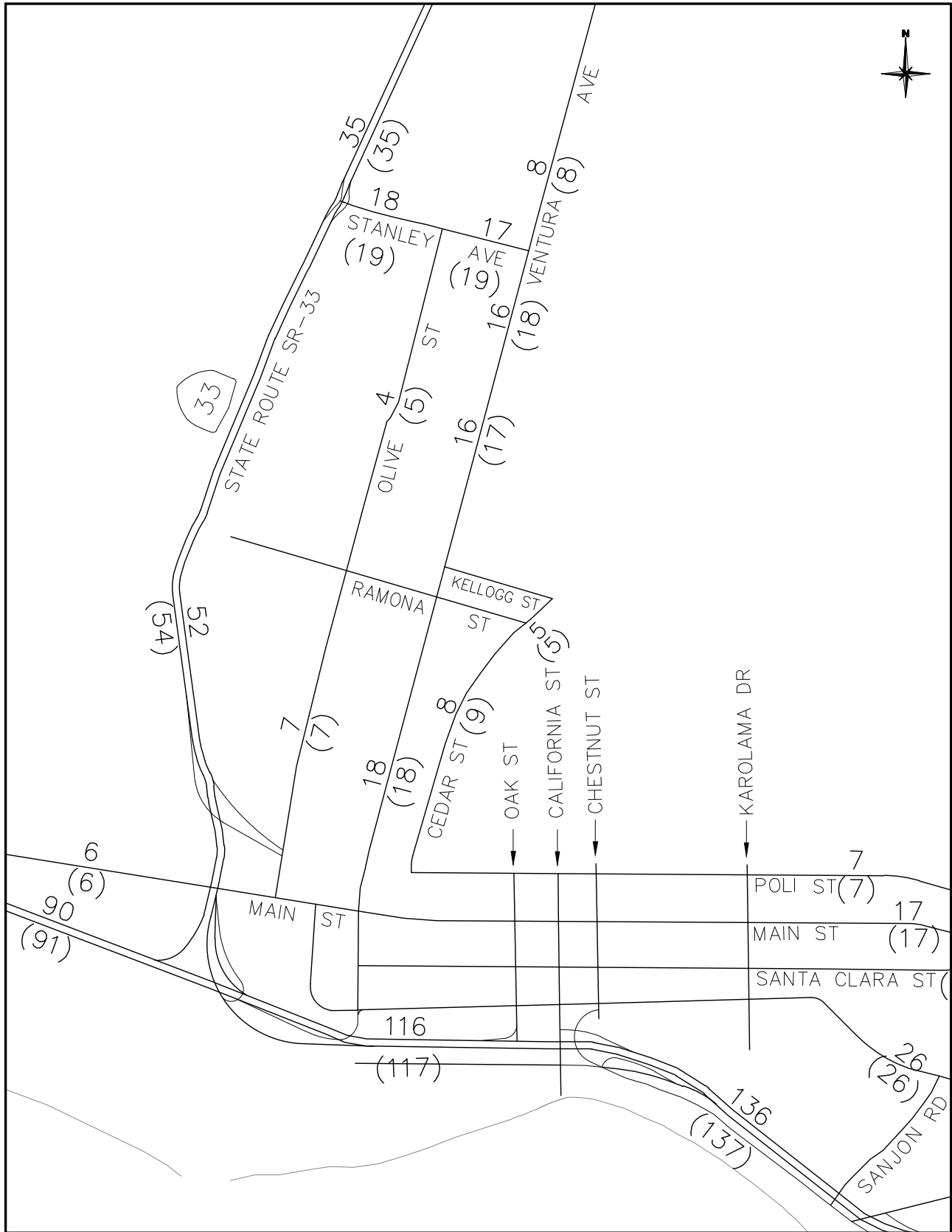


TAZ Map for Area of Proposed Land Use Changes (TAZ 208, 213, 216)





| Legend | |
|--------|-----------------------|
| XX | Base Case |
| YY | with Land Use Changes |

Figure 1
2025 ADT VOLUMES (000's)

132. Ventura & Stanley

| 2025 (Base Case - Scenario 1) | | | | | | |
|-----------------------------------|-------|----------|------------|------------|------------|------------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1600 | 350 | .22* | 290 | .18* |
| NBT | 1 | 1600 | 260 | .16 | 350 | .22 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1600 | 470 | .29* | 370 | .23* |
| SBR | 1 | 1600 | 520 | .33 | 380 | .24 |
| EBL | 1 | 1600 | 390 | .24* | 670 | .42* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1600 | 220 | .14 | 140 | .09 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| TOTAL CAPACITY UTILIZATION | | | | .75 | | .83 |

| 2025 w/Proposed LU Changes | | | | | | |
|-----------------------------------|-------|----------|------------|------------|------------|------------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1600 | 380 | .24* | 420 | .26* |
| NBT | 1 | 1600 | 250 | .16 | 400 | .25 |
| NBR | 0 | 0 | 0 | | 0 | |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 1 | 1600 | 480 | .30* | 360 | .23* |
| SBR | 1 | 1600 | 510 | .32 | 380 | .24 |
| EBL | 1 | 1600 | 400 | .25* | 660 | .41* |
| EBT | 0 | 0 | 0 | | 0 | |
| EBR | 1 | 1600 | 260 | .16 | 240 | .15 |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 0 | 0 | 0 | | 0 | |
| WBR | 0 | 0 | 0 | | 0 | |
| TOTAL CAPACITY UTILIZATION | | | | .79 | | .90 |

178. SR-33 Ramps & Stanley

| 2025 (Base Case - Scenario 1) | | | | | | |
|-----------------------------------|-------|----------|------------|------------|------------|------------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1600 | 700 | .44 | 850 | .53 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 1 | 1600 | 250 | .16 | 170 | .11 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1600 | 720 | .45* | 920 | .58* |
| WBR | f | | 170 | | 140 | |
| Right Turn Adjustment | | | NBR | .22* | NBR | .18* |
| TOTAL CAPACITY UTILIZATION | | | | .67 | | .76 |

| 2025 w/Proposed LU Changes | | | | | | |
|-----------------------------------|-------|----------|------------|------------|------------|------------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 0 | 0 | 0 | | 0 | |
| NBT | 0 | 0 | 0 | | 0 | |
| NBR | 1 | 1600 | 760 | .48 | 920 | .58 |
| SBL | 0 | 0 | 0 | | 0 | |
| SBT | 0 | 0 | 0 | | 0 | |
| SBR | 0 | 0 | 0 | | 0 | |
| EBL | 0 | 0 | 0 | | 0 | |
| EBT | 1 | 1600 | 250 | .16 | 170 | .11 |
| EBR | 0 | 0 | 0 | | 0 | |
| WBL | 0 | 0 | 0 | | 0 | |
| WBT | 1 | 1600 | 740 | .46* | 1030 | .64* |
| WBR | f | | 170 | | 170 | |
| Right Turn Adjustment | | | NBR | .25* | NBR | .18* |
| TOTAL CAPACITY UTILIZATION | | | | .71 | | .82 |

181. Ventura & Ramona

| 2025 (Base Case - Scenario 1) | | | | | | |
|-------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1600 | 30 | .02 | 40 | .03 |
| NBT | 1 | 1600 | 350 | .23* | 620 | .40* |
| NBR | 0 | 0 | 20 | | 20 | |
| SBL | 1 | 1600 | 80 | .05* | 70 | .04* |
| SBT | 1 | 1600 | 390 | .25 | 470 | .31 |
| SBR | 0 | 0 | 10 | | 30 | |
| EBL | 0 | 0 | 20 | {.01}* | 20 | {.01}* |
| EBT | 1 | 1600 | 10 | .03 | 10 | .03 |
| EBR | 0 | 0 | 10 | | 10 | |
| WBL | 0 | 0 | 10 | | 20 | |
| WBT | 1 | 1600 | 20 | .03* | 30 | .04* |
| WBR | 0 | 0 | 10 | | 20 | |

TOTAL CAPACITY UTILIZATION .32 .49

| 2025 w/Proposed LU Changes | | | | | | |
|----------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1600 | 40 | .03* | 50 | .03 |
| NBT | 1 | 1600 | 400 | .26 | 630 | .41* |
| NBR | 0 | 0 | 20 | | 20 | |
| SBL | 1 | 1600 | 80 | .05 | 70 | .04* |
| SBT | 1 | 1600 | 510 | .33* | 500 | .34 |
| SBR | 0 | 0 | 20 | | 40 | |
| EBL | 0 | 0 | 10 | {.01}* | 30 | |
| EET | 1 | 1600 | 10 | .03 | 30 | .05* |
| EBR | 0 | 0 | 20 | | 20 | |
| WBL | 0 | 0 | 10 | | 10 | {.01}* |
| WBT | 1 | 1600 | 20 | .03* | 40 | .04 |
| WBR | 0 | 0 | 10 | | 20 | |

TOTAL CAPACITY UTILIZATION .40 .51

182. Olive & Main St

| 2025 (Base Case - Scenario 1) | | | | | | |
|-------------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1600 | 10 | .01 | 10 | .01 |
| NBT | 1 | 1600 | 10 | .01* | 10 | .01* |
| NBR | 0 | 0 | 10 | | 10 | |
| SBL | 1 | 1600 | 560 | .35* | 400 | .25* |
| SBT | 1 | 1600 | 20 | .06 | 30 | .08 |
| SBR | 0 | 0 | 80 | | 90 | |
| EBL | 0 | 0 | 80 | {.05}* | 280 | |
| EBT | 1 | 1600 | 80 | .10 | 220 | .31* |
| EBR | 1 | 1600 | 10 | .01 | 40 | .03 |
| WBL | 0 | 0 | 10 | | 10 | {.01}* |
| WBT | 1 | 1600 | 160 | .11* | 150 | .10 |
| WBR | 1 | 1600 | 180 | .11 | 440 | .28 |

TOTAL CAPACITY UTILIZATION .52 .58

| 2025 w/Proposed LU Changes | | | | | | |
|----------------------------|-------|----------|------------|--------|------------|--------|
| | LANES | CAPACITY | AM PK HOUR | | PM PK HOUR | |
| | | | VOL | V/C | VOL | V/C |
| NBL | 1 | 1600 | 10 | .01 | 10 | .01 |
| NBT | 1 | 1600 | 10 | .01* | 10 | .01* |
| NBR | 0 | 0 | 10 | | 10 | |
| SBL | 1 | 1600 | 570 | .36* | 440 | .28* |
| SBT | 1 | 1600 | 20 | .07 | 30 | .08 |
| SBR | 0 | 0 | 90 | | 90 | |
| EBL | 0 | 0 | 90 | {.06}* | 280 | |
| EET | 1 | 1600 | 80 | .11 | 220 | .31* |
| EBR | 1 | 1600 | 10 | .01 | 40 | .03 |
| WBL | 0 | 0 | 10 | | 10 | {.01}* |
| WBT | 1 | 1600 | 160 | .11* | 160 | .11 |
| WBR | 1 | 1600 | 180 | .11 | 460 | .29 |

TOTAL CAPACITY UTILIZATION .54 .61