Appendix H – Transportation Impact Assessment and Supplemental Memorandum

FEHR PEERS

Memorandum

Date: October 25, 2024

To: Connor Tutino, David J Powers & Associates

From: Matt Goyne, Alex Murray, and Samantha Ellman Fehr & Peers

Subject: Block 20 TIA: 5th Submittal Supplemental Memorandum

SF23-1330

Introduction

Fehr & Peers completed a Transportation Impact Analysis (TIA) report documenting the transportation impacts of the Block 20 project in October 2023 based on project description from July 2023 (original project). This memorandum describes the transportation related changes made in the 5th submittal of Block 20's Planning Application. This submittal, which was released in March 2024, made a few notable changes to Block 20's project description and site plan (revised project). Given the smaller size of the revised project compared to the original project, the City of San Mateo requested that Fehr & Peers prepare this memorandum documenting the changes to the transportation conditions in lieu of updating the TIA report.

The original project proposed to develop the entire block bounded by East 4th Avenue, South Delaware Street, East 5th Avenue, and South Claremont Street. The original project proposed a 216,000 square foot six story mixed use building with 142,000 square feet of office space, 86 residential units, and a 1,574 square foot ground floor cafe. The attached TIA report's analysis is based on this original project description.

The 5th Planning Application reduced the scope of the Block 20 project. Most notably, the new submittal removes two parcels from the proposed project: 415 South Claremont Street, which is occupied by the Japanese American Community Center, and 521 East 5th Avenue, which is currently occupied by the Safari Kids childcare center. This new Block 20 submittal includes a smaller 170,163 square foot seven story mixed use building with 98,717 square feet of office space and 72 residential units. The revised project does not include a cafe or restaurant space. **Table 1** shows a comparison between the project proposed in the revised project and the original submittals of the project analyzed in the TIA.

Table 1: Changes to Block 20 in the Revised Project Application

Project Element	Original Submittals	Revised Project
Total Floor Area	216,000 square feet	170,163 square feet
Office Floor Area	142,000 square feet	98,717 square feet
Residential Units	86 dwelling units	72 dwelling units
Retail Floor Area	1,574 square feet	Not included in project
Parking	270 total parking spaces 226 spaces for office 44 spaces for residential	160 total parking spaces 129 spaces for office 31 spaces for residential
Bicycle Parking	89 long term spaces 6 short term spaces	90 long term spaces 23 short term spaces

The attached TIA reviews potential transportation impacts for the previous submittals of the Block 20 project, such as local traffic conditions and a review of the surrounding pedestrian environment. The following sections outline how the revised project will change transportation conditions when compared to the project's previous submittals.

Changes to TIA Analysis

Trip Generation

In the attached TIA, the trip generation estimate for the project's office space was calculated on a per square foot basis, and the trips from the residential units were estimated on a per dwelling unit basis. The revised project reduced the amount of proposed office space by 43,282 square feet, a 30 percent decrease when compared to the original project, and the revised project includes 14 fewer residential units, a 16 percent decrease. Additionally, the revised project description does not include the proposed ground floor cafe. Therefore, due to this reduced size, the revised project would generate fewer vehicle trips than the original project.

Trip Distribution and Assignment

The revised project reduces the size of the Block 20 project and the number of vehicle trips it is expected to generate, but it does not substantially change the mix of land uses in the project. The revised project also kept the same driveway location as the original project. Therefore, the estimated distribution and assignment of project vehicles on the local roadway system would not change with this new project description, and the trip distribution and assignment analysis in the attached TIA would be similar, with fewer vehicle trips on the surrounding roadway network than is documented in the TIA.

VMT Screening

As described in the attached TIA document, the Block 20 project is presumed to have a less-than-significant vehicle miles traveled (VMT) impact due to its proximity to high-quality transit. The entire project site is located within a half-mile of the San Mateo Caltrain Station, which qualifies as a high-quality transit service per the City of San Mateo TIA Guidelines. The project location or types of land use has not changed in the 5th submittal, and therefore the VMT analysis in the attached TIA still applies to the revised project.

Level of Service

As described in the Trip Generation section of this memo, Block 20's reduced size in revised project will decrease the project's vehicle trips at study intersections. This means that the attached TIA's vehicle delay results for the Opening Year Plus Project and Cumulative Plus Project scenarios are overestimates, as they were calculated using Block 20's original project description. The previous project resulted in an adverse traffic condition at the intersection of East 4th Avenue and South Delaware Street, as delay slightly increased over the City's threshold by 0.3 seconds, and the revised Block 20 project would result in less automobile delay than was previously estimated by the TIA.

Vehicle Site Access and Circulation

The revised project kept the same driveway location as the previous versions of Block 20. Vehicles would still enter and exit the site via South Claremont Avenue. Therefore, the estimated vehicle site access and circulation is not expected to change with this new project description, and the site access and circulation analysis in the attached TIA still applies to the revised project.

Loading and Curbside Management

Loading and trash collection would still be facilitated on South Claremont Street for the revised project. Trash would be picked up in the same location as the original project, just to the north of the project driveway. In this revised project, office and residential loading would also be facilitated from this northern loading space. The southern loading space, which is described in the attached TIA, is no longer included in the project. Unlike the turning templates shown in the previous submittal's site plans, the revised site plan does not show that garbage vehicles will need to enter the opposing traffic lane to complete trash pickup.

Pedestrian Access

The revised project includes the same planned pedestrian improvements as the previous submittals, without the sections of sidewalk that front the parcels removed from the project. This includes the entirety of East 5th Avenue and parts of South Claremont Street and South Delaware Street. The sidewalks that front the 5th Submittal's parcels have the same frontage and sidewalk widths as those analyzed in the attached TIA, and the pedestrian analysis in that document still

applies to the revised project. The recommendations to enhance pedestrian crossings described in the attached TIA still apply to the revised project, including:

- Directional curb ramps at the northwest corner of East 5th Avenue and South Delaware Street
- High visibility crosswalks at the intersection of East 5th Avenue and South Delaware Street
- Advance stop bars at the intersection of East 5th Avenue and South Delaware Street

Bicycle Access

Bicycle access largely remains the same in the revised project, although the amount of bicycle parking is slightly increased in this revision reflecting the small project, and the location of the bicycle parking rooms has changed. Residential bicycle parking is now provided on each floor with residential units and office parking is located on the first parking level.

Final TIA

Block 20 TIA

Prepared for:
City of San Mateo

October 25, 2024

SF23-1330

FEHR PEERS

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Executive Summary

The proposed project will not result in CEQA impacts on VMT, bicycle, pedestrian, or transit circulation, or hazards and emergency access. The proposed project's VMT impact is presumed to be less-than-significant due to its proximity to high-quality transit. The project presents no substantial site circulation issues. The project does not include features that would disrupt these roadway facilities nor generate a substantial number of vehicle trips that would worsen or create new traffic issues. The project generally meets the City's design standards, although, as noted in this report, the sidewalks are generally not wide enough to meet the City's recommended design guidelines. The following recommended changes to the site plan and monitoring the signal timing of East 4th Avenue and South Delaware Street would ensure consistency with San Mateo standards and best planning practices.

Recommendations

- The project sponsor should ensure that all proposed sidewalks are wide enough to meet City of San Mateo requirements.
- The project sponsor should include directional curb ramps at the southwest corner of the intersection of East 4th Avenue and South Delaware Street.
- The project sponsor should include directional curb ramps at the northwest corner of East 5th Avenue and South Delaware Street.
- The project sponsor should evaluate a tighter curb radius with City staff at East 4th Avenue and South Delaware to slow turning vehicles.
- The project sponsor should include high visibility crosswalks at the intersection of East 5th Avenue and South Delaware Street to improve pedestrian access.
- The project sponsor should install advance stop bars at the intersection of East 5th Avenue and South Delaware Street to improve pedestrian access.
- The City of San Mateo should monitor traffic conditions at the intersection of East 4th Avenue and South Delaware to determine if traffic signal timing changes are necessary, due to the potential for adverse traffic conditions under cumulative conditions.

Introduction

This transportation impact assessment (TIA) reviews transportation conditions at and adjacent to the mixed-use project located at Block 20 in the City of San Mateo. Conditions are evaluated for the current site without the proposed project, for near-term conditions with and without the proposed project, and for future conditions with and without the proposed project. The topics presented herein are based on the City of San Mateo's *Transportation Impact Analysis (TIA) Guidelines* (July 2020) and are intended to disclose the transportation related CEQA impacts and local transportation effects of the project. These topics include an assessment of vehicle level of service, vehicle miles traveled (VMT), site access and circulation, driveway site distance and vehicle queuing, parking, hazards and emergency vehicle access, and neighborhood traffic.

Study Area and Scenarios

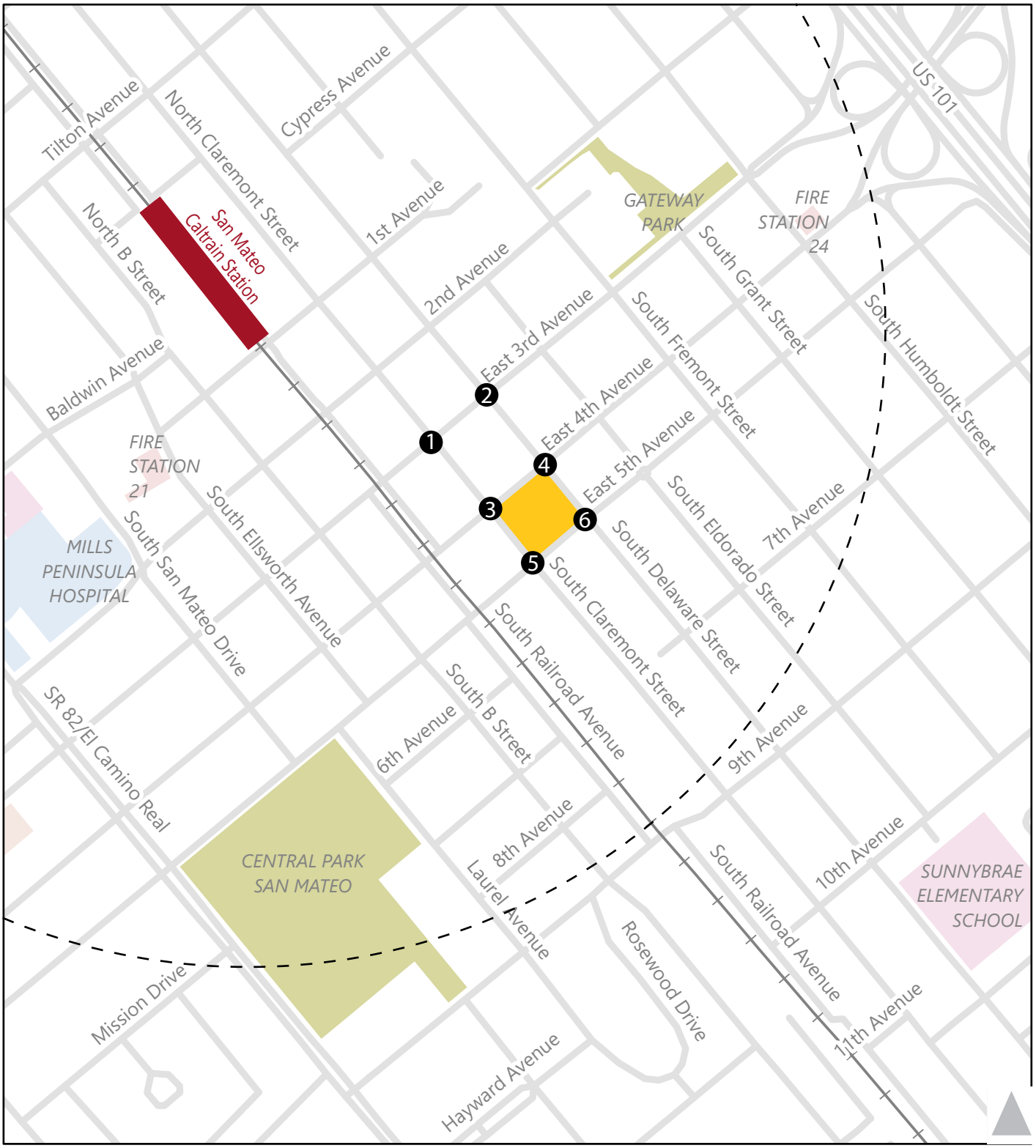
The project site consists of a 50,499 square foot (1.16 acre) parcel on the block bounded by South Claremont Street, East 4th Avenue, South Delaware Street, and East 5th Avenue. The project site is bounded directly to the north by the recently entitled Block 21 office and residential project along East 4th Avenue; a service station, retail, commercial, and residential uses along South Delaware Street; the lumber yard and residential uses along 5th Avenue and the entitled Kiku Crossing residential project along South Claremont Street. The study area, as shown in **Figure 1** is situated in downtown San Mateo between El Camino Real and U.S. 101. The project site is located within one-half mile of the San Mateo Caltrain station.

Based on recent changes to the California Environmental Quality Act (CEQA) guidelines with the implementation of SB 743, and due to guidance provided by OPR, vehicle miles traveled (VMT) is recommended as the appropriate measure of transportation impacts under CEQA. Level of service (LOS) and other similar vehicle delay or capacity metrics can no longer serve as transportation impact metrics for CEQA analysis. As stated in the City's TIA Guidelines, the City of San Mateo shifted to using VMT for CEQA impact evaluation but continues to evaluate LOS analysis for land use development projects through the non-CEQA local transportation analysis. Based on these guidelines, six intersections would qualify as study intersections within the project vicinity:

- East 3rd Avenue and South Delaware Street
- East 3rd Avenue and South Claremont Street
- East 4th Avenue and South Delaware Street
- East 4th Avenue and South Claremont Street
- East 5th Avenue and South Delaware Street
- East 5th Avenue and South Claremont Street

Transportation conditions were evaluated for the weekday peak periods of 7:00-9:00 AM and 4:00-6:00 PM in a manner consistent with the TIA Guidelines. Traffic conditions were evaluated for the following scenarios:

- Existing Conditions: Existing traffic volumes were based on in-person vehicle counts collected at the five study intersections on Wednesday, May 24, 2023.
- Opening Year Conditions: Existing traffic volumes plus traffic generated by approved but not yet completed or occupied developments near the project site.
- Opening Year Plus Project Conditions: Project generated trips added to opening year traffic volumes.
- Cumulative No Project Conditions: Cumulative no project conditions reflect estimated future traffic volumes with the project trips removed from the study intersections.
- Cumulative Plus Project Conditions: Cumulative plus project conditions reflect estimated future traffic volumes for the year 2040, or 17 years into the future, including the project-generated vehicle trips.



Block 20 Project Location

Caltrain Station - 0.5 Mile Radius

Study Intersections

Figure 1

Project Location

Project Description

The project site includes the entirety of the 50,499 square foot (1.16 acre) block, which is known as "Block 20" and is bounded by South Claremont Street, East 4th Avenue, South Delaware Street, and East 5th Avenue. The project site consists of five parcels that currently include a fast-food restaurant, a preschool, two community organizations, a single-family dwelling, and a vacant lot. Surrounding land uses in the vicinity of the project site include the recently approved Block 21 office and residential project to the north, which is located along E. 4th Avenue; retail, commercial, and residential uses along S. Delaware Street; a lumber yard and residential uses along E. 5th Avenue; and the Kiku Crossing residential project along S. Claremont Street, which is currently under construction.

The proposed project's site has a General Plan Designation of Downtown Retail Core Support and a zoning designation of CBD/S (Central Business District Support). The purpose of the CBD/S District is to encourage commercial uses that both support traditional Downtown uses as well as serve adjacent residential neighborhoods. Residential uses are also encouraged to provide housing opportunities for Downtown employees, as well as for existing and future residents.

The project proposes to demolish or relocate all existing project site structures. The proposed project would redevelop the site with a new six-story 209,955 square-foot mixed-use building with two levels of below grade parking. The building would be approximately 75 feet in height and would include approximately 137,912 square feet of office space, 1,574 square feet of commercial space (likely to be used as a café), and 86 multi-family residential units. The building's ground level would include retail, a residential lobby, and office space. The second and third floors would consist entirely of office space, while the fourth and fifth floors would include a mix of office space and residential units. The building's sixth floor would consist of residential units and rooftop mechanical equipment. The proposed ground floor retail space would likely be used as a café and would include an outdoor seating area. The proposed project would include nine below market units (BMR) in accordance with the City of San Mateo BMR Ordinance (15% very-low income) and the project is requesting the use of State Density Bonus concessions and waivers.

The building's primary pedestrian entrance would be located on the corner of East 4th Avenue and South Claremont Street, with a secondary entrance would be located at the corner of East 5th Avenue and South Delaware Street. The building entries would each include a lobby area, and their locations were selected to draw pedestrians coming from downtown and the Caltrain station to the north, and from the adjacent residential neighborhood to the east.

The two-story, below grade parking garage would contain 270 on-site parking spaces (226 spaces to serve the office uses and 44 to serve the residential uses). The project will also include bicycle parking in accordance with City standards.



The San Mateo Caltrain station is located less than a quarter mile to the north of the project site. Due to passage of AB 2097, the City of San Mateo cannot enforce minimum parking requirements on the proposed project because the project is located within ½ mile of a major transit stop.[1] The proposed project will not provide any parking that can be accessed by the general public; all parking stalls will be reserved for building residents and office tenants. The project's parking garage would be accessed via a driveway along South Claremont Street. In addition to the parking garage, the project proposes two on-street loading areas on South Claremont Street to the north and south of the garage driveway. One of these on-street loading areas is also intended as a passenger drop-off and food/package delivery area.

The project will include a Transportation Demand Management (TDM) Plan that could decrease the number of vehicle trips generated and parking demand compared to typical projects of this use and size.

The project proposes to provide wider sidewalks, street furnishings, plant street trees, and add pedestrian scale lighting along project frontages to meet City of San Mateo standards, and to promote connectivity and pedestrian safety in the project area. Although the proposed project will add wider sidewalks, these sidewalks will not meet the minimum requirements listed in the City of San Mateo's Pedestrian Design Guidelines. The sidewalks on South Claremont Avenue, East 4th Avenue, and East 5th Avenue do not meet the City's standards for an eight foot wide through zone, while the sidewalk on South Delaware Street does not meet the City's standards for the planter/furniture zone and for the frontage zone.

[1] California Legislative, AB-2097 Residential, commercial, or other development types: parking requirements, 2022, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097

Existing Transportation Conditions

The existing transportation conditions surrounding the project site relating to the following topics are presented below: the roadway network, pedestrian facilities, bicycle facilities, transit service, vehicle volumes and lane configurations, and parking conditions.

Existing Roadway Network

As shown in **Figure 1**, the project site is bound by East 4th Avenue, South Claremont Street, East 5th Avenue, and South Delaware Street. El Camino Real (State Route 82) and US 101 are the two primary regional north-south access routes. Drivers will use these regional roadways to reach State Route 92, which provides east-west regional access to the project site. The roadways described below include local streets that provide direct access to the project site.

3rd Avenue is a two-way east-west street with one to two travel lanes in each direction and parking and sidewalks on each side of the street. Between South Delaware Street and South Claremont Avenue, 3rd Avenue has two travel lanes in both directions. To the east of East Delaware Street, 3rd Avenue becomes a westbound one-way street with two to three travel lanes, and it is one of the primary arterials connecting Downtown San Mateo to US 101. The roadway is approximately 50 feet wide adjacent to the project site, while the sidewalks are approximately seven to eight feet wide.

East 4th Avenue is a two-way east-west street with one to two travel lanes in each direction and parking and sidewalks on each side of the street. Between South Delaware Street and South Claremont Avenue, East 4th Avenue has two travel lanes in the eastbound direction and one travel lane in the westbound direction. To the east of East Delaware Street, East 4th Avenue becomes an eastbound one-way street with two travel lanes, and it is one of the primary arterials connecting Downtown San Mateo to US 101. The roadway is approximately 45 feet wide adjacent to the proposed project site, while the sidewalks are approximately 12- to 15-feet wide.

East 5th Avenue is a two-way east-west street with one travel lane in each direction and sidewalks on each side of the street. The roadway is approximately 40 feet wide with five- to ten-foot sidewalks and is a Class III bike route, with newly installed Class II bike lanes west of South Delaware Street.

South Claremont Street is a two-way north-south street with one travel lane in each direction, on-street parking, Class III bicycle route, and sidewalks on each side of the street. The roadway is approximately 45 feet wide adjacent to the proposed project site, and the sidewalks are approximately 10- to 12-feet wide. Currently, due to the construction of the nearby Kiku Crossing project, the roadway is about 20 feet wide. This Kiku Crossing project, in conjunction with Block 20, would also include pavement restoration of South Claremont Street between 4th and 5th Avenue, and pavement restoration of 4th Avenue between Claremont Street and Delaware Street, in conjunction with the recently entitled Block 21 Project located at 500 E. 3rd Avenue.

South Delaware Street is a two-way north-south street with two travel lanes in each direction adjacent to the project site. There is on street parking along the much of the corridor, but notably, there is no parking on South Delaware Street between East 4th Avenue and East 5th Avenue adjacent to the proposed project. The roadway includes a Class II bike lane south of East 5th Avenue and a Class III bicycle route north of Cypress Avenue. The roadway is approximately 55 feet wide. The northbound sidewalk is approximately 12-feet wide, and the southbound sidewalk is approximately five- to 10-feet wide.

Existing Pedestrian Facilities

Sidewalks are provided on all streets in the vicinity of the project site. There are four intersections adjacent to the project site. The intersections of South Delaware Street and East 4th Avenue, South Claremont Street and East 4th Avenue, and South Delaware Street and East 5th Avenue are signal controlled with marked crosswalks. The intersection at South Claremont Street and East 5th Avenue is unsignalized with all way stops without marked crosswalks. Sidewalks adjacent to the project site are generally in good condition, ranging from five- to 15-feet wide. With respect to ADA accessibility, most curb ramps include truncated domes but none of the blocks facing the project site have directional curb ramps except the northeast and southeast corners of South Delaware Street and East 5th Avenue and thus do not comply with current ADA standards unless directional curb ramps are technically infeasible.[2]

In the last four years, there have been six pedestrian/vehicle collisions reported at four of the six study intersections as a result of vehicles colliding with pedestrians while crossing at the crosswalk[3]:

- East 3rd Avenue and South Delaware Street: two collisions
- East 3rd Avenue and South Claremont Street: one collision
- East 4th Avenue and South Claremont Street: two collisions
- East 5th Avenue and South Claremont Street: one collision

Existing Bicycle Facilities

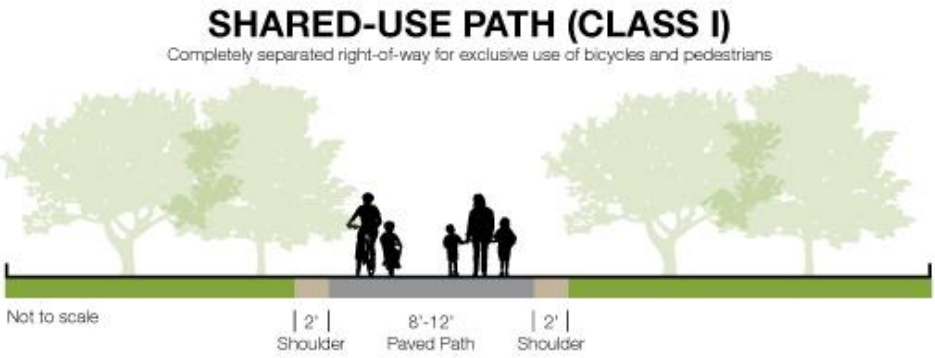
Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). The Caltrans guidelines cover four primary types of bikeway facilities: Class I, Class II, Class III, and Class IV. These facility types are described below.

Class I Bikeway (Bike Path) provides a completely separate right-of-way, is designated for the exclusive use of bicycles and pedestrians and minimizes vehicle and pedestrian crossflow. In

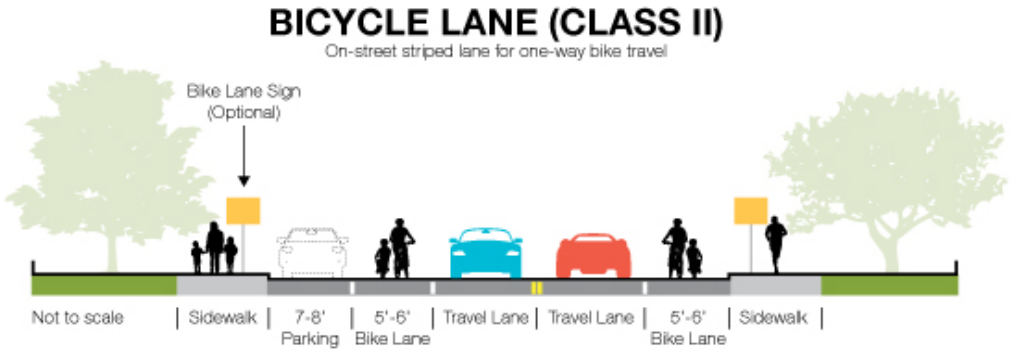
[2] As noted in section R203.6.1.1 of the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way Crosswalks* (September 2023), one curb ramp shall be provided for each crosswalk (e.g., a curb ramp that aligns with the crosswalks as a "directional curb ramp". Accessible at https://www.access-board.gov/prowag/scoping.html#r203611-crosswalks-at-an-intersection.

[3] City of San Mateo Collision Data, 2022, https://experience.arcgis.com/experience/8a9f7321d1ce46ffbc0e1f04757efb5f/page/Maps/?data_id=dataSource_8-Traffic_Data_Public_6061_807%3A72208&views=Pedestrian-Collisions

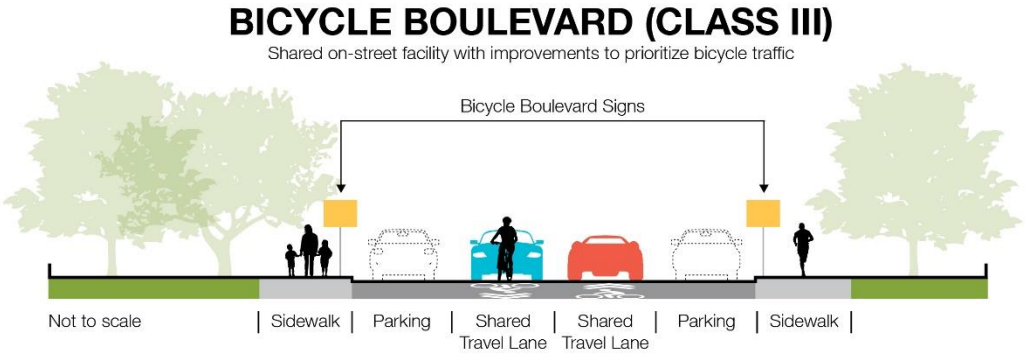
general, bike paths serve corridors that are not served by existing streets and highways, or where sufficient right-of-way exists for such facilities to be constructed.



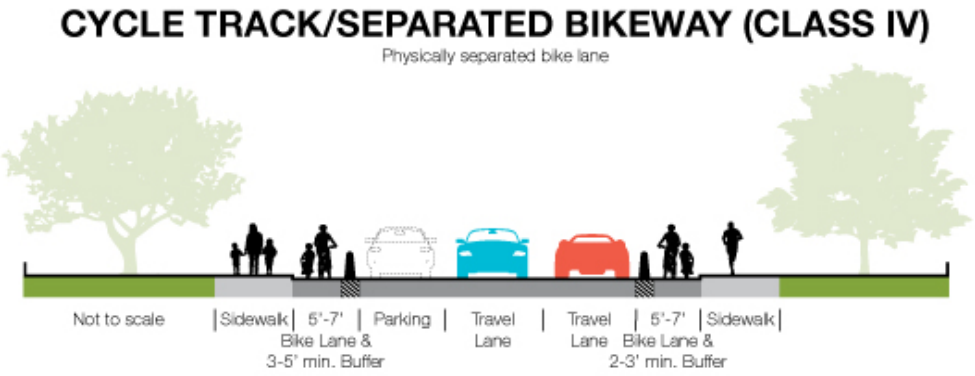
Class II Bikeways (Bike Lanes) are lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally five feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. Note that when grade separation or buffers are constructed between the bicycle and vehicle lanes, these facilities are classified as Class IV Separated Bikeways.



Class III Bikeway (Bicycle Routes/Bicycle Boulevards) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bicycle right-of-way or lane striping. Bicycle routes serve either to a) provide continuity to other bicycle facilities, or b) designate preferred routes through high demand corridors. Bicycle routes are implemented on low-speed (less than 25 mph) and low-volume (less than 3,000 vehicles/day) streets. The San Mateo Bicycle Master Plan also designates a special subset of Bicycle Routes which include traffic calming treatments as Bicycle Boulevards.



- Class IV Bikeway (Cycle Tracks/Protected Bike Lanes) provide a right-of-way designated exclusively for bicycle travel within a roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.



Existing bicycle facilities near the project site include Class II bicycle lanes on East 5th Avenue west of South Delaware Street, and Class III bicycle routes on South Claremont Street. Additionally, there are Class II bike lanes on South Delaware Street south of East 5th Avenue.

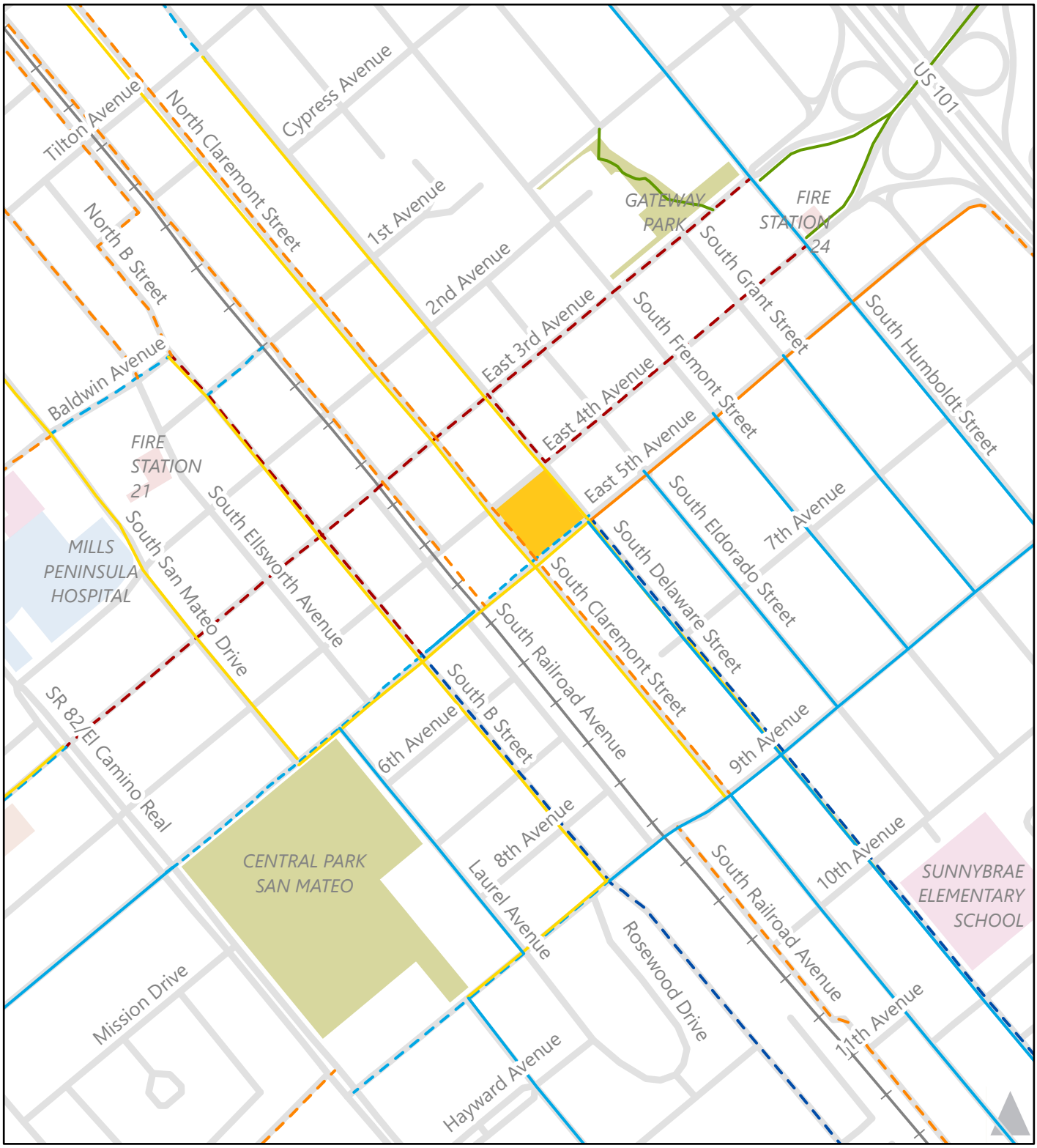
As shown on *Figure 3.7 of the 2020 San Mateo Bicycle Master Plan*[4], the bicycle facility along South Delaware Street, north of 4th Avenue, is considered to have a high "Level of Traffic Stress" (LTS).[5] LTS measures bicycling comfort based on roadway characteristics. Low stress bikeways are comfortable for everyone to ride on, including people who would be categorized as "interested but concerned". In

[4] *San Mateo Bicycle Master Plan*, City of San Mateo & Toole Design, 2020, p 28.
[5] The LTS Methodology was developed by Mekuria, Furth, and Nixon in *Low Stress Bicycling and Network Connectivity* (2012).

contrast, high stress bikeways are only tolerated by a few: primarily those who could be described as "strong and fearless" – those comfortable riding under any conditions (about 7% of the population). Class II and Class III bicycle facilities on roadways with multiple lanes of vehicle traffic and speed limits above 25 miles per hour would be categorized as high stress bikeways. As such, South Claremont Street is expected to be the primary north-south street for bicycle access, as it is unlikely that most people, expect for the most confident and fearless bicyclists, would feel comfortable bicycling to the project site along South Delaware Street with its current infrastructure.

The City of San Mateo, through the 2020 Bicycle Master Plan, has proposed a Class III bicycle boulevard on South Claremont Street, a Class II buffered bike lane on South Delaware Street south of East 5th Avenue, a Class IV separated bike lane on South Delaware Street between East 5th and East 3rd Avenues, a Class II bike lane on East 5th Avenue (west of Delaware Street) and a Class III bicycle boulevard on East 5th Avenue (east of Delaware Street), and Class IV separated bike lane on East 4th Avenue (east of Delaware Street). The bicycle improvements on South Claremont Street and South Delaware Street are considered high priority as shown on *Figure 6.1* of the *2020 San Mateo Bicycle Master Plan.*[6] Existing and proposed bicycle facilities are shown on **Figure 2**.

[6] *San Mateo Bicycle Master Plan*, City of San Mateo & Toole Design, 2020, p 60.



Block 20 Project Location

Existing Bicycle Facilities
- Bike Lane
- Bike Route
- Shared Use Path
- Bike Boulevard

Proposed Bicycle Facilities
- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Seperated Bike Lane

Figure 2

Existing and Proposed Bicycle Facilities

Existing Transit Service

Table 1 and **Figure 3** present the existing transit service providers and routes that provide service near the project site. SamTrans is the primary regional and local transit provider within San Mateo County, serving all Caltrain regional rail stations within the county and major transit transfer points for Santa Clara, Alameda, and San Francisco counties. The schedule information below reflects June 2023 timetables.

Table 1: Existing Transit Service

Route	Weekday Peak Headway (minutes)	Weekend Peak Headway (minutes)	Hours of Operation	Closest Stop(s) to Project Site	Key Destinations Served by Route
SamTrans 53/53P	-	-	School Drop Off/Pick Up Hours Only	E 3rd Avenue and S Delaware Street (AM); E 2nd Avenue and S Delaware Street (PM)	Peninsula/Humboldt, Borel Middle School
SamTrans 59	-	-	School Drop Off/Pick Up Hours Only	4th Avenue and El Camino Real (AM) & S Delaware Street and 4th Avenue (PM)	Hillsdale/Norfolk, Aragon High School
SamTrans 250	30	60	Weekdays: 5:50 AM – 11:00 PM; Saturdays: 7:00 AM – 8:40 PM	S Delaware Street and E 4th Avenue & 1st Avenue and B Street	San Mateo and Hillsdale Caltrain Station, College of San Mateo
SamTrans 292	20-30	30	Weekdays and Weekends: 3:55 AM – 2:42 AM	S Delaware Street and 3rd Avenue & S Delaware Street and 2nd Avenue	Downtown San Francisco, SFO, all Caltrain stations in the city of San Mateo, Hillsdale Mall
SamTrans 397	45	45	Weekdays and Saturdays: Early AM hours (1:00 AM – 6:40 AM)	El Camino Real and E 5th Avenue & El Camino Real and E 2nd Avenue	Palo Alto Transit Center, Downtown San Francisco, San Francisco Airport, Millbrae Transit Center, Hillsdale Caltrain Station

Route	Weekday Peak Headway (minutes)	Weekend Peak Headway (minutes)	Hours of Operation	Closest Stop(s) to Project Site	Key Destinations Served by Route
SamTrans ECR	15-20	20-30	All day	El Camino Real and E 5th Avenue & El Camino Real and E 2nd Avenue	Multiple BART stations, all Caltrain stations in the city of San Mateo, Palo Alto Transit Center
Caltrain	30	60	Weekdays: 5:28 AM – 12:16 AM; Weekends: 8:19 AM – 12:41 AM	San Mateo Station	San Francisco, San Jose

Note: Transit service is representative of June 2023 operations.
Source: SamTrans, Caltrain, and Fehr & Peers, 2023

The nearest Caltrain station is San Mateo Station, which located at Railroad Avenue and 1st Avenue less than 0.5 miles north of the project site. Caltrain runs through the length of the Peninsula and provides regional rail service, connecting San Mateo with destinations in San Jose and San Francisco. Caltrain also offers connections with Bay Area Rapid Transit (BART) at Millbrae Station, which provides service to the East Bay via San Francisco.

People walking between the project site and the Caltrain San Mateo station could use South Claremont Street to access the station, crossing to the station via 1st Avenue. Sidewalks, crosswalks, and street trees are provided along this walking route, and there are signalized pedestrian crossings at E 4th Avenue and 3rd Avenue. Existing land uses along South Claremont Avenue are primarily residential, commercial, and retail. Sidewalks along this path are generally in good condition and range between six and eleven feet wide. All intersections along the walk from the project site to the San Mateo Caltrain station have curb ramps, although most of these ramps are not directional curb ramps.

Four regular SamTrans routes provide access to all major Caltrain Stations, BART, downtown San Francisco, and other major attractions in the City of San Mateo. The nearby Route ECR and Route 397 bus stop at El Camino Real and E 5th Avenue include a sheltered bench at the northbound stop and an unsheltered bench at the southbound stop. SamTrans 250 has two nearby stops at S Delaware Street and E 4th Avenue and 1st Avenue and B Street. At S Delaware Street and E 4th Avenue, the eastbound stop has no bench, and at 1st Avenue and B Street, the westbound stop has two unsheltered benches. SamTrans Route 292 has two nearby stops at S Delaware Street and 3rd Avenue and S Delaware Street and 2nd Avenue. Neither of these stops have benches.

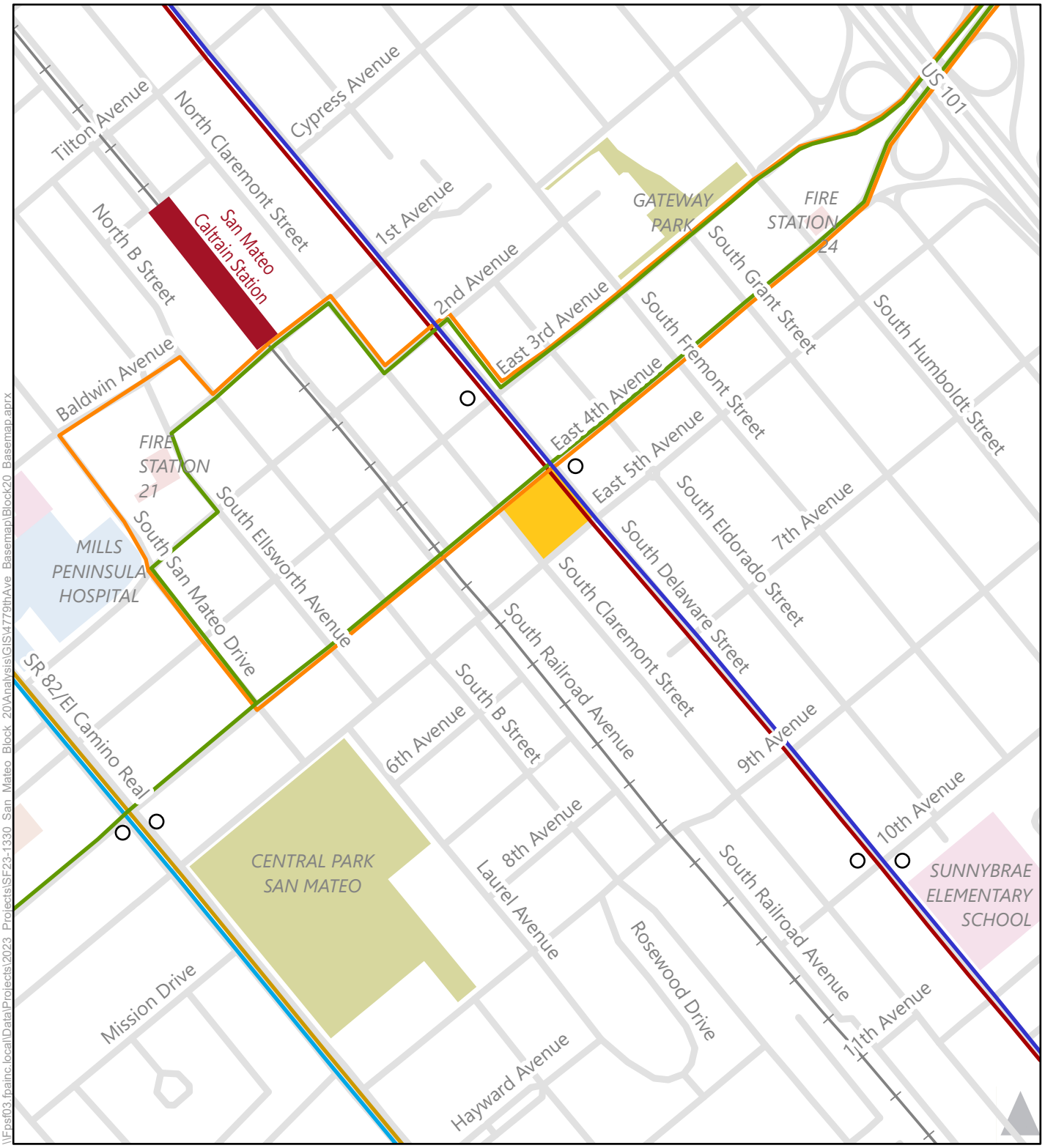


Figure 3

Existing Transit Routes

Existing Vehicle Volumes and Lane Configurations

Intersection turning movement counts were collected in May 2023 for both the AM peak period (7:00-9:00 AM) and PM peak period (4:00-6:00 PM). These counts include the number of automobiles, cyclists, and pedestrians at each of the six study intersections. In addition to these turning movement counts, 24-hour vehicle counts were collected in May 2023 on each of the four streets that front the project site. The existing lane configuration and traffic volumes for each study intersection are shown on **Figure 4.**

Existing Intersection Level of Service

Six locations were identified as study intersections within the project vicinity:

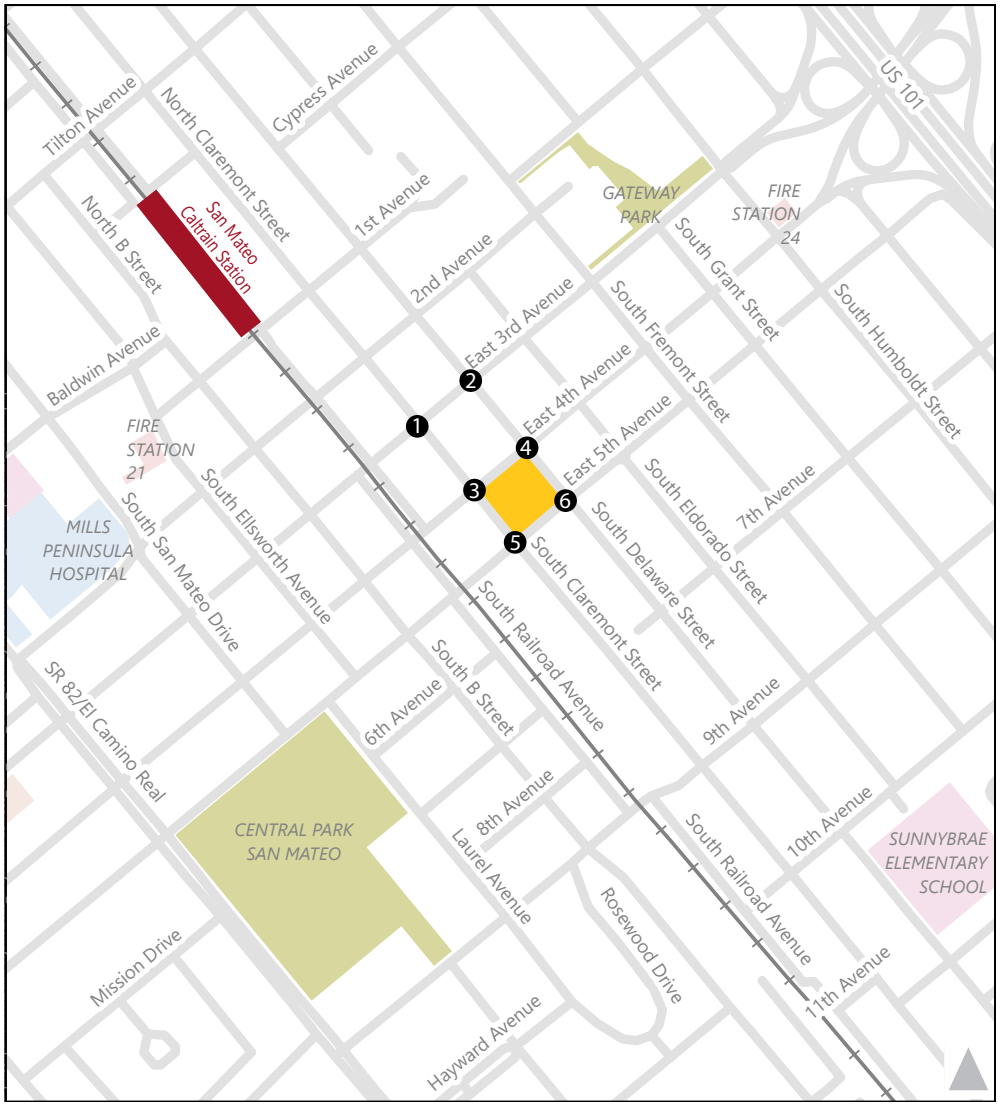
- 3rd Avenue and South Claremont Street (signalized)
- 3rd Avenue and South Delaware Street (signalized)
- East 4th Avenue and South Claremont Street (signalized)
- East 4th Avenue and South Delaware Street (signalized)
- East 5th Avenue and South Claremont Street (all-way stop-controlled)
- East 5th Avenue and South Delaware Street (signalized)

Five of the six study intersections are signalized. The San Mateo General Plan, through the TIA Guidelines, requires the City to *maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all signalized intersections within the City. Adverse traffic operations are to be noted if a signalized intersection operating at acceptable LOS is triggered to operate at unacceptable levels of service (from mid LOS D or better to E or F) or increases in the average delay for a signalized intersection that is already operating at unacceptable LOS by 4.0 seconds or more.*

For unsignalized intersections, the guidelines require the City to *maintain a Level of Service no worse than LOS E for unsignalized intersections. Adverse traffic operations are to be noted if an unsignalized intersection operating at acceptable LOS is triggered to operate at unacceptable levels of service (from E or better to F) or increases the average delay for an unsignalized intersection that is already operating at unacceptable LOS by 4.0 or more seconds*.

In order to evaluate these policies, the City uses the metric Level of Service ("LOS"), which is a qualitative description of driver comfort and convenience. Typical factors that affect motorized vehicle LOS include speed, travel time, traffic interruptions, and freedom to maneuver. Typical LOS criteria for signalized and unsignalized intersections are defined in **Table 2** and **Table 3**, respectively.

The LOS for the proposed project's study intersections was calculated using the Highway Capacity Manual (HCM) 2000 edition. This older edition of the HCM was used as the HCM 6th edition does not support leading pedestrian intervals, which give pedestrians a brief head start before the traffic signal turns green for vehicle traffic. Leading pedestrian intervals are used at all of the signalized study intersections.



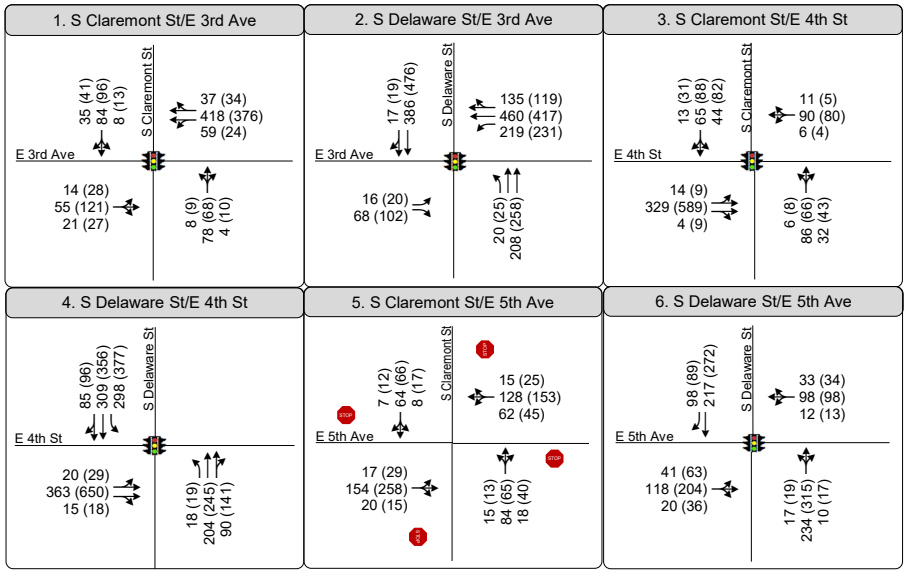


Figure 4

Existing Vehicle Volumes

Intersection Traffic Volumes, Lane Configurations, and Traffic Controls

Table 2: Signalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 and ≤ 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 and ≤ 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 and ≤ 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55 and ≤ 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation poor progression, or very long cycle lengths.	> 80

Source: Transportation Research Board, 2016. *Highway Capacity Manual* 6th Edition

Table 3: Unsignalized Intersection LOS Criteria

Description	LOS	Average Control Delay (seconds per vehicle)
		Unsignalized Intersections
Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	A	≤ 10
Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	B	> 10 to 15
Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	C	> 15 to 25
Represents high-density, but stable flow.	D	> 25 to 35
Represents operating conditions at or near the capacity level.	E	> 35 to 50
Represents forced or breakdown flow.	F	> 50

Source: *Highway Capacity Manual* 6th Edition, Transportation Research Board of the National Academies of Science, 2017.

Table 4 below presents existing LOS and intersection delay in seconds for each study intersection. All of the study intersections perform acceptably under existing conditions in both the AM and PM peak periods. See **Appendix B** for detailed LOS results.

Table 4: Existing LOS and Delay Results

Intersection	LOS Threshold	Peak Hour	Existing	
			Delay	LOS
1. 3rd Avenue and South Claremont Street	Mid-D (45 Secs)	AM	11	B
		PM	11	B
2. 3rd Avenue and South Delaware Street	Mid-D (45 Secs)	AM	30	C
		PM	29	C
3. East 4th Avenue and South Claremont Street	Mid-D (45 Secs)	AM	18	B
		PM	20	B
4. East 4th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	29	C
		PM	36	D
5. East 5th Avenue and South Claremont Street	E	AM	10	A
		PM	12	B
6. East 5th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	17	B
		PM	22	C

Source: Fehr & Peers, 2023

Existing Parking Conditions

There is unmetered on-street parking along East 4th Avenue, South Claremont Street, and East 5th Avenue, including approximately 12 parallel parking spaces along both sides of East 4th Avenue. Street parking was provided in the past on South Claremont Street, with 14 spaces available on both sides of the streets, but these spaces are temporarily unavailable due to construction activity for the Kiku Crossing residential project., Street parking was provided on East 5th Avenue, with about 12 spaces available, but the addition of Class II bicycle lanes on East 5th Avenue, along with the under construction Kiku Crossing project, will replaced some or all of those parking spaces. South Delaware Street adjacent to the project site does not provide any on street parking.

The streets adjacent to the project site, that allow for street parking, have the following parking restrictions:

- **South Claremont Street**: Limited to three hours from 8:00 AM to 6:00 PM Monday through Saturday as well as on the first and third Wednesday of each month from 7:00 AM to 9:00 AM for street cleaning.
- **East 4th Avenue**: Limited to two hours from 8:00 AM to 6:00 PM Monday through Saturday as well as every Monday, Wednesday, and Friday from 4:00 AM to 6:00 AM for street cleaning.
- **East 5th Avenue**: Limited to two hours from 8:00 AM to 6:00 PM Monday through Saturday as well as on the first and third Wednesday of each month from 7:00 AM to 9:00 AM for street cleaning.

Opening Year Conditions

The Opening Year reflects the anticipated transportation conditions at the time of the occupancy of the proposed project. Opening Year Conditions include traffic volumes added by nearby developments that have been approved but not yet completed or occupied near the project site. The approved project list includes:

- 180 East 3rd Avenue Office and Retail Mixed-Use Development
- 435 East 3rd Avenue Office and Residential Mixed-Use Development
- 222 East 4th Avenue (Draegers) Office, Retail, and Residential Mixed-Use Development
- 480 East 4th Avenue (Kiku Crossing) Residential Development
- Block 21 Office and Residential Mixed-Use Development
- 303 Baldwin Avenue Office, Retail, and Residential Mixed-Use Development

Approved projects that affect traffic volumes at study intersections include:

- 435 East 3rd Avenue Office and Residential Mixed-Use Development
- 480 East 4th Avenue (Kiku Crossing) Residential Development
- Block 21 Office and Residential Mixed-Use Development
- 303 Baldwin Avenue Office, Retail, and Residential Mixed-Use Development

Figure 5 shows the location of these projects relative to the project site. Additionally, **Figure 5** shows nearby development projects that are currently being reviewed but have not received approval from the City of San Mateo.

Each of these projects proposes new pedestrian improvements including:

- Wider sidewalks with landscaping zone along the residential frontage of Kiku Crossing
- Crosswalks installed at all legs of the intersection of 5th Avenue and South Claremont Street
- Wider sidewalks along South Claremont Street and South Delaware Street

Vehicle volumes were extrapolated from the TIAs provided by the City of San Mateo for the nearby development projects listed above. Opening Year traffic volumes that include the estimated traffic generated by these development projects are shown in **Figure 6.**



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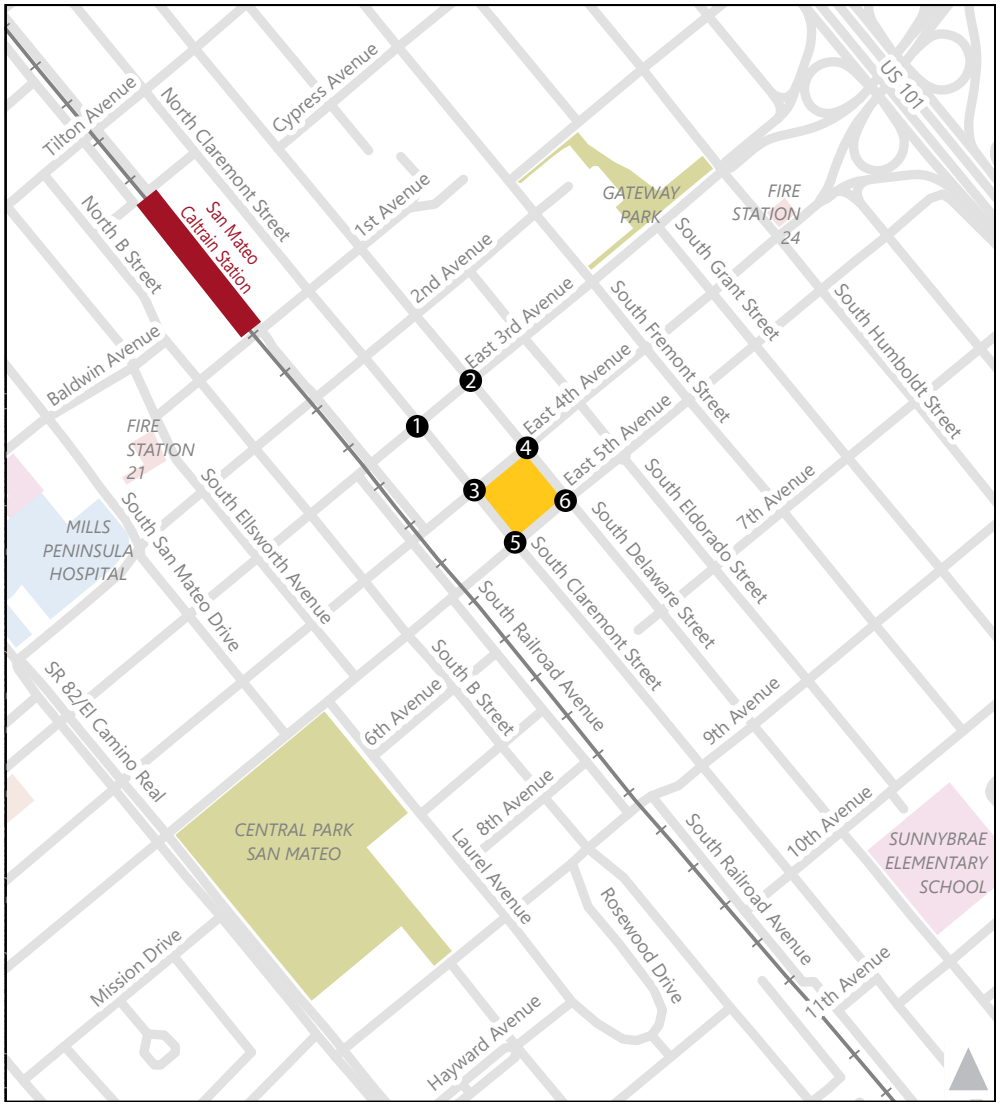
Study Area

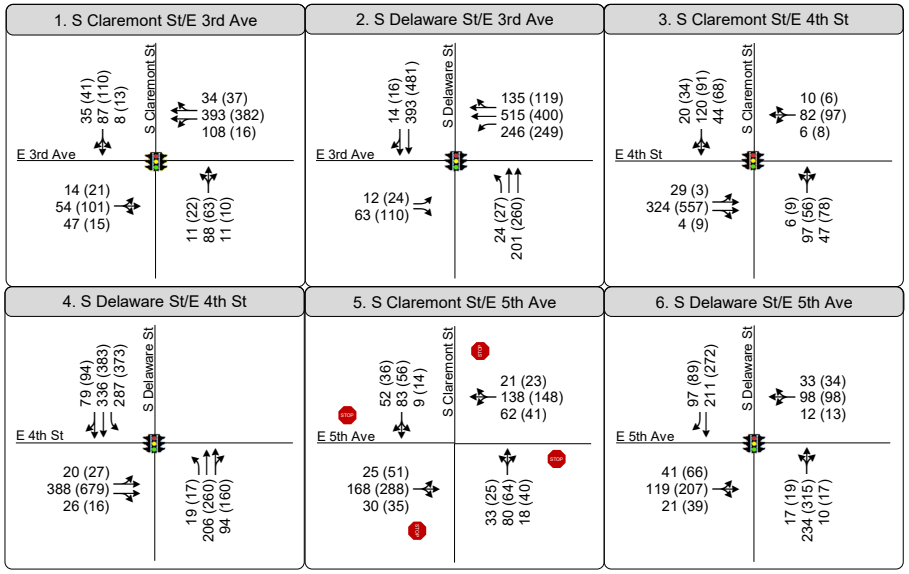
Background Projects

Driveways

Figure 5

Background Project Sites





XX(YY) AM(PM) Project Trip Volumes Signalized Intersection Stop Sign

Project Site # Study Intersections

Figure 6

Opening Year Vehicle Volumes
Intersection Traffic Volumes, Lane Configurations, and Traffic Controls

Opening Year Conditions Intersection Level of Service

Table 5 below presents opening year LOS and intersection delay in seconds for each study intersection. There are limited changes in LOS between existing conditions and opening year conditions as these projects would not substantially increase traffic volumes at these study locations. All of the study intersections perform acceptably under opening year conditions in both the AM and PM peak periods. See **Appendix A** for detailed LOS results.

Table 5: Opening Year LOS and Delay Results

Intersection	LOS Threshold	Peak Hour	Existing		Opening Year	
			Delay	LOS	Delay	LOS
1. 3rd Avenue and South Claremont Street	Mid-D (45 Secs)	AM	11	B	13	B
		PM	11	B	13	B
2. 3rd Avenue and South Delaware Street	Mid-D (45 Secs)	AM	30	C	33	C
		PM	29	C	35	D
3. East 4th Avenue and South Claremont Street	Mid-D (45 Secs)	AM	18	B	20	C
		PM	20	B	21	C
4. East 4th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	29	C	29	C
		PM	36	D	36	D
5. East 5th Avenue and South Claremont Street	E	AM	10	A	11	B
		PM	12	B	13	B
6. East 5th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	17	B	17	B
		PM	22	C	22	C

Source: Fehr & Peers, 2023

Project Conditions

The project proposes a six-story mixed use development with office, residential, and retail uses. This section presents the traffic conditions with the project, including VMT and LOS, while site access and circulation issues and other related topics are evaluated within the Additional Transportation Analysis sections.

Project Trip Generation and Distribution

Trip Generation

Vehicle trip estimates for the project were developed by applying the national trip generation rates included in the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition to the proposed project's three land uses: "General Office (710)", "Multifamily Housing Low-Rise (220)", and "Strip Retail Plaza (822)". The ITE rate for "Strip Retail Plaza (822)" was used to estimate the trips for the proposed ground floor café. "Strip Retail Plaza (822)" is the smallest category of general retail in the Trip General Manual. ITE also provides a rate for "Coffee/Donut Shop without Drive-Through Window (936)", but this rate was not selected for these trip generation estimates, as the studies used to calculate that trip generation rate are from coffee shops in larger automobile-oriented shopping centers and not in a more walkable environment like Downtown San Mateo.

The Environmental Protection Agency's (EPA) trip generation methodology known as MXD was used to adjust these ITE trip generation estimates to account for the built environment surrounding the project site. These MXD adjusted trip generation rates consider the mixed-use nature of the proposed project and its proximity to transit and Downtown San Mateo's amenities, services, and residential uses.[7] The MXD method accounts for factors such as diversity of land uses, the design of the pedestrian and bicycling environment, community demographics, and the site's distance to transit. Trip reductions from internal capture represent trips between the two project land uses (e.g., residents who may work in the office space). Trip reductions from walk/bike trips represent external person trips that are taken by foot or by bicycle (e.g., residents commuting to their jobs elsewhere on foot or bike).

In addition to the trip reductions from internal capture and the project site's location, trips from the project site's existing uses are also subtracted from the proposed project's trip generation estimates. The trips from the existing uses are from driveway counts collected from the project site's four existing driveways. Two of those driveways are for the existing Taco Bell restaurant, one driveway is for the

[7] For more information, visit https://www.fehrandpeers.com/mxd/. MXD methodologies were developed in tandem with the EPA as documented in the American Planning Association PAS Memo "Getting Trip Generation Right: Eliminating the Bias Against Mixed Use Development" by Jerry Walters, Brian Bochner, and Reid Ewing (May 2013). This paper can be accessed here: https://www.fehrandpeers.com/wp-content/uploads/2019/11/APA_PAS_May2013_GettingTripGenRight-2.pdf. These methodologies were revalidated as documented in the November/December 2020 issue of the APA's PAS Memo, entitled "Still Getting Trip Generation Right: Revalidating MXD+".

childcare center, and the final driveway is for the Gardener's Hall. These driveway counts were collected during the AM and PM peak periods on Wednesday, May 24, 2023 and are available in **Appendix C**. As shown in **Table 6** below, the trips generated by the existing uses were subtracted from the trips generated from the proposed project. After this reduction, the proposed project would generate a total of 119 net new vehicle trips in the AM peak hour and 62 new vehicle trips in the PM peak hour.

Table 6: Project Vehicle Trip Generation

Land Use	ITE LU Code	Quantity	Units[1]	Daily	AM			PM		
				Total	In	Out	Total	In	Out	Total
Proposed project										
General Office Building	710	138	KSF	1,496	185	25	210	34	165	199
Multifamily Low-Rise (not close to rail transit)[2]	220	86	DU	580	8	26	34	28	16	44
Strip Retail Plaza (>40 KSF)	822	1.6	KSF	87	2	2	4	6	6	11
Internal Capture and Location Based Reductions[3]										
Internal Capture				-52	-6	-2	-8	-3	-7	-10
External Walk, Bike, and Transit				-610	-56	-15	-71	-18	-50	-68
Proposed Project Subtotal				**1,501**	**133**	**36**	**169**	**47**	**130**	**176**
Existing Uses[4]										
Fast Food Restaurant	934	-	-	552	7	9	16	31	34	65
Childcare Center	565	-	-	177	19	15	34	18	23	41
Community Organization	495	-	-	35	0	0	0	4	4	8
Existing Uses Subtotal				**763**	**26**	**24**	**50**	**53**	**61**	**114**
Net new trips (Proposed project minus existing)				**738**	**107**	**12**	**119**	**-6**	**69**	**62**

Notes: Assumes 100% of existing uses were occupied

1. DU=dwelling unit; KSF=1,000 square feet
2. ITE provides two multi-family low rise land use codes, depending on proximity to rail transit. The Proposed Project is within a 0.5-mile radius of the San Mateo Caltrain station, and therefore the project is considered close to rail transit. However, the EPA's MXD trip generation methodology also accounts for nearby transit services. Using the ITE rate for close to rail transit would overestimate the effects of transit use and could possibly underestimate vehicle trips. The not close to rail transit ITE rate was used to account for this.
3. Location based reductions were calculated using the EPA's MXD trip generation methodology, which accounts for built environment factors not accounted in the ITE Trip Generation Manual such as diversity of land uses, the design of the pedestrian and bicycle environment, site demographics, and the project's accessibility of transit, among other factors. Internal trip reductions account for trips made between land uses on the site.
4. The trip generation for the site's existing uses are from AM and PM peak period driveway counts collected at four separate driveways on Wednesday, May 24th. The estimated daily totals for the existing uses are based on the ratio of AM/PM trips to daily trips for each existing land use's ITE code.

Sources: Fehr & Peers; ITE *Trip Generation Manual,* 11th Edition, 2023

The MXD methodology estimates about a 30 percent reduction in automobile trips compared to rates presented in the ITE Trip Generation manual, due to the mix of nearby land uses (e.g., employees who live within walking distance or shopping/restaurant trips that are made by walking) and proximity to transit. To provide a more conservative estimate, these trip generation reductions do not account for a robust transportation demand management (TDM) program because the TDM plan and monitoring measures are not yet defined. Although the proposed project includes some of the most effective TDM measures, including the project's density, mix of land uses, and transit-oriented location.[8] Additional programmatic and design measures through the project's TDM program could further reduce the automobile mode share, along with vehicle trips and parking demand.

The MXD results can be compared to available mode share data and vehicle trip counts in nearby communities to assess how reasonable these trip reductions. Recent studies of travel behavior in Downtown Redwood City and Downtown Palo Alto found that approximately 45 percent and 52 percent of employees drive alone in the two cities, respectively.[9] These mode shares are 30 to 40 percent lower than the average U.S. drive alone rate. The Palo Alto study segmented the mode share by type of employment use, with the two uses most likely to have robust TDM programs (technology and government) achieving an approximately 40 percent drive alone mode share. Vehicle counts collected at mixed-use residential and office buildings adjacent to the Hillsdale Caltrain station by the San Mateo Rail Corridor Transportation Management Agency (TMA) were 40 to 50 percent lower than traditional suburban buildings.[10] Therefore, the MXD results reasonably fall within the range of similar residential and office buildings in a similar location context.

Trip Distribution

Trips generated by the project were distributed through the six study intersections based on existing travel patterns on the surrounding roadway system and the locations of nearby complementary land uses. The peak-hour trips generated by the existing and proposed uses were assigned to the roadway network based on trip origins and destinations, roadway lane configurations, and the location of freeway on/off ramps. The trip distribution patterns were compared to ensure consistency with other recent studies, such as the adjacent Block 21 office & residential mixed-use development.[11]

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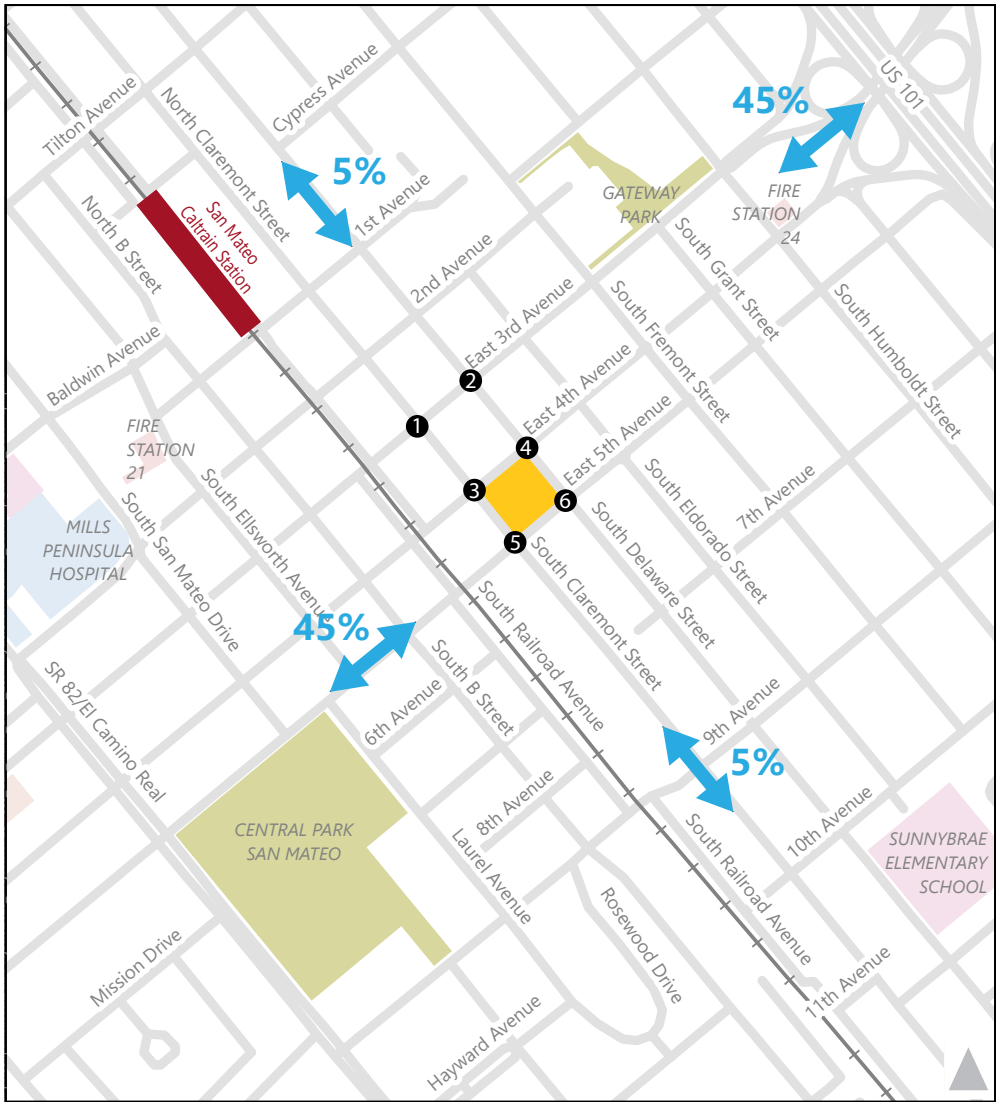
[8] California Air Pollution Control Officers Association's (CAPCOA) Handbook, December 2021. Available at: https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf

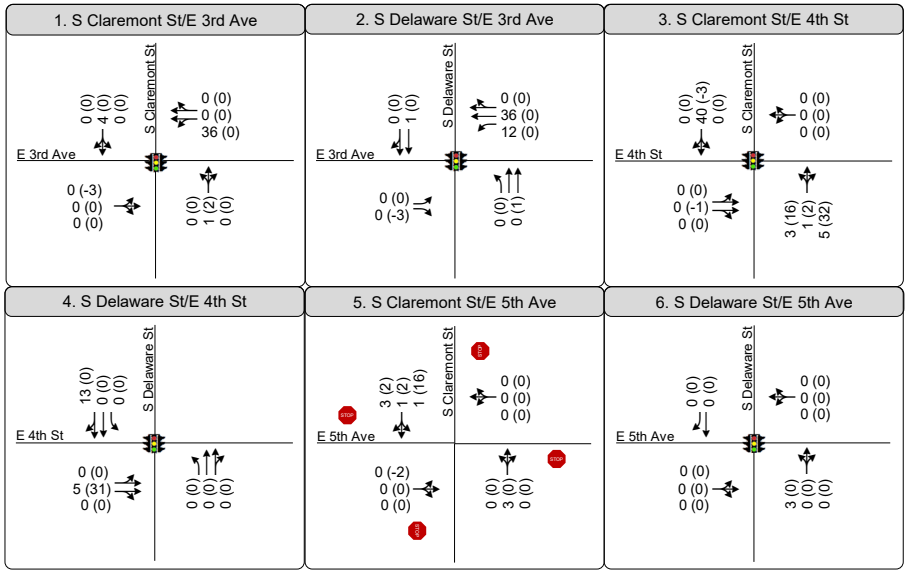
[9] City of Redwood City. July 2018. Redwood City Moves. Page 8 presents a summary of the existing mode share for downtown Redwood City compared to suburban neighborhoods: http://rwcmoves.com/wp-content/uploads/2018/07/RWCmoves-Transportation-Plan_July16.pdf
City of Palo Alto, 2019 Palo Alto TMA Annual Report, May 2020. Appendix A presents the survey results by year and by sector: https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/reports/city-manager-reports-cmrs/year-archive/2020/id-11307-tma-annual-report.pdf

[10] San Mateo Rail Corridor Transportation Management Agency. January 2018. 2017 Annual Report. This study included recently completed residential and office buildings in Bay Meadows, which 40 to 50 percent lower than traditional suburban buildings.

[11] Fehr & Peers., *Block 21 Office & Residential Mixed-Use Development TIA*, April 2022.

For the proposed project, approximately 45% of trips would travel to and from the project site via US 101. These trips would use South Delaware Street and South Claremont Street to access the US 101 ramps on 3rd Avenue and East 4th Avenue. About 45% of trips would travel to the project from El Camino Real via East 4th Avenue and East 5th Avenue. Finally, approximately 5% of trips would go to the north, and about 5% of trips would go to the south, both via South Delaware Street and South Claremont Street. **Figure 7** shows the net project trip distribution and assignment of the project trips at the study intersections.





XX(YY) AM(PM) Project Trip Volumes

Signalized Intersection

Stop Sign

Project Site

Study Intersections

Trip Distribution Percentage

Figure 7

Trip Distribution and Assignment of Project Trips

Plus Project VMT

VMT is a measurement of the distance and amount that people drive. VMT is calculated by multiplying the number of trips generated by a project by the total distance of each of those trips. Many factors affect the amount and distance a person might drive. The density of the surrounding built environment is the most important factor in the amount of VMT generated per person, as density affects how many places a person can access within a given distance, time, and cost, using different ways of travel (e.g., private vehicle, public transit, bicycling, walking, etc.).

Typically, lower density development provides fewer destinations in the immediate vicinity and therefore offers fewer transportation options than a location with high density, mix of land uses, and numerous ways of travel. Therefore, low-density development typically generates more VMT on a per capita basis when compared to a similarly sized development located in urban areas. In general, higher VMT areas are associated with more air pollution, including greenhouse gas emissions, than lower VMT areas.

VMT Screening

The Governor's Office of Planning and Research (OPR) has provided recommendations to local jurisdictions for adopting new VMT guidelines for CEQA analysis. Lead agencies, which include local jurisdictions like the City of San Mateo, have the final say in designing their methodology to assess VMT and to determine a relevant threshold that will require further VMT analysis. Lead agencies must prove that their selected analysis methodology aligns with SB 743's goals to promote infill development, reduce greenhouse gases, and reduce VMT.

Per the City of San Mateo's TIA guidelines, a project does not need to conduct a detailed VMT analysis if the project is located within a half mile of a high-quality transit, as the project can be presumed to have a less-than-significant VMT impact. The proposed project is located within a half mile of the San Mateo Caltrain station (see **Figure 1**), which qualifies as a high-quality transit service as defined by San Mateo's TIA guidelines. In addition to being close to high-quality transit, the proposed project must meet the following requirements to be presumed to have a less-than-significant VMT impact:

- have a floor area ratio of more than 0.75,
- include no more than the minimum parking required by the City of San Mateo,
- be consistent with the Metropolitan Transportation Commissions' (MTC) Sustainable Communities Strategy (SCS), and
- the project cannot result in a reduction of affordable residential units.

The proposed project has a floor area ratio of 4.15, does not provide more than the minimum parking required by the City of San Mateo, it is consistent with MTC's SCS, and the project's site does not include any existing affordable residential units. The project is consistent with the SCS's goals of building affordable housing, creating healthy and safe streets by building a complete streets network, and reducing climate emissions by 1) providing land use growth and provides affordable housing near high-

quality transit, and 2) promoting alternative modes of travel (walking/biking) through improvements like enhanced sidewalks and bicycle parking.

Therefore, the proposed project would have a less than significant VMT impact in opening year plus project and cumulative plus project conditions due to its proximity to high-quality transit.

Opening Year Plus Project Vehicle Volumes and Level of Service

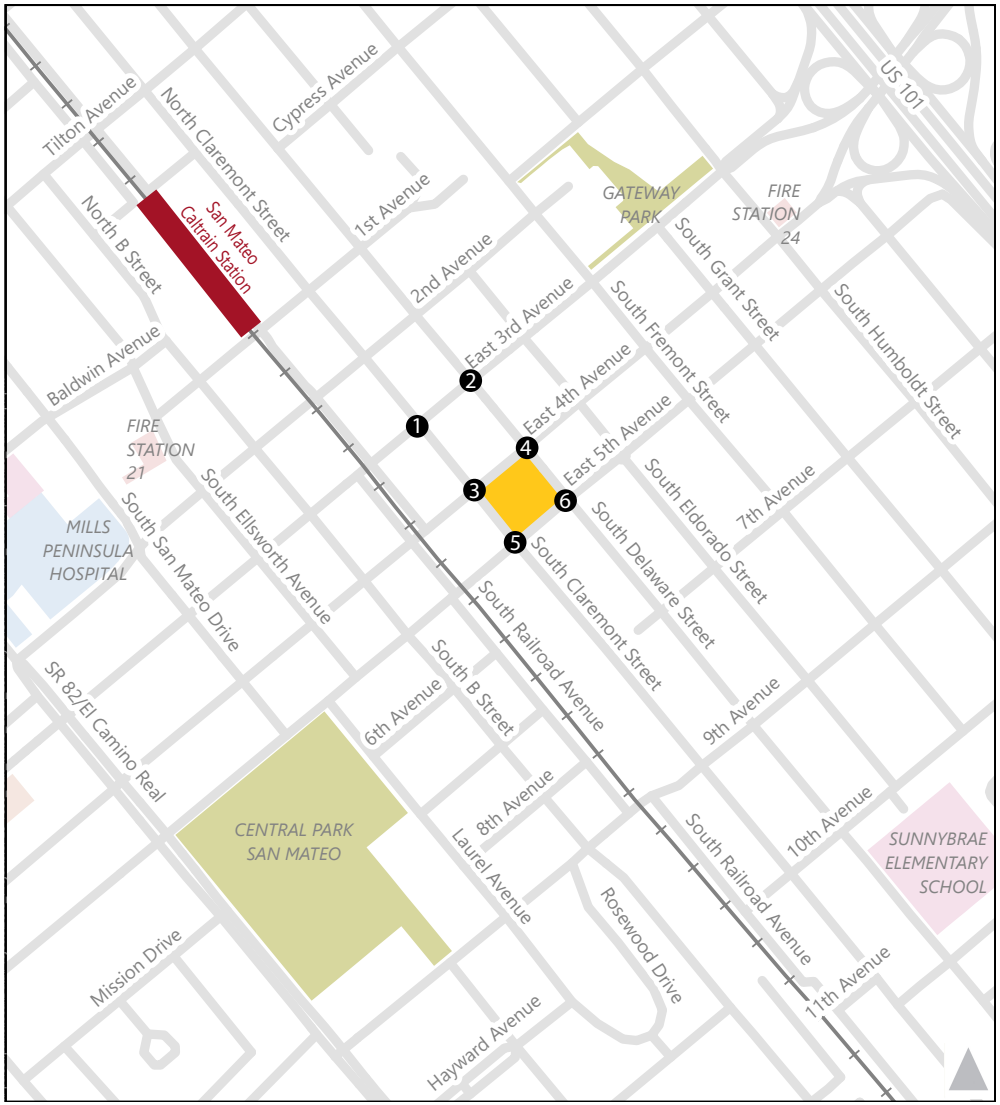
The proposed project's net new trips were added to the opening year traffic volumes to develop opening year plus project volumes, which are shown in **Figure 8**.

Table 7 below presents the opening year and opening year plus project LOS and intersection delay in seconds for each study intersection. There are limited changes in LOS from Opening Year to Opening Year Plus Project conditions. All of the study intersections perform acceptably in both the AM and PM peak periods. See **Appendix A** for detailed LOS results.

Table 7: Opening Year Plus Project LOS and Delay Results

Intersection	LOS Threshold	Peak Hour	Opening Year		Opening Year Plus Project	
			Delay	LOS	Delay	LOS
1. 3rd Avenue and South Claremont Street	Mid-D (45 Secs)	AM	13	B	13	B
		PM	13	B	12	B
2. 3rd Avenue and South Delaware Street	Mid-D (45 Secs)	AM	33	C	35	D
		PM	35	D	36	D
3. East 4th Avenue and South Claremont Street	Mid-D (45 Secs)	AM	20	C	21	C
		PM	21	C	23	C
4. East 4th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	29	C	29	C
		PM	36	D	38	D
5. East 5th Avenue and South Claremont Street	E	AM	11	B	11	B
		PM	13	B	14	B
6. East 5th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	17	B	17	B
		PM	22	C	22	C

Source: Fehr & Peers, 2023



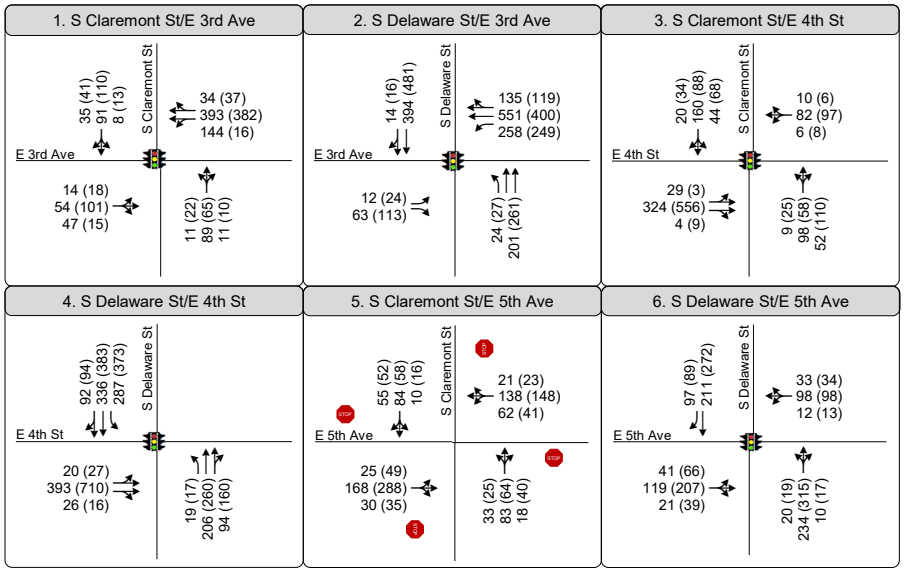


Figure 8

Opening Year Plus Project Vehicle Volumes
Intersection Traffic Volumes, Lane Configurations, and Traffic Controls

Cumulative Conditions

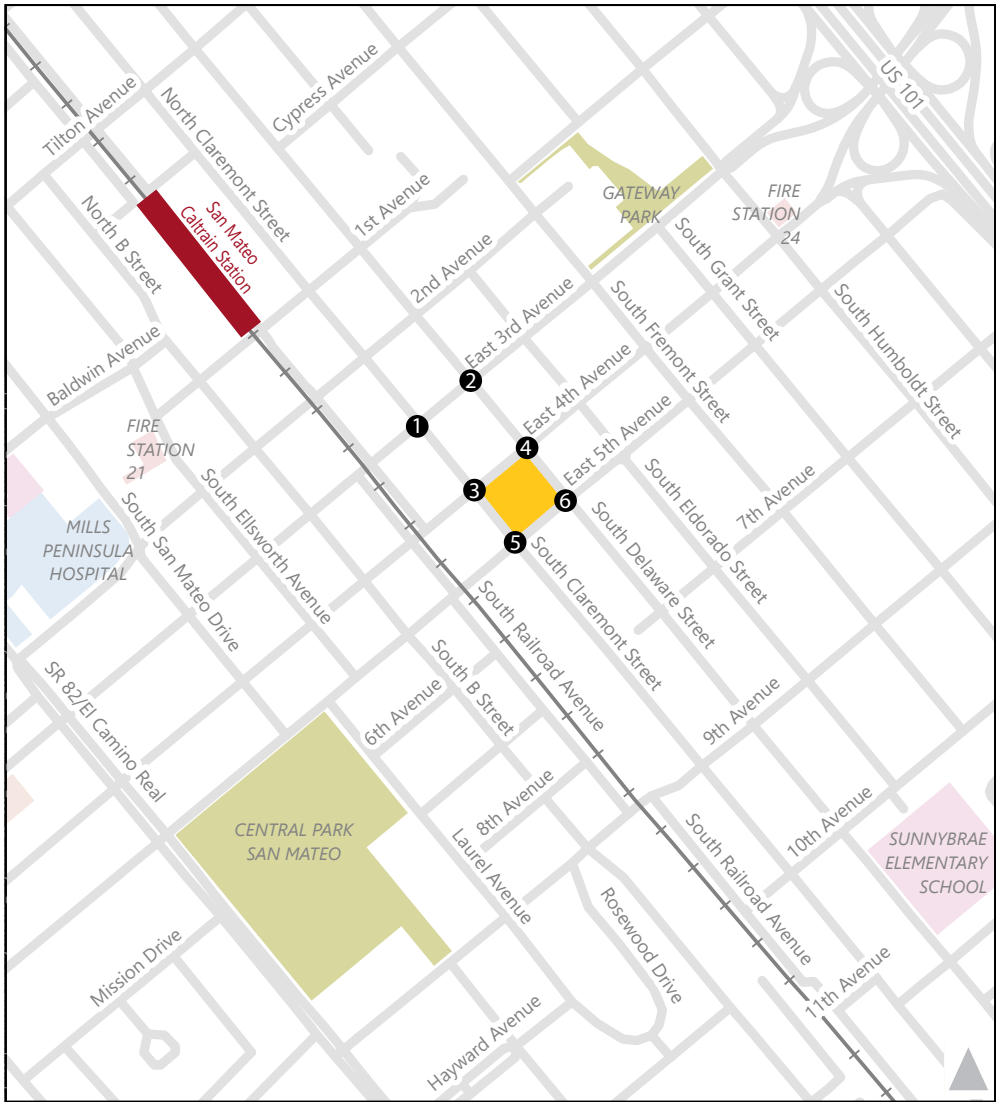
Cumulative conditions reflect estimated future traffic volumes in 2040, approximately 17 years into the future. Future traffic volume forecasts were developed using estimates from the City of San Mateo Travel Demand Model 2040 General Plan No-Build scenario, which is consistent with a full buildout of the City of San Mateo's 2030 General Plan. Turning movement volumes for the intersections along South Delaware Street were prepared using the City of San Mateo Travel Demand Model's General Plan 2040 No-build scenario. Those forecasted traffic volumes were extracted for this analysis. South Claremont Street is not included within the City of San Mateo Travel Demand Model so the traffic growth for study intersections on these roadways was estimated by reviewing traffic growth on the closest parallel roadway, which is South Delaware Street.

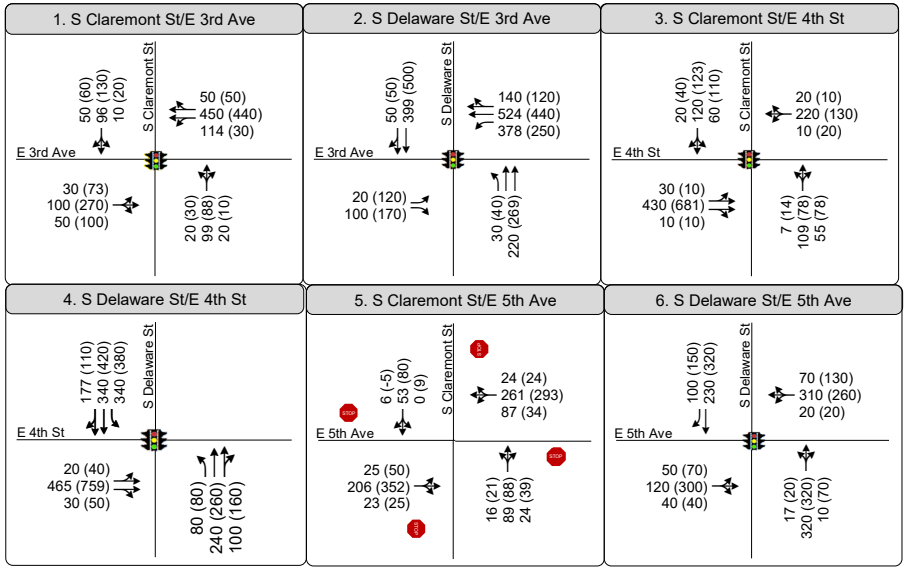
The City travel demand model forecasts an average of one to two percent annual traffic growth on South Delaware Street when compared to existing traffic volumes. Applying this annual growth rate to South Claremont Street is a conservative approach to estimating future traffic growth on these streets since South Delaware Street is an arterial roadway while South Claremont Street is a collector roadway.

Based on an analysis of the land use assumptions in the City of San Mateo Travel Demand Model, it was determined that the proposed project, Block 20, is included in the model's cumulative traffic forecasts. Therefore, the travel demand model's forecasts reflect cumulative plus project traffic conditions. The proposed project's net new trip generation estimates were subtracted from these volumes to calculate cumulative no project conditions.

The resulting cumulative traffic volumes for the six study intersections are shown in **Figure 9** and the cumulative plus project volumes are shown in **Figure 10**. Pending development projects in the vicinity of the Proposed Project's study intersections are listed below. The growth from these pending development projects is also included in the land use growth assumptions in the City of San Mateo Travel Demand Model 2040 General Plan No-Build scenario. The location of these pending projects is shown in **Figure 5**.

- 435 East 3rd Avenue
- 480 East 4th Avenue (Kiku Crossing)
- Block 21
- 303 Baldwin Avenue





XX(YY) AM(PM) Project Trip Volumes

Signalized Intersection

Stop Sign

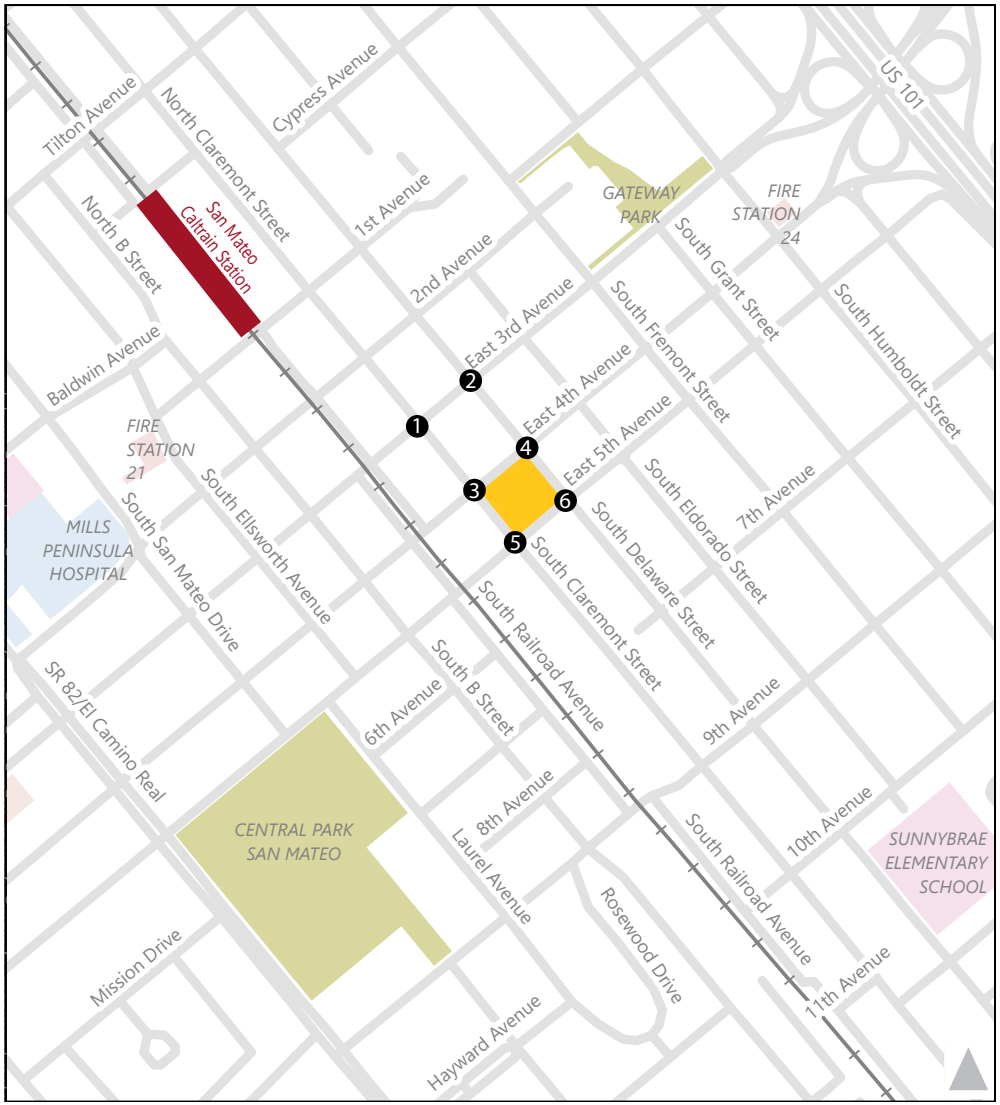
Project Site

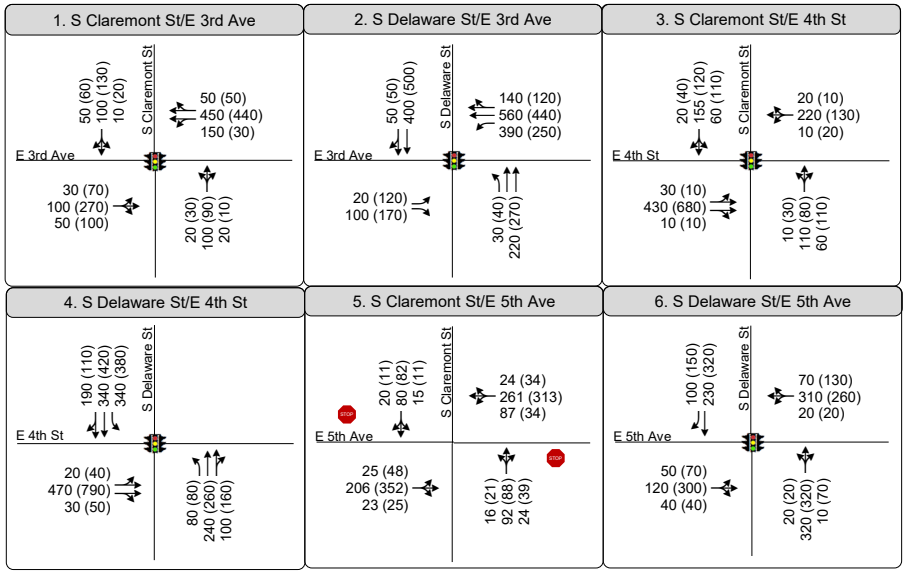
Study Intersections

Figure 9

Cumulative Vehicle Volumes

Intersection Traffic Volumes, Lane Configurations, and Traffic Controls





XX(YY) AM(PM) Project Trip Volumes Signalized Intersection Stop Sign

Project Site # Study Intersections

Figure 10

Cumulative Plus Project Vehicle Volumes
Intersection Traffic Volumes, Lane Configurations, and Traffic Controls

Cumulative Intersection Level of Service

Table 8 presents the cumulative and cumulative plus project LOS and intersection delay in seconds for each study intersection. See **Appendix A** for detailed LOS results. Intersection delay increased from the existing conditions and opening year conditions to cumulative conditions due to the forecasted traffic volume growth at the study intersections. The LOS degraded between existing conditions and cumulative no project conditions at the following intersections:

- 3rd Avenue and South Delaware Street
    - AM Peak Hour: LOS C to LOS D
    - PM Peak Hour: LOS C to LOS D
- East 4th Avenue and South Claremont Street
    - AM Peak Hour: LOS B to LOS C
    - PM Peak Hour: LOS B to LOS C
- East 5th Avenue and South Claremont Street
    - AM Peak Hour: LOS A to LOS B
    - PM Peak Hour: LOS B to LOS C
- East 5th Avenue and South Delaware Street
    - AM Peak Hour: LOS B to LOS C
    - PM Peak Hour: LOS C to LOS D

Although the intersection operations worsened from existing to cumulative no projects conditions, five of the six study intersections continue to operate acceptably in both the AM and PM peak periods. However, the intersection of East 4th Avenue and South Delaware Street is forecasted to develop an unacceptable LOS in the cumulative scenario.

South Claremont Street is not included within the City of San Mateo Travel Demand Model, so the cumulative traffic growth for South Claremont study intersections were estimated based on the model outputs for South Delaware Street, the closest parallel roadway. This represents a conservative approach to estimating future traffic growth since South Delaware Street is an arterial roadway while South Claremont Street is a collector roadway and is therefore likely to experience less growth in traffic due to land use growth elsewhere in the city or region. The lower levels of traffic growth that is likely for collector streets such as South Claremont Street would result in better operations compared to what is presented in **Table 8**.

Based on the City's threshold for adverse intersection operations outlined in the City's TIA Guidelines, the project would have an adverse effect on traffic conditions at the intersection of East 4th Avenue and South Delaware street during the PM peak period in the cumulative plus project conditions.

The City's TIA Guidelines state that for intersections that already operate at an unacceptable LOS, which for signalized intersections is an average delay of 45 seconds, and necessary improvements should be applied to increase intersection performance to acceptable levels. The intersection of East 4th Avenue and South Delaware Street is forecasted to have an average PM peak period delay of 46.5 seconds in the

cumulative no project scenario, and an average PM peak period delay of 50.8 seconds in the cumulative plus project scenario, a 4.3 second difference. Based on the City's TIA guidelines, there is an adverse condition, as the intersection is already operating at unacceptable LOS by 4.0 seconds or more. The City should monitor these traffic conditions and should consider retiming the traffic signals if adverse traffic conditions are observed in cumulative conditions.

Table 8: Cumulative LOS and Delay Results

Intersection	LOS Threshold	Peak Hour	Existing		Cumulative No Project		Cumulative Plus Project	
			Delay	LOS	Delay	LOS	Delay	LOS
1. 3rd Avenue and South Claremont Street	Mid-D (45 Secs)	AM	11	B	13	B	14	B
		PM	11	B	19	B	21	C
2. 3rd Avenue and South Delaware Street	Mid-D (45 Secs)	AM	30	C	39	D	43	D
		PM	29	C	36	D	37	D
3. East 4th Avenue and South Claremont Street	Mid-D (45 Secs)	AM	18	B	20	C	21	C
		PM	20	B	23	C	24	C
4. East 4th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	29	C	32	C	32	C
		PM	36	D	**47**	**D**	**51**	**D**
5. East 5th Avenue and South Claremont Street[1]	E	AM	10	A	13	B	14	B
		PM	12	B	20	C	23	C
6. East 5th Avenue and South Delaware Street	Mid-D (45 Secs)	AM	17	B	26	C	26	C
		PM	22	C	41	D	41	D

1. The LOS for East 5th Avenue and South Claremont Street does not include a second eastbound lane on East 5th Avenue, as the intersection had acceptable LOS operations without the additional capacity.

Note: Intersections with unacceptable operations are **bolded**
Source: Fehr & Peers, 2023

Additional Transportation Analysis

This section presents an analysis of other transportation considerations that were assessed for the proposed project, including the following:

- Impacts to vehicle, pedestrian & bicycle site access
- Parking
- Hazards and emergency vehicle access
- Neighborhood traffic

The analysis in this section was conducted in accordance with the City of San Mateo's General Plan Circulation Element. This is outlined in the TIA guidelines, which require that a non-CEQA local transportation analysis is conducted for land use projects that may have an effect on the local street system. The analysis in this section is based on professional judgment in accordance with the standards and methods employed by traffic engineering professionals.

Although traffic operational issues are not considered a CEQA impact, they do describe traffic conditions that are relevant to describing the project environment.

Vehicle Site Access and Circulation

The proposed project would provide automobile parking via a two level below grade parking garage, which would be accessed via a driveway on South Claremont Street. The below-grade parking garage would provide a total of approximately 270 parking spaces consisting of 226 spaces to serve the office uses and 44 spaces to serve the residential uses. Out of the 270 parking spaces, 35 spaces would be electric vehicle (EV) stalls. The project would not provide any publicly accessible parking, and all the parking stalls would be dedicated to the building's office space and residential units.

The project would also include 89 long-term bicycle parking spaces and six short-term bicycle parking spaces. The long-term bicycle spaces would be provided in two bicycle storage rooms, one on the upper level of the below-grade parking garage and the other adjacent to the lobby.

The proposed project will add 119 net new vehicle trips to the local roadway network during the AM peak hour and 62 net new vehicle trips during the PM peak hour. In total, approximately 169 vehicles would use the project's driveways during the AM peak hour and 176 vehicles would use the project's driveways during the PM peak hour. As summarized in the sections above, the addition of the proposed project trips would not result in any adverse effects on traffic operations at the study locations.

Driveway Site Distance

A preliminary site distance assessment was conducted for vehicles turning from the driveway on South Claremont Street. South Claremont Street between East 4th Avenue and East 5th Avenue is generally straight and has low travel speeds. The roadway is free from visual obstructions, other than on-street

parking. The California Highway Design Manual (HDM) states that corner site distance requirements should not be applied to urban driveways unless they are signalized. Additionally, the HDM mentions that "if parking is allowed on the major road, parking should be prohibited on both sides of the driveway per the California Manual on Uniform Traffic Control Devices (CA MUTCD), 3B.19."[12] CA MUTCD 3B.19 states that parking should be prohibited six feet away from a crosswalk or curb return. The proposed project's site plan meets that requirement and has proposed red curb to the north and south of the driveway.[13]

Loading and Curbside Management

The project would include two on-street loading areas, which are each 25 feet long, on S. Claremont Street to the north and south of the proposed garage entry. One of these loading areas would also allow for passenger drop-off and deliveries. The project has two garbage facilities with on-street access doors; these facilities are located north and south of the Claremont driveway. As shown in **Figure 11,** garbage collection would occur within these on-street loading areas, adjacent to the project site.

The proposed project's plans show truck turning templates of garbage trucks completing curbside trash pickup. Garbage trucks are able to complete roadway trash collection, although the rear of the vehicle may extend into the southbound lane of South Claremont during trash pickup. Given the low volumes along this block of South Claremont Avenue (less than 300 vehicles per peak hour, or approximately 3,000 vehicles per day under cumulative plus project conditions), lack of roadway curves or obstructions that would inhibit the views of people driving, and the local-serving nature of the roadway, trash loading activities would not create hazardous conditions for people driving if they need to pull into the opposing lane to pass a loading garage truck.

Pedestrian & Bicycle Site Access and Circulation

Pedestrian Access

The retail/café space has a pedestrian entrance along South Delaware street, and the office space has pedestrian entrances on South Claremont Street, East 4th Avenue, and South Delaware Street. The project's residential use is accessed via the building lobby, which is entered via South Claremont Street. The intersections of East 4th Avenue and South Claremont, East 4th Avenue and South Delaware Street, and East 5th Avenue and South Delaware are signal controlled and have existing marked crosswalks. The intersection at 5th Avenue and South Claremont is stop controlled and currently has unmarked crosswalks, although marked crosswalks will be added once construction of the Kiku Crossing project is completed. The following discussion compares the proposed facilities to the City's policies and guidelines.

Per General Plan Policy C4.5 and C4.6 of the City's General Plan Circulation Element, the City requires as a condition of development project approval the provision of sidewalks and wheelchair ramps where

[12] *Highway Design Manual (HDM) 7th Edition*, Chapter 400, California Department of Transportation. 2019: https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm

[13] *California Manual on Uniform Traffic Control Devices (CA MUTCD)*, Revision 7, Chapter 4. California Department of Transportation: https://dot.ca.gov/programs/safety-programs/camutcd/camutcd-files

lacking and the repair or replacement of damaged sidewalks. There is an existing pedestrian 'bulb-out', or curb extension, at the southeast corner of the intersection of East 4th Avenue and South Claremont Street. The project proposes to add directional curb ramps and new truncated domes to this existing curb extension.

In addition to the existing curb extension at East 4th Avenue and South Claremont Street, the proposed project will add a curb extension to the northeast corner of the intersection of East 5th Avenue and South Claremont Street. This curb extension will have directional curb ramps and truncated domes, and it is designed to accommodate the planned bicycle lane on East 5th Avenue. The intersections on the eastern side of the project site, along Delaware Street, are not proposed to receive curb extensions. The proposed project does not include directional curb ramps at the northwest corner of the intersection of East 5th Avenue and South Delaware and at the southwest corner of the intersection of East 4th Avenue and South Delaware Street, which conflicts with the current ADA design standards.[14]

According to the City of San Mateo's Pedestrian Design Guidelines, Appendix A of the 2012 San Mateo Pedestrian Master Plan[15], the recommended minimum sidewalk widths for mixed use developments are 16 feet wide, with a recommendation of 16-20 feet wide for blocks with no street parking and no setbacks. The recommendation is 26 feet wide when there are amenities in the frontage zone. The minimum through zone width is 6 feet wide.

The proposed project does not meet these guidelines along all streets that front the project site:

- **South Delaware Street**: The proposed sidewalk does not meet the minimum standards for the planter/furniture zone (4 feet proposed, 6 feet required) and for the frontage zone (3 feet proposed, 4 feet required).
- **South Claremont Street**: The proposed sidewalk does not meet the minimum standards for the through zone (6 feet proposed, 8 feet required)
- **East 4th Avenue**: The proposed sidewalk does not meet the minimum standards for the through zone (7 feet 6 inches proposed, 8 feet required)
- **East 5th Avenue**: The proposed sidewalk does not meet the minimum standards for the through zone (6 feet proposed, 8 feet required)

[14] As noted in section R203.6.1.1 of the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way Crosswalks* (September 2023), "At an intersection corner, one curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided. Where pedestrian crossing is prohibited, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path. EXCEPTION: In alterations, where existing physical constraints make compliance with R203.6.1.1 technically infeasible, a single curb ramp complying with R304 shall be permitted at the apex of the intersection corner." Accessible here: https://www.access-board.gov/prowag/scoping.html#r203611-crosswalks-at-an-intersection

[15] *San Mateo Citywide Pedestrian Master Plan*, City of San Mateo & Alta Planning + Design, 2012, p. A9-10.



As noted in the City's TIA Guidelines, pedestrian safety and accessibility connecting to transit stops or stations in the vicinity of the project site must be assessed. In addition to sidewalks, the City of San Mateo's Pedestrian Design Guidelines provide guidance on the following physical pedestrian facilities that are applicable to the intersection adjacent to the proposed project site, and the lack of these features could limit pedestrian accessibility to transit stops or stations by creating uncomfortable or unsafe conditions for people walking. The lack of directional curb ramps at the intersection of South Delaware Street and East 4th Avenue and the intersection of South Delaware Street and East 5th Avenue presents obstacles to the most direct walking route from the project site residential neighborhoods and the SamTrans bus stop at East 4th Avenue and South Delaware Street. In addition, the wide curb radius at the southwest corner of East 4th Avenue and South Delaware Street encourages fast turns and could be tighter to enhance pedestrian safety at this location.

Fehr & Peers recommends the pedestrian facilities from **Table 9** to be consistent with the City of San Mateo's Pedestrian Design Guidelines. As noted in the Plus Project VMT section, this project qualifies as a transit-oriented project given its location within one-half mile of the San Mateo Caltrain station. Providing these recommended features would be consistent with the San Mateo Transit-Oriented Development (TOD) Pedestrian Access Plan[16] toolbox and the improvements provided at similar locations in the TOD Pedestrian Plan, such as along 1st and 2nd Avenues in Downtown San Mateo. As noted in the TOD Pedestrian Access Plan, the City of San Mateo seeks to have development projects that are within one-half mile of high-quality transit construct pedestrian amenities along the project frontage that meet the City's design standards, as described in **Table 9**.

All four streets that front the project site will be important pedestrian access routes, connecting people to high quality transit and amenities in Downtown San Mateo, the Caltrain station, and SamTrans bus routes. Three of the four intersections around the site have had at least one pedestrian involved collision in the last four years. Including the recommended improvements will increase safety and provide a higher quality pedestrian experience in the vicinity of the project. Figure 1**Table 9** assesses whether the intersections surrounding the project site are consistent with the guidelines under existing and proposed conditions and provides recommendations to enhance pedestrian comfort and safety based on community feedback and collision data.

[16] *San Mateo Transit-Oriented Development Pedestrian Access Plan*, City of San Mateo & Fehr & Peers, 2022. Access at https://www.cityofsanmateo.org/4566/TOD-Pedestrian-Access-Plan.

Table 9: Existing and Proposed Pedestrian Facilities

Pedestrian Design Feature	Guidelines Summary Applicable to Project[1]	Existing Condition	Proposed Condition	Recommendations
A.11. Curb ramps	Directional (two) curb ramps should be installed at intersections such as those surrounding the project site and along pedestrian routes to transit.	Non directional (single) curb ramps are present on all four corners of the adjacent intersections.	Directional curb ramps will be installed at the southeast corner off the intersection of East 4th Avenue and South Claremont Street and northeast corner the intersection of East 5th Avenue and South Claremont Street.	The project sponsor should include directional curb ramps at the southwest corner of the intersection of East 4th Avenue and South Delaware Street and at the northwest corner of East 5th Avenue and South Delaware Street.
A.11. Curb ramps	Perpendicular curb ramps should be used at large intersections with consideration for curb radius.	Non directional (single) curb ramp present at East 4th Avenue and South Delaware.	Non directional (single) curb ramp present at East 4th Avenue and South Delaware.	Evaluate a tighter curb radius at East 4th Avenue and South Delaware to slow turning vehicles.
A.12. Curb extensions	Curb extensions should not encroach into bike lanes but should allow for bus and emergency turning access.	The southeast corner of East 4th Avenue and South Claremont Street has an existing curb extension	A curb extension will be added to the northeast corner of the intersection of East 5th Avenue and South Claremont Street. This curb extension is designed to not encroach into the proposed bike lane on East 5th Avenue.	None
A.13 and A.14. Standard and high visibility crosswalks	High visibility continental crosswalks should be prioritized for locations with anticipated high pedestrian activity, or a high number of pedestrian-related collisions have occurred.	The intersection of East 4th Avenue and South Delaware Street has high visibility crosswalks. Additionally, these crosswalks will be installed at the intersection of East 5th Avenue and South Claremont once construction is completed for the Kiku Crossing project.	The project plans include high visibility crosswalks at the intersection of East 4th Avenue and South Claremont Street.	The project sponsor should include high visibility crosswalks at the intersection of East 5th Avenue and South Delaware Street to improve the pedestrian environment.

Pedestrian Design Feature	Guidelines Summary Applicable to Project[1]	Existing Condition	Proposed Condition	Recommendations
A.15. Advance stop bars	Advance stop bars should be installed at all controlled intersections.	Advanced stop bars will be installed at the intersection of East 5th Avenue and South Claremont Street once construction is completed for the Kiku Crossing project.	The project plans include advanced stop bars at the intersection of East 4th Avenue and South Claremont Street.	The project sponsor should install advance stop bars at the intersection of East 5th Avenue and South Delaware Street to improve the pedestrian environment.

1. *San Mateo Citywide Pedestrian Master Plan*, City of San Mateo & Alta Planning + Design, 2012, Appendix A: Pedestrian Design Guidelines
2. City of San Mateo Collision Data, 2023, https://experience.arcgis.com/experience/8a9f7321d1ce46ffbc0e1f04757efb5f/page/Maps/?views=All-Collisions

Bicycle Access

The project proposes 89 long-term bicycle parking spaces and six short-term bicycle parking spaces. The long-term bicycle spaces would be provided in a bicycle storage room on the upper level of the below-grade parking garage. As shown in the site plan in **Figure 11**, three circular publicly accessible bicycle racks, that hold two bicycles each, are proposed to be placed in the furniture zone , which one rack on each block: 4th Avenue, South Claremont, and South Delaware. The project's long-term bicycle parking is provided in a storage room located on the first level of the underground parking garage. In addition, there is an on-street long term bike locker on the northwest corner of the intersection of East 5th Avenue and South Delaware Street, which is intended to be used by the café. The project does not include bicycle parking in accordance with City standards. Based on our calculations, the required short term bike parking is 12 spaces, and the required long term bike parking is 101 spaces. However, the project is only providing 6 short term bike parking spaces and 89 long-term bike parking spaces.

Bicycle parking should restrict access to authorized users and provide lockers to ensure people who ride can securely park bicycles for long periods of time. There are no other proposed bicycle facility changes, thus the project would not disrupt existing bicycle facilities in the City.

The City of San Mateo, through the 2020 Bicycle Master Plan, has proposed several bicycle facilities within the immediate vicinity of the project site. The proposed Class III bicycle boulevard on South Claremont Street stretches almost to the northern border of the City and south to 9th Avenue, where South Claremont has an existing Class II bicycle lane. This facility will provide users of the project site with access to the San Mateo Caltrain station via bicycle. A Class II buffered bike lane on South Delaware Street is a proposed update to the existing facilities on the street. The plan proposes a Class II bicycle lane west of Delaware Street and a Class III bicycle boulevard east of Delaware Street on East 5th Avenue as well as a Class IV separated bike lane on East 4th Avenue east of Delaware Street. The Class II bicycle lane west of Delaware Street on East 5th Avenue has been installed as part of the Kiku Crossing project. This improved bicycle network would provide additional non-driving options to Downtown San Mateo, the Route ECR

bus stops on El Camino Real, and the San Mateo Caltrain station for project residents and employees. While the proposed project does not propose to complete any of these projects, it does not conflict or preclude with these plans.

Transit Access and Circulation

Neither public transit conditions nor public transit access are expected to change with the project. As noted in **Table 6**, the project is estimated to generate approximately 610 daily trips by walking, bicycling, or transit given its proximity to destinations such as downtown San Mateo and high-quality transit services such as Caltrain and SamTrans. New transit trips could be accommodated by existing nearby transit routes and services including SamTrans and Caltrain.

The nearby Route ECR and Route 397 bus stop at the intersection of El Camino Real and East 5th Avenue include a sheltered bench at the northbound stop and an unsheltered bench at the southbound stop. The Route ECR and Route 397 bus stop at El Camino Real and 2nd Avenue include sheltered benches at both the northbound and southbound stops. SamTrans 250 has two nearby stops at South Delaware Street and East 4th Avenue and 1st Avenue and South B Street. At South Delaware Street and East 4th Avenue, the eastbound stop has no bench, and at 1st Avenue and South B Street, the westbound stop has two unsheltered benches. SamTrans 292 has two nearby stops at South Delaware Street and 3rd Avenue and South Delaware Street and 2nd Avenue. Neither of these stops have benches.

Although there are not currently plans to add these features at these specific stops, SamTrans is studying bus stop amenities throughout its system and may include these features at these stops in the future. None of the stops are located on the project frontage and therefore no recommendations are provided for accommodating these features into the project design, although addition of these features to off-site transit stops would benefit the future transit riders of this project. The pedestrian improvements recommended above and in **Table 9** would ensure that a safe and comfortable path of travel to and from transit is accessible for all users.

Vehicle Parking Conditions

Vehicle access to the below grade parking would be provided along South Claremont Street. The below - grade parking garage would provide a total of approximately 270 parking spaces consisting of 226 spaces to serve the office uses and 44 spaces to serve the residential uses. Out of the 270 parking spaces, 35 spaces would be electric vehicle (EV) stalls. The project would not provide any public parking. Pursuant to Assembly Bill (AB) 2097, the City cannot require any off-street parking for the project since it is located within a half-mile of a major transit stop (i.e., the Downtown San Mateo Caltrain Station).

Hazards and Emergency Vehicle Access

The proposed project would not create or worsen existing roadway hazards as noted in the above sections. The project does not propose altering the existing roadway network and does not propose new vehicular roadways that would create hazards or impede emergency vehicle access.



Neighborhood Traffic

Due to the relatively small increase in net new vehicle volumes generated by the project, the impact to neighboring streets will be low, given the location of the project site adjacent to East 4th Avenue, East 5th Avenue, and South Delaware Street, which are all designated arterial streets.[17] These roadways provide multiple paths to Downtown San Mateo, freeways, and regional destinations. Therefore, it is not anticipated that project trips will use the neighborhood street network to access local and regional destinations.

[17] *City of San Mateo General Plan Circulation Element: Street Classifications, Figure C-1, November 2011.*

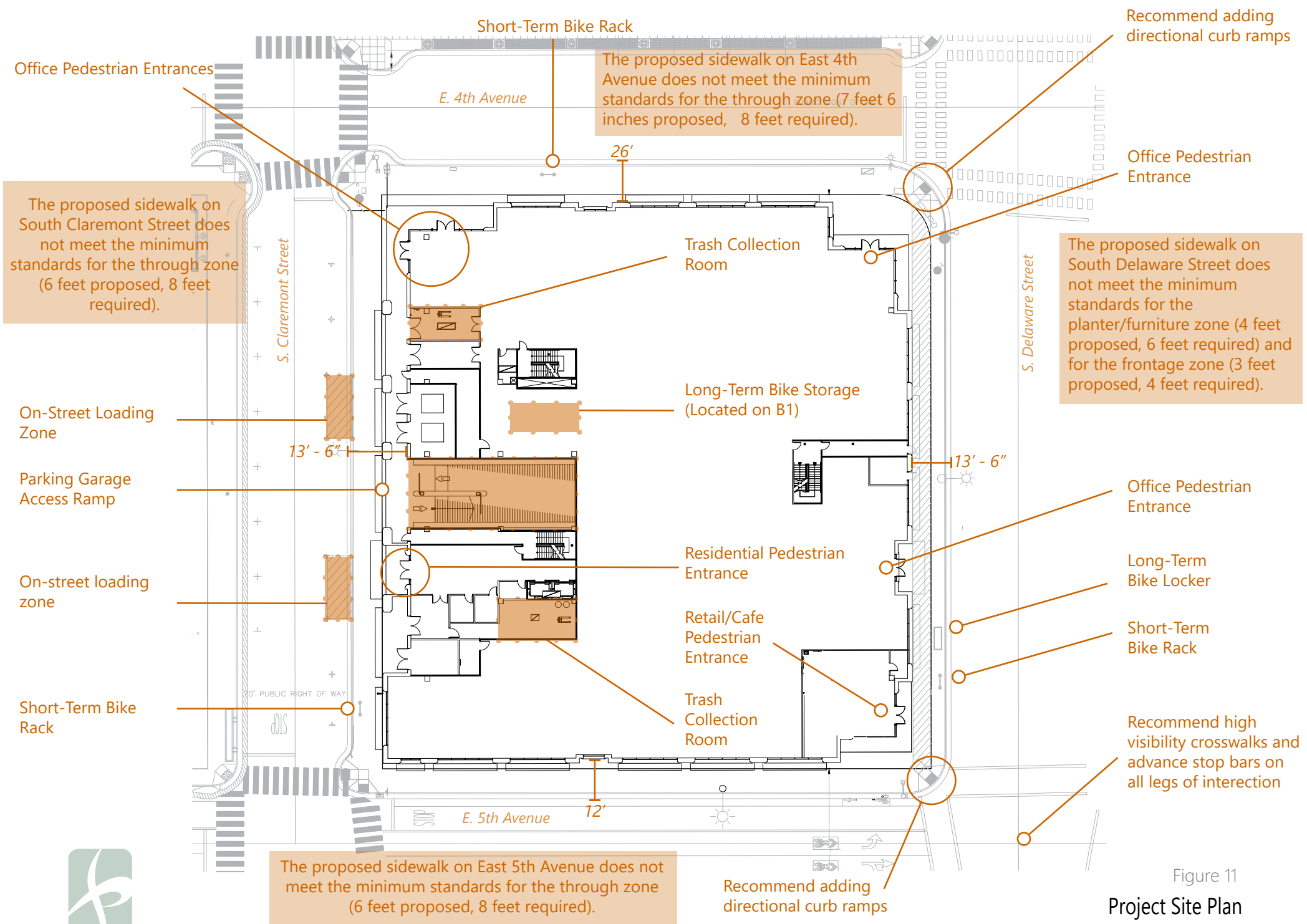


Figure 11

Project Site Plan

Conclusion

The proposed project will not result in CEQA impacts on VMT, bicycle, pedestrian, or transit circulation, or hazards and emergency access. The proposed project's VMT impact is presumed to be less-than-significant due to its proximity to high-quality transit. The project presents no substantial site circulation issues. The project does not include features that would disrupt these roadway facilities nor generate a substantial number of vehicle trips that would worsen or create new traffic issues. The project generally meets the City's design standards, although, as noted in this report, the sidewalks are generally not wide enough to meet City requirements. The following recommended changes to the site plan and monitoring the signal timing of East 4th Avenue and South Delaware Street would ensure consistency with San Mateo standards and best planning practices.

Recommendations

- The project sponsor should ensure that all proposed sidewalks are wide enough to meet City of San Mateo requirements.
- The project sponsor should include directional curb ramps at the southwest corner of the intersection of East 4th Avenue and South Delaware Street.
- The project sponsor should include directional curb ramps at the northwest corner of East 5th Avenue and South Delaware Street.
- The project sponsor should evaluate a tighter curb radii with City staff at East 4th Avenue and South Delaware to slow turning vehicles.
- The project sponsor should include high visibility crosswalks at the intersection of East 5th Avenue and South Delaware Street to improve pedestrian access.
- The project sponsor should install advance stop bars at the intersection of East 5th Avenue and South Delaware Street to improve pedestrian access.
- The City of San Mateo should monitor traffic conditions at the intersection of East 4th Avenue and South Delaware to determine if traffic signal timing changes are necessary, due to the potential for adverse traffic conditions under cumulative conditions.

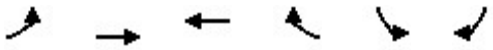
Appendix A: LOS Calculation Worksheets

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	35	25	21	29	26
Future Vol, veh/h	47	35	25	21	29	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	57	43	30	26	35	32
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	7.7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	54%	57%	0%
Vol Thru, %	46%	0%	53%
Vol Right, %	0%	43%	47%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	82	55
LT Vol	25	47	0
Through Vol	21	0	29
RT Vol	0	35	26
Lane Flow Rate	56	100	67
Geometry Grp	1	1	1
Degree of Util (X)	0.067	0.112	0.073
Departure Headway (Hd)	4.305	4.039	3.903
Convergence, Y/N	Yes	Yes	Yes
Cap	826	880	910
Service Time	2.362	2.096	1.964
HCM Lane V/C Ratio	0.068	0.114	0.074
HCM Control Delay	7.7	7.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.4	0.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	50	80	36	46	18
Future Volume (veh/h)	10	50	80	36	46	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.97	1.00	0.78
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	11	54	87	39	50	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	168	746	572	256	191	77
Arrive On Green	0.48	0.48	0.48	0.48	0.21	0.21
Sat Flow, veh/h	188	1540	1180	529	927	371
Grp Volume(v), veh/h	65	0	0	126	71	0
Grp Sat Flow(s),veh/h/ln	1729	0	0	1709	1317	0
Q Serve(g_s), s	0.0	0.0	0.0	2.3	2.5	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.3	2.5	0.0
Prop In Lane	0.17			0.31	0.70	0.28
Lane Grp Cap(c), veh/h	914	0	0	828	272	0
V/C Ratio(X)	0.07	0.00	0.00	0.15	0.26	0.00
Avail Cap(c_a), veh/h	914	0	0	828	395	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.6	0.0	0.0	7.9	18.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.8	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.7	0.0	0.0	8.3	18.5	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		65	126		71	
Approach Delay, s/veh		7.7	8.3		18.5	
Approach LOS		A	A		B	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	35.2			35.2	19.8
Change Period (Y+Rc), s	8.5			8.5	8.5
Max Green Setting (Gmax), s	21.5			21.5	16.5
Max Q Clear Time (g_c+I1), s	3.0			4.3	4.5
Green Ext Time (p_c), s	0.2			0.4	0.1

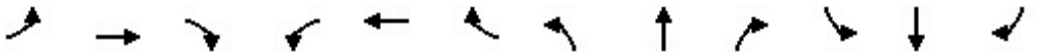
Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	60	28	9	42	6	64	86	10	7	82	10
Future Vol, veh/h	8	60	28	9	42	6	64	86	10	7	82	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	62	29	9	43	6	66	89	10	7	85	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.1	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	8%	16%	7%
Vol Thru, %	54%	62%	74%	83%
Vol Right, %	6%	29%	11%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	96	57	99
LT Vol	64	8	9	7
Through Vol	86	60	42	82
RT Vol	10	28	6	10
Lane Flow Rate	165	99	59	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.205	0.123	0.076	0.126
Departure Headway (Hd)	4.475	4.477	4.649	4.457
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	802	771	805
Service Time	2.494	2.499	2.674	2.478
HCM Lane V/C Ratio	0.205	0.123	0.077	0.127
HCM Control Delay	8.6	8.1	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.2	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	74	79	24	20	132	50	15	89	12	9	91	45
Future Volume (veh/h)	74	79	24	20	132	50	15	89	12	9	91	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.90	0.94		0.92	0.98		0.93	0.97		0.95
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1961	1961	1885	1885	1885	1885	1885	1885	1961	1961	1961
Adj Flow Rate, veh/h	85	91	28	23	152	57	17	102	14	10	105	52
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	196	177	45	88	242	84	117	551	70	81	455	212
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	459	778	197	76	1063	371	104	1282	163	29	1060	493
Grp Volume(v), veh/h	204	0	0	232	0	0	133	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1435	0	0	1510	0	0	1550	0	0	1582	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	7.7	0.0	0.0	2.9	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.42		0.14	0.10		0.25	0.13		0.11	0.06		0.31
Lane Grp Cap(c), veh/h	418	0	0	414	0	0	738	0	0	748	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.56	0.00	0.00	0.18	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	550	0	0	562	0	0	738	0	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	19.7	0.0	0.0	9.9	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.6	0.0	0.0	1.0	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	20.1	0.0	0.0	10.5	0.0	0.0	10.9	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		204			232			133			167	
Approach Delay, s/veh		19.5			20.1			10.5			10.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.7		22.3		33.7		22.3				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 18		* 18		* 18				
Max Q Clear Time (g_c+I1), s		4.9		8.7		5.7		9.7				
Green Ext Time (p_c), s		0.4		0.6		0.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	16.1	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	58	21	7	171	43	23	96	10	27	84	8
Future Vol, veh/h	21	58	21	7	171	43	23	96	10	27	84	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	61	22	7	180	45	24	101	11	28	88	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	9.6	9	9
HCM LOS	A	A	A	A

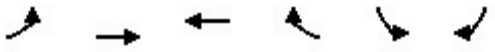
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	21%	3%	23%
Vol Thru, %	74%	58%	77%	71%
Vol Right, %	8%	21%	19%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	100	221	119
LT Vol	23	21	7	27
Through Vol	96	58	171	84
RT Vol	10	21	43	8
Lane Flow Rate	136	105	233	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.184	0.139	0.297	0.171
Departure Headway (Hd)	4.876	4.77	4.592	4.906
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	747	779	728
Service Time	2.931	2.826	2.639	2.961
HCM Lane V/C Ratio	0.186	0.141	0.299	0.172
HCM Control Delay	9	8.6	9.6	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	1.2	0.6

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	74	37	65	60	61
Future Vol, veh/h	83	74	37	65	60	61
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	89	80	40	70	65	66
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	8.2	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	36%	53%	0%
Vol Thru, %	64%	0%	50%
Vol Right, %	0%	47%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	157	121
LT Vol	37	83	0
Through Vol	65	0	60
RT Vol	0	74	61
Lane Flow Rate	110	169	130
Geometry Grp	1	1	1
Degree of Util (X)	0.137	0.199	0.148
Departure Headway (Hd)	4.487	4.25	4.1
Convergence, Y/N	Yes	Yes	Yes
Cap	802	846	877
Service Time	2.501	2.265	2.114
HCM Lane V/C Ratio	0.137	0.2	0.148
HCM Control Delay	8.2	8.3	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.7	0.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	98	97	78	113	21
Future Volume (veh/h)	24	98	97	78	113	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.94	1.00	0.63
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	102	101	81	118	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	196	757	479	385	252	47
Arrive On Green	0.51	0.51	0.51	0.51	0.22	0.22
Sat Flow, veh/h	251	1470	931	747	1128	210
Grp Volume(v), veh/h	127	0	0	182	141	0
Grp Sat Flow(s),veh/h/ln	1721	0	0	1679	1348	0
Q Serve(g_s), s	0.0	0.0	0.0	3.8	5.9	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	3.8	5.9	0.0
Prop In Lane	0.20			0.45	0.84	0.16
Lane Grp Cap(c), veh/h	952	0	0	864	302	0
V/C Ratio(X)	0.13	0.00	0.00	0.21	0.47	0.00
Avail Cap(c_a), veh/h	952	0	0	864	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	8.6	21.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.4	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	0.0	0.0	9.1	22.3	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h		127	182		141	
Approach Delay, s/veh		8.5	9.1		22.3	
Approach LOS		A	A		C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	42.0				42.0	23.0
Change Period (Y+Rc), s	8.5				8.5	8.5
Max Green Setting (Gmax), s	28.5				28.5	19.5
Max Q Clear Time (g_c+I1), s	4.3				5.8	7.9
Green Ext Time (p_c), s	0.4				0.7	0.2

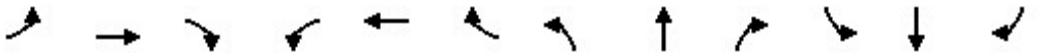
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	142	62	17	91	19	63	71	23	15	70	21
Future Vol, veh/h	7	142	62	17	91	19	63	71	23	15	70	21
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	163	71	20	105	22	72	82	26	17	80	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.2	9.8	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	3%	13%	14%
Vol Thru, %	45%	67%	72%	66%
Vol Right, %	15%	29%	15%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	211	127	106
LT Vol	63	7	17	15
Through Vol	71	142	91	70
RT Vol	23	62	19	21
Lane Flow Rate	180	243	146	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.251	0.317	0.2	0.17
Departure Headway (Hd)	5.008	4.701	4.924	5.009
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	759	723	709
Service Time	3.086	2.77	3.002	3.093
HCM Lane V/C Ratio	0.253	0.32	0.202	0.172
HCM Control Delay	9.8	10	9.2	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	1.4	0.7	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	138	80	24	87	44	20	121	40	19	167	73
Future Volume (veh/h)	59	138	80	24	87	44	20	121	40	19	167	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.87		0.79	0.97		0.79	0.97		0.89	0.95		0.91
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1945	1945	1870	1870	1870	1870	1870	1870	1945	1945	1945
Adj Flow Rate, veh/h	71	166	96	29	105	53	24	146	48	23	201	88
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	212	110	96	245	110	98	462	141	81	460	190
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	219	778	404	121	900	404	85	1058	323	51	1054	434
Grp Volume(v), veh/h	333	0	0	187	0	0	218	0	0	312	0	0
Grp Sat Flow(s),veh/h/ln	1401	0	0	1424	0	0	1465	0	0	1539	0	0
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.7	0.0	0.0	7.2	0.0	0.0	6.2	0.0	0.0	9.2	0.0	0.0
Prop In Lane	0.21		0.29	0.16		0.28	0.11		0.22	0.07		0.28
Lane Grp Cap(c), veh/h	448	0	0	451	0	0	701	0	0	731	0	0
V/C Ratio(X)	0.74	0.00	0.00	0.41	0.00	0.00	0.31	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	654	0	0	657	0	0	701	0	0	731	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.00	0.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	20.1	0.0	0.0	12.2	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	2.3	0.0	0.0	2.2	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	0.0	20.3	0.0	0.0	13.4	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		333			187			218			312	
Approach Delay, s/veh		23.7			20.3			13.4			14.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	38.4	27.6	38.4	27.6
Change Period (Y+Rc), s	* 9.6	* 9.6	* 9.6	* 9.6
Max Green Setting (Gmax), s	* 18	* 28	* 18	* 28
Max Q Clear Time (g_c+I1), s	8.2	16.7	11.2	9.2
Green Ext Time (p_c), s	0.6	1.3	0.8	0.8

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	117	61	13	119	46	20	92	18	41	92	16
Future Vol, veh/h	19	117	61	13	119	46	20	92	18	41	92	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	21	127	66	14	129	50	22	100	20	45	100	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.6	9.4	9.7
HCM LOS	A	A	A	A

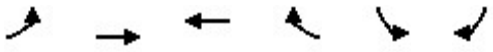
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	7%	28%
Vol Thru, %	71%	59%	67%	62%
Vol Right, %	14%	31%	26%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	197	178	149
LT Vol	20	19	13	41
Through Vol	92	117	119	92
RT Vol	18	61	46	16
Lane Flow Rate	141	214	193	162
Geometry Grp	1	1	1	1
Degree of Util (X)	0.198	0.283	0.258	0.228
Departure Headway (Hd)	5.046	4.75	4.8	5.059
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	749	741	703
Service Time	3.134	2.827	2.88	3.143
HCM Lane V/C Ratio	0.2	0.286	0.26	0.23
HCM Control Delay	9.4	9.7	9.6	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	1.2	1	0.9

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	35	25	21	29	26
Future Vol, veh/h	47	35	25	21	29	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	57	43	30	26	35	32
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	7.7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	54%	57%	0%
Vol Thru, %	46%	0%	53%
Vol Right, %	0%	43%	47%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	82	55
LT Vol	25	47	0
Through Vol	21	0	29
RT Vol	0	35	26
Lane Flow Rate	56	100	67
Geometry Grp	1	1	1
Degree of Util (X)	0.067	0.112	0.073
Departure Headway (Hd)	4.305	4.039	3.903
Convergence, Y/N	Yes	Yes	Yes
Cap	826	880	910
Service Time	2.362	2.096	1.964
HCM Lane V/C Ratio	0.068	0.114	0.074
HCM Control Delay	7.7	7.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.4	0.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	50	80	36	46	18
Future Volume (veh/h)	10	50	80	36	46	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.97	1.00	0.78
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	11	54	87	39	50	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	168	746	572	256	191	77
Arrive On Green	0.48	0.48	0.48	0.48	0.21	0.21
Sat Flow, veh/h	188	1540	1180	529	927	371
Grp Volume(v), veh/h	65	0	0	126	71	0
Grp Sat Flow(s),veh/h/ln	1729	0	0	1709	1317	0
Q Serve(g_s), s	0.0	0.0	0.0	2.3	2.5	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.3	2.5	0.0
Prop In Lane	0.17			0.31	0.70	0.28
Lane Grp Cap(c), veh/h	914	0	0	828	272	0
V/C Ratio(X)	0.07	0.00	0.00	0.15	0.26	0.00
Avail Cap(c_a), veh/h	914	0	0	828	395	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.6	0.0	0.0	7.9	18.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.8	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.7	0.0	0.0	8.3	18.5	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		65	126		71	
Approach Delay, s/veh		7.7	8.3		18.5	
Approach LOS		A	A		B	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	35.2			35.2	19.8
Change Period (Y+Rc), s	8.5			8.5	8.5
Max Green Setting (Gmax), s	21.5			21.5	16.5
Max Q Clear Time (g_c+I1), s	3.0			4.3	4.5
Green Ext Time (p_c), s	0.2			0.4	0.1

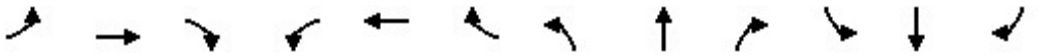
Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	60	28	9	42	6	64	86	10	7	82	10
Future Vol, veh/h	8	60	28	9	42	6	64	86	10	7	82	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	62	29	9	43	6	66	89	10	7	85	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.1	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	8%	16%	7%
Vol Thru, %	54%	62%	74%	83%
Vol Right, %	6%	29%	11%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	96	57	99
LT Vol	64	8	9	7
Through Vol	86	60	42	82
RT Vol	10	28	6	10
Lane Flow Rate	165	99	59	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.205	0.123	0.076	0.126
Departure Headway (Hd)	4.475	4.477	4.649	4.457
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	802	771	805
Service Time	2.494	2.499	2.674	2.478
HCM Lane V/C Ratio	0.205	0.123	0.077	0.127
HCM Control Delay	8.6	8.1	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.2	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	79	24	20	132	50	15	89	12	9	91	45
Future Volume (veh/h)	74	79	24	20	132	50	15	89	12	9	91	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.90	0.94		0.92	0.98		0.93	0.97		0.95
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1961	1961	1885	1885	1885	1885	1885	1885	1961	1961	1961
Adj Flow Rate, veh/h	85	91	28	23	152	57	17	102	14	10	105	52
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	196	177	45	88	242	84	117	551	70	81	455	212
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	459	778	197	76	1063	371	104	1282	163	29	1060	493
Grp Volume(v), veh/h	204	0	0	232	0	0	133	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1435	0	0	1510	0	0	1550	0	0	1582	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	7.7	0.0	0.0	2.9	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.42		0.14	0.10		0.25	0.13		0.11	0.06		0.31
Lane Grp Cap(c), veh/h	418	0	0	414	0	0	738	0	0	748	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.56	0.00	0.00	0.18	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	550	0	0	562	0	0	738	0	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	19.7	0.0	0.0	9.9	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.6	0.0	0.0	1.0	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	20.1	0.0	0.0	10.5	0.0	0.0	10.9	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		204			232			133			167	
Approach Delay, s/veh		19.5			20.1			10.5			10.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.7		22.3		33.7		22.3				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 18		* 18		* 18				
Max Q Clear Time (g_c+I1), s		4.9		8.7		5.7		9.7				
Green Ext Time (p_c), s		0.4		0.6		0.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	16.1	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	59	22	7	181	43	23	96	10	27	84	9
Future Vol, veh/h	21	59	22	7	181	43	23	96	10	27	84	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	62	23	7	191	45	24	101	11	28	88	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	9.7	9.1	9
HCM LOS	A	A	A	A

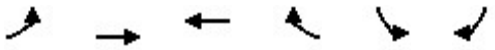
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	21%	3%	23%
Vol Thru, %	74%	58%	78%	70%
Vol Right, %	8%	22%	19%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	102	231	120
LT Vol	23	21	7	27
Through Vol	96	59	181	84
RT Vol	10	22	43	9
Lane Flow Rate	136	107	243	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0.185	0.143	0.311	0.173
Departure Headway (Hd)	4.909	4.785	4.606	4.933
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	726	745	778	723
Service Time	2.968	2.842	2.653	2.992
HCM Lane V/C Ratio	0.187	0.144	0.312	0.174
HCM Control Delay	9.1	8.6	9.7	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	1.3	0.6

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	74	37	65	60	61
Future Vol, veh/h	83	74	37	65	60	61
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	89	80	40	70	65	66
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.3	8.2	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	36%	53%	0%
Vol Thru, %	64%	0%	50%
Vol Right, %	0%	47%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	157	121
LT Vol	37	83	0
Through Vol	65	0	60
RT Vol	0	74	61
Lane Flow Rate	110	169	130
Geometry Grp	1	1	1
Degree of Util (X)	0.137	0.199	0.148
Departure Headway (Hd)	4.487	4.25	4.1
Convergence, Y/N	Yes	Yes	Yes
Cap	802	846	877
Service Time	2.501	2.265	2.114
HCM Lane V/C Ratio	0.137	0.2	0.148
HCM Control Delay	8.2	8.3	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.7	0.5



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	98	97	78	113	21
Future Volume (veh/h)	24	98	97	78	113	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.94	1.00	0.63
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	102	101	81	118	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	196	757	479	385	252	47
Arrive On Green	0.51	0.51	0.51	0.51	0.22	0.22
Sat Flow, veh/h	251	1470	931	747	1128	210
Grp Volume(v), veh/h	127	0	0	182	141	0
Grp Sat Flow(s),veh/h/ln	1721	0	0	1679	1348	0
Q Serve(g_s), s	0.0	0.0	0.0	3.8	5.9	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	3.8	5.9	0.0
Prop In Lane	0.20			0.45	0.84	0.16
Lane Grp Cap(c), veh/h	952	0	0	864	302	0
V/C Ratio(X)	0.13	0.00	0.00	0.21	0.47	0.00
Avail Cap(c_a), veh/h	952	0	0	864	404	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	8.6	21.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.4	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	0.0	0.0	9.1	22.3	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h		127	182		141	
Approach Delay, s/veh		8.5	9.1		22.3	
Approach LOS		A	A		C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	42.0				42.0	23.0
Change Period (Y+Rc), s	8.5				8.5	8.5
Max Green Setting (Gmax), s	28.5				28.5	19.5
Max Q Clear Time (g_c+I1), s	4.3				5.8	7.9
Green Ext Time (p_c), s	0.4				0.7	0.2

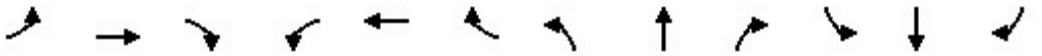
Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	142	62	17	91	19	63	71	23	15	70	21
Future Vol, veh/h	7	142	62	17	91	19	63	71	23	15	70	21
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	163	71	20	105	22	72	82	26	17	80	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.2	9.8	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	3%	13%	14%
Vol Thru, %	45%	67%	72%	66%
Vol Right, %	15%	29%	15%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	211	127	106
LT Vol	63	7	17	15
Through Vol	71	142	91	70
RT Vol	23	62	19	21
Lane Flow Rate	180	243	146	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.251	0.317	0.2	0.17
Departure Headway (Hd)	5.008	4.701	4.924	5.009
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	759	723	709
Service Time	3.086	2.77	3.002	3.093
HCM Lane V/C Ratio	0.253	0.32	0.202	0.172
HCM Control Delay	9.8	10	9.2	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	1.4	0.7	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	138	80	24	87	44	20	121	40	19	167	73
Future Volume (veh/h)	59	138	80	24	87	44	20	121	40	19	167	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.87		0.79	0.97		0.79	0.97		0.89	0.95		0.91
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1945	1945	1870	1870	1870	1870	1870	1870	1945	1945	1945
Adj Flow Rate, veh/h	71	166	96	29	105	53	24	146	48	23	201	88
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	212	110	96	245	110	98	462	141	81	460	190
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	219	778	404	121	900	404	85	1058	323	51	1054	434
Grp Volume(v), veh/h	333	0	0	187	0	0	218	0	0	312	0	0
Grp Sat Flow(s),veh/h/ln	1401	0	0	1424	0	0	1465	0	0	1539	0	0
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.7	0.0	0.0	7.2	0.0	0.0	6.2	0.0	0.0	9.2	0.0	0.0
Prop In Lane	0.21		0.29	0.16		0.28	0.11		0.22	0.07		0.28
Lane Grp Cap(c), veh/h	448	0	0	451	0	0	701	0	0	731	0	0
V/C Ratio(X)	0.74	0.00	0.00	0.41	0.00	0.00	0.31	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	654	0	0	657	0	0	701	0	0	731	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	20.1	0.0	0.0	12.2	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	2.3	0.0	0.0	2.2	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	0.0	20.3	0.0	0.0	13.4	0.0	0.0	14.8	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		333			187			218			312	
Approach Delay, s/veh		23.7			20.3			13.4			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.4		27.6		38.4		27.6				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 28		* 18		* 28				
Max Q Clear Time (g_c+I1), s		8.2		16.7		11.2		9.2				
Green Ext Time (p_c), s		0.6		1.3		0.8		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		18.3
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	122	66	13	121	46	20	92	18	41	92	16
Future Vol, veh/h	19	122	66	13	121	46	20	92	18	41	92	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	21	133	72	14	132	50	22	100	20	45	100	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	9.6	9.4	9.7
HCM LOS	A	A	A	A

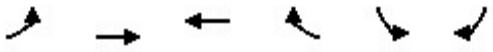
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	9%	7%	28%
Vol Thru, %	71%	59%	67%	62%
Vol Right, %	14%	32%	26%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	207	180	149
LT Vol	20	19	13	41
Through Vol	92	122	121	92
RT Vol	18	66	46	16
Lane Flow Rate	141	225	196	162
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.297	0.262	0.229
Departure Headway (Hd)	5.079	4.752	4.821	5.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	698	749	738	698
Service Time	3.17	2.828	2.9	3.179
HCM Lane V/C Ratio	0.202	0.3	0.266	0.232
HCM Control Delay	9.4	9.9	9.6	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	1.2	1	0.9

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	35	25	21	31	28
Future Vol, veh/h	57	35	25	21	31	28
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	70	43	30	26	38	34
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	7.7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	54%	62%	0%
Vol Thru, %	46%	0%	53%
Vol Right, %	0%	38%	47%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	92	59
LT Vol	25	57	0
Through Vol	21	0	31
RT Vol	0	35	28
Lane Flow Rate	56	112	72
Geometry Grp	1	1	1
Degree of Util (X)	0.067	0.127	0.078
Departure Headway (Hd)	4.33	4.084	3.924
Convergence, Y/N	Yes	Yes	Yes
Cap	820	871	903
Service Time	2.397	2.143	1.992
HCM Lane V/C Ratio	0.068	0.129	0.08
HCM Control Delay	7.7	7.7	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.4	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	52	80	36	48	18
Future Volume (veh/h)	10	52	80	36	48	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.97	1.00	0.78
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	11	57	87	39	52	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	161	754	571	256	195	75
Arrive On Green	0.48	0.48	0.48	0.48	0.21	0.21
Sat Flow, veh/h	177	1558	1180	529	941	362
Grp Volume(v), veh/h	68	0	0	126	73	0
Grp Sat Flow(s),veh/h/ln	1735	0	0	1709	1321	0
Q Serve(g_s), s	0.0	0.0	0.0	2.3	2.5	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.3	2.5	0.0
Prop In Lane	0.16			0.31	0.71	0.27
Lane Grp Cap(c), veh/h	915	0	0	827	274	0
V/C Ratio(X)	0.07	0.00	0.00	0.15	0.27	0.00
Avail Cap(c_a), veh/h	915	0	0	827	396	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.6	0.0	0.0	7.9	18.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.8	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.8	0.0	0.0	8.3	18.5	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		68	126		73	
Approach Delay, s/veh		7.8	8.3		18.5	
Approach LOS		A	A		B	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	35.1				35.1	19.9
Change Period (Y+Rc), s	8.5				8.5	8.5
Max Green Setting (Gmax), s	21.5				21.5	16.5
Max Q Clear Time (g_c+I1), s	3.1				4.3	4.5
Green Ext Time (p_c), s	0.2				0.4	0.1

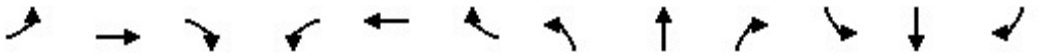
Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	62	30	9	47	6	69	86	10	7	83	10
Future Vol, veh/h	8	62	30	9	47	6	69	86	10	7	83	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	8	64	31	9	48	6	71	89	10	7	86	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.1	8.7	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	8%	15%	7%
Vol Thru, %	52%	62%	76%	83%
Vol Right, %	6%	30%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	100	62	100
LT Vol	69	8	9	7
Through Vol	86	62	47	83
RT Vol	10	30	6	10
Lane Flow Rate	170	103	64	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.213	0.129	0.083	0.128
Departure Headway (Hd)	4.503	4.494	4.674	4.486
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	798	798	766	799
Service Time	2.527	2.519	2.702	2.512
HCM Lane V/C Ratio	0.213	0.129	0.084	0.129
HCM Control Delay	8.7	8.2	8.1	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.3	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	84	24	20	133	50	15	90	13	9	91	46
Future Volume (veh/h)	78	84	24	20	133	50	15	90	13	9	91	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.90	0.94		0.92	0.98		0.93	0.97		0.95
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1961	1961	1885	1885	1885	1885	1885	1885	1961	1961	1961
Adj Flow Rate, veh/h	90	97	28	23	153	57	17	103	15	10	105	53
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	197	176	42	88	243	84	116	548	74	81	453	214
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	466	773	185	77	1069	371	102	1275	172	29	1053	499
Grp Volume(v), veh/h	215	0	0	233	0	0	135	0	0	168	0	0
Grp Sat Flow(s),veh/h/ln	1424	0	0	1517	0	0	1548	0	0	1581	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.2	0.0	0.0	7.6	0.0	0.0	2.9	0.0	0.0	3.8	0.0	0.0
Prop In Lane	0.42		0.13	0.10		0.24	0.13		0.11	0.06		0.32
Lane Grp Cap(c), veh/h	415	0	0	416	0	0	738	0	0	748	0	0
V/C Ratio(X)	0.52	0.00	0.00	0.56	0.00	0.00	0.18	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	547	0	0	564	0	0	738	0	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	19.7	0.0	0.0	9.9	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	2.6	0.0	0.0	1.0	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	0.0	20.1	0.0	0.0	10.5	0.0	0.0	10.9	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		215			233			135			168	
Approach Delay, s/veh		19.8			20.1			10.5			10.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.7		22.3		33.7		22.3				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 18		* 18		* 18				
Max Q Clear Time (g_c+I1), s		4.9		9.2		5.8		9.6				
Green Ext Time (p_c), s		0.4		0.6		0.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		16.2
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	59	22	7	184	43	27	101	10	27	86	10
Future Vol, veh/h	21	59	22	7	184	43	27	101	10	27	86	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	62	23	7	194	45	28	106	11	28	91	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.9	9.2	9.1
HCM LOS	A	A	A	A

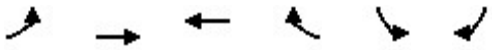
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	21%	3%	22%
Vol Thru, %	73%	58%	79%	70%
Vol Right, %	7%	22%	18%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	102	234	123
LT Vol	27	21	7	27
Through Vol	101	59	184	86
RT Vol	10	22	43	10
Lane Flow Rate	145	107	246	129
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.144	0.318	0.178
Departure Headway (Hd)	4.933	4.825	4.641	4.952
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	723	738	771	720
Service Time	2.996	2.888	2.692	3.018
HCM Lane V/C Ratio	0.201	0.145	0.319	0.179
HCM Control Delay	9.2	8.7	9.9	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	1.4	0.6

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	74	37	65	71	72
Future Vol, veh/h	87	74	37	65	71	72
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	94	80	40	70	76	77
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.3	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	36%	54%	0%
Vol Thru, %	64%	0%	50%
Vol Right, %	0%	46%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	161	143
LT Vol	37	87	0
Through Vol	65	0	71
RT Vol	0	74	72
Lane Flow Rate	110	173	154
Geometry Grp	1	1	1
Degree of Util (X)	0.138	0.207	0.176
Departure Headway (Hd)	4.525	4.31	4.116
Convergence, Y/N	Yes	Yes	Yes
Cap	794	834	873
Service Time	2.543	2.328	2.132
HCM Lane V/C Ratio	0.139	0.207	0.176
HCM Control Delay	8.3	8.5	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.8	0.6



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	99	99	78	124	21
Future Volume (veh/h)	24	99	99	78	124	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.94	1.00	0.63
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	103	103	81	129	22
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	194	758	484	380	259	44
Arrive On Green	0.51	0.51	0.51	0.51	0.22	0.22
Sat Flow, veh/h	249	1473	941	740	1153	197
Grp Volume(v), veh/h	128	0	0	184	152	0
Grp Sat Flow(s),veh/h/ln	1722	0	0	1680	1359	0
Q Serve(g_s), s	0.0	0.0	0.0	3.9	6.4	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	3.9	6.4	0.0
Prop In Lane	0.20			0.44	0.85	0.14
Lane Grp Cap(c), veh/h	952	0	0	864	305	0
V/C Ratio(X)	0.13	0.00	0.00	0.21	0.50	0.00
Avail Cap(c_a), veh/h	952	0	0	864	408	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	8.6	22.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.4	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.5	0.0	0.0	9.2	22.5	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h		128	184		152	
Approach Delay, s/veh		8.5	9.2		22.5	
Approach LOS		A	A		C	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	41.9			41.9	23.1
Change Period (Y+Rc), s	8.5			8.5	8.5
Max Green Setting (Gmax), s	28.5			28.5	19.5
Max Q Clear Time (g_c+I1), s	4.3			5.9	8.4
Green Ext Time (p_c), s	0.4			0.7	0.2

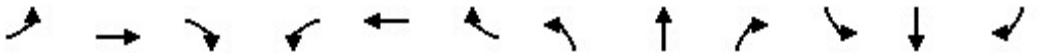
Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	151	72	17	93	19	65	71	23	15	70	21
Future Vol, veh/h	8	151	72	17	93	19	65	71	23	15	70	21
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	174	83	20	107	22	75	82	26	17	80	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	9.3	9.9	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	3%	13%	14%
Vol Thru, %	45%	65%	72%	66%
Vol Right, %	14%	31%	15%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	231	129	106
LT Vol	65	8	17	15
Through Vol	71	151	93	70
RT Vol	23	72	19	21
Lane Flow Rate	183	266	148	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.257	0.347	0.205	0.172
Departure Headway (Hd)	5.072	4.708	4.967	5.077
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	700	757	715	698
Service Time	3.158	2.781	3.051	3.169
HCM Lane V/C Ratio	0.261	0.351	0.207	0.175
HCM Control Delay	9.9	10.3	9.3	9.2
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1	1.6	0.8	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	140	80	25	92	45	20	121	40	19	168	76
Future Volume (veh/h)	61	140	80	25	92	45	20	121	40	19	168	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.88		0.79	0.97		0.79	0.97		0.89	0.95		0.91
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1945	1945	1870	1870	1870	1870	1870	1870	1945	1945	1945
Adj Flow Rate, veh/h	73	169	96	30	111	54	24	146	48	23	202	92
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	215	110	96	250	108	97	460	140	80	452	194
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	225	783	400	121	910	395	84	1058	322	50	1040	446
Grp Volume(v), veh/h	338	0	0	195	0	0	218	0	0	317	0	0
Grp Sat Flow(s),veh/h/ln	1408	0	0	1426	0	0	1464	0	0	1536	0	0
Q Serve(g_s), s	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.8	0.0	0.0	7.5	0.0	0.0	6.2	0.0	0.0	9.5	0.0	0.0
Prop In Lane	0.22		0.28	0.15		0.28	0.11		0.22	0.07		0.29
Lane Grp Cap(c), veh/h	453	0	0	454	0	0	697	0	0	726	0	0
V/C Ratio(X)	0.75	0.00	0.00	0.43	0.00	0.00	0.31	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	657	0	0	659	0	0	697	0	0	726	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d), s/veh	22.5	0.0	0.0	20.1	0.0	0.0	12.3	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	2.4	0.0	0.0	2.2	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	0.0	0.0	20.3	0.0	0.0	13.5	0.0	0.0	15.1	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		338			195			218			317	
Approach Delay, s/veh		23.7			20.3			13.5			15.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.3		27.7		38.3		27.7				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 28		* 18		* 28				
Max Q Clear Time (g_c+I1), s		8.2		16.8		11.5		9.5				
Green Ext Time (p_c), s		0.6		1.3		0.8		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	122	66	13	123	46	22	94	18	41	102	16
Future Vol, veh/h	19	122	66	13	123	46	22	94	18	41	102	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	21	133	72	14	134	50	24	102	20	45	111	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.7	9.6	9.9
HCM LOS	A	A	A	A

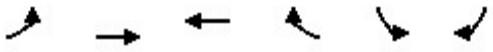
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	9%	7%	26%
Vol Thru, %	70%	59%	68%	64%
Vol Right, %	13%	32%	25%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	207	182	159
LT Vol	22	19	13	41
Through Vol	94	122	123	102
RT Vol	18	66	46	16
Lane Flow Rate	146	225	198	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.207	0.3	0.267	0.245
Departure Headway (Hd)	5.111	4.798	4.867	5.11
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	740	730	695
Service Time	3.208	2.881	2.953	3.204
HCM Lane V/C Ratio	0.211	0.304	0.271	0.249
HCM Control Delay	9.6	10	9.7	9.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.3	1.1	1

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	50	40	30	38	38
Future Vol, veh/h	60	50	40	30	38	38
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	73	61	49	37	46	46
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	8	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	57%	55%	0%
Vol Thru, %	43%	0%	50%
Vol Right, %	0%	45%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	70	110	76
LT Vol	40	60	0
Through Vol	30	0	38
RT Vol	0	50	38
Lane Flow Rate	85	134	93
Geometry Grp	1	1	1
Degree of Util (X)	0.104	0.153	0.102
Departure Headway (Hd)	4.39	4.108	3.969
Convergence, Y/N	Yes	Yes	Yes
Cap	806	860	888
Service Time	2.476	2.199	2.062
HCM Lane V/C Ratio	0.105	0.156	0.105
HCM Control Delay	8	8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.5	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	68	120	50	68	30
Future Volume (veh/h)	10	68	120	50	68	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.97	1.00	0.79
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	11	74	130	54	74	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	133	767	571	237	197	88
Arrive On Green	0.47	0.47	0.47	0.47	0.22	0.22
Sat Flow, veh/h	124	1628	1211	503	899	401
Grp Volume(v), veh/h	85	0	0	184	108	0
Grp Sat Flow(s),veh/h/ln	1752	0	0	1714	1313	0
Q Serve(g_s), s	0.0	0.0	0.0	3.5	3.8	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	3.5	3.8	0.0
Prop In Lane	0.13			0.29	0.69	0.31
Lane Grp Cap(c), veh/h	900	0	0	808	288	0
V/C Ratio(X)	0.09	0.00	0.00	0.23	0.37	0.00
Avail Cap(c_a), veh/h	900	0	0	808	394	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	8.6	18.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.3	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	0.0	0.0	9.3	18.6	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		85	184		108	
Approach Delay, s/veh		8.3	9.3		18.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	34.4			34.4	20.6
Change Period (Y+Rc), s	8.5			8.5	8.5
Max Green Setting (Gmax), s	21.5			21.5	16.5
Max Q Clear Time (g_c+I1), s	3.4			5.5	5.8
Green Ext Time (p_c), s	0.2			0.6	0.1

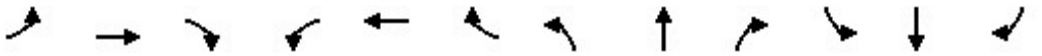
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	88	38	10	55	10	85	130	10	10	119	10
Future Vol, veh/h	10	88	38	10	55	10	85	130	10	10	119	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	91	39	10	57	10	88	134	10	10	123	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8.6	9.8	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	7%	13%	7%
Vol Thru, %	58%	65%	73%	86%
Vol Right, %	4%	28%	13%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	136	75	139
LT Vol	85	10	10	10
Through Vol	130	88	55	119
RT Vol	10	38	10	10
Lane Flow Rate	232	140	77	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.303	0.186	0.107	0.188
Departure Headway (Hd)	4.701	4.787	4.969	4.729
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	746	718	755
Service Time	2.745	2.838	3.026	2.78
HCM Lane V/C Ratio	0.304	0.188	0.107	0.189
HCM Control Delay	9.8	8.9	8.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.7	0.4	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	115	40	30	189	70	20	129	19	10	130	69
Future Volume (veh/h)	106	115	40	30	189	70	20	129	19	10	130	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.92	0.96		0.93	0.98		0.93	0.97		0.95
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1961	1961	1885	1885	1885	1885	1885	1885	1961	1961	1961
Adj Flow Rate, veh/h	122	132	46	34	217	80	23	148	22	11	149	79
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	204	181	53	96	301	104	104	486	67	76	390	197
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	409	648	191	89	1080	373	86	1284	176	24	1029	520
Grp Volume(v), veh/h	300	0	0	331	0	0	193	0	0	239	0	0
Grp Sat Flow(s),veh/h/ln	1249	0	0	1542	0	0	1546	0	0	1574	0	0
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	10.9	0.0	0.0	4.8	0.0	0.0	6.2	0.0	0.0
Prop In Lane	0.41		0.15	0.10		0.24	0.12		0.11	0.05		0.33
Lane Grp Cap(c), veh/h	438	0	0	501	0	0	657	0	0	663	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.66	0.00	0.00	0.29	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	502	0	0	574	0	0	657	0	0	663	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	18.5	0.0	0.0	12.3	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	1.5	0.0	0.0	1.1	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	3.8	0.0	0.0	1.7	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	0.0	20.1	0.0	0.0	13.4	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		300			331			193			239	
Approach Delay, s/veh		21.2			20.1			13.4			14.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.8		25.2		30.8		25.2				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 18		* 18		* 18				
Max Q Clear Time (g_c+I1), s		6.8		14.8		8.2		12.9				
Green Ext Time (p_c), s		0.5		0.5		0.7		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		17.9
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	30	90	30	10	247	60	26	135	10	40	118	9
Future Vol, veh/h	30	90	30	10	247	60	26	135	10	40	118	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	95	32	11	260	63	27	142	11	42	124	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	12.6	10.7	10.7
HCM LOS	B	B	B	B

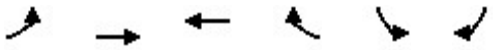
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	20%	3%	24%
Vol Thru, %	79%	60%	78%	71%
Vol Right, %	6%	20%	19%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	150	317	167
LT Vol	26	30	10	40
Through Vol	135	90	247	118
RT Vol	10	30	60	9
Lane Flow Rate	180	158	334	176
Geometry Grp	1	1	1	1
Degree of Util (X)	0.277	0.236	0.471	0.272
Departure Headway (Hd)	5.538	5.376	5.086	5.565
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	648	666	707	645
Service Time	3.578	3.416	3.12	3.605
HCM Lane V/C Ratio	0.278	0.237	0.472	0.273
HCM Control Delay	10.7	10.1	12.6	10.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	0.9	2.5	1.1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	116	110	50	100	79	79
Future Vol, veh/h	116	110	50	100	79	79
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	125	118	54	108	85	85
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	9	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	51%	0%
Vol Thru, %	67%	0%	50%
Vol Right, %	0%	49%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	150	226	158
LT Vol	50	116	0
Through Vol	100	0	79
RT Vol	0	110	79
Lane Flow Rate	161	243	170
Geometry Grp	1	1	1
Degree of Util (X)	0.212	0.301	0.206
Departure Headway (Hd)	4.722	4.462	4.36
Convergence, Y/N	Yes	Yes	Yes
Cap	760	804	822
Service Time	2.759	2.496	2.395
HCM Lane V/C Ratio	0.212	0.302	0.207
HCM Control Delay	9	9.4	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	1.3	0.8



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	139	138	110	159	30
Future Volume (veh/h)	40	139	138	110	159	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.94	1.00	0.63
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	145	144	115	166	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	704	476	380	258	48
Arrive On Green	0.51	0.51	0.51	0.51	0.23	0.23
Sat Flow, veh/h	289	1380	933	745	1133	212
Grp Volume(v), veh/h	187	0	0	259	198	0
Grp Sat Flow(s),veh/h/ln	1669	0	0	1679	1351	0
Q Serve(g_s), s	0.0	0.0	0.0	5.8	8.6	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	5.8	8.6	0.0
Prop In Lane	0.22			0.44	0.84	0.16
Lane Grp Cap(c), veh/h	919	0	0	857	308	0
V/C Ratio(X)	0.20	0.00	0.00	0.30	0.64	0.00
Avail Cap(c_a), veh/h	919	0	0	857	405	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	9.2	22.7	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.1	2.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	0.0	0.0	10.1	23.5	0.0
LnGrp LOS	A	A	A	B	C	A
Approach Vol, veh/h		187	259		198	
Approach Delay, s/veh		9.2	10.1		23.5	
Approach LOS		A	B		C	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	41.7			41.7	23.3
Change Period (Y+Rc), s	8.5			8.5	8.5
Max Green Setting (Gmax), s	28.5			28.5	19.5
Max Q Clear Time (g_c+I1), s	5.5			7.8	10.6
Green Ext Time (p_c), s	0.7			1.1	0.2

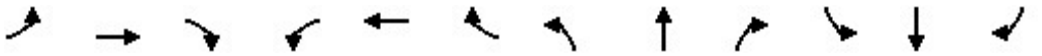
Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	201	80	30	128	30	88	100	30	20	100	30
Future Vol, veh/h	9	201	80	30	128	30	88	100	30	20	100	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	231	92	34	147	34	101	115	34	23	115	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.8	11.7	12.7	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	3%	16%	13%
Vol Thru, %	46%	69%	68%	67%
Vol Right, %	14%	28%	16%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	290	188	150
LT Vol	88	9	30	20
Through Vol	100	201	128	100
RT Vol	30	80	30	30
Lane Flow Rate	251	333	216	172
Geometry Grp	1	1	1	1
Degree of Util (X)	0.402	0.499	0.341	0.28
Departure Headway (Hd)	5.775	5.39	5.674	5.841
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	619	667	629	610
Service Time	3.843	3.454	3.747	3.916
HCM Lane V/C Ratio	0.405	0.499	0.343	0.282
HCM Control Delay	12.7	13.8	11.7	11.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.9	2.8	1.5	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	198	120	39	125	59	30	180	60	30	249	107
Future Volume (veh/h)	88	198	120	39	125	59	30	180	60	30	249	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.84	1.00		0.84	1.00		0.86	0.96		0.88
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1945	1945	1870	1870	1870	1870	1870	1870	1945	1945	1945
Adj Flow Rate, veh/h	106	239	145	47	151	71	36	217	72	36	300	129
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	282	157	118	315	133	90	348	107	81	349	143
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	244	754	419	145	843	354	89	1038	321	68	1043	426
Grp Volume(v), veh/h	490	0	0	269	0	0	325	0	0	465	0	0
Grp Sat Flow(s),veh/h/ln	1417	0	0	1342	0	0	1448	0	0	1537	0	0
Q Serve(g_s), s	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Cycle Q Clear(g_c), s	21.5	0.0	0.0	9.3	0.0	0.0	12.3	0.0	0.0	18.9	0.0	0.0
Prop In Lane	0.22		0.30	0.17		0.26	0.11		0.22	0.08		0.28
Lane Grp Cap(c), veh/h	597	0	0	566	0	0	545	0	0	573	0	0
V/C Ratio(X)	0.82	0.00	0.00	0.48	0.00	0.00	0.60	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	672	0	0	639	0	0	545	0	0	573	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	15.8	0.0	0.0	18.6	0.0	0.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	6.4	0.0	0.0	0.2	0.0	0.0	4.7	0.0	0.0	11.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0	2.9	0.0	0.0	4.7	0.0	0.0	8.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	0.0	16.0	0.0	0.0	23.4	0.0	0.0	32.4	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		490			269			325			465	
Approach Delay, s/veh		25.7			16.0			23.4			32.4	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.7		34.3		31.7		34.3				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 28		* 18		* 28				
Max Q Clear Time (g_c+I1), s		14.3		23.5		20.9		11.3				
Green Ext Time (p_c), s		0.5		1.2		0.0		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		25.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	170	90	20	178	70	28	138	30	60	130	20
Future Vol, veh/h	30	170	90	20	178	70	28	138	30	60	130	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	33	185	98	22	193	76	30	150	33	65	141	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.3	13.8	12.6	13.1
HCM LOS	B	B	B	B

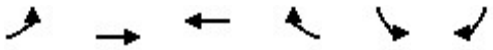
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	10%	7%	29%
Vol Thru, %	70%	59%	66%	62%
Vol Right, %	15%	31%	26%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	290	268	210
LT Vol	28	30	20	60
Through Vol	138	170	178	130
RT Vol	30	90	70	20
Lane Flow Rate	213	315	291	228
Geometry Grp	1	1	1	1
Degree of Util (X)	0.362	0.5	0.467	0.39
Departure Headway (Hd)	6.12	5.706	5.771	6.153
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	588	634	626	584
Service Time	4.163	3.73	3.797	4.187
HCM Lane V/C Ratio	0.362	0.497	0.465	0.39
HCM Control Delay	12.6	14.3	13.8	13.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.6	2.8	2.5	1.8

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	50	40	30	40	40
Future Vol, veh/h	70	50	40	30	40	40
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	85	61	49	37	49	49
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.1	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	57%	58%	0%
Vol Thru, %	43%	0%	50%
Vol Right, %	0%	42%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	70	120	80
LT Vol	40	70	0
Through Vol	30	0	40
RT Vol	0	50	40
Lane Flow Rate	85	146	98
Geometry Grp	1	1	1
Degree of Util (X)	0.107	0.173	0.111
Departure Headway (Hd)	4.517	4.248	4.095
Convergence, Y/N	Yes	Yes	Yes
Cap	796	849	878
Service Time	2.525	2.252	2.105
HCM Lane V/C Ratio	0.107	0.172	0.112
HCM Control Delay	8.1	8.1	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.6	0.4



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	70	120	50	70	30
Future Volume (veh/h)	10	70	120	50	70	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.97	1.00	0.80
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	11	76	130	54	76	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	130	770	570	237	200	87
Arrive On Green	0.47	0.47	0.47	0.47	0.22	0.22
Sat Flow, veh/h	120	1635	1211	503	909	395
Grp Volume(v), veh/h	87	0	0	184	110	0
Grp Sat Flow(s),veh/h/ln	1755	0	0	1714	1316	0
Q Serve(g_s), s	0.0	0.0	0.0	3.5	3.9	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	3.5	3.9	0.0
Prop In Lane	0.13			0.29	0.69	0.30
Lane Grp Cap(c), veh/h	900	0	0	807	289	0
V/C Ratio(X)	0.10	0.00	0.00	0.23	0.38	0.00
Avail Cap(c_a), veh/h	900	0	0	807	395	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	8.6	18.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.3	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.3	0.0	0.0	9.3	18.6	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		87	184		110	
Approach Delay, s/veh		8.3	9.3		18.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	34.4			34.4	20.6
Change Period (Y+Rc), s	8.5			8.5	8.5
Max Green Setting (Gmax), s	21.5			21.5	16.5
Max Q Clear Time (g_c+I1), s	3.5			5.5	5.9
Green Ext Time (p_c), s	0.2			0.6	0.1

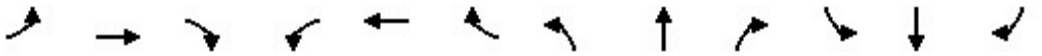
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	90	40	10	60	10	90	130	10	10	120	10
Future Vol, veh/h	10	90	40	10	60	10	90	130	10	10	120	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	93	41	10	62	10	93	134	10	10	124	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.7	9.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	7%	12%	7%
Vol Thru, %	57%	64%	75%	86%
Vol Right, %	4%	29%	12%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	140	80	140
LT Vol	90	10	10	10
Through Vol	130	90	60	120
RT Vol	10	40	10	10
Lane Flow Rate	237	144	82	144
Geometry Grp	1	1	1	1
Degree of Util (X)	0.312	0.193	0.115	0.191
Departure Headway (Hd)	4.732	4.81	4.999	4.764
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	742	713	749
Service Time	2.781	2.865	3.06	2.819
HCM Lane V/C Ratio	0.313	0.194	0.115	0.192
HCM Control Delay	9.9	9	8.7	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.7	0.4	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	110	120	40	30	190	70	20	130	20	10	130	70
Future Volume (veh/h)	110	120	40	30	190	70	20	130	20	10	130	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.92	0.97		0.93	0.98		0.93	0.97		0.95
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1961	1961	1961	1885	1885	1885	1885	1885	1885	1961	1961	1961
Adj Flow Rate, veh/h	126	138	46	34	218	80	23	149	23	11	149	80
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	207	184	52	96	306	105	103	478	68	76	383	196
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	411	651	185	89	1081	371	84	1279	182	24	1024	524
Grp Volume(v), veh/h	310	0	0	332	0	0	195	0	0	240	0	0
Grp Sat Flow(s),veh/h/ln	1247	0	0	1541	0	0	1545	0	0	1573	0	0
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	0.0	10.9	0.0	0.0	4.9	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.41		0.15	0.10		0.24	0.12		0.12	0.05		0.33
Lane Grp Cap(c), veh/h	444	0	0	508	0	0	649	0	0	655	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.65	0.00	0.00	0.30	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	501	0	0	574	0	0	649	0	0	655	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	18.3	0.0	0.0	12.5	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.5	0.0	0.0	1.2	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	3.8	0.0	0.0	1.8	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	0.0	19.8	0.0	0.0	13.7	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		310			332			195			240	
Approach Delay, s/veh		21.6			19.8			13.7			14.5	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.5		25.5		30.5		25.5				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 18		* 18		* 18		* 18				
Max Q Clear Time (g_c+I1), s		6.9		15.3		8.3		12.9				
Green Ext Time (p_c), s		0.6		0.4		0.7		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	90	30	10	250	60	30	140	10	40	120	10
Future Vol, veh/h	30	90	30	10	250	60	30	140	10	40	120	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	95	32	11	263	63	32	147	11	42	126	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	12.8	10.9	10.8
HCM LOS	B	B	B	B

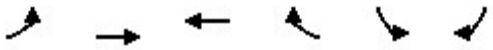
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	20%	3%	24%
Vol Thru, %	78%	60%	78%	71%
Vol Right, %	6%	20%	19%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	150	320	170
LT Vol	30	30	10	40
Through Vol	140	90	250	120
RT Vol	10	30	60	10
Lane Flow Rate	189	158	337	179
Geometry Grp	1	1	1	1
Degree of Util (X)	0.293	0.238	0.48	0.278
Departure Headway (Hd)	5.57	5.429	5.13	5.6
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	644	660	701	641
Service Time	3.612	3.473	3.166	3.643
HCM Lane V/C Ratio	0.293	0.239	0.481	0.279
HCM Control Delay	10.9	10.2	12.8	10.8
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	0.9	2.6	1.1

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	110	50	100	90	90
Future Vol, veh/h	120	110	50	100	90	90
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	129	118	54	108	97	97
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.6	9.1	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	52%	0%
Vol Thru, %	67%	0%	50%
Vol Right, %	0%	48%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	150	230	180
LT Vol	50	120	0
Through Vol	100	0	90
RT Vol	0	110	90
Lane Flow Rate	161	247	194
Geometry Grp	1	1	1
Degree of Util (X)	0.214	0.311	0.235
Departure Headway (Hd)	4.766	4.521	4.377
Convergence, Y/N	Yes	Yes	Yes
Cap	752	794	819
Service Time	2.807	2.559	2.417
HCM Lane V/C Ratio	0.214	0.311	0.237
HCM Control Delay	9.1	9.6	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	1.3	0.9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	140	140	110	170	30
Future Volume (veh/h)	40	140	140	110	170	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98			0.94	1.00	0.64
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	146	146	115	177	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	213	703	478	376	265	46
Arrive On Green	0.51	0.51	0.51	0.51	0.23	0.23
Sat Flow, veh/h	286	1383	940	740	1152	202
Grp Volume(v), veh/h	188	0	0	261	209	0
Grp Sat Flow(s),veh/h/ln	1669	0	0	1680	1360	0
Q Serve(g_s), s	0.0	0.0	0.0	5.9	9.1	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	5.9	9.1	0.0
Prop In Lane	0.22			0.44	0.85	0.15
Lane Grp Cap(c), veh/h	917	0	0	854	313	0
V/C Ratio(X)	0.21	0.00	0.00	0.31	0.67	0.00
Avail Cap(c_a), veh/h	917	0	0	854	408	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	9.3	22.8	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.1	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	0.0	0.0	10.2	24.0	0.0
LnGrp LOS	A	A	A	B	C	A
Approach Vol, veh/h		188	261		209	
Approach Delay, s/veh		9.2	10.2		24.0	
Approach LOS		A	B		C	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	41.6			41.6	23.4
Change Period (Y+Rc), s	8.5			8.5	8.5
Max Green Setting (Gmax), s	28.5			28.5	19.5
Max Q Clear Time (g_c+I1), s	5.6			7.9	11.1
Green Ext Time (p_c), s	0.7			1.1	0.2

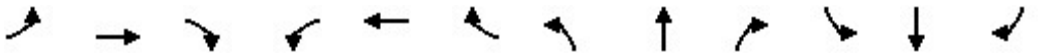
Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	210	90	30	130	30	90	100	30	20	100	30
Future Vol, veh/h	10	210	90	30	130	30	90	100	30	20	100	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	241	103	34	149	34	103	115	34	23	115	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.6	11.9	13	11.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	3%	16%	13%
Vol Thru, %	45%	68%	68%	67%
Vol Right, %	14%	29%	16%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	310	190	150
LT Vol	90	10	30	20
Through Vol	100	210	130	100
RT Vol	30	90	30	30
Lane Flow Rate	253	356	218	172
Geometry Grp	1	1	1	1
Degree of Util (X)	0.412	0.536	0.348	0.284
Departure Headway (Hd)	5.859	5.414	5.744	5.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	609	663	622	600
Service Time	3.935	3.482	3.823	4.019
HCM Lane V/C Ratio	0.415	0.537	0.35	0.287
HCM Control Delay	13	14.6	11.9	11.4
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2	3.2	1.6	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	200	120	40	130	60	30	180	60	30	250	110
Future Volume (veh/h)	90	200	120	40	130	60	30	180	60	30	250	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.84	1.00		0.84	1.00		0.86	0.96		0.88
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1945	1945	1870	1870	1870	1870	1870	1870	1945	1945	1945
Adj Flow Rate, veh/h	108	241	145	48	157	72	36	217	72	36	301	133
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	284	157	118	321	132	90	342	106	81	343	144
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	247	752	415	144	850	349	89	1033	319	67	1035	435
Grp Volume(v), veh/h	494	0	0	277	0	0	325	0	0	470	0	0
Grp Sat Flow(s),veh/h/ln	1414	0	0	1343	0	0	1441	0	0	1537	0	0
Q Serve(g_s), s	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	21.8	0.0	0.0	9.6	0.0	0.0	12.4	0.0	0.0	19.3	0.0	0.0
Prop In Lane	0.22		0.29	0.17		0.26	0.11		0.22	0.08		0.28
Lane Grp Cap(c), veh/h	600	0	0	571	0	0	538	0	0	568	0	0
V/C Ratio(X)	0.82	0.00	0.00	0.49	0.00	0.00	0.60	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	671	0	0	640	0	0	538	0	0	568	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	15.7	0.0	0.0	18.8	0.0	0.0	21.1	0.0	0.0
Incr Delay (d2), s/veh	6.6	0.0	0.0	0.2	0.0	0.0	5.0	0.0	0.0	12.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0	3.0	0.0	0.0	4.7	0.0	0.0	8.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	0.0	0.0	16.0	0.0	0.0	23.8	0.0	0.0	33.8	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		494			277			325			470	
Approach Delay, s/veh		25.8			16.0			23.8			33.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	31.5	34.5	31.5	34.5
Change Period (Y+Rc), s	* 9.6	* 9.6	* 9.6	* 9.6
Max Green Setting (Gmax), s	* 18	* 28	* 18	* 28
Max Q Clear Time (g_c+I1), s	14.4	23.8	21.3	11.6
Green Ext Time (p_c), s	0.5	1.1	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	170	90	20	180	70	30	140	30	60	140	20
Future Vol, veh/h	30	170	90	20	180	70	30	140	30	60	140	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	33	185	98	22	196	76	33	152	33	65	152	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.7	14.1	12.9	13.5
HCM LOS	B	B	B	B

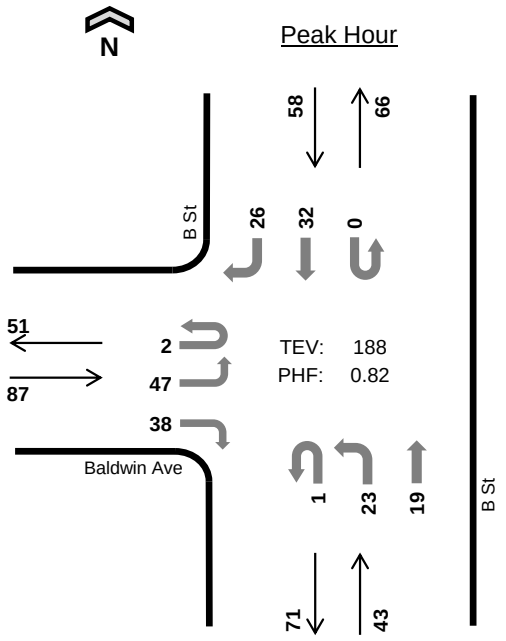
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	7%	27%
Vol Thru, %	70%	59%	67%	64%
Vol Right, %	15%	31%	26%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	290	270	220
LT Vol	30	30	20	60
Through Vol	140	170	180	140
RT Vol	30	90	70	20
Lane Flow Rate	217	315	293	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.373	0.508	0.478	0.411
Departure Headway (Hd)	6.181	5.797	5.862	6.188
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	580	624	616	581
Service Time	4.236	3.811	3.876	4.24
HCM Lane V/C Ratio	0.374	0.505	0.476	0.411
HCM Control Delay	12.9	14.7	14.1	13.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	2.9	2.6	2

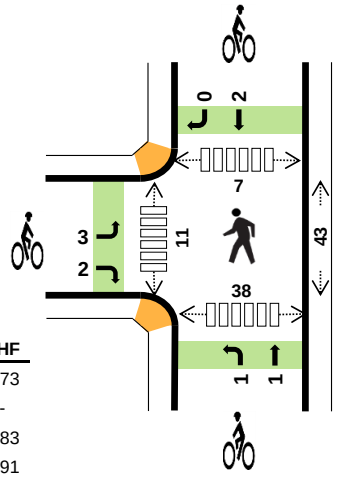
Appendix B: Existing Traffic Counts

B St
Baldwin Ave

Date: 05/24/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	3.4%	0.73
WB	-	-
NB	4.7%	0.83
SB	5.2%	0.91
TOTAL	4.3%	0.82

Two-Hour Count Summaries

Interval Start		Baldwin Ave Eastbound				N/A Westbound				B St Northbound				B St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	6	0	2	0	0	0	0	0	5	6	0	0	0	7	3	29	0
7:15 AM		0	9	0	6	0	0	0	0	0	3	7	0	0	0	11	5	41	0
7:30 AM		0	20	0	3	0	0	0	0	0	5	5	0	0	0	16	10	59	0
7:45 AM		0	8	0	5	0	0	0	0	0	2	9	0	0	0	5	5	34	163
8:00 AM		**1**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**10**	**6**	**36**	170
8:15 AM		**1**	**10**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**7**	**6**	**0**	**0**	**0**	**6**	**4**	**39**	168
8:30 AM		**0**	**18**	**0**	**12**	**0**	**0**	**0**	**0**	**1**	**7**	**3**	**0**	**0**	**0**	**9**	**7**	**57**	166
8:45 AM		**0**	**14**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**3**	**8**	**0**	**0**	**0**	**7**	**9**	**56**	**188**
Count Total		2	90	0	54	0	0	0	0	1	38	46	0	0	0	71	49	351	0
Peak Hour	**All**	**2**	**47**	**0**	**38**	**0**	**0**	**0**	**0**	**1**	**23**	**19**	**0**	**0**	**0**	**32**	**26**	**188**	**0**
	HV	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**8**	**0**
	HV%	**50%**	**2%**	**-**	**3%**	**-**	**-**	**-**	**-**	**0%**	**0%**	**11%**	**-**	**-**	**-**	**6%**	**4%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	1	0	1	1	*3*	1	0	1	1	*3*	5	6	9	2	*22*
7:15 AM	0	0	1	1	*2*	0	0	0	0	*0*	11	2	9	7	*29*
7:30 AM	1	0	1	1	*3*	4	0	0	2	*6*	4	4	9	5	*22*
7:45 AM	1	0	0	2	*3*	0	0	0	1	*1*	5	3	4	3	*15*
8:00 AM	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**1**	**1**	***3***	**8**	**2**	**1**	**9**	*20*
8:15 AM	**1**	**0**	**1**	**1**	***3***	**1**	**0**	**0**	**0**	***1***	**15**	**4**	**0**	**6**	*25*
8:30 AM	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**0**	**1**	***3***	**13**	**2**	**3**	**8**	*26*
8:45 AM	**2**	**0**	**1**	**0**	***3***	**1**	**0**	**1**	**0**	***2***	**7**	**3**	**3**	**15**	***28***
Count Total	6	0	5	8	*19*	10	0	3	6	*19*	68	26	38	55	*187*
Peak Hr	**3**	**0**	**2**	**3**	***8***	**5**	**0**	**2**	**2**	***9***	**43**	**11**	**7**	**38**	***99***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Baldwin Ave				N/A				B St				B St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	9
8:15 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	10
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	8
8:45 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**8**
Count Total	1	4	0	1	0	0	0	0	0	1	4	0	0	0	3	5	19	0
Peak Hour	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**8**	**0**

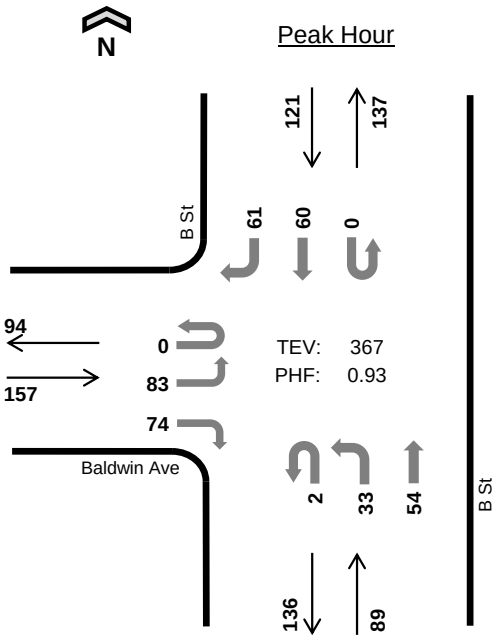
Two-Hour Count Summaries - Bikes

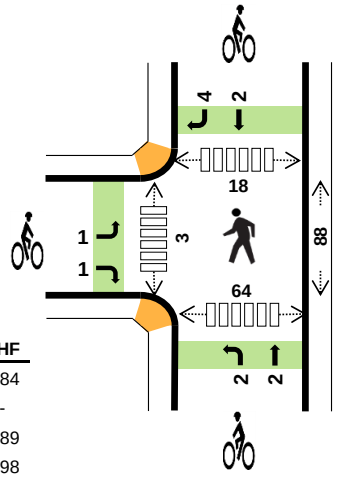
Interval Start	Baldwin Ave			N/A			B St			B St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	1	0	0	0	0	0	0	1	0	0	1	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	0	0	0	0	0	0	0	0	0	2	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	10
8:00 AM	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	10
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
8:30 AM	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	8
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**9**
Count Total	8	0	2	0	0	0	1	2	0	0	6	0	19	0
Peak Hour	**3**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

B St
Baldwin Ave

Date: 05/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.84
WB	-	-
NB	0.0%	0.89
SB	0.0%	0.98
TOTAL	0.0%	0.93

Two-Hour Count Summaries

Interval Start	Baldwin Ave Eastbound				N/A Westbound				B St Northbound				B St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	22	0	18	0	0	0	0	0	6	11	0	0	0	19	13	89	0
4:15 PM	0	15	0	11	0	0	0	0	2	6	9	0	1	0	11	3	58	0
4:30 PM	0	18	0	11	0	0	0	0	0	13	6	0	0	0	18	8	74	0
4:45 PM	0	20	0	13	0	0	0	0	0	12	6	0	0	0	8	8	67	288
5:00 PM	**0**	**15**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**9**	**11**	**0**	**0**	**0**	**15**	**14**	**82**	281
5:15 PM	**0**	**24**	**0**	**23**	**0**	**0**	**0**	**0**	**2**	**7**	**11**	**0**	**0**	**0**	**14**	**16**	**97**	320
5:30 PM	**0**	**25**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**9**	**16**	**0**	**0**	**0**	**12**	**19**	**99**	345
5:45 PM	**0**	**19**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**8**	**16**	**0**	**0**	**0**	**19**	**12**	**89**	**367**
Count Total	0	158	0	127	0	0	0	0	4	70	86	0	1	0	116	93	655	0
Peak Hour **All**	**0**	**83**	**0**	**74**	**0**	**0**	**0**	**0**	**2**	**33**	**54**	**0**	**0**	**0**	**60**	**61**	**367**	**0**
Peak Hour **HV**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour **HV%**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	1	*3*	0	0	2	1	*3*	16	1	1	14	*32*
4:15 PM	0	0	1	1	*2*	0	0	2	1	*3*	14	1	3	11	*29*
4:30 PM	0	0	1	0	*1*	0	0	1	1	*2*	15	2	1	27	*45*
4:45 PM	0	0	0	0	*0*	1	0	1	4	*6*	24	3	3	14	*44*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	***3***	**31**	**1**	**6**	**15**	*53*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***	**12**	**0**	**6**	**15**	*33*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	***3***	**21**	**2**	**6**	**17**	*46*
5:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**2**	***4***	**24**	**0**	**0**	**17**	***41***
Count Total	2	0	2	2	*6*	3	0	10	13	*26*	157	10	26	130	*323*
Peak Hr	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**4**	**6**	***12***	**88**	**3**	**18**	**64**	***173***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Baldwin Ave				N/A				B St				B St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	1	0	1	0	0	0	0	0	0	2	0	0	0	1	1	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Two-Hour Count Summaries - Bikes

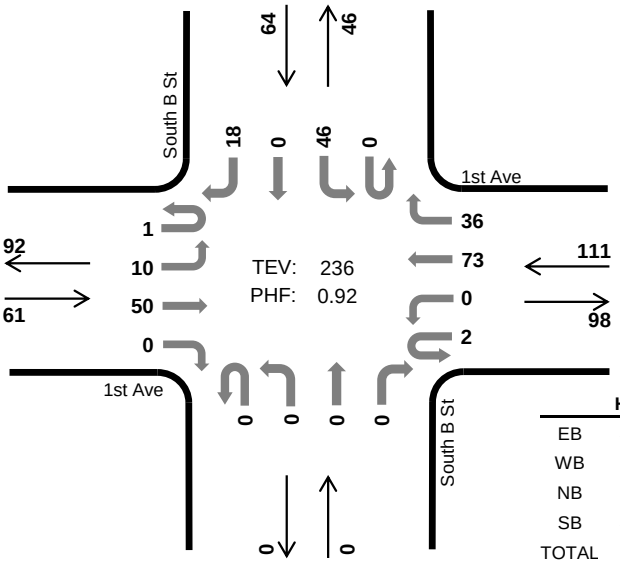
Interval Start	Baldwin Ave			N/A			B St			B St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:45 PM	0	0	1	0	0	0	0	1	0	0	1	3	6	14
5:00 PM	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	14
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	13
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**3**	14
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**12**
Count Total	1	0	2	0	0	0	2	8	0	0	6	7	26	0
Peak Hour	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**2**	**4**	**12**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

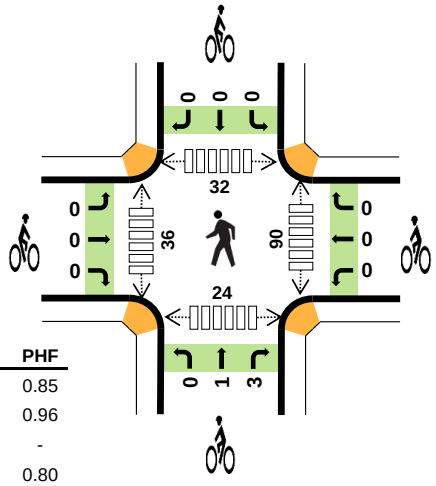
South B St
1st Ave

Date: 05/24/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	4.9%	0.85
WB	5.4%	0.96
NB	-	-
SB	4.7%	0.80
TOTAL	5.1%	0.92



Two-Hour Count Summaries

Interval Start	1st Ave Eastbound				1st Ave Westbound				South B St Northbound				South B St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	5	0	0	0	13	12	0	0	0	0	0	7	0	5	46	0
7:15 AM	0	2	13	0	0	0	11	11	0	0	0	0	0	8	0	6	51	0
7:30 AM	1	1	7	0	0	0	14	13	0	0	0	0	0	10	0	7	53	0
7:45 AM	0	1	7	0	0	0	14	10	0	0	0	0	1	8	0	4	45	195
8:00 AM	**0**	**1**	**14**	**0**	**0**	**0**	**19**	**9**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**3**	**56**	205
8:15 AM	**0**	**3**	**10**	**0**	**0**	**0**	**19**	**10**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**5**	**53**	207
8:30 AM	**1**	**3**	**11**	**0**	**0**	**0**	**19**	**9**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**5**	**63**	217
8:45 AM	**0**	**3**	**15**	**0**	**2**	**0**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**5**	**64**	**236**
Count Total	2	18	82	0	2	0	125	82	0	0	0	0	1	79	0	40	431	0
Peak Hour All	**1**	**10**	**50**	**0**	**2**	**0**	**73**	**36**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**18**	**236**	**0**
Peak Hour HV	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**12**	**0**
Peak Hour HV%	**0%**	**0%**	**6%**	**-**	**0%**	**-**	**5%**	**6%**	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**6%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	*1*	0	0	2	1	*3*	27	7	6	10	*50*
7:15 AM	1	2	0	0	*3*	0	0	1	0	*1*	13	12	9	7	*41*
7:30 AM	0	1	0	0	*1*	1	1	0	1	*3*	18	4	7	7	*36*
7:45 AM	0	1	0	0	*1*	0	0	1	1	*2*	16	11	14	4	*45*
8:00 AM	**2**	**1**	**0**	**1**	***4***	**0**	**0**	**1**	**0**	***1***	**17**	**9**	**12**	**1**	*39*
8:15 AM	**0**	**2**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**24**	**6**	**6**	**7**	*43*
8:30 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**2**	**0**	***2***	**24**	**12**	**9**	**5**	*50*
8:45 AM	**1**	**2**	**0**	**1**	***4***	**0**	**0**	**1**	**0**	***1***	**25**	**9**	**5**	**11**	***50***
Count Total	5	10	0	3	*18*	1	1	8	3	*13*	164	70	68	52	*354*
Peak Hour	**3**	**6**	**0**	**3**	***12***	**0**	**0**	**4**	**0**	***4***	**90**	**36**	**32**	**24**	***182***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	1st Ave Eastbound				1st Ave Westbound				South B St Northbound				South B St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	9
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	9
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**12**
Count Total	0	1	4	0	0	0	6	4	0	0	0	0	0	2	0	1	18	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**12**	**0**

Two-Hour Count Summaries - Bikes

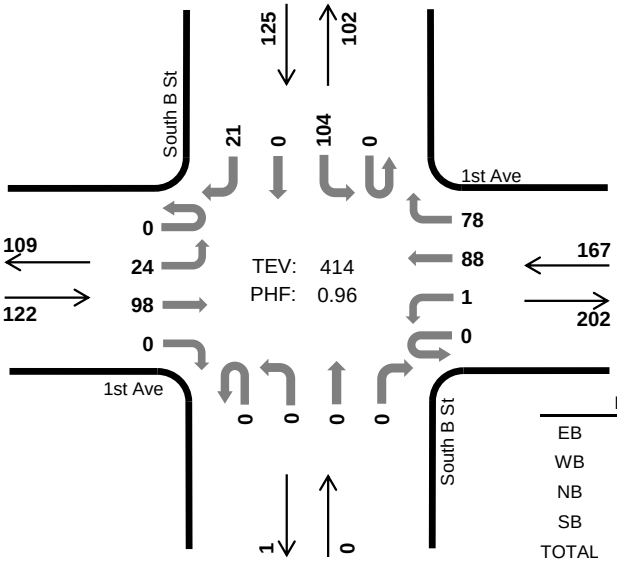
Interval Start	1st Ave Eastbound			1st Ave Westbound			South B St Northbound			South B St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	1	3	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	9
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	7
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	5
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**4**
Count Total	0	1	0	1	0	0	0	2	6	0	1	2	13	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**	**0**

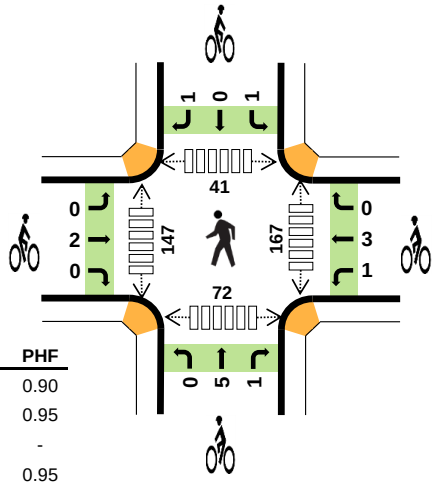
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

South B St
1st Ave

Date: 05/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	1.6%	0.90
WB	3.0%	0.95
NB	-	-
SB	0.0%	0.95
TOTAL	1.7%	0.96

Two-Hour Count Summaries

Interval Start		1st Ave Eastbound				1st Ave Westbound				South B St Northbound				South B St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	21	0	0	0	22	15	0	0	0	0	0	28	0	11	101	0
4:15 PM		0	7	14	0	0	0	23	16	0	0	1	0	0	19	0	3	83	0
4:30 PM		0	3	16	0	0	0	25	16	0	0	0	0	1	14	0	11	86	0
4:45 PM		0	6	12	0	0	0	15	16	0	0	0	0	0	15	0	6	70	340
5:00 PM		**0**	**7**	**20**	**0**	**0**	**1**	**19**	**19**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**6**	**98**	337
5:15 PM		**0**	**5**	**29**	**0**	**0**	**0**	**25**	**16**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**3**	**108**	362
5:30 PM		**0**	**6**	**24**	**0**	**0**	**0**	**23**	**20**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**5**	**106**	382
5:45 PM		**0**	**6**	**25**	**0**	**0**	**0**	**21**	**23**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**7**	**102**	**414**
Count Total		0	44	161	0	0	1	173	141	0	0	1	0	1	180	0	52	754	0
Peak Hour	**All**	**0**	**24**	**98**	**0**	**0**	**1**	**88**	**78**	**0**	**0**	**0**	**0**	**0**	**104**	**0**	**21**	**414**	**0**
	HV	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**
	HV%	**-**	**0%**	**2%**	**-**	**-**	**0%**	**6%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	*2*	0	1	2	0	*3*	29	12	8	10	*59*
4:15 PM	2	1	0	1	*4*	1	1	3	0	*5*	34	36	7	6	*83*
4:30 PM	0	3	0	0	*3*	0	1	3	0	*4*	31	22	13	8	*74*
4:45 PM	0	1	0	0	*1*	0	1	1	0	*2*	52	34	14	12	*112*
5:00 PM	**1**	**1**	**0**	**0**	***2***	**1**	**0**	**0**	**0**	***1***	**47**	**35**	**10**	**19**	*111*
5:15 PM	**0**	**2**	**0**	**0**	***2***	**1**	**0**	**0**	**2**	***3***	**45**	**45**	**10**	**16**	*116*
5:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**4**	**3**	**0**	***7***	**39**	**29**	**10**	**19**	*97*
5:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**3**	**0**	***3***	**36**	**38**	**11**	**18**	***103***
Count Total	5	11	0	1	*17*	3	8	15	2	*28*	313	251	83	108	*755*
Peak Hour	**2**	**5**	**0**	**0**	***7***	**2**	**4**	**6**	**2**	***14***	**167**	**147**	**41**	**72**	***427***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	1st Ave Eastbound				1st Ave Westbound				South B St Northbound				South B St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	2	0	0	0	0	1	0	0	0	0	0	1	0	0	4	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	10
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	10
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
Count Total	0	0	5	0	0	0	9	2	0	0	0	0	0	1	0	0	17	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**

Two-Hour Count Summaries - Bikes

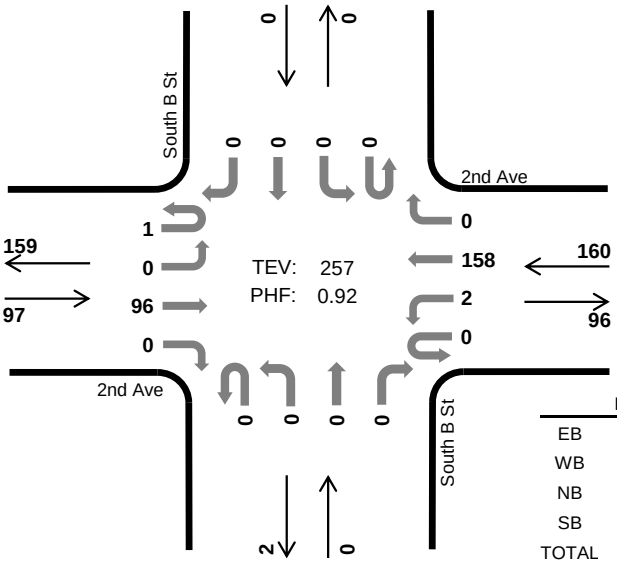
Interval Start	1st Ave Eastbound			1st Ave Westbound			South B St Northbound			South B St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	2	0	0	0	0	3	0
4:15 PM	0	0	1	1	0	0	0	2	1	0	0	0	5	0
4:30 PM	0	0	0	1	0	0	0	2	1	0	0	0	4	0
4:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	14
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	12
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	10
5:30 PM	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**7**	13
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**14**
Count Total	0	2	1	5	3	0	0	12	3	1	0	1	28	0
Peak Hour	**0**	**2**	**0**	**1**	**3**	**0**	**0**	**5**	**1**	**1**	**0**	**1**	**14**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

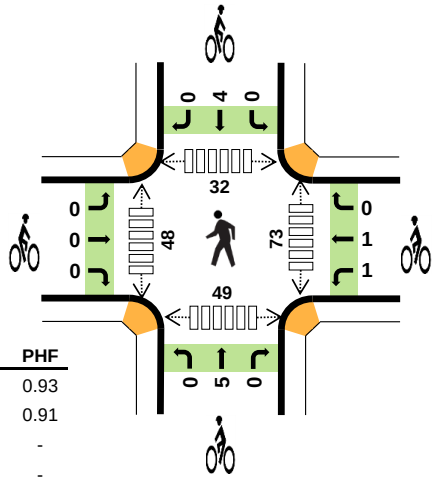
South B St
2nd Ave

Date: 05/24/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	1.0%	0.93
WB	1.3%	0.91
NB	-	-
SB	-	-
TOTAL	1.2%	0.92



Two-Hour Count Summaries

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				South B St Northbound				South B St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	11	0	0	0	12	0	0	0	0	0	0	0	0	0	23	0
7:15 AM	0	0	14	0	0	0	23	0	0	0	0	0	0	0	0	0	37	0
7:30 AM	0	0	12	0	0	0	18	0	0	0	0	0	0	0	0	0	30	0
7:45 AM	1	0	16	0	0	0	47	0	0	0	0	0	0	0	0	0	64	154
8:00 AM	**0**	**0**	**22**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	187
8:15 AM	**0**	**0**	**26**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	218
8:30 AM	**1**	**0**	**22**	**0**	**0**	**2**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	251
8:45 AM	**0**	**0**	**26**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**257**
Count Total	2	0	149	0	0	2	258	0	0	0	0	0	0	0	0	0	411	0
Peak Hour All	**1**	**0**	**96**	**0**	**0**	**2**	**158**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**257**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
Peak Hour HV%	**0%**	**-**	**1%**	**-**	**-**	**0%**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	*1*	0	0	3	0	*3*	8	1	5	1	*15*
7:15 AM	0	1	0	0	*1*	0	0	1	0	*1*	12	6	3	5	*26*
7:30 AM	0	2	0	0	*2*	0	1	0	1	*2*	10	6	4	4	*24*
7:45 AM	0	0	0	0	*0*	0	0	0	1	*1*	16	13	10	13	*52*
8:00 AM	**0**	**1**	**0**	**0**	***1***	**0**	**2**	**0**	**0**	***2***	**16**	**6**	**2**	**5**	*29*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**26**	**10**	**9**	**14**	*59*
8:30 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**3**	**2**	***5***	**12**	**16**	**8**	**13**	*49*
8:45 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**2**	**1**	***3***	**19**	**16**	**13**	**17**	***65***
Count Total	1	6	0	0	*7*	0	3	9	6	*18*	119	74	54	72	*319*
Peak Hour	**1**	**2**	**0**	**0**	***3***	**0**	**2**	**5**	**4**	***11***	**73**	**48**	**32**	**49**	***202***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				South B St Northbound				South B St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

Two-Hour Count Summaries - Bikes

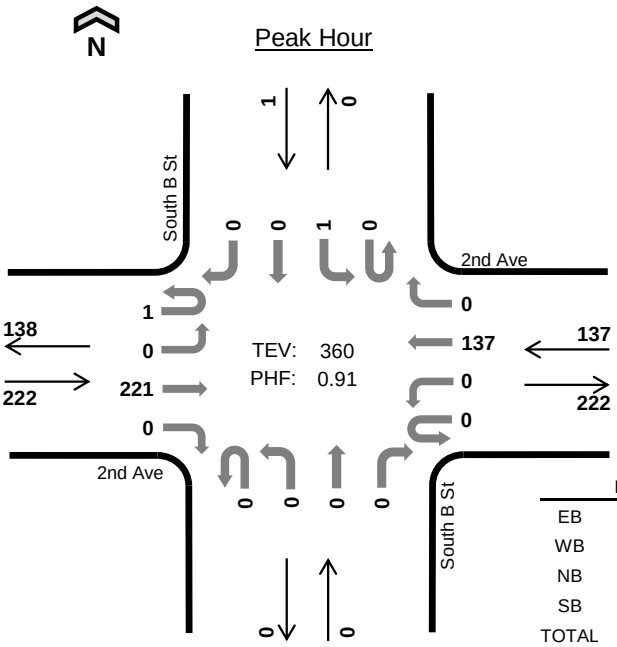
Interval Start	2nd Ave Eastbound			2nd Ave Westbound			South B St Northbound			South B St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	7
8:00 AM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**5**	9
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	**11**
Count Total	0	0	0	1	2	0	1	8	0	0	6	0	18	0
Peak Hour	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**5**	**0**	**0**	**4**	**0**	**11**	**0**

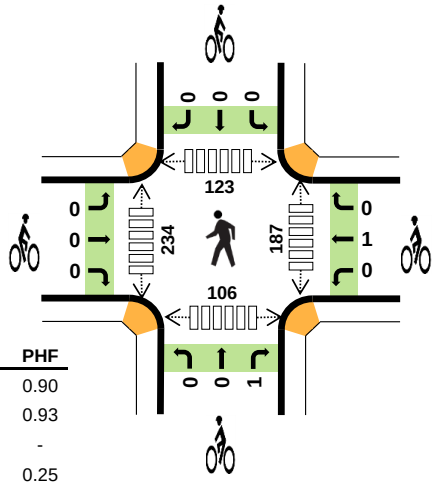
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

South B St
2nd Ave

Date: 05/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	0.5%	0.90
WB	0.0%	0.93
NB	-	-
SB	0.0%	0.25
TOTAL	0.3%	0.91

Two-Hour Count Summaries

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				South B St Northbound				South B St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	61	0	0	0	40	0	0	0	0	0	0	0	0	0	101	0
4:15 PM	1	0	50	0	1	0	36	0	0	0	0	0	0	0	0	0	88	0
4:30 PM	0	0	39	0	0	0	30	0	0	0	0	0	0	0	0	0	69	0
4:45 PM	0	0	50	0	0	0	30	0	0	0	0	0	0	0	0	0	80	338
5:00 PM	**0**	**0**	**52**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**86**	323
5:15 PM	**0**	**0**	**62**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	334
5:30 PM	**0**	**0**	**53**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**	354
5:45 PM	**1**	**0**	**54**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**360**
Count Total	2	0	421	0	1	0	273	0	0	0	0	0	0	1	0	0	698	0
Peak Hour All	**1**	**0**	**221**	**0**	**0**	**0**	**137**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**360**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Peak Hour HV%	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	*1*	0	1	0	0	*1*	30	59	43	16	*148*
4:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	24	79	23	19	*145*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	32	48	20	18	*118*
4:45 PM	0	0	0	0	*0*	1	0	0	0	*1*	50	64	29	21	*164*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	***2***	**44**	**65**	**22**	**18**	*149*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**45**	**56**	**34**	**26**	*161*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**54**	**57**	**34**	**31**	*176*
5:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**44**	**56**	**33**	**31**	***164***
Count Total	1	2	0	0	*3*	1	2	1	0	*4*	323	484	238	180	*1,225*
Peak Hour	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**0**	***2***	**187**	**234**	**123**	**106**	***650***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	2nd Ave				2nd Ave				South B St				South B St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Count Total	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Two-Hour Count Summaries - Bikes

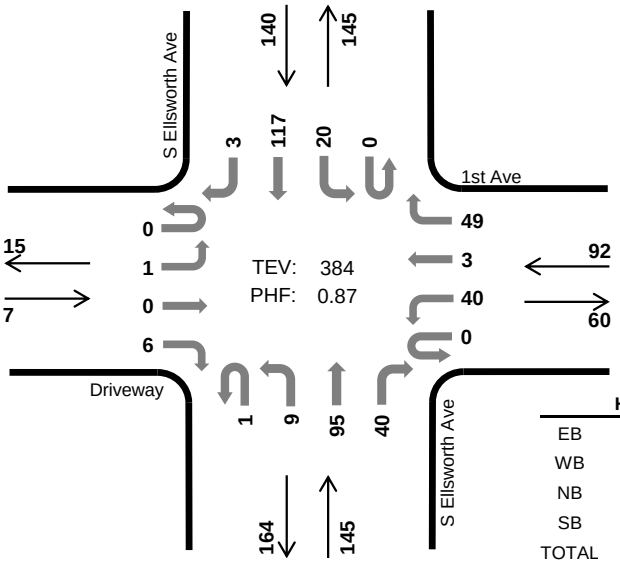
Interval Start	2nd Ave			2nd Ave			South B St			South B St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	1	0	0	2	0	0	0	1	0	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**

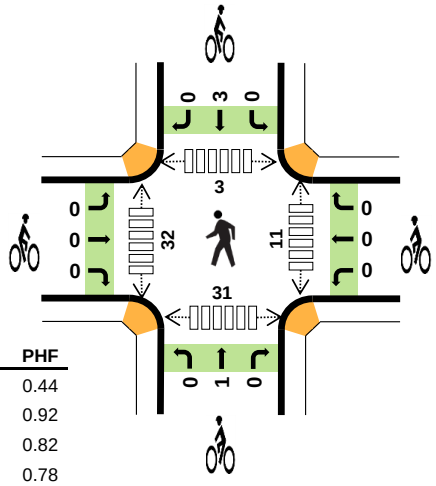
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Ellsworth Ave
1st Ave

Date: 05/24/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	0.0%	0.44
WB	5.4%	0.92
NB	2.8%	0.82
SB	1.4%	0.78
TOTAL	2.9%	0.87

Two-Hour Count Summaries

Interval Start		Driveway Eastbound				1st Ave Westbound				S Ellsworth Ave Northbound				S Ellsworth Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	10	0	6	0	2	5	4	1	6	7	0	41	0
7:15 AM		0	1	0	1	0	12	1	6	1	0	4	6	0	8	8	0	48	0
7:30 AM		0	0	0	0	0	16	0	9	0	1	16	5	0	5	13	0	65	0
7:45 AM		0	0	0	1	0	12	1	4	0	2	18	3	0	5	33	0	79	233
8:00 AM		**0**	**0**	**0**	**0**	**0**	**9**	**1**	**13**	**1**	**0**	**16**	**11**	**0**	**4**	**36**	**1**	**92**	284
8:15 AM		**0**	**1**	**0**	**3**	**0**	**13**	**0**	**12**	**0**	**2**	**19**	**10**	**0**	**2**	**24**	**0**	**86**	322
8:30 AM		**0**	**0**	**0**	**3**	**0**	**9**	**1**	**13**	**0**	**1**	**32**	**9**	**0**	**6**	**21**	**1**	**96**	353
8:45 AM		**0**	**0**	**0**	**0**	**0**	**9**	**1**	**11**	**0**	**6**	**28**	**10**	**0**	**8**	**36**	**1**	**110**	**384**
Count Total		0	2	0	8	0	90	5	74	2	14	138	58	1	44	178	3	617	0
Peak Hour	**All**	**0**	**1**	**0**	**6**	**0**	**40**	**3**	**49**	**1**	**9**	**95**	**40**	**0**	**20**	**117**	**3**	**384**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**0**	**2**	**0**	**11**	**0**
	HV%	**-**	**0%**	**-**	**0%**	**-**	**5%**	**0%**	**6%**	**0%**	**0%**	**1%**	**8%**	**-**	**0%**	**2%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	6	7	2	3	*18*
7:15 AM	0	1	2	1	*4*	0	0	0	0	*0*	1	3	1	3	*8*
7:30 AM	0	0	1	0	*1*	0	1	1	0	*2*	4	11	0	4	*19*
7:45 AM	0	1	0	0	*1*	0	1	0	0	*1*	5	6	0	6	*17*
8:00 AM	**0**	**2**	**3**	**1**	***6***	**0**	**0**	**1**	**0**	***1***	**2**	**5**	**1**	**5**	*13*
8:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**9**	**2**	**13**	*25*
8:30 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**3**	***3***	**4**	**10**	**0**	**11**	*25*
8:45 AM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**4**	**8**	**0**	**2**	***14***
Count Total	0	7	8	4	*19*	0	2	2	3	*7*	27	59	6	47	*139*
Peak Hour	**0**	**5**	**4**	**2**	***11***	**0**	**0**	**1**	**3**	***4***	**11**	**32**	**3**	**31**	***77***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway				1st Ave				S Ellsworth Ave				S Ellsworth Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**6**	12
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	9
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**11**
Count Total	0	0	0	0	0	3	0	4	0	0	3	5	0	0	4	0	19	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**3**	**0**	**0**	**2**	**0**	**11**	**0**

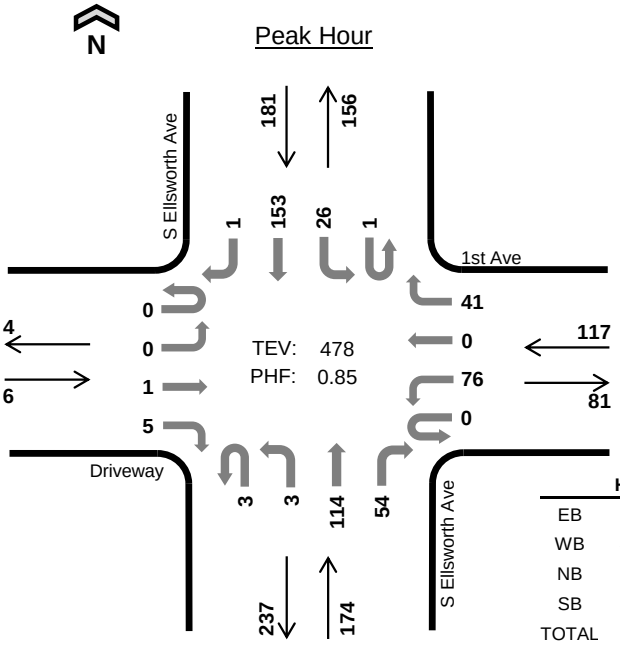
Two-Hour Count Summaries - Bikes

Interval Start	Driveway			1st Ave			S Ellsworth Ave			S Ellsworth Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	5
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Count Total	0	0	0	2	0	0	0	1	1	0	3	0	7	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**	**0**

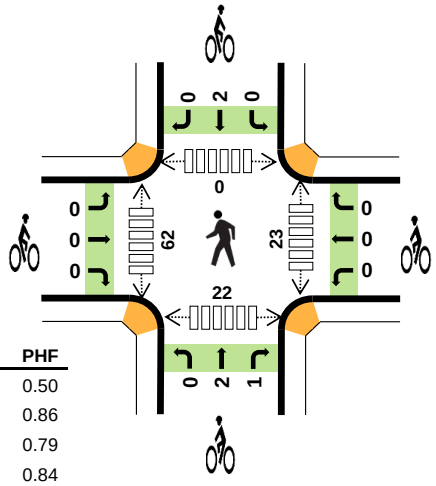
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Ellsworth Ave
1st Ave

Date: 05/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.50
WB	4.3%	0.86
NB	1.7%	0.79
SB	2.8%	0.84
TOTAL	2.7%	0.85



Two-Hour Count Summaries

Interval Start	Driveway Eastbound				1st Ave Westbound				S Ellsworth Ave Northbound				S Ellsworth Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**9**	**0**	**2**	**34**	**19**	**1**	**5**	**48**	**0**	**140**	0
4:15 PM	**0**	**0**	**1**	**2**	**0**	**17**	**0**	**10**	**2**	**1**	**30**	**9**	**0**	**8**	**38**	**0**	**118**	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**22**	**0**	**12**	**0**	**0**	**22**	**13**	**0**	**8**	**30**	**1**	**109**	0
4:45 PM	**0**	**0**	**0**	**2**	**0**	**15**	**0**	**10**	**1**	**0**	**28**	**13**	**0**	**5**	**37**	**0**	**111**	**478**
5:00 PM	0	0	0	3	0	14	0	9	0	0	28	17	0	8	37	0	116	454
5:15 PM	0	1	2	1	0	14	1	13	0	0	24	24	0	11	37	0	128	464
5:30 PM	0	0	0	1	0	20	0	9	0	0	26	21	1	7	35	1	121	476
5:45 PM	0	1	1	2	0	14	0	12	0	0	28	22	0	8	23	0	111	476
Count Total	0	2	4	12	0	138	1	84	3	3	220	138	2	60	285	2	954	0
Peak Hour All	**0**	**0**	**1**	**5**	**0**	**76**	**0**	**41**	**3**	**3**	**114**	**54**	**1**	**26**	**153**	**1**	**478**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**1**	**0**	**1**	**1**	**0**	**2**	**3**	**0**	**13**	**0**
Peak Hour HV%	**-**	**-**	**0%**	**0%**	**-**	**3%**	**-**	**7%**	**33%**	**0%**	**1%**	**2%**	**0%**	**8%**	**2%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**1**	***1***	**5**	**19**	**0**	**8**	*32*
4:15 PM	**0**	**1**	**1**	**2**	***4***	**0**	**0**	**2**	**0**	***2***	**3**	**13**	**0**	**2**	*18*
4:30 PM	**0**	**3**	**0**	**2**	***5***	**0**	**0**	**1**	**1**	***2***	**3**	**13**	**0**	**1**	*17*
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**12**	**17**	**0**	**11**	***40***
5:00 PM	0	1	1	0	*2*	0	0	0	0	*0*	8	5	1	10	*24*
5:15 PM	0	2	0	0	*2*	0	1	1	0	*2*	9	11	1	13	*34*
5:30 PM	0	1	0	1	*2*	0	3	0	0	*3*	6	15	1	8	*30*
5:45 PM	0	1	1	0	*2*	0	0	0	2	*2*	25	6	2	2	*35*
Count Total	0	10	5	6	*21*	0	4	4	4	*12*	71	99	5	55	*230*
Peak Hour	**0**	**5**	**3**	**5**	***13***	**0**	**0**	**3**	**2**	***5***	**23**	**62**	**0**	**22**	***107***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway				1st Ave				S Ellsworth Ave				S Ellsworth Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**4**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	12
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	10
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	7
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	8
Count Total	0	0	0	0	0	3	0	7	1	0	1	3	0	2	4	0	21	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**1**	**0**	**1**	**1**	**0**	**2**	**3**	**0**	**13**	**0**

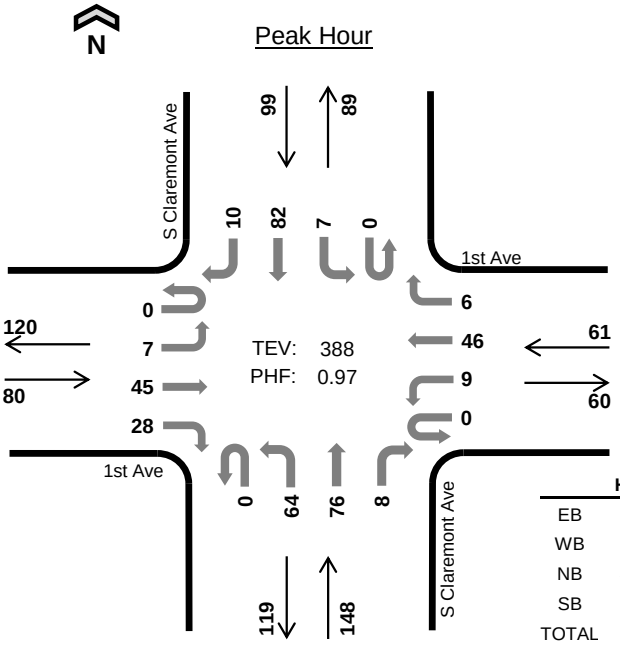
Two-Hour Count Summaries - Bikes

Interval Start	Driveway			1st Ave			S Ellsworth Ave			S Ellsworth Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	1	0	0	0	0	1	0	0	0	2	4
5:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	7
Count Total	0	0	0	4	0	0	0	2	2	0	4	0	12	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**2**	**0**	**5**	**0**

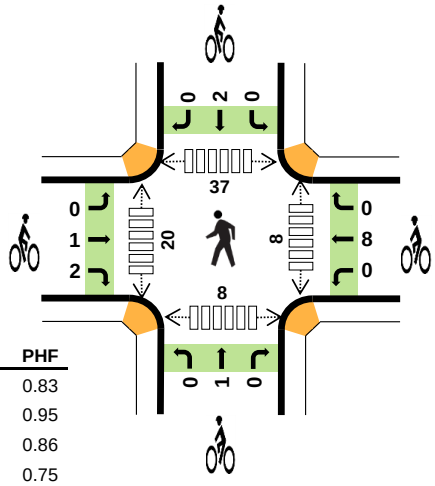
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Claremont Ave
1st Ave

Date: 05/24/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.5%	0.83
WB	1.6%	0.95
NB	4.1%	0.86
SB	1.0%	0.75
TOTAL	2.6%	0.97



Two-Hour Count Summaries

Interval Start		1st Ave Eastbound				1st Ave Westbound				S Claremont Ave Northbound				S Claremont Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	12	2	0	0	12	4	1	13	10	1	0	2	15	4	76	0
7:15 AM		0	1	9	10	0	0	9	2	0	7	7	2	0	0	15	6	68	0
7:30 AM		1	1	12	7	0	1	15	1	0	12	8	2	0	4	9	2	75	0
7:45 AM		**0**	**1**	**8**	**4**	**0**	**3**	**9**	**2**	**0**	**16**	**12**	**4**	**0**	**1**	**28**	**4**	**92**	311
8:00 AM		**0**	**1**	**12**	**9**	**0**	**3**	**11**	**2**	**0**	**17**	**22**	**0**	**0**	**2**	**18**	**3**	**100**	335
8:15 AM		**0**	**2**	**12**	**7**	**0**	**1**	**14**	**1**	**0**	**15**	**18**	**1**	**0**	**0**	**25**	**1**	**97**	364
8:30 AM		**0**	**3**	**13**	**8**	**0**	**2**	**12**	**1**	**0**	**16**	**24**	**3**	**0**	**4**	**11**	**2**	**99**	**388**
8:45 AM		0	3	17	8	0	1	19	3	1	12	17	4	0	1	5	1	92	388
Count Total		1	12	95	55	0	11	101	16	2	108	118	17	0	14	126	23	699	0
Peak Hour	**All**	**0**	**7**	**45**	**28**	**0**	**9**	**46**	**6**	**0**	**64**	**76**	**8**	**0**	**7**	**82**	**10**	**388**	**0**
	HV	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**10**	**0**
	HV%	**-**	**0%**	**2%**	**4%**	**-**	**0%**	**2%**	**0%**	**-**	**8%**	**1%**	**0%**	**-**	**14%**	**0%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	*1*	1	0	0	1	*2*	2	3	3	2	*10*
7:15 AM	0	0	1	1	*2*	1	1	3	0	*5*	2	4	9	2	*17*
7:30 AM	1	0	1	1	*3*	1	0	0	1	*2*	3	5	12	7	*27*
7:45 AM	**0**	**0**	**3**	**0**	***3***	**0**	**2**	**0**	**1**	***3***	**2**	**10**	**7**	**0**	*19*
8:00 AM	**1**	**0**	**0**	**1**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**5**	**8**	**2**	*15*
8:15 AM	**1**	**1**	**1**	**0**	***3***	**0**	**1**	**0**	**1**	***2***	**4**	**2**	**11**	**0**	*17*
8:30 AM	**0**	**0**	**2**	**0**	***2***	**3**	**4**	**1**	**0**	***8***	**2**	**3**	**11**	**6**	***22***
8:45 AM	2	1	2	0	*5*	0	2	2	1	*5*	0	8	8	6	*22*
Count Total	5	3	10	3	*21*	6	11	6	5	*28*	15	40	69	25	*149*
Peak Hour	**2**	**1**	**6**	**1**	***10***	**3**	**8**	**1**	**2**	***14***	**8**	**20**	**37**	**8**	***73***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	1st Ave Eastbound				1st Ave Westbound				S Claremont Ave Northbound				S Claremont Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0
7:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	9
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	10
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**10**
8:45 AM	0	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	5	12
Count Total	0	0	4	1	0	0	2	1	0	9	1	0	0	2	0	1	21	0
Peak Hour	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**10**	**0**

Two-Hour Count Summaries - Bikes

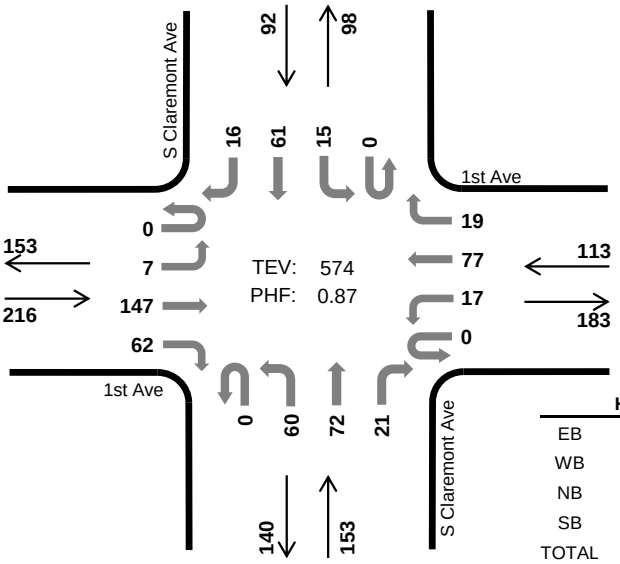
Interval Start	1st Ave Eastbound			1st Ave Westbound			S Claremont Ave Northbound			S Claremont Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0
7:15 AM	0	0	1	0	1	0	2	1	0	0	0	0	5	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	12
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	8
8:30 AM	**0**	**1**	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**14**
8:45 AM	0	0	0	0	2	0	2	0	0	0	0	1	5	16
Count Total	1	2	3	0	11	0	4	2	0	0	4	1	28	0
Peak Hour	**0**	**1**	**2**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**14**	**0**

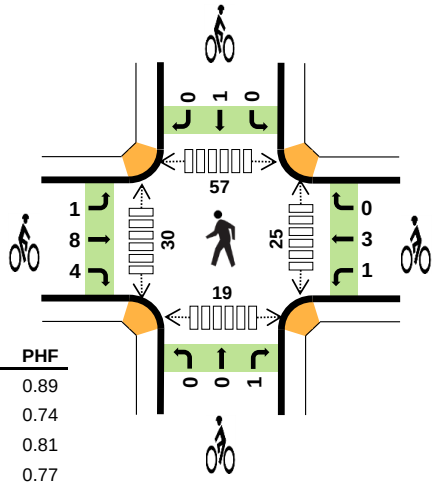
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Claremont Ave
1st Ave

Date: 05/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	0.9%	0.89
WB	0.9%	0.74
NB	3.9%	0.81
SB	0.0%	0.77
TOTAL	1.6%	0.87

Two-Hour Count Summaries

Interval Start		1st Ave Eastbound				1st Ave Westbound				S Claremont Ave Northbound				S Claremont Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	32	33	0	7	19	3	0	10	26	2	0	3	14	3	155	0
4:15 PM		0	3	28	17	0	3	26	0	0	17	19	4	0	3	14	2	136	0
4:30 PM		0	0	29	11	0	4	17	4	0	10	22	7	0	2	18	2	126	0
4:45 PM		0	1	21	18	0	1	14	1	0	13	10	2	0	3	19	3	106	523
5:00 PM		**0**	**1**	**41**	**19**	**0**	**3**	**12**	**5**	**0**	**15**	**16**	**6**	**0**	**6**	**14**	**4**	**142**	510
5:15 PM		**0**	**0**	**43**	**18**	**0**	**8**	**21**	**9**	**0**	**21**	**21**	**5**	**0**	**2**	**11**	**6**	**165**	539
5:30 PM		**0**	**2**	**24**	**17**	**0**	**2**	**24**	**4**	**0**	**14**	**21**	**2**	**0**	**3**	**24**	**3**	**140**	553
5:45 PM		**0**	**4**	**39**	**8**	**0**	**4**	**20**	**1**	**0**	**10**	**14**	**8**	**0**	**4**	**12**	**3**	**127**	**574**
Count Total		0	14	257	141	0	32	153	27	0	110	149	36	0	26	126	26	1,097	0
Peak Hour	**All**	**0**	**7**	**147**	**62**	**0**	**17**	**77**	**19**	**0**	**60**	**72**	**21**	**0**	**15**	**61**	**16**	**574**	**0**
	HV	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**0**
	HV%	**-**	**0%**	**1%**	**2%**	**-**	**0%**	**1%**	**0%**	**-**	**8%**	**0%**	**5%**	**-**	**0%**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	2	0	*4*	1	1	0	0	*2*	0	6	11	1	*18*
4:15 PM	0	1	0	0	*1*	0	0	1	0	*1*	3	7	9	2	*21*
4:30 PM	1	0	2	0	*3*	3	1	0	0	*4*	14	2	11	1	*28*
4:45 PM	0	0	0	0	*0*	1	0	1	0	*2*	3	3	9	10	*25*
5:00 PM	**1**	**0**	**1**	**0**	***2***	**6**	**0**	**1**	**1**	***8***	**4**	**6**	**15**	**4**	*29*
5:15 PM	**0**	**0**	**2**	**0**	***2***	**1**	**2**	**0**	**0**	***3***	**3**	**8**	**11**	**5**	*27*
5:30 PM	**0**	**0**	**1**	**0**	***1***	**6**	**0**	**0**	**0**	***6***	**8**	**10**	**19**	**5**	*42*
5:45 PM	**1**	**1**	**2**	**0**	***4***	**0**	**2**	**0**	**0**	***2***	**10**	**6**	**12**	**5**	***33***
Count Total	5	2	10	0	*17*	18	6	3	1	*28*	45	48	97	33	*223*
Peak Hour	**2**	**1**	**6**	**0**	***9***	**13**	**4**	**1**	**1**	***19***	**25**	**30**	**57**	**19**	***131***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	1st Ave Eastbound				1st Ave Westbound				S Claremont Ave Northbound				S Claremont Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**9**
Count Total	0	0	2	3	0	0	2	0	0	8	1	1	0	0	0	0	17	0
Peak Hour	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**0**

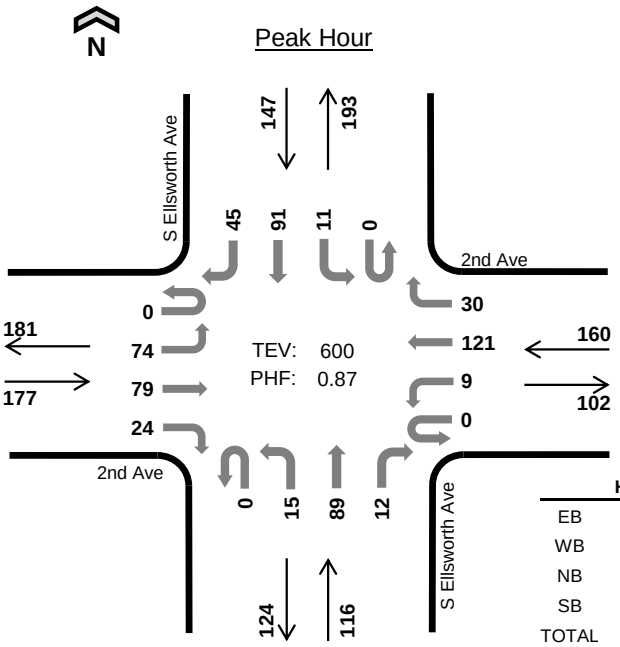
Two-Hour Count Summaries - Bikes

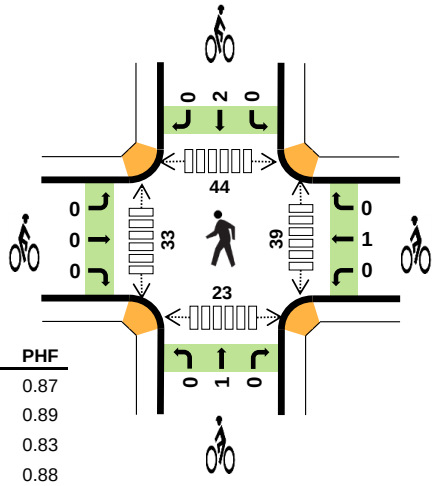
Interval Start	1st Ave Eastbound			1st Ave Westbound			S Claremont Ave Northbound			S Claremont Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	4	0
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	9
5:00 PM	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**8**	15
5:15 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	17
5:30 PM	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	19
5:45 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**19**
Count Total	1	13	4	2	4	0	1	1	1	0	1	0	28	0
Peak Hour	**1**	**8**	**4**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**19**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Ellsworth Ave
2nd Ave

Date: 05/24/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	0.6%	0.87
WB	1.3%	0.89
NB	1.7%	0.83
SB	1.4%	0.88
TOTAL	1.2%	0.87

Two-Hour Count Summaries

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				S Ellsworth Ave Northbound				S Ellsworth Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	10	8	3	0	0	10	1	0	1	7	2	0	0	8	7	57	0
7:15 AM	0	9	9	4	0	2	13	5	0	3	3	6	0	0	11	9	74	0
7:30 AM	0	17	11	2	0	4	15	1	0	3	12	0	0	1	19	9	94	0
7:45 AM	0	14	14	4	0	2	37	7	0	3	12	2	0	1	22	19	137	362
8:00 AM	**0**	**12**	**18**	**4**	**0**	**5**	**22**	**9**	**0**	**3**	**17**	**1**	**0**	**2**	**25**	**15**	**133**	438
8:15 AM	**0**	**16**	**23**	**7**	**0**	**1**	**32**	**5**	**0**	**3**	**19**	**5**	**0**	**0**	**19**	**18**	**148**	512
8:30 AM	**0**	**25**	**16**	**5**	**0**	**0**	**31**	**10**	**0**	**3**	**26**	**4**	**0**	**3**	**20**	**3**	**146**	564
8:45 AM	**0**	**21**	**22**	**8**	**0**	**3**	**36**	**6**	**0**	**6**	**27**	**2**	**0**	**6**	**27**	**9**	**173**	**600**
Count Total	0	124	121	37	0	17	196	44	0	25	123	22	0	13	151	89	962	0
Peak Hour All	**0**	**74**	**79**	**24**	**0**	**9**	**121**	**30**	**0**	**15**	**89**	**12**	**0**	**11**	**91**	**45**	**600**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**7**	**0**
Peak Hour HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**9%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	1	1	*3*	0	1	0	0	*1*	4	3	6	3	*16*
7:15 AM	1	1	1	1	*4*	0	0	0	1	*1*	6	3	6	3	*18*
7:30 AM	0	2	0	0	*2*	0	0	1	1	*2*	5	11	8	5	*29*
7:45 AM	0	0	0	1	*1*	1	1	1	1	*4*	4	3	9	6	*22*
8:00 AM	**1**	**1**	**2**	**1**	***5***	**0**	**1**	**1**	**0**	***2***	**2**	**6**	**5**	**4**	*17*
8:15 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**11**	**11**	**3**	*27*
8:30 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**2**	***2***	**16**	**9**	**9**	**8**	*42*
8:45 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**19**	**7**	**19**	**8**	***53***
Count Total	2	6	4	5	*17*	1	3	3	5	*12*	58	53	73	40	*224*
Peak Hour	**1**	**2**	**2**	**2**	***7***	**0**	**1**	**1**	**2**	***4***	**39**	**33**	**44**	**23**	***139***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	2nd Ave				2nd Ave				S Ellsworth Ave				S Ellsworth Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3	0
7:15 AM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	4	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**5**	12
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**7**
Count Total	0	2	0	0	0	1	4	1	0	0	4	0	0	1	3	1	17	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**7**	**0**

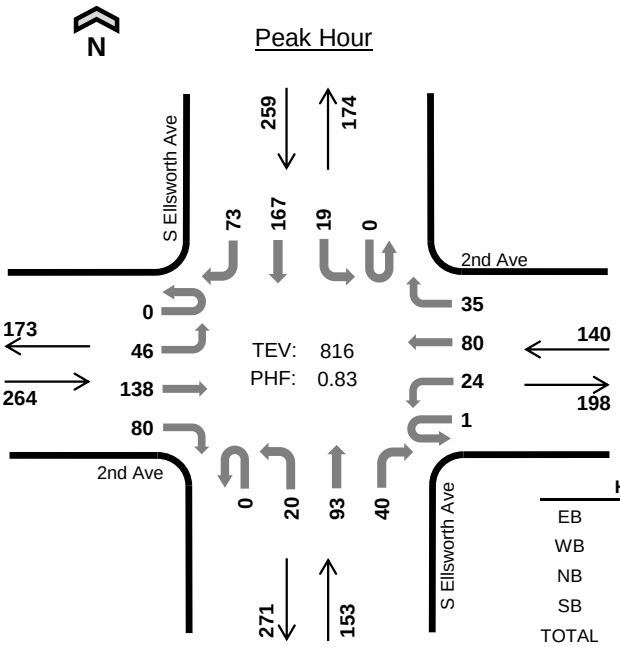
Two-Hour Count Summaries - Bikes

Interval Start	2nd Ave			2nd Ave			S Ellsworth Ave			S Ellsworth Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
7:45 AM	0	1	0	0	1	0	0	1	0	0	1	0	4	8
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	9
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	8
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Count Total	0	1	0	0	3	0	0	3	0	0	4	1	12	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	**0**

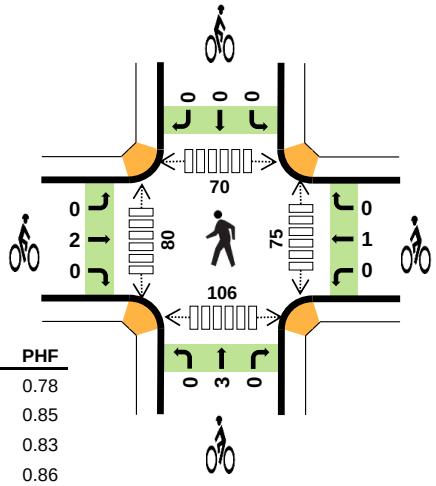
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Ellsworth Ave
2nd Ave

Date: 05/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.8%	0.78
WB	1.4%	0.85
NB	1.3%	0.83
SB	2.3%	0.86
TOTAL	1.5%	0.83



Two-Hour Count Summaries

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				S Ellsworth Ave Northbound				S Ellsworth Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**14**	**48**	**23**	**0**	**4**	**29**	**8**	**0**	**7**	**30**	**8**	**0**	**5**	**46**	**24**	**246**	0
4:15 PM	**0**	**7**	**36**	**18**	**0**	**6**	**20**	**15**	**0**	**3**	**20**	**8**	**0**	**5**	**39**	**18**	**195**	0
4:30 PM	**0**	**13**	**26**	**25**	**1**	**5**	**11**	**4**	**0**	**4**	**19**	**8**	**0**	**3**	**43**	**17**	**179**	0
4:45 PM	**0**	**12**	**28**	**14**	**0**	**9**	**20**	**8**	**0**	**6**	**24**	**16**	**0**	**6**	**39**	**14**	**196**	**816**
5:00 PM	0	10	42	8	0	4	20	7	0	3	19	3	0	7	44	12	179	749
5:15 PM	0	17	49	8	0	12	19	8	0	3	21	9	0	4	49	15	214	768
5:30 PM	0	16	37	9	0	5	19	12	0	4	21	12	1	6	39	15	196	785
5:45 PM	0	18	38	14	0	10	14	6	0	5	22	12	0	3	23	13	178	767
Count Total	0	107	304	119	1	55	152	68	0	35	176	76	1	39	322	128	1,583	0
Peak Hour All	**0**	**46**	**138**	**80**	**1**	**24**	**80**	**35**	**0**	**20**	**93**	**40**	**0**	**19**	**167**	**73**	**816**	**0**
Peak Hour HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**3**	**12**	**0**
Peak Hour HV%	**-**	**4%**	**0%**	**0%**	**0%**	**0%**	**0%**	**6%**	**-**	**5%**	**1%**	**0%**	**-**	**0%**	**2%**	**4%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***	**9**	**22**	**13**	**26**	*70*
4:15 PM	**0**	**2**	**1**	**2**	***5***	**1**	**0**	**3**	**0**	***4***	**15**	**14**	**9**	**19**	*57*
4:30 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**15**	**11**	**13**	**25**	*64*
4:45 PM	**1**	**0**	**1**	**1**	***3***	**1**	**0**	**0**	**0**	***1***	**36**	**33**	**35**	**36**	***140***
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	16	17	18	32	*83*
5:15 PM	0	0	0	0	*0*	0	0	0	1	*1*	15	18	18	28	*79*
5:30 PM	1	0	1	2	*4*	1	0	0	3	*4*	25	15	15	28	*83*
5:45 PM	1	0	1	1	*3*	0	0	0	2	*2*	30	9	17	31	*87*
Count Total	4	2	4	9	*19*	3	1	3	6	*13*	161	139	138	225	*663*
Peak Hour	**2**	**2**	**2**	**6**	***12***	**2**	**1**	**3**	**0**	***6***	**75**	**80**	**70**	**106**	***331***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				S Ellsworth Ave Northbound				S Ellsworth Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**12**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	4	7
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	7
Count Total	0	3	0	1	0	0	0	2	0	1	3	0	0	1	3	5	19	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**3**	**12**	**0**

Two-Hour Count Summaries - Bikes

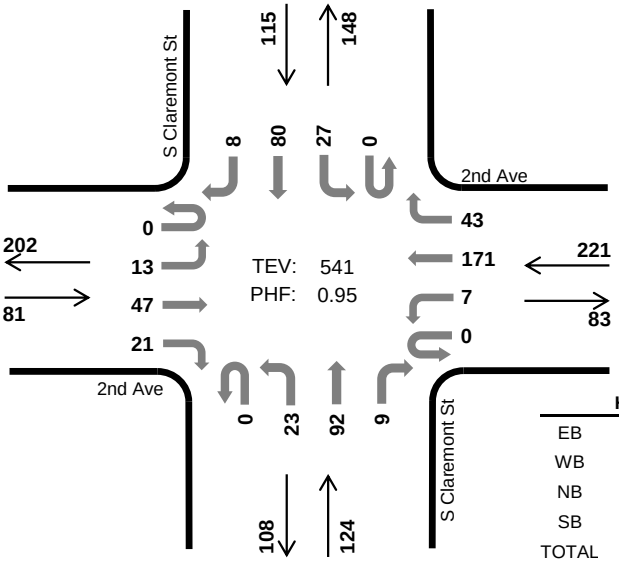
Interval Start	2nd Ave Eastbound			2nd Ave Westbound			S Ellsworth Ave Northbound			S Ellsworth Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	2	1	4	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	7
Count Total	0	3	0	0	1	0	0	3	0	0	5	1	13	0
Peak Hour	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**6**	**0**

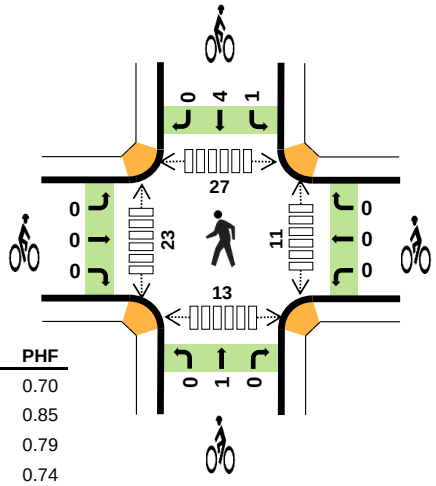
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Claremont St
2nd Ave

Date: 05/24/2023
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Peak Hour





	HV %:	PHF
EB	0.0%	0.70
WB	3.6%	0.85
NB	0.8%	0.79
SB	0.9%	0.74
TOTAL	1.8%	0.95

Two-Hour Count Summaries

Interval Start		2nd Ave Eastbound				2nd Ave Westbound				S Claremont St Northbound				S Claremont St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	3	5	0	3	13	8	0	3	13	1	0	8	11	0	69	0
7:15 AM		0	1	4	1	0	1	26	8	0	3	6	0	0	7	17	2	76	0
7:30 AM		0	5	5	1	0	3	16	12	0	3	10	1	0	4	11	2	73	0
7:45 AM		**0**	**2**	**8**	**2**	**0**	**3**	**44**	**12**	**0**	**7**	**16**	**1**	**0**	**9**	**28**	**2**	**134**	352
8:00 AM		**0**	**2**	**17**	**10**	**0**	**1**	**38**	**8**	**0**	**3**	**28**	**0**	**0**	**5**	**15**	**1**	**128**	411
8:15 AM		**0**	**5**	**12**	**2**	**0**	**0**	**44**	**6**	**0**	**8**	**26**	**5**	**0**	**8**	**24**	**2**	**142**	477
8:30 AM		**0**	**4**	**10**	**7**	**0**	**3**	**45**	**17**	**0**	**5**	**22**	**3**	**0**	**5**	**13**	**3**	**137**	**541**
8:45 AM		0	4	9	5	0	2	54	14	0	4	16	2	0	4	12	2	128	535
Count Total		0	24	68	33	0	16	280	85	0	36	137	13	0	50	131	14	887	0
Peak Hour	**All**	**0**	**13**	**47**	**21**	**0**	**7**	**171**	**43**	**0**	**23**	**92**	**9**	**0**	**27**	**80**	**8**	**541**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**10**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**14%**	**1%**	**12%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	*1*	0	0	0	1	*1*	5	5	6	0	*16*
7:15 AM	0	2	0	0	*2*	0	1	2	1	*4*	5	3	3	7	*18*
7:30 AM	0	2	1	0	*3*	0	1	0	0	*1*	4	0	5	1	*10*
7:45 AM	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**0**	**1**	***1***	**5**	**4**	**9**	**5**	*23*
8:00 AM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**10**	**6**	**2**	*18*
8:15 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**4**	**2**	**5**	**4**	*15*
8:30 AM	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**1**	**3**	***4***	**2**	**7**	**7**	**2**	***18***
8:45 AM	1	4	0	0	*5*	0	0	2	0	*2*	1	3	9	5	*18*
Count Total	1	16	3	1	*21*	0	2	5	7	*14*	26	34	50	26	*136*
Peak Hour	**0**	**8**	**1**	**1**	***10***	**0**	**0**	**1**	**5**	***6***	**11**	**23**	**27**	**13**	***74***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				S Claremont St Northbound				S Claremont St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	10
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	10
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
8:45 AM	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	5	11
Count Total	0	0	1	0	0	4	3	9	0	2	1	0	0	0	1	0	21	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**10**	**0**

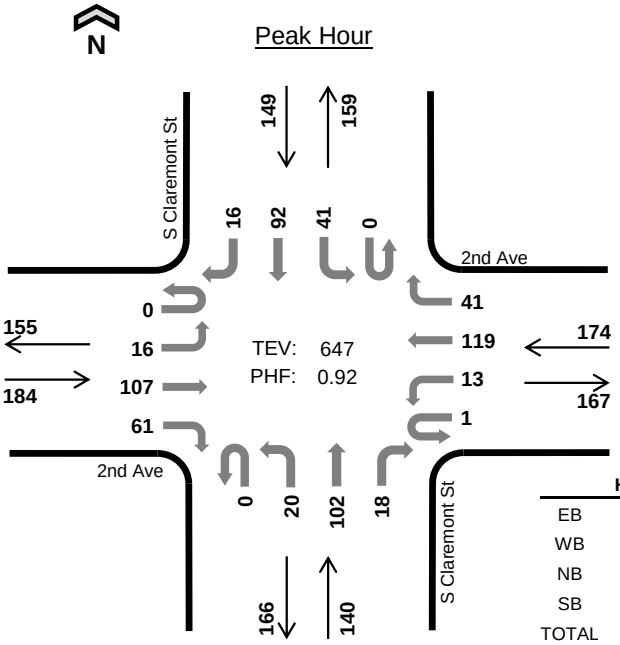
Two-Hour Count Summaries - Bikes

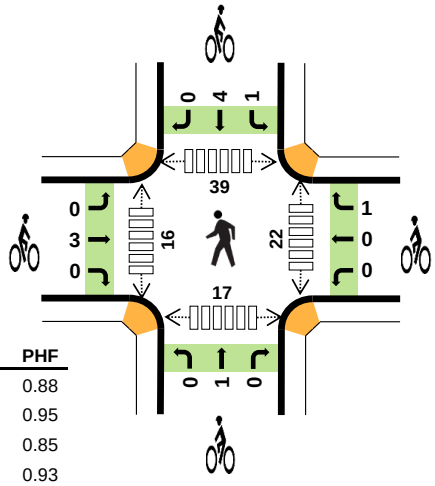
Interval Start	2nd Ave Eastbound			2nd Ave Westbound			S Claremont St Northbound			S Claremont St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	1	0	2	0	1	0	0	4	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	7
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	3
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**	**6**
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	7
Count Total	0	0	0	0	1	1	0	5	0	2	5	0	14	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Claremont St
2nd Ave

Date: 05/24/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.0%	0.88
WB	2.3%	0.95
NB	0.0%	0.85
SB	0.0%	0.93
TOTAL	0.6%	0.92

Two-Hour Count Summaries

Interval Start	2nd Ave Eastbound				2nd Ave Westbound				S Claremont St Northbound				S Claremont St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	41	12	0	2	22	17	0	9	24	6	0	11	37	7	190	0
4:15 PM	0	3	23	14	0	3	29	14	0	7	24	0	0	12	18	1	148	0
4:30 PM	0	0	19	9	0	0	29	9	0	5	23	4	0	9	21	3	131	0
4:45 PM	**0**	**2**	**21**	**21**	**1**	**5**	**29**	**7**	**0**	**3**	**22**	**3**	**0**	**9**	**24**	**4**	**151**	620
5:00 PM	**0**	**3**	**28**	**13**	**0**	**5**	**32**	**9**	**0**	**4**	**25**	**7**	**0**	**11**	**23**	**2**	**162**	592
5:15 PM	**0**	**3**	**37**	**12**	**0**	**1**	**31**	**14**	**0**	**7**	**31**	**3**	**0**	**11**	**22**	**3**	**175**	619
5:30 PM	**0**	**8**	**21**	**15**	**0**	**2**	**27**	**11**	**0**	**6**	**24**	**5**	**0**	**10**	**23**	**7**	**159**	**647**
5:45 PM	0	3	14	15	0	4	35	11	0	2	21	3	0	7	15	2	132	628
Count Total	0	24	204	111	1	22	234	92	0	43	194	31	0	80	183	29	1,248	0
Peak Hour All	**0**	**16**	**107**	**61**	**1**	**13**	**119**	**41**	**0**	**20**	**102**	**18**	**0**	**41**	**92**	**16**	**647**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**10%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	1	2	*6*	0	1	0	0	*1*	1	2	9	6	*18*
4:15 PM	0	1	0	0	*1*	1	0	2	1	*4*	8	3	8	6	*25*
4:30 PM	0	1	0	1	*2*	0	0	1	1	*2*	6	0	13	3	*22*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***	**5**	**6**	**6**	**5**	*22*
5:00 PM	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**1**	**2**	***4***	**5**	**5**	**8**	**4**	*22*
5:15 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**15**	**4**	*24*
5:30 PM	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**3**	***4***	**10**	**2**	**10**	**4**	***26***
5:45 PM	0	1	1	1	*3*	0	1	1	1	*3*	6	3	5	2	*16*
Count Total	0	10	2	4	*16*	4	3	5	8	*20*	43	24	74	34	*175*
Peak Hour	**0**	**4**	**0**	**0**	***4***	**3**	**1**	**1**	**5**	***10***	**22**	**16**	**39**	**17**	***94***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	2nd Ave				2nd Ave				S Claremont St				S Claremont St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	1	1	6	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	7
Count Total	0	0	0	0	0	0	1	9	0	0	1	1	0	0	2	2	16	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	2nd Ave			2nd Ave			S Claremont St			S Claremont St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	9
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	12
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**4**	**10**
5:45 PM	0	0	0	0	1	0	1	0	0	0	1	0	3	11
Count Total	0	4	0	0	2	1	1	4	0	1	7	0	20	0
Peak Hour	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**4**	**0**	**10**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix C: Existing Driveway Counts

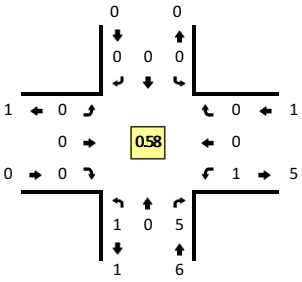
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: E 4th Ave Dwy (west of Delaware) -- E 4th Ave Dwy (west of Delaware) | **QC JOB #:** 16225501

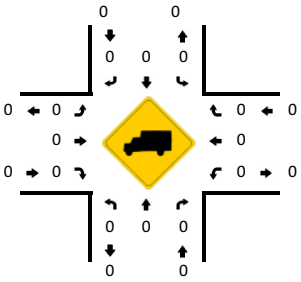
CITY/STATE: San Mateo, CA | **DATE:** Wed, May 24 2023

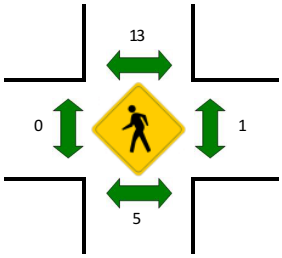
Peak-Hour: 7:45 AM -- 8:45 AM

Peak 15-Min: 8:20 AM -- 8:35 AM

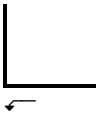


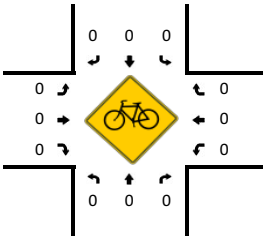
Quality Counts
DATA THAT DRIVES COMMUNITIES

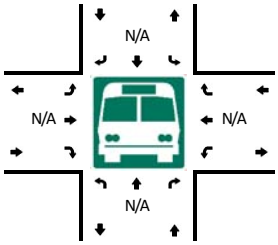


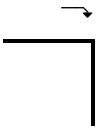


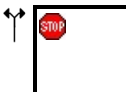


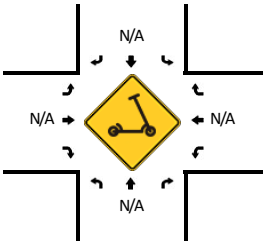












5-Min Count Period Beginning At	E 4th Ave Dwy (west of Delaware) (Northbound)				E 4th Ave Dwy (west of Delaware) (Southbound)				E 4th Ave Dwy (west of Delaware) (Eastbound)				E 4th Ave Dwy (west of Delaware) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:20 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	6
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	12
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		8				12				0				4			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/2/2023 4:36 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

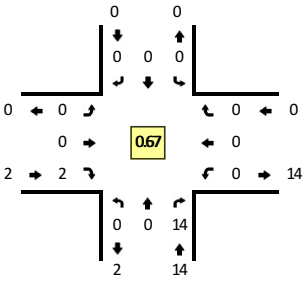
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

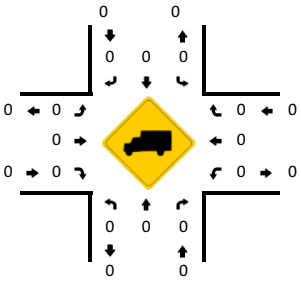
LOCATION: E 4th Ave Dwy (west of Delaware) -- E 4th Ave Dwy (west of Delaware) | **QC JOB #:** 16225502

CITY/STATE: San Mateo, CA | **DATE:** Wed, May 24 2023

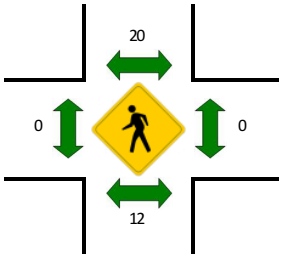
Peak-Hour: 4:50 PM -- 5:50 PM

Peak 15-Min: 5:35 PM -- 5:50 PM

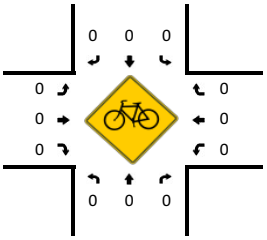


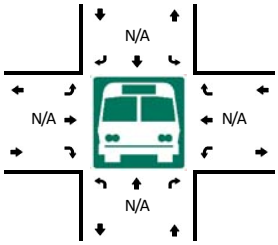


Quality Counts
DATA THAT DRIVES COMMUNITIES

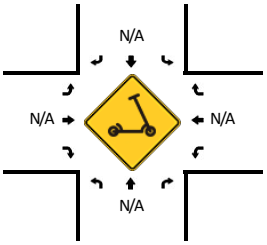












5-Min Count Period Beginning At	E 4th Ave Dwy (west of Delaware) (Northbound)				E 4th Ave Dwy (west of Delaware) (Southbound)				E 4th Ave Dwy (west of Delaware) (Eastbound)				E 4th Ave Dwy (west of Delaware) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
4:35 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:40 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:50 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:05 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	12
5:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
5:20 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
5:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
5:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
5:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
5:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
5:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		12				16				0				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/2/2023 4:36 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

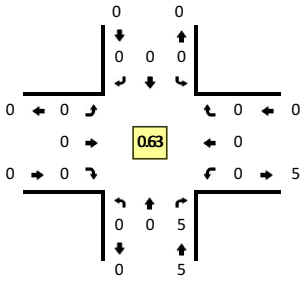
Type of peak hour being reported: Intersection Peak

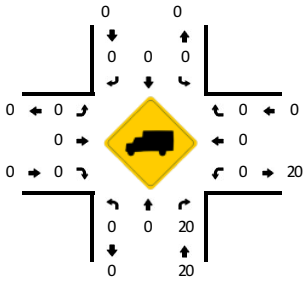
Method for determining peak hour: Total Entering Volume

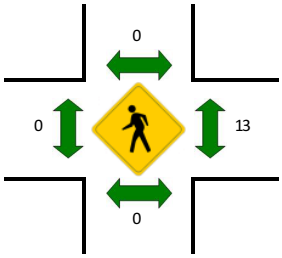
LOCATION: S Claremont St Dwy -- S Claremont St Dwy
CITY/STATE: San Mateo, CA

QC JOB #: 16225503
DATE: Wed, May 24 2023

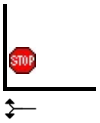
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

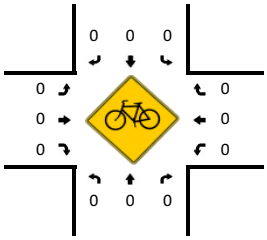


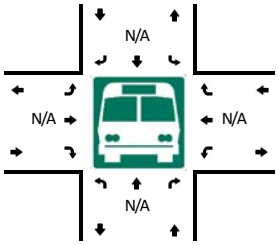


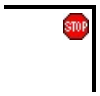


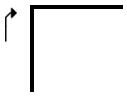


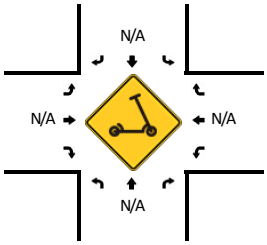












5-Min Count Period Beginning At	S Claremont St Dwy (Northbound)				S Claremont St Dwy (Southbound)				S Claremont St Dwy (Eastbound)				S Claremont St Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				16			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

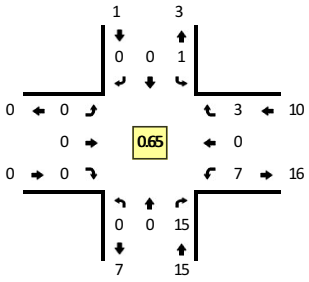
Report generated on 6/2/2023 4:36 PM

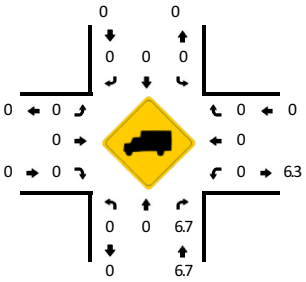
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

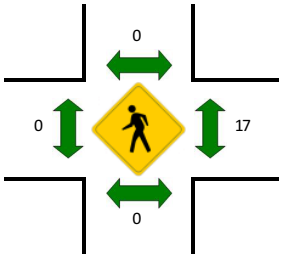
LOCATION: S Claremont St Dwy -- S Claremont St Dwy | **QC JOB #:** 16225504
CITY/STATE: San Mateo, CA | **DATE:** Wed, May 24 2023

Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

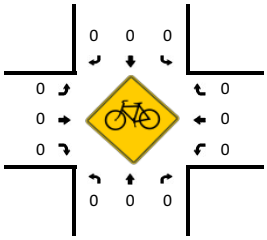


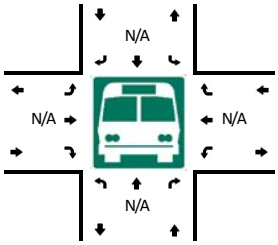


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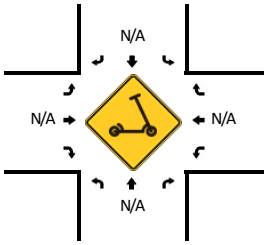












5-Min Count Period Beginning At	S Claremont St Dwy (Northbound)				S Claremont St Dwy (Southbound)				S Claremont St Dwy (Eastbound)				S Claremont St Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:05 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
4:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	
4:50 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:55 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	14
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	4	17
5:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
5:10 PM	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	16
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
5:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
5:25 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	20
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22
5:35 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	4	26
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	25
5:50 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	26
5:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	24	0	4	0	0	0	0	0	0	0	8	0	4	0	40
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				24			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

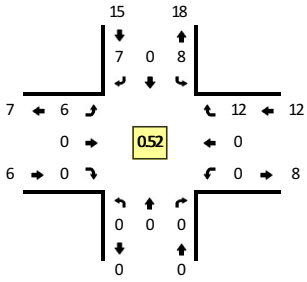
Comments:

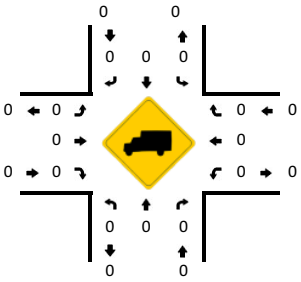
Report generated on 6/2/2023 4:36 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

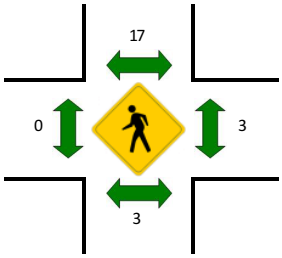
LOCATION: E 5th Ave - Dwys (East) -- E 5th Ave - Dwys (East) | **QC JOB #:** 16225505
CITY/STATE: San Mateo, CA | **DATE:** Wed, May 24 2023

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

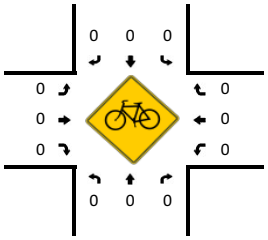


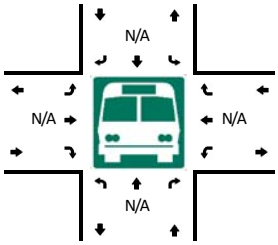


Quality Counts
DATA THAT DRIVES COMMUNITIES

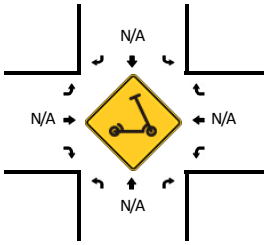












5-Min Count Period Beginning At	E 5th Ave - Dwys (East) (Northbound)				E 5th Ave - Dwys (East) (Southbound)				E 5th Ave - Dwys (East) (Eastbound)				E 5th Ave - Dwys (East) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3	4
8:30 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	4	0	7	11
8:35 AM	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	5	16
8:40 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	18
8:45 AM	0	0	0	0	1	0	2	0	1	0	0	0	0	0	3	0	7	24
8:50 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	4	28
8:55 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	5	33

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	16	0	12	0	0	0	0	0	24	0	64
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				28				0				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

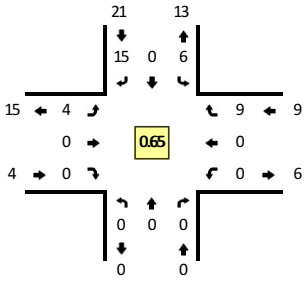
Comments:

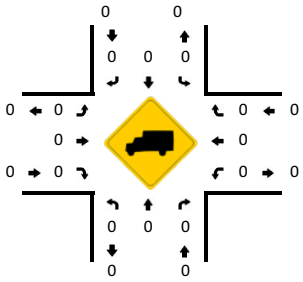
Report generated on 6/2/2023 4:36 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

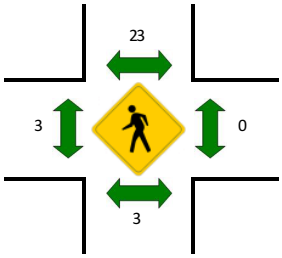
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: E 5th Ave - Dwys (East) -- E 5th Ave - Dwys (East) | **QC JOB #:** 16225506
CITY/STATE: San Mateo, CA | **DATE:** Wed, May 24 2023

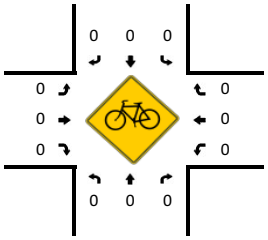
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

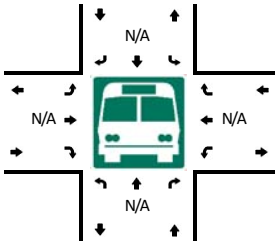




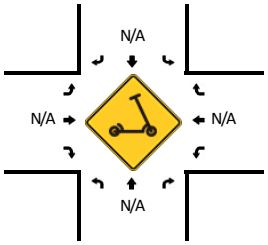












5-Min Count Period Beginning At	E 5th Ave - Dwys (East) (Northbound)				E 5th Ave - Dwys (East) (Southbound)				E 5th Ave - Dwys (East) (Eastbound)				E 5th Ave - Dwys (East) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:20 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	
4:25 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:35 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	
4:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:50 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	16
5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	18
5:05 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3	21
5:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	23
5:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	5	27
5:20 PM	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1	0	6	31
5:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	31
5:30 PM	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4	34
5:35 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	32
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	25

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	20	0	8	0	0	0	0	0	20	0	52
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				36				0				0			36
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/2/2023 4:36 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

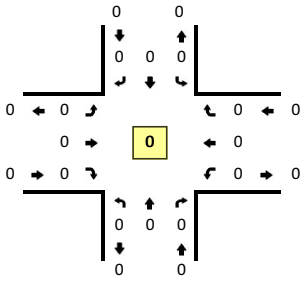
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

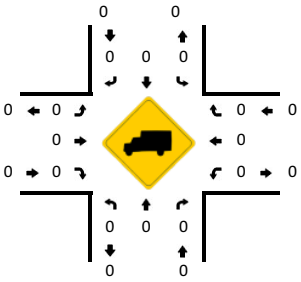
LOCATION: E 5th Ave - Dwys (West) -- E 5th Ave - Dwys (West) | **QC JOB #:** 16225539

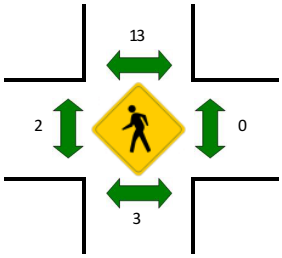
CITY/STATE: San Mateo, CA | **DATE:** Wed, May 24 2023

Peak-Hour: 7:00 AM -- 8:00 AM

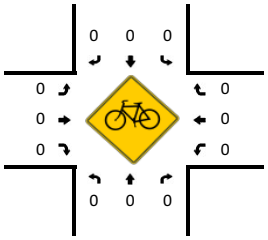
Peak 15-Min: 7:00 AM -- 7:15 AM

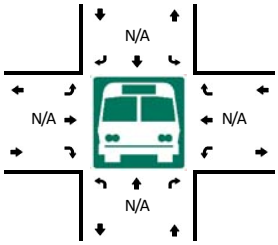




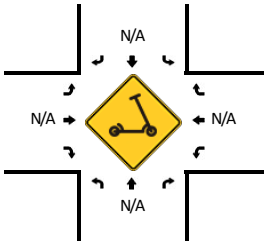












5-Min Count Period Beginning At	E 5th Ave - Dwys (West) (Northbound)				E 5th Ave - Dwys (West) (Southbound)				E 5th Ave - Dwys (West) (Eastbound)				E 5th Ave - Dwys (West) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				16				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/2/2023 4:36 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

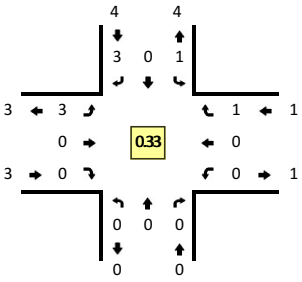
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

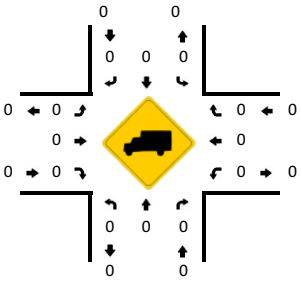
LOCATION: E 5th Ave - Dwys (West) -- E 5th Ave - Dwys (West) | **QC JOB #:** 16225540

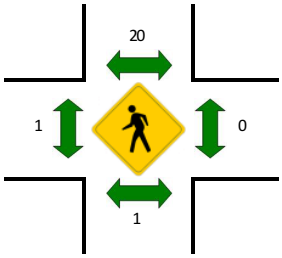
CITY/STATE: San Mateo, CA | **DATE:** Wed, May 24 2023

Peak-Hour: 4:50 PM -- 5:50 PM

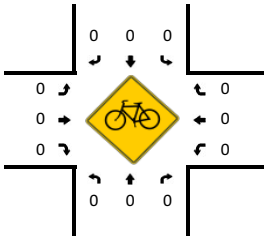
Peak 15-Min: 5:10 PM -- 5:25 PM

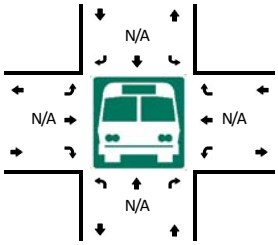




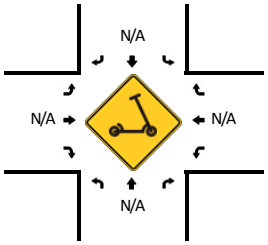












5-Min Count Period Beginning At	E 5th Ave - Dwys (West) (Northbound)				E 5th Ave - Dwys (West) (Southbound)				E 5th Ave - Dwys (West) (Eastbound)				E 5th Ave - Dwys (West) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	2
5:15 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3	5
5:20 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
5:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	4	0	12	0	0	0	0	0	4	0	24
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				20				4				0			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/2/2023 4:36 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Intersection Operations Summary

Intersection	Control Type	LOS Threshold	Peak Hour	Existing		Opening Year		Opening Year Plus Project		Cumulative No Project		Cumulative Plus Project	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
3rd Avenue and South Claremont Street	Signalized	Mid-D (45 Secs)	AM	11	B	13	B	13	B	13	B	14	B
			PM	11	B	13	B	12	B	19	B	21	C
3rd Avenue and South Delaware Street	Signalized	Mid-D (45 Secs)	AM	30	C	33	C	35	D	39	D	43	D
			PM	29	C	35	D	36	D	36	D	37	D
East 4th Avenue and South Claremont Street	Signalized	Mid-D (45 Secs)	AM	18	B	20	C	21	C	20	C	21	C
			PM	20	B	21	C	23	C	23	C	24	C
East 4th Avenue and South Delaware Street	Signalized	Mid-D (45 Secs)	AM	29	C	29	C	29	C	32	C	32	C
			PM	36	D	36	D	38	D	**47**	**D**	**51**	**D**
East 5th Avenue and South Claremont Street	All Way Stop	E	AM	10	A	11	B	11	B	13	B	14	B
			PM	12	B	13	B	14	B	20	C	23	C
East 5th Avenue and South Delaware Street	Signalized	Mid-D (45 Secs)	AM	17	B	17	B	17	B	26	C	26	C
			PM	22	C	22	C	22	C	41	D	41	D

Note: Intersections with unacceptable operations are **bolded**
Source: Fehr & Peers, 2023