



Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Jose Sausedo -

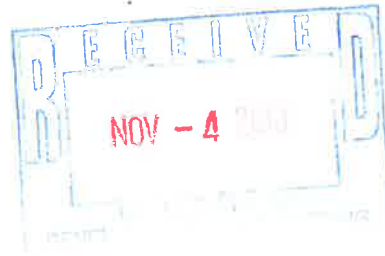
F.Y.I. SIGNAL
WARRANT INFO. R.

October 28, 2013

RECEIVED
10/21/13

13072L01.WP

Fred Goldsmith
Leasing Director
PGI Management
1606 North Main Street
Salinas, CA 93906



TRAFFIC SIGNAL WARRANT STUDY: NORTH MAIN STREET/CHEROKEE DRIVE-HARDEN RANCH PLAZA SOUTH, SALINAS

Associated Transportation Engineer's (ATE) has completed a traffic signal warrant study for the North Main Street/Cherokee Drive-Harden Ranch Plaza South intersection in Salinas, California.

SIGNAL WARRANT ANALYSIS

The North Main Street/Cherokee Drive-Harden Ranch Plaza South intersection is currently controlled by STOP signs on the Cherokee Drive and Harden Ranch Plaza South driveway approaches. North Main Street is a six-lane arterial road (three lanes in each direction). A median is present on North Main Street that allows for left turns into and out of the Harden Ranch Plaza shopping center. Cherokee Drive is restricted to right turns only. Figure 1 shows the layout of the intersection.

The traffic signal warrant study was completed using the Manual on Uniform Traffic Control Devices (MUTCD), California Supplement urban warrant criteria (warrant worksheets are attached). Traffic counts were collected at the intersection on October 15, 2013 for the study (count data is attached). Accident data was provided by City staff for the 5-year period of 2009-2013 (accident data is attached).

Table 1 summarizes the results of the signal warrants prepared for the intersection. Existing conditions at the North Main Street/Cherokee Drive-Harden Ranch Plaza South intersection satisfy Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 8 (Coordinated Signal System). The Eight-Hour and Four-Hour Vehicular Volumes are well above the minimum criteria for consideration of traffic signals.

Table 1
Signal Warrants Results

Warrant #	Type	Warrant Satisfied
1	Eight-Hour Vehicular Volume	YES
2	Four-Hour Vehicular Volume	YES
3	Peak Hour	NA(a)
4	Pedestrian Volume	NO
5	School Crossing	NO
6	Coordinated Signal System	NO
7	Crash Experience Warrant	NO
8	Roadway Network	YES

(a) Peak Hour Warrant not applicable.

Pedestrian volumes are relatively light and well below the minimum criteria for consideration of signals for pedestrian use. The accident data provided by the City shows a total of 12 accidents during the 5-year period. The accidents include 7 broadsides, 2 rear-end, 1 sideswipe, 1 hit object, and 1 vehicle/pedestrian collision. While the number of accidents is below the minimum criteria for consideration of signals, (minimum required is 5 or more in 1-year period), the accident data shows a pattern of collision related to vehicles turning left into the Harden Ranch Plaza from southbound Main Street with vehicles traveling northbound on Main Street (broadside accidents).

The data collected at the intersection and the warrants show that the traffic volumes exceed the minimums needed for consideration of traffic signals.

Associated Transportation Engineers

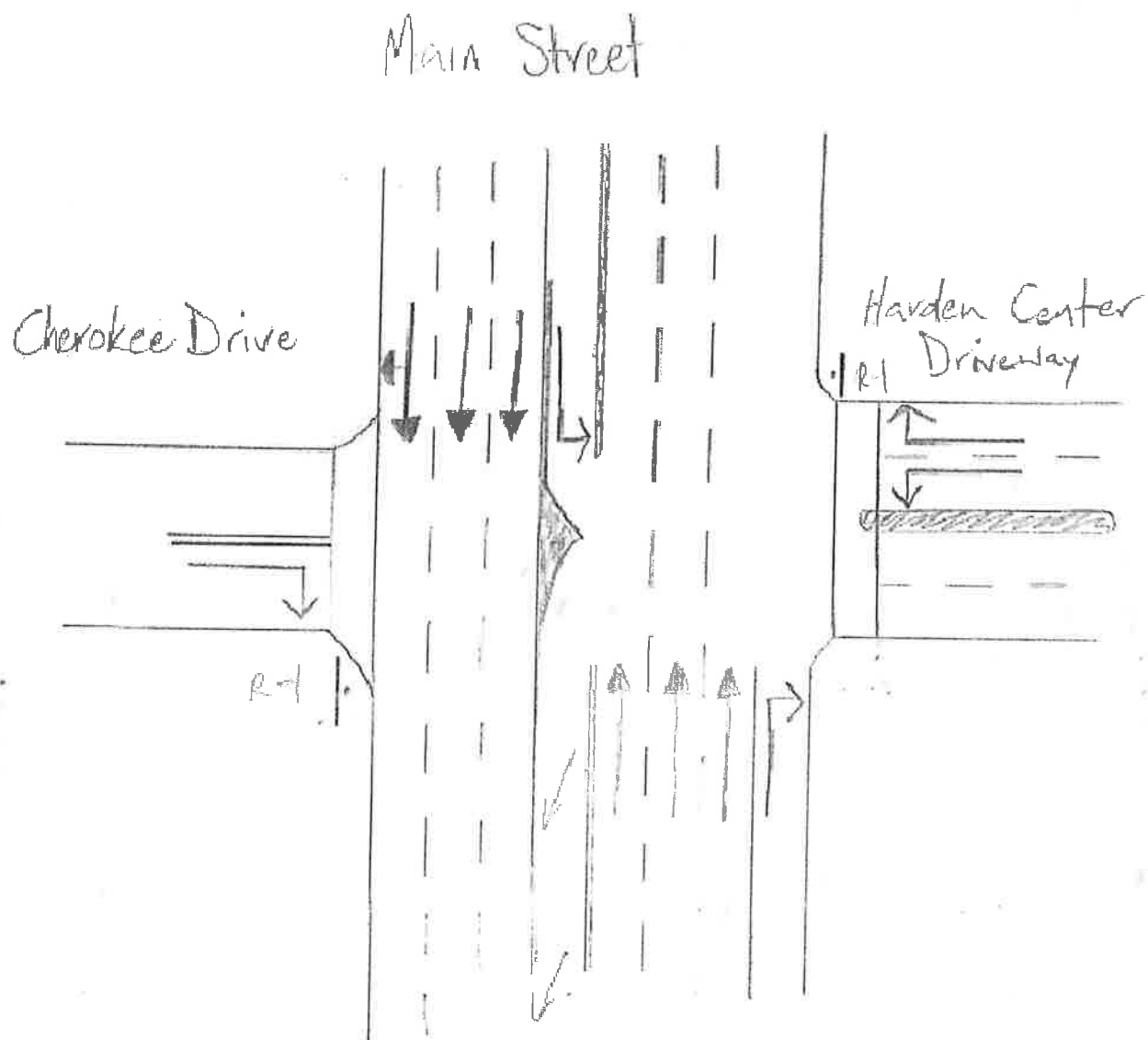


By: Richard L. Pool, PE
President

RLP/DLD

Attachments: Signal Warrant Worksheets
Traffic Counts
Accident Data





ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE

1

MMF - #13072

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 4)

COUNT DATE 10/15/13
 CALC MMF DATE 10/24/13
 CHK RLO DATE 10/28/13

5 MON - -
 DIST CO RTE PM

Major St: MAIN STREET Critical Approach Speed 35 mph
 Minor St: HARDIN PLAZA DWY - CHEROKEE DR. Critical Approach Speed NA mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)..... ☐
 or
 In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**
☒ } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☒ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				80% SATISFIED YES <input type="checkbox"/> NO <input type="checkbox"/>										
	U	R	Ⓢ	R										
APPROACH LANES	1		2 or More		5 PM	6 PM	3 PM	4 PM	2 PM	1 PM	12 PM	11 AM	Hour	
Both Approaches Major Street	500 (400)	350 (280)	600 ✓ (480)	420 (336)	2384	2207	2115	2100	2108	2086	2113	1867		
Highest Approach Minor Street	150 (120)	105 (84)	200 ✓ (160)	140 (112)	356	351	320	314	298	285	251	276		

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☒ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED YES <input type="checkbox"/> NO <input type="checkbox"/>								
APPROACH LANES	U	R	Ⓢ	R									
	1		2 or More		5 PM	6 PM	3 PM	4 PM	2 PM	1 PM	12 PM	11 AM	Hour
Both Approaches Major Street	750 (600)	525 (420)	900 ✓ (720)	630 (504)	2384	2207	2115	2100	2108	2086	2113	1867	
Highest Approach Minor Street	75 (60)	53 (42)	100 ✓ (80)	70 (56)	356	351	320	314	298	285	251	276	

Combination of Conditions A & B NA SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	5 PM	6 PM	3 PM	4 PM	Hour
Both Approaches - Major Street		✓	2384	2207	2115	2100	
Higher Approach - Minor Street		✓	356	351	320	314	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

NA

SATISFIED YES ☐ NO ☐

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

PART B

SATISFIED YES ☐ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 4)

WARRANT 4 - Pedestrian Volume
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part A (Parts 1 or 2 must be satisfied)

Hours - - ->

1. Pedestrian Volume					Any hour ≥ 190	Yes <input type="checkbox"/>	No <input type="checkbox"/>
					OR any 4 hours ≥ 100	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Adequate Crossing Gaps					AND < 60 gaps/hr	Yes <input type="checkbox"/>	No <input type="checkbox"/>

2. Pedestrian Volume	Any hour ≥ 95	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	OR Any 4 hours ≥ 50	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	AND ped crossing speed $< 1.2\text{m/s}$ (4 ft/sec)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	AND < 60 gaps/hr	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Part B — NA — PART A NOT SATISFIED SATISFIED YES ☐ NO ☐

AND, The distance to the nearest traffic signal along the major street is greater than 90 m (300 ft)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied) — NOT A SCHOOL CROSSING

SATISFIED YES ☐ NO ☒

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing		Hour
	Number of Adequate Gaps		
School Age Pedestrians Crossing Street / hr			

Gaps $<$ Minutes	YES <input type="checkbox"/>	NO <input type="checkbox"/>
AND Children $> 20/\text{hr}$	YES <input type="checkbox"/>	NO <input type="checkbox"/>

AND, Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 90 m (300 ft)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 4)

**WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 300 m (1000 ft)	N <u>620</u> ft, S <u>1375</u> ft, E <u>NA</u> ft, W <u>NA</u> ft	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

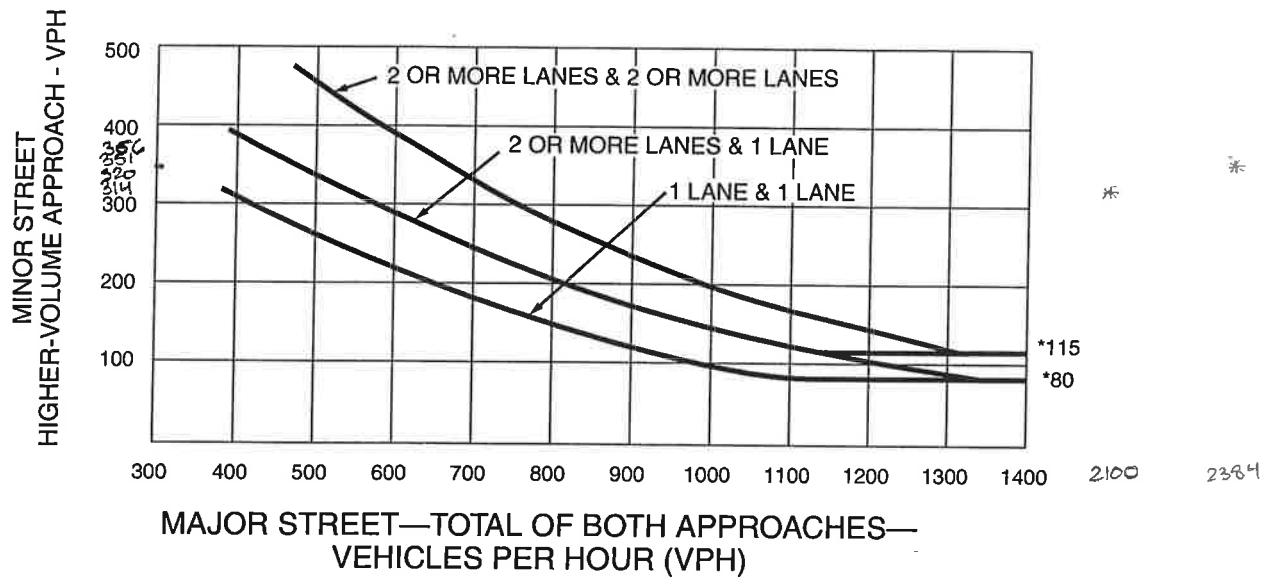
Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	✓
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour	
	OR, Ped Vol ≥ 80 for any 4 hours	
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

**WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)**

SATISFIED YES ☒ NO ☐

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>+ 2,700</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun <u> </u> Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		<u>YES</u>	<u>NO</u>
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		<u>NO</u>	<u>NO</u>
Appears as Major Route on an Official Plan		<u>YES</u>	<u>NO</u>
Any Major Route Characteristics Met, Both Streets			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

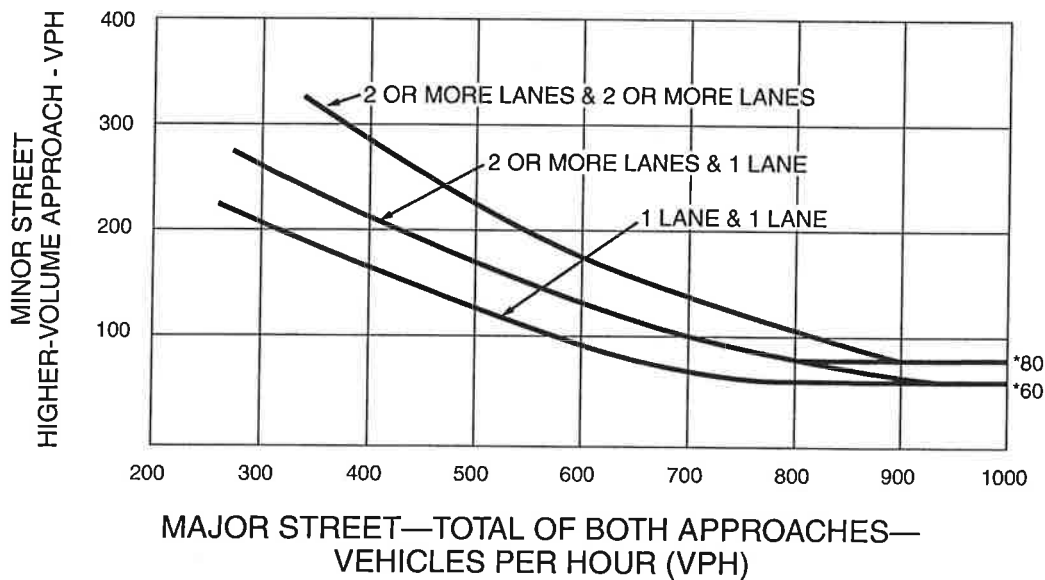
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Prepared by NDS/ATD

Volumes for: Tuesday, October 15, 2013

City: Salinas

Project #: 13-7581-001

Location: Main Street approaches to Cherokee Drive / Driveway. (Southbound without left turn lane)

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	22	293			21	187				
12:15	15	296			8	228				
12:30	12	272			14	241				
12:45	9	298	58	1159	13	257	56	913	114	2072
1:00	12	278			6	251				
1:15	7	246			6	234				
1:30	8	241			8	261				
1:45	14	255	41	1020	10	271	30	1017	71	2037
2:00	10	264			11	288				
2:15	3	252			5	230				
2:30	8	265			4	265				
2:45	12	254	33	1035	7	257	27	1040	60	2075
3:00	9	283			5	215				
3:15	5	310			4	237				
3:30	12	304			13	205				
3:45	10	263	36	1160	14	242	36	899	72	2059
4:00	9	258			5	240				
4:15	8	288			6	222				
4:30	14	269			16	226				
4:45	31	288	62	1103	14	255	41	943	103	2046
5:00	29	289			28	277				
5:15	37	281			26	300				
5:30	47	315			38	228				
5:45	62	329	175	1214	31	290	123	1095	298	2309
6:00	81	290			52	258				
6:15	78	319			58	259				
6:30	83	327			71	223				
6:45	79	281	321	1217	71	201	252	941	573	2158
7:00	96	255			74	239				
7:15	79	223			94	203				
7:30	93	227			158	164				
7:45	154	192	422	897	206	181	532	787	954	1684
8:00	171	180			156	155				
8:15	145	174			130	168				
8:30	117	161			130	139				
8:45	157	133	590	648	123	133	539	595	1129	1243
9:00	167	106			131	136				
9:15	168	118			113	110				
9:30	185	94			138	99	0			
9:45	215	93	735	411	143	80	525	425	1260	836
10:00	203	71			119	83				
10:15	180	72			145	51				
10:30	231	50			147	43				
10:45	235	26	849	219	187	57	598	234	1447	453
11:00	262	23			207	25				
11:15	243	40			196	27				
11:30	267	25			201	26				
11:45	269	21	1041	109	174	29	778	107	1819	216
Total	4363	10192	4363	10192	3537	8996	3537	8996	7900	19188
Combined Total	14555		14555		12533		12533		27088	
AM Peak	11:45 AM				11:45 AM					
Vol.	1130				830					
P.H.F.	0.954				0.861					
PM Peak		5:45 PM				5:00 PM				
Vol.		1265				1095				
P.H.F.		0.955				0.913				
Percentage	30.0%	70.0%			28.2%	71.8%				

Prepared by NDS/ATD

Volumes for: Tuesday, October 15, 2013

City: Salinas

Project #: 13-7581-001

Location: Cherokee Drive / Driveway approaches to Main Street.

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	5			4	60				
12:15	0	1			9	66				
12:30	2	6			7	49				
12:45	1	7	4	19	2	76	22	251	26	270
1:00	2	4			4	75				
1:15	0	3			10	67				
1:30	1	4			4	74				
1:45	1	4	4	15	1	69	19	285	23	300
2:00	0	10			2	68				
2:15	2	6			1	49				
2:30	1	13			0	104				
2:45	0	2	3	31	3	77	6	298	9	329
3:00	0	8			0	68				
3:15	1	4			1	94				
3:30	0	7			3	81				
3:45	1	9	2	28	1	77	5	320	7	348
4:00	0	6			2	89				
4:15	3	9			4	83				
4:30	3	10			1	78				
4:45	2	9	8	34	3	64	10	314	18	348
5:00	2	6			1	95				
5:15	2	7			5	98				
5:30	2	10			4	85				
5:45	4	13	10	36	5	78	15	356	25	392
6:00	1	8			8	90				
6:15	3	9			11	93				
6:30	5	16			14	92				
6:45	8	8	17	41	14	76	47	351	64	392
7:00	6	3			15	84				
7:15	7	10			17	66				
7:30	23	7			17	69				
7:45	10	4	46	24	20	62	69	281	115	305
8:00	5	4			23	63				
8:15	3	3			22	64				
8:30	9	3			28	54				
8:45	3	4	20	14	23	60	96	241	116	255
9:00	6	6			34	52				
9:15	11	5			41	42				
9:30	4	6			45	36				
9:45	6	2	27	19	57	17	177	147	204	166
10:00	5	3			49	32				
10:15	6	3			79	21				
10:30	9	1			46	20				
10:45	1	2	21	9	70	17	244	90	265	99
11:00	7	0			68	12				
11:15	6	2			64	17				
11:30	3	0			78	14				
11:45	5	1	21	3	66	18	276	61	297	64
Total	183	273	183	273	986	2995	986	2995	1169	3268

Combined Total	456		456		3981		3981		4437
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AM Peak	7:00 AM				10:45 AM				
Vol.	46				280				
P.H.F.	0.500				0.897				
PM Peak		5:45 PM				5:00 PM			
Vol.		46				356			
P.H.F.		0.719				0.908			

Percentage	40.1%	59.9%			24.8%	75.2%			
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Prepared by NDS/ATD

Volumes for: Tuesday, October 15, 2013

City: Salinas

Project #: 13-7581-001

Location: Southbound left into parking lot.

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			1	10				
12:15	0	0			0	11				
12:30	0	0			0	9				
12:45	0	0	0	0	1	11	2	41	2	41
1:00	0	0			0	11				
1:15	0	0			3	15				
1:30	0	0			0	13				
1:45	0	0	0	0	0	10	3	49	3	49
2:00	0	0			0	4				
2:15	0	0			2	8				
2:30	0	0			0	7				
2:45	0	0	0	0	0	14	2	33	2	33
3:00	0	0			0	11				
3:15	0	0			1	16				
3:30	0	0			0	14				
3:45	0	0	0	0	0	15	1	56	1	56
4:00	0	0			1	17				
4:15	0	0			0	10				
4:30	0	0			2	12				
4:45	0	0	0	0	2	15	5	54	5	54
5:00	0	0			5	21				
5:15	0	0			6	29				
5:30	0	0			0	10				
5:45	0	0	0	0	3	15	14	75	14	75
6:00	0	0			0	13				
6:15	0	0			1	16				
6:30	0	0			5	8				
6:45	0	0	0	0	4	12	10	49	10	49
7:00	0	0			6	13				
7:15	0	0			2	11				
7:30	0	0			4	14				
7:45	0	0	0	0	7	14	19	52	19	52
8:00	0	0			9	5				
8:15	0	0			11	10				
8:30	0	0			7	6				
8:45	0	0	0	0	7	11	34	32	34	32
9:00	0	0			8	10				
9:15	0	0			12	7				
9:30	0	0			5	7	0			
9:45	0	0	0	0	14	3	39	27	39	27
10:00	0	0			13	7				
10:15	0	0			7	4				
10:30	0	0			7	3				
10:45	0	0	0	0	6	2	33	16	33	16
11:00	0	0			14	1				
11:15	0	0			13	3				
11:30	0	0			9	1				
11:45	0	0	0	0	12	2	48	7	48	7
Total	0	0	0	0	210	491	210	491	210	491

Combined

0

0

701

701

701

Total

AM Peak

Vol.

P.H.F.

PM Peak

Vol.

P.H.F.

11:00 AM

48

0.857

4:30 PM

77

0.664

Percentage

30.0%

70.0%

ALL TRAFFIC DATA

City of Salinas
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 13-7582-001 Main Street-Cherokee Drive.ppd
Date : 10/15/2013

Unshifted Count = All Vehicles																			
Main Street Southbound					Harden Center Driveway Westbound					Main Street Northbound					Cherokee Drive Eastbound				
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total			
07:00	5	78	2	0	85	12	0	5	0	17	0	84	16	0	100	0			
07:15	2	90	1	0	93	13	0	2	0	15	0	63	13	0	76	6			
07:30	4	158	5	0	167	15	0	2	0	17	0	80	17	0	97	7			
07:45	7	198	4	0	209	14	0	6	0	20	0	136	17	0	153	21			
Total	18	524	12	0	554	54	0	15	0	69	0	363	63	0	426	10			
08:00	12	153	9	0	174	11	0	8	0	19	0	143	31	0	174	44			
08:15	7	117	6	0	130	16	0	10	0	26	0	115	28	0	143	5			
08:30	8	134	3	0	145	15	0	9	0	24	0	97	24	0	121	4			
08:45	6	112	5	0	123	14	0	12	0	26	0	118	35	0	153	10			
Total	33	516	23	0	572	56	0	39	0	95	0	473	118	0	591	2			
16:00	18	230	21	0	269	56	0	36	0	92	0	191	56	0	247	21			
16:15	9	207	10	0	226	44	0	33	0	77	0	220	80	0	300	0			
16:30	13	234	7	0	254	46	0	38	0	84	0	190	66	0	256	4			
16:45	15	225	17	0	257	40	0	19	0	59	0	229	88	0	317	10			
Total	55	896	55	0	1006	186	0	126	0	312	0	830	290	0	1120	11			
17:00	21	270	21	0	312	57	0	44	0	101	0	194	75	0	269	34			
17:15	26	269	17	0	312	53	0	38	0	91	0	236	70	0	306	5			
17:30	13	230	12	0	255	51	0	41	0	92	0	232	61	0	293	8			
17:45	12	271	8	0	291	40	0	35	0	75	0	262	77	0	339	8			
Total	72	1040	58	0	1170	201	0	158	0	359	0	924	283	0	1207	12			
Grand Total	178	2976	148	0	3302	497	0	338	0	835	0	2590	754	0	3344	33			
Approch %	5.4%	90.1%	4.5%	0.0%	59.5%	6.5%	0.0%	40.5%	0.0%	11.0%	0.0%	77.5%	22.5%	0.0%	43.9%	0.0%			
Total %	2.3%	39.1%	1.9%	0.0%	43.4%	6.5%	0.0%	4.4%	0.0%	11.0%	0.0%	34.0%	9.9%	0.0%	43.9%	1.7%			

Cherokee Drive Eastbound																
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
07:30	4	158	5	0	167	15	0	2	0	17	0	80	17	0	97	21
07:45	7	198	4	0	209	14	0	6	0	20	0	136	17	0	153	10
08:00	12	153	9	0	174	11	0	8	0	19	0	143	31	0	174	5
08:15	7	117	6	0	130	16	0	10	0	26	0	115	28	0	143	4
Total Volume	30	626	24	0	680	56	0	26	0	82	0	474	93	0	567	40
% App Total	4.4%	92.1%	3.5%	0.0%	68.3%	8.3%	0.0%	31.7%	0.0%	11.0%	0.0%	83.6%	16.4%	0.0%	43.9%	0.0%
PHF	.625	.790	.667	.000	.813	.875	.000	.650	.000	.788	.000	.829	.750	.000	.815	.476

Cherokee Drive Eastbound																
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
17:00	21	270	21	0	312	57	0	44	0	101	0	194	75	0	269	5
17:15	26	269	17	0	312	53	0	38	0	91	0	236	70	0	306	8
17:30	13	230	12	0	255	51	0	41	0	92	0	232	61	0	293	8
17:45	12	271	8	0	291	40	0	35	0	75	0	262	77	0	339	8
Total Volume	72	1040	58	0	1170	201	0	158	0	359	0	924	283	0	1207	12
% App Total	6.2%	88.9%	5.0%	0.0%	68.3%	8.3%	0.0%	31.7%	0.0%	11.0%	0.0%	83.6%	16.4%	0.0%	43.9%	33
PHF	.692	.959	.690	.000	.938	.882	.000	.898	.000	.889	.000	.862	.919	.000	.890	.688

10-22-13
(CRS.TR.ONE)

CITY OF SALINAS
Specific Intersection by
Primary Collision Factor
01/01/2009 Through 09/30/2013
CHEROKEE DR & N MAIN ST

PAGE 1

Report...	CD	Inj	PT Exp I movement... R preceding.....	Dir.. Dist. Vehicle..... from. from. Involved..... Inter Inter with.....	Type of Collision...	Occur... Date....	Occur Day Time.	Collision Factor
13-040858	D1 VV VV		S Other Unsafe Turning S Parked S Parked		Parked Motor Vehicle Sideswipe	04/16/13	TUE 17:57	DUI
13-090016	D1 D2		W Making Left Turn N Proceeding Straight		Other Motor Vehicle Broadside	09/01/13	SUN 11:14	DUI
12-071211	D1 D2 G PA Q PA B PA G VV VV SV		N Proceeding Straight W Making Left Turn N Proceeding Straight W Making Left Turn N Proceeding Straight		Other Motor Vehicle Broadside	07/26/12	THU 14:49	EXCESSIVE SPEED (1)
09-121199	D DD DD DD DD		N Stopped N Proceeding Straight N Stopped N Proceeding Straight N Stopped		Other Motor Vehicle Rear End	12/22/09	TUE 17:27	FOLLOW TOO CLOSE
09-100033	D D2 VV VV		N Proceeding Straight N N Changing Lanes N Proceeding Straight N Changing Lanes		0060 Other Motor Vehicle Rear End	10/01/09	THU 14:21	OTHER HAZARDOUS
12-010291	D1 PD PD PD		S Stopped E E Proceeding Straight E Proceeding Straight		Pedestrian Vehicle/Pedestrian	01/07/12	SAT 16:01	RIGHT OF WAY
10-101075	D1 D2 VV VV SV SV		W Making Left Turn N Proceeding Straight W Making Left Turn N Proceeding Straight W Making Left Turn N Proceeding Straight		Other Motor Vehicle Broadside	10/22/10	FRI 16:00	RIGHT OF WAY (2)
11-091130	D1 D2 M VV VV		Making Right Turn S Making Left Turn Making Right Turn S Making Left Turn		Other Motor Vehicle Broadside	09/23/11	FRI 16:16	RIGHT OF WAY
09-120217	D1 D2		N Making Left Turn N Proceeding Straight		Other Motor Vehicle Broadside	12/04/09	FRI 13:14	RIGHT OF WAY
10-091142	D1 VV		S Other Unsafe Turning S Other Unsafe Turning		Fixed Object Hit Object	08/06/10	FRI 20:08	UNSAFE TURNING
09-070946	D DD		S Making Left Turn S Making Left Turn		Other Motor Vehicle Broadside	07/17/09	FRI 18:14	UNSAFE TURNING
10-040643	D1 RO VV VV		N Xing to Opposing Lane W Parked N Xing to Opposing Lane W Parked	(350)	Parked Motor Vehicle Broadside	04/13/10	TUE 16:29	WRONG SIDE OF RO

12 records listed.

2009 = 4

2010 = 3

2011 = 1

2012 = 2

2013 = 2