

Noise Policy 5 – Limit delivery, and truck traffic to designated routes.

Noise Policy 6 – Ensure residential developments are designed and mitigated achieve a maximum exterior CNEL of 65 dB and a maximum interior CNEL of 45 dB.

Noise Policy 7 – Encourage, support, and enforce all State and Federal legislation designed to abate and control noise pollution.

Noise Policy 8 – Encourage the use of rubberized asphalt for resurfacing streets.

Noise Policy 9 – Continuously review the Noise Ordinance to ensure noise-generating uses are adequately addressed.

Noise Policy 10 – Strive to resolve existing and potential conflicts between noise-generating uses and human activities.

Noise Policy 11 – Prohibit significant noise-generating activities on land located near sensitive noise receptors.

Noise Policy 12 – Evaluate the noise impacts generated by existing and future projects located in surrounding communities that impact or may impact the Bradbury ambient noise level.

Noise Policy 13 – Enforce limits set by the State to control noise levels, particularly those governing motor vehicles.

Noise Policy 14 – Ensure that construction noise does not cause an adverse impact to the residents of the City.

(b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

The 1994 General Plan EIR's major goal of the Noise Element was to prevent the creation of noise problems in the City and the mitigation of existing noise sources. Policies and programs in the Noise Element served to reduce noise impacts due to future development in the planning area. Implementation of these programs would mitigate noise impacts to a level of insignificance.⁸⁵

The City of Bradbury is subject to ground-borne vibration and noise levels associated with traffic from nearby major roadways and freeways and from construction activities. The 2012-2030 General Plan Update does not propose any new development which would result in ground borne vibration or noise levels beyond those levels accounted for in the existing General Plan. Implementation of the goals, objectives and policies stated in XII (a) as they relate to ground borne vibration and noise would ensure impacts related to this issue area are ***less than significant***.

⁸⁵ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-53.

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The 1994 General Plan EIR's major goal of the Noise Element was to prevent the creation of noise problems in the City and the mitigation of existing noise sources. Policies and programs in the Noise Element served to reduce noise impacts due to future development in the planning area. Implementation of these policies and programs will ensure that noise impacts remain *insignificant*.⁸⁶

The City of Bradbury will continue to remain exclusively single-family residential under the 2012-2030 General Plan Update.⁸⁷ This land use is not expected to result in any significant increases in local traffic, which, as explained in XII (a), is the primary source of noise in the City. Thus, future development under the 2012-2030 General Plan Update and implementation of the goals, objectives and policies stated above in response XII (a) will ensure *less than significant impacts* in regards to ambient noise levels.

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The 1994 General Plan EIR's major goal of the Noise Element was to prevent the creation of noise problems in the City and the mitigation of existing noise sources. Policies and programs in the Noise Element served to reduce noise impacts due to future development in the planning area. Implementation of these policies and programs will ensure that noise impacts remain insignificant.⁸⁸

The City of Bradbury's Municipal Code limits the duration and magnitude of noise levels. The 2012-2030 General Plan Update does not propose any new development beyond that anticipated in the 1994 General Plan and implementation of the General Plan would not expose residents to excessive noise levels. Therefore, with the goals, objectives and policies proposed in the 2012-2030 General Plan Update and listed above in response XII (a) noise impacts are *less than significant*.

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The 1994 General Plan EIR did not address this issue area. The City of Bradbury is not located within the immediate vicinity of any commercial airport nor does any area of the City fall within an airport land use plan. Therefore, there are *no impacts* resulting from public airports.

⁸⁶ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-53.

⁸⁷ City of Bradbury General Plan Update 2012-2030, Health and Safety Element, p. 6-7.

⁸⁸ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-53.

(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Refer to response XII (e) Therefore, there are *no impacts* resulting from public airports.

XIII. POPULATION AND HOUSING: Would the project:

(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The 1994 General Plan EIR stated that the Housing Element's policies and programs were designed to accommodate the housing demand in the City and region. Adverse impacts on population and housing due to future development would be mitigated by policies and programs in the Land Use and Housing Elements. No adverse impacts were associated with the adoption of the 1994 General Plan in terms of housing and population.⁸⁹

The City of Bradbury is one of the ten smallest cities in Los Angeles County, with 1,048 residents in 2010.⁹⁰ The 2012-2030 General Plan Update does not include any changes to currently permitted uses and densities in the City. The 1994 General Plan projected Bradbury's population to be 1,500 and approximately 501 residential units at full build-out. The General Plan Update projects a population of approximately 1,541 and 497 units.

Implementation of the 2012-2030 General Plan Update, existing 2008 Housing Element⁹¹ policies and programs as well the following goal, objective and policy of the Land Use Element would ensure impacts related to this issue area are *less than significant*.

Land Use Goal 1 -The Land Use Element maintains the existing rural residential character of the City. The element designates the general location, distribution, and extent of existing and permitted development.

Land Use Objective 1 - To maintain the existing character of the community and to preserve those environmental resources and amenities that make the City of Bradbury a desirable place to live.

Land Use Policy 1 - The residential character of the community and environmental resources important to the City will be maintained.

(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The 1994 General Plan EIR stated that the Housing Element's policies and programs were designed to accommodate the housing demand in the City and region. Adverse impacts on

⁸⁹ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-14.

⁹⁰ 2012-2030 City of Bradbury General Plan Update, Introduction, p. 5.

⁹¹ The City of Bradbury is currently updating its Housing Element.

population and housing due to future development would be mitigated by policies and programs in the Land Use and Housing Elements. No adverse impacts were associated with the adoption of the 1994 General Plan in terms of housing and population.⁹²

The 2012-2030 General Plan Update does not include any changes to currently permitted uses and densities in the City. Implementation of the 2012-2030 General Plan Update and existing 2008 Housing Element would not require demolition of existing housing, necessitating the construction of replacement housing elsewhere. Additionally, the Land Use goal, objective, and policy stated above in response XIII (a) would ensure that there are **no impacts** in regards to this issue area.

(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The 1994 General Plan EIR stated that the Housing Element's policies and programs were designed to accommodate the housing demand in the City and region. Adverse impacts on population and housing due to future development would be mitigated by policies and programs in the Land Use and Housing Elements. No adverse impacts were associated with the adoption of the 1994 General Plan in terms of housing and population.⁹³

The 2012-2030 General Plan Update does not include any changes to currently permitted uses and densities in the City. Implementation of the 2012-2030 General Plan Update and existing 2008 Housing Element would not require demolition of existing housing, necessitating the construction of replacement housing elsewhere. Additionally, the Land Use goal, objective, and policy stated above in response XIII (a) would ensure that there are **no impacts** in regards to this issue area.

XIV. PUBLIC SERVICES:

(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection

The 1994 General Plan EIR stated that impacts of new development on public services would be reduced by regular evaluation of public service needs. The Safety Element contained standards and plans that would be effective in reducing potential adverse impacts in regards to public services.⁹⁴

⁹² City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-14.

⁹³ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-14.

⁹⁴ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-55.

The Los Angeles County Fire Department provides fire protection services to the City of Bradbury.⁹⁵ Station 44 in Duarte provides equipment and manpower for fire incidents. Back-up paramedic assistance is provided by Station 29 in Baldwin Park and Station 32 in Azusa. The Monrovia Fire Department offers additional back-up service when necessary.

The City of Bradbury is located within a Very High Fire Hazard Severity Zone as designated by the County of Los Angeles Fire Department.⁹⁶ The entire City lies within a Local Responsibility Area, an area managed by local fire departments. Public Resource Code section 4291 requires that homeowners provide fuel modification to 100 feet (or to the property line) around their buildings to create a defensible space for firefighters and to protect their homes from wildfires. Residents must reduce dry fuel around the perimeter of any structure and comply with the recently adopted building codes that provide standards for mitigating fire hazards.

Any new development would be required to comply with all applicable federal, state and local regulations governing the provision of fire protection services, including adequate fire access and number of hydrants. The California Fire Code includes provisions addressing construction standards for new structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

With the implementation of the following proposed goals, objectives and policies in the 2012-2030 General Plan Update, there are **no impacts** as they relate related to fire protection.

Safety Goal 3: To achieve a greater sense of citizen satisfaction with the safety services within the community, through constantly monitoring the effective and efficient staffing of safety service personnel.

Safety Goal 8: Assure that existing and new development addresses fire protection in a proactive and preventative way.

Safety Objective 3: Communicate with Bradbury residents through all available media, that safety personnel are properly trained to provide assistance in the event of a disaster.

Safety Objective 7: Ensure that adequate service levels of fire protection are maintained in the City.

Safety Policy 2: Implement precautionary measures in high risk areas to reduce injury and loss of property caused by natural or manmade hazards.

Safety Policy 4: Provide adequate levels of service to ensure that the residents are protected to the best of the City's ability from natural and manmade disasters.

Safety Policy 6: Establish and maintain a variety of media sources to enable interactive safety awareness and preparedness educational opportunities for the residents.

⁹⁵ 2012-2030 City of Bradbury General Plan Update, Health and Safety Element, p. 26.

⁹⁶ 2012-2030 City of Bradbury General Plan Update, Health and Safety Element, p. 16.

Safety Policy 8: Provide opportunities to continually advise and update community residents regarding actions and activities they should engage in after a significant natural or manmade disaster.

Safety Policy 9: Support continuing review and updating of the City's Disaster Preparedness Program manual.

Safety Policy 11: Maintain and evaluate the level of safety services available to the community.

Safety Policy 13: Continue to support "mutual assistance" agreements between local and State fire fighting agencies.

Safety Policy 14: Continue to support programs to reduce fire hazards within the community.

Safety Policy 15: Provide appropriate fire-fighting equipment, personnel and peakload water supply.

Safety Policy 16: Provide access to potable water for emergency purposes.

Safety Policy 18: Require all existing and new development to install and maintain adequate smoke detection systems.

Safety Policy 19: All new development to install fire sprinkler systems

Police protection

The 1994 General Plan EIR stated that impacts of new development on public services would be reduced by regular evaluation of public service needs. The Safety Element contained standards and plans that would be effective in reducing potential adverse impacts in regards to public services.⁹⁷

There are 88 cities within Los Angeles County. The City of Bradbury is one of 42 cities within the County that contracts with the County of Los Angeles for law enforcement services. The Los Angeles County Sheriff's Department (LASD) provides police protection to the City of Bradbury.⁹⁸ In times of emergency, the Sheriff dedicates all available personnel and equipment to address the City's needs.

In 2013 there were 23 reported crimes in City of Bradbury.⁹⁹ The City's crime rate is one of the lowest in Los Angeles County, which may be attributed to the gated communities and individual properties equipped with gates and security. Additionally, the narrow and dead-end roads limit opportunities for undesirable activities.

⁹⁷ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-55.

⁹⁸ 2012-2030 City of Bradbury General Plan Update, Health and Safety Element, p. 26.

⁹⁹ *City of Bradbury Crime Statistics*, December 2013, prepared by the Los Angeles County Sheriff.

With the 2012-2030 General Plan Update implementation of the proposed goals, objectives and policies stated in response XIV (a) as it relates to police protection, there are **no impacts** in regards to related to police protection.

Schools

The 1994 General Plan EIR stated that impacts of new development on public services would be reduced by regular evaluation of public service needs. The payment of school impact fees was expected to reduce impacts on school services.¹⁰⁰

The Duarte Unified School District provides elementary, junior high and high school services to the City of Bradbury. The District services Bradbury, Duarte, Monrovia, and portions of the unincorporated area of the County of Los Angeles. The District boasts five elementary schools, (Andres Duarte Elementary, Beardslee Elementary, Maxwell Elementary, Royal Oaks Elementary, and Valley View Elementary Schools), one intermediate school (Northview Intermediate), and one high school (Duarte High School).

Currently, there are 173 residents under the age of 18 that attend or potentially would attend schools within the Duarte Unified School District. The under 18 year-old population comprises 16.5 percent of the total population. Even under full build-out, the potential increase in the population would have a minimal impact on the School District.

Implementation of the 2012-2030 General Plan Update Land Use Element goal, objective and policy listed below ensures the conservation of existing patterns and intensities of use and therefore would not substantially alter the number of students in the school system. **No impacts** in regards to this issue area will occur.

Land Use Goal 1: The Land Use Element maintains the existing rural residential character of the City. The element designates the general location, distribution, and extent of existing and permitted development.

Land Use Objective 1: To maintain the existing character of the community and to preserve those environmental resources and amenities that make the City of Bradbury a desirable place to live.

Land Use Policy 1: The residential character of the community and environmental resources important to the City will be maintained.

Parks

The 1994 General Plan EIR discussed issues related to parks under the Recreation heading. The EIR stated that the Open Space Element dealt with open space and recreation issues in the City. It was determined at that time that the community did not want to see new park development in the City. Additionally, the Land Use Plan which called for low density

¹⁰⁰ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-55.

development would not create a need for additional parkland. No adverse impacts occurred regarding this issue area.¹⁰¹

Residents of the City of Bradbury enjoy private pools, tennis courts, basketball courts, and equestrian facilities within the community. The Royal Oaks Elementary School offers a play field for active recreation and organized ball games. The community interest in public recreation facilities is minimal and focuses primarily on open space preservation and trails as demonstrated by the general plan policies below. However, there is an abundance of public active and passive recreation within close proximity. Additionally, public facilities for active recreation such as organized sports (baseball, football, soccer, competitive swimming, golf, etc.) are readily available within adjacent communities. Input from the community indicates that residents are interested in trails.

With the implementation of the following 2012-2030 General Plan Update goals, objectives and policies as they relate to park land, there are **no impacts**.

Open-Space Goal 1: Protect and enhance Bradbury's Open-Space.

Open-Space Goal 2: To develop sufficient open-space and recreational-trail access to meet the needs of the community residents.

Open-Space Goal 3: To provide open-space and recreational opportunities to the greatest extent possible.

Open-Space Objective 1: Make Open-Space resources available to existing and future residents.

Open-Space Policy 6: Preservation of historically or culturally significant sites.

Open-Space Policy 9: Promote development and management of public and private parks, trails and recreational areas.

Other public facilities

The 1994 General Plan recognized that the impacts of new development on public facilities could be reduced through the regular evaluation of public service needs in the City and implementation of necessary adjustments to provide adequate services. In addition, policies recommending adoption of an emergency preparedness plan would further reduce impacts.

The County of Los Angeles offers library services at the Duarte Library, located at 1302 Buena Vista Street, in the City of Duarte. Additional nearby libraries are at Temple City Library, Live Oak Library and Norwood Library.

Emergency medical services are available throughout Los Angeles County. Hospitals near the City of Bradbury that provide acute care include the Methodist Hospital in Arcadia, Huntington

¹⁰¹ City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-66.

Hospital in Pasadena, City of Hope National Medical Center in Duarte, Kaiser-Permanente Foundation Hospital in Baldwin Park, and Foothill Presbyterian Hospital in Glendora.

The General Plan Update does not substantively change land use or development intensity. With the implementation of the 2012-2030 General Plan Update goals, objectives and policies as stated above in response XIV (a) and their relation to public facilities, there are *no impacts*.

XV. RECREATION:

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The 1994 General Plan EIR discussed issues related to parks under the Recreation heading. The EIR stated that the Open Space Element dealt with open space and recreation issues in the City. It was determined at that time that the community did not want to see new park development in the City. Additionally, the Land Use Plan which called for low density development which would not create a need for additional parkland. No adverse impacts occurred regarding this issue area.¹⁰²

The continued increase in population as projected in the Land Use Element based on the full build-out potential of the existing General Plan could minimally increase demand for recreational services and facilities. However, continued build-out of the existing General Plan would also include the development of pedestrian/equestrian trails and other open spaces. With the implementation of the following Open-Space objective and policies as they relate to recreational uses there are *no impacts*.

Open-Space Objective 1: Make Open-Space resources available to existing and future residents.

Open-Space Policy 6: Preservation of historically or culturally significant sites.

Open-Space Policy 9: Promote development and management of public and private parks, trails and recreational areas.

(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Refer to response XV (a). There are no impacts related to expansion or construction of new recreational facilities.

¹⁰² City of Bradbury 1994 General Plan Environmental Impact Report, p. 3-66.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

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

The 1994 General Plan EIR did not address this issue area.

The City of Bradbury is comprised entirely of single-family residential detached dwelling units. There are no retail commercial, industrial or multi-family uses of land within the City. There are no signalized intersections and no arterial highways.¹⁰³ All public and private streets are designated as local or local-collector streets.

The 2012-2030 General Plan Update does not conflict with any other applicable plans, ordinances or policies. In fact, the General Plan Update provides the following goals, objectives and polies, which further the effectiveness and performance of the circulation system:¹⁰⁴

Circulation-Transportation Goal 1: The Circulation-Transportation Element seeks to maintain safe and efficient circulation systems that do not impact the rural residential character of the City.

Circulation-Transportation Goal 2: Maintain transit programs that do not exceed the City's annual transit funding allocation or budget.

Circulation-Transportation Goal 3: Inform residents of all available transit programs.

Circulation-Transportation Goal 4: Support regional rail services such as the METRO Gold Line light rail system.

Circulation-Transportation Goal 5: Promote traffic safety throughout the community.

Circulation-Transportation Goal 6: Promote a "Dark Sky" development concept for all circulation systems that is consistent with the City's rural character.

Circulation-Transportation Objective 1: To accommodate existing traffic patterns and plan for future demand.

Circulation-Transportation Objective 2: Strive for the creation of new transportation facilities for motorists, equestrians, pedestrians, and bicyclists. Emphasize design standards that result in the construction of circulation and transportation systems that are safe and efficient; and sensitive to the needs of the disabled and City's unique rural residential character.

¹⁰³ Traffic Impact Analysis, 2012-2030 City of Bradbury General Plan Update Circulation Element, p. 5.

¹⁰⁴ Traffic Impact Analysis, 2012-2030 City of Bradbury General Plan Update Circulation Element, p. 12-13.

Circulation-Transportation Policy 1: All public roadways and roadway improvements will be constructed to the City of Bradbury local street standards so as to preserve the rural residential character of the City.

Circulation-Transportation Policy 2: Continue inter-jurisdictional relationships with neighboring cities to coordinate the design and implementation of transportation systems.

Circulation-Transportation Policy 3: Explore all available funding sources and opportunities for improving transportation programs and facilities.

Circulation-Transportation Policy 4: Develop a public information/marketing campaign to advertise the availability of transit services to City residents.

Circulation-Transportation Policy 5: Continue to support and work with regional agencies to support the expansion of the Gold Line and other transportation programs and services for the San Gabriel Valley.

Circulation-Transportation Policy 6: Promote enforcement of speed laws and continue to monitor the use of City streets.

The 2012-2030 General Plan Update also includes an Action Program to carry out the above goals, objectives and policies.¹⁰⁵ Therefore, there are *no impacts* in regards to this issue area will occur.

(b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The 1994 General Plan EIR did not address this issue area.

The Level of Service (LOS) is a qualitative indicator that is used to describe the operative conditions of a roadway. The levels range from A to F, with LOS A being the best operating conditions and LOS F being the worst. A new Traffic Impact Analysis was prepared for the 2012-2030 General Plan Update. The Analysis found that all roadway segments currently operate at LOS A.¹⁰⁶

The City of Bradbury is near build-out. However, approximately 97 additional residential units can be constructed in the undeveloped/underutilized parcels in the City. If all 97 residential units are constructed, approximately 923 trip-ends per day will be generated.¹⁰⁷ So, even if full build-out is achieved, roadways will continue to operate at LOS A.¹⁰⁸

¹⁰⁵ 2012-2030 City of Bradbury General Plan Update, Circulation Element, p. 13-14.

¹⁰⁶ Traffic Impact Analysis, 2012-2030 City of Bradbury General Plan Update, Circulation Element, p. 8.

¹⁰⁷ Traffic Impact Analysis, 2012-2030 City of Bradbury General Plan Update, Circulation Element, p. 9.

¹⁰⁸ Traffic Impact Analysis, 2012-2030 City of Bradbury General Plan Update, Circulation Element, p. 14.

**CITY OF BRADBURY
GENERAL PLAN UPDATE TRAFFIC EVALUATION**

CITY OF BRADBURY, CALIFORNIA

JANUARY 7, 2014

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TRAMES SOLUTIONS INC.

(0053-0003-06)

CITY OF BRADBURY GENERAL PLAN UPDATE CIRCULATION ELEMENT

TRAFFIC IMPACT ANALYSIS

CITY OF BRADBURY, CALIFORNIA

1.0 INTRODUCTION

The City of Bradbury is located north of the Foothill Freeway (I-210) and west of the terminus of the San Gabriel River Freeway (I-605). The City is bordered by the Angeles National Forest to the north, the City of Monrovia to the west, Duarte to the south, and Azusa to the east. Figure A illustrates the regional location of the City.

The Circulation Element represents the City's overall transportation plan to ensure that the growth and development indicated in the Land Use Element is adequately served. The transportation plan contributes to the form and character of the community by providing connections between neighborhoods and major transportation corridors.

The study objectives include evaluating key roadways that provide access into the City. The following conditions were analyzed:

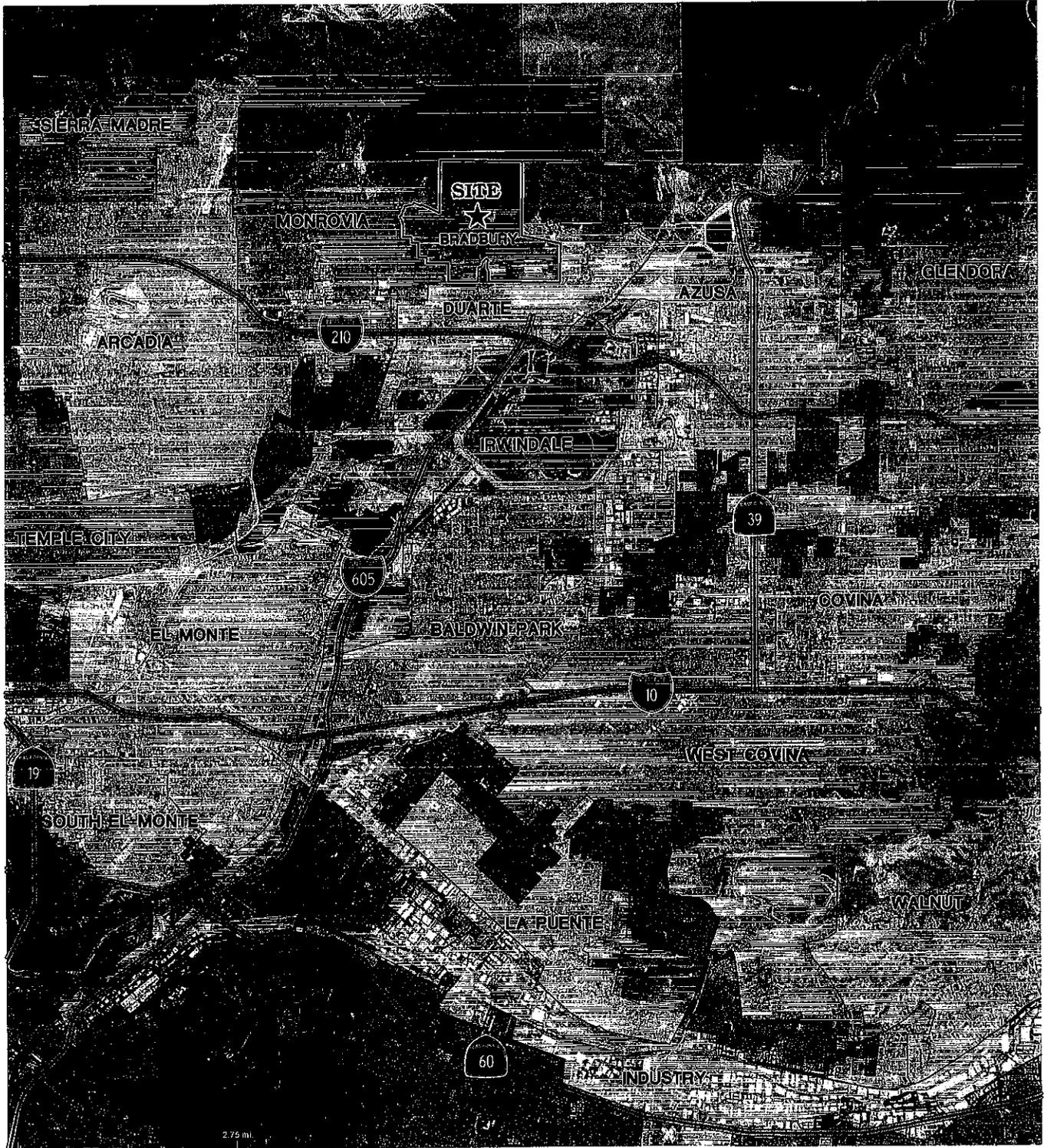
- **EXISTING TRAFFIC**

Existing daily traffic counts were collected to determine current conditions. This constitutes the baseline environmental setting for a CEQA analysis.

- **FUTURE CONDITIONS**

Future traffic conditions are estimated by adding existing traffic to the traffic generated by other vacant/underutilized parcels throughout the City. Since the City's roadways are not conducive to pass-through traffic from other Cities, the expected traffic growth can be attributed to the buildout of these parcels.

FIGURE A REGIONAL MAP



2.0 EXISTING TRAFFIC CONDITIONS

The study area includes the roadway segments that provide access to the City. These segments include the following and are shown on Figure B:

ID	ROADWAY SEGMENTS
1	Deodar Lane, between Mountain Ave. and Palm Hill Ln.
2	Deodar Lane, between Wildrose Ave. and the gated entry.
3	Lemon Avenue, between Sombrero Rd. and Winston Ave.
4	Winston Avenue, between Royal Oaks Drive North and Lemon Ave.
5	Woodlyn Lane, between Royal Oaks Drive North and Deodar Ln.
6	Mt. Olive Drive, between Royal Oaks Drive and Gardi St.

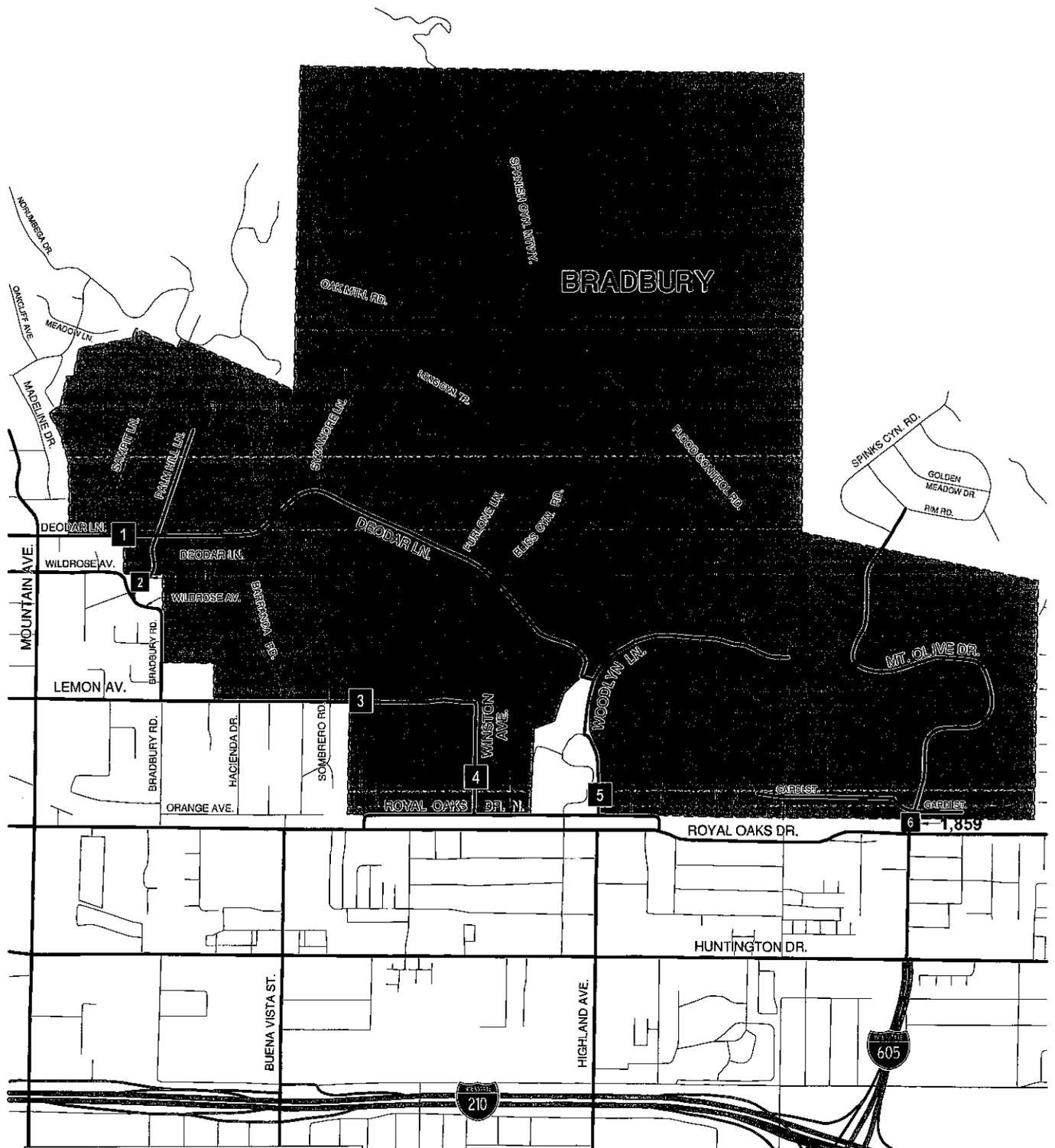
The roadways in the City of Bradbury range from collectors down to local residential streets. Collectors channel traffic from the local streets and distribute them to larger classified roadways such as arterials. The width of collectors allow for on-street parking with minimal impedances on through traffic. The capacity of collector roadways is 16,000 vehicles per day.

Local streets collect traffic from residences and distribute them to collectors. Parking is typically allowed on local streets but the relatively narrow width of the cross-section significantly reduces the roadways capacity and speeds. Motorists tend to experience more difficulty exiting residential driveways as traffic volumes increase. Industry standards suggest a “neighborhood” capacity of 2,000 vehicles per day as an appropriate threshold for these narrow, low speed roadways.

EXISTING TRAFFIC VOLUMES

Existing average daily traffic (ADT) counts on the study area road segments are shown on Figure C. The traffic counts were collected in March 2013 on a typical weekday. The traffic count worksheets are included in Appendix "A".

FIGURE C EXISTING DAILY TRAFFIC COUNTS



LEGEND:

- 1 = ROADWAY SEGMENT LOCATION
- 101 = AVERAGE DAILY TRAFFIC

OPERATIONS ANALYSIS METHODOLOGY

Level of Service (LOS) is a qualitative indicator that is used to describe the operative conditions of a roadway. The levels range from A to F, with LOS "A" being the best operating conditions and "F" being the worst. Levels of service are usually defined as A thru F. Beyond level of service E, capacity has been exceeded, and arriving traffic will exceed the ability of a given street to accommodate it. A description of the meaning of the six Levels of Service (LOS) is as follows:

- Level of Service A indicates no physical restriction on operating speeds.
- Level of Service B indicates stable flow with few restrictions on operating speed.
- Level of Service C indicates stable flow and more restrictions on speed and lane changing due to higher volumes of traffic.
- Level of Service D indicates approaching unstable flow conditions with little freedom to maneuver and which may be tolerable for short periods.
- Level of Service E is the absolute capacity of the road. It is characterized by unstable flow, lower operating speeds than LOS D, and some momentary stoppages.
- Level of Service F indicates forced flow operation (more traffic demand than there is capacity on the road) where the highway acts as a storage area and many stoppages occur.

Roadway segments are evaluated based on the calculated daily volume-to-capacity ratio. The following illustrates the correspondence between the volume-to-capacity ratio and subsequent levels of service.

VOLUME-TO-CAPACITY RATIO	LOS
0-0.60	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
Greater than 1.00	F

Generally, LOS "D" is the maximum allowable threshold for roadway segments. Therefore, LOS "E" or "F" is considered unacceptable and requires improvements measures.

The results of the existing conditions roadway segment analysis are summarized in Table 1. Based on the calculated roadway segment levels of service, the analyzed locations are currently operating at acceptable conditions.