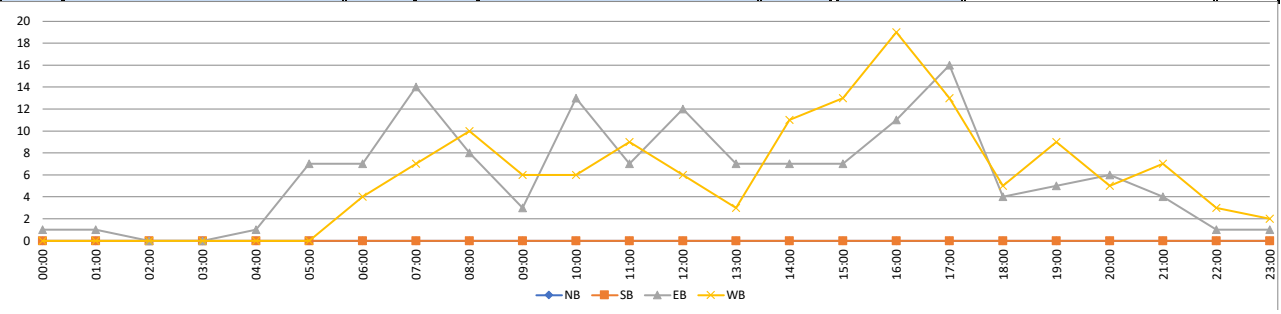
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	0	1	12:00			0	0	0
0:15			0	0	0	12:15			3	1	4
0:30			0	0	0	12:30			5	3	8
0:45			0	0	0	12:45			4	2	6
1:00			0	0	0	13:00			4	0	4
1:15			0	0	0	13:15			2	0	2
1:30			0	0	0	13:30			0	1	1
1:45			1	0	1	13:45			1	2	3
2:00			0	0	0	14:00			4	3	7
2:15			0	0	0	14:15			1	4	5
2:30			0	0	0	14:30			1	1	2
2:45			0	0	0	14:45			1	3	4
3:00			0	0	0	15:00			3	6	9
3:15			0	0	0	15:15			1	3	4
3:30			0	0	0	15:30			2	1	3
3:45			0	0	0	15:45			1	3	4
4:00			0	0	0	16:00			5	4	9
4:15			0	0	0	16:15			2	4	6
4:30			1	0	1	16:30			3	3	6
4:45			0	0	0	16:45			1	8	9
5:00			1	0	1	17:00			5	4	9
5:15			0	0	0	17:15			5	3	8
5:30			1	0	1	17:30			1	4	5
5:45			5	0	5	17:45			5	2	7
6:00			2	1	3	18:00			1	2	3
6:15			1	0	1	18:15			1	0	1
6:30			0	0	0	18:30			1	1	2
6:45			4	3	7	18:45			1	2	3
7:00			3	1	4	19:00			2	3	5
7:15			3	3	6	19:15			2	2	4
7:30			5	2	7	19:30			0	4	4
7:45			3	1	4	19:45			1	0	1
8:00			5	2	7	20:00			1	2	3
8:15			1	3	4	20:15			2	1	3
8:30			1	2	3	20:30			1	0	1
8:45			1	3	4	20:45			2	2	4
9:00			0	2	2	21:00			1	1	2
9:15			2	1	3	21:15			2	2	4
9:30			0	0	0	21:30			1	1	2
9:45			1	3	4	21:45			0	3	3
10:00			5	1	6	22:00			0	1	1
10:15			3	1	4	22:15			1	0	1
10:30			1	1	2	22:30			0	0	0
10:45			4	3	7	22:45			0	2	2
11:00			1	0	1	23:00			0	1	1
11:15			0	3	3	23:15			0	1	1
11:30			4	3	7	23:30			0	0	0
11:45			2	3	5	23:45			1	0	1
TOTALS	0	0	62	42	104	TOTALS	0	0	81	96	177
SPLIT %	0%	0%	60%	40%	37%	SPLIT %	0%	0%	46%	54%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			1	0	1
01:00	02:00			1	0	1
02:00	03:00			0	0	0
03:00	04:00			0	0	0
04:00	05:00			1	0	1
05:00	06:00			7	0	7
06:00	07:00			7	4	11
07:00	08:00			14	7	21
08:00	09:00			8	10	18
09:00	10:00			3	6	9
10:00	11:00			13	6	19
11:00	12:00			7	9	16
12:00	13:00			12	6	18
13:00	14:00			7	3	10
14:00	15:00			7	11	18
15:00	16:00			7	13	20
16:00	17:00			11	19	30
17:00	18:00			16	13	29
18:00	19:00			4	5	9
19:00	20:00			5	9	14
20:00	21:00			6	5	11
21:00	22:00			4	7	11
22:00	23:00			1	3	4
23:00	00:00			1	2	3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			62	42	104
Peak Hour			7:15	8:00	6:45
Peak Volume			16	10	24
Peak Hour Factor			0.800	0.833	0.857
Peak Period	12:00	to	00:00		
Volume			81	96	177
Peak Hour			12:15	16:00	16:30
Peak Volume			16	19	32
Peak Hour Factor			0.800	0.594	0.889
Peak Period	07:00	to	09:00		
Volume			22	17	39
Peak Hour			7:15	8:00	7:15
Peak Volume			16	10	24
Peak Hour Factor			0.800	0.833	0.857
Peak Period	16:00	to	18:00		
Volume			27	32	59
Peak Hour			17:00	16:00	16:30
Peak Volume			16	19	32
Peak Hour Factor			0.800	0.594	0.889



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd N/O Southgate Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_002

DAILY TOTALS	NB	SB	EB	WB	Total
	164	676	0	0	840

DAILY TOTALS

15-Minutes Interval

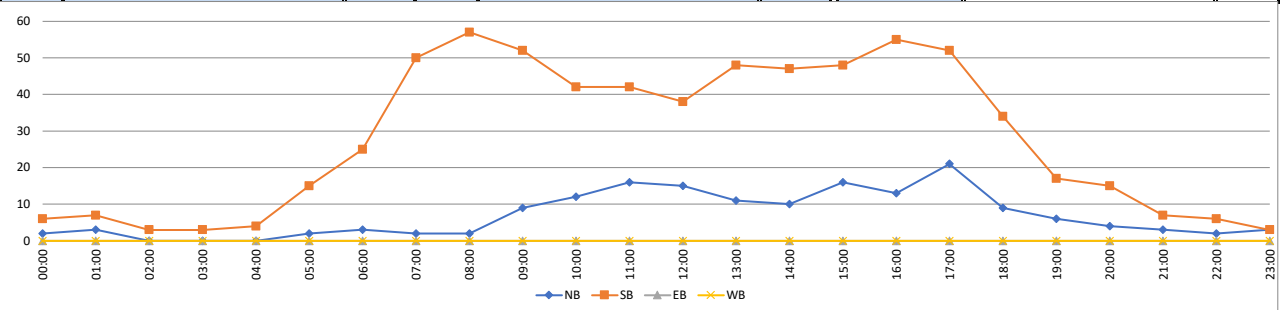
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	2	13			15
0:15	0	2			2	12:15	3	9			12
0:30	2	2			4	12:30	3	9			12
0:45	0	2			2	12:45	7	7			14
1:00	0	1			1	13:00	2	14			16
1:15	0	2			2	13:15	2	13			15
1:30	2	3			5	13:30	4	9			13
1:45	1	1			2	13:45	3	12			15
2:00	0	0			0	14:00	2	13			15
2:15	0	0			0	14:15	4	11			15
2:30	0	0			0	14:30	3	14			17
2:45	0	3			3	14:45	1	9			10
3:00	0	0			0	15:00	3	15			18
3:15	0	0			0	15:15	5	11			16
3:30	0	1			1	15:30	4	11			15
3:45	0	2			2	15:45	4	11			15
4:00	0	0			0	16:00	3	11			14
4:15	0	1			1	16:15	5	14			19
4:30	0	1			1	16:30	2	14			16
4:45	0	2			2	16:45	3	16			19
5:00	1	4			5	17:00	8	15			23
5:15	0	0			0	17:15	2	12			14
5:30	0	3			3	17:30	7	13			20
5:45	1	8			9	17:45	4	12			16
6:00	1	5			6	18:00	3	7			10
6:15	0	3			3	18:15	1	9			10
6:30	1	8			9	18:30	2	11			13
6:45	1	9			10	18:45	3	7			10
7:00	0	11			11	19:00	0	5			5
7:15	1	9			10	19:15	1	7			8
7:30	0	13			13	19:30	2	3			5
7:45	1	17			18	19:45	3	2			5
8:00	0	13			13	20:00	1	3			4
8:15	0	14			14	20:15	1	4			5
8:30	1	18			19	20:30	1	4			5
8:45	1	12			13	20:45	1	4			5
9:00	2	17			19	21:00	0	2			2
9:15	2	9			11	21:15	1	2			3
9:30	3	14			17	21:30	1	1			2
9:45	2	12			14	21:45	1	2			3
10:00	4	11			15	22:00	0	0			0
10:15	2	8			10	22:15	0	2			2
10:30	4	11			15	22:30	1	3			4
10:45	2	12			14	22:45	1	1			2
11:00	3	10			13	23:00	1	1			2
11:15	4	13			17	23:15	1	2			3
11:30	5	11			16	23:30	1	0			1
11:45	4	8			12	23:45	0	0			0
TOTALS	51	306	0	0	357	TOTALS	113	370	0	0	483
SPLIT %	14%	86%	0%	0%	43%	SPLIT %	23%	77%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	6			8
01:00	02:00	3	7			10
02:00	03:00	0	3			3
03:00	04:00	0	3			3
04:00	05:00	0	4			4
05:00	06:00	2	15			17
06:00	07:00	3	25			28
07:00	08:00	2	50			52
08:00	09:00	2	57			59
09:00	10:00	9	52			61
10:00	11:00	12	42			54
11:00	12:00	16	42			58
12:00	13:00	15	38			53
13:00	14:00	11	48			59
14:00	15:00	10	47			57
15:00	16:00	16	48			64
16:00	17:00	13	55			68
17:00	18:00	21	52			73
18:00	19:00	9	34			43
19:00	20:00	6	17			23
20:00	21:00	4	15			19
21:00	22:00	3	7			10
22:00	23:00	2	6			8
23:00	00:00	3	3			6

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	51	306			357
Peak Hour	11:00	7:45			8:15
Peak Volume	16	62			65
Peak Hour Factor	0.800	0.861			0.855
Peak Period	12:00	to	00:00		
Volume	113	370			483
Peak Hour	17:00	16:15			16:15
Peak Volume	21	59			77
Peak Hour Factor	0.656	0.922			0.837
Peak Period	07:00	to	09:00		
Volume	4	107			111
Peak Hour	7:00	7:45			7:45
Peak Volume	2	62			64
Peak Hour Factor	0.500	0.861			0.842
Peak Period	16:00	to	18:00		
Volume	34	107			141
Peak Hour	17:00	16:15			16:15
Peak Volume	21	59			77
Peak Hour Factor	0.656	0.922			0.837



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd S/O Southgate Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,960	2,278	0	0	4,238

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	3	2			5	12:00	35	45			80
0:15	5	4			9	12:15	37	30			67
0:30	3	6			9	12:30	44	29			73
0:45	2	1			3	12:45	36	39			75
1:00	0	2			2	13:00	26	29			55
1:15	3	2			5	13:15	21	44			65
1:30	3	4			7	13:30	36	32			68
1:45	3	1			4	13:45	47	51			98
2:00	2	0			2	14:00	34	43			77
2:15	2	2			4	14:15	34	39			73
2:30	1	3			4	14:30	33	42			75
2:45	0	1			1	14:45	38	33			71
3:00	1	1			2	15:00	29	38			67
3:15	2	1			3	15:15	40	40			80
3:30	0	3			3	15:30	48	35			83
3:45	2	4			6	15:45	46	41			87
4:00	1	1			2	16:00	46	40			86
4:15	0	2			2	16:15	54	45			99
4:30	4	6			10	16:30	61	48			109
4:45	1	4			5	16:45	39	46			85
5:00	3	5			8	17:00	70	49			119
5:15	0	2			2	17:15	57	36			93
5:30	1	10			11	17:30	53	43			96
5:45	7	26			33	17:45	30	41			71
6:00	9	18			27	18:00	46	27			73
6:15	7	17			24	18:15	28	24			52
6:30	9	18			27	18:30	25	31			56
6:45	5	30			35	18:45	24	27			51
7:00	8	34			42	19:00	30	19			49
7:15	19	42			61	19:15	26	21			47
7:30	15	56			71	19:30	24	15			39
7:45	10	76			86	19:45	19	9			28
8:00	13	55			68	20:00	10	10			20
8:15	15	67			82	20:15	21	14			35
8:30	29	66			95	20:30	22	7			29
8:45	31	57			88	20:45	18	11			29
9:00	29	34			63	21:00	14	6			20
9:15	24	40			64	21:15	18	6			24
9:30	26	41			67	21:30	10	7			17
9:45	32	46			78	21:45	13	6			19
10:00	29	35			64	22:00	9	4			13
10:15	26	38			64	22:15	9	4			13
10:30	29	39			68	22:30	2	10			12
10:45	27	31			58	22:45	7	3			10
11:00	37	28			65	23:00	10	5			15
11:15	27	30			57	23:15	4	1			5
11:30	31	30			61	23:30	5	2			7
11:45	33	28			61	23:45	3	2			5
TOTALS	569	1049	0	0	1618	TOTALS	1391	1229	0	0	2620
SPLIT %	35%	65%	0%	0%	38%	SPLIT %	53%	47%	0%	0%	62%

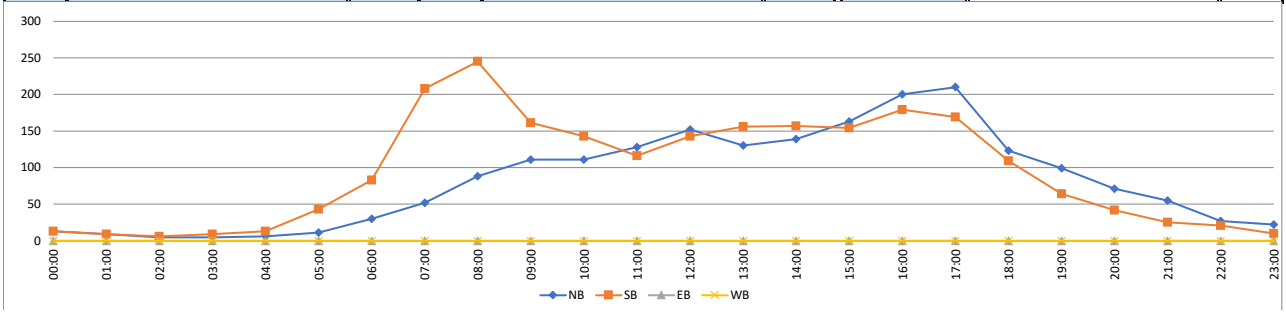
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	13	13			26
01:00	02:00	9	9			18
02:00	03:00	5	6			11
03:00	04:00	5	9			14
04:00	05:00	6	13			19
05:00	06:00	11	43			54
06:00	07:00	30	83			113
07:00	08:00	52	208			260
08:00	09:00	88	245			333
09:00	10:00	111	161			272
10:00	11:00	111	143			254
11:00	12:00	128	116			244
12:00	13:00	152	143			295
13:00	14:00	130	156			286
14:00	15:00	139	157			296
15:00	16:00	163	154			317
16:00	17:00	200	179			379
17:00	18:00	210	169			379
18:00	19:00	123	109			232
19:00	20:00	99	64			163
20:00	21:00	71	42			113
21:00	22:00	55	25			80
22:00	23:00	27	21			48
23:00	00:00	22	10			32

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	569	1049			1618
Peak Hour	11:00	7:45			8:00
Peak Volume	128	264			333
Peak Hour Factor	0.865	0.868			0.876
Peak Period	12:00	to	00:00		
Volume	1391	1229			2620
Peak Hour	16:30	16:15			16:15
Peak Volume	227	188			412
Peak Hour Factor	0.811	0.959			0.866
Peak Period	07:00	to	09:00		
Volume	140	453			593
Peak Hour	8:00	7:45			8:00
Peak Volume	88	264			333
Peak Hour Factor	0.710	0.868			0.876
Peak Period	16:00	to	18:00		
Volume	410	348			758
Peak Hour	16:30	16:15			16:15
Peak Volume	227	188			412
Peak Hour Factor	0.811	0.959			0.866



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd W/O Media Pl

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,172	2,471	4,643

DAILY TOTALS

15-Minutes Interval

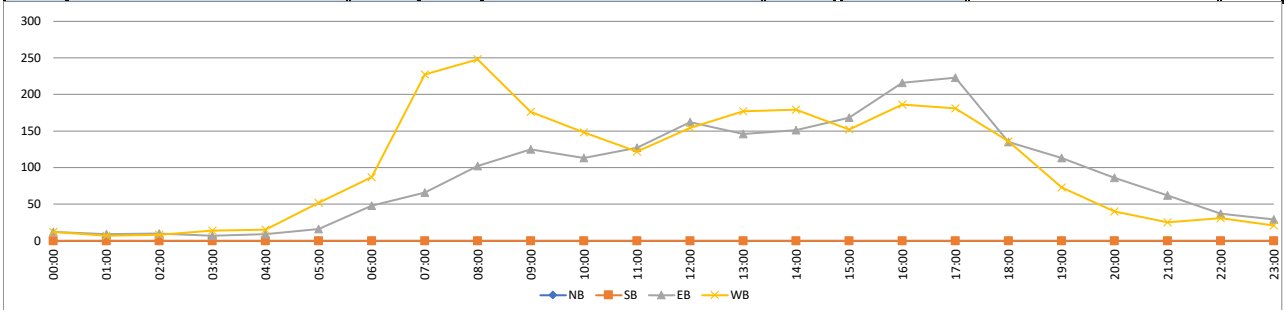
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	5	8	12:00			38	49	87
0:15			5	0	5	12:15			42	35	77
0:30			2	4	6	12:30			45	29	74
0:45			2	3	5	12:45			37	41	78
1:00			2	1	3	13:00			30	38	68
1:15			1	1	2	13:15			28	47	75
1:30			3	4	7	13:30			38	41	79
1:45			3	1	4	13:45			50	51	101
2:00			5	0	5	14:00			32	44	76
2:15			4	4	8	14:15			43	45	88
2:30			1	3	4	14:30			37	46	83
2:45			0	1	1	14:45			39	44	83
3:00			1	0	1	15:00			30	33	63
3:15			3	4	7	15:15			42	42	84
3:30			0	4	4	15:30			51	32	83
3:45			3	6	9	15:45			45	45	90
4:00			2	0	2	16:00			50	38	88
4:15			0	2	2	16:15			58	49	107
4:30			5	8	13	16:30			65	46	111
4:45			2	5	7	16:45			43	53	96
5:00			5	6	11	17:00			69	54	123
5:15			1	5	6	17:15			60	39	99
5:30			2	12	14	17:30			61	49	110
5:45			8	29	37	17:45			33	39	72
6:00			10	18	28	18:00			48	34	82
6:15			17	18	35	18:15			33	31	64
6:30			11	18	29	18:30			27	37	64
6:45			10	33	43	18:45			27	34	61
7:00			13	40	53	19:00			40	23	63
7:15			21	44	65	19:15			25	23	48
7:30			17	64	81	19:30			27	17	44
7:45			15	79	94	19:45			21	10	31
8:00			21	54	75	20:00			17	9	26
8:15			17	69	86	20:15			22	12	34
8:30			33	64	97	20:30			22	10	32
8:45			31	61	92	20:45			25	9	34
9:00			33	35	68	21:00			16	7	23
9:15			23	45	68	21:15			20	3	23
9:30			33	48	81	21:30			14	9	23
9:45			36	48	84	21:45			12	6	18
10:00			31	37	68	22:00			13	8	21
10:15			25	34	59	22:15			15	9	24
10:30			25	42	67	22:30			1	9	10
10:45			32	35	67	22:45			8	5	13
11:00			33	27	60	23:00			10	9	19
11:15			25	33	58	23:15			7	3	10
11:30			32	32	64	23:30			8	3	11
11:45			37	30	67	23:45			4	6	10
TOTALS	0	0	644	1116	1760	TOTALS	0	0	1528	1355	2883
SPLIT %	0%	0%	37%	63%	38%	SPLIT %	0%	0%	53%	47%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			12	12	24
01:00	02:00			9	7	16
02:00	03:00			10	8	18
03:00	04:00			7	14	21
04:00	05:00			9	15	24
05:00	06:00			16	52	68
06:00	07:00			48	87	135
07:00	08:00			66	227	293
08:00	09:00			102	248	350
09:00	10:00			125	176	301
10:00	11:00			113	148	261
11:00	12:00			127	122	249
12:00	13:00			162	154	316
13:00	14:00			146	177	323
14:00	15:00			151	179	330
15:00	16:00			168	152	320
16:00	17:00			216	186	402
17:00	18:00			223	181	404
18:00	19:00			135	136	271
19:00	20:00			113	73	186
20:00	21:00			86	40	126
21:00	22:00			62	25	87
22:00	23:00			37	31	68
23:00	00:00			29	21	50

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			644	1116	1760
Peak Hour			11:00	7:30	7:45
Peak Volume			127	266	352
Peak Hour Factor			0.858	0.842	0.907
Peak Period	12:00	to	00:00		
Volume			1528	1355	2883
Peak Hour			16:30	16:15	16:15
Peak Volume			237	202	437
Peak Hour Factor			0.859	0.935	0.888
Peak Period	07:00	to	09:00		
Volume			168	475	643
Peak Hour			8:00	7:30	7:45
Peak Volume			102	266	352
Peak Hour Factor			0.773	0.842	0.907
Peak Period	16:00	to	18:00		
Volume			439	367	806
Peak Hour			16:30	16:15	16:15
Peak Volume			237	202	437
Peak Hour Factor			0.859	0.935	0.888



Prepared by National Data & Surveying Services

VOLUME

Canterbury Rd S/O Expo Pkwy S

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_005

DAILY TOTALS	NB	SB	EB	WB	Total
	3,655	3,224	0	0	6,879

DAILY TOTALS

15-Minutes Interval

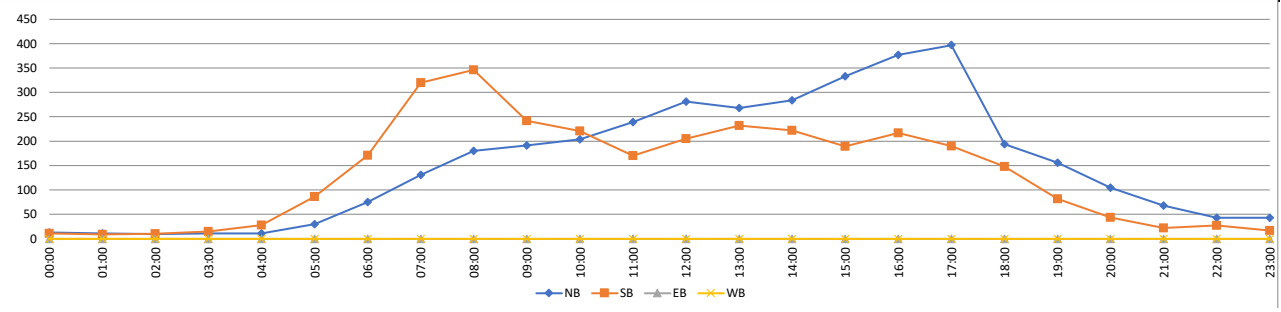
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	4			8	12:00	68	59			127
0:15	4	1			5	12:15	68	42			110
0:30	2	4			6	12:30	83	43			126
0:45	3	2			5	12:45	62	61			123
1:00	2	1			3	13:00	78	61			139
1:15	2	1			3	13:15	58	62			120
1:30	3	5			8	13:30	62	49			111
1:45	4	2			6	13:45	70	60			130
2:00	4	1			5	14:00	67	57			124
2:15	3	3			6	14:15	68	53			121
2:30	1	3			4	14:30	78	56			134
2:45	2	3			5	14:45	71	56			127
3:00	3	1			4	15:00	75	48			123
3:15	3	4			7	15:15	91	50			141
3:30	1	2			3	15:30	88	41			129
3:45	4	8			12	15:45	79	50			129
4:00	1	4			5	16:00	109	44			153
4:15	1	5			6	16:15	91	61			152
4:30	5	7			12	16:30	104	53			157
4:45	4	12			16	16:45	73	59			132
5:00	7	9			16	17:00	121	55			176
5:15	6	6			12	17:15	120	42			162
5:30	3	23			26	17:30	98	48			146
5:45	14	48			62	17:45	58	45			103
6:00	18	35			53	18:00	62	36			98
6:15	16	28			44	18:15	53	32			85
6:30	22	40			62	18:30	38	43			81
6:45	19	68			87	18:45	41	37			78
7:00	29	71			100	19:00	49	21			70
7:15	42	70			112	19:15	38	26			64
7:30	29	83			112	19:30	44	20			64
7:45	31	96			127	19:45	25	15			40
8:00	41	81			122	20:00	21	9			30
8:15	38	85			123	20:15	31	16			47
8:30	53	88			141	20:30	27	10			37
8:45	48	92			140	20:45	26	9			35
9:00	49	62			111	21:00	17	7			24
9:15	35	61			96	21:15	25	3			28
9:30	51	57			108	21:30	13	7			20
9:45	56	62			118	21:45	13	5			18
10:00	54	61			115	22:00	11	8			19
10:15	39	49			88	22:15	17	7			24
10:30	56	49			105	22:30	7	8			15
10:45	55	62			117	22:45	8	4			12
11:00	57	37			94	23:00	23	4			27
11:15	58	41			99	23:15	6	3			9
11:30	59	42			101	23:30	11	4			15
11:45	65	50			115	23:45	3	6			9
TOTALS	1106	1629	0	0	2735	TOTALS	2549	1595	0	0	4144
SPLIT %	40%	60%	0%	0%	40%	SPLIT %	62%	38%	0%	0%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	13	11			24
01:00	02:00	11	9			20
02:00	03:00	10	10			20
03:00	04:00	11	15			26
04:00	05:00	11	28			39
05:00	06:00	30	86			116
06:00	07:00	75	171			246
07:00	08:00	131	320			451
08:00	09:00	180	346			526
09:00	10:00	191	242			433
10:00	11:00	204	221			425
11:00	12:00	239	170			409
12:00	13:00	281	205			486
13:00	14:00	268	232			500
14:00	15:00	284	222			506
15:00	16:00	333	189			522
16:00	17:00	377	217			594
17:00	18:00	397	190			587
18:00	19:00	194	148			342
19:00	20:00	156	82			238
20:00	21:00	105	44			149
21:00	22:00	68	22			90
22:00	23:00	43	27			70
23:00	00:00	43	17			60

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1106	1629			2735
Peak Hour	11:00	7:45			8:00
Peak Volume	239	350			526
Peak Hour Factor	0.919	0.911			0.933
Peak Period	12:00	to	00:00		
Volume	2549	1595			4144
Peak Hour	16:30	12:45			16:30
Peak Volume	418	233			627
Peak Hour Factor	0.864	0.940			0.891
Peak Period	07:00	to	09:00		
Volume	311	666			977
Peak Hour	8:00	7:45			8:00
Peak Volume	180	350			526
Peak Hour Factor	0.849	0.911			0.933
Peak Period	16:00	to	18:00		
Volume	774	407			1181
Peak Hour	16:30	16:15			16:30
Peak Volume	418	228			627
Peak Hour Factor	0.864	0.934			0.891



Prepared by National Data & Surveying Services

VOLUME

Edgewater Rd N/O Southgate Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_006

DAILY TOTALS	NB	SB	EB	WB	Total
	246	523	0	0	769

DAILY TOTALS

15-Minutes Interval

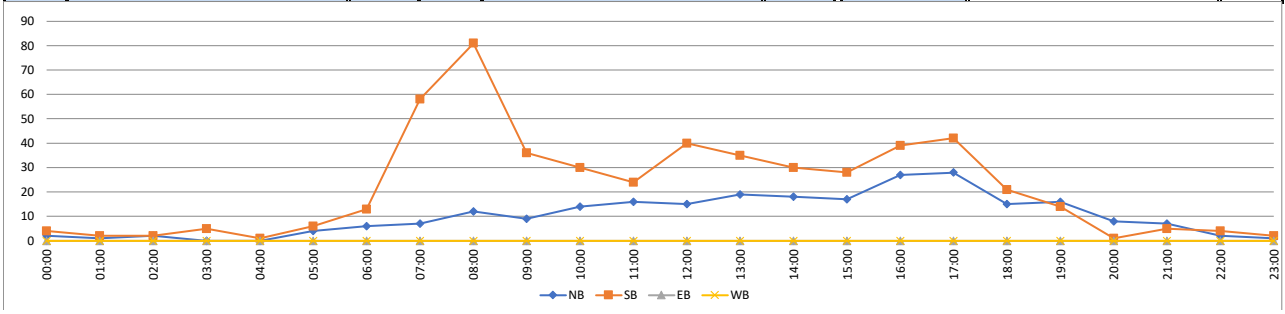
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	3	11			14
0:15	2	0			2	12:15	1	10			11
0:30	0	4			4	12:30	9	7			16
0:45	0	0			0	12:45	2	12			14
1:00	0	1			1	13:00	6	6			12
1:15	0	0			0	13:15	0	11			11
1:30	0	1			1	13:30	5	6			11
1:45	1	0			1	13:45	8	12			20
2:00	0	0			0	14:00	4	13			17
2:15	0	0			0	14:15	9	4			13
2:30	0	1			1	14:30	4	9			13
2:45	2	1			3	14:45	1	4			5
3:00	0	1			1	15:00	2	6			8
3:15	0	1			1	15:15	3	8			11
3:30	0	1			1	15:30	6	7			13
3:45	0	2			2	15:45	6	7			13
4:00	0	0			0	16:00	4	4			8
4:15	0	0			0	16:15	9	10			19
4:30	0	0			0	16:30	8	15			23
4:45	0	1			1	16:45	6	10			16
5:00	1	1			2	17:00	4	17			21
5:15	0	1			1	17:15	9	2			11
5:30	0	1			1	17:30	7	13			20
5:45	3	3			6	17:45	8	10			18
6:00	1	2			3	18:00	3	5			8
6:15	1	1			2	18:15	7	4			11
6:30	1	3			4	18:30	5	9			14
6:45	3	7			10	18:45	0	3			3
7:00	3	9			12	19:00	4	4			8
7:15	1	12			13	19:15	5	3			8
7:30	2	19			21	19:30	5	4			9
7:45	1	18			19	19:45	2	3			5
8:00	5	20			25	20:00	1	0			1
8:15	2	24			26	20:15	2	0			2
8:30	4	13			17	20:30	4	0			4
8:45	1	24			25	20:45	1	1			2
9:00	3	8			11	21:00	3	0			3
9:15	2	11			13	21:15	3	1			4
9:30	1	9			10	21:30	0	2			2
9:45	3	8			11	21:45	1	2			3
10:00	3	7			10	22:00	1	2			3
10:15	3	7			10	22:15	0	0			0
10:30	5	10			15	22:30	1	2			3
10:45	3	6			9	22:45	0	0			0
11:00	3	5			8	23:00	0	1			1
11:15	7	8			15	23:15	0	0			0
11:30	2	8			10	23:30	0	1			1
11:45	4	3			7	23:45	1	0			1
TOTALS	73	262	0	0	335	TOTALS	173	261	0	0	434
SPLIT %	22%	78%	0%	0%	44%	SPLIT %	40%	60%	0%	0%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	4			6
01:00	02:00	1	2			3
02:00	03:00	2	2			4
03:00	04:00	0	5			5
04:00	05:00	0	1			1
05:00	06:00	4	6			10
06:00	07:00	6	13			19
07:00	08:00	7	58			65
08:00	09:00	12	81			93
09:00	10:00	9	36			45
10:00	11:00	14	30			44
11:00	12:00	16	24			40
12:00	13:00	15	40			55
13:00	14:00	19	35			54
14:00	15:00	18	30			48
15:00	16:00	17	28			45
16:00	17:00	27	39			66
17:00	18:00	28	42			70
18:00	19:00	15	21			36
19:00	20:00	16	14			30
20:00	21:00	8	1			9
21:00	22:00	7	5			12
22:00	23:00	2	4			6
23:00	00:00	1	2			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	73	262			335
Peak Hour	10:30	7:30			8:00
Peak Volume	18	81			93
Peak Hour Factor	0.643	0.844			0.894
Peak Period	12:00	to	00:00		
Volume	173	261			434
Peak Hour	17:00	16:15			16:15
Peak Volume	28	52			79
Peak Hour Factor	0.778	0.765			0.859
Peak Period	07:00	to	09:00		
Volume	19	139			158
Peak Hour	7:45	7:30			8:00
Peak Volume	12	81			93
Peak Hour Factor	0.600	0.844			0.894
Peak Period	16:00	to	18:00		
Volume	55	81			136
Peak Hour	17:00	16:15			16:15
Peak Volume	28	52			79
Peak Hour Factor	0.778	0.765			0.859



Prepared by National Data & Surveying Services

VOLUME

Edgewater Rd N/O Baxter Ave

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_007

DAILY TOTALS	NB	SB	EB	WB	Total
	252	236	0	0	488

DAILY TOTALS

15-Minutes Interval

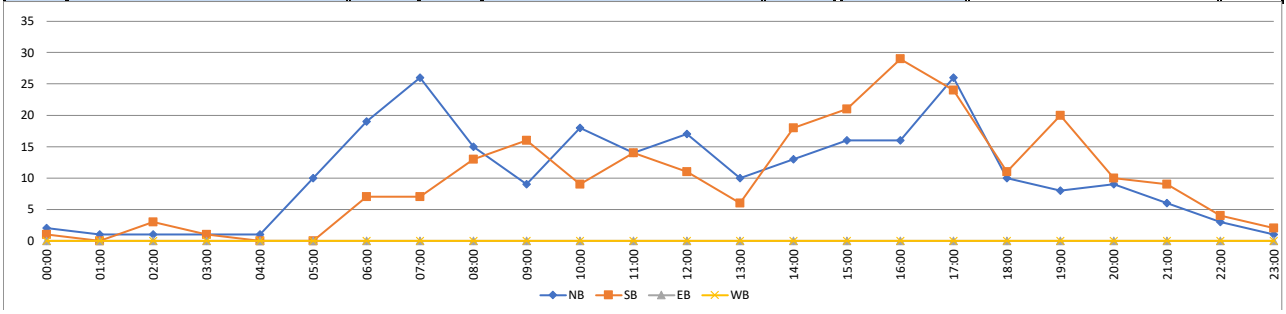
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	0			2	12:00	1	2			3
0:15	0	1			1	12:15	5	2			7
0:30	0	0			0	12:30	6	5			11
0:45	0	0			0	12:45	5	2			7
1:00	0	0			0	13:00	5	2			7
1:15	0	0			0	13:15	2	0			2
1:30	0	0			0	13:30	2	1			3
1:45	1	0			1	13:45	1	3			4
2:00	0	1			1	14:00	4	6			10
2:15	0	0			0	14:15	2	4			6
2:30	1	1			2	14:30	4	3			7
2:45	0	1			1	14:45	3	5			8
3:00	0	1			1	15:00	4	5			9
3:15	0	0			0	15:15	4	4			8
3:30	1	0			1	15:30	2	3			5
3:45	0	0			0	15:45	6	9			15
4:00	0	0			0	16:00	9	8			17
4:15	0	0			0	16:15	2	4			6
4:30	1	0			1	16:30	3	7			10
4:45	0	0			0	16:45	2	10			12
5:00	1	0			1	17:00	7	7			14
5:15	0	0			0	17:15	9	8			17
5:30	2	0			2	17:30	3	6			9
5:45	7	0			7	17:45	7	3			10
6:00	5	2			7	18:00	2	2			4
6:15	4	0			4	18:15	4	4			8
6:30	2	2			4	18:30	2	2			4
6:45	8	3			11	18:45	2	3			5
7:00	6	1			7	19:00	3	5			8
7:15	5	3			8	19:15	5	4			9
7:30	8	3			11	19:30	0	8			8
7:45	7	0			7	19:45	0	3			3
8:00	6	1			7	20:00	2	3			5
8:15	3	3			6	20:15	3	4			7
8:30	2	3			5	20:30	2	0			2
8:45	4	6			10	20:45	2	3			5
9:00	1	5			6	21:00	1	2			3
9:15	4	5			9	21:15	2	2			4
9:30	1	3			4	21:30	2	2			4
9:45	3	3			6	21:45	1	3			4
10:00	5	3			8	22:00	0	1			1
10:15	4	2			6	22:15	1	0			1
10:30	4	1			5	22:30	1	0			1
10:45	5	3			8	22:45	1	3			4
11:00	1	1			2	23:00	0	1			1
11:15	3	5			8	23:15	0	1			1
11:30	5	3			8	23:30	0	0			0
11:45	5	5			10	23:45	1	0			1
TOTALS	117	71	0	0	188	TOTALS	135	165	0	0	300
SPLIT %	62%	38%	0%	0%	39%	SPLIT %	45%	55%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	2	1			3
01:00	02:00	1	0			1
02:00	03:00	1	3			4
03:00	04:00	1	1			2
04:00	05:00	1	0			1
05:00	06:00	10	0			10
06:00	07:00	19	7			26
07:00	08:00	26	7			33
08:00	09:00	15	13			28
09:00	10:00	9	16			25
10:00	11:00	18	9			27
11:00	12:00	14	14			28
12:00	13:00	17	11			28
13:00	14:00	10	6			16
14:00	15:00	13	18			31
15:00	16:00	16	21			37
16:00	17:00	16	29			45
17:00	18:00	26	24			50
18:00	19:00	10	11			21
19:00	20:00	8	20			28
20:00	21:00	9	10			19
21:00	22:00	6	9			15
22:00	23:00	3	4			7
23:00	00:00	1	2			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	117	71			188
Peak Hour	6:45	8:30			6:45
Peak Volume	27	19			37
Peak Hour Factor	0.844	0.792			0.841
Peak Period	12:00	to	00:00		
Volume	135	165			300
Peak Hour	17:00	16:30			16:30
Peak Volume	26	32			53
Peak Hour Factor	0.722	0.800			0.779
Peak Period	07:00	to	09:00		
Volume	41	20			61
Peak Hour	7:00	8:00			7:00
Peak Volume	26	13			33
Peak Hour Factor	0.813	0.542			0.750
Peak Period	16:00	to	18:00		
Volume	42	53			95
Peak Hour	17:00	16:30			16:30
Peak Volume	26	32			53
Peak Hour Factor	0.722	0.800			0.779



Prepared by National Data & Surveying Services

VOLUME

Leisure Ln E/O Canterbury Rd/Expo Pkwy

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,298	3,203	6,501

DAILY TOTALS

15-Minutes Interval

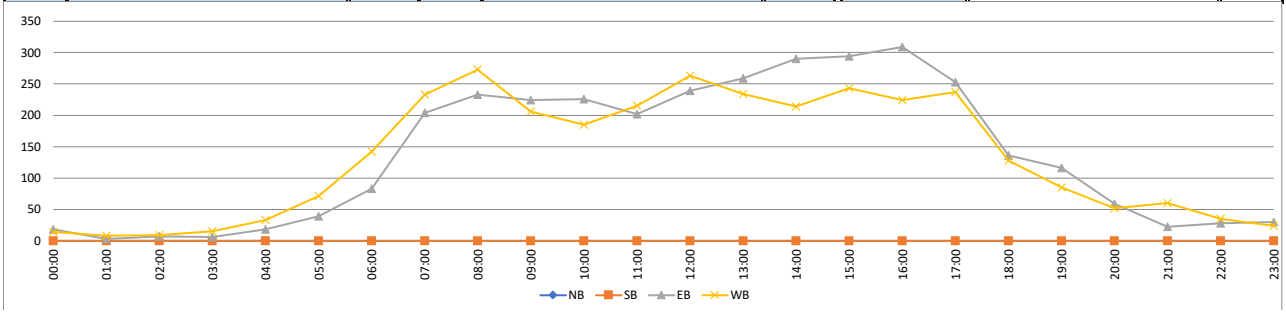
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			7	4	11	12:00			70	74	144
0:15			4	4	8	12:15			56	70	126
0:30			2	3	5	12:30			56	60	116
0:45			5	3	8	12:45			57	59	116
1:00			2	2	4	13:00			67	54	121
1:15			0	1	1	13:15			75	60	135
1:30			1	3	4	13:30			59	59	118
1:45			0	2	2	13:45			58	61	119
2:00			2	6	8	14:00			61	51	112
2:15			2	0	2	14:15			74	53	127
2:30			2	1	3	14:30			84	56	140
2:45			1	2	3	14:45			71	54	125
3:00			0	1	1	15:00			90	61	151
3:15			3	4	7	15:15			65	58	123
3:30			0	3	3	15:30			77	61	138
3:45			3	7	10	15:45			62	63	125
4:00			4	6	10	16:00			85	60	145
4:15			4	4	8	16:15			72	59	131
4:30			7	10	17	16:30			90	60	150
4:45			3	13	16	16:45			62	45	107
5:00			8	13	21	17:00			102	69	171
5:15			4	5	9	17:15			56	74	130
5:30			10	15	25	17:30			58	52	110
5:45			17	38	55	17:45			37	42	79
6:00			17	28	45	18:00			36	43	79
6:15			15	28	43	18:15			35	38	73
6:30			17	39	56	18:30			42	22	64
6:45			34	47	81	18:45			23	25	48
7:00			35	50	85	19:00			37	25	62
7:15			42	63	105	19:15			26	22	48
7:30			59	55	114	19:30			33	20	53
7:45			68	65	133	19:45			20	18	38
8:00			52	61	113	20:00			17	11	28
8:15			64	75	139	20:15			17	8	25
8:30			64	64	128	20:30			13	18	31
8:45			53	73	126	20:45			12	15	27
9:00			54	61	115	21:00			5	17	22
9:15			60	53	113	21:15			5	19	24
9:30			53	40	93	21:30			6	13	19
9:45			57	52	109	21:45			6	11	17
10:00			48	60	108	22:00			8	10	18
10:15			55	48	103	22:15			8	15	23
10:30			70	37	107	22:30			6	4	10
10:45			53	40	93	22:45			6	6	12
11:00			56	45	101	23:00			12	10	22
11:15			38	44	82	23:15			6	5	11
11:30			58	57	115	23:30			6	6	12
11:45			50	69	119	23:45			6	3	9
TOTALS	0	0	1263	1404	2667	TOTALS	0	0	2035	1799	3834
SPLIT %	0%	0%	47%	53%	41%	SPLIT %	0%	0%	53%	47%	59%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			18	14	32
01:00	02:00			3	8	11
02:00	03:00			7	9	16
03:00	04:00			6	15	21
04:00	05:00			18	33	51
05:00	06:00			39	71	110
06:00	07:00			83	142	225
07:00	08:00			204	233	437
08:00	09:00			233	273	506
09:00	10:00			224	206	430
10:00	11:00			226	185	411
11:00	12:00			202	215	417
12:00	13:00			239	263	502
13:00	14:00			259	234	493
14:00	15:00			290	214	504
15:00	16:00			294	243	537
16:00	17:00			309	224	533
17:00	18:00			253	237	490
18:00	19:00			136	128	264
19:00	20:00			116	85	201
20:00	21:00			59	52	111
21:00	22:00			22	60	82
22:00	23:00			28	35	63
23:00	00:00			30	24	54

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1263	1404	2667
Peak Hour			7:45	8:00	7:45
Peak Volume			248	273	513
Peak Hour Factor			0.912	0.910	0.923
Peak Period	12:00	to	00:00		
Volume			2035	1799	3834
Peak Hour			16:15	12:00	16:15
Peak Volume			326	263	559
Peak Hour Factor			0.799	0.889	0.817
Peak Period	07:00	to	09:00		
Volume			437	506	943
Peak Hour			7:45	8:00	7:45
Peak Volume			248	273	513
Peak Hour Factor			0.912	0.910	0.923
Peak Period	16:00	to	18:00		
Volume			562	461	1023
Peak Hour			16:15	16:30	16:15
Peak Volume			326	248	559
Peak Hour Factor			0.799	0.838	0.817



Prepared by National Data & Surveying Services

VOLUME

Southgate Rd W/O Edgewater Rd

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	665	1,047	1,712

DAILY TOTALS

15-Minutes Interval

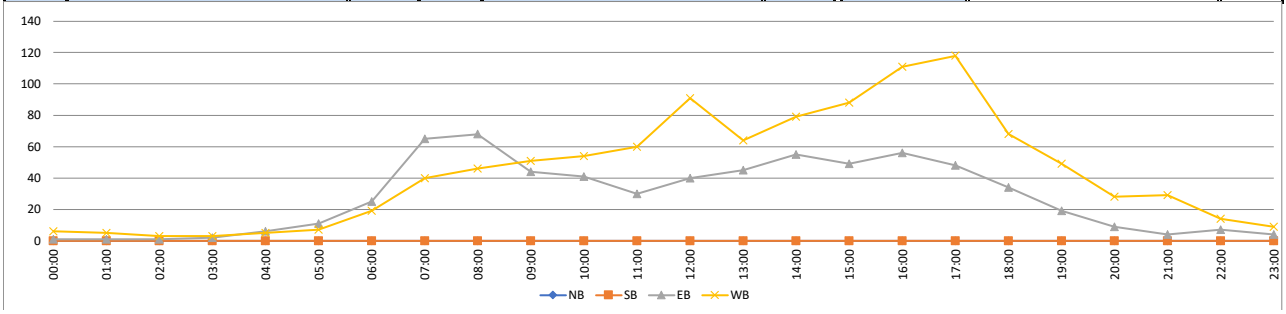
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	3	4	12:00			15	21	36
0:15			0	1	1	12:15			6	19	25
0:30			0	0	0	12:30			8	32	40
0:45			0	2	2	12:45			11	19	30
1:00			0	1	1	13:00			8	14	22
1:15			0	2	2	13:15			12	14	26
1:30			1	0	1	13:30			11	17	28
1:45			0	2	2	13:45			14	19	33
2:00			0	1	1	14:00			15	21	36
2:15			1	2	3	14:15			16	20	36
2:30			0	0	0	14:30			7	13	20
2:45			0	0	0	14:45			17	25	42
3:00			2	0	2	15:00			15	18	33
3:15			0	2	2	15:15			13	23	36
3:30			0	0	0	15:30			7	25	32
3:45			0	1	1	15:45			14	22	36
4:00			2	0	2	16:00			14	27	41
4:15			1	0	1	16:15			16	36	52
4:30			3	4	7	16:30			12	30	42
4:45			0	1	1	16:45			14	18	32
5:00			0	2	2	17:00			15	44	59
5:15			1	0	1	17:15			8	33	41
5:30			5	1	6	17:30			18	28	46
5:45			5	4	9	17:45			7	13	20
6:00			5	3	8	18:00			7	32	39
6:15			6	6	12	18:15			10	15	25
6:30			3	5	8	18:30			10	12	22
6:45			11	5	16	18:45			7	9	16
7:00			11	5	16	19:00			7	18	25
7:15			22	13	35	19:15			4	10	14
7:30			13	13	26	19:30			5	9	14
7:45			19	9	28	19:45			3	12	15
8:00			16	12	28	20:00			3	1	4
8:15			18	4	22	20:15			4	10	14
8:30			17	20	37	20:30			0	5	5
8:45			17	10	27	20:45			2	12	14
9:00			5	15	20	21:00			1	8	9
9:15			12	8	20	21:15			1	10	11
9:30			17	10	27	21:30			2	7	9
9:45			10	18	28	21:45			0	4	4
10:00			9	16	25	22:00			0	4	4
10:15			14	10	24	22:15			1	6	7
10:30			12	12	24	22:30			3	2	5
10:45			6	16	22	22:45			3	2	5
11:00			9	19	28	23:00			0	4	4
11:15			7	12	19	23:15			1	1	2
11:30			7	14	21	23:30			2	3	5
11:45			7	15	22	23:45			1	1	2
TOTALS	0	0	295	299	594	TOTALS	0	0	370	748	1118
SPLIT %	0%	0%	50%	50%	35%	SPLIT %	0%	0%	33%	67%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			1	6	7
01:00	02:00			1	5	6
02:00	03:00			1	3	4
03:00	04:00			2	3	5
04:00	05:00			6	5	11
05:00	06:00			11	7	18
06:00	07:00			25	19	44
07:00	08:00			65	40	105
08:00	09:00			68	46	114
09:00	10:00			44	51	95
10:00	11:00			41	54	95
11:00	12:00			30	60	90
12:00	13:00			40	91	131
13:00	14:00			45	64	109
14:00	15:00			55	79	134
15:00	16:00			49	88	137
16:00	17:00			56	111	167
17:00	18:00			48	118	166
18:00	19:00			34	68	102
19:00	20:00			19	49	68
20:00	21:00			9	28	37
21:00	22:00			4	29	33
22:00	23:00			7	14	21
23:00	00:00			4	9	13

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			295	299	594
Peak Hour			7:15	10:45	7:15
Peak Volume			70	61	117
Peak Hour Factor			0.795	0.803	0.836
Peak Period	12:00	to	00:00		
Volume			370	748	1118
Peak Hour			16:15	16:15	16:15
Peak Volume			57	128	185
Peak Hour Factor			0.891	0.727	0.784
Peak Period	07:00	to	09:00		
Volume			133	86	219
Peak Hour			7:15	7:15	7:15
Peak Volume			70	47	117
Peak Hour Factor			0.795	0.904	0.836
Peak Period	16:00	to	18:00		
Volume			104	229	333
Peak Hour			16:15	16:15	16:15
Peak Volume			57	128	185
Peak Hour Factor			0.891	0.727	0.784



Prepared by National Data & Surveying Services

VOLUME

Southgate Rd Bet Edgewater Rd & Canterbury Rd W

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,394	1,475	2,869

DAILY TOTALS

15-Minutes Interval

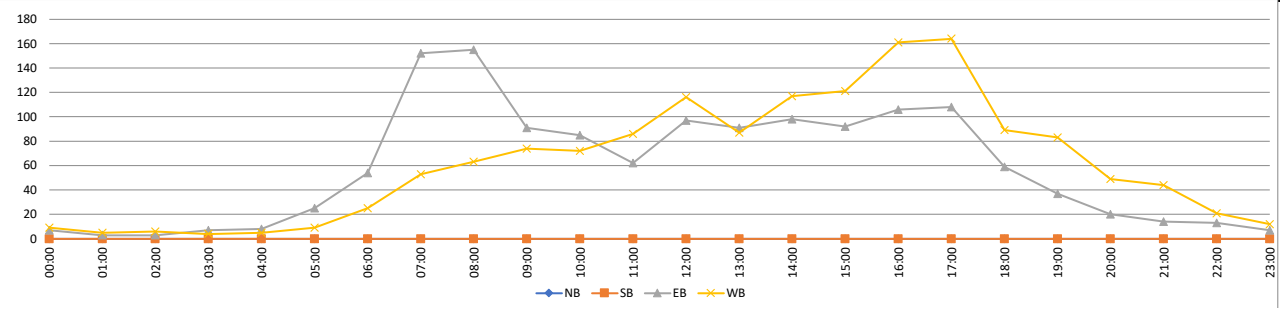
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	3	5	12:00			27	26	53
0:15			1	4	5	12:15			23	24	47
0:30			4	0	4	12:30			18	45	63
0:45			0	2	2	12:45			29	21	50
1:00			1	1	2	13:00			18	20	38
1:15			0	2	2	13:15			26	14	40
1:30			2	0	2	13:30			19	23	42
1:45			0	2	2	13:45			28	30	58
2:00			0	2	2	14:00			31	30	61
2:15			1	2	3	14:15			22	32	54
2:30			2	0	2	14:30			22	22	44
2:45			0	2	2	14:45			23	33	56
3:00			1	0	1	15:00			20	23	43
3:15			2	3	5	15:15			27	28	55
3:30			2	0	2	15:30			17	35	52
3:45			2	1	3	15:45			28	35	63
4:00			2	0	2	16:00			26	35	61
4:15			1	0	1	16:15			25	50	75
4:30			4	4	8	16:30			28	43	71
4:45			1	1	2	16:45			27	33	60
5:00			1	2	3	17:00			35	55	90
5:15			2	0	2	17:15			18	47	65
5:30			8	1	9	17:30			32	40	72
5:45			14	6	20	17:45			23	22	45
6:00			13	5	18	18:00			15	37	52
6:15			10	5	15	18:15			14	24	38
6:30			7	8	15	18:30			18	16	34
6:45			24	7	31	18:45			12	12	24
7:00			25	8	33	19:00			11	24	35
7:15			39	19	58	19:15			12	19	31
7:30			40	15	55	19:30			8	22	30
7:45			48	11	59	19:45			6	18	24
8:00			41	15	56	20:00			5	6	11
8:15			42	8	50	20:15			8	17	25
8:30			31	25	56	20:30			2	10	12
8:45			41	15	56	20:45			5	16	21
9:00			16	23	39	21:00			2	13	15
9:15			27	13	40	21:15			3	15	18
9:30			27	15	42	21:30			6	8	14
9:45			21	23	44	21:45			3	8	11
10:00			21	20	41	22:00			2	7	9
10:15			26	15	41	22:15			2	6	8
10:30			24	16	40	22:30			5	3	8
10:45			14	21	35	22:45			4	5	9
11:00			13	18	31	23:00			1	5	6
11:15			14	23	37	23:15			1	2	3
11:30			19	21	40	23:30			3	3	6
11:45			16	24	40	23:45			2	2	4
TOTALS	0	0	652	411	1063	TOTALS	0	0	742	1064	1806
SPLIT %	0%	0%	61%	39%	37%	SPLIT %	0%	0%	41%	59%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			7	9	16
01:00	02:00			3	5	8
02:00	03:00			3	6	9
03:00	04:00			7	4	11
04:00	05:00			8	5	13
05:00	06:00			25	9	34
06:00	07:00			54	25	79
07:00	08:00			152	53	205
08:00	09:00			155	63	218
09:00	10:00			91	74	165
10:00	11:00			85	72	157
11:00	12:00			62	86	148
12:00	13:00			97	116	213
13:00	14:00			91	87	178
14:00	15:00			98	117	215
15:00	16:00			92	121	213
16:00	17:00			106	161	267
17:00	18:00			108	164	272
18:00	19:00			59	89	148
19:00	20:00			37	83	120
20:00	21:00			20	49	69
21:00	22:00			14	44	58
22:00	23:00			13	21	34
23:00	00:00			7	12	19

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			652	411	1063
Peak Hour			7:30	11:00	7:15
Peak Volume			171	86	228
Peak Hour Factor			0.891	0.896	0.966
Peak Period	12:00	to	00:00		
Volume			742	1064	1806
Peak Hour			16:15	16:15	16:15
Peak Volume			115	181	296
Peak Hour Factor			0.821	0.823	0.822
Peak Period	07:00	to	09:00		
Volume			307	116	423
Peak Hour			7:30	8:00	7:15
Peak Volume			171	63	228
Peak Hour Factor			0.891	0.630	0.966
Peak Period	16:00	to	18:00		
Volume			214	325	539
Peak Hour			16:15	16:15	16:15
Peak Volume			115	181	296
Peak Hour Factor			0.821	0.823	0.822



Prepared by National Data & Surveying Services

VOLUME

Southgate Rd E/O Canterbury Rd East

Day: Thursday
Date: 11/7/2024

City: Sacramento
Project #: CA24_070212_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	673	564	1,237

DAILY TOTALS

15-Minutes Interval

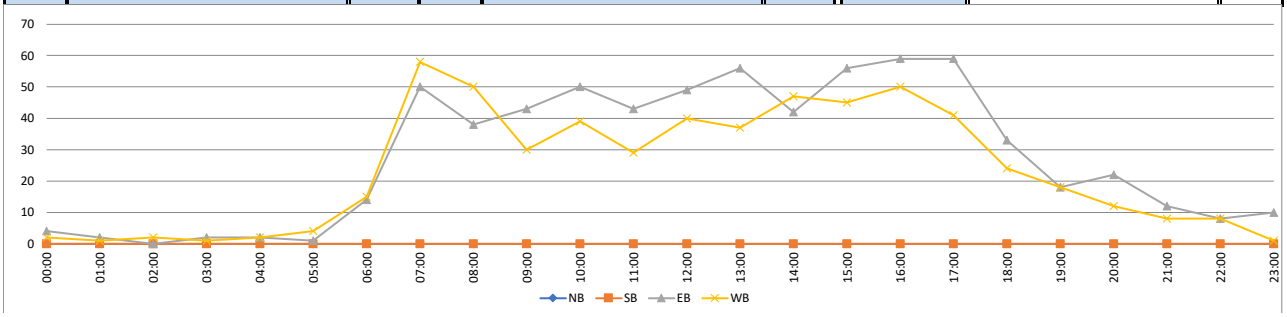
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			13	15	28
0:15			2	2	4	12:15			18	7	25
0:30			1	0	1	12:30			5	11	16
0:45			1	0	1	12:45			13	7	20
1:00			0	1	1	13:00			12	4	16
1:15			0	0	0	13:15			12	13	25
1:30			2	0	2	13:30			11	6	17
1:45			0	0	0	13:45			21	14	35
2:00			0	0	0	14:00			10	10	20
2:15			0	1	1	14:15			9	16	25
2:30			0	1	1	14:30			14	13	27
2:45			0	0	0	14:45			9	8	17
3:00			0	0	0	15:00			12	7	19
3:15			1	0	1	15:15			15	13	28
3:30			0	0	0	15:30			14	11	25
3:45			1	1	2	15:45			15	14	29
4:00			2	0	2	16:00			17	7	24
4:15			0	0	0	16:15			7	17	24
4:30			0	1	1	16:30			22	12	34
4:45			0	1	1	16:45			13	14	27
5:00			0	0	0	17:00			15	10	25
5:15			0	0	0	17:15			17	13	30
5:30			1	1	2	17:30			16	10	26
5:45			0	3	3	17:45			11	8	19
6:00			4	3	7	18:00			8	8	16
6:15			4	3	7	18:15			7	5	12
6:30			2	7	9	18:30			9	3	12
6:45			4	2	6	18:45			9	8	17
7:00			10	12	22	19:00			6	6	12
7:15			21	18	39	19:15			7	4	11
7:30			12	16	28	19:30			4	4	8
7:45			7	12	19	19:45			1	4	5
8:00			2	8	10	20:00			5	6	11
8:15			9	13	22	20:15			6	3	9
8:30			9	20	29	20:30			8	1	9
8:45			18	9	27	20:45			3	2	5
9:00			11	7	18	21:00			2	2	4
9:15			10	3	13	21:15			4	3	7
9:30			10	8	18	21:30			3	2	5
9:45			12	12	24	21:45			3	1	4
10:00			13	11	24	22:00			3	2	5
10:15			12	8	20	22:15			3	1	4
10:30			14	11	25	22:30			1	4	5
10:45			11	9	20	22:45			1	1	2
11:00			17	9	26	23:00			4	1	5
11:15			3	6	9	23:15			3	0	3
11:30			14	9	23	23:30			2	0	2
11:45			9	5	14	23:45			1	0	1
TOTALS	0	0	249	233	482	TOTALS	0	0	424	331	755
SPLIT %	0%	0%	52%	48%	39%	SPLIT %	0%	0%	56%	44%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			4	2	6
01:00	02:00			2	1	3
02:00	03:00			0	2	2
03:00	04:00			2	1	3
04:00	05:00			2	2	4
05:00	06:00			1	4	5
06:00	07:00			14	15	29
07:00	08:00			50	58	108
08:00	09:00			38	50	88
09:00	10:00			43	30	73
10:00	11:00			50	39	89
11:00	12:00			43	29	72
12:00	13:00			49	40	89
13:00	14:00			56	37	93
14:00	15:00			42	47	89
15:00	16:00			56	45	101
16:00	17:00			59	50	109
17:00	18:00			59	41	100
18:00	19:00			33	24	57
19:00	20:00			18	18	36
20:00	21:00			22	12	34
21:00	22:00			12	8	20
22:00	23:00			8	8	16
23:00	00:00			10	1	11

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			249	233	482
Peak Hour			10:15	7:00	7:00
Peak Volume			54	58	108
Peak Hour Factor			0.794	0.806	0.692
Peak Period	12:00	to	00:00		
Volume			424	331	755
Peak Hour			16:30	13:45	16:30
Peak Volume			67	53	116
Peak Hour Factor			0.761	0.828	0.853
Peak Period	07:00	to	09:00		
Volume			88	108	196
Peak Hour			7:00	7:00	7:00
Peak Volume			50	58	108
Peak Hour Factor			0.595	0.806	0.692
Peak Period	16:00	to	18:00		
Volume			118	91	209
Peak Hour			16:30	16:15	16:30
Peak Volume			67	53	116
Peak Hour Factor			0.761	0.779	0.853



Prepared by National Data & Surveying Services

Edgewater Rd & Southgate Rd

Peak Hour Turning Movement Count

ID: 24-070211-001
City: Sacramento

Day: Thursday
Date: 11/7/2024

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Edgewater Rd)

	Right	Through	Left	U-Turn	Exit
AM	0	3	66	0	9
NOON	0	0	0	0	0
PM	0	4	48	0	27
(red)	0	0	0	0	

EASTBOUND (Southgate Rd)

	AM	NOON	PM	(red)
Exit	47	0	128	
U-Turn	0	0	0	0
Left	0	0	1	0
Through	69	0	52	0
Right	1	0	4	0

WESTBOUND (Southgate Rd)

	(red)	PM	NOON	AM
Right	0	26	0	6
Through	0	123	0	45
Left	0	32	0	9
U-Turn	0	0	0	0
Exit		115	0	168

NORTHBOUND (Edgewater Rd)

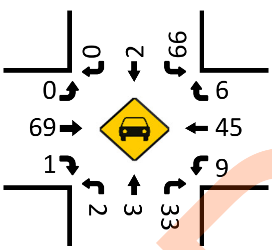
	Exit	U-Turn	Left	Through	Right
(red)		0	0	0	0
PM	40	0	5	0	15
NOON	0	0	0	0	0
AM	13	0	2	3	33

CONTROL

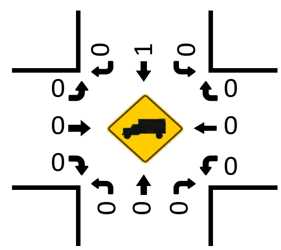
4-Way Stop

	AM	NOON	PM
TEV	237	0	310
PHF	0.97		0.83

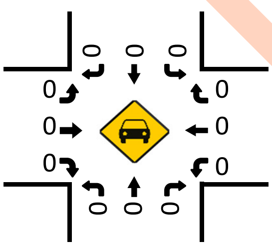
Cars (AM)



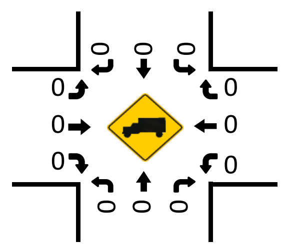
HT (AM)



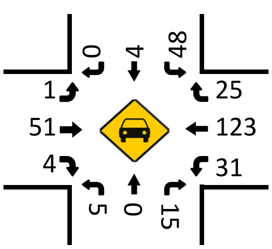
Cars (NOON)



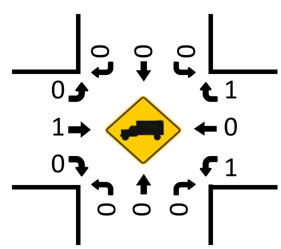
HT (NOON)



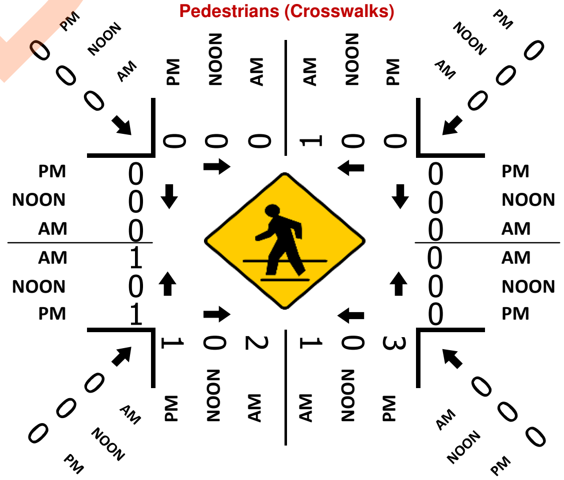
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Canterbury Rd W & Southgate Rd

Peak Hour Turning Movement Count

ID: 24-070211-002
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Canterbury Rd W)

AM	2	0	60	0	2	AM
NOON	0	0	0	0	0	NOON
PM	8	0	51	0	18	PM

EASTBOUND (Southgate Rd)

AM	NOON	PM	
60	0	183	
0	0	0	0
0	0	2	0
171	0	108	0
0	0	0	0
AM	NOON	PM	

WESTBOUND (Southgate Rd)

PM	NOON	AM	
16	0	2	0
175	0	58	0
0	0	0	0
1	0	0	0
160	0	231	
PM	NOON	AM	

NORTHBOUND (Canterbury Rd W)

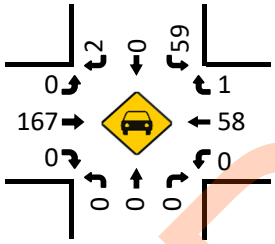
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

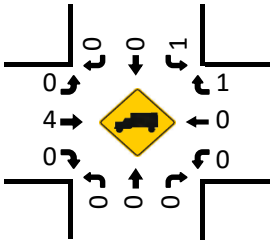
1-Way Stop(SB)

	AM	NOON	PM
TEV	293	0	361
PHF	0.88		0.84

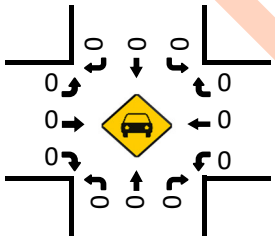
Cars (AM)



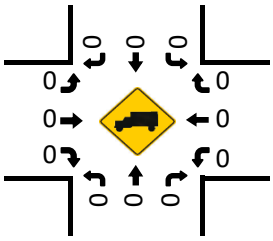
HT (AM)



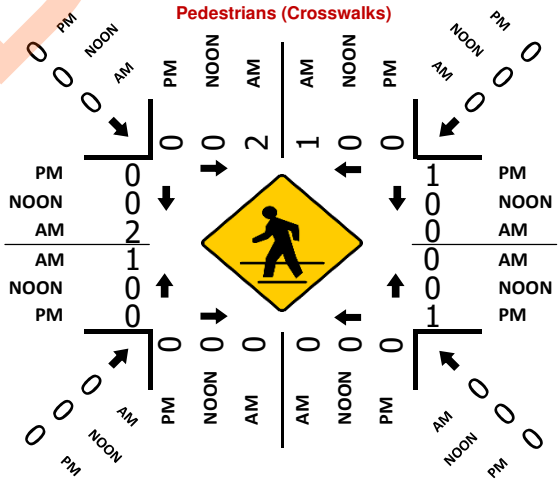
Cars (NOON)



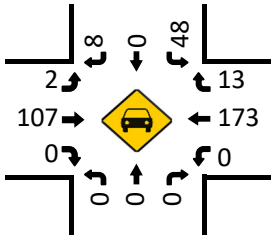
HT (NOON)



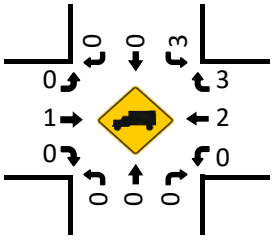
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Canterbury Rd E & Southgate Rd

Peak Hour Turning Movement Count

ID: 24-070211-003
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Canterbury Rd E)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Southgate Rd)

AM	NOON	PM	
60	0	192	⇦
0	0	0	↶ 0
0	0	0	↱ 0
14	0	7	→ 0
217	0	153	↷ 0
AM	NOON	PM	

WESTBOUND (Southgate Rd)

PM	NOON	AM	
0	0	0	↶ 0
18	0	6	← 0
35	0	47	↰ 0
0	0	0	↷ 0
57	0	27	⇨
PM	NOON	AM	

NORTHBOUND (Canterbury Rd E)

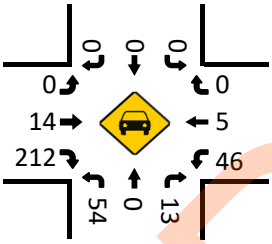
PM	188	0	174	0	50	PM
NOON	0	0	0	0	0	NOON
AM	264	0	54	0	13	AM

CONTROL

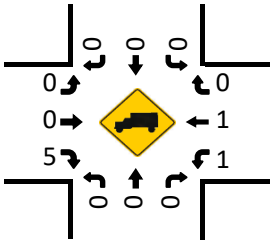
3-Way Stop(NB/EB/WB)

TEV	351	0	437
	AM	NOON	PM
PHF	0.86		0.87

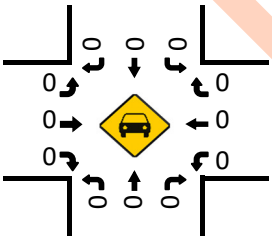
Cars (AM)



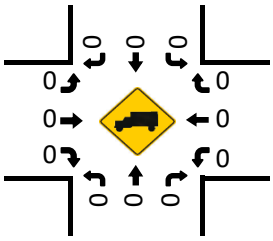
HT (AM)



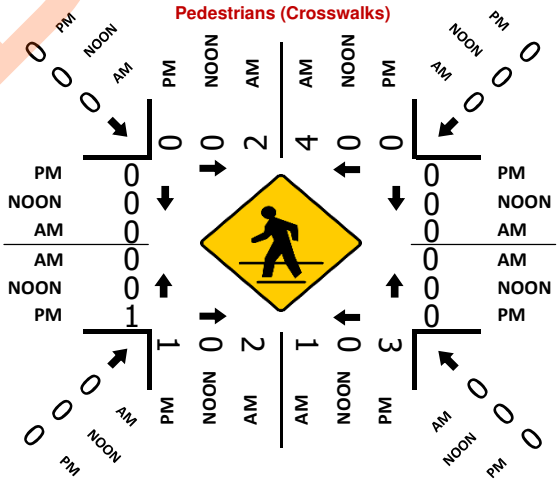
Cars (NOON)



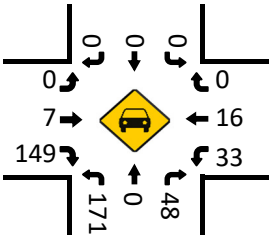
HT (NOON)



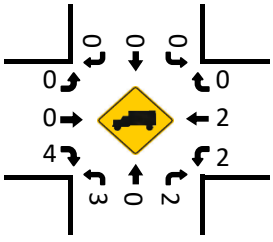
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Media Pl/Canterbury Rd & Expo Pkwy S/SureStay Plus by Best Western Sacramento Cal Expo Dwy

Peak Hour Turning Movement Count

ID: 24-070211-004
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Media Pl/Canterbury Rd

AM	249	6	9	0	72	AM
NOON	0	0	0	0	0	NOON
PM	181	1	5	0	227	PM

EASTBOUND — Expo Pkwy S/SureStay Plus by Best Western Sacramento Cal Expo Dwy

AM	NOON	PM	
266	0	202	
0	0	1	0
69	0	217	0
6	0	9	0
11	0	8	0
AM	NOON	PM	

WESTBOUND — Expo Pkwy S/SureStay Plus by Best Western Sacramento Cal Expo Dwy

PM	NOON	AM	
3	0	1	0
7	0	12	0
0	0	0	0
0	0	0	0
14	0	15	
PM	NOON	AM	

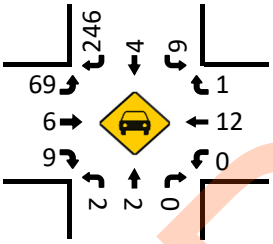
CONTROL: 1-Way Stop(EB)

	AM	NOON	PM
TEV	370	0	452
PHF	0.92		0.89

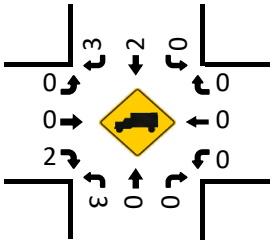
NORTHBOUND — Media Pl/Canterbury Rd

PM	9	0	13	7	0	PM
NOON	0	0	0	0	0	NOON
AM	17	0	5	2	0	AM

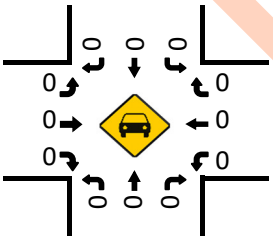
Cars (AM)



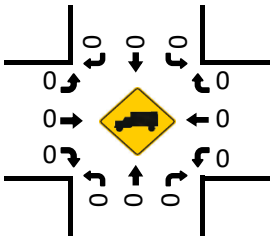
HT (AM)



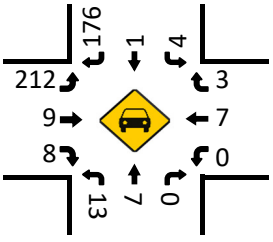
Cars (NOON)



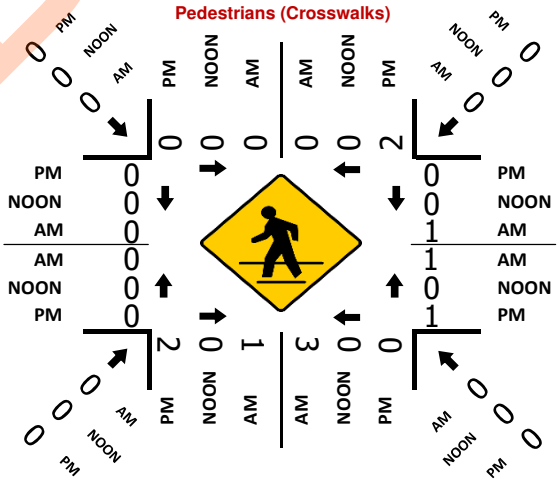
HT (NOON)



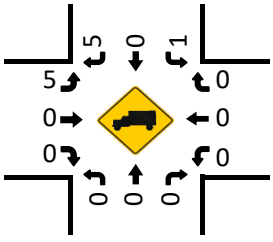
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Prepared by National Data & Surveying Services

Canterbury Rd & Expo Pkwy S/SR 160 SB Exit 47A Ramps

Peak Hour Turning Movement Count

ID: 24-070211-005
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	556	0	675
PHF	0.93		0.92

SOUTHBOUND (Canterbury Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Expo Pkwy S/SR 160 SB Exit 47A Ramps)

AM	NOON	PM	
108	0	228	⇦
0	0	0	↩ 0
0	0	0	↱ 0
17	0	32	→ 0
106	0	32	↳ 0
AM	NOON	PM	

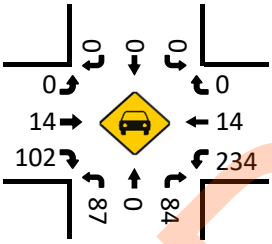
WESTBOUND (Expo Pkwy S/SR 160 SB Exit 47A Ramps)

PM	NOON	AM	
0	0	0	↰ 0
16	0	14	← 0
177	0	239	↰ 0
0	0	0	↰ 0
238	0	102	⇨
PM	NOON	AM	

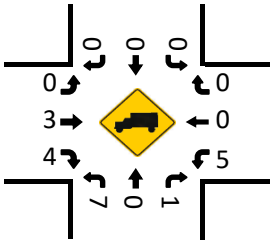
NORTHBOUND (Canterbury Rd)

PM	209	0	212	0	206	PM
NOON	0	0	0	0	0	NOON
AM	346	1	94	0	85	AM

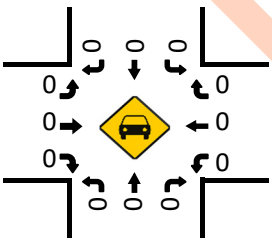
Cars (AM)



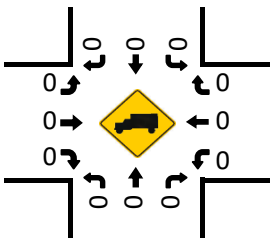
HT (AM)



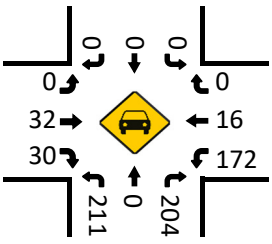
Cars (NOON)



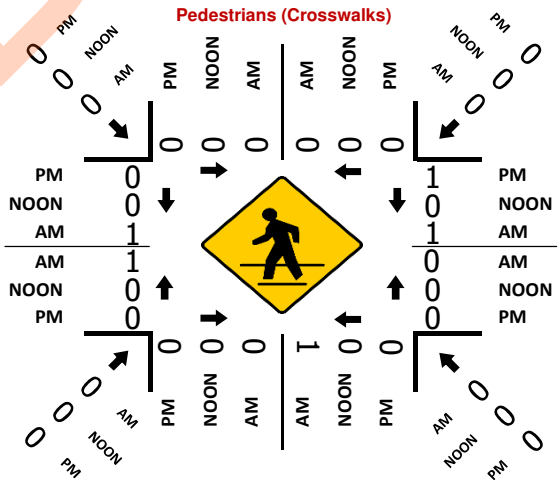
HT (NOON)



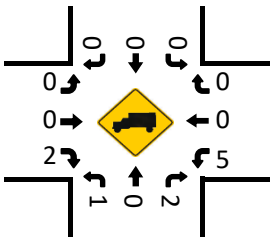
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Prepared by National Data & Surveying Services

Canterbury Rd & Slobe Ave/Leisure Ln

Peak Hour Turning Movement Count

ID: 24-070211-006
City: Sacramento

Day: Thursday
Date: 11/7/2024

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND — Canterbury Rd

AM	114	92	138	0	179	AM
NOON	0	0	0	0	0	NOON
PM	36	89	103	0	397	PM

EASTBOUND — Slobe Ave/Leisure Ln

AM	NOON	PM	
279	0	76	
0	0	0	0
31	0	71	0
84	0	182	0
14	0	12	0
AM	NOON	PM	

WESTBOUND — Slobe Ave/Leisure Ln

PM	NOON	AM	
167	0	85	0
36	0	150	0
30	0	34	0
0	0	0	0
321	0	234	
PM	NOON	AM	

NORTHBOUND — Canterbury Rd

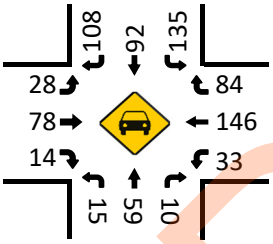
PM	131	0	4	159	36	PM
NOON	0	0	0	0	0	NOON
AM	140	0	15	63	12	AM

CONTROL

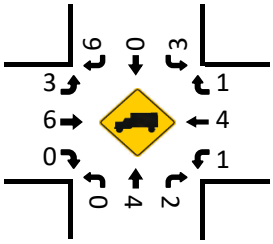
4-Way Stop

	AM	NOON	PM
TEV	832	0	925
PHF	0.95		0.86

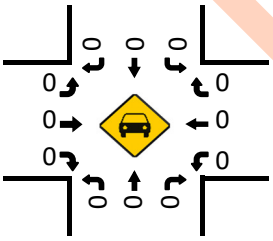
Cars (AM)



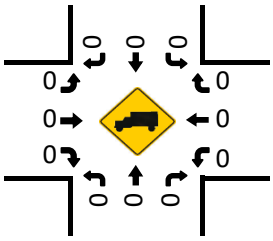
HT (AM)



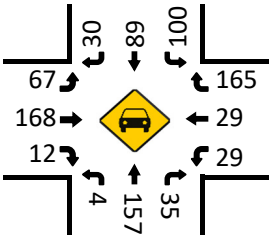
Cars (NOON)



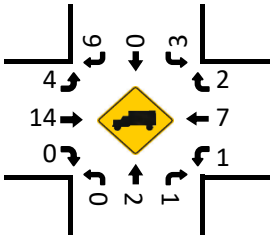
HT (NOON)



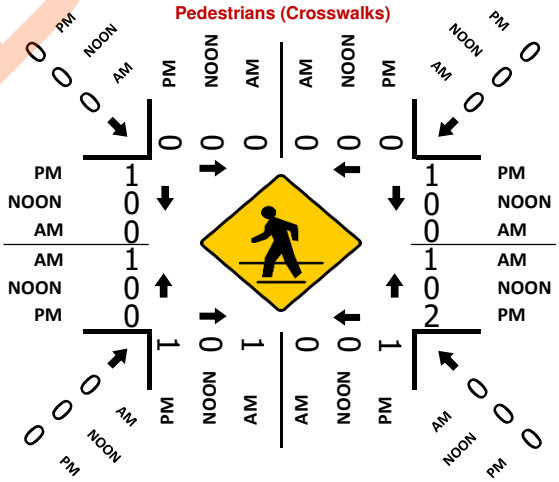
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

SR 160 NB Exit 47A Ramps & Leisure Ln

Peak Hour Turning Movement Count

ID: 24-070211-007
City: Sacramento

Day: Thursday
Date: 11/7/2024

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND — SR 160 NB Exit 47A Ramps

	Right	Thru	Left	U-Turn	Departing
AM	86	0	7	1	58
NOON	0	0	0	0	0
PM	52	0	20	1	131
	0	0	0	0	

EASTBOUND — Leisure Ln

	AM	NOON	PM	
Departing	266	0	235	
U-Turn	2	0	0	0
Left	55	0	130	0
Thru	190	0	196	0
Right	0	0	0	0

WESTBOUND — Leisure Ln

		PM	NOON	AM
Right	0	0	0	2
Thru	0	183	0	178
Left	0	0	0	0
U-Turn	0	0	0	0
Departing		216	0	197

NORTHBOUND — SR 160 NB Exit 47A Ramps

	Departing	U-Turn	Left	Thru	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

CONTROL

1-Way Stop(SB)

	AM	NOON	PM
TEV	521	0	582
PHF	0.92		0.81

Cars (AM)

Approach	Left	Thru	Right	U-Turn
SB	7	0	84	
EB	51	180	0	
WB	0	175	2	
NB	0	0	0	

HT (AM)

Approach	Left	Thru	Right
SB	0	0	2
EB	4	10	0
WB	0	3	0
NB	0	0	0

Cars (NOON)

Approach	Left	Thru	Right
SB	0	0	0
EB	0	0	0
WB	0	0	0
NB	0	0	0

HT (NOON)

Approach	Left	Thru	Right
SB	0	0	0
EB	0	0	0
WB	0	0	0
NB	0	0	0

Cars (PM)

Approach	Left	Thru	Right
SB	19	0	49
EB	127	183	0
WB	0	178	0
NB	0	0	0

HT (PM)

Approach	Left	Thru	Right
SB	1	0	3
EB	3	13	0
WB	0	5	0
NB	0	0	0

Pedestrians (Crosswalks)

Crosswalk	Direction	AM	NOON	PM
West leg	Southbound	1	0	0
West leg	Northbound	0	0	0
East leg	Southbound	0	0	0
East leg	Northbound	0	0	0
North leg	Eastbound	0	0	0
North leg	Westbound	0	0	0
South leg	Eastbound	0	0	0
South leg	Westbound	0	0	0
NW diagonal		0	0	0
NE diagonal		0	0	0
SW diagonal		0	0	0
SE diagonal		0	0	0

SECTION 2. TRIP GENERATION MEMORANDUM

DKS 428 J STREET, SUITE 340 • SACRAMENTO, CA 95814 • 916.368.2000 • DKSASSOCIATES.COM

TRIP GENERATION MEMORANDUM

DATE: February 24, 2024

TO: Alex Switzgable | City of Sacramento

FROM: Josh Pilachowski | DKS Associates
Vic Maslanka | DKS Associates

SUBJECT: Creekside at Woodlake Project #25140-002

This memorandum summarizes the results of the vehicular trip generation analysis of the proposed Creekside at Woodlake project, as well as the baseline projects. The residential project consists of an "L' shaped parcel connecting Southgate Road and Edgewater Road in the Woodlake neighborhood.

PROJECT DESCRIPTION

As illustrated in **Figure 1**, the project is located in the Woodlake neighborhood, with primary access to Southgate Road and Edgewater Road. **Figure 2** illustrates the proposed site plan. **Table 1** summarizes the land use of the project. The project would consist of 29 residential parcels accommodating 27 detached single family dwellings, 4 attached single family dwellings, and 57 accessory dwelling units (ADUs).

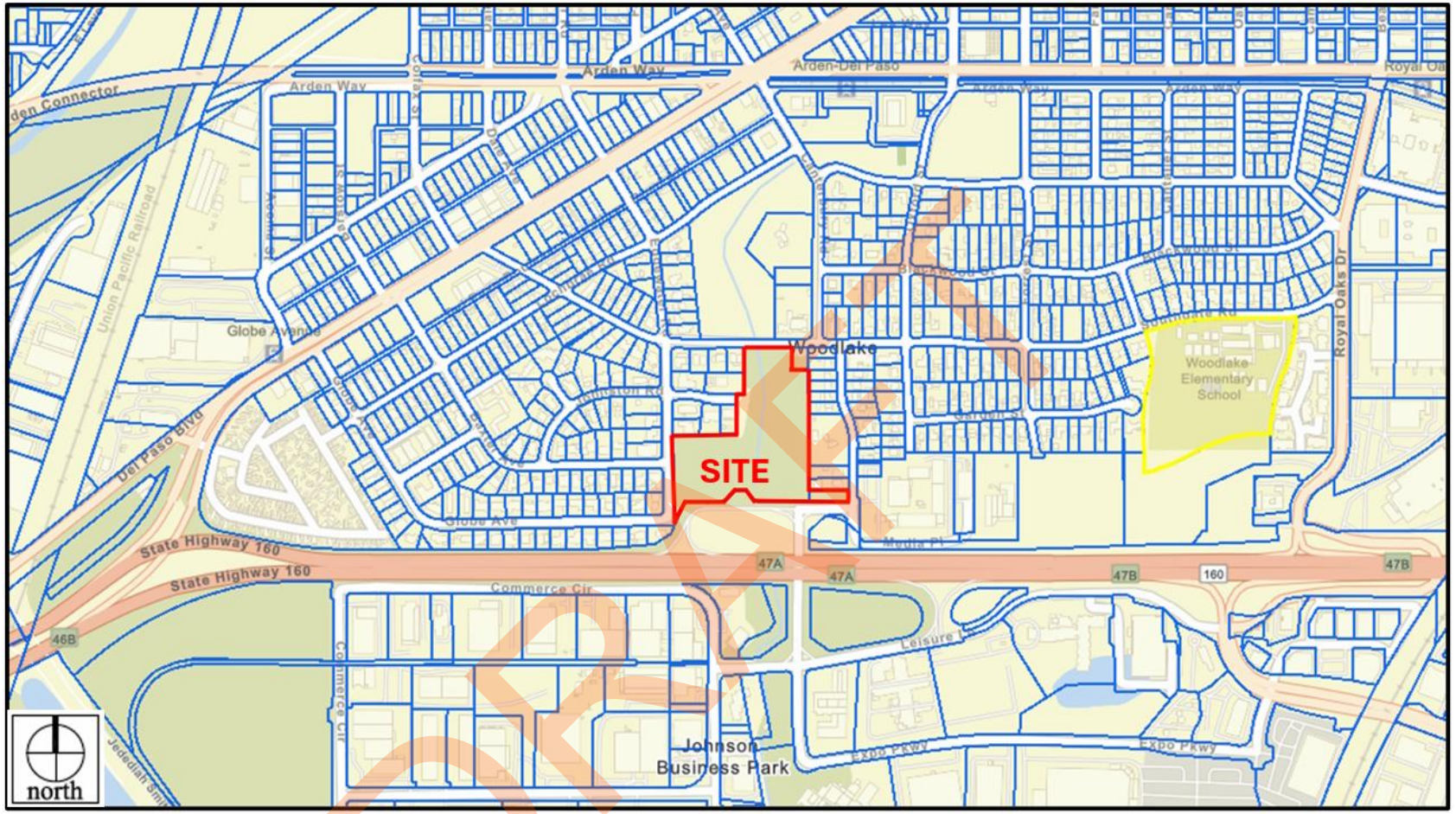
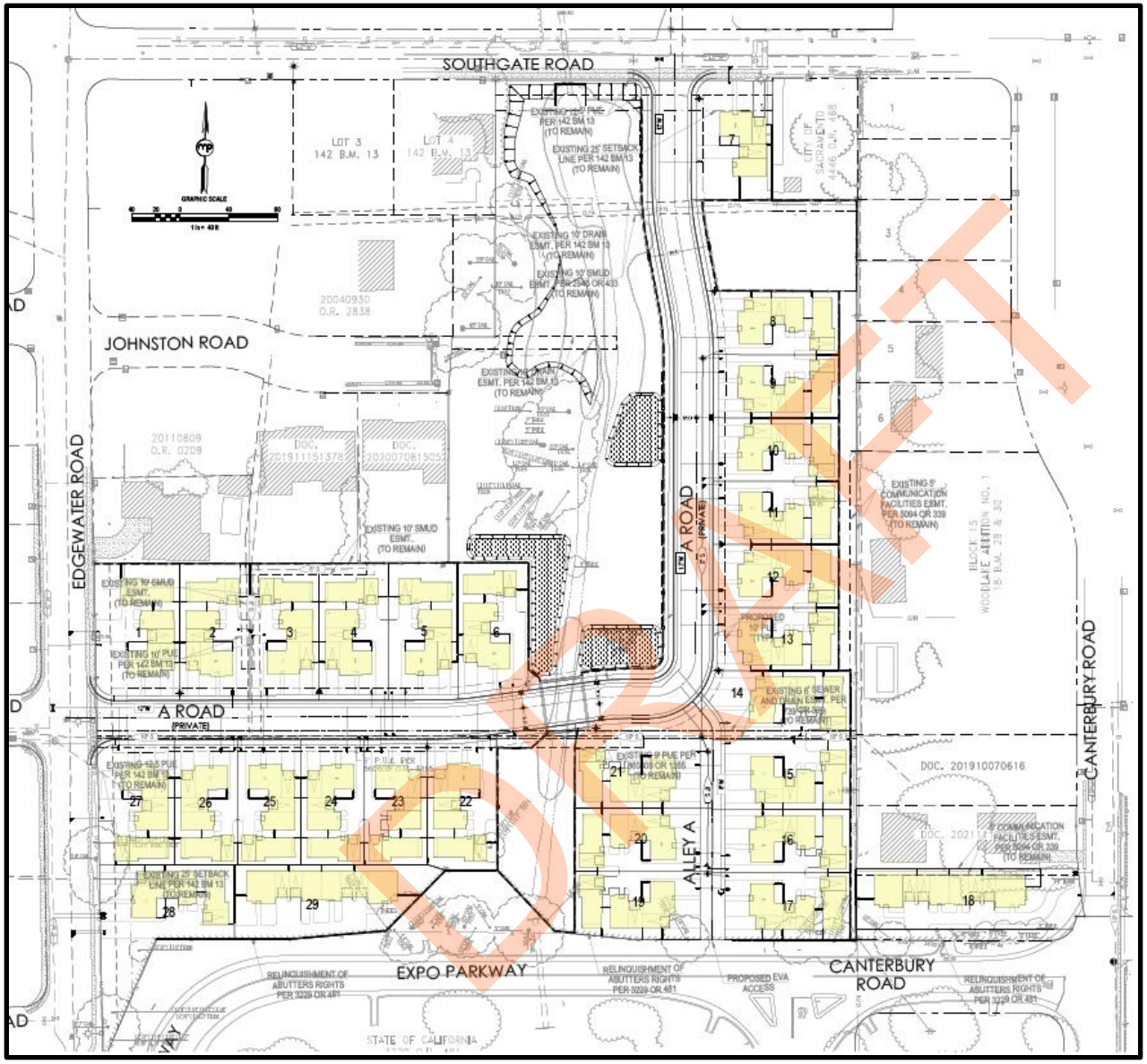


FIGURE 1: SITE LOCATION



Source: Morton & Pitalo, Inc., July 16, 2024.

FIGURE 2: SITE PLAN

TABLE 1: LAND USE SUMMARY

PARCEL TYPE	PARCELS	SINGLE-FAMILY, DETACHED	SINGLE-FAMILY, ATTACHED	ADUs	TOTAL DWELLING UNITS
DETACHED SINGLE-FAMILY WITH 2 ADUs (1 attached, 1 detached)	26	26		52	78
DETACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lot 7	1	1		1	2
ATTACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lots 18 and 29	2		4	4	8
TOTAL	29	27	4	57	88

PROJECT TRIP GENERATION ESTIMATION

Vehicular trip generation of land uses such as the project are typically calculated based upon data from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, Version 6.0.1, May 2022, as well as other available data.

The project consists of three residential elements:

- Detached single-family dwelling units
- Attached single-family dwelling units (duplexes)
- ADUs

ITE provides data for Single-Family Detached Housing (Land Use Code 210) and Single-Family Attached Housing (Land Use Code 215).

ITE does not include data for ADUs. By their nature, as ADUs are associated with another dwelling unit, it would be exceedingly difficult to record ADU traffic volumes separated from traffic generated by the other dwelling unit. ITE, at this time, does not include data for single-family dwelling units with ADUs.

The closest appropriate ITE category is Multifamily Housing (Low-Rise) (Land Use Code 220):

> *Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.*[1]

A cursory literature review of the practices of other jurisdictions dealing with ADU trip generation was also conducted. Trip generation rates are utilized for traffic analysis as well as for the determination of traffic impact fees. Jurisdictions included Costa Mesa, Napa, and Roseville, California; Lake Park, Florida; Central Point and Wilsonville, Oregon; and Bellingham and Skagit County, Washington. For the most part, a trip generation rate corresponding to ITE Land Use Code 220 was utilized, or a similar use with a trip generation rate lower than a single-family dwelling unit. For traffic impact fee purposes, some jurisdictions omitted attached ADUs.

Table 2 summarizes the vehicular trip generation estimates of the Creekside at Woodlake project based upon the ITE estimates. Trip generation for ITE Codes 210 and 220 are based upon fitted curves, as shown in the additional ITE trip generation information included in the appendix. Trip

[1] Institute of Transportation Engineers, Trip Generation Manual 11th Edition, Volume 3, Web-based App Version 6.0.2, December 9th, 2022.

generation for ITE Code 215 is based upon average rates, due to the low number of dwelling units (4) in comparison to the collected data.

TABLE 2: CREEKSIDE AT WOODLAKE VEHICULAR TRIP GENERATION BASED UPON ITE RATES

ITE CODE	LAND USE	VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	27 Detached single-family dwelling units	303	6	17	23	18	11	29
215	4 Attached single-family dwelling units (duplexes)	29	2	2	2	1	1	2
220	57 ADUs	441	10	31	41	28	17	45
	TOTAL	773	16	50	66	47	29	76

It is noted that the majority of ITE data for these land use codes were collected in suburban areas with minimal transit services, and low pedestrian and bicycle mode share. The project site is located within one-half mile of both the Arden / Del Paso Light Rail Station and Globe Avenue Light Rail Station, providing access to light rail and bus transit. There are also numerous retail uses and services along Arden Way and Del Paso Boulevard within walking and bicycling distance of the project. Based upon the urban environment, vehicular trip generation was reduced by 15 percent. **Table 3** summarizes the estimated vehicular trip generation of the Creekside at Woodlake project.

TABLE 3: ESTIMATED CREEKSIDE AT WOODLAKE VEHICULAR TRIP GENERATION

ITE CODE	LAND USE	VEHICLE TRIPS						
		DAILY	AM PEAK HOUR			PM PEAK HOUR		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	27 Detached single-family dwelling units	258	5	14	19	15	9	24
215	4 Attached single-family dwelling units (duplexes)	25	0	2	2	1	1	2
220	57 ADUs	375	9	26	35	24	14	38
	TOTAL	658	14	42	56	40	24	64

BASELINE PROJECT TRIP GENERATION

MEDIA PLACE

Media Place is a proposed multi-family residential development located on the north side of SR 160, east of Canterbury Road and west of Royal Oaks Drive. Vehicular trip generation for the project was calculated in a Traffic Impact Analysis conducted in 2021.[2] **Table 4** summarizes the Media Place vehicular trip generation estimates.

[2] DKS Associates, Media Place Traffic Impact Analysis, Draft Report, October 26, 2021.

TABLE 4: ESTIMATED MEDIA PLACE VEHICULAR TRIP GENERATION

LAND USE	ITE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
WEST PARCEL	221	200	1,088	19	53	72	54	34	88
EAST PARCEL	221	80	435	8	21	29	21	14	35
TOTAL			1,523	27	74	101	75	48	123

440 ARDEN WAY

440 Arden Way, also known as Arden Way Apartments, is a proposed Family Affordable Housing project to be located at the southwest corner of Arden Way and Oxford Street. The project would consist of 124 dwelling units and associated resident amenities. The project would be located adjacent to the Arden / Del Paso Light Rail Station.

Vehicular trip generation estimates were not found for the project. Therefore, trip generation was calculated based upon ITE sources, as well as a review of other recent relevant research of affordable housing. Caltrans sponsored research on the subject in 2018, compiling new information and comparing the results of prior studies.[3] In general, the Caltrans research demonstrated that affordable housing generates fewer trips than single-family homes, but that the actual rates are dependent upon many variables, including vehicle ownership rates, parking supply, urban environment (population and employment density), and transit service.

The "Affordable Housing" land use category in the ITE data has few observations. The Caltrans information is helpful, but the average trip rates collected in the study are from a variety of locations, particularly related to transit accessibility. As the 440 Arden Way project is adjacent to a light rail station, ITE Land Use category 221 (Multifamily Housing [Mid-Rise]) was utilized, with the land use subcategory of "Close to Rail Transit". The setting / location is "General Urban / Suburban." **Table 5** summarizes the 440 Arden Way vehicular trip generation estimates. The daily trip generation estimate is based upon an average rate (no fitted curve available due to low sample size), while the peak hour rates are based upon fitted curves. The ITE data plots are included in the appendix.

[3] Caltrans, Affordable Housing Trip Generation Strategies and Rates, Final Report, September 14, 2018.

TABLE 5: ESTIMATED 440 ARDEN WAY VEHICULAR TRIP GENERATION

LAND USE	ITE CODE	UNITS	VEHICLE TRIPS						
			DAILY	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
MULTIFAMILY HOUSING (MID-RISE), CLOSE TO RAIL TRANSIT	221	124	589	14	26	40	23	13	36

APPENDIX

DKS

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PROJECT TRIP GENERATION INFORMATION

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
174

Avg. Num. of Dwelling Units:
246

Average Rate:
9.43

Range of Rates:
4.45 - 22.61

Standard Deviation:
2.13

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68

R^2:
0.95

Directional Distribution:
50% entering, 50% exiting

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
192

Avg. Num. of Dwelling Units:
226

Average Rate:
0.70

Range of Rates:
0.27 - 2.27

Standard Deviation:
0.24

Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12

R^2:
0.90

Directional Distribution:
25% entering, 75% exiting

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
208

Avg. Num. of Dwelling Units:
248

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27

R^2:
0.92

Directional Distribution:
63% entering, 37% exiting

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 50.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
46

Avg. Num. of Dwelling Units:
135

Average Rate:
0.48

Range of Rates:
0.12 - 0.74

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.52(X) - 5.70

R^2:
0.92

Directional Distribution:
25% entering, 75% exiting

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) - 3.93

R^2:
0.91

Directional Distribution:
59% entering, 41% exiting

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

Fitted Curve Equation:
T = 6.41(X) + 75.31

R^2:
0.86

Directional Distribution:
50% entering, 50% exiting

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units:
249

Average Rate:
0.40

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.12

Fitted Curve Equation:
T = 0.31(X) + 22.85

R^2:
0.79

Directional Distribution:
24% entering, 76% exiting

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
T = 0.43(X) + 20.55

R^2:
0.84

Directional Distribution:
63% entering, 37% exiting

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

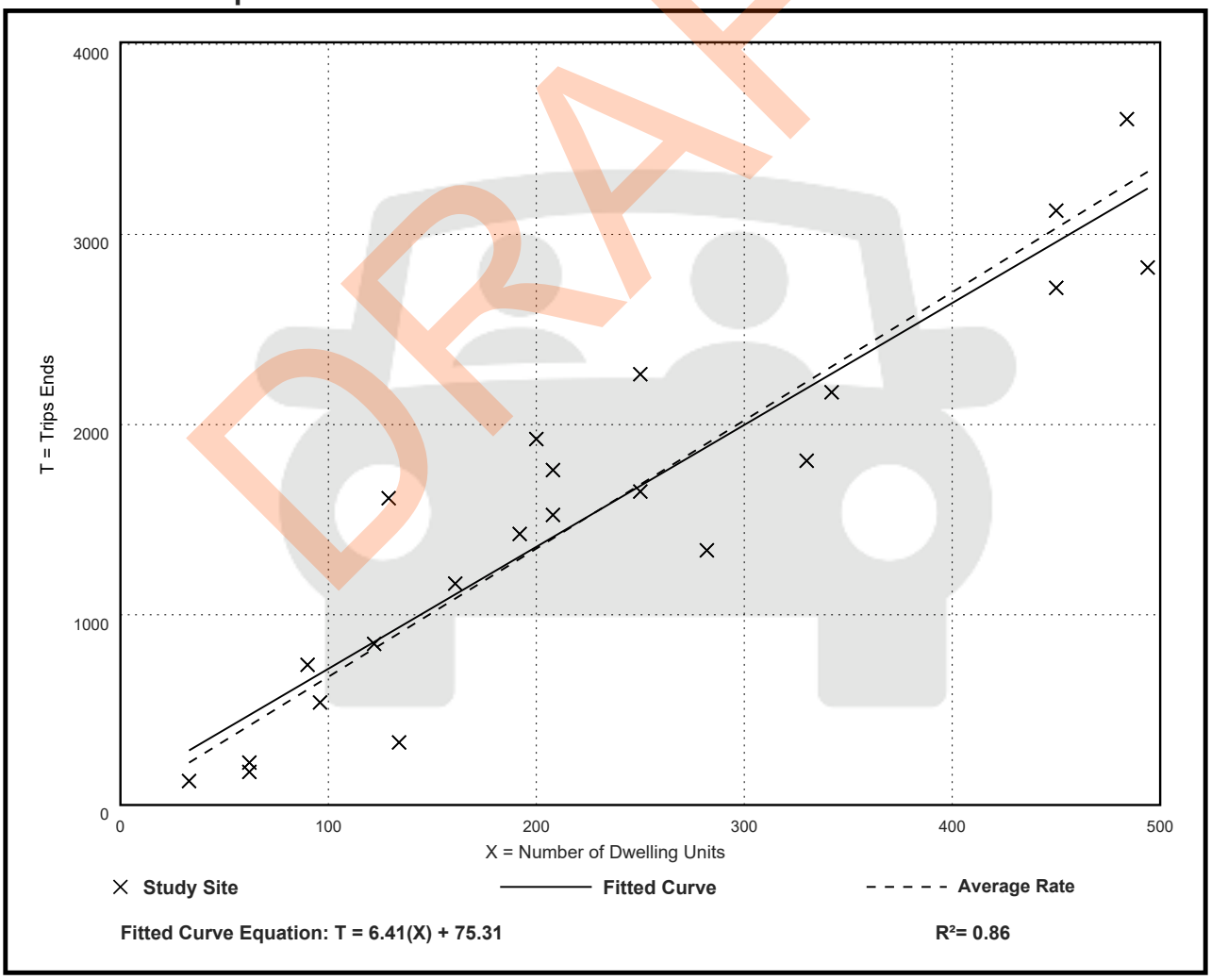
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

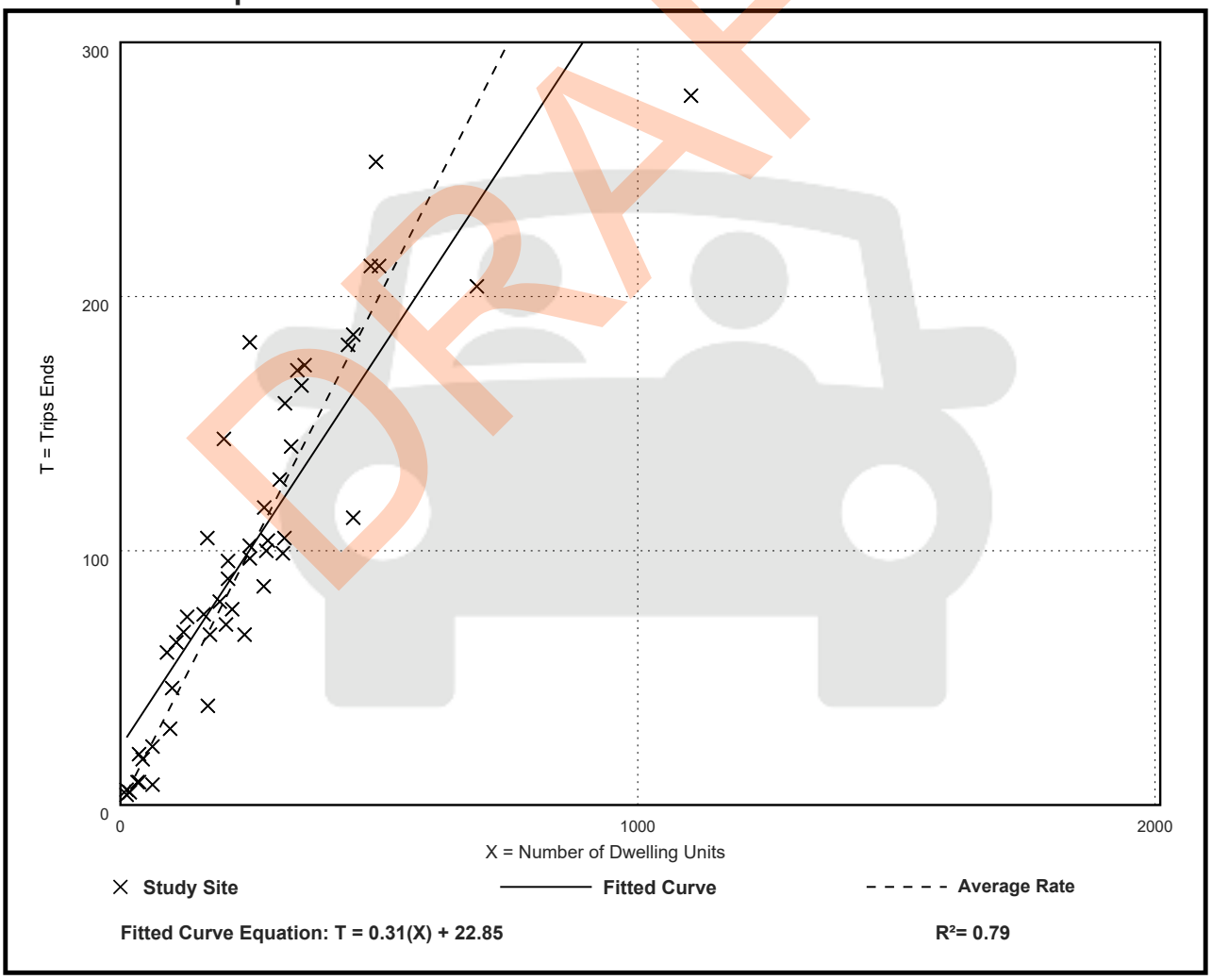
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



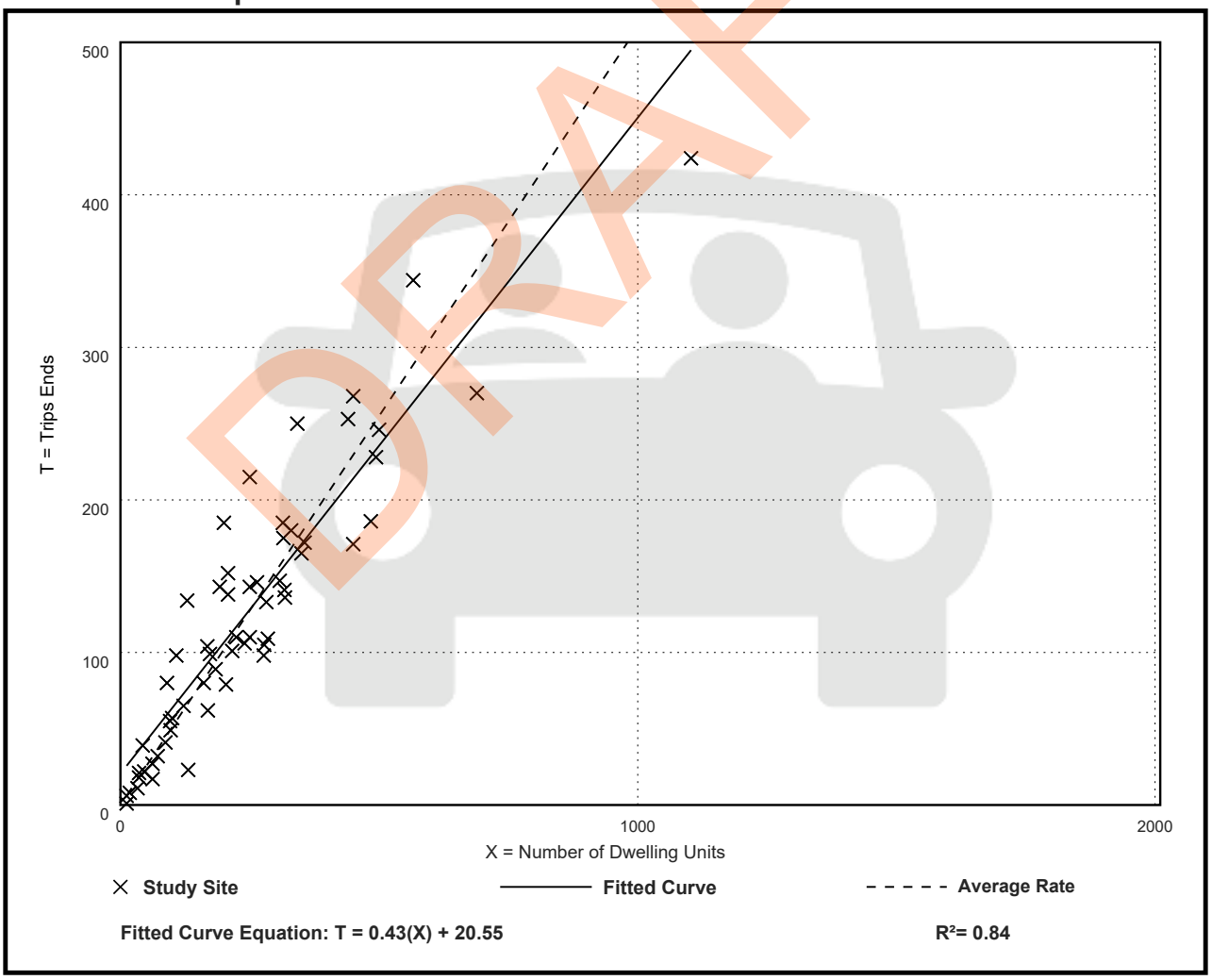
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

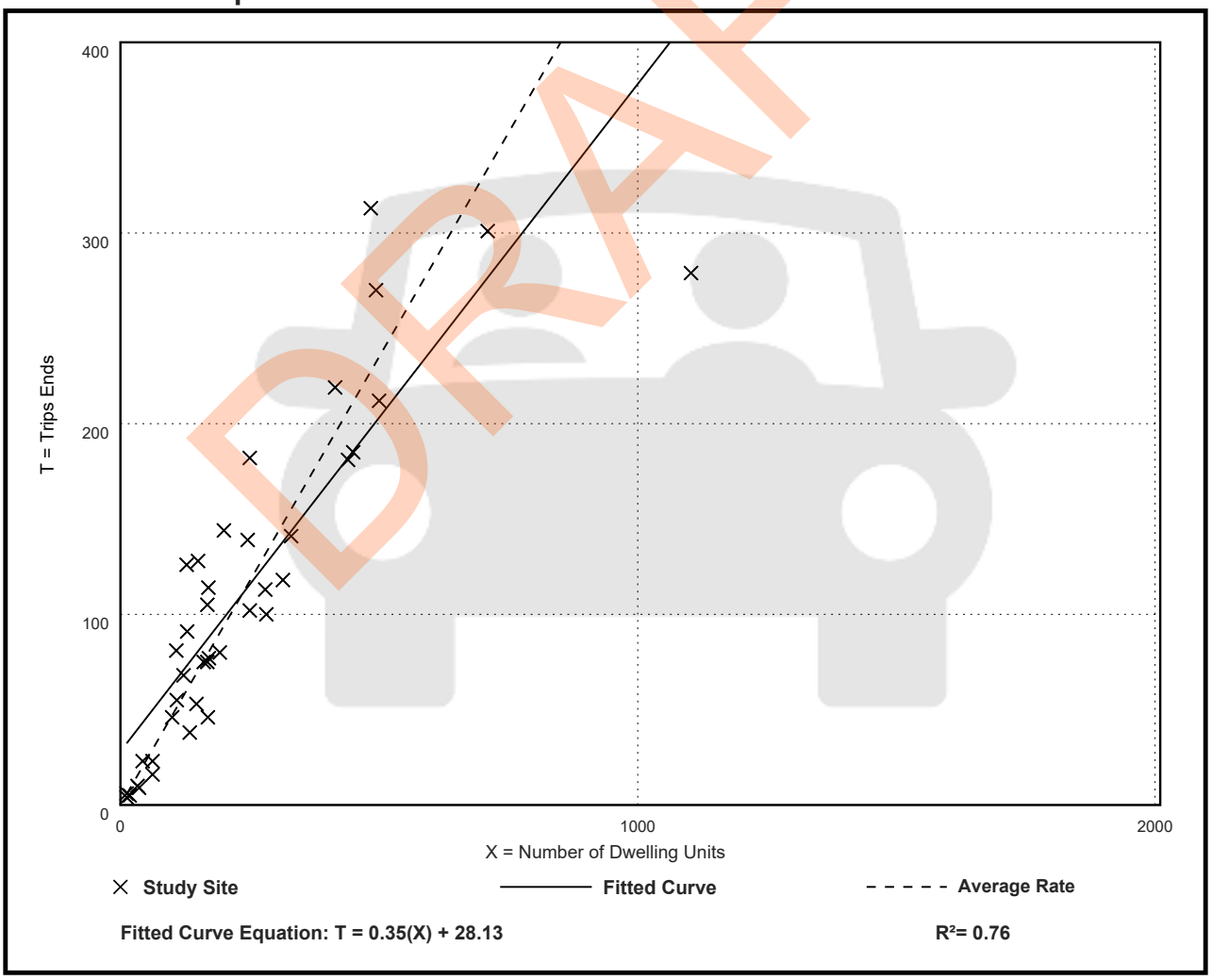
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.35(X) + 28.13

R^2= 0.76

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

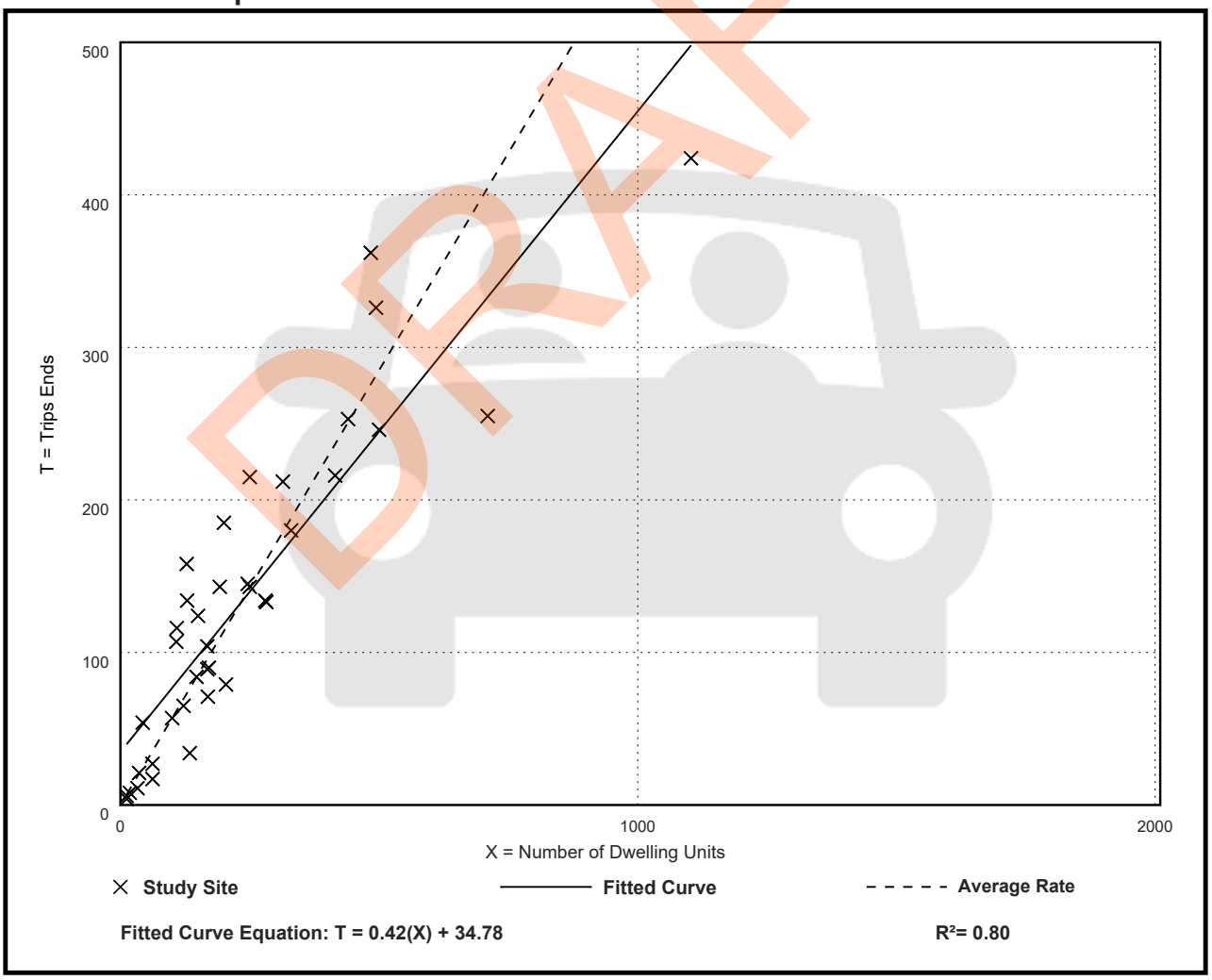
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Fitted Curve Equation: T = 0.42(X) + 34.78

R^2= 0.80

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

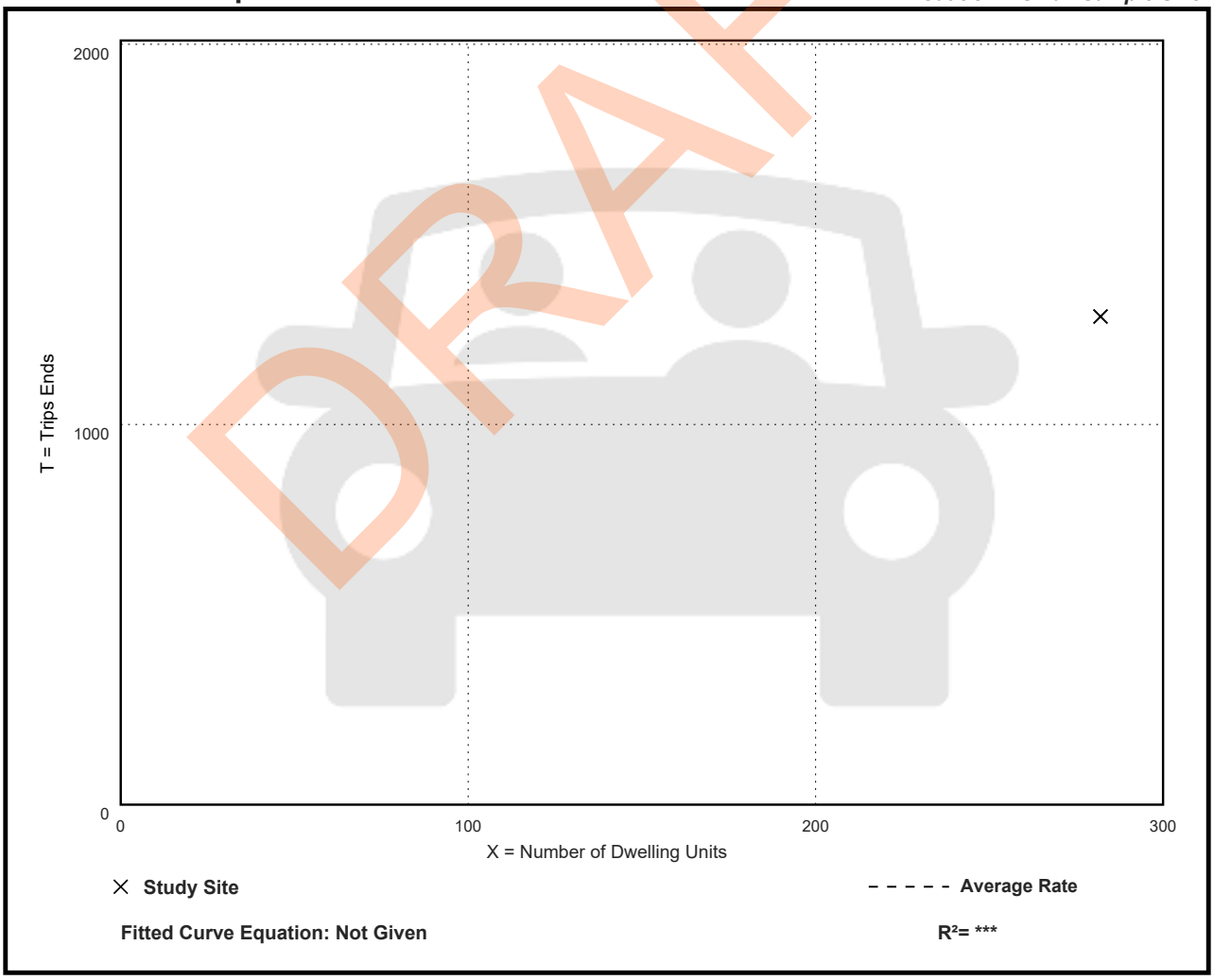
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.55	4.55 - 4.55	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

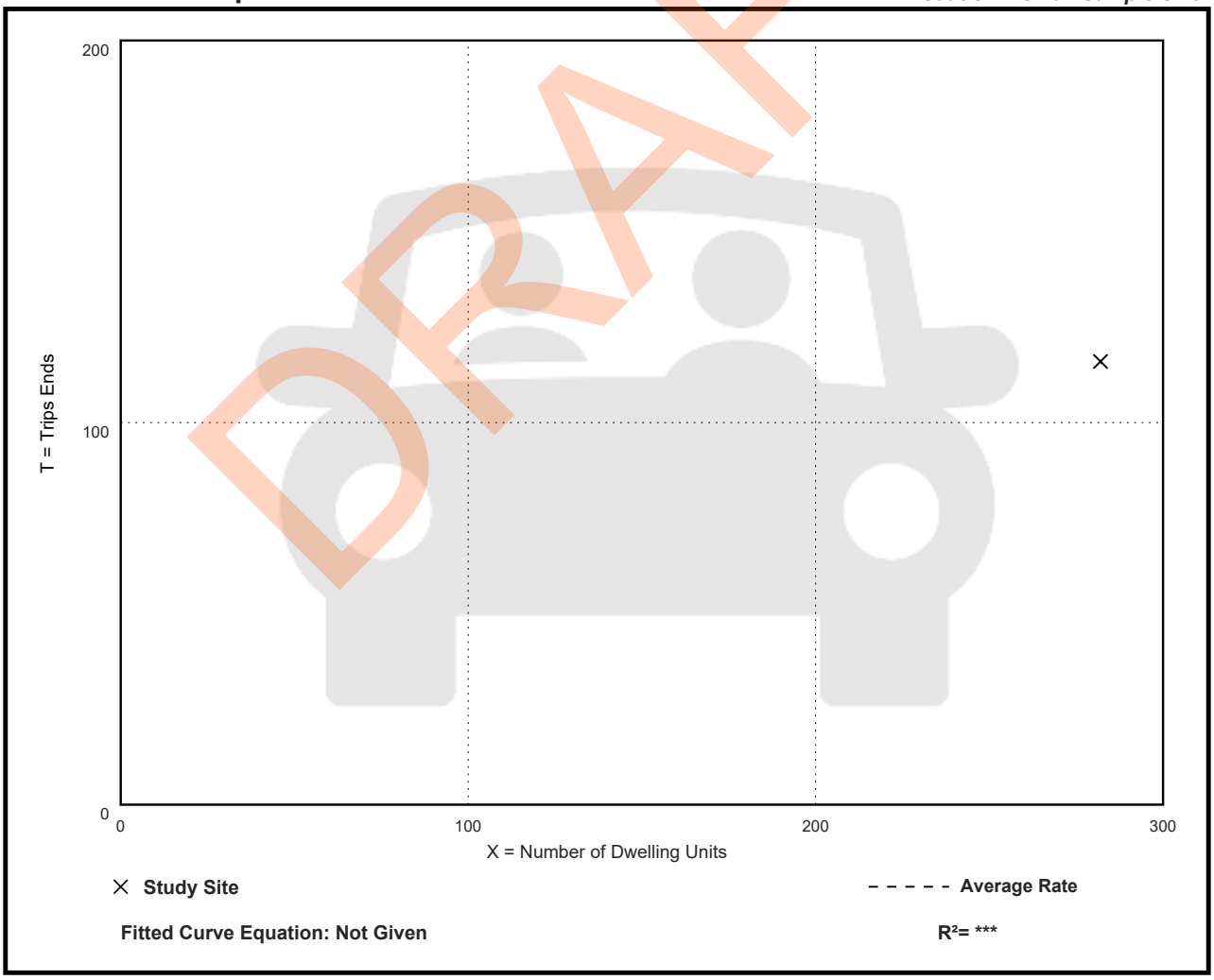
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

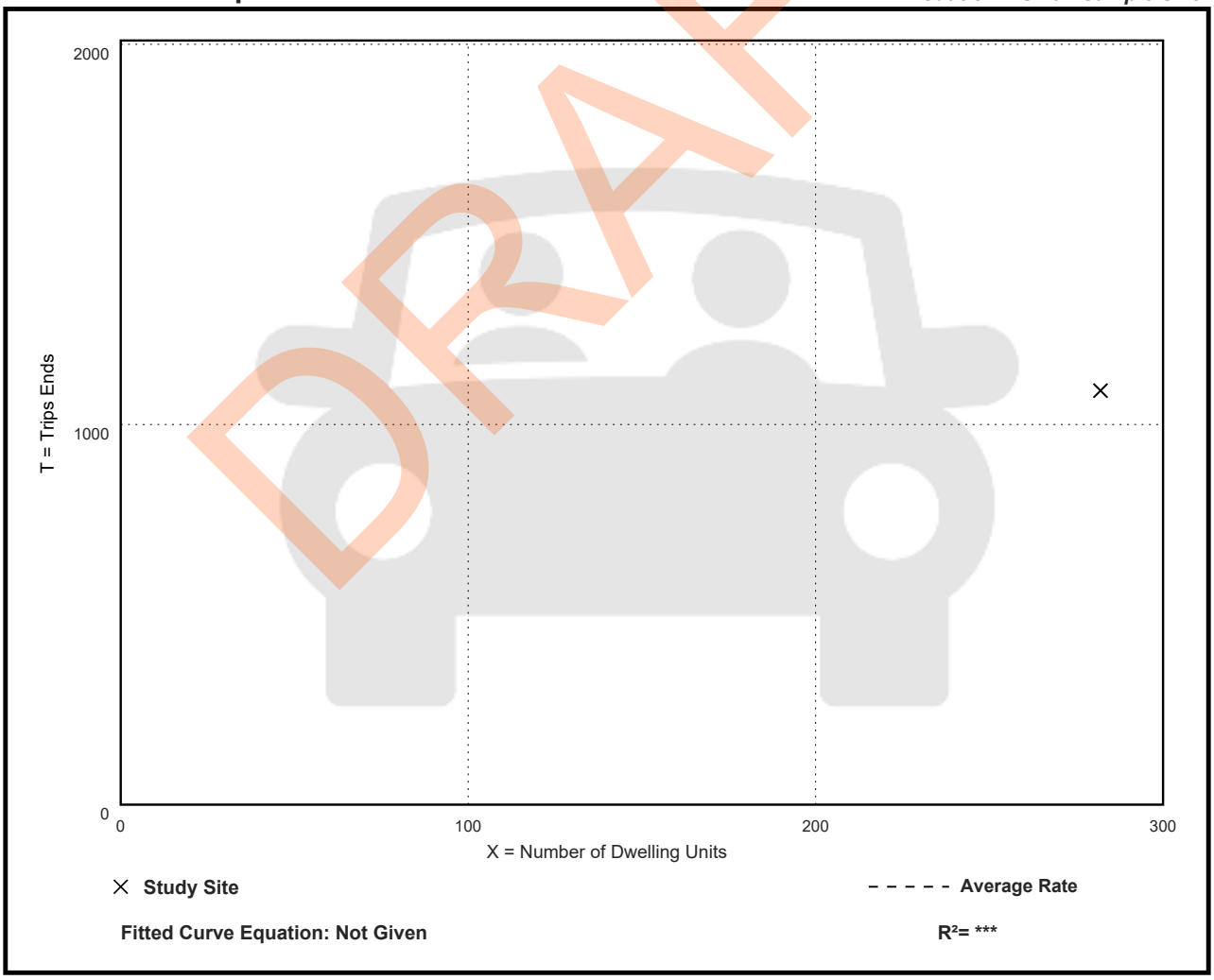
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.86	3.86 - 3.86	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

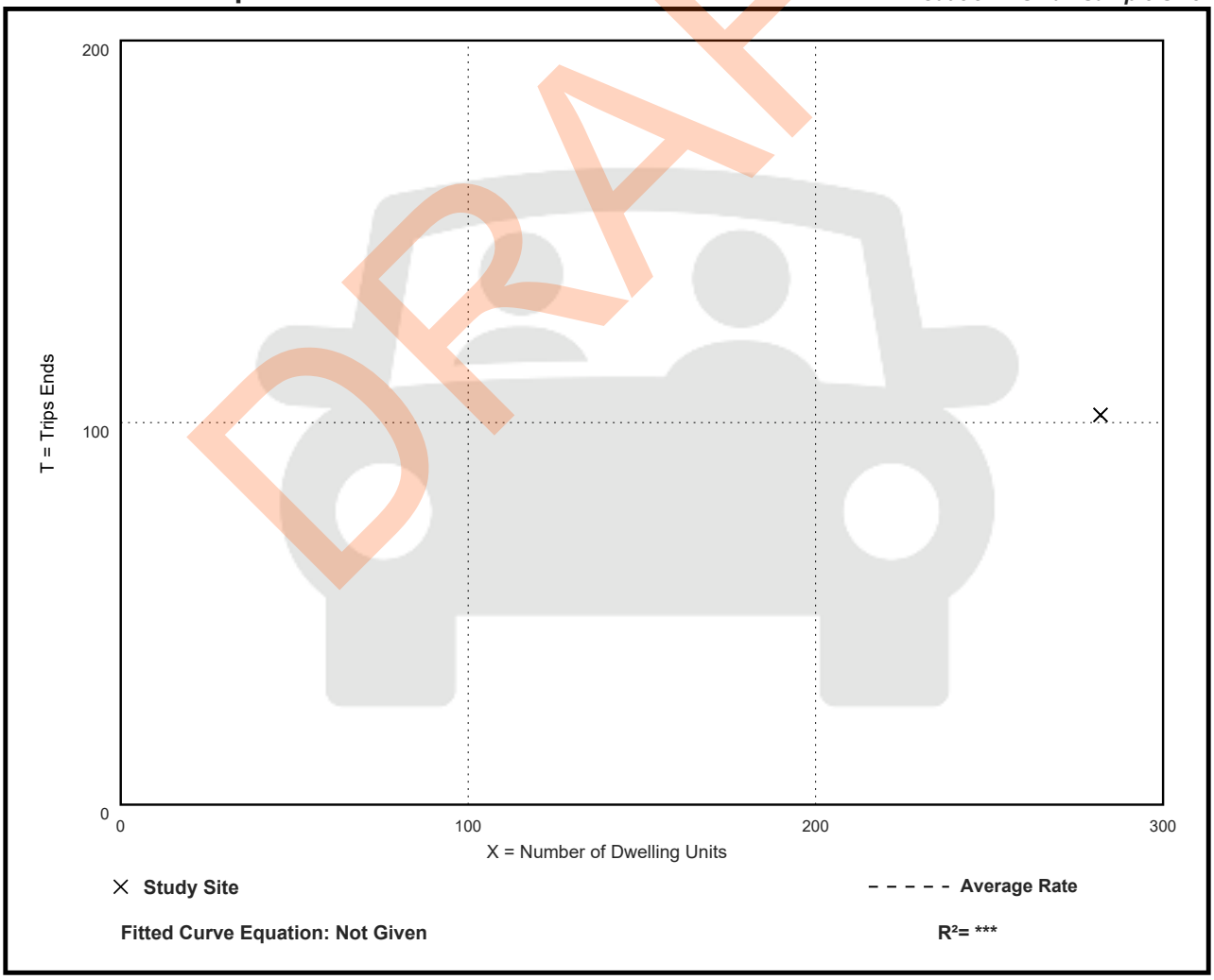
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.36 - 0.36	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Residents
On a: Weekday

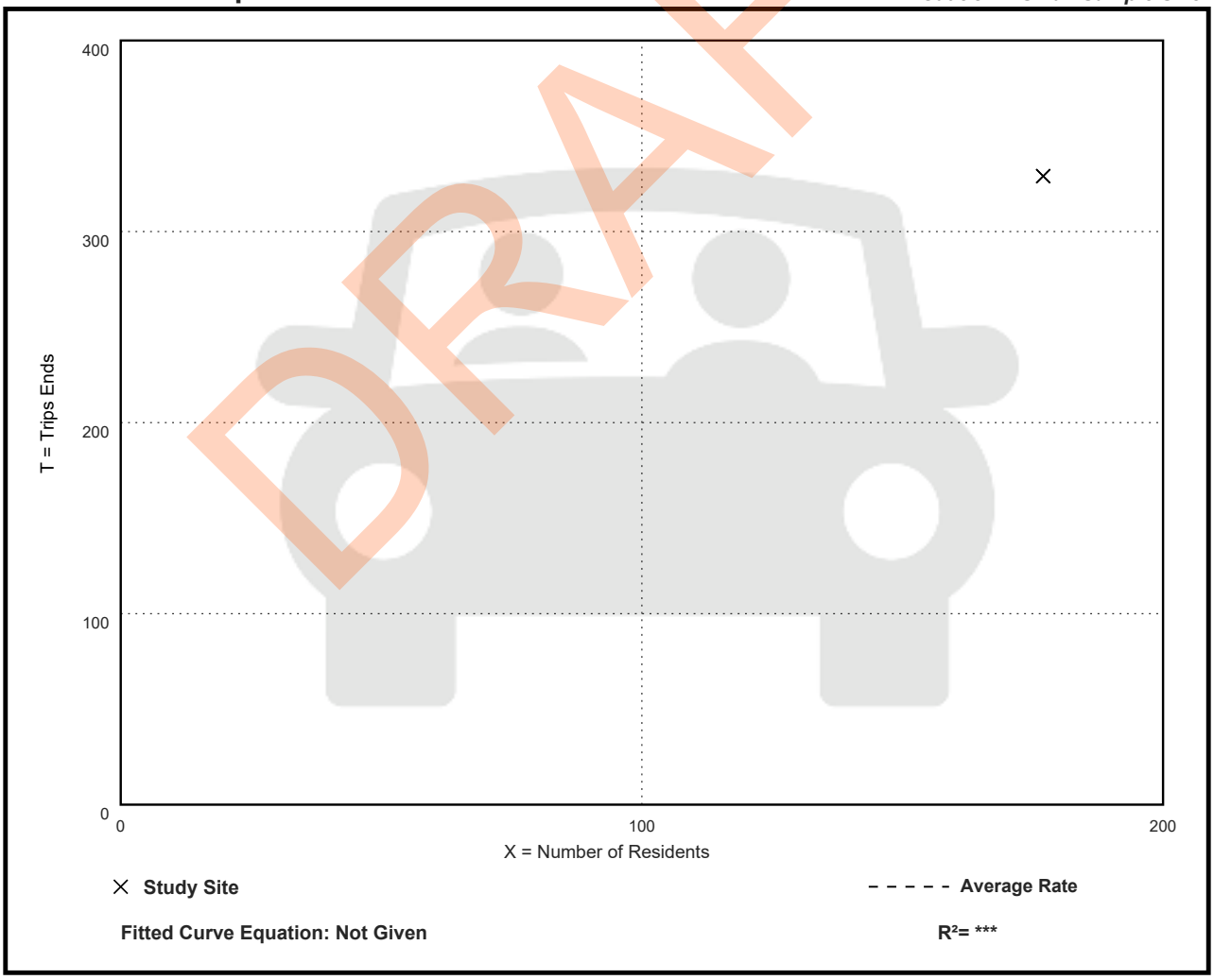
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 177
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
1.86	1.86 - 1.86	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

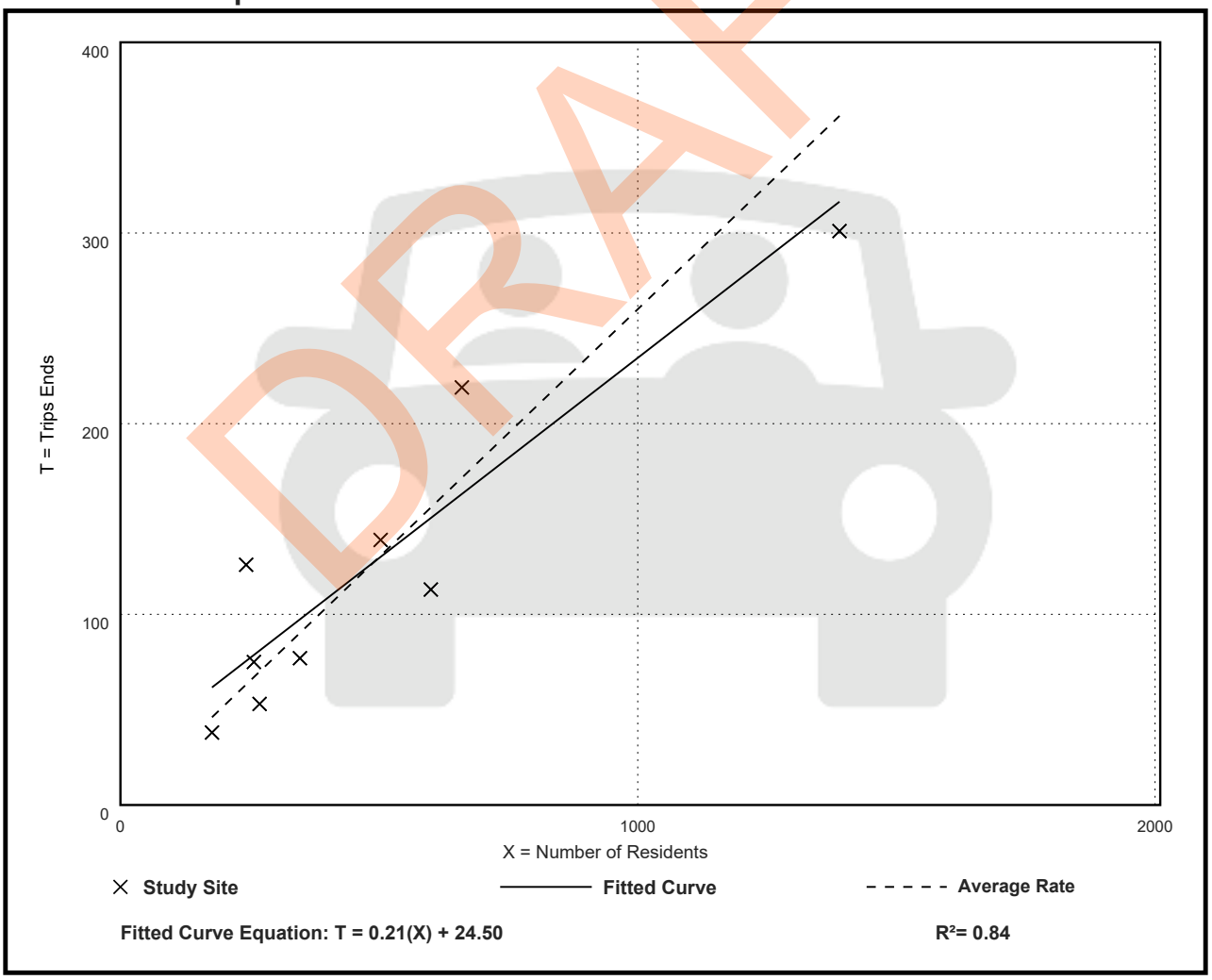
Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.52	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) + 24.50

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

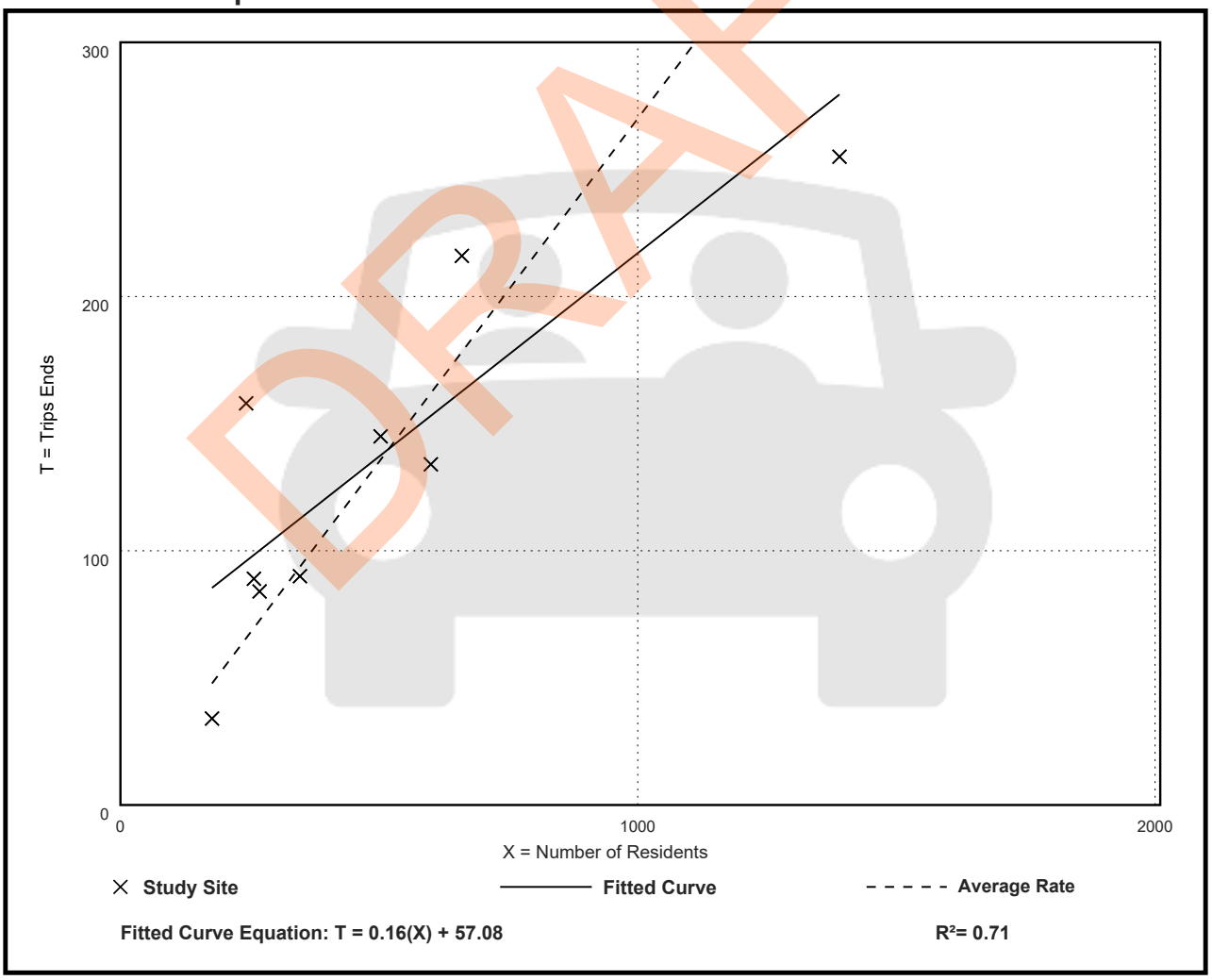
Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.27	0.18 - 0.65	0.11

Data Plot and Equation



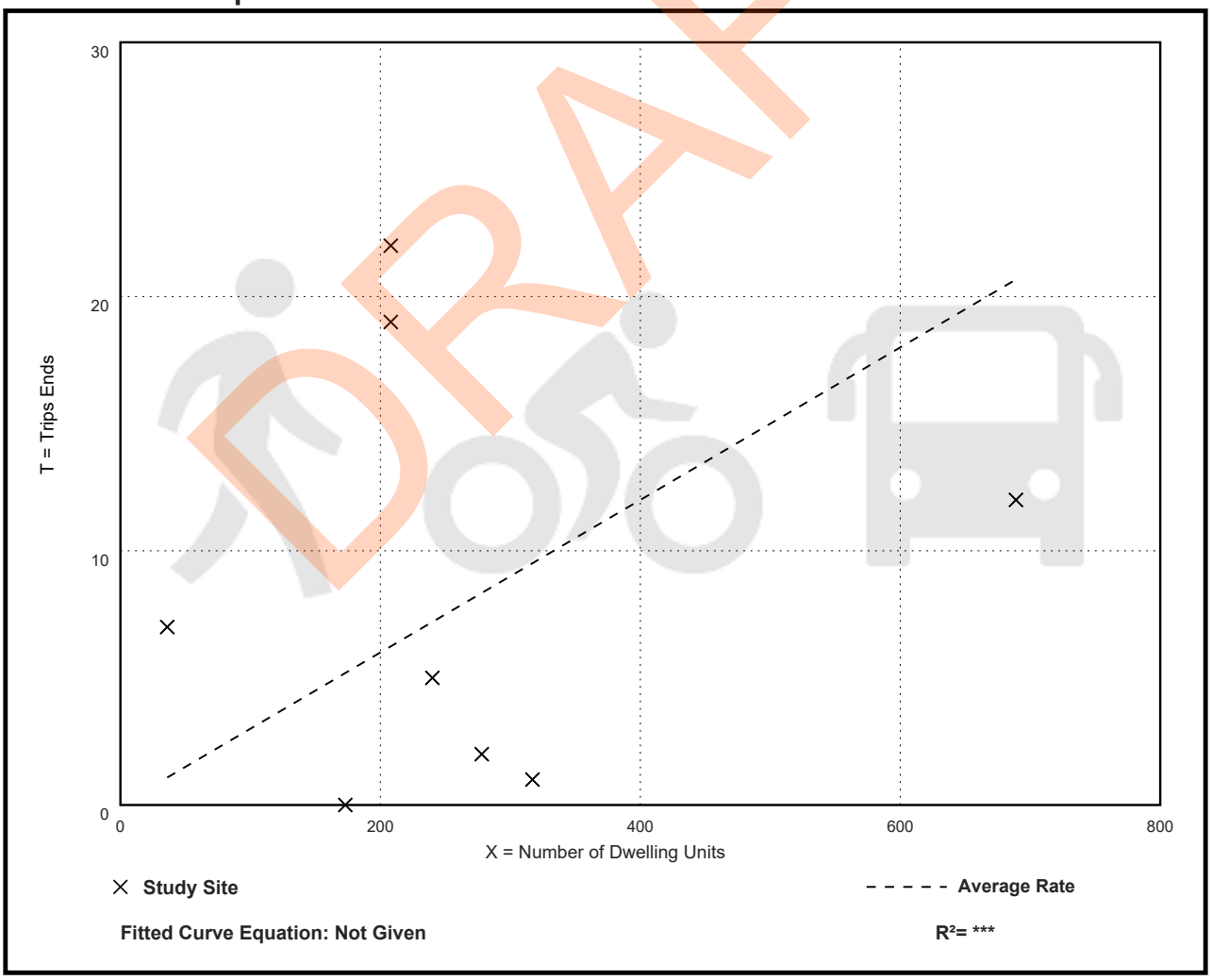
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 269
Directional Distribution: 43% entering, 57% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.19	0.04

Data Plot and Equation



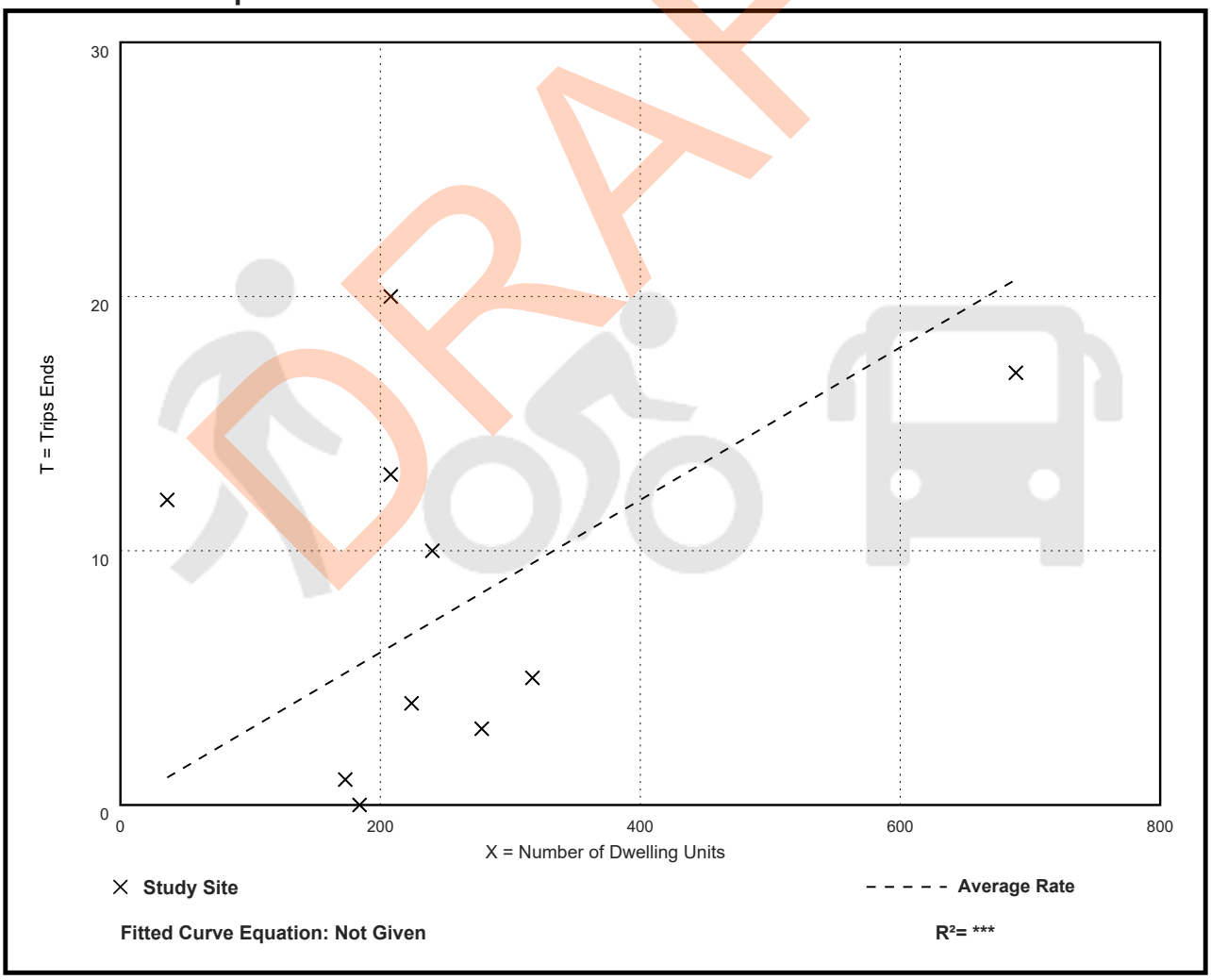
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Dwelling Units: 256
Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.05

Data Plot and Equation



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

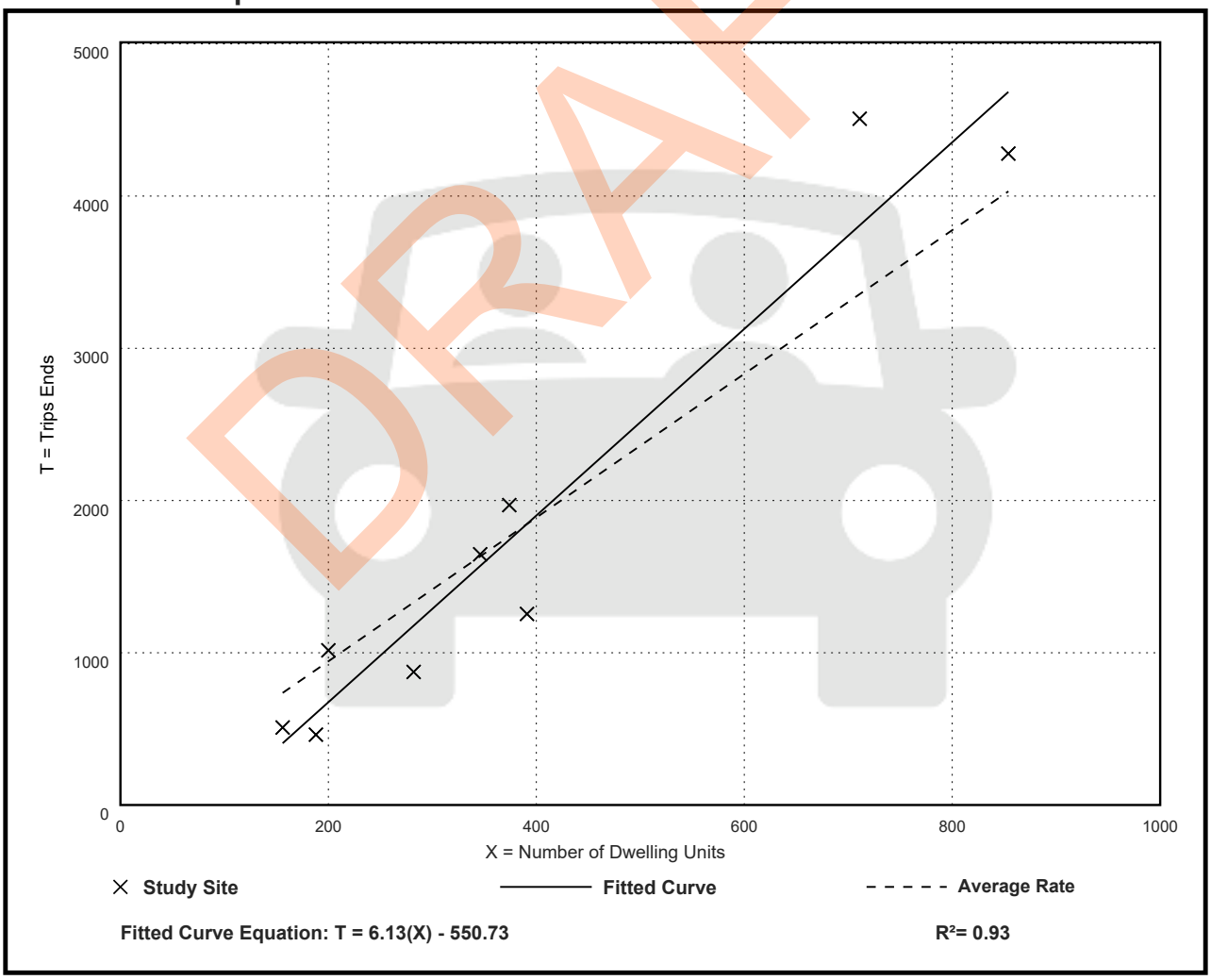
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Dwelling Units: 389
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.72	2.46 - 6.34	1.27

Data Plot and Equation



Fitted Curve Equation: T = 6.13(X) - 550.73

R^2= 0.93

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

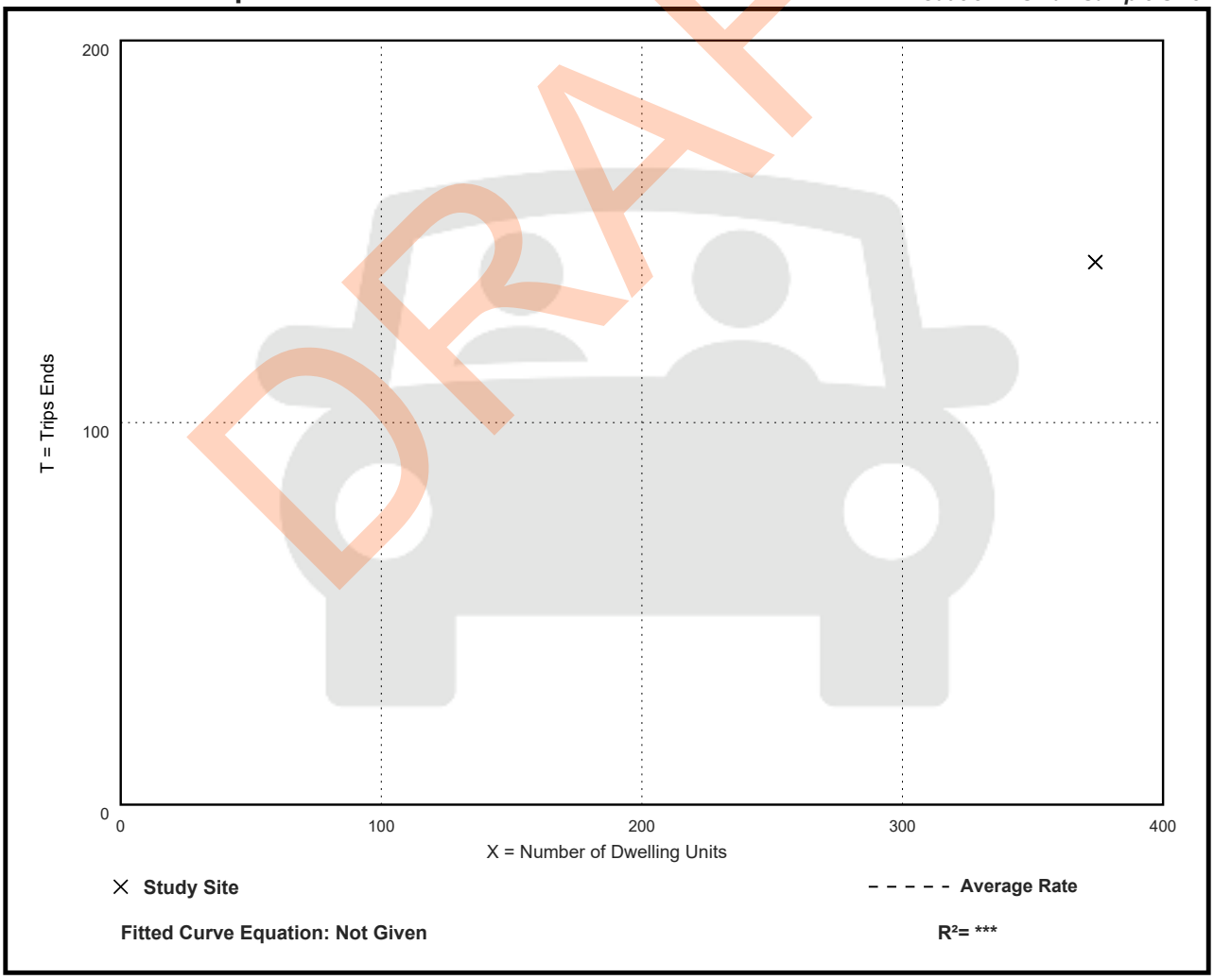
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

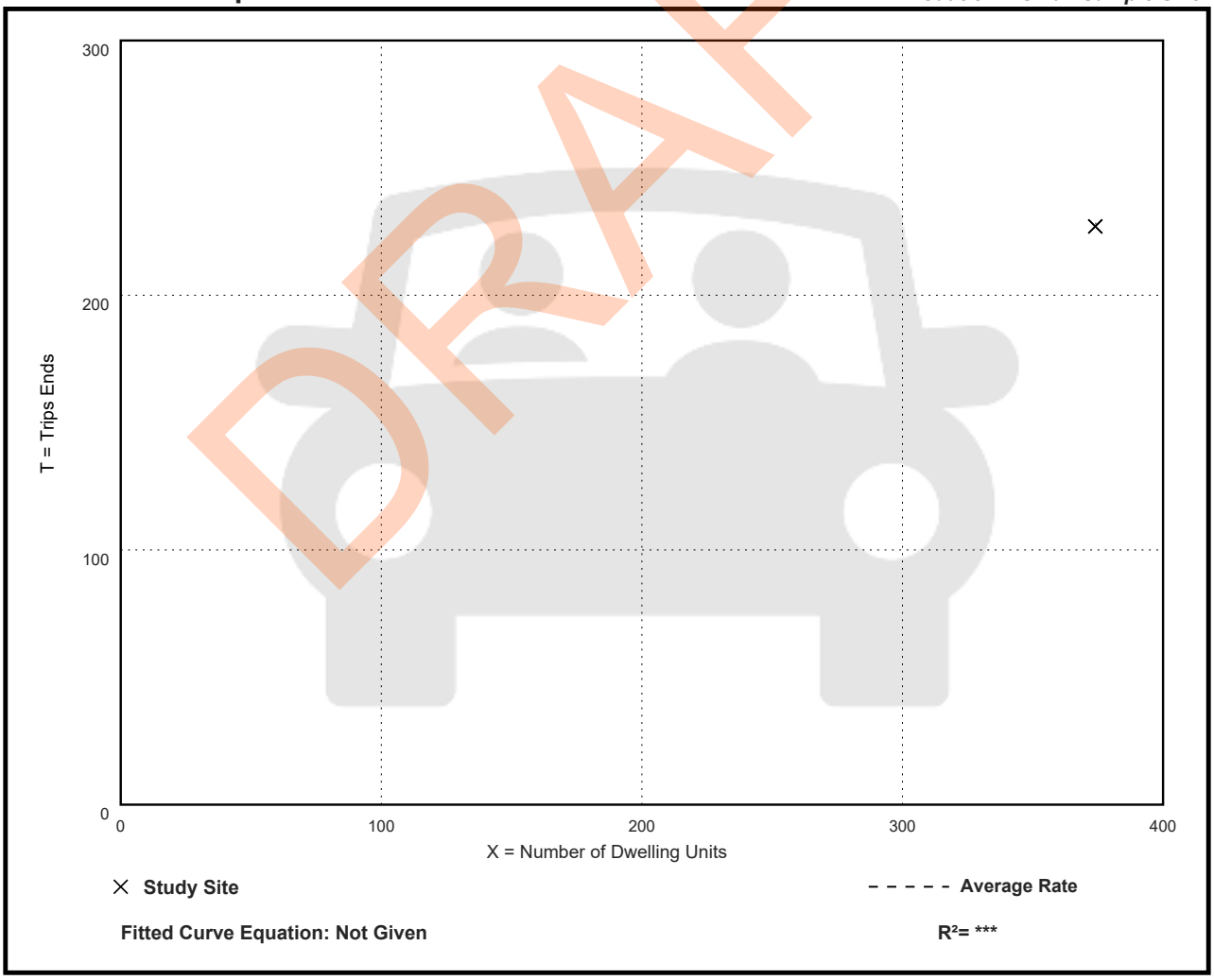
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

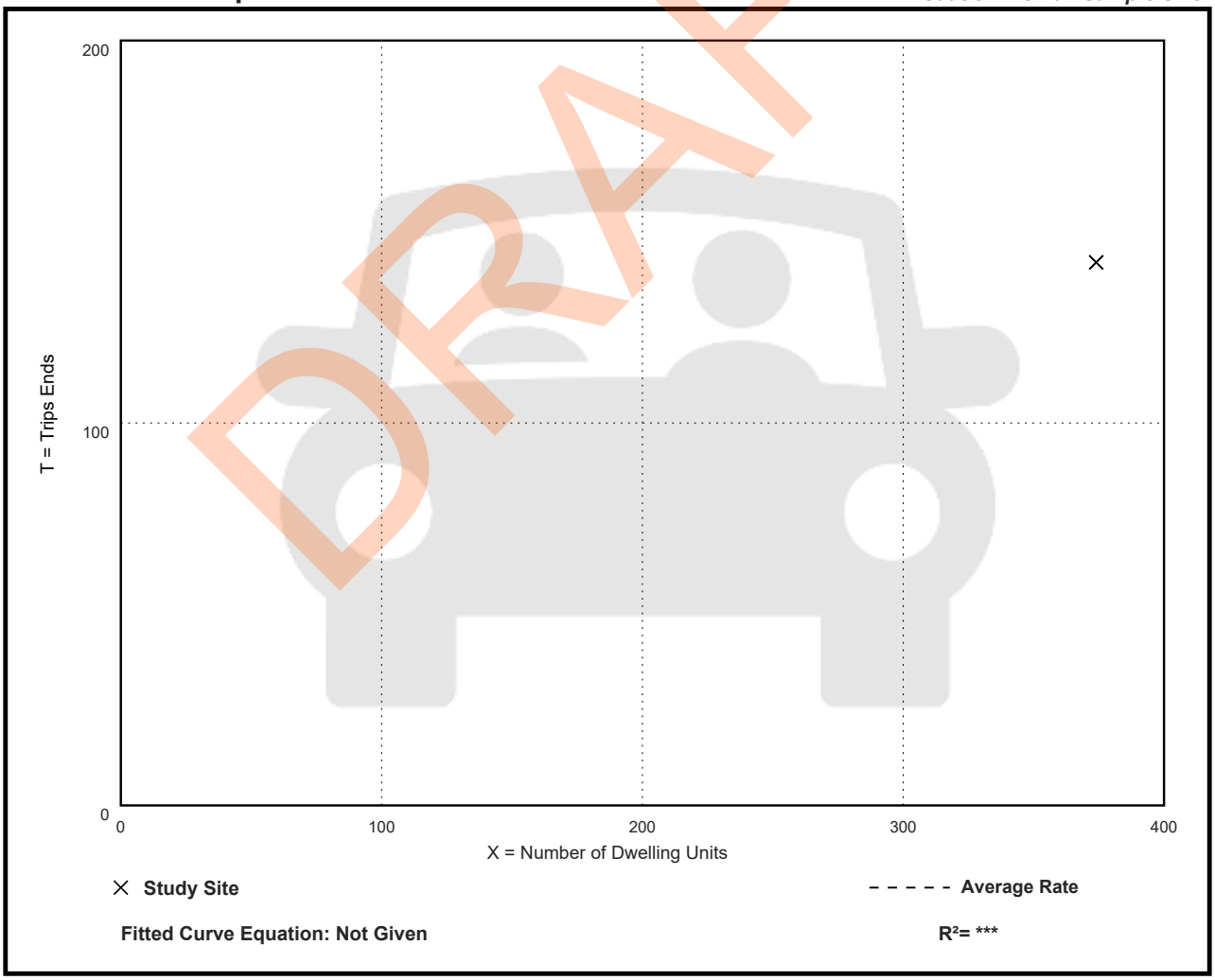
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

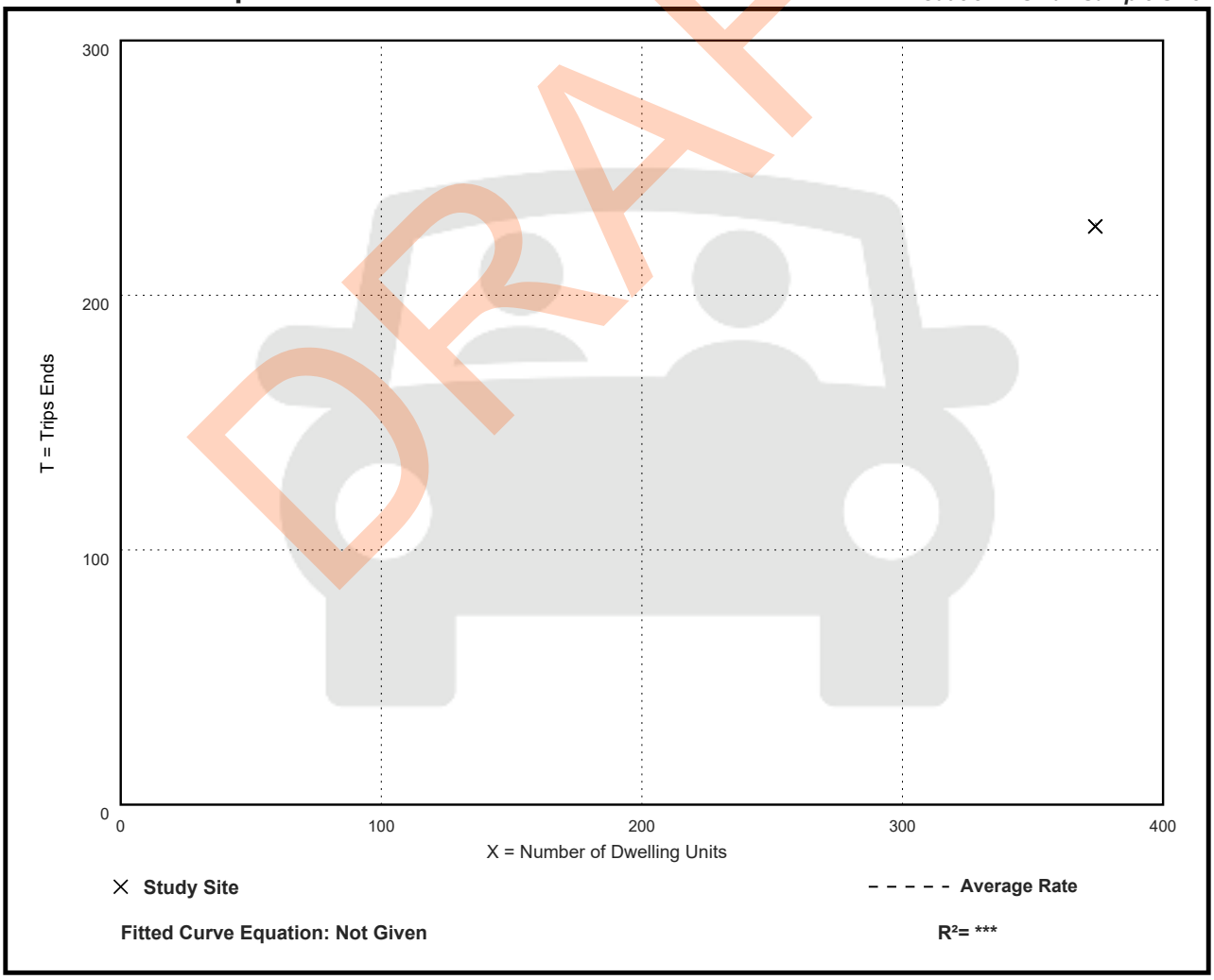
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

Data Plot and Equation

Caution – Small Sample Size



Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

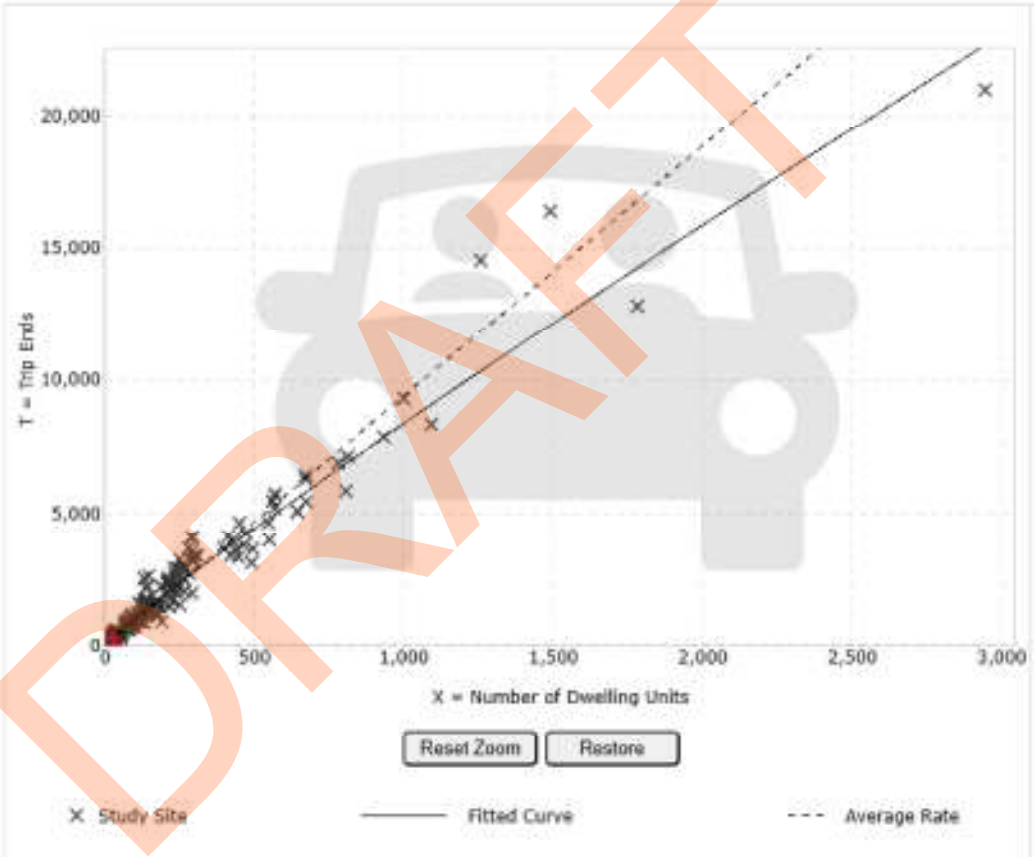
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
174

Avg. Num. of Dwelling Units:
246

Average Rate:
9.43

Range of Rates:
4.45 - 22.61

Standard Deviation:
2.13

Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68

R^2:
0.95

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 255 (Total), 127 (Entry), 128 (Exit)
Fitted Curve: 303 (Total), 151 (Entry), 152 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

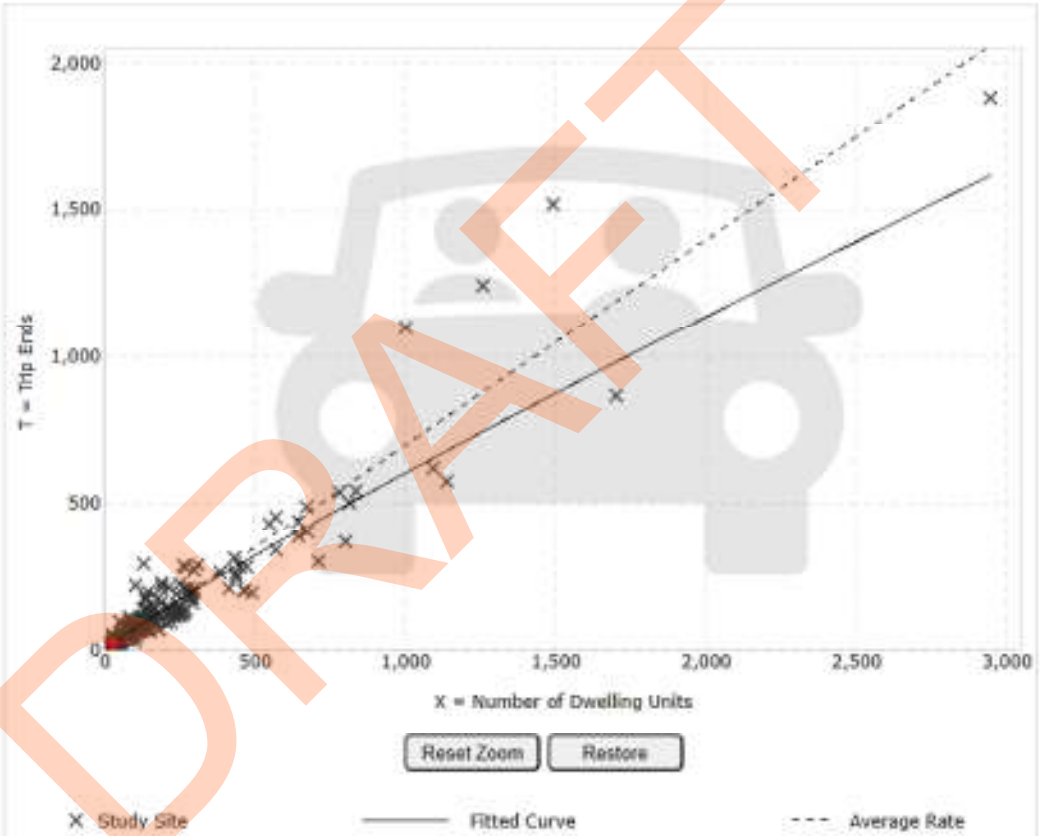
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
192

Avg. Num. of Dwelling Units:
226

Average Rate:
0.78

Range of Rates:
0.27 - 2.27

Standard Deviation:
0.24

Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12

R^2:
0.90

Directional Distribution:
25% entering, 75% exiting

Calculated Trip Ends:
Average Rate: 19 (Total), 5 (Entry), 14 (Exit)
Fitted Curve: 23 (Total), 6 (Entry), 17 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

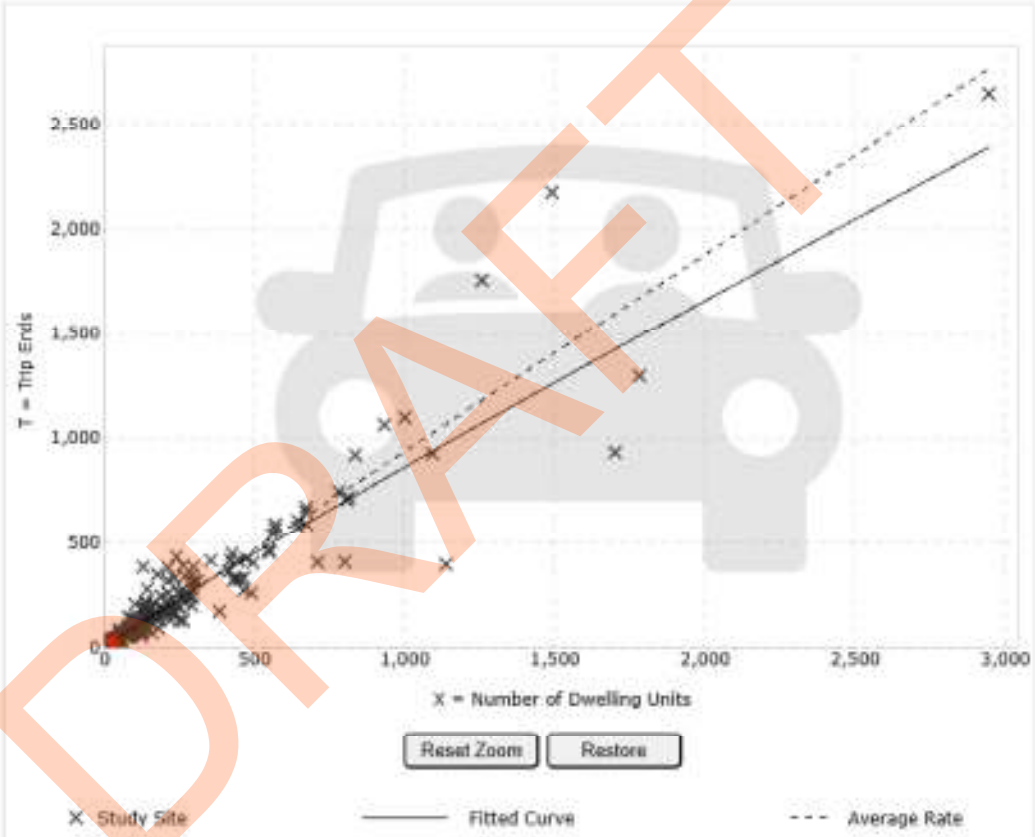
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
27 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
200

Avg. Num. of Dwelling Units:
249

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27

R^2:
0.92

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 25 (Total), 16 (Entry), 9 (Exit)
Fitted Curve: 29 (Total), 18 (Entry), 11 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

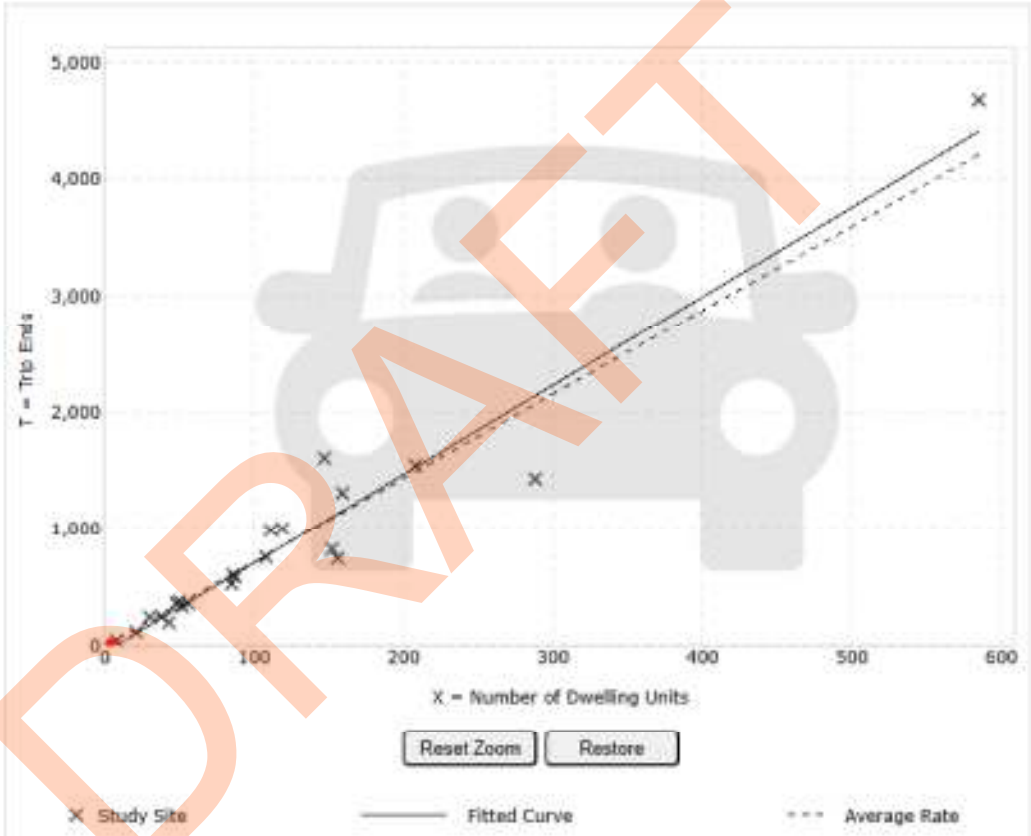
TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
4
Calculate

Trip ends are not estimated for some methods as it yields negative values

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 58.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 29 (Total), 14 (Entry), 15 (Exit)
Fitted Curve: Not Available

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

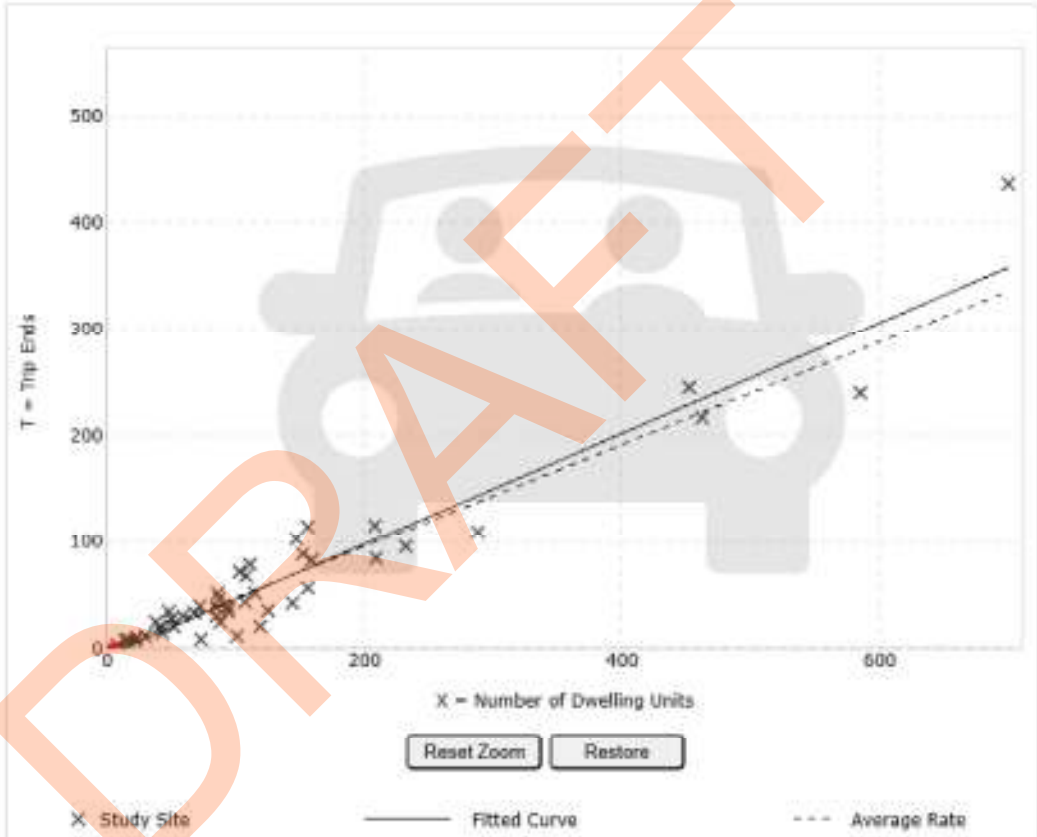
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
4 Calculate

Trip ends are not estimated for some methods as it yields negative values

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
46

Avg. Num. of Dwelling Units:
135

Average Rate:
0.48

Range of Rates:
0.12 - 0.74

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.52(X) + 5.70

R^2:
0.92

Directional Distribution:
25% entering, 75% exiting

Calculated Trip Ends:
Average Rate: 2 (Total), 0 (Entry), 2 (Exit)
Fitted Curve: Not Available

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE:
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

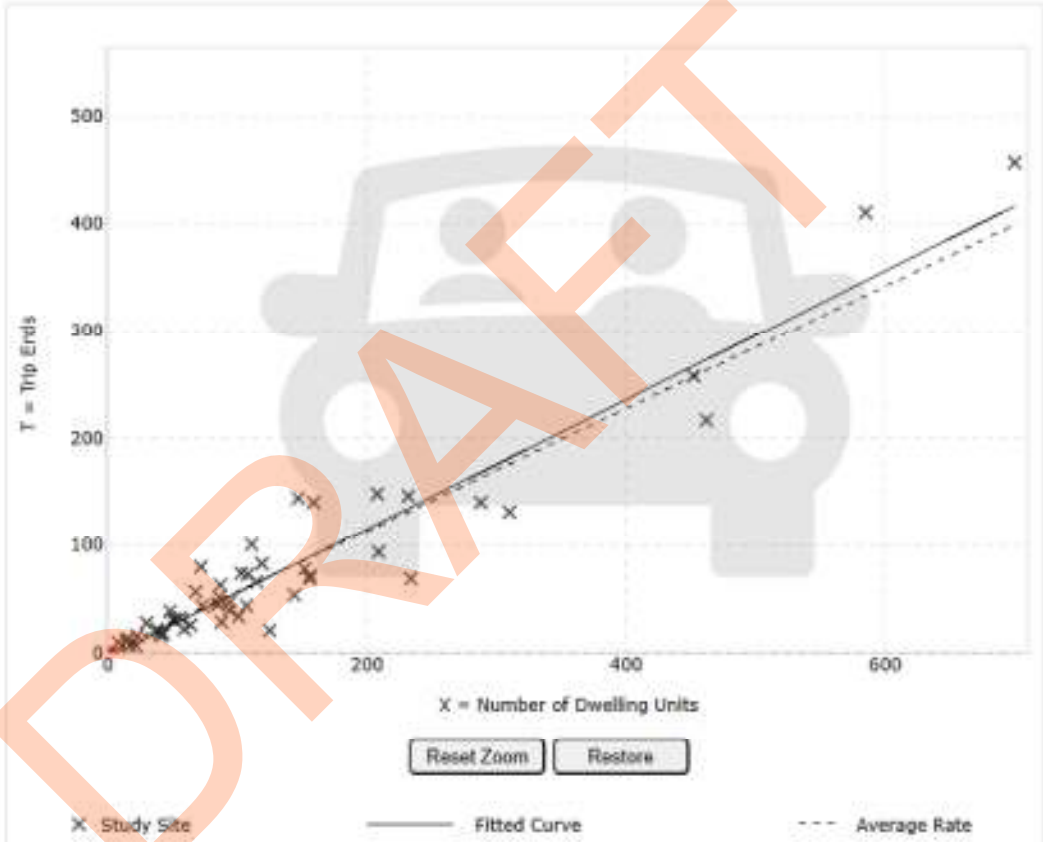
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
4 Calculate

Trip ends are not estimated for some methods as it yields negative values

Data Plot and Equation



DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) - 3.93

R^2:
0.91

Directional Distribution:
59% entering, 41% exiting

Calculated Trip Ends:
Average Rate: 2 (Total), 1 (Entry), 1 (Exit)
Fitted Curve: Not Available

Query | Plot

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

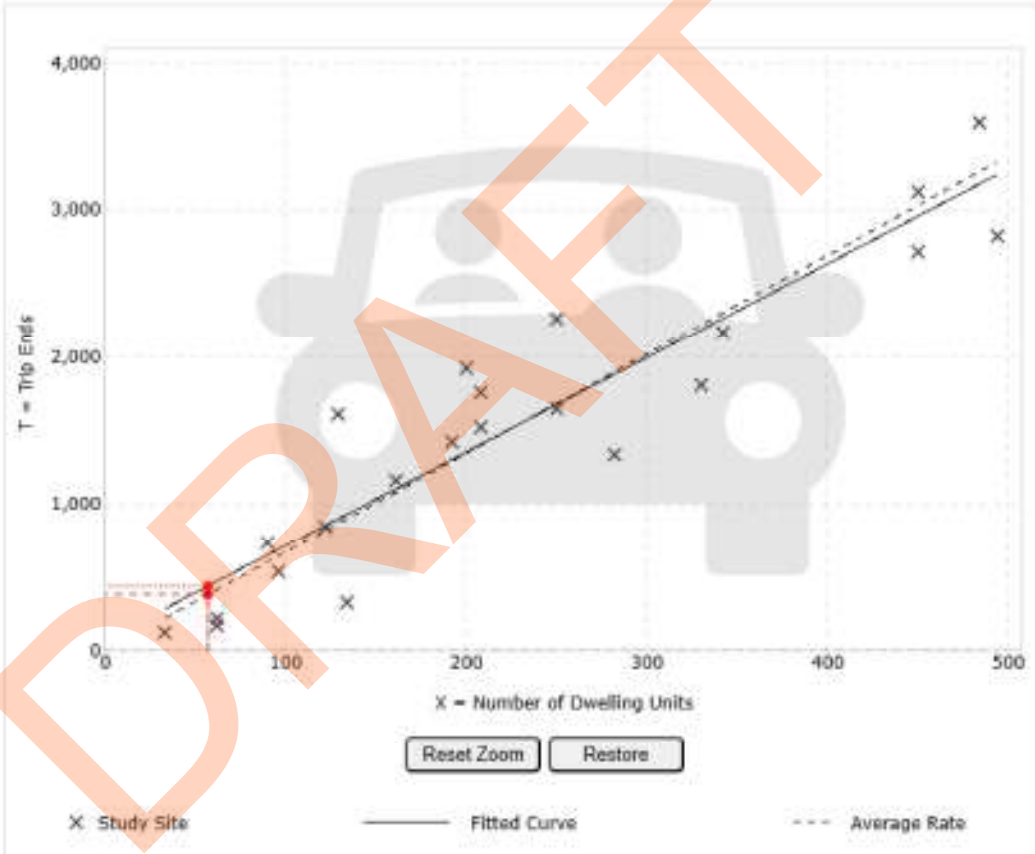
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
57 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
229

Average Rate:
6.74

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.79

Fitted Curve Equation:
T = 6.41(X) + 75.31

R^2:
0.86

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 384 (Total), 192 (Entry), 192 (Exit)
Fitted Curve: 441 (Total), 220 (Entry), 221 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

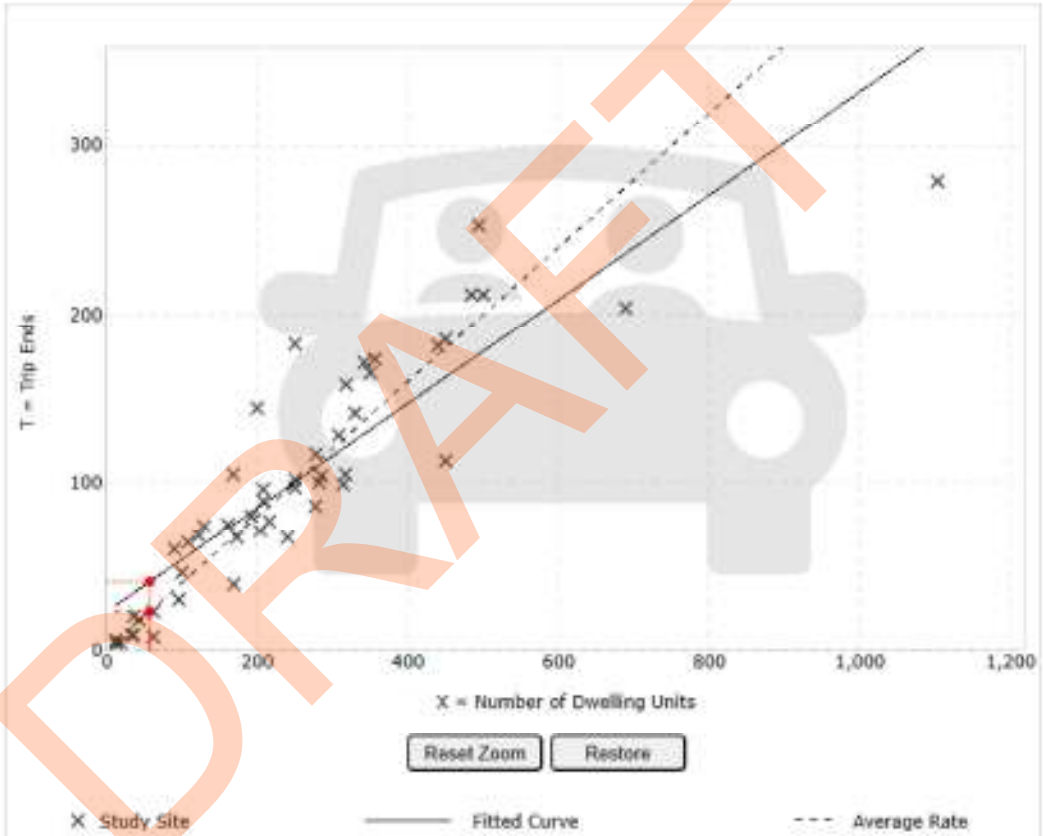
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
57 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
49

Avg. Num. of Dwelling Units
249

Average Rate:
0.48

Range of Rates
0.13 - 0.73

Standard Deviation
0.12

Fitted Curve Equation:
T = 0.31(X) + 22.85

R^2:
0.79

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 23 (Total), 5 (Entry), 18 (Exit)
Fitted Curve: 41 (Total), 10 (Entry), 31 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

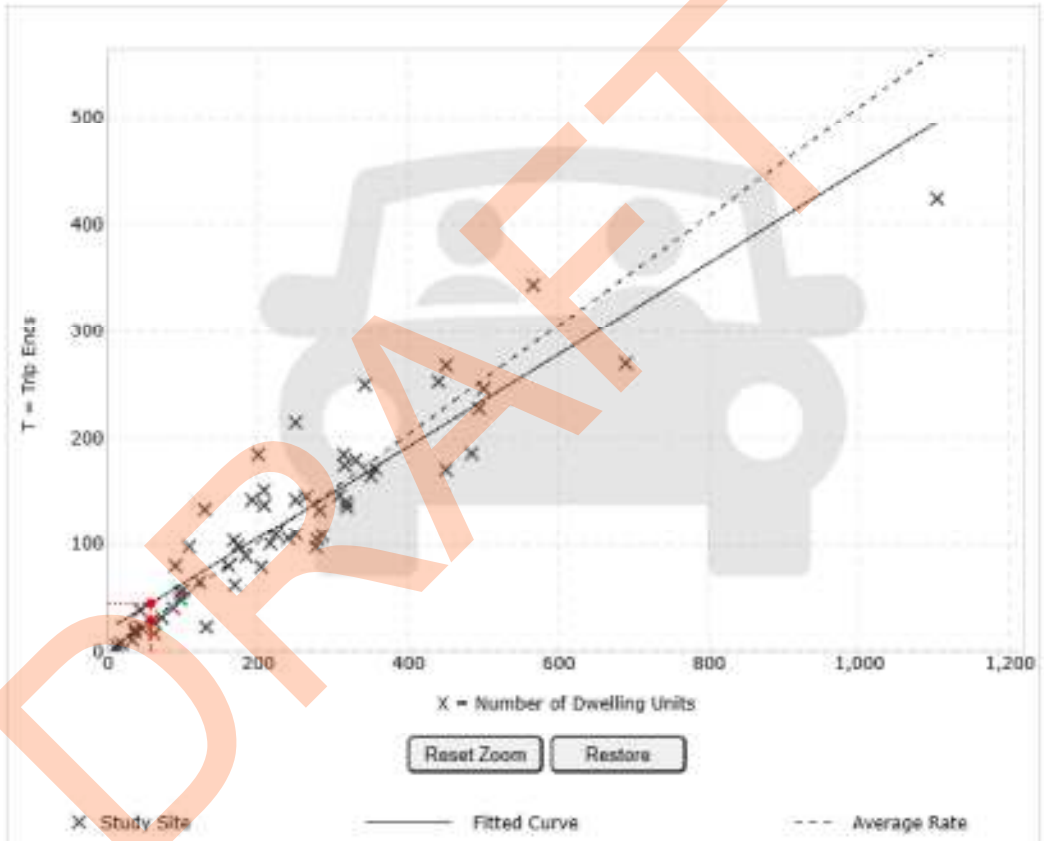
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
57 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
59

Avg. Num. of Dwelling Units:
241

Average Rate:
0.51

Range of Rates:
0.08 - 1.04

Standard Deviation:
0.15

Fitted Curve Equation:
T = 0.43(X) + 20.55

R^2:
0.84

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 29 (Total), 18 (Entry), 11 (Exit)
Fitted Curve: 45 (Total), 28 (Entry), 17 (Exit)

440 ARDEN WAY TRIP GENERATION INFORMATION

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

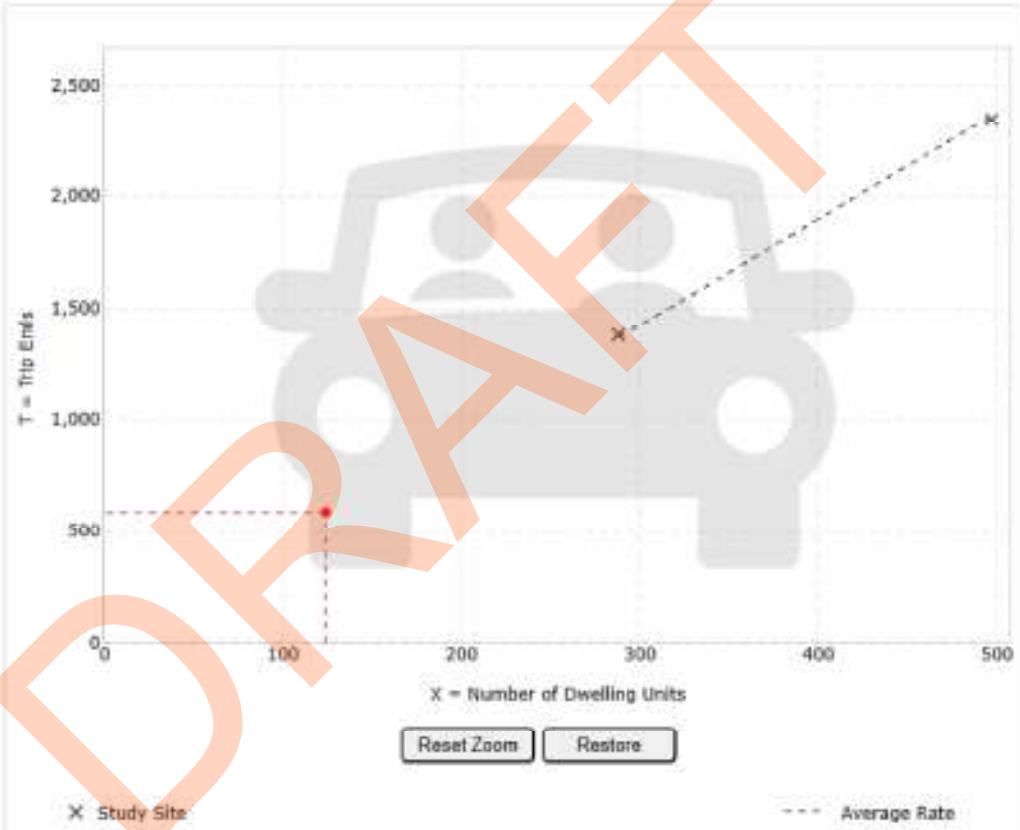
TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
124 Calculate

Data Plot and Equation

Caution – Small Sample Size



DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
2

Avg. Num. of Dwelling Units:
393

Average Rate:
4.75

Range of Rates:
4.72 - 4.79

Standard Deviation:
***

Fitted Curve Equation:
Not Given

R^2:
***

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 589 (Total), 295 (Entry), 294 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

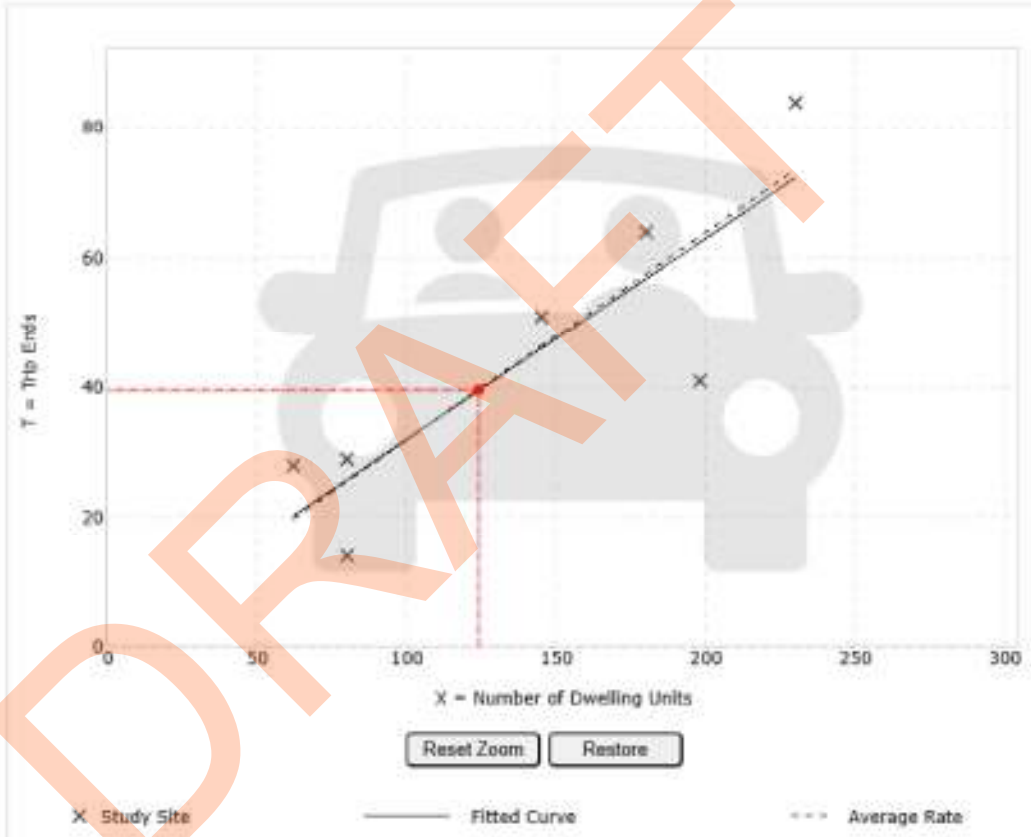
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
124 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Dwelling Units:
139

Average Rate:
0.32

Range of Rates:
0.18 - 0.45

Standard Deviation:
0.09

Fitted Curve Equation:
T = 0.31(X) + 1.06

R^2:
0.74

Directional Distribution:
36% entering, 64% exiting

Calculated Trip Ends:
Average Rate: 40 (Total), 14 (Entry), 26 (Exit)
Fitted Curve: 40 (Total), 14 (Entry), 26 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

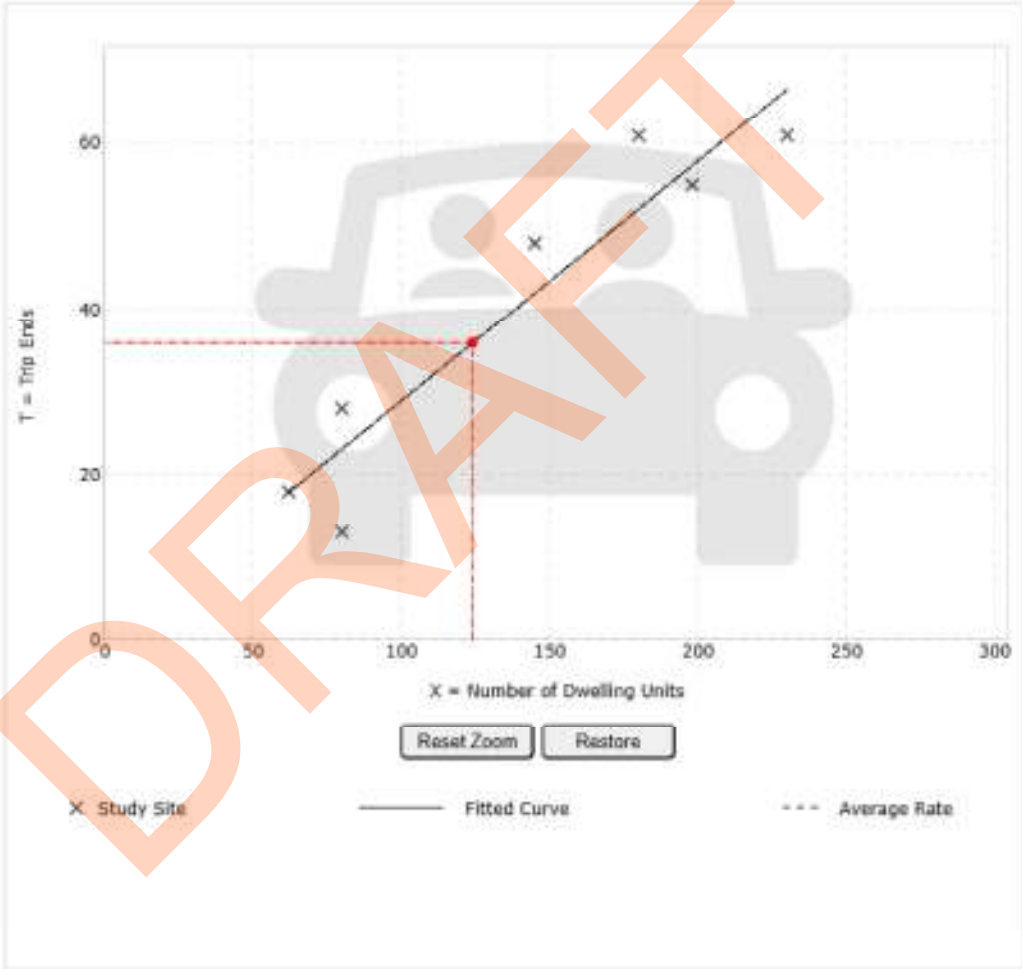
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
124 Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Dwelling Units:
139

Average Rate:
0.29

Range of Rates:
0.18 - 0.35

Standard Deviation:
0.05

Fitted Curve Equation:
T = 0.29(X) - 0.00

R^2:
0.89

Directional Distribution:
65% entering, 35% exiting

Calculated Trip Ends:
Average Rate: 36 (Total), 23 (Entry), 13 (Exit)
Fitted Curve: 36 (Total), 23 (Entry), 13 (Exit)

SECTION 3: TRIP DISTRIBUTION MEMORANDUM

DKS 428 J STREET, SUITE 340 • SACRAMENTO, CA 95814 • 916.368.2000 • DKSASSOCIATES.COM

TRIP DISTRIBUTION MEMORANDUM

DATE: December 3, 2024

TO: James Switzgable | City of Sacramento

FROM: Josh Pilachowski | DKS Associates
Vic Maslanka | DKS Associates

SUBJECT: Creekside at Woodlake Project #25140-002

This memorandum summarizes the results of the vehicular trip distribution analysis of the proposed Creekside at Woodlake project, as well as the baseline projects. The residential project consists of an "L' shaped parcel connecting Southgate Road and Edgewater Road in the Woodlake neighborhood.

PROJECT DESCRIPTION

As illustrated in **Figure 1**, the project is located in the Woodlake neighborhood, with primary access to Southgate Road and Edgewater Road. **Figure 2** illustrates the proposed site plan. **Table 1** summarizes the proposed land use. The project would consist of 29 residential parcels accommodating 27 detached single family dwellings, 4 attached single family dwellings, and 57 accessory dwelling units (ADUs).

As illustrated in **Figure 2**, primary site access is via the private street (A Road), which connects to Edgewater Road and Southgate Road. In addition:

- Lots 1 and 27 have access to A Road and Edgewater Road
- Lots 28 and 29 have access only to Edgewater Road
- Lot 7 has access to A Road and Southgate Road
- Lot 18 has access only to Canterbury Road

Alley A is closed at Canterbury Road, with only emergency vehicle access permitted.

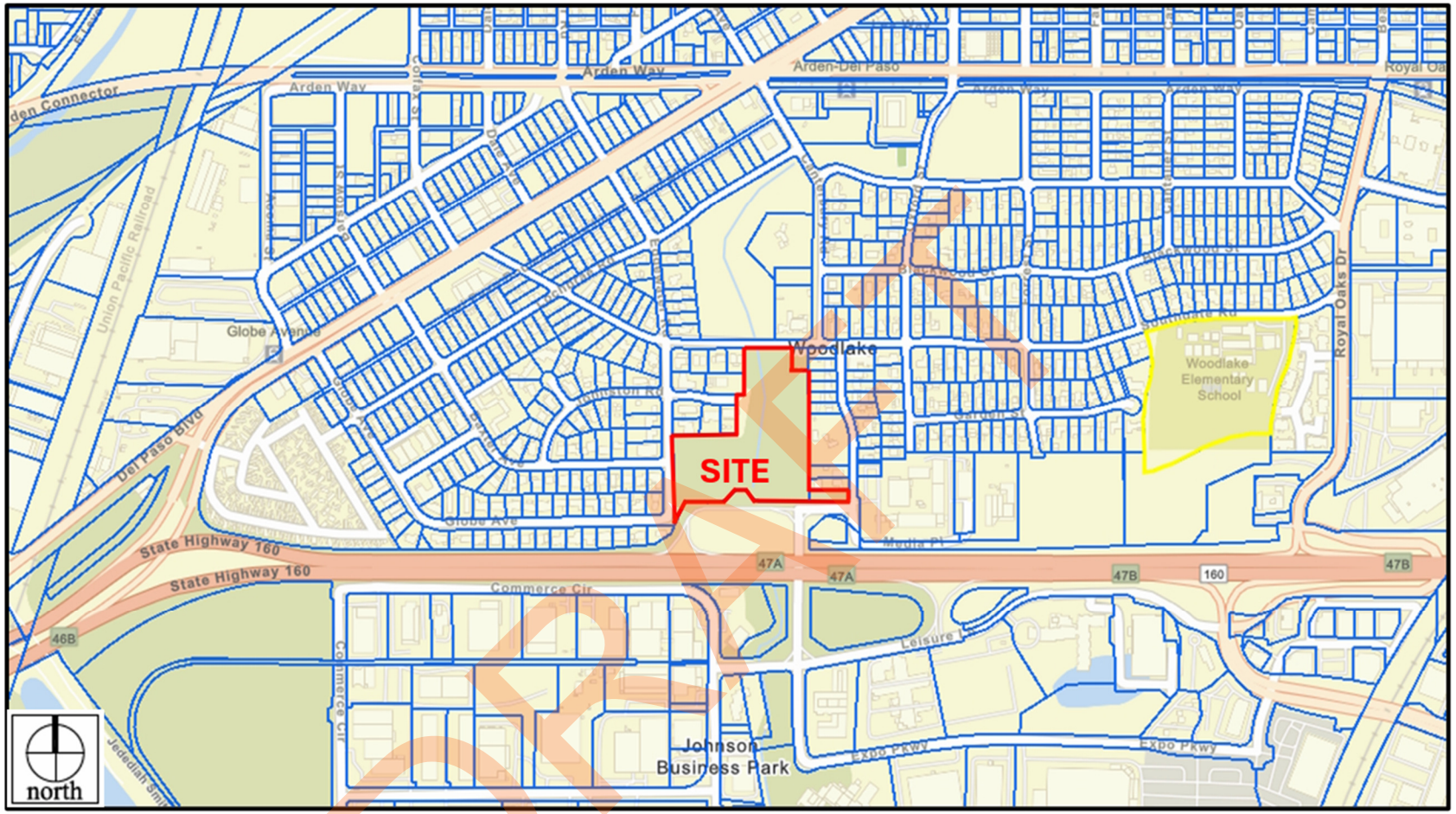
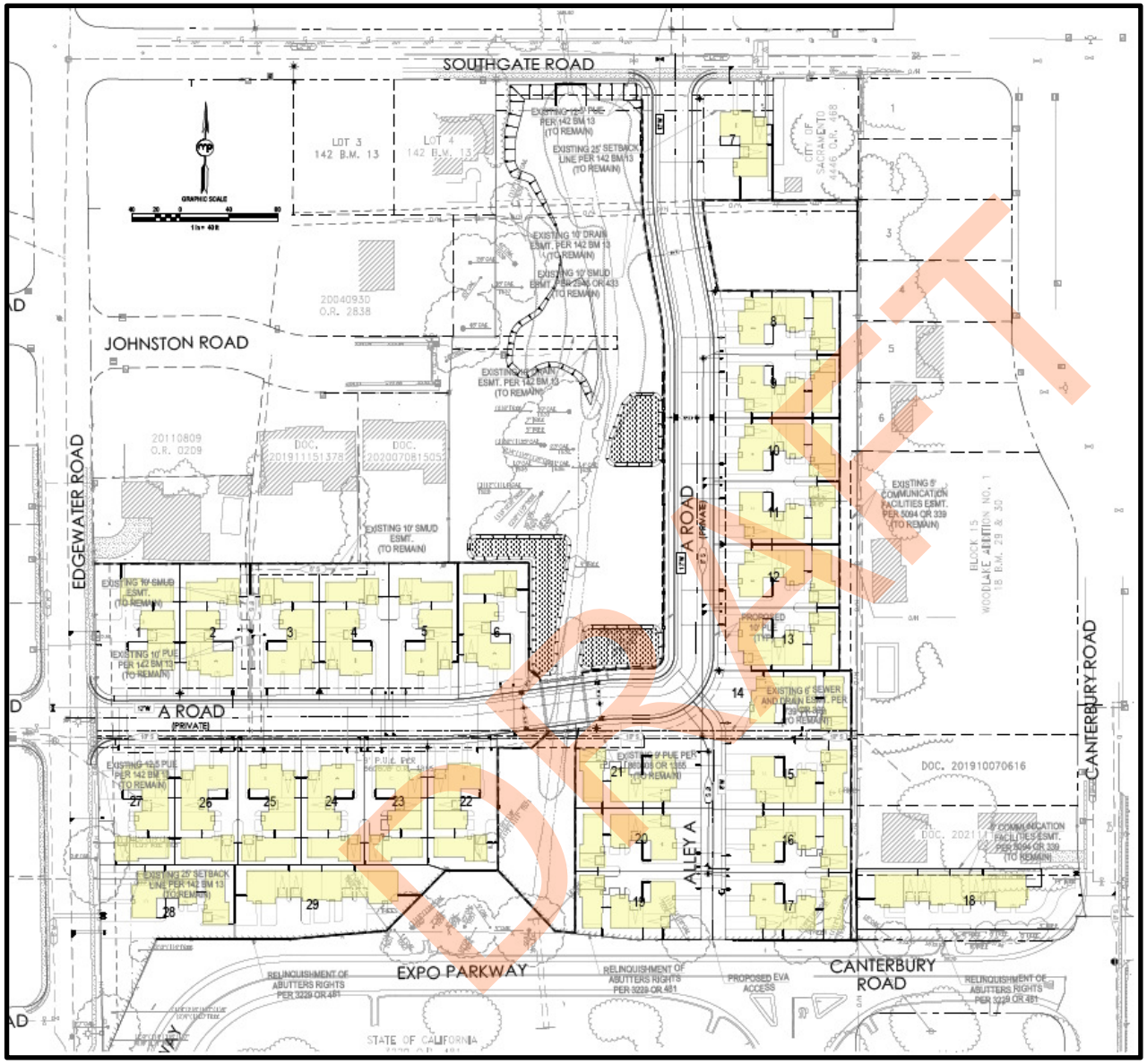


FIGURE 1: SITE LOCATION



Source: Morton & Pitalo, Inc., July 16, 2024.

FIGURE 2: SITE PLAN

TABLE 1: LAND USE SUMMARY

PARCEL TYPE	PARCELS	SINGLE-FAMILY, DETACHED	SINGLE-FAMILY, ATTACHED	ADUs	TOTAL DWELLING UNITS
DETACHED SINGLE-FAMILY WITH 2 ADUs (1 attached, 1 detached)	26	26		52	78
DETACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lot 7	1	1		1	2
ATTACHED SINGLE-FAMILY WITH 1 ADU (attached) – Lots 18 and 29	2		4	4	8
TOTAL	29	27	4	57	88

PROJECT TRIP DISTRIBUTION ESTIMATION

Project trip distribution was estimated utilizing a number of data sources.

On a regional basis, residential trip distribution patterns calculated by SACOG's travel model were utilized. For the Media Place project, located in the same Traffic Analysis Zone (TAZ), the travel model was used to determine travel patterns by time of day. The appendix includes information from the travel model.

These regional patterns were then adapted to the specific characteristics of the project, including the exact residential access points. Local travel patterns were reviewed, including data from the traffic counts collected on Thursday, November 7, 2024, field observations of traffic flow, and the characteristics of local streets and intersections. Traffic control devices / patterns such as one-way streets, turn restrictions, traffic signal locations, on-street parking, and traffic calming devices were considered.

Figures 3 and 4 illustrate the estimated residential trip distribution patterns for the AM exiting and PM entering travel patterns.

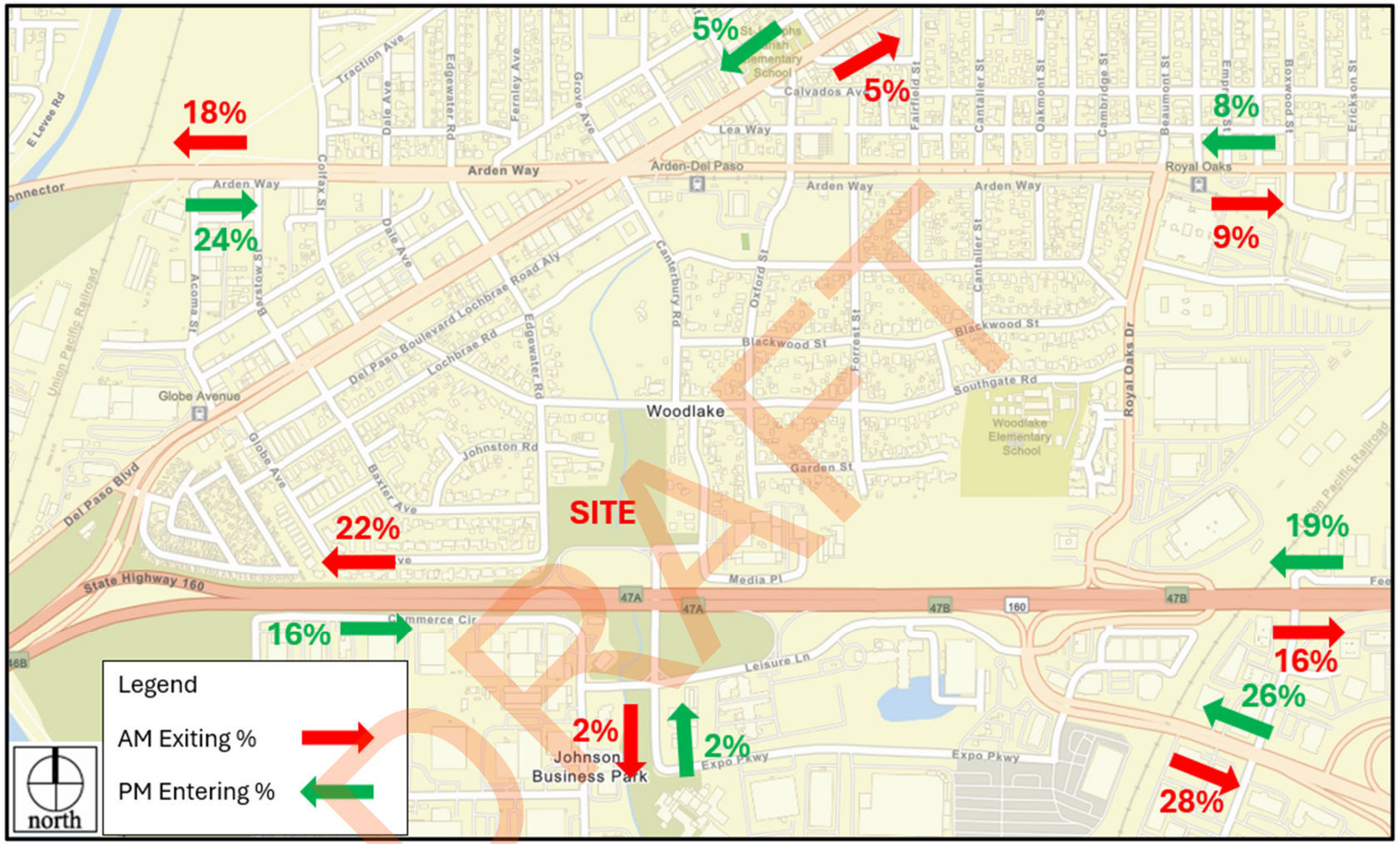


FIGURE 3: ESTIMATED REGIONAL PROJECT TRIP DISTRIBUTION

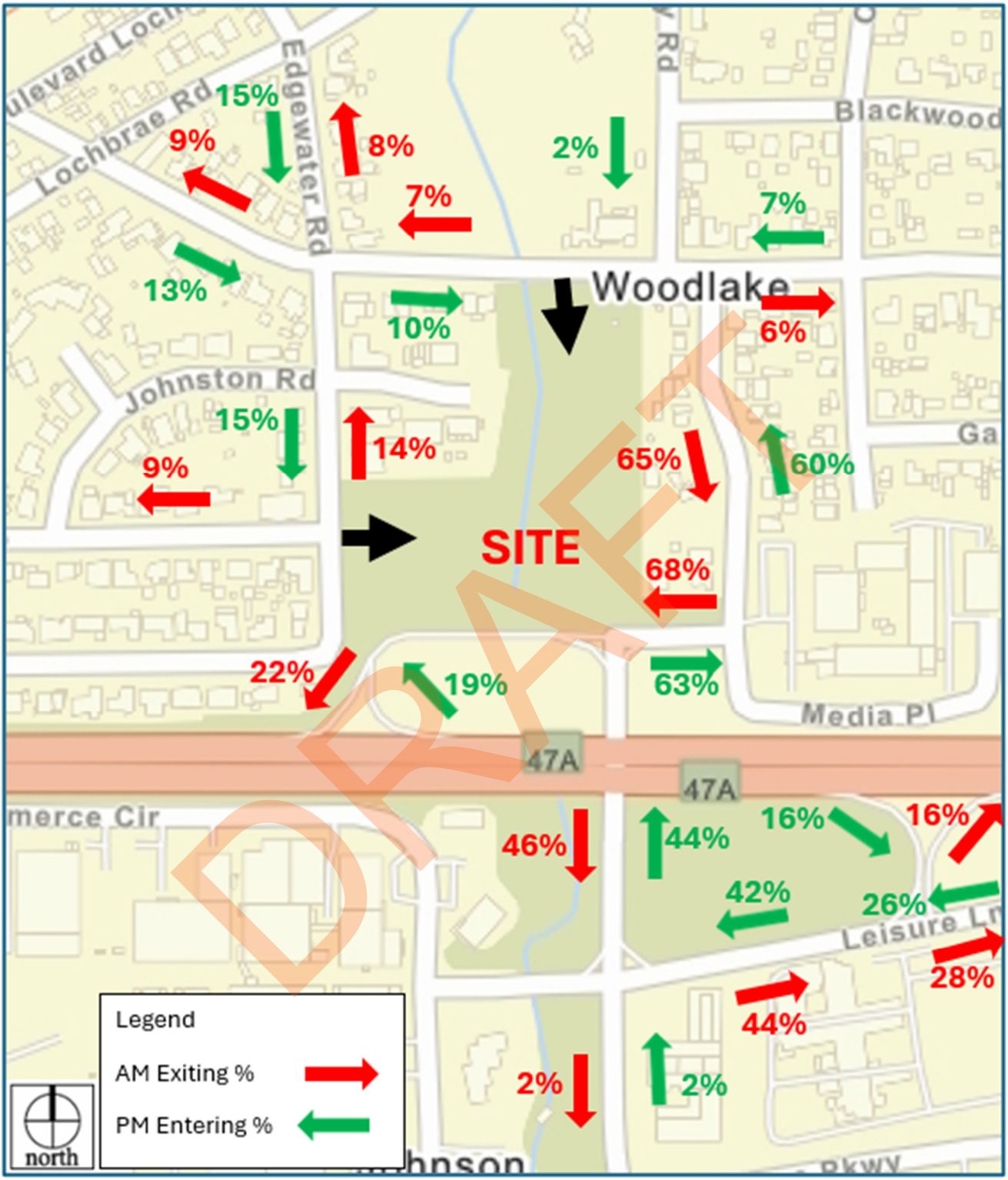


FIGURE4: ESTIMATED LOCAL PROJECT TRIP DISTRIBUTION

BASELINE PROJECT TRIP DISTRIBUTION

MEDIA PLACE

Media Place is a proposed multi-family residential development located on the north side of SR 160, east of Canterbury Road and west of Royal Oaks Drive. Vehicular trip distribution for the project was calculated in a Traffic Impact Analysis conducted in 2021.[1] **Figure 5** summarizes the Media Place vehicular trip distribution estimates. The illustrated distribution is for the access scenario which would be anticipated to place the highest volume of traffic on Canterbury Road.

[1] DKS Associates, Media Place Traffic Impact Analysis, Draft Report, October 26, 2021.

FIGURE 5: MEDIA PLACE TRIP DISTRIBUTION

440 ARDEN WAY

440 Arden Way, also known as Arden Way Apartments, is a proposed Family Affordable Housing project to be located at the southwest corner of Arden Way and Oxford Street. The project would consist of 124 dwelling units and associated resident amenities. The project would be located adjacent to the Arden / Del Paso Light Rail Station.

Vehicular trip distribution estimates were not found for the project. As the project is located on Arden Way at a signalized intersection with all movements permitted, the majority of traffic is anticipated to use Arden Way and Del Paso Boulevard as the primary access routes to and from the site. For conservatism in the analysis, it is estimated that 20 percent of the traffic would utilize Oxford Street through the Woodlake neighborhood, accessing neighborhood destinations as well as continuing via Canterbury Road to destinations south of SR 160.

APPENDIX

DKS

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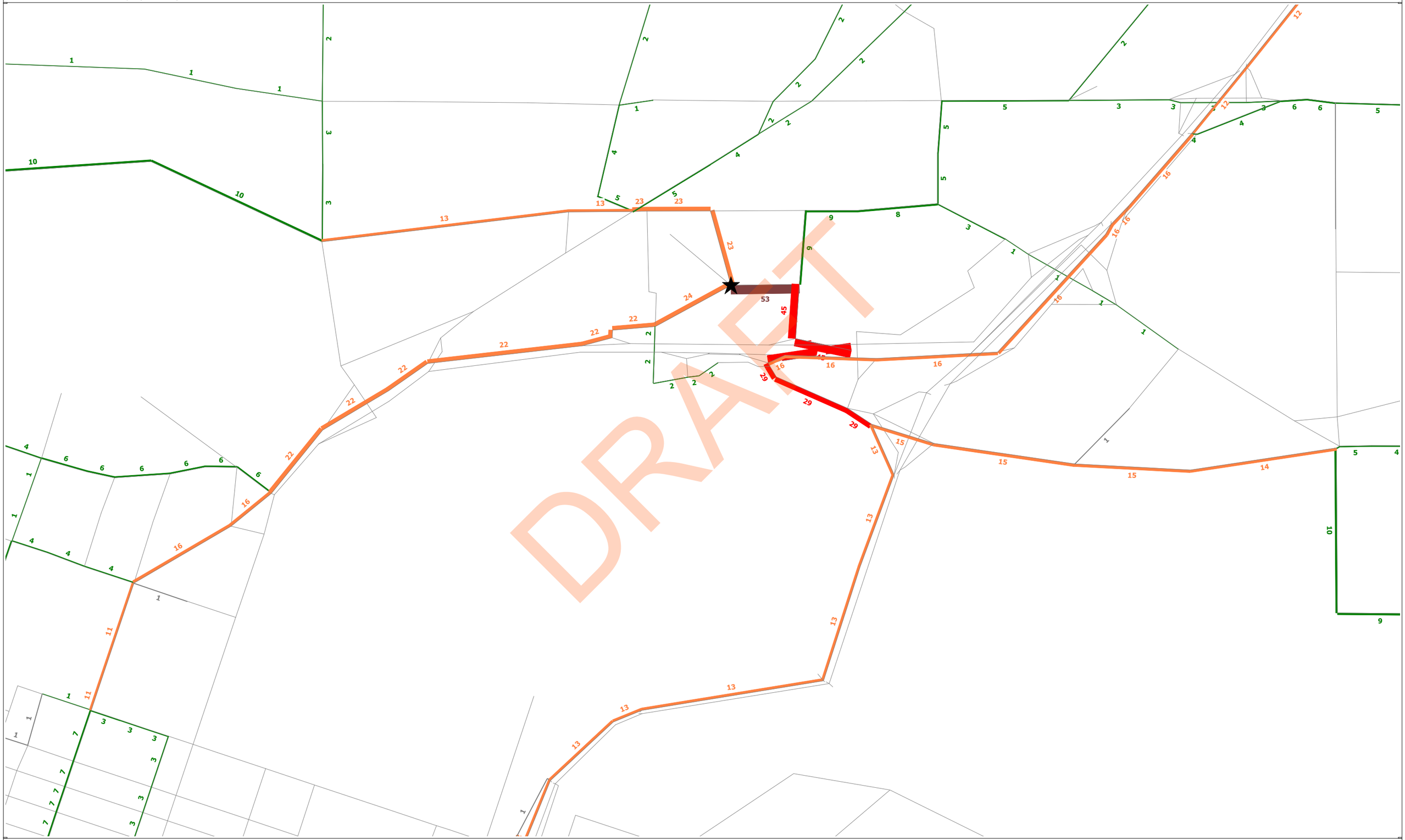
TRAVEL MODEL REGIONAL TRIP DISTRIBUTION

Sacramento Media Place Residential
Model Trip Distribution (% of Trips)
AM Peak Hour Outbound Trips (TAZ 243)



Sacramento Media Place Residential
Model Trip Distribution (% of Trips)
PM Peak Hour Inbound Trips (TAZ 243)