

Final

445 South B Street TIA

Prepared for:
City of San Mateo

May 13, 2024

SF23-1327.01

FEHR  PEERS

Table of Contents

Executive Summary.....	1
Introduction.....	3
Study Area and Scenarios.....	4
Project Description.....	6
Existing Transportation Conditions.....	8
Existing Roadway Network.....	8
Existing Pedestrian Facilities	8
Existing Bicycle Facilities.....	9
Existing Transit Service.....	14
Existing Vehicle Volumes and Lane Configurations	17
Existing Intersection Level of Service	17
Existing Parking Conditions	20
Opening Year Conditions	22
Opening Year Conditions Intersection Level of Service.....	25
Project Conditions.....	26
Project Trip Generation and Distribution	26
Trip Generation.....	26
Trip Distribution	29
Plus Project VMT	31
VMT Screening.....	31
Opening Year Plus Project Vehicle Volumes and Level of Service	32
Cumulative Conditions	34
Cumulative Intersection Level of Service	37
Additional Transportation Analysis.....	39
Vehicle Site Access and Circulation	39
Vehicle Parking Conditions.....	39
Driveway Design and Site Distance	41
Loading and Curbside Management	41
Pedestrian Site Access and Circulation.....	46
Bicycle Site Access and Circulation	49
Transit Access and Circulation	50

Hazards and Emergency Vehicle Access.....	50
Neighborhood Traffic.....	50
Conclusion.....	1

Appendices

Appendix A: Existing Traffic Counts

Appendix B: LOS Calculation Worksheets

Appendix C: Site Plan Review Supporting Materials

List of Figures

Figure 1: Project Location.....	5
Figure 2: Existing and Proposed Bicycle Facilities.....	13
Figure 3: Existing Transit Routes.....	16
Figure 4: Existing Vehicle Volumes	18
Figure 5: Background Project Sites	23
Figure 6: Opening Year Vehicle Volumes	24
Figure 7: Trip Distribution and Assignment of Project Trips	30
Figure 8: Opening Year Plus Project Vehicle Volumes.....	33
Figure 9: Cumulative Vehicle Volumes.....	35
Figure 10 : Cumulative Plus Project Vehicle Volumes	36
Figure 11: South Railroad Avenue Queuing Analysis.....	45
Figure 12: Project Site Plan	1

List of Tables

Table 1: Existing Transit Service	14
Table 2: Signalized Intersection LOS Criteria.....	19
Table 3: Unsignalized Intersection LOS Criteria	19
Table 4: Existing LOS and Delay Results.....	20
Table 5: Opening Year LOS and Delay Results	25
Table 7: Opening Year Plus Project LOS and Delay Results	32
Table 8: Cumulative LOS and Delay Results.....	38

445 S B Street TIA Executive Summary

This transportation impact assessment (TIA) reviews transportation conditions at and adjacent to 445 S B Street in the City of San Mateo. The proposed project will not result in CEQA impacts on VMT, bicycle, pedestrian, or transit circulation, or hazards and emergency access. The addition of project traffic would not result in unacceptable traffic operations. The project presents no adverse circulation issues and meets the code of design. The following summarizes the findings in the TIA and the recommended changes to the site plan would ensure consistency with San Mateo standards and best planning practices.



*Image is a current representation of the project

THE PROJECT

- 1.16** acre parcel
- 6-7** story mixed use building
- 71** affordable housing residential units
- 149** thousand square feet of office space
- 14** thousand square feet of retail space
- 6** thousand square feet of Self-Help for the Elderly space

ADDITIONAL TRANSPORTATION ANALYSIS

No adverse effects to vehicle, transit, bicycle, or pedestrian circulation are created by the project.



- » **176** new AM peak hour and **133** new PM peak hour vehicle trips compared to existing land uses



- » **140** long-term bicycle parking spaces on-site
- » **24** short-term bicycle parking spaces on-site



- » Project will **generate new riders** on Caltrain and SamTrans



- » More than **15** pedestrian entrances
- » Proposed sidewalks of width 10' - 16'
- » Proposed sidewalks meet ADA standards

STUDY INTERSECTIONS & CEQA IMPACTS

- » **No adverse traffic conditions**
- » **No significant VMT impact** due to proximity to high quality transit (within a 1/2 mile of Caltrain)
- » Minimal impact on neighborhood traffic
- » No new hazards or impact to emergency access



RECOMMENDATIONS

- » Develop a loading operations plan that includes coordination with Draeger's to direct deliveries with trucks larger than 25 feet to use the loading zone in front of Draeger's on South B Street. The loading operations plan should set out plans to monitor loading operations after Project opening to ensure that passenger loading activities or larger vehicles that cannot be accommodated within the proposed loading spaces on East 4th Avenue or South B Street do not impede use of the sidewalk or local traffic circulation or otherwise result in conditions detrimental to public safety. If loading operations are found to impede local circulation, consider adding loading spaces to accommodate freight and/or passenger loading activities.



Executive Summary

This transportation impact assessment (TIA) reviews transportation conditions at and adjacent to the mixed-use Project at 445 South B Avenue (“the Project”), in the City of San Mateo. The proposed Project will not result in CEQA impacts on VMT, bicycle, pedestrian, or transit circulation, or hazards and emergency access. The Project presents no adverse Level-of-Service effects or site circulation issues and the addition of Project trips would not result in adverse effects on traffic operations. The Project presents no adverse circulation issues and generally meets the City’s design standards. The following recommendation is presented to improve site access related to freight and passenger loading activities:

- **Recommendation 1:** Develop a loading operations plan that includes coordination with Draeger’s to direct deliveries with trucks larger than 25 feet to use the loading zone in front of Draeger’s on South B Street. The loading operations plan should set out plans to monitor loading operations after Project opening to ensure that passenger loading activities or larger vehicles that cannot be accommodated within the proposed loading spaces on East 4th Avenue or South B Street do not impede use of the sidewalk or local traffic circulation or otherwise result in conditions detrimental to public safety. If loading operations are found to impede local circulation, the Project sponsor and City of San Mateo should consider adding loading spaces on East 4th Avenue or South B Street to accommodate the Project’s freight and/or passenger loading activities.



Introduction

This transportation impact assessment (TIA) reviews transportation conditions at and adjacent to the mixed-use Project located at 445 South B Street 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, 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 50,600 square foot (1.16 acre) block bounded by East 4th Avenue, East 5th Avenue, South B Street, and Railroad Avenue. The Project site is bounded by the Caltrain right of way and commercial and retail uses, including restaurants, markets, and other retail uses. 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.

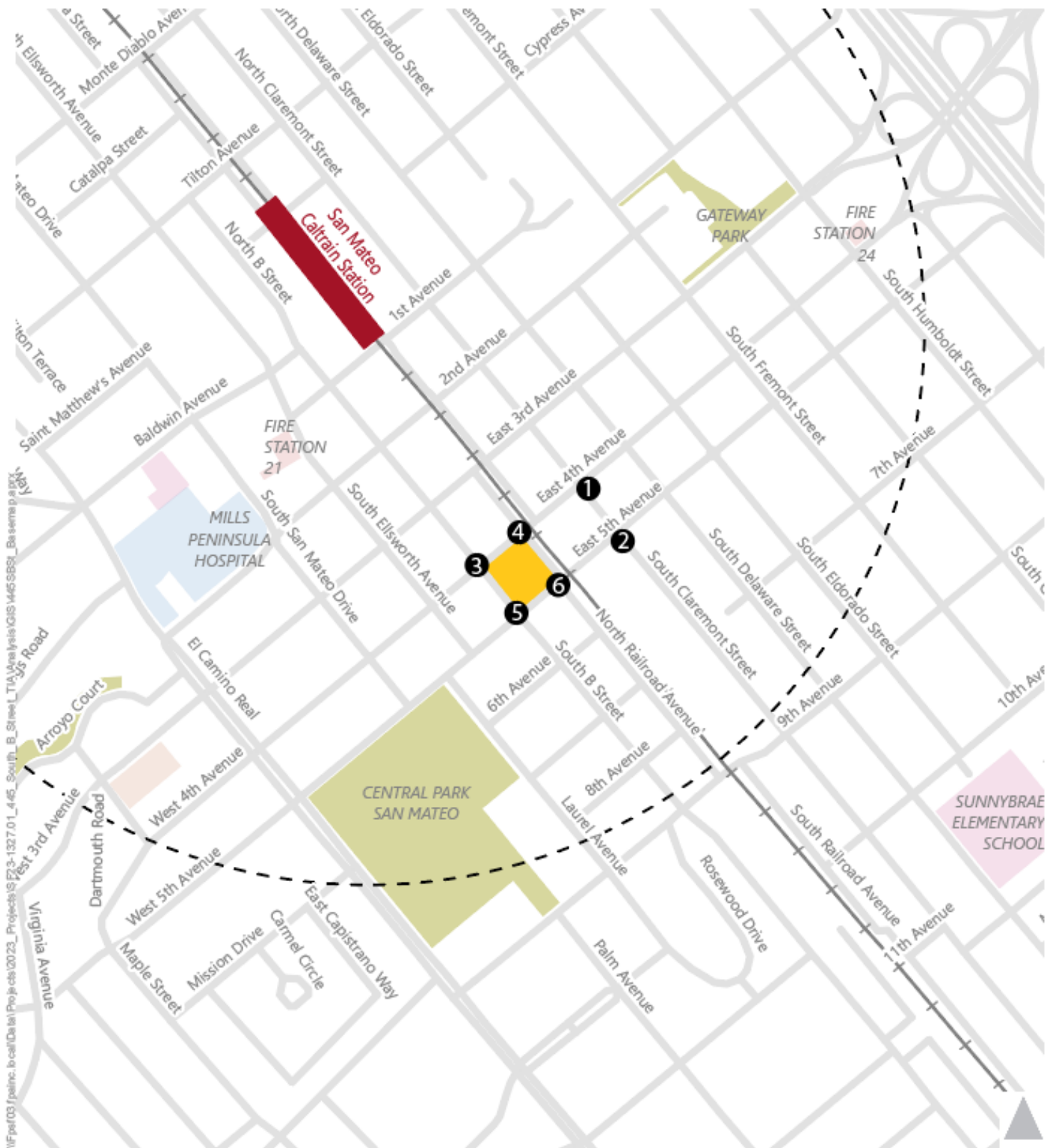
Based on recent changes to the California Environmental Quality Act (CEQA) guidelines with the implementation of SB 743, and due to guidance provided by OPR, vehicle miles traveled (VMT) is recommended as the appropriate measure of transportation impacts under CEQA. Level of service (LOS) and other similar 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 4th Avenue/South B Street
- East 4th Avenue/South Railroad Avenue
- East 4th Avenue/South Claremont Street
- East 5th Avenue/South B Street
- East 5th Avenue/South Railroad Avenue
- East 5th Avenue/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, including the Project-generated vehicle trips.





- 445 S B Street Project Location
- Caltrain Station - 0.5 Mile Radius
- # Study Intersections



Figure 1
Project Location

Project Description

The Project site includes the entirety of the 50,600 square foot (1.16 acre) block, which is bounded by East 4th Avenue, East 5th Avenue, South B Street, and South Railroad Avenue. The site is currently occupied by a surface parking lot, two restaurants, and retail spaces which have been vacant for several years. Surrounding land uses in the vicinity of the Project site include the Caltrain right of way and a variety of commercial and retail uses such as restaurants and markets.

The Project site has a General Plan Designation of Downtown Retail Core and a zoning designation of CBD/R (Central Business District, Residential Overlay District). The Central Business District zoning designation encourages active retail, entertainment, and community serving uses, particularly along the ground floor. According to San Mateo Municipal Code (SMMC) 27.29.100 "the Residential Overlay District is established to encourage residential development as part of a mixed-use development. New residential development is encouraged both to meet housing needs and to provide support for the growth of local businesses."¹

The Project proposes to demolish all existing structures and redevelop the site with two buildings:

- **Residential Building** – A new seven-story, 71-unit affordable housing building which would include a 5,964 square foot ground-floor center for Self-Help for the Elderly (Self-Help), and,
- **Non-Residential Building** – A six-story building containing 148,939 square foot of office space and 13,995 square feet of ground floor retail uses.²

The residential building will occupy a City-owned parcel located on the corner of E 4th Avenue/South Railroad Avenue with the non-residential building occupying the remainder of the block. The taller of the two buildings (residential) would be approximately 85 feet in height.

The Project would provide 100% below market housing (BMR) in accordance with the City of San Mateo BMR Ordinance and is requesting to exceed FAR through the use of State Density Bonus concessions and waivers as described in the State Density Bonus letter submitted by the Project sponsor. The total square footage is 244,833 square feet with a FAR of 4.84.

The Project site would have two primary pedestrian entrances, with the main residential building entrance on East 4th Avenue, and the main non-residential building entrance on South B Street. These primary building entries would each include a lobby area and were positioned to draw in pedestrians coming from downtown and the Caltrain station to the north, and from the adjacent residential neighborhoods. Secondary pedestrian entrances the Project would be located along South B Street, East 4th Avenue, East 5th Avenue, and South Railroad Avenue.

¹ [San Mateo Municipal Code 27.29.100](#)

² According to the Applicant, ground floor retail uses may include restaurant uses.



The SMMC requires a combined total of 427 parking stalls for both the residential and commercial uses of the Project – 23 spaces for retail, 374 spaces for office, and 30 spaces for residential. However, because the San Mateo Caltrain station is located less than a quarter mile to the north of the Project site, the City of San Mateo cannot enforce minimum parking requirements on the proposed Project.³ The Project would provide up to 136 parking spaces in a below-grade parking garage accessed via a driveway on South Railroad Avenue. During the day, 36 parking spaces would be designated for residential use and the remaining 100 would be designated for non-residential use (e.g., office staff). After hours (e.g., from about 6:00 PM to 8:00 AM), the Project would designate 25 of the non-residential spaces for residential use. No public parking would be provided within the Project garage. On-street parallel parking would be provided along the East 4th Avenue, East 5th Avenue and South B Street frontages and additional public parking would be available in nearby City-owned facilities, such as the Central Garage and forthcoming Kiku Crossing and 5th Avenue Garage.

The Project will also include bicycle parking in accordance with City standards. The Project is required to provide 23 short-term bicycle parking spaces: eight office, seven retail, and eight residential. The Project proposes to provide a total of 24 short-term bicycle parking spaces. The Project is required to provide 99 long-term bicycle parking spaces: 15 office, one retail, and 84 residential. The Project proposes to provide a total of 140 long-term bicycle parking spaces (56 in the non-residential building, 84 in the residential building).

The Project proposes to widen sidewalks and provide 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.

The Project will include a Transportation Demand Management (TDM) Plan that would result in a decrease in the number of trips generated and parking demand compared to typical Projects of this use and size.

³ 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 bounded by East 4th Avenue, East 5th Avenue, South B Street, and South Railroad Avenue. 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.

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. There is on-street parking along the corridor adjacent to the Project site. East of El Camino Real, East 4th Avenue is a three-lane road, with two lanes eastbound and one lane westbound. The roadway is approximately 45 feet wide adjacent to the proposed Project site with 10-foot sidewalks.

South B Street is a two-way north-west street with one travel lane in each direction. There is on-street parking along the corridor adjacent to the Project site and sharrows striped along the corridor denoting a Class III bikeway. The roadway is approximately 45 feet wide with seven- to nine-foot sidewalks. South B Street provides direct access to Downtown San Mateo.

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. There is on-street parking along the corridor adjacent to the Project site and sharrows striped along the corridor denoting a Class III bikeway. Between Railroad Avenue and South B Street, East 5th Avenue has two travel lanes, one in each direction. The roadway is approximately 40 feet wide with ten-foot sidewalks and has a Class II bike lane.

South Railroad Avenue has two separate segments to the north and south of 9th Avenue. North of 9th Avenue, South Railroad Avenue is one-way southbound located to the west of the railroad tracks. In this segment, the roadway is approximately 13-feet wide and includes a six-foot wide sidewalk (with 4-foot-wide though zone) on the west side of the street without curb ramps at East 5th Avenue.

Existing Pedestrian Facilities

Sidewalks are provided on all streets near the Project site and range in width from six to 10-feet-wide. Along the South B Street commercial corridor, existing land uses are primarily retail and sidewalks range in width from nine to 12-feet-wide and are generally in good condition.



There are four intersections adjacent to the Project site: East 4th Avenue/South B Street, East 5th Avenue/South B Street, East 4th Avenue/South Railroad Avenue, and East 5th Avenue/South Railroad Avenue. Pedestrian facilities at these intersections include the following:

- The signalized East 4th Avenue/South B Street intersection provides bulb-outs at all four corners with diagonal curb ramps without truncated domes. Marked crosswalks are provided on all four approaches. Non-audible pedestrian signal heads with countdown timers and push buttons are provided at each crosswalk.
- The signalized East 5th Avenue/South B Street intersection provides bulb-outs at all four corners with diagonal curb ramps without truncated domes. Marked crosswalks are provided on all four approaches. Non-audible pedestrian signal heads with countdown timers and push buttons are provided at each crosswalk.
- The unsignalized, side-stop controlled East 4th Avenue/South Railroad Avenue intersection provides directional curb ramps with truncated domes on the west side of the north and south approaches. Directional receiving ramps are provided on the east side of these crossings. No marked crosswalks are provided. This intersection is directly west of an at-grade crossing of the Caltrain railroad tracks. No North-South crossing is provided for this intersection due to its proximity to the railroad crossing. An ongoing City of San Mateo project will provide pedestrian barriers for the north-south crossing direction at this intersection.
- The unsignalized, side-stop controlled East 5th Avenue/South Railroad Avenue intersection provides directional curb ramps with truncated domes on the west side of the north and south approaches. Directional receiving ramps are provided on the east side of these crossings. No marked crosswalks are provided. This intersection is directly west of an at-grade crossing of the Caltrain railroad tracks. No North-South crossing is provided for this intersection due to its proximity to the railroad crossing. An ongoing City of San Mateo project will provide pedestrian barriers for the north-south crossing direction at this intersection.

Between 2017 and 2022, there were four pedestrian/vehicle collisions reported at the six study intersections. These collisions were the result of vehicles colliding with pedestrians while crossing at the crosswalk. One collision occurred at the intersection of East 4th Avenue/South B Street, one collision occurred at the intersection of East 5th Avenue/South Claremont Street, and two collisions occurred at the intersection of East 4th Avenue/South Claremont Street.⁴

Existing Bicycle Facilities

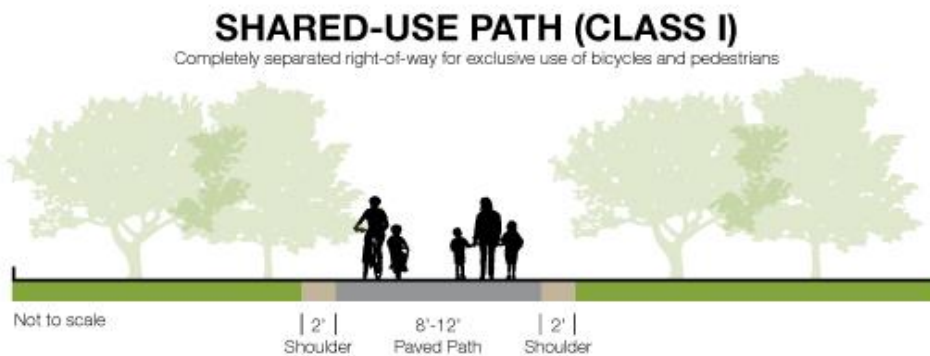
Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000:

⁴ 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

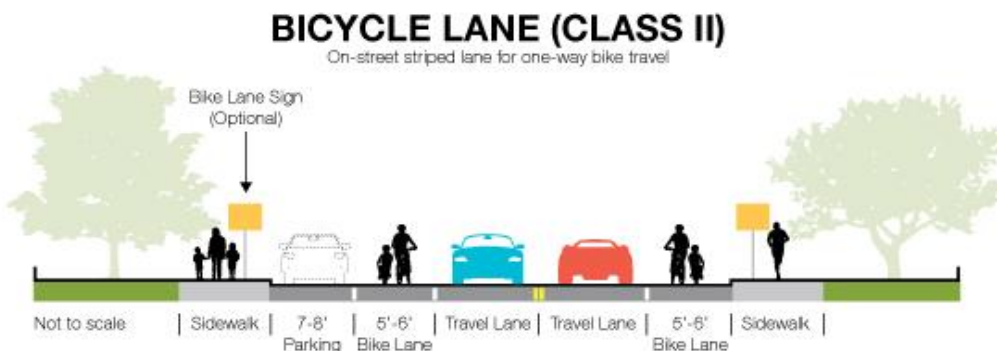


Bikeway Planning and Design). The Caltrans guidelines cover four primary types of bikeway facilities: Class I, Class II, Class III, and Class IV. These facility types are described below.

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



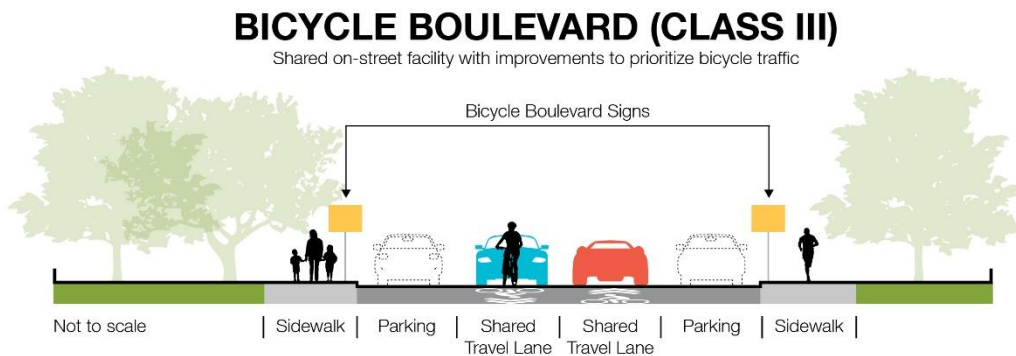
Class II Bikeways (Bike Lanes) are lanes for bicyclists, generally adjacent to the outer vehicle travel lanes, which have special lane markings, pavement legends, and signage. Bicycle lanes are generally five feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. Note that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



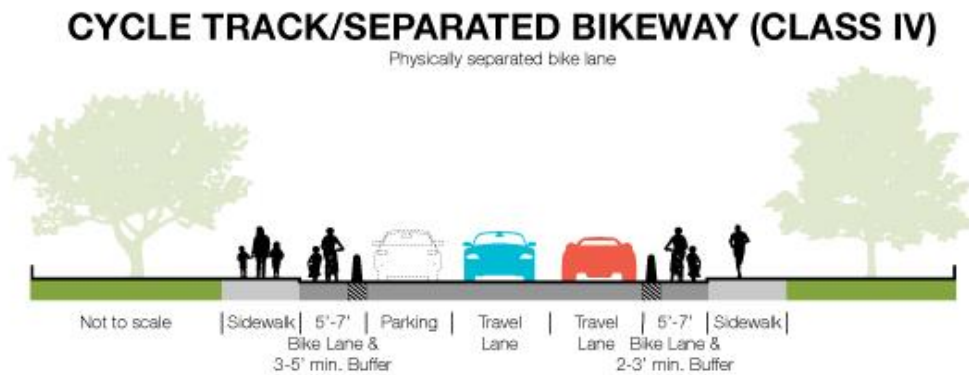
Class III Bikeway (Bicycle Routes/Bicycle Boulevards) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bicycle right-of-way or lane striping.



Bicycle routes serve to either 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 – Bicycle Boulevards - which include traffic calming treatments.



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 located near the Project site include Class III bicycle routes on East 5th Avenue and South B Street, and Class II bike lanes on East 5th Avenue.



As shown on *Figure 3.7 of the 2020 San Mateo Bicycle Master Plan*,⁵ the bicycle facilities along South B Street and East 5th Avenue are considered to have a high “Level of Traffic Stress” (LTS).⁶ 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 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, although South B Street is expected to be the primary north-south streets for bicycle access, due to the existing infrastructure and prevailing traffic speeds, it is unlikely that any but the most confident and fearless bicyclists would feel comfortable bicycling on this roadway to reach the Project site.

The City of San Mateo’s *2020 Bicycle Master Plan* proposes implementing the following facilities within the vicinity of the Project site:

- Class II bike lanes on East 5th Avenue⁷
- Class I shared use path on South Railroad Avenue, between East 4th Avenue and East 5th Avenue⁸
- Class III bicycle boulevard on South Railroad Avenue, north of East 4th Avenue

Existing and proposed bicycle facilities are shown on **Figure 2**.

⁵ *San Mateo Bicycle Master Plan*, City of San Mateo & Toole Design, 2020, p 28.

⁶ The LTS Methodology was developed by Mekuria, Furth, and Nixon in *Low Stress Bicycling and Network Connectivity* (2012).

⁷ According to a site visit performed on October 5, 2023, Class II bike lanes had been installed on East 5th Avenue adjacent to the Project.

⁸ Per discussions with City of San Mateo staff, our understanding is that this recommendation for a Class I shared use path is not supported by the City.



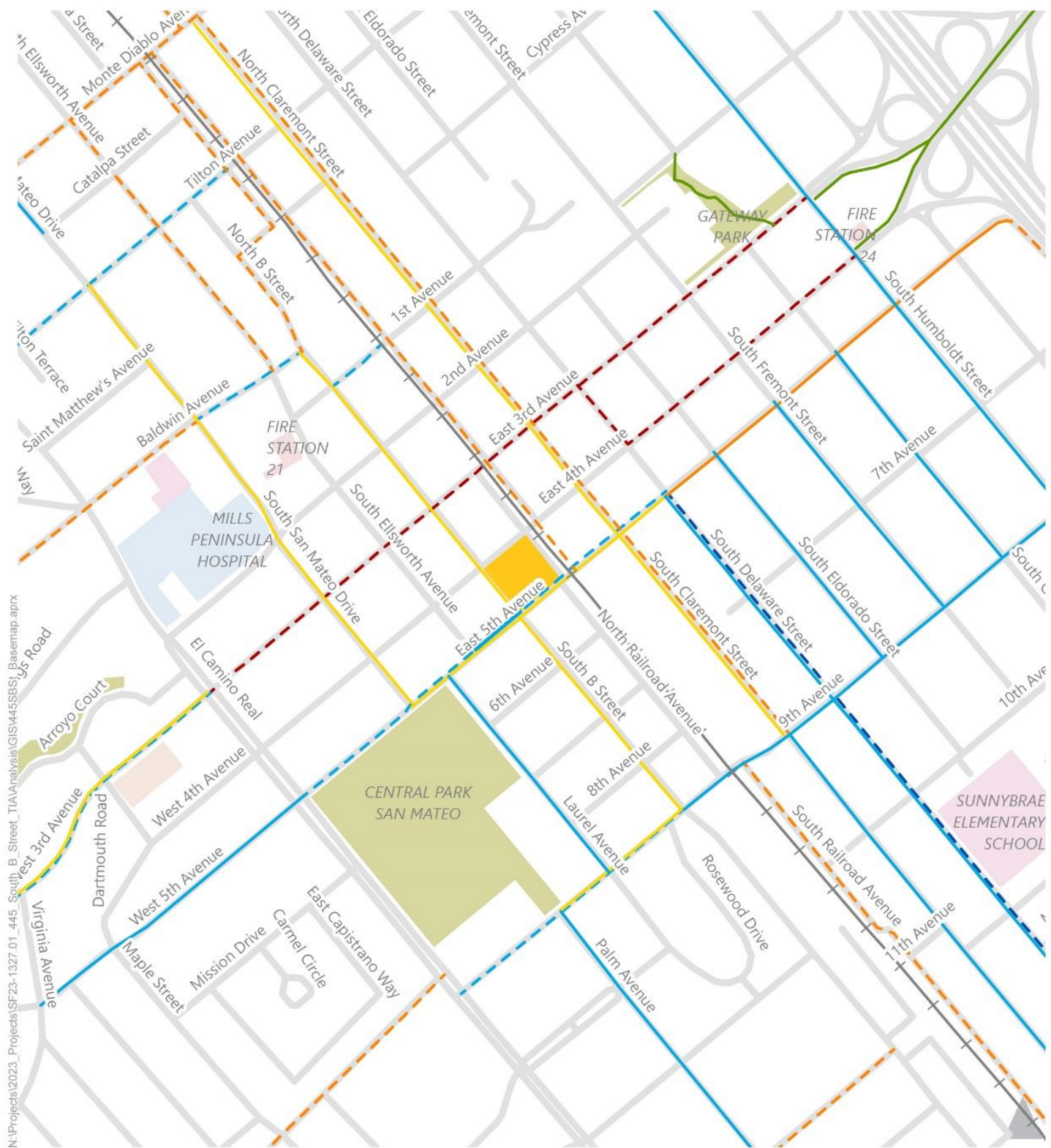


Figure 2
Existing and Proposed Bicycle Facilities



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 (min)	Weekend Peak Headway (min)	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/ S Delaware Street (AM), E 2nd Avenue/ S Delaware Street (PM)	Peninsula/Humboldt, Borel Middle School
SamTrans 59	-	-	School Drop Off/Pick Up Hours Only	4th Avenue/El Camino Real (AM), S Ellsworth Ave/ 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/ E 4th Avenue, S Ellsworth Ave/E 4th Avenue	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/ 3rd Avenue, S Delaware Street/ 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/E 5th Avenue, El Camino Real/ E 2nd Avenue	Palo Alto Transit Center, Downtown San Francisco, San Francisco Airport, Millbrae Transit Center, Hillsdale Caltrain Station
SamTrans ECR	15-20	20-30	All day	El Camino Real/E 5th Avenue, El Camino Real/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 is located at 1st Avenue/South Railroad 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 San Mateo Caltrain Station would use South B Street to access 1st Avenue. As noted in the Existing Pedestrian Facilities section above, sidewalks, crosswalks, and street trees are provided along this walking route, and there are signalized pedestrian crossings at all cross streets along the route from East 5th Avenue to 1st Avenue. Additionally, the San Mateo City Council has moved to permanently close South B Street between East 3rd Avenue and 1st Avenue. The pedestrianization of South B Street provides safer and more convenient access to the San Mateo Caltrain Station for people using active modes.

Four 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/E 5th Avenue include a sheltered bench at the northbound stop and an unsheltered bench at the southbound stop. SamTrans Route 250 has two nearby stops at S Delaware Street/E 4th Avenue and South Ellsworth Avenue/East 4th Avenue. At S Delaware Street/E 4th Avenue, the eastbound stop has no bench, and at South Ellsworth Avenue/East 4th Avenue, the eastbound stop has one unsheltered bench. SamTrans Route 292 has two nearby stops at S Delaware Street/3rd Avenue and S Delaware Street/2nd Avenue. Neither stop has benches. SamTrans Route 59 (school route) uses the eastbound and westbound stops at El Camino Real/West 4th Avenue, neither of which has 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 adjacent the Project site. Existing traffic counts are provided as **Appendix A**. 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:

- East 4th Avenue/South B Street
- East 4th Avenue/South Railroad Avenue
- East 4th Avenue/South Claremont Street
- East 5th Avenue/South B Street
- East 5th Avenue/South Railroad Avenue
- East 5th Avenue/South Claremont Street

The two study intersections on South Railroad Avenue are side-street stop controlled while the remaining four 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."*

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 the signalized study intersections.



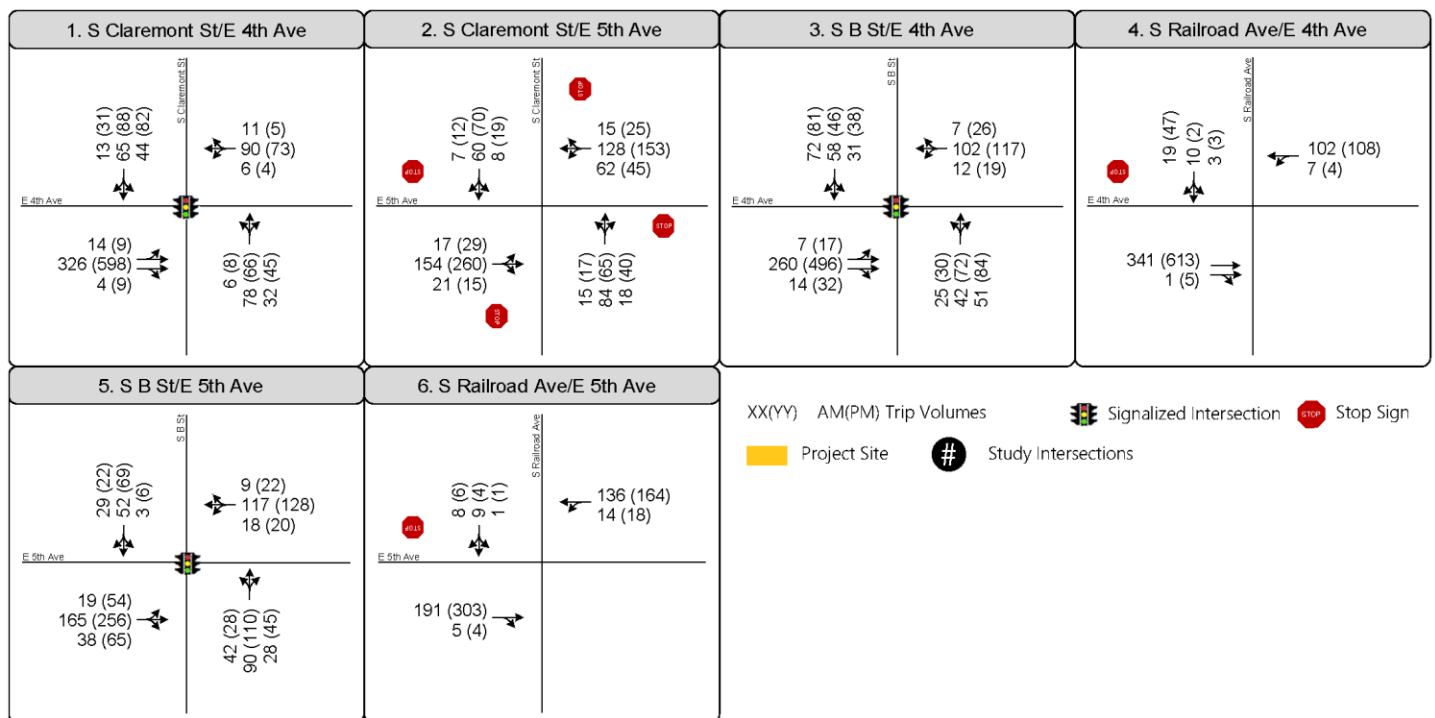
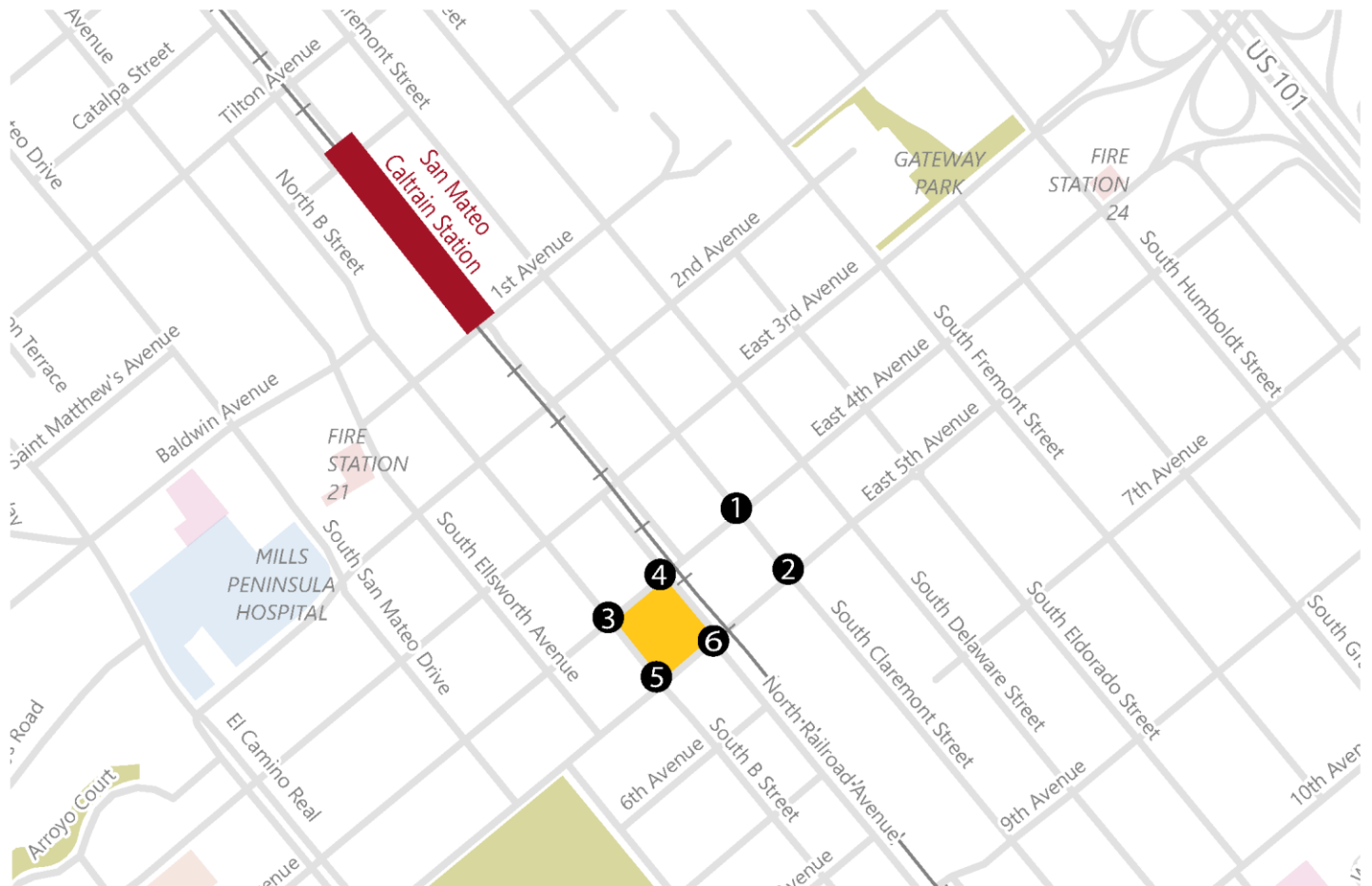


Figure 4

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 intersections would operate at LOS C or better. See **Appendix B** for detailed LOS results.



Table 4: Existing LOS and Delay Results

Intersection	LOS Threshold	Peak Hour	Existing	
			Delay	LOS
1. East 4th Avenue/South B Street	Mid-D (45 Secs)	AM	17	B
		PM	22	C
2. East 4th Avenue/South Railroad Avenue	E	AM	<10	A (SB)
		PM	<10	A (SB)
3. East 4th Avenue/South Claremont Street	Mid-D (45 Secs)	AM	14	B
		PM	15	B
4. East 5th Avenue/South B Street	Mid-D (45 Secs)	AM	16	B
		PM	19	B
5. East 5th Avenue/South Railroad Avenue	E	AM	<10	A (SB)
		PM	<10	A (SB)
6. East 5 Avenue/South Claremont Street	Mid-D (45 Secs)	AM	<10	A
		PM	12	B

Note: Intersections with unacceptable operations are **bolded**.
Source: Fehr & Peers, 2024.

Existing Parking Conditions

Parking within Downtown City of San Mateo is designated by core and periphery zones.⁹ The core zone, north and west of the East 4th Avenue/South B Street intersection, has a higher price (\$1.50/hour) to encourage turnover. The perimeter zone, slightly further from Downtown and adjacent to the Project, is less expensive (\$1.00/hour) and provides options for all-day parking.

Metered on-street parking is provided along the Project frontages with the following restrictions:

- **South B Street** – Limited to three hours from 8:00 AM to 6:00 PM Monday through Saturday. Outside these hours, parking is unrestricted except for the prohibition during weekly street sweepings (Monday, Wednesday, and Friday from 4:00 AM to 6:00 AM).
- **East 4th Avenue** – Limited to three hours from 8:00 AM to 6:00 PM Monday through Saturday. Outside these hours, parking is unrestricted except for the prohibition during weekly street sweepings (same as above).
- **East 5th Avenue** – Limited to three hours from 8:00 AM to 6:00 PM Monday through Saturday. Outside these hours, parking is unrestricted except for the prohibition during weekly street sweepings (same as above).

⁹ For more information, see the City of San Mateo's Downtown On-Street Parking website, available from: <https://www.cityofsanmateo.org/4130/Downtown-On-Street-Parking>



- **South Railroad Avenue** – On-street parking is not permitted.

City-owned parking facilities located within proximity of the Project include the following:

- **Central Parking Garage** – The nearest entrances are on South B Street, between 3rd and 4th Avenue, and on 4th Avenue, between Ellsworth Avenue and South B Street. Parking costs \$1.25 per hour. Three-hour and 10-hour spaces are available.
- **Fifth and B Street Parking Lot** – The entrance is on East 5th Avenue, between South B Street and South Railroad Avenue. Parking costs \$0.75 per hour. Vehicles may park for up to three hours.
- **Fourth and B Street Parking Lot** – To be demolished as part of the Project. Parking costs \$0.75 per hour. Vehicles may park for up to three hours.

All City-owned garages and lots are closed from 2:00 to 5:00 AM each day of the week, meaning vehicles cannot remain parked in facilities overnight. Within these facilities, parking is restricted as noted above. These facilities are all free on Sundays, City-designated holidays, and after 6:00 PM every day.



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
- 477 9th Avenue – Office and Residential Mixed-Use Development

Approved Projects that affect traffic volumes at study intersections include:

- 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
- 477 9th Avenue – Office and Residential Mixed-Use Development

Figure 5 shows the location of these Projects relative to the Project site. Background traffic generated by other reasonably foreseeable projects are captured within the cumulative conditions analysis presented later in this report.

Each of these Projects proposes new pedestrian improvements including:

- Wider sidewalks with landscaping zone along the residential frontage of Kiku Crossing
- Wider sidewalks, street furniture such as benches, street trees, and pedestrian-scale lighting along 9th Avenue and South Claremont Street adjacent 477 9th Avenue
- 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**.





445 S B Street Project Location

Background Projects

Driveways



Figure 5
Background Projects

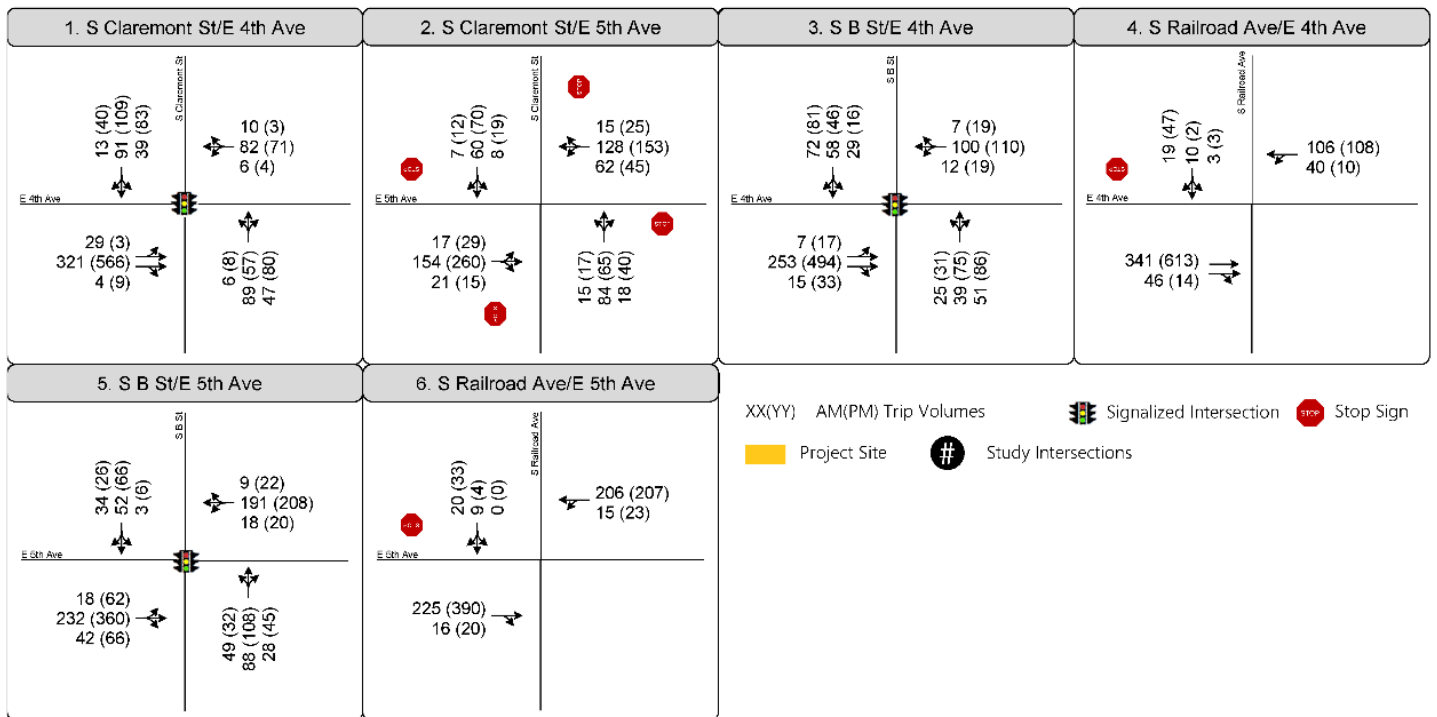
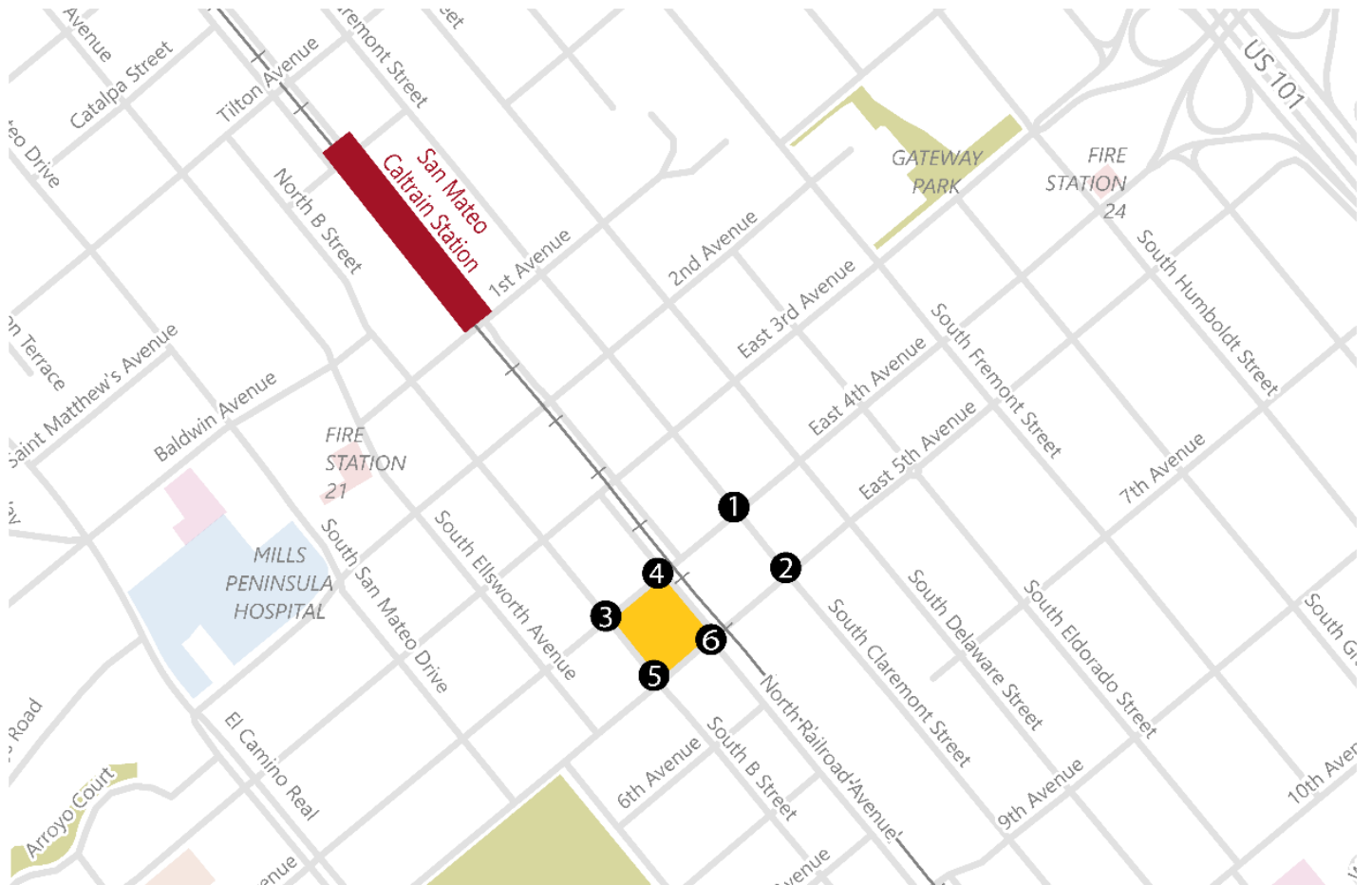


Figure 6

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. See **Appendix B** 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. East 4th Avenue/South B Street	Mid-D (45 Secs)	AM	17	B	16	B
		PM	22	C	23	C
2. East 4th Avenue/South Railroad Avenue	E	AM	<10	A (SB)	<10	A (SB)
		PM	<10	A (SB)	<10	A (SB)
3. East 4th Avenue/South Claremont Street	Mid-D (45 Secs)	AM	14	B	15	B
		PM	15	B	16	B
4. East 5th Avenue/South B Street	Mid-D (45 Secs)	AM	16	B	16	B
		PM	19	B	24	C
5. East 5th Avenue/South Railroad Avenue	E	AM	<10	A (SB)	<10	A (SB)
		PM	<10	A (SB)	<10	A (SB)
6. East 5 Avenue/South Claremont Street	Mid-D (45 Secs)	AM	<10	A	<10	A
		PM	12	B	12	B

Note: Intersections with unacceptable operations are **bolded**
Source: Fehr & Peers, 2024.



Project Conditions

This section presents the traffic conditions with the Project, including Vehicle Miles Traveled 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

Trip generation is the process of estimating the number of vehicles that would likely access the Project on any given day. **Table 6** presents the trip generation for the Project. Trip generation data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual (11th Edition)* was used as a starting point to estimate the vehicle trip generation, except for the Self-Help land use for which there is no appropriate ITE rate. Trips generated by the Self-Help land use were estimated using a combination of ITE rates for employee trips and operational data for visitor trips (see Table 6 for details). ITE rates are primarily based on data collected at single-use suburban sites where the automobile is often the only travel mode. However, the Project site is in a somewhat dense, mixed-use urban environment near frequent regional and local transit service, where many trips are walk, bike, or transit trips. Therefore, 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.

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.¹⁰ 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 existing uses are also subtracted from the proposed Project's trip generation estimates. Existing trips were estimated using ITE rates. As shown in **Table 6**, the proposed Project would generate a total of 1,092 daily, 176 AM peak hour, and 133 PM peak hour net new vehicle trips.

¹⁰ 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+](#)".



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	148.9	KSF	1,614	199	27	226	36	178	214
Strip Retail Plaza (>40 KSF)	822	14	KSF	762	20	13	33	46	46	92
Affordable Housing – Income Limits	220	71	DU	342	10	26	36	19	14	33
Self-Help Custom Trip Generation										
Employees: Based on General Office Building	710	Employees	12	40	5	1	6	1	4	5
Visitors: Based on Operational Data ²	N/A	N/A	6.0	48	0	0	0	0	0	0
Internal Capture and Location Based Reductions ³										
Internal Capture				-56	-8	-2	-10	-6	-14	-20
External Walk, Bike, and Transit				-961	-86	-21	-107	-33	-80	-113
Proposed Project Subtotal				1,789	140	44	184	63	148	211
Existing Uses										
Fast Casual Dining (Pokeatery)	930	KSF	3.4	330	3	2	5	24	19	43
Fine Dining Restaurant (Tomatina)	931	KSF	5.7	478	2	2	4	29	15	44
Internal Capture and Location Based Reductions ³										
Internal Capture				0	0	0	0	0	0	0
External Walk, Bike, and Transit				-111	0	-1	-1	-5	-4	-9
Existing Uses Subtotal				697	5	3	8	48	30	78
Net new trips (Proposed Project minus existing)				1,092	135	41	176	15	118	133

Notes:

1. DU = Dwelling Units. KSF = 1,000 square feet.
2. ITE Trip Generation land use category (710) General Office Building - General Urban/Suburban (Adj Streets, 7-9AM, 4-6PM)
Daily: $T = 10.84 * (X)$
AM Peak Hour: $T = 1.52 * (X)$ (88% entering, 12% exiting)
PM Peak Hour: $T = 1.44 * (X)$ (17% entering, 83% exiting)
3. ITE Trip Generation land use category (822) Strip Retail Plaza - General Urban/Suburban (Adj Streets, 7-9AM, 4-6PM)
Daily: $T = 54.45 * (X)$
AM Peak Hour: $T = 2.36 * (X)$ (60% entering, 40% exiting)
PM Peak Hour: $T = 6.59 * (X)$ (50% entering, 50% exiting)
4. ITE Trip Generation land use category (223) Affordable Housing - Income Limits, General Urban/Suburban (Adj Streets, 7-9AM, 4-6PM)
Daily: $T = 4.81 * (X)$
AM Peak Hour: $T = 0.50 * (X)$ (29% entering, 71% exiting)
PM Peak Hour: $T = 0.46 * (X)$ (59% entering, 41% exiting)
5. ITE Trip Generation land use category (710) General Office Building - General Urban/Suburban (Adj Streets, 7-9AM, 4-6PM)



Daily: $T = 3.33 * (X)$

AM Peak Hour: $T = 0.49 * (X)$ (88% entering, 12% exiting)

PM Peak Hour: $T = 0.45 * (X)$ (17% entering, 83% exiting)

6. The 6.0 KSF of Self-Help land use represents a unique use for which we used operational data to estimate the trip generation. Operational data (e.g., user information and mode share rates were provided on August 31, 2023 by the Applicant. To estimate trip generation, Fehr & Peers divided users into two groups and then calculated the trip generation for each separately:
Employees: trip generation for the 12 employees was estimated by applying the per-employee General Office Building ITE rates.
Visitors: Given the existing site's operating schedule - open to visitors from 9:00 am to 4:00 pm - visitors would not travel during AM and PM peak hours (7:30-8:30 a.m., 5:00-6:00 p.m.) thus we have indicated 0 trips generated during these times. Fehr & Peers estimated daily visitor trips based on annual visitor data, as follows:
(10,000 to 20,000 current annual trips / 250 weekdays in the year) x 30% automobile mode share x 2 trips per automobile traveler = 24 to 48 daily trips.
7. Reductions were calculated using the Environmental Protection Agency's (EPA's) Mixed-Use Trip Generation Methodology (MXD).
7. ITE Trip Generation land use category (930) Fast Casual Restaurant – General Urban/Suburban (Adj Streets, 7-9 AM, 4-6 PM)
Daily: $T = 97.14 * (X)$
AM Peak Hour: $T = 1.43 * (X)$ (50% entering, 50% exiting)
PM Peak Hour: $T = 12.55 * (X)$ (55% entering, 45% exiting)
8. ITE Trip Generation land use category (931) Fine Dining Restaurant, General Urban/Suburban (Adj Streets, 7-9 AM, 4-6 PM)
Daily: $T = 83.84 * (X)$
AM Peak Hour: $T = 0.73 * (X)$ (No directional split provided by ITE; estimated 50% in and 50% out)
PM Peak Hour: $T = 7.80 * (X)$ (67% entering, 33% exiting)

Sources: ITE Trip Generation Manual, 11th Edition; Fehr & Peers, 2024.

The MXD methodology estimates about a 34 to 39 percent reduction in automobile trips compared to rates presented in the ITE Trip Generation manual. These reductions are 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 the transportation demand management (TDM) program, including the low VMT by design measures incorporated into the Project design such as the Project's density, mix of land uses, and transit-oriented location.¹¹ Implementation of programmatic and design-based TDM measures via the TDM Plan could further reduce automobile mode share, vehicle trips and parking demand.

Comparing MXD results to available mode share data and vehicle trip counts from nearby communities helps gauge the reasonableness of 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.¹² 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. According to vehicle counts collected at mixed-use

¹¹ California Air Pollution Control Officers Association's (CAPCOA) Handbook, December 2021. Available at: https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf

¹² 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>



residential and office buildings adjacent to the Hillsdale Caltrain station by the San Mateo Rail Corridor Transportation Management Agency (TMA), all but one project exhibited trip generation 40 percent or greater below the ITE trip generation estimates (PM peak) for traditional suburban buildings.¹³ 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 and residential mixed-use development.¹⁴

For the Project, approximately 45 percent 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 percent of trips would travel to the Project from El Camino Real via East 4th Avenue and East 5th Avenue. Approximately 5 percent of trips would go north, and about 5 percent of trips would go south, both via South Delaware Street and South Claremont Street.

In addition, the following parking distribution assumptions, developed in concert with City staff, were applied to the Project:

- All residential trips would use the Project garage
- About 80 office trips would use the Project garage
- All remaining non-residential trips would use the City's Central Garage and the planned 5th Avenue (Kiku Crossing) parking garage, with trips split equally between the two
- All trips associated with the existing uses have been routed to not use South Railroad Avenue

Figure 7 shows the net Project trip distribution and assignment of the Project trips at the study intersections.

¹³ San Mateo Rail Corridor Transportation Management Agency, 2022 Annual Report, July 12, 2023, available from <https://cityofsanmateo.org/DocumentCenter/View/92603/2022-Rail-Corridor-TMA-Annual-Report?bidId=>.

¹⁴ Fehr & Peers., *Block 21 Office & Residential Mixed-Use Development TIA*, April 2022.



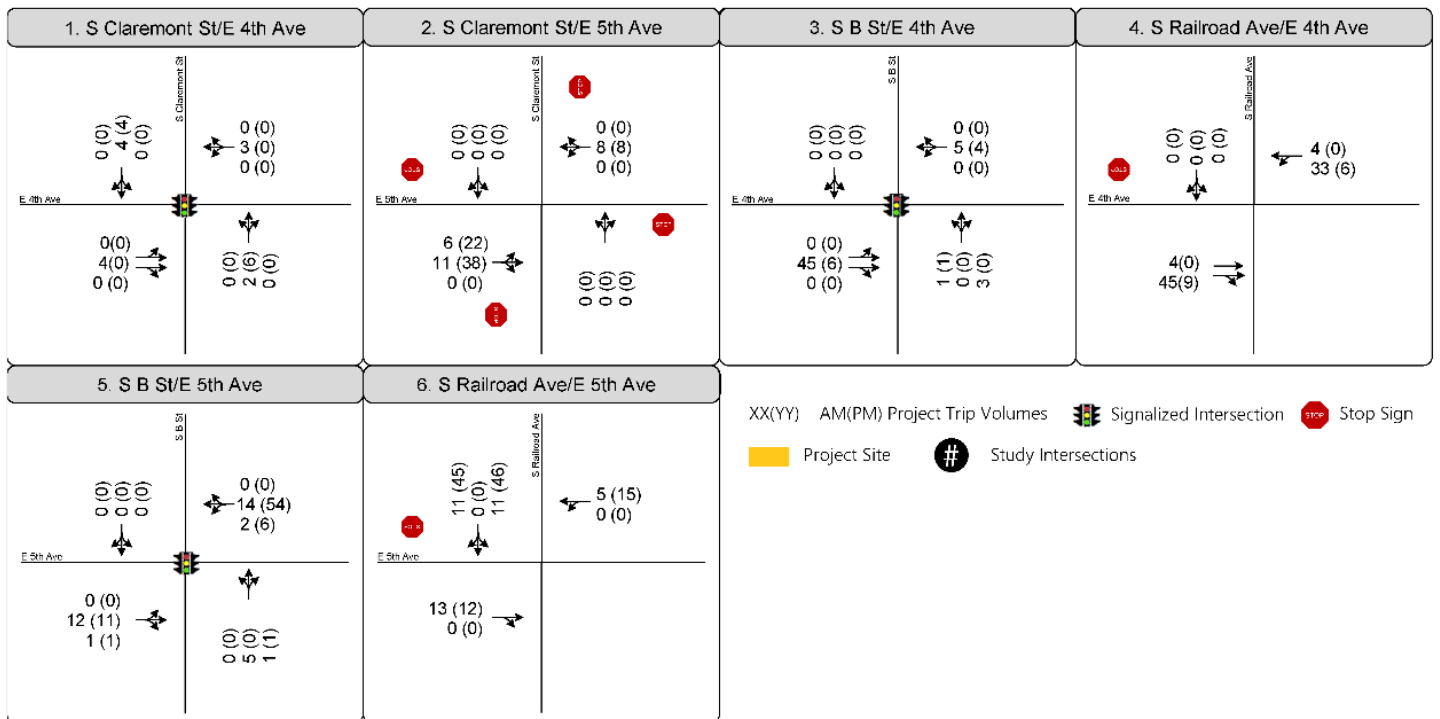
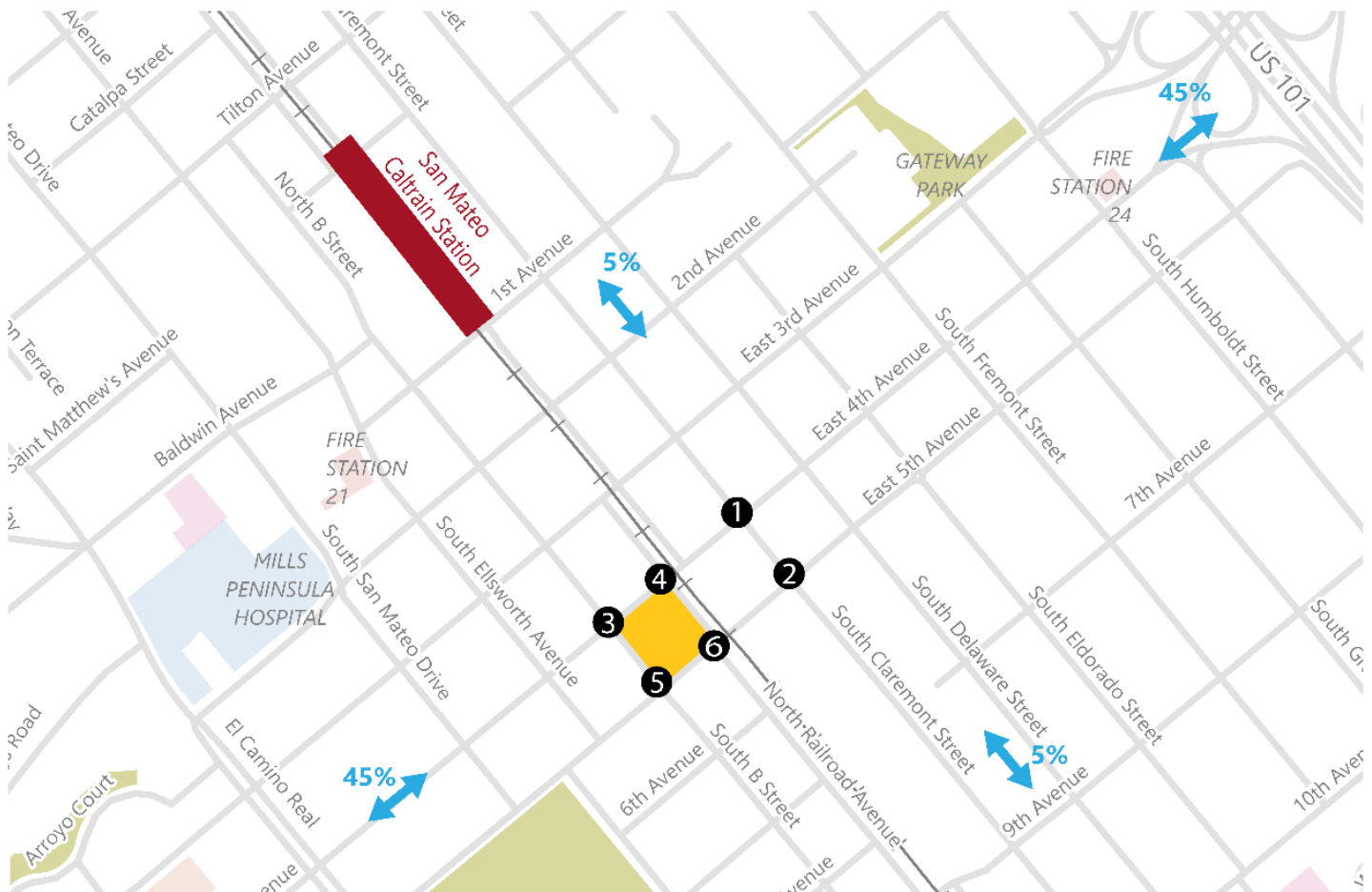


Figure 7

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, as it 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 this proximity 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 Project would have a floor area ratio of 3.0, would not provide more than the minimum parking required by the City of San Mateo, would be consistent with MTC's SCS, and does not involve the reduction of affordable residential units since none are included in the existing land use. 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 providing land use growth and



provides affordable housing near high-quality transit, and 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 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. 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. East 4 th Avenue/South B Street	Mid-D (45 Secs)	AM	16	B	17	B
		PM	23	C	23	C
2. East 4 th Avenue/South Railroad Avenue	E	AM	<10	A (SB)	<10	A (SB)
		PM	<10	A (SB)	<10	A (SB)
3. East 4 th Avenue/South Claremont Street	Mid-D (45 Secs)	AM	15	B	15	B
		PM	16	B	16	B
4. East 5 th Avenue/South B Street	Mid-D (45 Secs)	AM	16	B	17	B
		PM	24	C	25	C
5. East 5 th Avenue/South Railroad Avenue	E	AM	<10	A (SB)	11	B (SB)
		PM	<10	A (SB)	15	B (SB)
6. East 5 Avenue/South Claremont Street	Mid-D (45 Secs)	AM	<10	A	<10	A
		PM	12	B	14	B

Note: Intersections with unacceptable operations are **bolded**.

Source: Fehr & Peers, 2024.



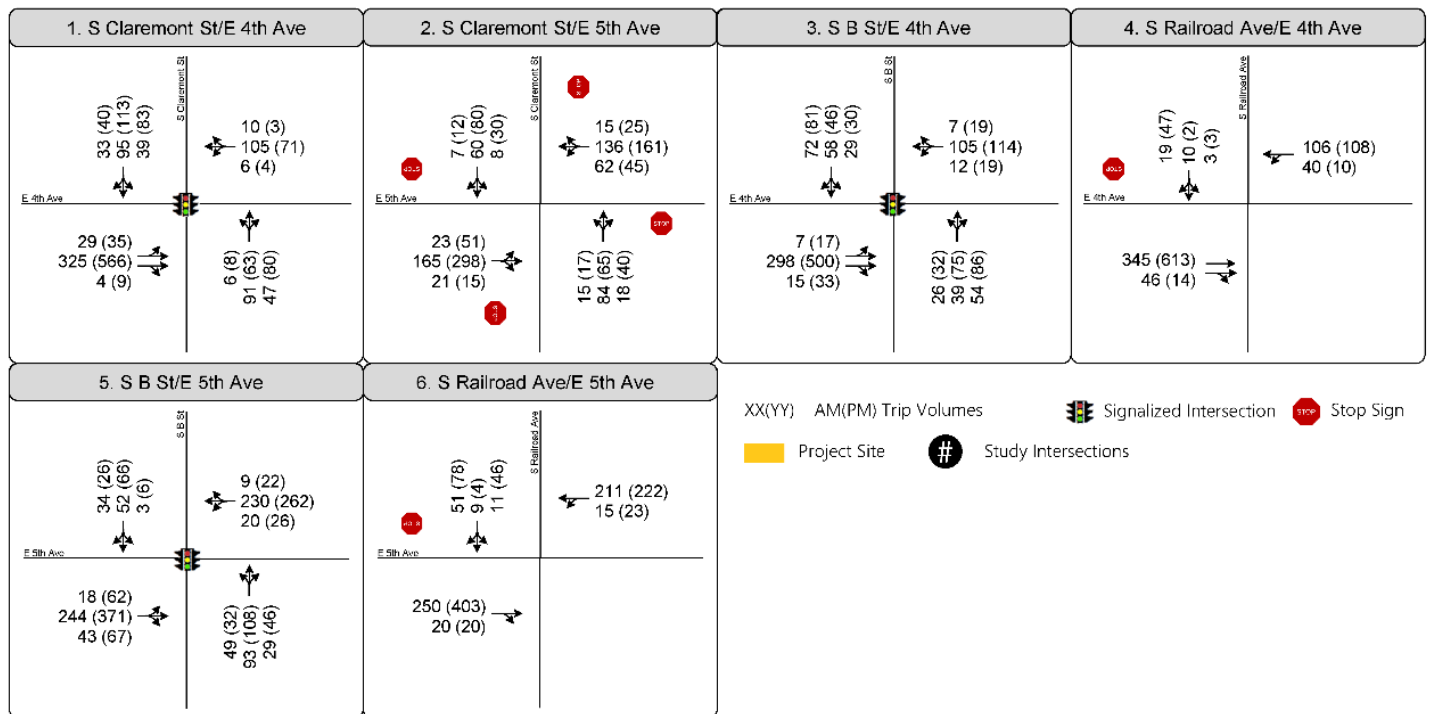
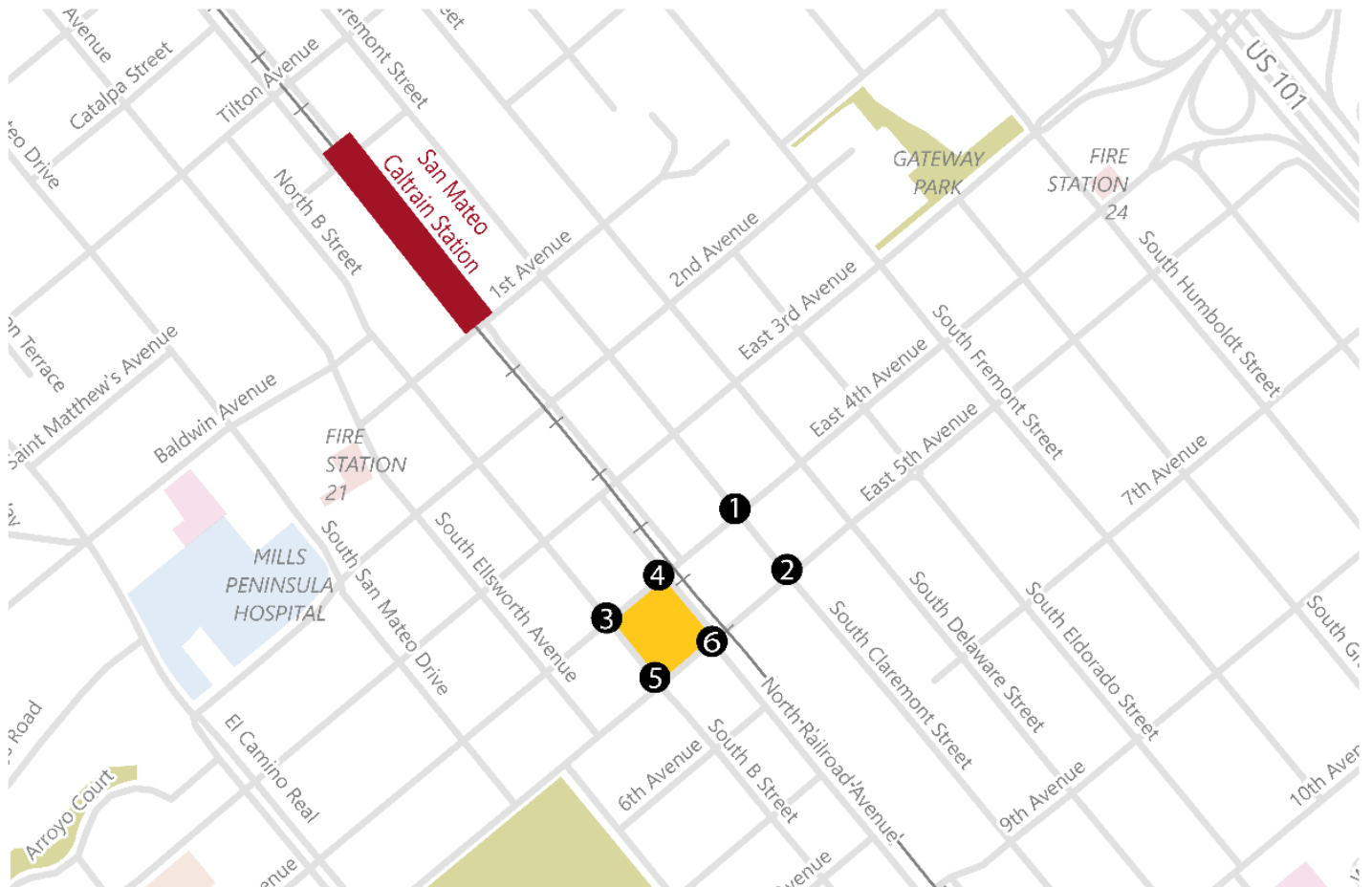


Figure 8

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 from the date of the existing traffic counts in May 2023. 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 the San Mateo 2030 General Plan.

The turning movement volumes for the intersection of 9th Avenue and South B Street were prepared for the General Plan 2040 No-build scenario using the model, and those traffic volumes were extracted for this analysis. South Claremont Street and South Railroad Avenue are 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 of South Delaware Street. The resulting growth rate from the City's Travel Demand Model on South Claremont Street and South Railroad Avenue was an average of two percent per year growth rate to the existing conditions volumes. Applying this annual growth rate to both South Claremont Street and South Railroad Avenue is a conservative approach since South Delaware Street is an arterial roadway while South Claremont Street and South Railroad Avenue are collector and local roadways and are therefore likely to experience less growth in traffic due to land use growth elsewhere in the city or region.

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, 445 South B Street, 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 City of San Mateo Travel Demand Model 2040 General Plan No-Build scenario was reviewed to confirm the growth from these and other pending development Projects was included in the land use growth assumptions. The location of these pending Projects is shown in **Figure 5**.

- 477 9th Avenue
- 480 East 4th Avenue (Kiku Crossing)
- Block 21
- 222 East 4th Avenue (Draegers)



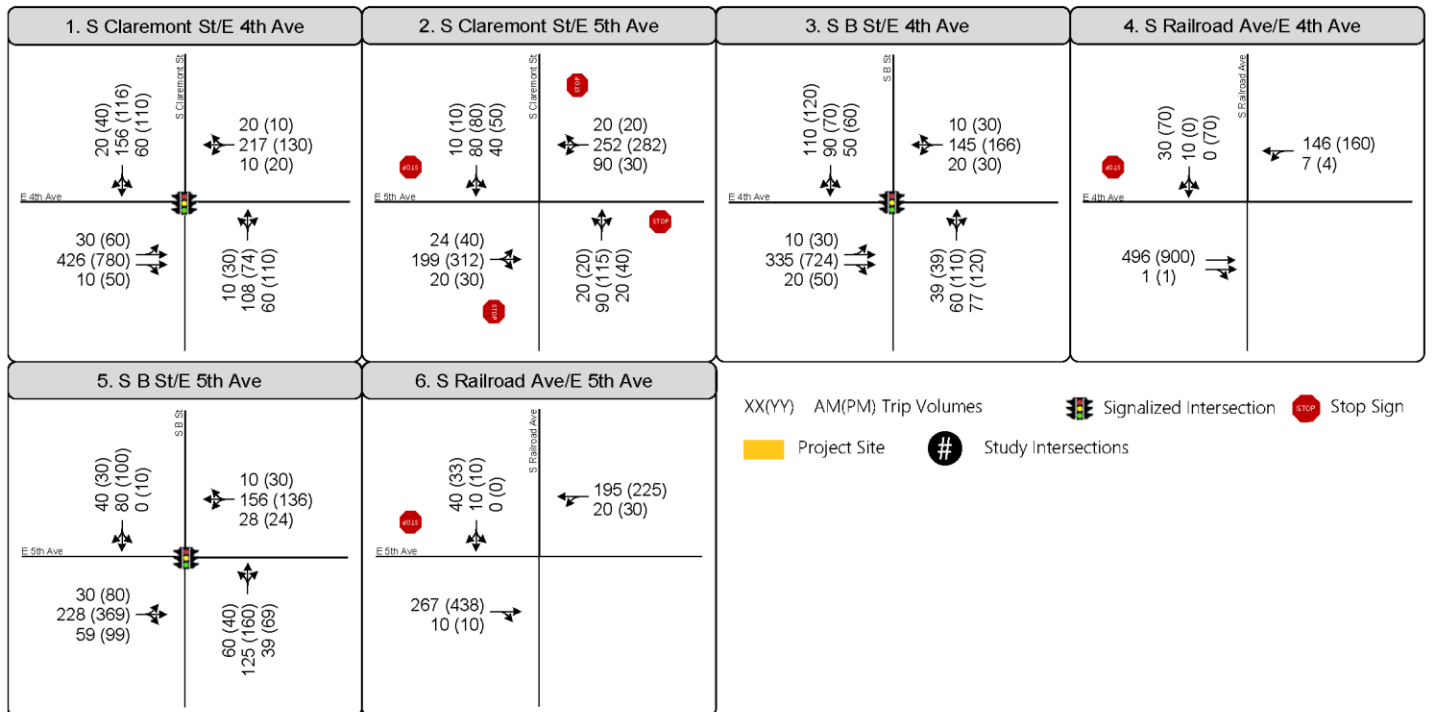
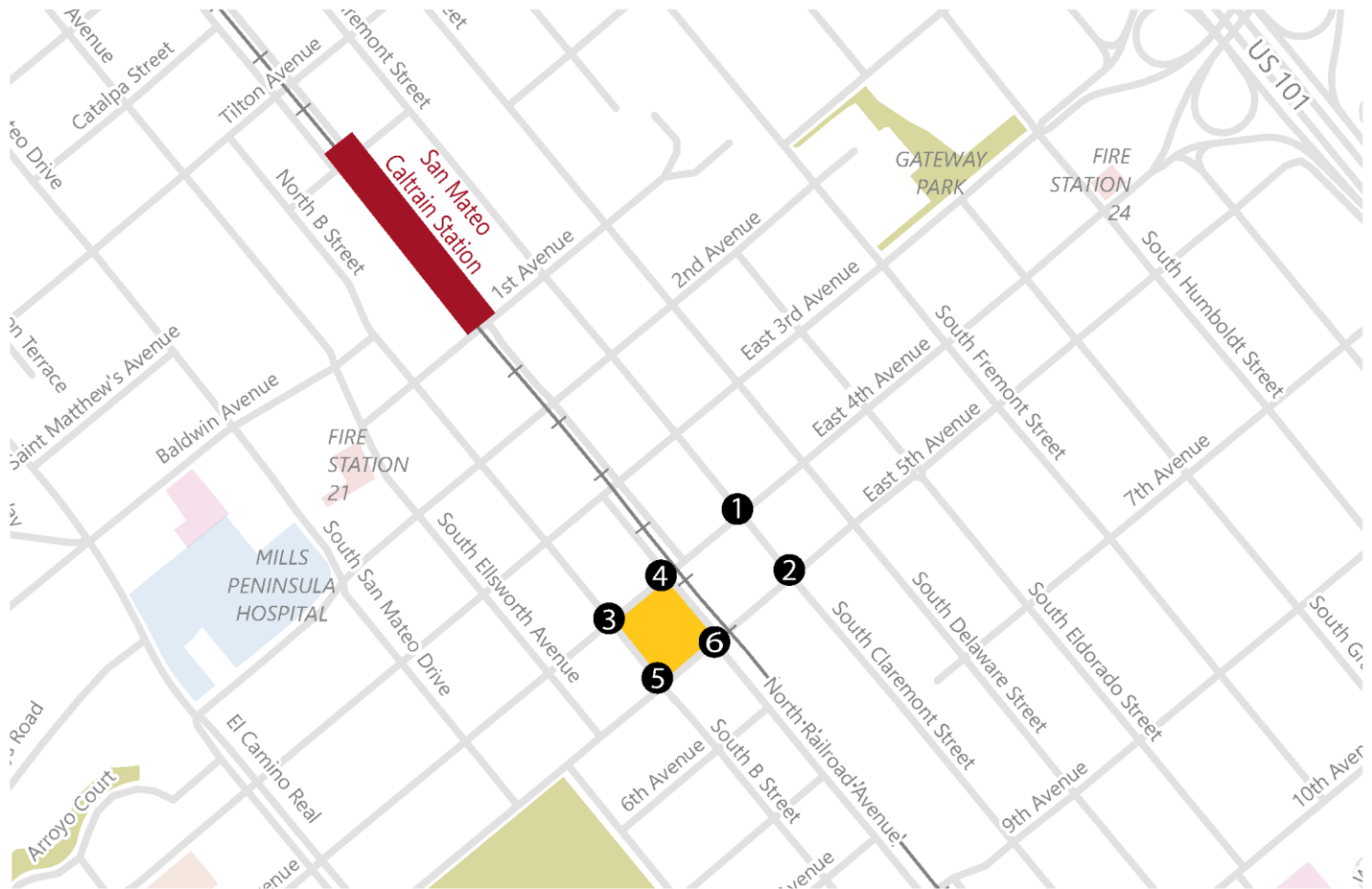


Figure 9

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



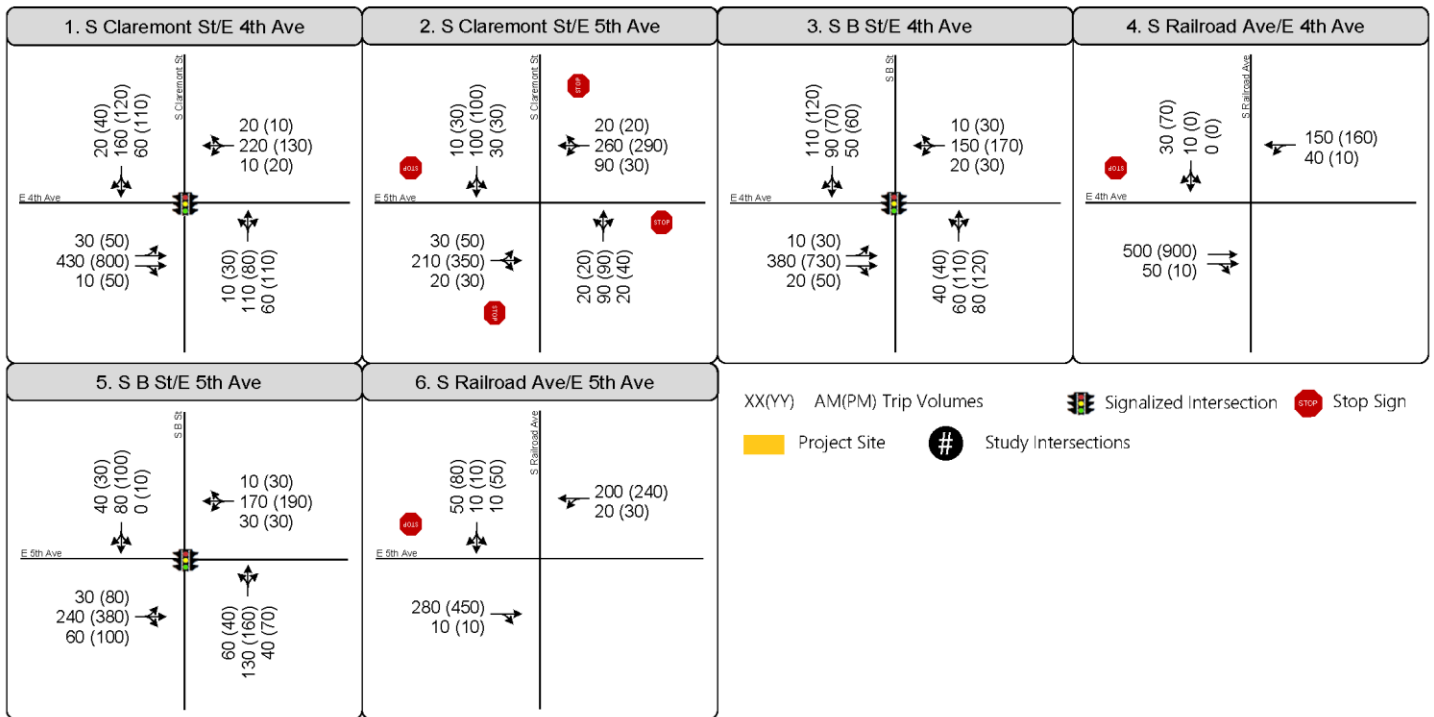
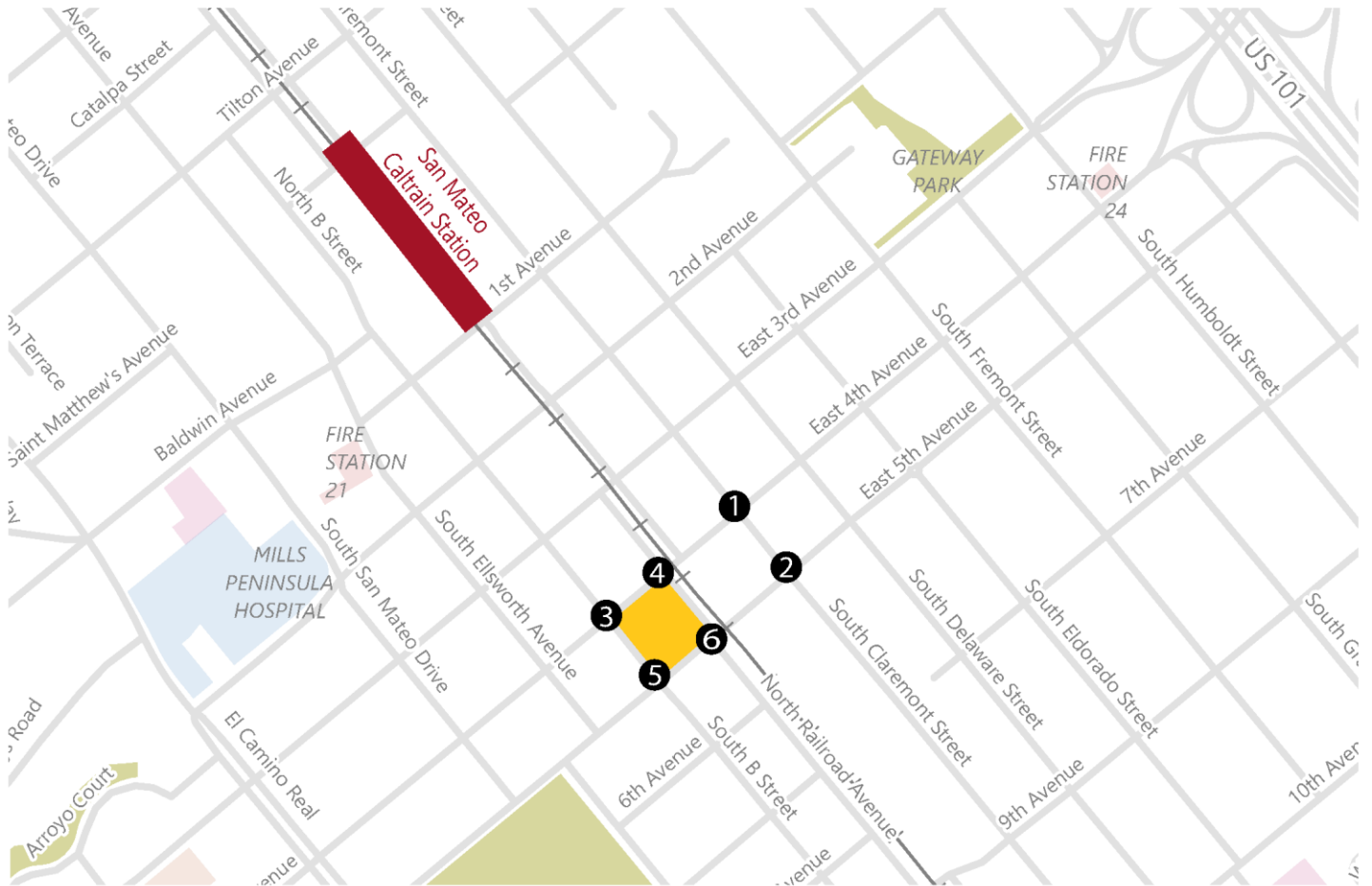


Figure 10

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:

- E 4th Avenue/South Claremont Avenue
 - AM Peak Hour: LOS B to LOS C
- E 5th Avenue/South B Street
 - AM Peak Hour: LOS B to LOS D
- East 5th Avenue/South Railroad Avenue
 - AM Peak Hour: LOS A to LOS B
- East 5th Avenue/South Claremont Street
 - AM Peak Hour: LOS A to LOS B
 - PM Peak Hour: LOS B to LOS C

Although the intersection operations worsened from existing to cumulative no Projects conditions, all six study intersections would continue to operate acceptably in both the AM and PM peak periods.

Based on the City's threshold for adverse intersection operations outlined in the City's TIA Guidelines, the Project would not have an adverse effect on traffic conditions under cumulative or cumulative plus project conditions.

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**.



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. East 4 th Avenue/South B Street	Mid-D (45 Secs)	AM	17	B	17	B	17	B
		PM	22	C	29	C	30	C
2. East 4 th Avenue/South Railroad Avenue	E	AM	<10	A (SB)	<10	A (SB)	<10	A (SB)
		PM	<10	A (SB)	<10	A (SB)	<10	A (SB)
3. East 4 th Avenue/South Claremont Street	Mid-D (45 Secs)	AM	14	B	17	B	17	B
		PM	15	B	20	C	20	C
4. East 5 th Avenue/South B Street	Mid-D (45 Secs)	AM	16	B	16	B	16	B
		PM	19	B	36	D	38	D
5. East 5 th Avenue/South Railroad Avenue	E	AM	<10	A (SB)	<10	A (SB)	11	B (SB)
		PM	<10	A (SB)	10	B (SB)	16	C (SB)
6. East 5 Avenue/South Claremont Street	Mid-D (45 Secs)	AM	<10	A	14	B	15	B
		PM	12	B	20	C	24	C

Note: Intersections with unacceptable operations are **bolded**.

Source: Fehr & Peers, 2024.



Additional Transportation Analysis

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

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

This analysis was also 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 impact 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.

This analysis references the Project site plan dated January 29, 2024. An annotated site plan containing references to key elements and recommendations is presented as **figure 12**. A more extensive transportation-specific excerpt of the Project site plan is attached as **Appendix C**.

Vehicle Site Access and Circulation

The following section describes vehicle site access and circulation for the proposed Project.

Vehicle Parking Conditions

The Project would provide up to 140 parking spaces in a below ground garage, accessed via a driveway on South Railroad Avenue, located about 100 feet south of East 4th Street and 120 feet north of East 5th Street.

Of the 140 parking spaces, approximately 37 would be designated for residential uses with the remainder designated for non-residential (i.e., office) uses. The Project would not provide any publicly accessible parking. The garage would include about eight accessible parking spaces, 50 mechanical stacking spaces, 30 electric vehicle (EV) spaces, and up to 58 EV capable spaces. 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). All parking spaces would be perpendicular parking spaces accessed from a two-way 24-foot-wide drive-aisle. All accessible parking spaces are located adjacent to a clear zone which would allow passengers to enter and exit the vehicle. Additional



pedestrian pathways within the garage provide access from these accessible spaces to elevators serving the residential and non-residential buildings.

The Project would add 1,092 daily, 176 AM peak hour, and 133 PM peak hour net new vehicle trips to the local roadway network. The Project would not provide enough parking spaces to accommodate all Project trips. As previously noted in the Trip Distribution discussion, it is assumed residents and up to approximately 80 office employees would use the parking garage, while other users would park in the City's Central Garage¹⁵ and/or future Kiku Crossing parking garage.¹⁶ Based on the project trip distribution and assignment, it is estimated approximately 78 vehicles would use the Project's driveways during the AM peak hour and 91 in 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.

According to the site plan, on-street parking would be provided along the Project frontage on South B Street (6 spaces), East 4th Avenue (5 spaces), and East 5th Avenue (7 spaces). With the exception of the proposed loading space on East 4th Avenue, the project does not propose to change the parking type on each frontage, which includes meters on East 4th Avenue, South B Street, and East 5th Avenue, and 24-hour No Parking restrictions on South Railroad Avenue.

The project would install red curb around the bulb-outs at East 4th Avenue/South B Street, East 5th Avenue/South B Street, and on the south side of East 4th Avenue for the 20 feet proceeding the intersection with South Railroad Avenue. Recently adopted Assembly Bill 413 requires the daylighting of intersections by prohibiting parking, stopping, or leaving standing any vehicle (e.g., on a sidewalk, in a crosswalk, etc.) to within 20 feet of the approach side of a marked or unmarked crosswalk, unless authorized by a local ordinance, with the intent of improving sight lines between people driving and people walking across the street.¹⁷ The proposed curb designation along East 4th Avenue, South B Street, and East 5th Avenue would be compliant with AB 413. The proposed waste collection loading zone on South Railroad Avenue would be located adjacent to the approach side of the proposed marked crosswalk. Thus, the curb designation on this approach would not comply with AB 413. Use of this waste collection loading zone would be restricted to waste collection only. Combined with the fact that the East 5th Avenue/South Railroad Avenue crossing is narrow (13 feet wide) and would include a high-visibility crosswalk, the design would support pedestrian visibility and comfort when crossing an alley with low traffic volumes and low traffic speeds. Therefore, this waste collection loading zone would not create inadequate sightlines between drivers and pedestrians.

¹⁵ For more information, see City of San Mateo City-Owned Parking Facilities, available from:
<https://www.cityofsanmateo.org/4123/City-Owned-Parking-Facilities>.

¹⁶ For more information, see Kiku Crossing and 5th Avenue Garage, available from:
<https://www.cityofsanmateo.org/4094/City-Owned-Downtown-Affordable-Housing-a>.

¹⁷ For more information, see California Legislative Information, Assembly Bill 413, October 10, 2023, available from:
https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB413



Driveway Design and Site Distance

The proposed two-way driveway has separate aprons that serve inbound and outbound lanes, these are 25-feet-wide and 27-feet-wide, respectively, and are separated by about three feet of curb. Per SMMC 27.64.025, two separate curb cuts serving residential parking shall be no greater than 20-feet-wide and separated by 20 feet, and driveways serving non-residential lots with more than 50 feet of frontage must have a total width no greater than 52 percent of the frontage length. In this instance the driveway serves both residential and non-residential uses, thus the non-residential requirement applies.

A preliminary site distance assessment was conducted for vehicles turning from the driveway's outbound lane onto South Railroad Avenue. The segment of South Railroad Avenue adjacent the project is straight and has one southbound lane approximately 13-feet wide. No parking is permitted along the roadway and it is free from visual obstructions.

The Project driveway would not provide adequate sight distance¹⁸ between exiting motorists and pedestrians on the adjacent sidewalk approaching from the north or south because the sight line would be blocked by the building. The garage driveway would provide adequate sight distance between exiting motorists and bicyclists and motor vehicles traveling south on South Railroad Avenue. According to the site plan, the garage exit will utilize an alarm system to alert pedestrians of vehicle departures to address the limited sight distance, which is typical for an urban building.

Loading and Curbside Management

Per SMMC 27.64.390, the City of San Mateo requires a total of four off-street 10-foot by 25-foot loading berths for freight loading. The code states that two loading berths are required for the office land use, two for the retail land use, and one for the residential land use, although the residential may be eliminated in mixed-use developments where a minimum of one loading berth is required for nonresidential uses. When off-street loading is not feasible, the code allows for a variance in accordance with [Chapter 27.78](#) or approval by the Zoning Administrator based on the following findings:

- (1) Adequate on-street parking is available along a parcel frontage to accommodate a loading berth;
- (2) The on-street parking intended for temporary loading purposes is located at least 50 feet from any intersections, and provides convenient access to building entrances; and
- (3) The street width is adequate to accommodate loading vehicles without impeding use of the sidewalk or local traffic circulation or otherwise be detrimental to public safety.

The Project proposes two on-street loading areas and no off-street loading facilities. The proposed 25-foot long yellow zone on East 4th Avenue approximately 70 feet east of the intersection with South B Street is proposed to facilitate freight loading and passenger pick-up and drop-off activities for the

¹⁸ Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian 10 feet away on each side of the driveway.



residential units and the Self-Help for the Elderly center.¹⁹ The on-street pullout yellow zone located on South Railroad Avenue, approximately 25 feet north of the intersection with East 5th Avenue, would be designated for residential and commercial waste collection operations only and thus would not fulfill loading. Therefore, the Project would not provide the required off-street loading facilities and only one qualifying on-street loading area compared to the required four loading zones and the Project must request relief from the City via the Site Plan and Architectural Review process, requesting a variance, or through the State Density Bonus Law.

Passenger loading zones should be located as close to the primary building entrances as possible to reduce the chance of stopping in the travel lane and to provide convenient access for people with limited mobility visiting the Self-Help for the Elderly center. The 25-foot by 8-foot loading zone on East 4th Avenue is approximately 88 feet west of the main entrance to the residential building. As indicated by studies of passenger loading curb use, a passenger loading zone for a single vehicle should typically be 40 feet long when located next to a driveway, intersection or bus stop to ensure vehicles have room to fully pull out of the travel way.²⁰ Therefore, passenger loading activity may occur in the loading zone on East 4th Avenue but also within the travel lanes of East 4th Avenue or South B Street given the entrance locations. Additionally, delivery vehicles such as an SU-30 would not fit within the designated loading zone on East 4th Avenue and would need to be directed elsewhere, such as the proposed on-street loading area in front of Draeger's on the west side of South B Street, across the street from the Project site.

Recommendation 1: Develop a loading operations plan that includes coordination with Draeger's to direct deliveries with trucks larger than 25 feet to use the loading zone in front of Draeger's on South B Street. The loading operations plan should set out plans to monitor loading operations after Project opening to ensure that passenger loading activities or larger vehicles that cannot be accommodated within the proposed loading spaces on East 4th Avenue or South B Street do not impede use of the sidewalk or local traffic circulation or otherwise result in conditions detrimental to public safety. If loading operations are found to impede local circulation, the Project sponsor and City of San Mateo should consider adding loading spaces on East 4th Avenue or South B Street to accommodate the Project's freight and/or passenger loading activities.

Waste Collection

As shown in **figure 12**, the Project proposes two waste collection facilities, one in the commercial building and one in the residential building, both with on-street access doors. These facilities are located south of the garage entry on South Railroad Avenue with waste containers transferred for collection to the designated loading zone on South Railroad Avenue via a curb ramp on the north end of the pullout. Per

¹⁹ San Mateo's definitions of white and yellow zones are presented online at:

<https://www.cityofsanmateo.org/2087/Curb-Markings>

²⁰ See page 19 of the *San Francisco Curb Study* by Uber and Fehr & Peers (September 2018), presented online at:

<https://www.fehrandpeers.com/curbs-of-the-future/>.



the proposed waste collection schedule indicated on the site plan, collection would occur Monday through Saturday. A maximum of three bins would be collected on any given day for the office and residential land uses combined. Three is both the maximum total number of bins and the maximum number of bins of a given waste type proposed to be collected on a given day.

According to turning movement templates provided by Recology, a front-load collection vehicle would be able to complete turns to and from South Railroad Avenue and complete on-street waste collection for up to three containers staged in the proposed pullout (see **Figure 11** and **Appendix C**). During waste collection, the rear of the vehicle would extend across the width of South Railroad Avenue and block through access for other vehicles.

According to Recology, waste collection would be proposed for this site between 6:00-9:00 AM. Based on a call with Recology staff, each bin typically takes approximately one minute to load if the bins are positioned in an easily accessible manner in the public right-of-way as proposed by the project. Therefore, the Recology truck would likely have a 3-minute dwell time and a peak of 5-minute dwell time. During the 6:00-9:00 AM period, the block of South Railroad Avenue had low existing traffic volumes, with an average of five vehicles and a peak of 15 vehicles during the 15-minute period starting at 6:15 am on the day of the traffic counts. As demonstrated by cumulative intersection volume forecasts, no substantial growth in through trips is anticipated for this roadway because it only connects one block and has a local-serving character. Of Project generated trips, outbound trips would queue within the parking garage and thus would not interfere with other vehicles in the public right-of-way. Inbound trips would typically be able to access the garage while waste collection is in progress as waste collection would occur on the south side of the driveway. Therefore, Project-generated vehicle trips would not result in queues within the public right-of-way, although existing vehicles that continue to use Railroad Avenue in the future could create queues when they arrive while waste collection is in progress.

A probabilistic model was used to evaluate the queue length that would form during waste collection. According to the site plan and waste collection truck turning analysis, approximately 150 feet would be available on South Railroad Avenue to accommodate queuing vehicles. According to existing traffic counts, an average of five vehicles currently use Railroad Avenue during the three-hour waste collection window (see **Appendix A**). Model results indicate this number of vehicles (e.g., an average of five vehicles over 15-minutes, or two arriving during 5-minute period) could be accommodated within South Railroad Avenue without extending onto East 4th Avenue. When adjusting the model to account for the worst-case, conservative assumption that waste collection occurs during the peak 15-minute period of 6:15-6:30 AM, results indicate that up to 10 vehicles could arrive during the peak 5-minute operational window for waste collection. This is equivalent to nearly all of the peak 15-minute vehicles arriving as waste collection begins. According to the model, this worst-case scenario would result in a 62nd percentile queue of 7 vehicles, 95th percentile queue of eight vehicles, and 98th percentile queue of 9 vehicles. This queuing scenario is presented in **Figure 11**.

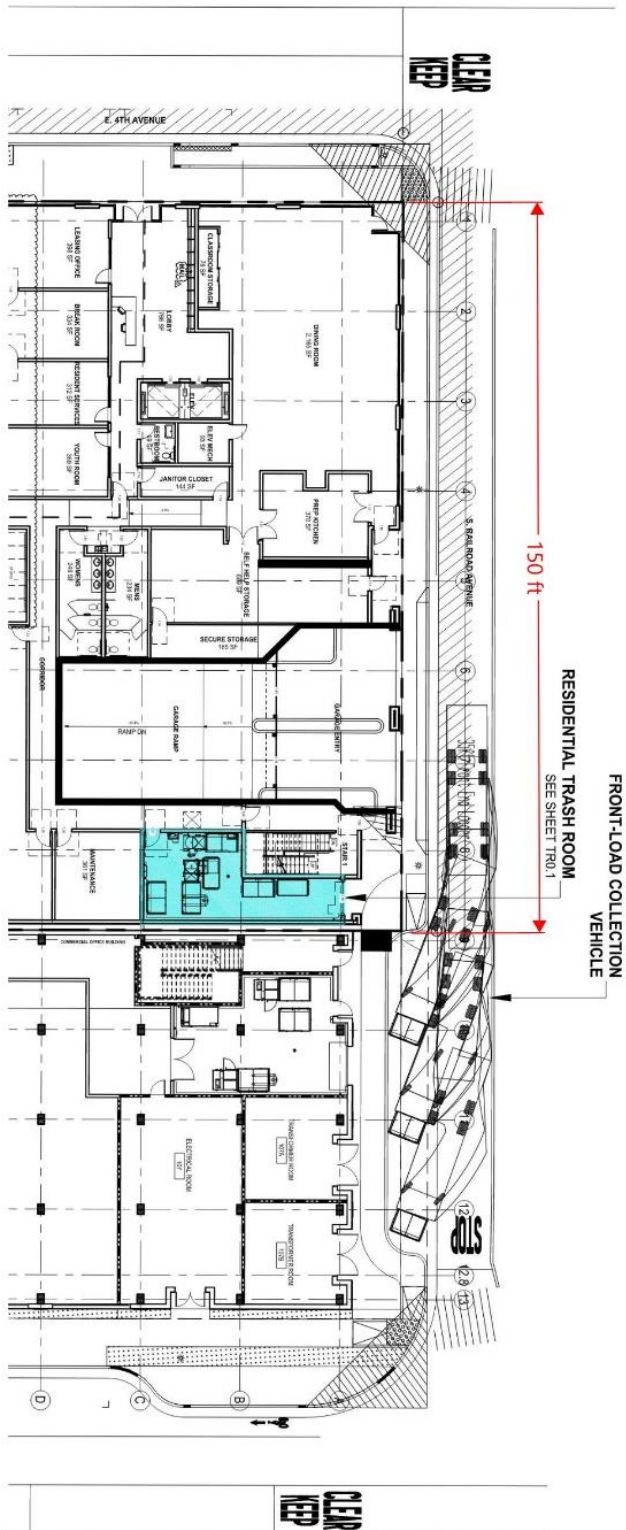


Based on the above analysis, if waste collection service is provided Monday through Saturday, a vehicle queue that extends to East 4th Avenue by two vehicles would occur about 16 days a year.²¹

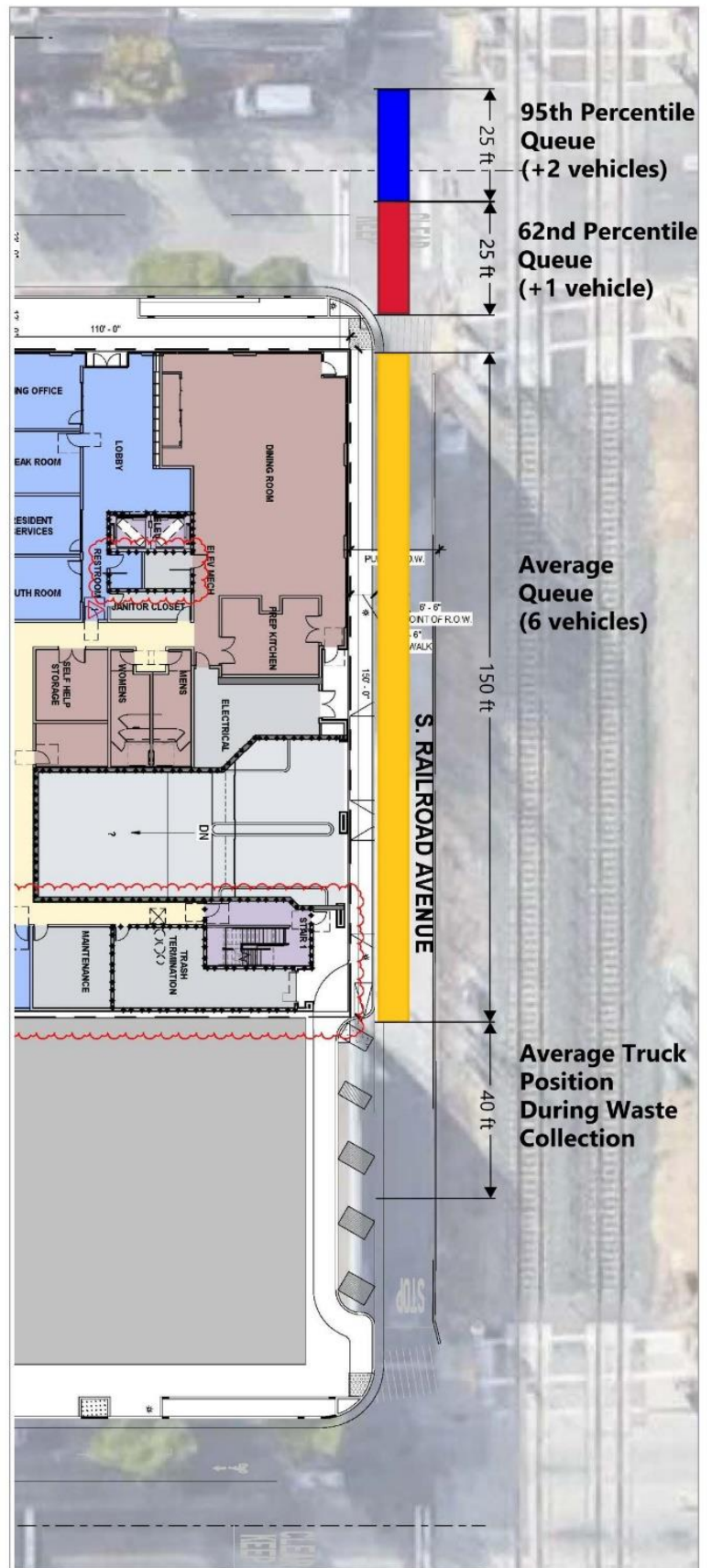
There is sufficient space within the East 4th Avenue/South Railroad Avenue intersection to accommodate one vehicle that moves off the tracks should a train arrive while the car is waiting to turn onto South Railroad Avenue. Most of the traffic anticipated to queue behind the waste collection vehicle represents existing volumes not Project trips; these would likely reroute around South Railroad Avenue if queueing occurs. Furthermore, the 6:00 to 9:00 AM period represents the lowest traffic volumes on East 4th Avenue, with less than half of the traffic volumes present during the evening period (4:00 to 7:00 PM), reducing the potential for any queues that do result on South Railroad Avenue interfering substantially with traffic flows on East 4th Avenue. Overall, analysis indicates the waste collection operations would not substantially interfere with traffic operations within the public right-of-way.

²¹ Based on the conservative assumption that waste collection always (100% of the time) occurs during the peak 15-minute period and a 5% chance (based on the 95th percentile queues) of the peak queue extending to eight vehicles. Assuming 250 weekdays when waste collection occurs per year, this results in 13 days per year when this situation could occur. If waste collection is extended to Monday through Saturday (312 days per year), this may result in up to 16 days per year when this situation could occur.





Source: Project Site Plan, Trash Route/Staging Plan, January 29, 2024.



Results of analysis using a probabilistic model to estimate queuing during trash collection.
Source: Fehr & Peers, 2024.



Figure 11
South Railroad Avenue Queuing Analysis

Pedestrian Site Access and Circulation

Primary pedestrian access to the residential building would be via the main entrance on East 4th Avenue, located approximately 50 feet west of the intersection with South Railroad Avenue. Additional pedestrian access would be provided via a doorway at the corner of East 4th Street and South Railroad Avenue leading to the Self-Help Center's dining room, and additional service entrances located on East 5th Avenue and East 4th Avenue, west of the main entrance. The main entrance would provide access to the lobby and central elevator bank, with internal circulation of the building facilitated via 5'-6" corridors and staircases located in the northwest and southeast corners of the building.

Primary pedestrian access to the office building would be provided via a main entrance on South B Street, located approximately 145 feet south of East 4th Avenue. Additional pedestrian access would be provided via service entrances on East 4th Avenue, East 5th Avenue, and South Railroad Avenue. Pedestrian access to retail uses would be provided via multiple entrances on East 4th Avenue and East 5th Avenue. About half of the retail spaces would also provide doorways leading to internal service corridors. The main entrance would provide access to the lobby and central elevator bank, central staircase and restrooms, with internal circulation of the building facilitated via 4-foot to 9-foot-wide corridors and staircases located near the northeast, southeast, southwest corners of the building.

According to the City of San Mateo's Pedestrian Design Guidelines, Appendix B of the 2012 San Mateo Pedestrian Master Plan,²² the minimum sidewalk widths recommended the Project frontage are as follows:

- Retail/Commercial Type A Parallel Parking – an 11-to-15-foot overall width, inclusive of a 5-to-7-foot through zone, 4-foot frontage zone and 4-foot planter/furniture zone.

The Project proposes to widen sidewalks along all frontages and provide the following:

- East 4th Avenue – 12-foot sidewalk, including a 7'-6" through zone and 4-foot planter zone
- South B Street – 16-foot sidewalk, including a 11-foot through zone and 5-foot planter zone
- East 5th Avenue – 10-foot sidewalk, including a 6-foot through zone and 4-foot planter zone
 - The overall sidewalk width does not meet the minimum width of 11 feet, as recommended in the City of San Mateo's Pedestrian Design Guidelines, Appendix B of the 2012 San Mateo Pedestrian Master Plan for Retail/Commercial Type A Parallel Parking. While the sidewalk width meets the general principles for safe and accessible pedestrian circulation with a 6-foot through zone and buffer, achieving the minimum width would align with City of San Mateo's recommended best practices for

²² City of San Mateo & Alta Planning + Design, *San Mateo Citywide Pedestrian Master Plan*, 2012, available from <https://www.cityofsanmateo.org/DocumentCenter/View/10069/12---Appendix-A-Design-Guidelines?bidId=>.



supporting enhanced convenience and mobility for pedestrians visiting the Project site and/or traveling to/from Downtown San Mateo.²³

- South Railroad Avenue – 6-foot sidewalk
 - The overall sidewalk width does not meet that recommended by the City of San Mateo's Pedestrian Design Guidelines for any Retail/Commercial Type development. However, the character of this roadway is akin to an alleyway and the City of San Mateo's Pedestrian Design Guideline does not include sidewalk standards for alleyways. The 6-foot sidewalk does meet the minimum ADA-compliant width for an accessible path of travel within a constrained right-of-way.

As described under existing conditions, pedestrian facilities at the intersections near the Project site include:

- The signalized East 4th Avenue/South B Street intersection provides bulb-outs at all four corners with diagonal curb ramps without truncated domes. Marked crosswalks are provided on all four approaches. Non-audible pedestrian signal heads with countdown timers and push buttons are provided at each crosswalk.
- The signalized East 5th Avenue/South B Street intersection provides bulb-outs at all four corners with diagonal curb ramps without truncated domes. Marked crosswalks are provided on all four approaches. Non-audible pedestrian signal heads with countdown timers and push buttons are provided at each crosswalk.
- The unsignalized, side-stop controlled East 4th Avenue/South Railroad Avenue intersection provides diagonal curb ramps without truncated domes on the west side of the north and south approaches. Directional receiving ramps are provided on the east side of these crossings. No marked crosswalks are provided.
- The unsignalized, side-stop controlled East 5th Avenue/South Railroad Avenue intersection provides diagonal curb ramps without truncated domes on the west side of the north and south approaches. Directional receiving ramps are provided on the east side of these crossings. No marked crosswalks are provided.

The City's TIA Guidelines also require evaluation of pedestrian safety and accessibility connecting to transit stops or stations in the vicinity of the Project site must be assessed.

The City of San Mateo's Pedestrian Design Guidelines provide guidance on physical pedestrian facilities that should be provided at intersections adjacent to the Project site, the lack of which could limit

²³ Per discussions with City of San Mateo staff, our understanding is that the proposed design was evaluated by City staff and determined to substantially comply with the City's Pedestrian Design Guidelines.



pedestrian accessibility to transit stops or stations by creating uncomfortable or unsafe conditions for people walking:²⁴

- 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.
- A.12. Curb extensions – Curb extensions should not encroach into bike lanes but should allow for bus and emergency turning access.
- A.13 & 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.
- A.15. Advance stop bars – Advance stop bars should be installed at all controlled intersections.

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. It is anticipated that South B Street, East 4th Avenue and East 5th Avenue will be important pedestrian access routes to the Project, connecting people to high quality transit and amenities in Downtown San Mateo. Providing the pedestrian elements discussed above would be consistent with the San Mateo Transit-Oriented Development (TOD) Pedestrian Access Plan²⁵ toolbox and prepare the site to accommodate the increased pedestrian travel anticipated for the area.

According to the Site Plan, the Project would provide the following:

- At the signalized East 4th Avenue/South B Street intersection, expand the existing bulb-out and provide directional curb ramps with truncated domes on the Project-side of the east and south intersection approaches. Provide high-visibility crosswalk markings across the east and south approaches.
- At the signalized East 5th Avenue/South B Street intersection, expand the existing bulb-out and provide directional curb ramps with truncated domes on the Project-side of the east and north intersection approaches. Provide high-visibility crosswalk markings across the east and north intersection approaches. This would be designed to accommodate the planned bike lane on East 5th Avenue.
- The unsignalized, side-stop controlled East 4th Avenue/South Railroad Avenue intersection, provide a directional curb ramp with truncated domes on the west side of the south intersection approach. Provide high-visibility crosswalk markings across the south intersection approach.

²⁴ *San Mateo Citywide Pedestrian Master Plan*, City of San Mateo & Alta Planning + Design, 2012, Appendix B: Pedestrian Design Guidelines.

²⁵ *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>.



- The unsignalized, side-stop controlled East 5th Avenue/South Railroad Avenue intersection, provide a directional curb ramp with truncated domes on the west side of the north intersection approach. Provide high-visibility crosswalk markings across the north intersection approach.

Bicycle Site Access and Circulation

The Project would include 140 long-term bicycle parking spaces and 24 short-term bicycle parking spaces, which meets code requirements per San Mateo Municipal Code (SMMC) 27.64.262(f)(1)(A). According to the site plan, long-term bicycle spaces would be provided in two bicycle storage rooms, one on the first floor of the residential building (84 spaces) and one on the first floor of the non-residential building (56 spaces). Bicycle storage rooms would be accessible at the respective building's main entrance, via a corridor located off the lobby; no grade changes or stairs would be located between the main entrance and storage room. Each room would also be accessible via a secondary service entrance on East 4th Avenue and/or South Railroad Avenue, respectively.

According to the site plan, short-term bicycle spaces would be provided along the project frontage, outside of the passenger through zone. Residential short-term bicycle parking consisting of 4 racks (8 spaces) would be provided on East 4th Avenue, within 50-feet of the main residential entrance. Commercial short-term bicycle parking consisting of 8 racks (16 spaces) would be provided in three locations: four racks on East 4th Avenue within the frontage zone adjacent the northwest corner of the Project, two racks within the curb extension on South B Street at East 4th Avenue, within the curb extension on South B Street at East 5th Avenue. All racks are located within 85 to 180 feet of the main non-residential building entrance and nearby ground-floor retail entrances. Per SMMC 27.64.262(d)(3), short-term bicycle parking must be located along the Project frontage within 50 feet of the main entrance to the building, or else within 100 feet of the building entrance where existing conditions do not allow placement within 50 feet. The four racks located within the frontage zone on East 4th Avenue would be positioned parallel to the building façade at a distance of less than two feet. Although these conditions do not meet City of San Mateo best practices, the proposed locations of the bicycle racks due not present hazards for or interfere with accessibility for people walking or walking to the site.

As noted above, the City of San Mateo, through the 2020 *Bicycle Master Plan*, has proposed several bicycle facilities within the immediate vicinity of the Project site and recently implemented the Class II bike lanes on East 5th Avenue. The Project would be compatible with the existing Class II bike lanes on East 5th Avenue. The City does not currently support the *Bicycle Master Plan* recommendation for a Class I shared use path on South Railroad Avenue, between East 4th Avenue and East 5th Avenue, given the engineering difficulty of accommodating a class 1 pathway within the limited public right-of-way. Thus, the Project does not need to be compatible with such a facility.

There are no other proposed bicycle facility changes and the Project would not disrupt existing bicycle facilities in the City. The improvements noted above, would enhance non-driving options to the site,



Downtown San Mateo, the Route ECR bus stops on El Camino Real, and the San Mateo Caltrain station for Project residents and employees.

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 961 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.²⁶

As mentioned under Existing Transit Service, several of the bus stops providing access to the Project site do not have benches or have uncovered benches. Although there are not currently plans to add such 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. The Project does not propose to implement transit-specific improvements, however, the proposed design is supportive of a safe, comfortable, and accessible path of travel to and from transit.

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 B Street, which are all designated arterial streets.²⁷ 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.

²⁶ For context, the 2023 SamTrans ridership was about 8.5 million compared to 13.1 million in 2015. Even considering post-COVID-19 changes to transit service within the Project vicinity, the network would have ample capacity to absorb these new trips. For example, considering only Route 292 between San Francisco and the Hillsdale Mall, around 28 northbound buses and as many southbound buses are provided between 7 AM and 10 PM, accessible from the bus stop at East 2nd Avenue/S Delaware Street. All non-automobile trips could be accommodated on this route throughout the day at a rate of 17 people per bus. This is prior to considering that SamTrans Route 250, 397, ECR and Caltrain all provide additional service accessible from the Project. Furthermore, the City's development is located within a Transit-Oriented Development area encouraged by the City of San Mateo and Metropolitan Transportation Commission to generate more transit ridership. The Project would have no transit-related policy impact nor CEQA impact.

²⁷ *City of San Mateo General Plan Circulation Element: Street Classifications, Figure C-1, November 2011.*





Figure 12
Project Site Plan



Conclusion

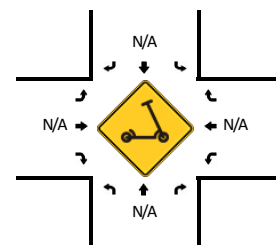
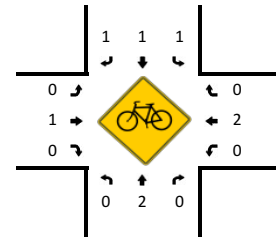
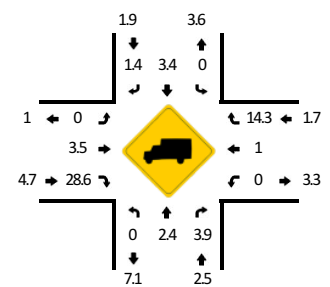
The proposed Project will not result in CEQA impacts on VMT, bicycle, pedestrian, or transit circulation, or hazards and emergency access. The Project presents no adverse Level-of-Service effects or site circulation issues and the addition of Project trips would not result in adverse effects on traffic operations. The Project presents no adverse circulation issues and generally meets the City's design standards. A single recommendation is presented to develop a loading operations plan to support site access related to freight and passenger loading activities.



Appendix A: Existing Traffic Counts



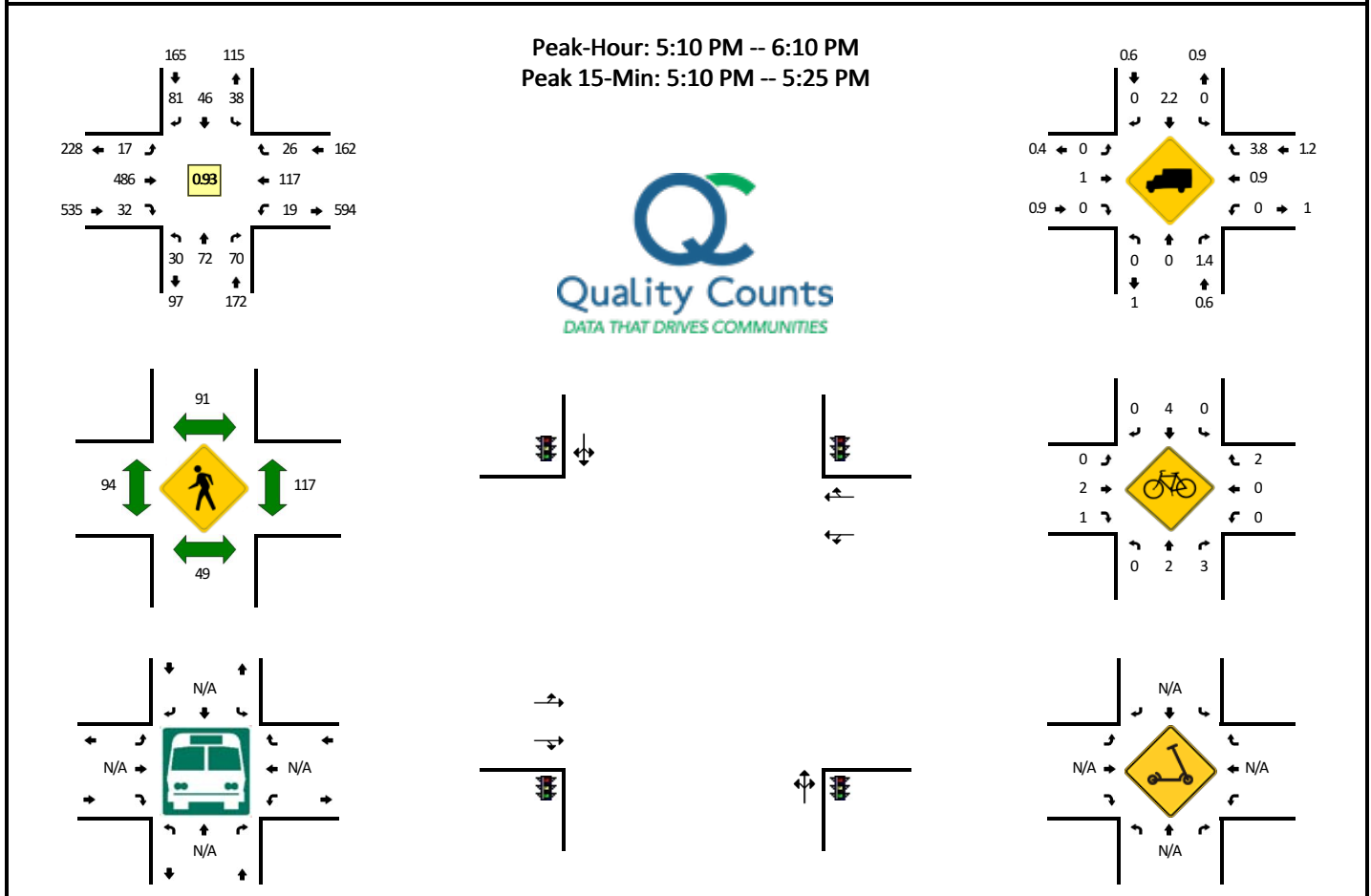
QC JOB #: 16225521
DATE: Wed, May 24 2023



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	28	56	52	0	32	72	76	0	12	252	8	0	8	108	4	0	708
Heavy Trucks	0	4	4		0	0	4		0	16	4		0	4	4		40
Buses																	
Pedestrians		20				16				16				20			72
Bicycles	0	4	0		0	0	4		0	0	0		0	4	0		12
Scooters																	
<i>Comments:</i>																	

LOCATION: S B St -- E 4th Ave
CITY/STATE: San Mateo, CA

QC JOB #: 16225522
DATE: Wed, May 24 2023



5-Min Count Period Beginning At	S B St (Northbound)				S B St (Southbound)				E 4th Ave (Eastbound)				E 4th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	5	5	0	2	7	3	0	0	48	3	0	2	10	2	0	88	
4:05 PM	2	3	9	0	0	5	5	0	2	51	4	0	0	18	0	0	99	
4:10 PM	0	8	3	0	4	4	4	0	2	38	1	0	2	5	1	0	72	
4:15 PM	2	7	6	0	1	5	2	0	1	31	2	0	0	3	2	0	62	
4:20 PM	0	2	6	0	4	0	8	0	2	36	1	0	1	11	2	0	73	
4:25 PM	0	5	2	0	1	3	4	0	2	33	0	0	2	9	2	0	63	
4:30 PM	0	7	1	0	2	3	4	0	2	45	1	0	1	6	0	0	72	
4:35 PM	2	3	10	0	1	5	6	0	3	31	1	0	2	9	2	0	75	
4:40 PM	0	3	2	0	2	3	4	0	3	38	2	0	0	6	4	0	67	
4:45 PM	4	7	3	0	4	4	8	0	4	42	2	0	1	11	3	0	93	
4:50 PM	2	9	9	0	4	7	6	0	0	30	4	0	0	3	3	0	77	
4:55 PM	2	7	7	0	4	4	5	0	1	46	5	0	0	10	0	0	91	932
5:00 PM	1	4	6	0	6	0	9	0	0	43	2	0	2	7	1	0	81	925
5:05 PM	1	10	7	0	1	2	5	0	3	42	4	0	0	4	3	0	82	908
5:10 PM	3	2	10	0	0	2	6	0	2	53	4	0	2	8	4	0	96	932
5:15 PM	2	11	7	0	6	2	4	0	3	48	2	0	1	6	4	0	96	966
5:20 PM	2	3	3	0	4	2	12	0	1	48	3	0	0	7	2	0	87	980
5:25 PM	1	8	6	0	3	7	5	0	2	35	2	0	1	9	1	0	80	997
5:30 PM	3	9	4	0	2	3	6	0	2	47	0	0	0	10	1	0	87	1012
5:35 PM	3	5	4	0	1	7	9	0	2	37	2	0	6	12	4	0	92	1029
5:40 PM	5	5	13	0	0	6	4	0	0	22	1	0	3	8	1	0	68	1030
5:45 PM	2	10	1	0	5	3	7	0	0	48	5	0	2	10	3	0	96	1033
5:50 PM	3	4	4	0	3	5	6	0	0	32	3	0	2	8	1	0	71	1027
5:55 PM	2	7	4	0	5	3	5	0	1	36	3	0	1	12	3	0	82	1018
6:00 PM	4	5	6	0	5	1	7	0	3	34	5	0	1	16	1	0	88	1025
6:05 PM	0	3	8	0	4	5	10	0	1	46	2	0	0	11	1	0	91	1034
6:10 PM	1	4	6	0	1	4	9	0	2	34	2	0	0	10	1	0	74	1012
6:15 PM	2	10	4	0	5	5	7	0	3	47	3	0	1	13	2	0	102	1018
6:20 PM	1	5	10	0	1	3	8	0	2	35	2	0	1	13	2	0	83	1014
6:25 PM	1	4	6	0	3	5	12	0	2	30	2	0	2	7	1	0	75	1009
6:30 PM	1	4	5	0	2	6	8	0	0	37	2	0	1	14	2	0	82	1004
6:35 PM	3	6	7	0	5	6	7	0	4	32	4	0	2	6	2	0	84	996
6:40 PM	3	2	5	0	3	5	4	0	3	32	2	0	1	14	3	0	77	1005
6:45 PM	6	2	2	0	2	6	12	0	0	29	3	0	3	4	2	0	71	980
6:50 PM	2	8	3	0	4	3	3	0	2	25	1	0	1	4	1	0	57	966
6:55 PM	0	4	3	0	1	5	5	0	1	38	1	0	1	11	5	0	75	959

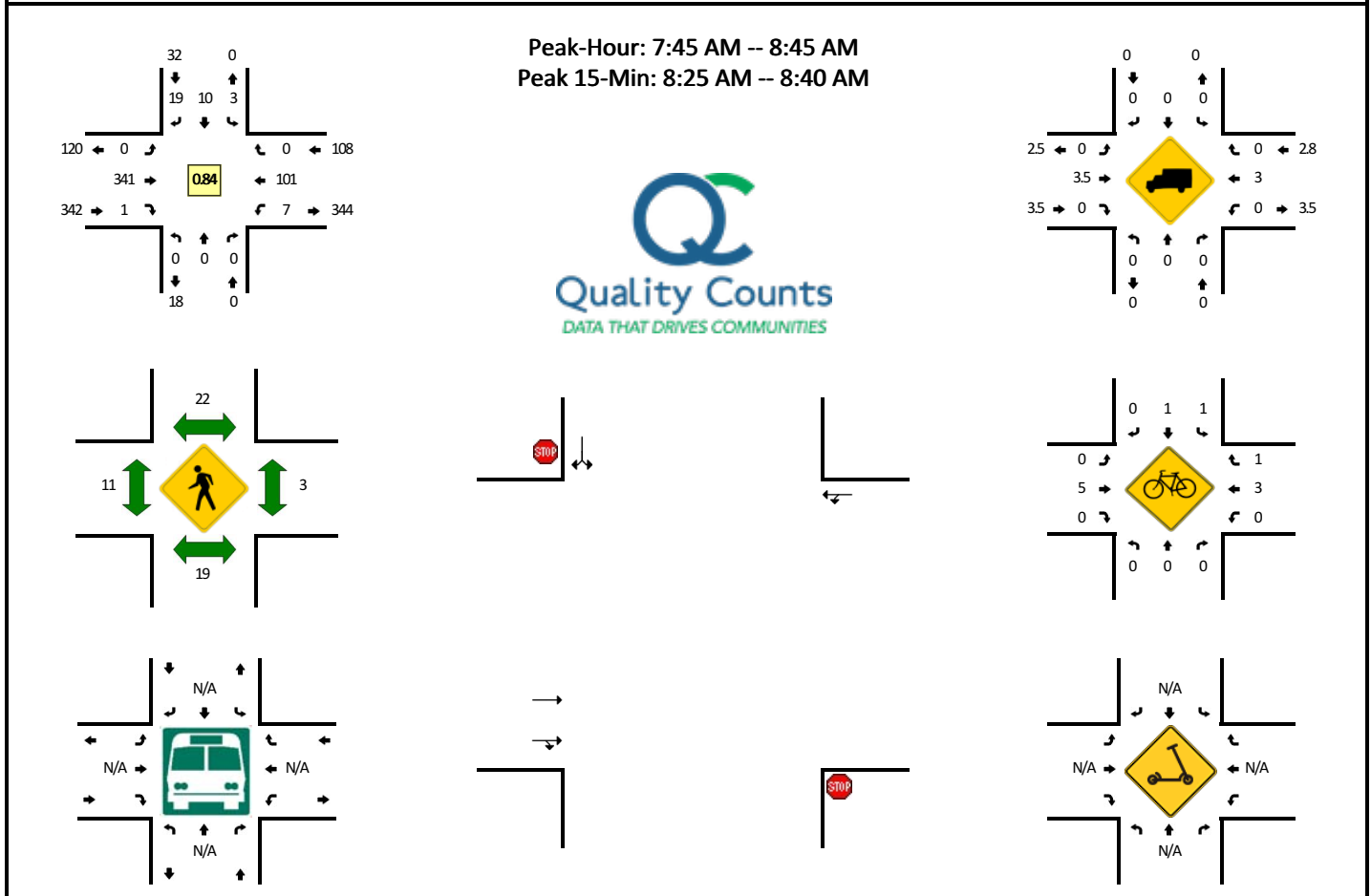
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	64	80	0	40	24	88	0	24	596	36	0	12	84	40	0	1116
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	4		4
Buses																	
Pedestrians		68				96				144				92			400
Bicycles	0	4	0		0	12	0		0	4	0		0	0	8		28
Scooters																	
<i>Comments:</i>																	

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

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

LOCATION: S Railroad Ave -- E 4th Ave
CITY/STATE: San Mateo, CA

QC JOB #: 16225523
DATE: Wed, May 24 2023



5-Min Count Period Beginning At	S Railroad Ave (Northbound)				S Railroad Ave (Southbound)				E 4th Ave (Eastbound)				E 4th Ave (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	14	0	0	0	3	0	0	17	
7:05 AM	0	0	0	0	1	0	2	0	0	13	0	0	1	6	0	0	23	
7:10 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	
7:15 AM	0	0	0	0	0	1	1	0	0	18	0	0	0	4	0	0	24	
7:20 AM	0	0	0	0	0	0	1	0	0	17	0	0	0	3	0	0	21	
7:25 AM	0	0	0	0	0	1	0	0	0	23	0	0	0	6	0	0	30	
7:30 AM	0	0	0	0	0	1	0	0	0	12	0	0	1	6	0	0	20	
7:35 AM	0	0	0	0	0	0	1	0	0	15	0	0	0	5	0	0	21	
7:40 AM	0	0	0	0	0	1	1	0	0	16	0	0	0	4	0	0	22	
7:45 AM	0	0	0	0	0	1	0	0	0	24	0	0	0	9	0	0	34	
7:50 AM	0	0	0	0	0	1	3	0	0	20	0	0	0	12	0	0	36	
7:55 AM	0	0	0	0	0	2	3	0	0	16	0	0	1	9	0	0	31	291
8:00 AM	0	0	0	0	0	2	2	0	0	35	0	0	0	6	0	0	45	319
8:05 AM	0	0	0	0	0	1	2	0	0	28	0	0	1	7	0	0	39	335
8:10 AM	0	0	0	0	0	2	0	0	0	26	0	0	0	12	0	0	40	363
8:15 AM	0	0	0	0	0	0	1	0	0	32	0	0	0	2	0	0	35	374
8:20 AM	0	0	0	0	0	1	3	0	0	29	0	0	0	8	0	0	41	394
8:25 AM	0	0	0	0	0	0	1	0	0	36	0	0	1	10	0	0	48	412
8:30 AM	0	0	0	0	0	0	1	0	0	25	1	0	1	4	0	0	32	424
8:35 AM	0	0	0	0	1	0	2	0	0	43	0	0	2	15	0	0	63	466
8:40 AM	0	0	0	0	2	0	1	0	0	27	0	0	1	7	0	0	38	482
8:45 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	5	0	0	30	478
8:50 AM	0	0	0	0	0	0	0	0	0	19	1	0	0	12	0	0	32	474
8:55 AM	0	0	0	0	0	0	1	0	0	14	0	0	0	10	0	0	25	468
9:00 AM	0	0	0	0	0	3	2	0	0	24	1	0	1	5	0	0	36	459
9:05 AM	0	0	0	0	1	1	1	0	0	29	0	0	1	14	0	0	47	467
9:10 AM	0	0	0	0	0	0	2	0	0	25	0	0	1	5	0	0	33	460
9:15 AM	0	0	0	0	0	0	1	0	0	14	0	0	0	7	0	0	22	447
9:20 AM	0	0	0	0	0	0	2	0	0	17	0	0	0	7	0	0	26	432
9:25 AM	0	0	0	0	2	0	3	0	0	28	0	0	0	7	0	0	40	424
9:30 AM	0	0	0	0	1	0	0	0	0	26	0	0	0	5	0	0	32	424
9:35 AM	0	0	0	0	1	0	1	0	0	31	0	0	2	9	0	0	44	405
9:40 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	4	0	0	25	392
9:45 AM	0	0	0	0	2	0	1	0	0	27	0	0	0	15	0	0	45	407
9:50 AM	0	0	0	0	0	1	4	0	0	23	0	0	0	10	0	0	38	413
9:55 AM	0	0	0	0	1	0	0	0	0	27	0	0	1	4	0	0	33	421

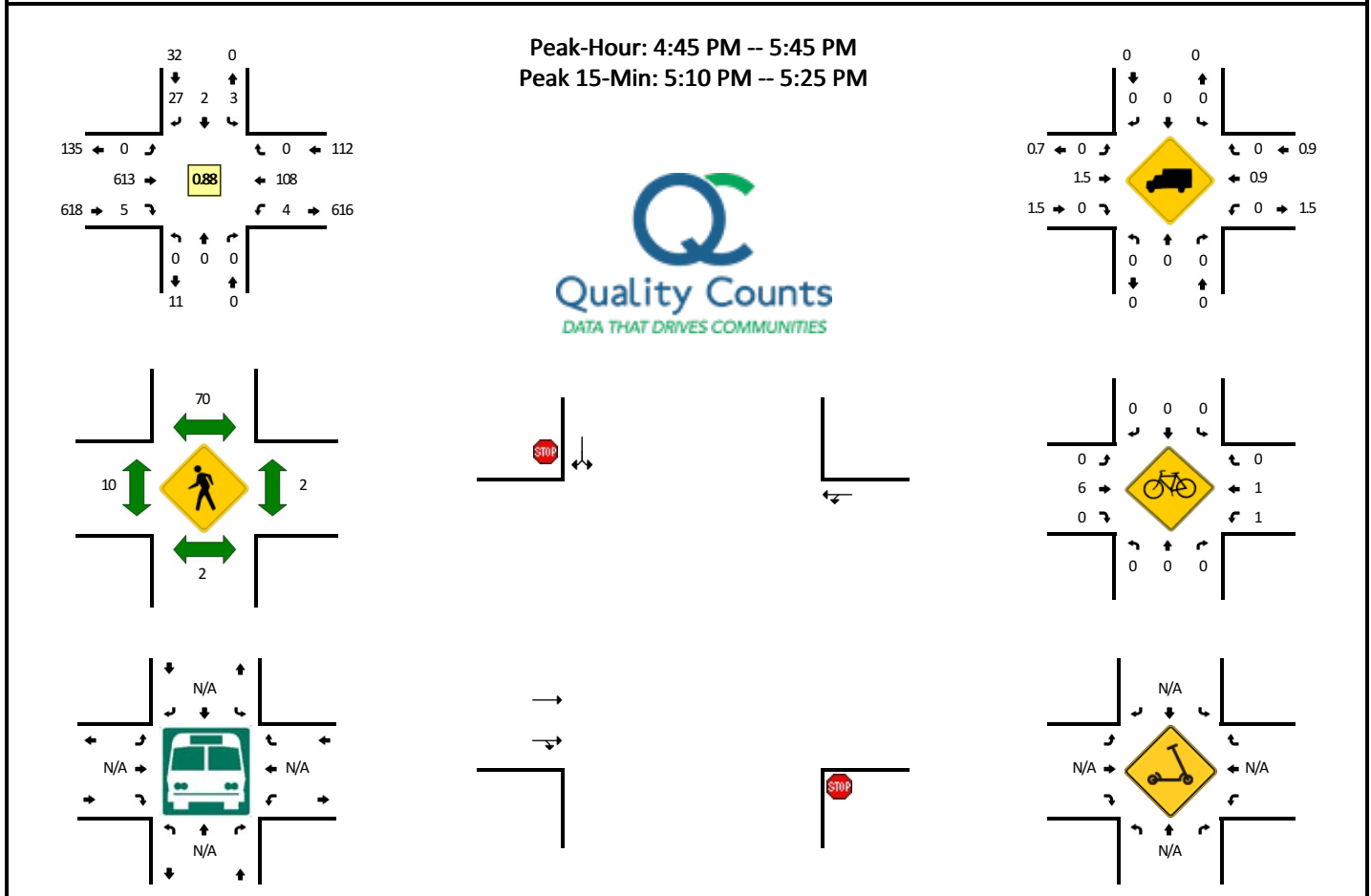
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	16	0	0	416	4	0	16	116	0	0	572
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	0	0		12
Buses																	
Pedestrians		4				32				20				0			56
Bicycles	0	0	0		0	4	0		0	4	0		0	4	0		12
Scooters																	
<i>Comments:</i>																	

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

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

LOCATION: S Railroad Ave -- E 4th Ave
CITY/STATE: San Mateo, CA

QC JOB #: 16225524
DATE: Wed, May 24 2023



5-Min Count Period Beginning At	S Railroad Ave (Northbound)				S Railroad Ave (Southbound)				E 4th Ave (Eastbound)				E 4th Ave (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	1	4	0	0	53	0	0	0	11	0	0	69	
4:05 PM	0	0	0	0	0	1	1	0	0	47	0	0	0	13	0	0	62	
4:10 PM	0	0	0	0	0	0	1	0	0	44	0	0	0	13	0	0	58	
4:15 PM	0	0	0	0	2	0	1	0	0	49	0	0	0	2	0	0	54	
4:20 PM	0	0	0	0	0	1	2	0	0	50	2	0	1	11	0	0	67	
4:25 PM	0	0	0	0	2	0	2	0	0	37	0	0	1	7	0	0	49	
4:30 PM	0	0	0	0	0	0	1	0	0	41	1	0	0	9	0	0	52	
4:35 PM	0	0	0	0	0	0	3	0	0	42	0	0	1	9	0	0	55	
4:40 PM	0	0	0	0	1	0	2	0	0	23	0	0	1	10	0	0	37	
4:45 PM	0	0	0	0	0	0	1	0	0	63	0	0	1	11	0	0	76	
4:50 PM	0	0	0	0	0	0	2	0	0	41	0	0	0	10	0	0	53	
4:55 PM	0	0	0	0	1	0	3	0	0	52	1	0	0	9	0	0	66	698
5:00 PM	0	0	0	0	1	0	3	0	0	56	1	0	0	5	0	0	66	695
5:05 PM	0	0	0	0	0	0	0	0	0	40	1	0	0	4	0	0	45	678
5:10 PM	0	0	0	0	0	0	2	0	0	67	1	0	0	14	0	0	84	704
5:15 PM	0	0	0	0	0	0	2	0	0	60	1	0	1	6	0	0	70	720
5:20 PM	0	0	0	0	0	0	2	0	0	48	0	0	0	13	0	0	63	716
5:25 PM	0	0	0	0	0	0	4	0	0	45	0	0	0	11	0	0	60	727
5:30 PM	0	0	0	0	0	1	3	0	0	43	0	0	0	4	0	0	51	726
5:35 PM	0	0	0	0	1	0	4	0	0	58	0	0	2	11	0	0	76	747
5:40 PM	0	0	0	0	0	1	1	0	0	40	0	0	0	10	0	0	52	762
5:45 PM	0	0	0	0	1	0	4	0	0	38	0	0	1	11	0	0	55	741
5:50 PM	0	0	0	0	1	0	1	0	0	53	0	0	1	14	0	0	70	758
5:55 PM	0	0	0	0	0	0	1	0	0	31	0	0	1	11	0	0	44	736
6:00 PM	0	0	0	0	0	0	1	0	0	43	0	0	1	19	0	0	64	734
6:05 PM	0	0	0	0	2	1	3	0	0	52	1	0	0	7	0	0	66	755
6:10 PM	0	0	0	0	0	0	1	0	0	39	0	0	1	11	0	0	52	723
6:15 PM	0	0	0	0	0	1	4	0	0	46	0	0	0	9	0	0	60	713
6:20 PM	0	0	0	0	1	1	5	0	0	55	0	0	0	13	0	0	75	725
6:25 PM	0	0	0	0	0	0	1	0	0	47	0	0	0	7	0	0	55	720
6:30 PM	0	0	0	0	0	1	3	0	0	34	0	0	0	10	0	0	48	717
6:35 PM	0	0	0	0	0	1	2	0	0	50	0	0	0	14	0	0	67	708
6:40 PM	0	0	0	0	0	2	4	0	0	37	1	0	0	6	0	0	50	706
6:45 PM	0	0	0	0	0	0	4	0	0	48	0	0	0	13	0	0	65	716
6:50 PM	0	0	0	0	1	0	2	0	0	23	1	0	0	8	0	0	35	681
6:55 PM	0	0	0	0	0	3	1	0	0	42	0	0	0	14	0	0	60	697

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	24	0	0	700	8	0	4	132	0	0	868
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	4	0		16
Buses																	
Pedestrians		0				52				20				0			72
Bicycles	0	0	0		0	0	0		0	4	0		4	4	0		12
Scooters																	
<i>Comments:</i>																	

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

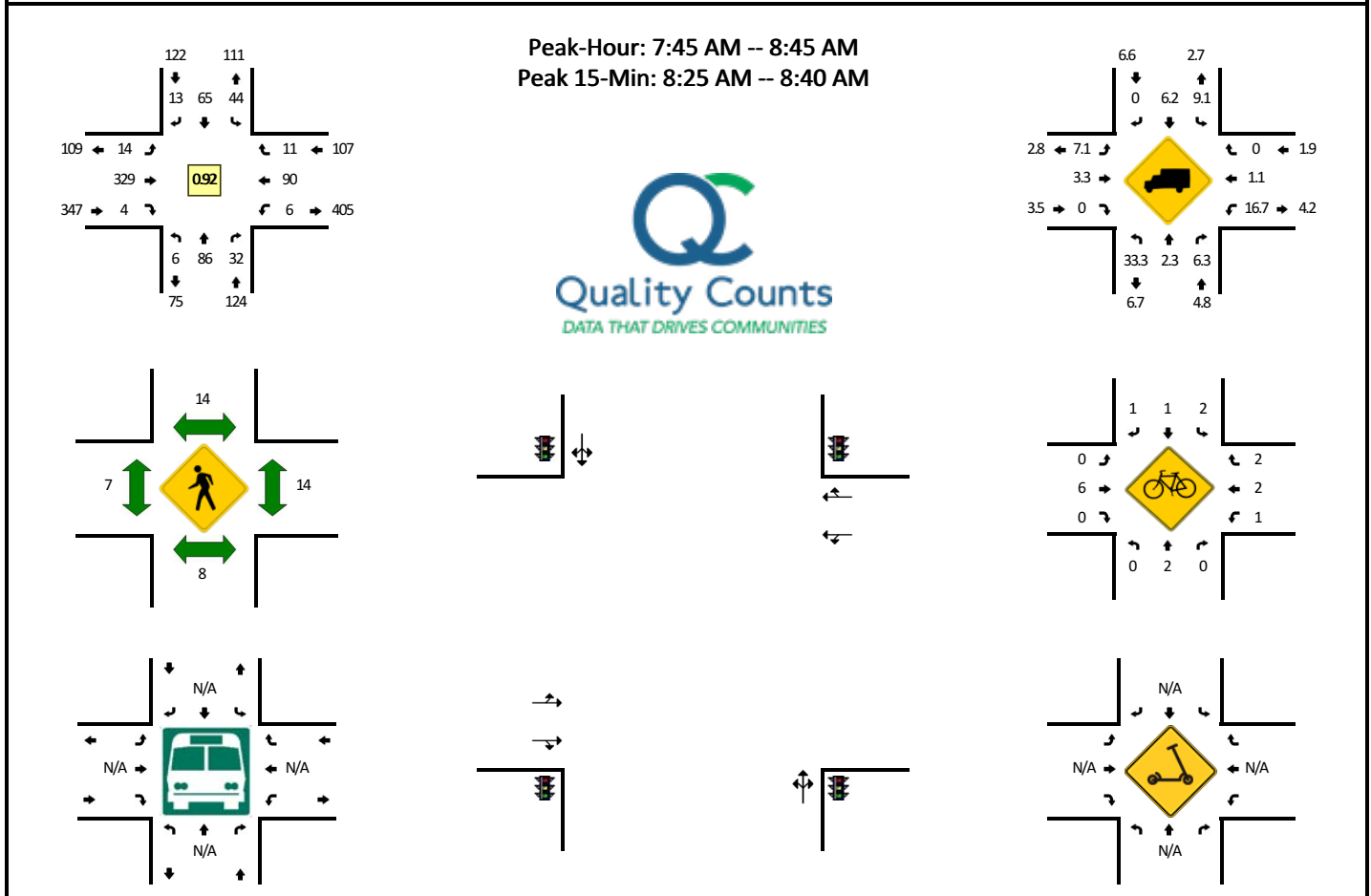
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: S Claremont St -- E 4th Ave

CITY/STATE: San Mateo, CA

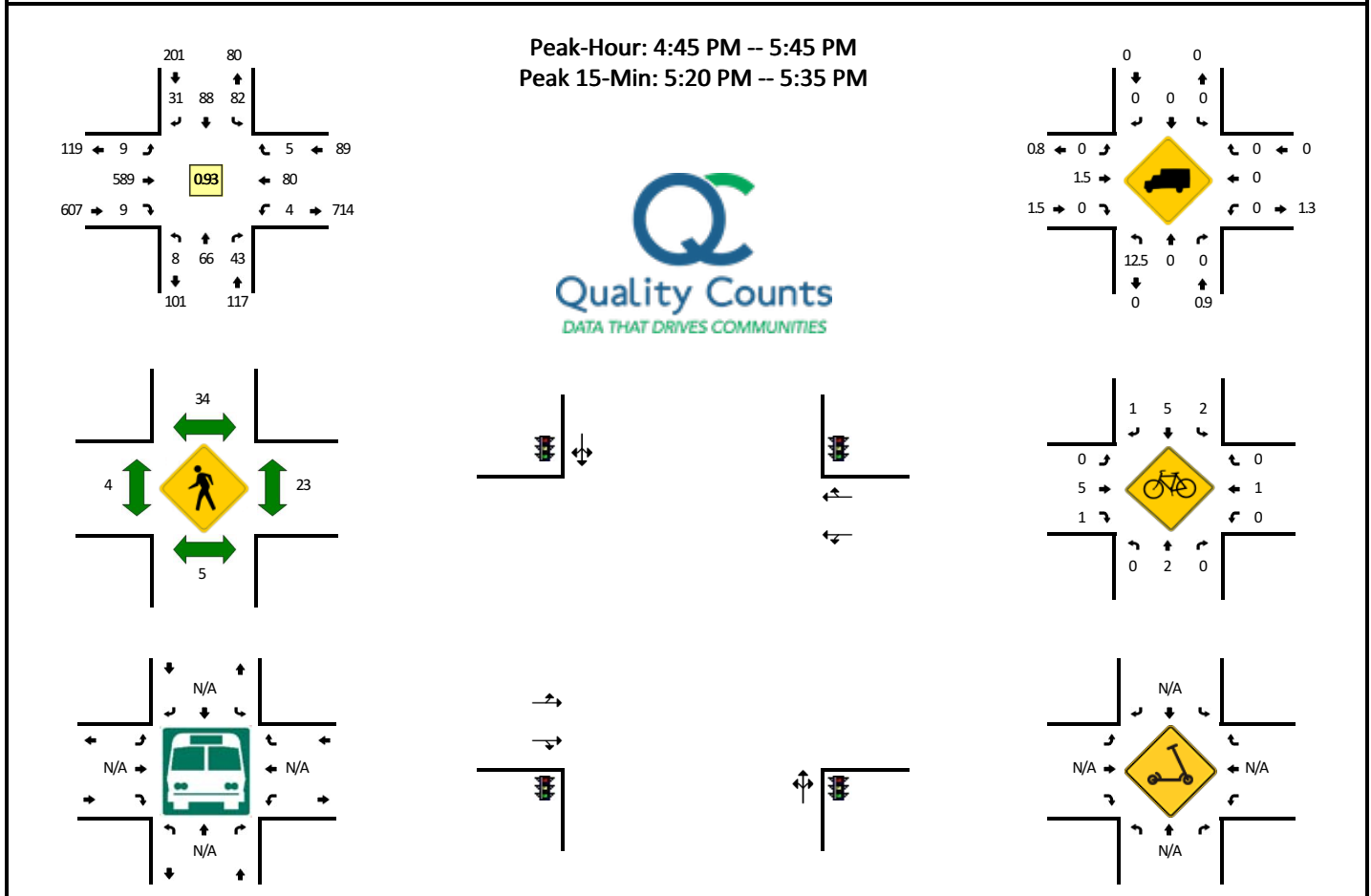
QC JOB #: 16225525

DATE: Wed, May 24 2023



5-Min Count Period Beginning At	S Claremont St (Northbound)				S Claremont St (Southbound)				E 4th Ave (Eastbound)				E 4th Ave (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	2	0	2	2	3	0	0	9	0	0	2	0	0	0	20	
7:05 AM	1	3	3	0	2	0	0	0	0	12	2	0	0	4	0	0	27	
7:10 AM	1	3	1	0	1	3	0	0	0	10	1	0	0	3	0	0	23	
7:15 AM	0	1	6	0	6	1	0	0	0	18	0	0	0	1	1	0	34	
7:20 AM	1	0	3	0	1	2	1	0	0	19	0	0	0	6	0	0	33	
7:25 AM	0	2	5	0	1	3	0	0	0	20	0	0	1	4	0	0	36	
7:30 AM	0	2	3	0	0	5	0	0	1	14	0	0	1	9	0	0	35	
7:35 AM	0	1	3	0	3	3	0	0	3	13	0	0	0	2	0	0	28	
7:40 AM	0	2	0	0	2	2	0	0	1	12	0	0	0	5	0	0	24	
7:45 AM	0	6	3	0	2	2	3	0	1	32	1	0	0	9	1	0	60	
7:50 AM	1	6	4	0	7	5	1	0	0	17	0	0	1	10	2	0	54	
7:55 AM	0	6	2	0	3	4	1	0	0	20	0	0	0	9	0	0	45	419
8:00 AM	0	11	1	0	4	12	0	0	2	26	0	0	0	5	2	0	63	462
8:05 AM	0	4	2	0	4	8	1	0	0	26	1	0	0	9	0	0	55	490
8:10 AM	1	6	3	0	2	8	2	0	0	27	0	0	3	6	0	0	58	525
8:15 AM	1	6	2	0	8	3	0	0	0	35	0	0	2	4	1	0	62	553
8:20 AM	0	11	2	0	1	5	2	0	2	22	0	0	0	6	1	0	52	572
8:25 AM	1	10	4	0	5	9	1	0	3	35	0	0	0	5	1	0	74	610
8:30 AM	0	5	0	0	5	3	1	0	2	33	0	0	0	12	0	0	61	636
8:35 AM	1	7	4	0	0	4	1	0	3	27	1	0	0	6	1	0	55	663
8:40 AM	1	8	5	0	3	2	0	0	1	29	1	0	0	9	2	0	61	700
8:45 AM	0	1	0	0	3	5	1	0	0	24	0	0	0	7	2	0	43	683
8:50 AM	0	7	1	0	1	5	0	0	1	12	0	0	0	9	0	0	36	665
8:55 AM	1	6	3	0	6	5	2	0	1	16	0	0	0	9	1	0	50	670
9:00 AM	0	1	3	0	1	1	2	0	1	28	0	0	0	8	1	0	46	653
9:05 AM	0	5	1	0	8	5	1	0	0	26	1	0	0	7	0	0	54	652
9:10 AM	0	5	3	0	4	3	1	0	1	21	0	0	0	7	0	0	45	639
9:15 AM	0	2	0	0	2	6	0	0	0	13	0	0	1	6	2	0	32	609
9:20 AM	2	3	0	0	8	2	1	0	1	21	0	0	0	5	0	0	43	600
9:25 AM	0	5	4	0	2	3	2	0	3	23	0	0	0	8	1	0	51	577
9:30 AM	0	3	2	0	3	1	2	0	0	30	0	0	1	3	2	0	47	563
9:35 AM	0	2	1	0	4	2	0	0	3	21	1	0	1	8	1	0	44	552
9:40 AM	0	0	2	0	4	3	0	0	1	28	0	0	0	8	0	0	46	537
9:45 AM	1	4	1	0	5	5	3	0	0	27	0	0	0	9	0	0	55	549
9:50 AM	1	3	2	0	2	8	1	0	2	19	0	0	0	7	1	0	46	559
9:55 AM	0	3	1	0	5	3	2	0	3	23	1	0	0	4	0	0	45	554

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	8	88	32	0	40	64	12	0	32	380	4	0	0	92	8	0	760
Heavy Trucks	0	0	4		4	4	0		4	12	0		0	0	0		28
Buses																	
Pedestrians		4				20				0				24			48
Bicycles	0	4	0		4	4	0		0	4	0		0	4	4		24
Scooters																	
<i>Comments:</i>																	

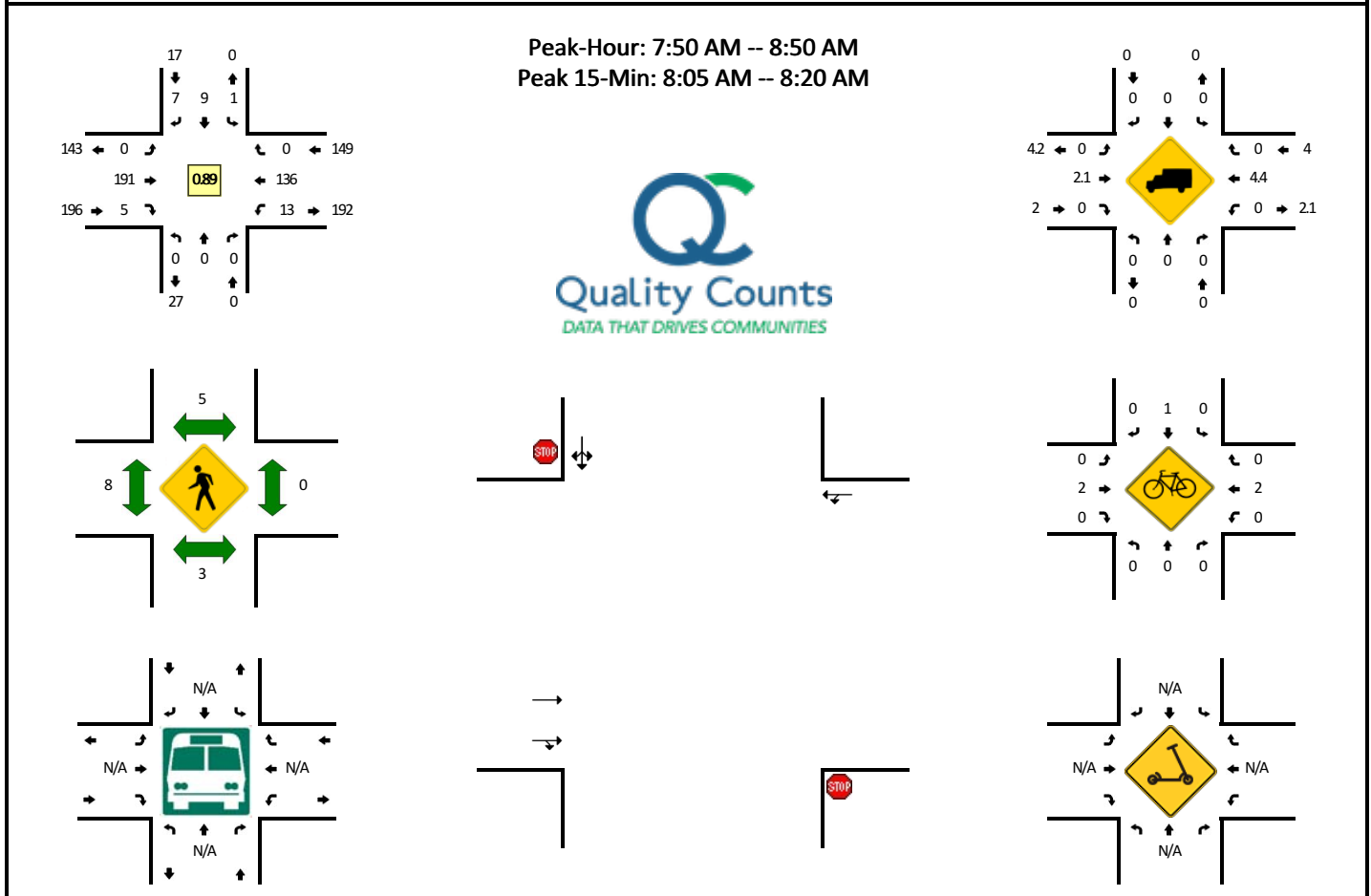
LOCATION: S Claremont St -- E 4th Ave**CITY/STATE:** San Mateo, CA**QC JOB #:** 16225526**DATE:** Wed, May 24 2023

5-Min Count Period Beginning At	S Claremont St (Northbound)				S Claremont St (Southbound)				E 4th Ave (Eastbound)				E 4th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	4	6	0	2	4	3	0	0	51	0	0	0	6	0	0	77	
4:05 PM	1	4	7	0	8	13	3	0	1	46	2	0	1	10	0	0	96	
4:10 PM	0	10	2	0	10	5	2	0	2	51	2	0	1	8	0	0	93	
4:15 PM	0	6	4	0	10	3	0	0	1	47	2	0	0	6	0	0	79	
4:20 PM	0	3	5	0	11	6	4	0	1	46	0	0	0	9	0	0	85	
4:25 PM	0	7	2	0	10	4	2	0	0	39	1	0	0	5	1	0	71	
4:30 PM	2	10	6	0	13	3	2	0	0	37	0	0	0	6	0	0	79	
4:35 PM	1	2	7	0	12	7	6	0	2	42	0	0	0	7	0	0	86	
4:40 PM	0	7	2	0	6	4	1	0	1	36	0	0	0	7	0	0	64	
4:45 PM	2	5	4	0	7	12	4	0	0	46	2	0	0	9	0	0	91	
4:50 PM	0	3	1	0	15	2	1	0	0	46	0	0	0	5	0	0	73	
4:55 PM	0	3	2	0	7	9	3	0	0	59	0	0	1	5	0	0	89	983
5:00 PM	0	7	5	0	12	5	4	0	0	38	0	0	1	3	0	0	75	981
5:05 PM	0	6	5	0	7	9	1	0	2	43	0	0	0	8	0	0	81	966
5:10 PM	1	6	1	0	5	10	2	0	0	51	1	0	0	7	0	0	84	957
5:15 PM	1	6	3	0	3	4	0	0	1	69	0	0	1	7	1	0	96	974
5:20 PM	2	6	3	0	8	8	6	0	1	46	0	0	0	3	0	0	83	972
5:25 PM	0	7	9	0	2	9	1	0	3	48	2	0	1	9	1	0	92	993
5:30 PM	2	11	5	0	3	8	3	0	1	53	2	0	0	10	1	0	99	1013
5:35 PM	0	1	5	0	7	5	2	0	0	50	1	0	0	6	2	0	79	1006
5:40 PM	0	5	0	0	6	7	4	0	1	40	1	0	0	8	0	0	72	1014
5:45 PM	0	6	4	0	8	6	2	0	0	37	2	0	1	11	0	0	77	1000
5:50 PM	1	4	5	0	9	7	1	0	2	38	4	0	0	9	1	0	81	1008
5:55 PM	0	4	3	0	5	4	4	0	1	37	0	0	1	17	0	0	76	995
6:00 PM	2	6	0	0	9	7	2	0	0	47	1	0	0	11	1	0	86	1006
6:05 PM	0	4	4	0	9	4	1	0	0	48	2	0	1	7	0	0	80	1005
6:10 PM	1	2	3	0	4	3	2	0	1	36	0	0	0	6	0	0	58	979
6:15 PM	0	4	1	0	7	3	1	0	1	52	2	0	1	12	1	0	85	968
6:20 PM	2	6	3	0	1	5	1	0	2	43	1	0	0	8	0	0	72	957
6:25 PM	0	4	3	0	8	5	4	0	0	49	1	0	0	4	1	0	79	944
6:30 PM	0	2	2	0	5	1	2	0	1	25	2	0	0	8	0	0	48	893
6:35 PM	0	3	2	0	6	4	6	0	1	52	1	0	0	8	0	0	83	897
6:40 PM	0	7	0	0	1	4	4	0	1	36	1	0	1	9	1	0	65	890
6:45 PM	1	11	4	0	9	10	2	0	3	38	1	0	0	5	1	0	85	898
6:50 PM	1	3	4	0	6	4	2	0	2	24	0	0	0	3	2	0	51	868
6:55 PM	0	2	1	0	9	3	3	0	2	39	4	0	0	14	1	0	78	870

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	16	96	68	0	52	100	40	0	20	588	16	0	4	88	8	0	1096
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4
Buses																	
Pedestrians		0				48				0				36			84
Bicycles	0	0	0		4	12	0		0	0	4		0	0	0		20
Scooters																	
<i>Comments:</i>																	

LOCATION: S Railroad Ave (offset) -- E 5th Ave
CITY/STATE: San Mateo, CA

QC JOB #: 16225529
DATE: Wed, May 24 2023

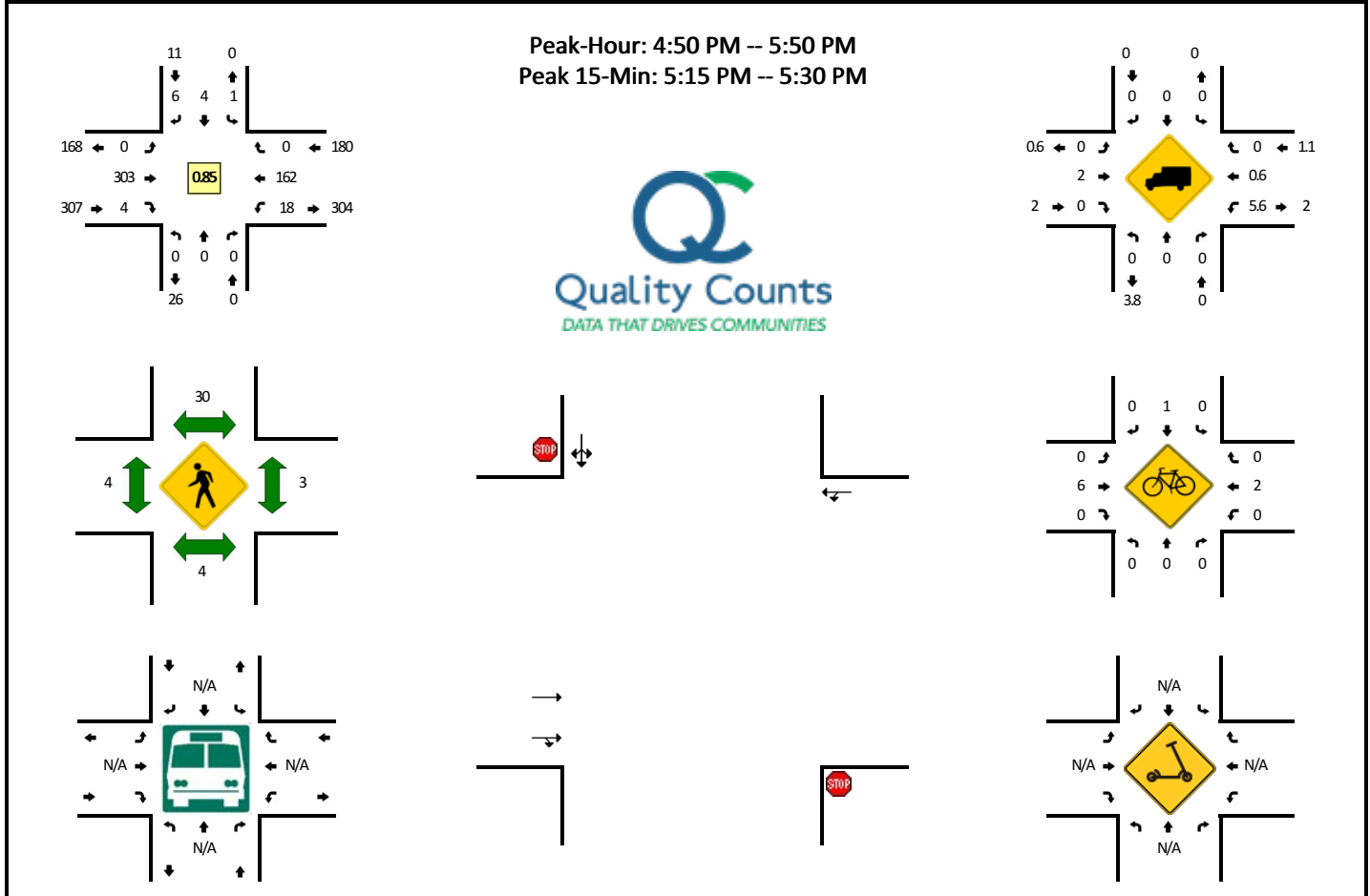


5-Min Count Period Beginning At	S Railroad Ave (offset) (Northbound)				S Railroad Ave (offset) (Southbound)				E 5th Ave (Eastbound)				E 5th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	10	
7:05 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	6	0	0	15	
7:10 AM	0	0	0	0	0	0	0	0	0	8	0	0	1	2	0	0	11	
7:15 AM	0	0	0	0	0	0	1	0	0	10	0	0	0	2	0	0	13	
7:20 AM	0	0	0	0	0	0	0	0	0	5	1	0	0	2	0	0	8	
7:25 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	11	0	0	16	
7:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	4	0	0	10	
7:35 AM	0	0	0	0	0	1	1	0	0	10	0	0	1	9	0	0	22	
7:40 AM	0	0	0	0	1	0	0	0	0	9	0	0	0	9	0	0	19	
7:45 AM	0	0	0	0	0	0	1	0	0	5	0	0	1	12	0	0	19	
7:50 AM	0	0	0	0	0	2	1	0	0	16	1	0	2	11	0	0	33	
7:55 AM	0	0	0	0	0	1	0	0	0	13	0	0	1	14	0	0	29	205
8:00 AM	0	0	0	0	0	1	1	0	0	18	1	0	1	15	0	0	37	232
8:05 AM	0	0	0	0	0	0	2	0	0	15	1	0	1	16	0	0	35	252
8:10 AM	0	0	0	0	0	2	0	0	0	10	0	0	1	16	0	0	29	270
8:15 AM	0	0	0	0	0	0	0	0	0	23	1	0	1	13	0	0	38	295
8:20 AM	0	0	0	0	0	0	1	0	0	18	0	0	0	9	0	0	28	315
8:25 AM	0	0	0	0	1	0	0	0	0	18	0	0	1	8	0	0	28	327
8:30 AM	0	0	0	0	0	3	1	0	0	16	1	0	0	6	0	0	27	344
8:35 AM	0	0	0	0	0	0	0	0	0	11	0	0	3	16	0	0	30	352
8:40 AM	0	0	0	0	0	0	1	0	0	18	0	0	2	7	0	0	28	361
8:45 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	5	0	0	20	362
8:50 AM	0	0	0	0	0	0	1	0	0	6	0	0	1	10	0	0	18	347
8:55 AM	0	0	0	0	0	2	0	0	0	8	0	0	0	12	0	0	22	340
9:00 AM	0	0	0	0	0	4	0	0	0	12	0	0	1	10	0	0	27	330
9:05 AM	0	0	0	0	0	0	1	0	0	18	0	0	1	12	0	0	32	327
9:10 AM	0	0	0	0	0	0	1	0	0	12	3	0	2	10	0	0	28	326
9:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	13	0	0	19	307
9:20 AM	0	0	0	0	0	0	0	0	0	11	1	0	2	5	0	0	19	298
9:25 AM	0	0	0	0	0	0	0	0	0	13	0	0	1	9	0	0	23	293
9:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	1	7	0	0	19	285
9:35 AM	0	0	0	0	0	2	0	0	0	7	2	0	1	8	0	0	20	275
9:40 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	9	0	0	20	267
9:45 AM	0	0	0	0	0	0	0	0	0	10	0	0	2	8	0	0	20	267
9:50 AM	0	0	0	0	1	0	0	0	0	5	0	0	7	7	0	0	20	269
9:55 AM	0	0	0	0	0	0	1	0	0	9	0	0	1	6	0	0	17	264

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	8	8	0	0	192	8	0	12	180	0	0	408
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	12	0		16
Buses																	
Pedestrians		12				4				8				0			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

LOCATION: S Railroad Ave (offset) -- E 5th Ave
CITY/STATE: San Mateo, CA

QC JOB #: 16225530
DATE: Wed, May 24 2023

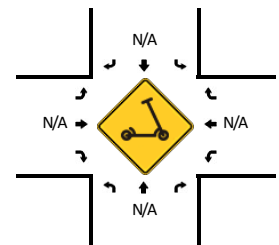
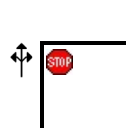
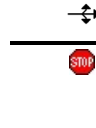
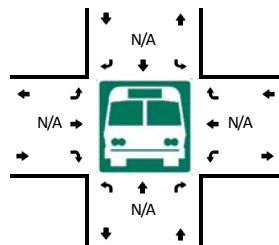
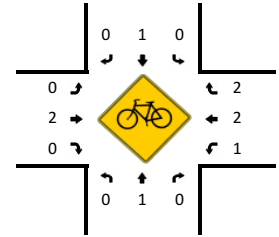
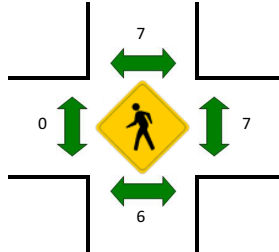
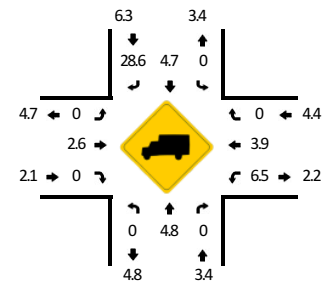
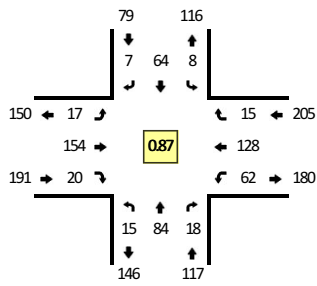


5-Min Count Period Beginning At	S Railroad Ave (offset) (Northbound)				S Railroad Ave (offset) (Southbound)				E 5th Ave (Eastbound)				E 5th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	0	23	2	0	4	9	0	0	39	
4:05 PM	0	0	0	0	0	1	0	0	0	36	0	0	2	13	0	0	52	
4:10 PM	0	0	0	0	0	0	0	0	0	28	1	0	3	13	0	0	45	
4:15 PM	0	0	0	0	0	2	0	0	0	26	0	0	0	11	0	0	39	
4:20 PM	0	0	0	0	0	0	2	0	0	22	1	0	2	14	0	0	41	
4:25 PM	0	0	0	0	1	0	1	0	0	16	1	0	2	15	0	0	36	
4:30 PM	0	0	0	0	0	0	0	0	0	22	2	0	2	9	0	0	35	
4:35 PM	0	0	0	0	0	0	1	0	0	19	2	0	0	11	0	0	33	
4:40 PM	0	0	0	0	0	1	0	0	0	16	0	0	2	10	0	0	29	
4:45 PM	0	0	0	0	1	0	0	0	0	17	0	0	1	14	0	0	33	
4:50 PM	0	0	0	0	0	0	0	0	0	20	0	0	2	13	0	0	35	
4:55 PM	0	0	0	0	0	0	1	0	0	21	1	0	3	14	0	0	40	457
5:00 PM	0	0	0	0	0	0	1	0	0	24	1	0	3	13	0	0	42	460
5:05 PM	0	0	0	0	0	0	1	0	0	26	0	0	0	16	0	0	43	451
5:10 PM	0	0	0	0	0	1	0	0	0	19	0	0	0	14	0	0	34	440
5:15 PM	0	0	0	0	1	1	0	0	0	32	0	0	1	16	0	0	51	452
5:20 PM	0	0	0	0	0	0	0	0	0	38	0	0	1	15	0	0	54	465
5:25 PM	0	0	0	0	0	0	1	0	0	29	0	0	3	9	0	0	42	471
5:30 PM	0	0	0	0	0	1	1	0	0	27	1	0	2	11	0	0	43	479
5:35 PM	0	0	0	0	0	0	1	0	0	28	0	0	1	12	0	0	42	488
5:40 PM	0	0	0	0	0	0	0	0	0	16	1	0	2	11	0	0	30	489
5:45 PM	0	0	0	0	0	1	0	0	0	23	0	0	0	18	0	0	42	498
5:50 PM	0	0	0	0	0	0	1	0	0	18	0	0	1	13	0	0	33	496
5:55 PM	0	0	0	0	0	0	1	0	0	13	1	0	1	10	0	0	26	482
6:00 PM	0	0	0	0	0	1	0	0	0	25	1	0	1	10	0	0	38	478
6:05 PM	0	0	0	0	1	0	1	0	0	24	0	0	1	12	0	0	39	474
6:10 PM	0	0	0	0	1	0	0	0	0	14	0	0	2	12	0	0	29	469
6:15 PM	0	0	0	0	0	0	1	0	0	23	0	0	0	15	0	0	39	457
6:20 PM	0	0	0	0	0	1	0	0	0	26	0	0	0	14	0	0	41	444
6:25 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	11	0	0	23	425
6:30 PM	0	0	0	0	0	1	0	0	0	28	0	0	0	20	0	0	49	431
6:35 PM	0	0	0	0	0	0	2	0	0	16	0	0	0	15	0	0	33	422
6:40 PM	0	0	0	0	0	2	0	0	0	17	0	0	1	16	0	0	36	428
6:45 PM	0	0	0	0	0	0	1	0	0	19	0	0	0	17	0	0	37	423
6:50 PM	0	0	0	0	0	0	1	0	0	19	0	0	0	12	0	0	32	422
6:55 PM	0	0	0	0	0	2	0	0	0	19	0	0	1	8	0	0	30	426

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	4	4	0	0	396	0	0	20	160	0	0	588
Heavy Trucks	0	0	0		0	0	0		0	8	0		4	0	0		12
Buses																	
Pedestrians		12				36				4				8			60
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	
<i>Comments:</i>																	

LOCATION: S Claremont St -- E 5th Ave**CITY/STATE:** San Mateo, CA**QC JOB #:** 16225531**DATE:** Wed, May 24 2023

Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



5-Min Count Period Beginning At	S Claremont St (Northbound)				S Claremont St (Southbound)				E 5th Ave (Eastbound)				E 5th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	0	0	1	3	1	0	1	8	0	0	1	6	0	0	22	
7:05 AM	1	5	0	0	0	1	1	0	1	3	1	0	3	3	0	0	19	
7:10 AM	0	4	0	0	1	2	1	0	2	5	2	0	2	4	1	0	24	
7:15 AM	0	1	1	0	0	2	0	0	4	5	0	0	2	2	2	0	19	
7:20 AM	0	3	2	0	0	1	1	0	1	4	0	0	3	0	0	0	15	
7:25 AM	0	6	0	0	1	0	2	0	0	6	0	0	2	7	1	0	25	
7:30 AM	1	4	3	0	1	5	0	0	1	3	0	0	6	8	0	0	32	
7:35 AM	1	1	3	0	1	0	0	0	3	6	1	0	6	9	0	0	31	
7:40 AM	0	3	0	0	0	1	0	0	0	7	0	0	6	8	1	0	26	
7:45 AM	1	7	1	0	2	2	1	0	2	5	0	0	3	14	1	0	39	
7:50 AM	1	9	0	0	0	2	0	0	1	7	1	0	4	11	1	0	37	
7:55 AM	1	6	1	0	1	6	0	0	2	13	0	0	2	12	2	0	46	335
8:00 AM	1	8	0	0	1	7	1	0	1	16	2	0	8	14	1	0	60	373
8:05 AM	0	5	0	0	1	9	0	0	2	12	1	0	11	14	0	0	55	409
8:10 AM	2	5	2	0	0	7	2	0	3	12	1	0	3	16	2	0	55	440
8:15 AM	2	8	1	0	1	7	0	0	0	13	0	0	5	12	0	0	49	470
8:20 AM	1	9	2	0	1	5	0	0	3	19	2	0	4	10	2	0	58	513
8:25 AM	0	11	2	0	1	6	0	0	3	12	4	0	4	5	1	0	49	537
8:30 AM	1	6	1	0	1	3	0	0	1	11	2	0	11	12	1	0	50	555
8:35 AM	4	8	2	0	0	3	2	0	1	13	1	0	2	10	1	0	47	571
8:40 AM	0	10	3	0	0	2	1	0	1	8	2	0	4	7	3	0	41	586
8:45 AM	1	2	2	0	0	5	0	0	0	15	2	0	5	8	0	0	40	587
8:50 AM	2	6	2	0	1	4	1	0	0	10	3	0	3	8	2	0	42	592
8:55 AM	0	8	2	0	0	4	0	0	1	5	1	0	2	7	1	0	31	577
9:00 AM	3	5	0	0	0	1	1	0	0	7	3	0	6	12	2	0	40	557
9:05 AM	3	3	1	0	1	4	1	0	1	16	2	0	4	6	0	0	42	544
9:10 AM	1	6	2	0	0	3	0	0	2	10	1	0	2	7	1	0	35	524
9:15 AM	3	1	2	0	0	3	1	0	0	8	0	0	4	11	0	0	33	508
9:20 AM	3	3	0	0	0	5	1	0	2	3	2	0	5	5	1	0	30	480
9:25 AM	0	2	2	0	2	1	0	0	4	5	5	0	7	14	3	0	45	476
9:30 AM	0	3	3	0	0	0	1	0	0	10	0	0	2	4	2	0	25	451
9:35 AM	2	3	4	0	0	1	1	0	1	10	0	0	1	9	0	0	32	436
9:40 AM	2	1	3	0	1	0	1	0	1	8	0	0	1	3	0	0	21	416
9:45 AM	0	5	2	0	1	2	1	0	0	6	2	0	5	12	0	0	36	412
9:50 AM	1	4	2	0	2	7	0	0	2	6	2	0	2	8	0	0	36	406
9:55 AM	0	4	1	0	0	4	1	0	0	9	2	0	5	6	0	0	32	407

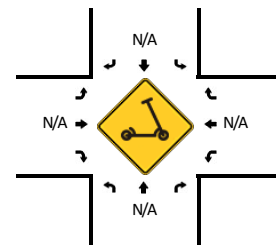
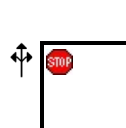
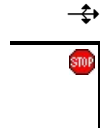
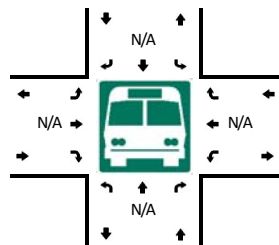
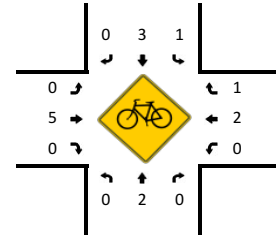
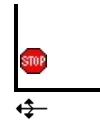
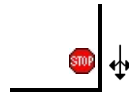
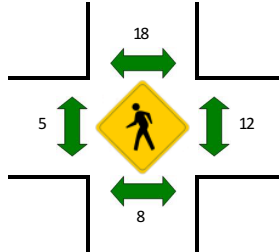
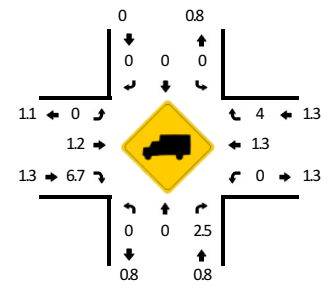
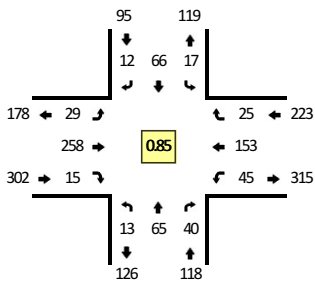
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	72	8	0	8	92	12	0	24	160	16	0	88	176	12	0	680
Heavy Trucks	0	4	0		0	0	4		0	4	0		0	0	0		12
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		4	4	0		8
Scooters																	
<i>Comments:</i>																	

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

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

LOCATION: S Claremont St -- E 5th Ave**CITY/STATE:** San Mateo, CA**QC JOB #:** 16225532**DATE:** Wed, May 24 2023

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

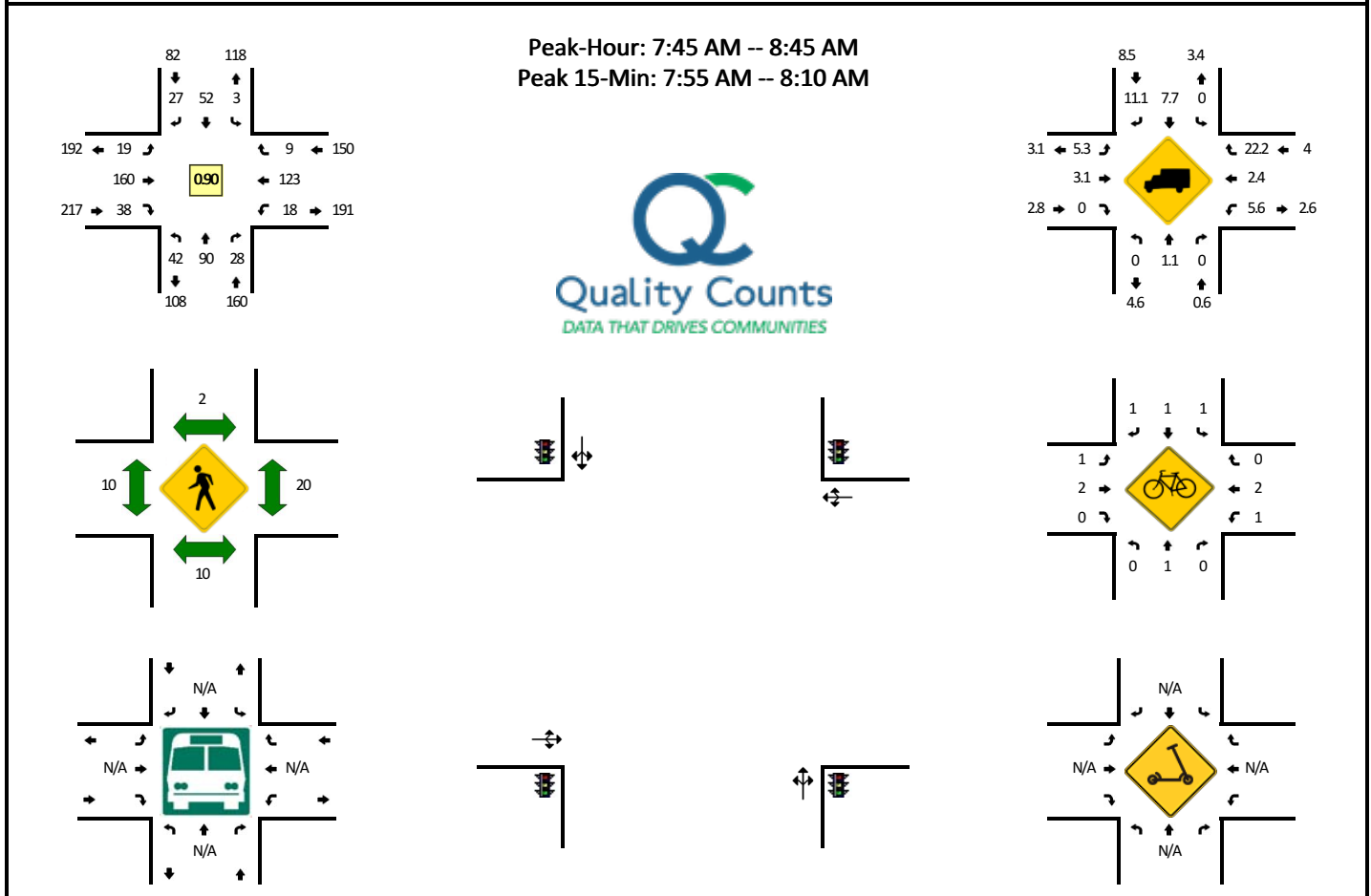


5-Min Count Period Beginning At	S Claremont St (Northbound)				S Claremont St (Southbound)				E 5th Ave (Eastbound)				E 5th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	6	3	0	0	5	2	0	5	17	1	0	3	9	0	0	52	
4:05 PM	0	4	2	0	1	9	0	0	3	19	1	0	1	11	2	0	53	
4:10 PM	0	10	2	0	4	7	0	0	2	24	3	0	3	16	1	0	72	
4:15 PM	1	8	0	0	0	2	0	0	4	20	2	0	4	8	0	0	49	
4:20 PM	0	4	5	0	1	5	2	0	2	22	3	0	5	11	1	0	61	
4:25 PM	0	6	2	0	1	3	1	0	1	17	2	0	2	19	1	0	55	
4:30 PM	5	11	5	0	0	4	0	0	4	12	3	0	1	8	1	0	54	
4:35 PM	0	10	4	0	0	6	1	0	2	16	2	0	4	11	0	0	56	
4:40 PM	3	7	5	0	1	2	1	0	1	14	3	0	4	7	1	0	49	
4:45 PM	2	4	4	0	3	8	0	0	0	17	2	0	5	9	3	0	57	
4:50 PM	1	5	1	0	0	5	1	0	1	18	2	0	5	14	1	0	54	
4:55 PM	2	5	2	0	1	5	2	0	1	14	2	0	6	13	0	0	53	665
5:00 PM	2	7	4	0	1	3	1	0	2	18	2	0	2	12	2	0	56	669
5:05 PM	3	7	4	0	1	4	4	0	1	23	1	0	2	12	1	0	63	679
5:10 PM	0	3	5	0	3	6	0	0	0	20	0	0	2	13	4	0	56	663
5:15 PM	1	5	6	0	0	4	0	0	5	25	3	0	6	17	2	0	74	688
5:20 PM	1	8	3	0	3	8	0	0	6	28	0	0	7	13	1	0	78	705
5:25 PM	1	7	2	0	4	4	0	0	5	23	1	0	2	14	3	0	66	716
5:30 PM	0	7	2	0	0	9	1	0	5	27	0	0	3	11	4	0	69	731
5:35 PM	0	5	3	0	0	5	1	0	3	19	2	0	2	10	2	0	52	727
5:40 PM	0	2	4	0	1	5	2	0	0	26	0	0	3	15	2	0	60	738
5:45 PM	0	7	0	0	1	7	1	0	2	18	1	0	4	12	2	0	55	736
5:50 PM	0	5	2	0	0	9	1	0	2	16	0	0	2	15	2	0	54	736
5:55 PM	0	6	1	0	0	2	2	0	2	16	0	0	7	9	1	0	46	729
6:00 PM	0	4	2	0	1	8	0	0	1	15	1	0	2	11	1	0	46	719
6:05 PM	0	5	1	0	3	2	1	0	4	17	2	0	5	12	1	0	53	709
6:10 PM	1	3	0	0	1	2	1	0	3	20	1	0	3	13	1	0	49	702
6:15 PM	3	4	0	0	2	2	0	0	2	18	1	0	0	11	0	0	43	671
6:20 PM	0	5	2	0	1	2	1	0	4	18	1	0	0	13	0	0	47	640
6:25 PM	0	5	2	0	0	5	1	0	2	17	0	0	2	12	0	0	46	620
6:30 PM	1	2	1	0	1	2	0	0	2	18	0	0	0	14	0	0	41	592
6:35 PM	0	3	2	0	1	6	0	0	3	18	0	0	1	19	2	0	55	595
6:40 PM	1	5	2	0	1	4	2	0	0	14	0	0	0	11	1	0	41	576
6:45 PM	1	8	1	0	2	6	0	0	7	13	0	0	3	18	0	0	59	580
6:50 PM	0	6	1	0	1	3	0	0	1	16	0	0	4	13	1	0	46	572
6:55 PM	0	2	2	0	3	1	0	0	1	19	1	0	1	8	0	0	38	564

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	12	80	44	0	28	64	0	0	64	304	16	0	60	176	24	0	872
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	4		12
Buses																	
Pedestrians		28				12				16				4			60
Bicycles	0	0	0		4	4	0		0	0	0		0	4	0		12
Scooters																	
<i>Comments:</i>																	

LOCATION: S B St -- E 5th Ave
CITY/STATE: San Mateo, CA

QC JOB #: 16225537
DATE: Wed, May 24 2023

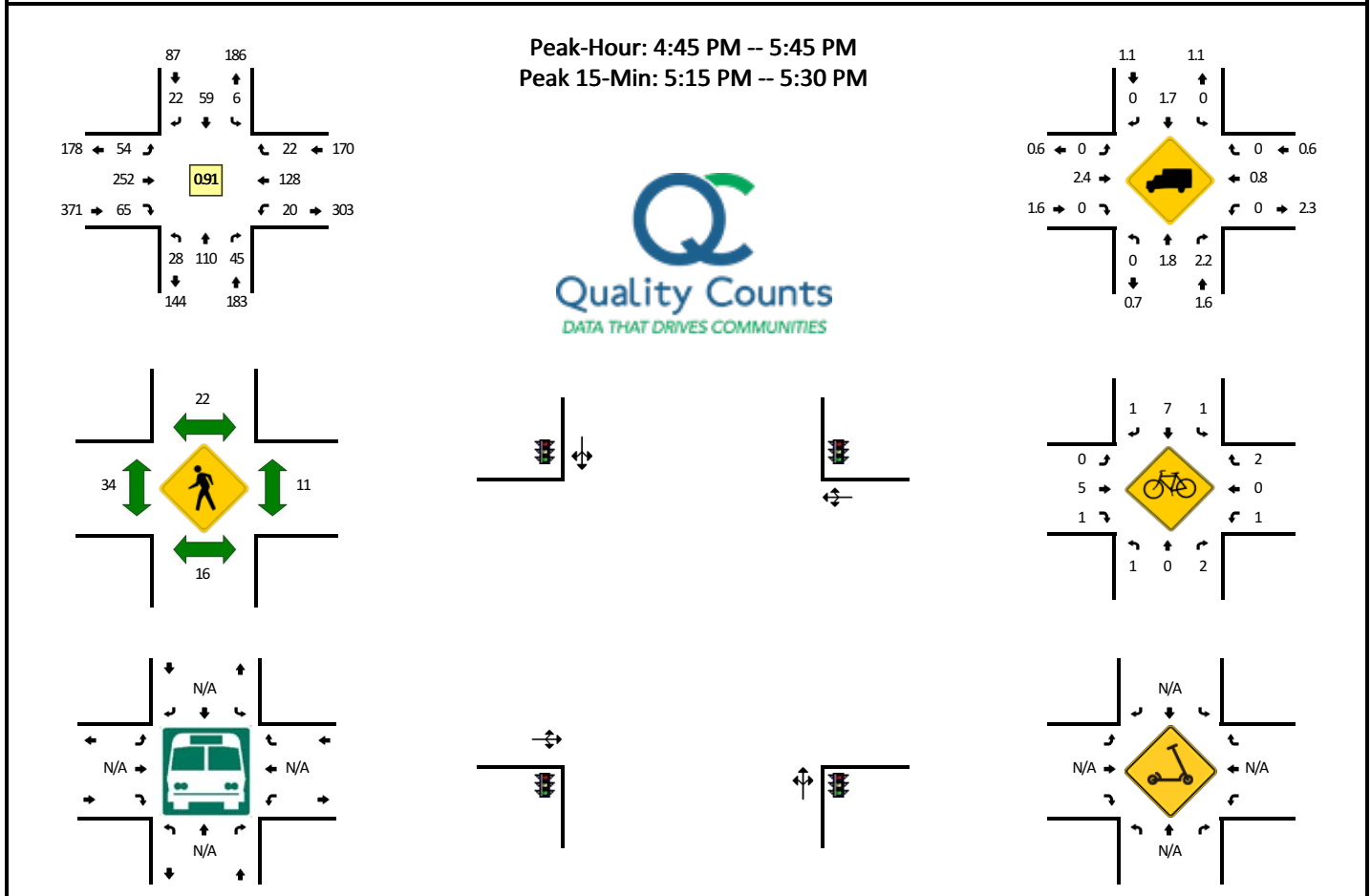


5-Min Count Period Beginning At	S B St (Northbound)				S B St (Southbound)				E 5th Ave (Eastbound)				E 5th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	0	0	1	4	1	0	0	2	2	0	4	5	0	0	20	
7:05 AM	5	5	0	0	0	1	0	0	2	5	0	0	2	4	0	0	24	
7:10 AM	1	4	2	0	0	1	1	0	0	6	1	0	1	4	0	0	21	
7:15 AM	2	3	2	0	0	1	1	0	1	5	2	0	0	3	0	0	20	
7:20 AM	2	6	0	0	0	3	1	0	0	5	1	0	1	1	0	0	20	
7:25 AM	1	7	0	0	0	2	2	0	0	3	2	0	0	12	0	0	29	
7:30 AM	3	6	1	0	0	1	3	0	0	6	1	0	1	6	0	0	28	
7:35 AM	4	3	2	0	0	2	0	0	3	9	0	0	2	5	0	0	30	
7:40 AM	1	8	3	0	0	3	2	0	1	3	2	0	1	7	1	0	32	
7:45 AM	7	6	0	0	0	6	3	0	0	6	0	0	1	15	0	0	44	
7:50 AM	5	5	6	0	1	7	1	0	1	8	4	0	0	9	0	0	47	
7:55 AM	2	6	2	0	1	3	3	0	3	11	2	0	3	12	1	0	49	364
8:00 AM	3	13	3	0	0	6	3	0	3	18	4	0	3	10	2	0	68	412
8:05 AM	1	5	3	0	0	4	2	0	3	13	2	0	3	14	2	0	52	440
8:10 AM	1	6	0	0	0	5	3	0	0	8	2	0	2	13	1	0	41	460
8:15 AM	3	7	3	0	0	3	0	0	1	22	6	0	1	11	0	0	57	497
8:20 AM	2	7	3	0	0	7	1	0	0	14	3	0	1	8	0	0	46	523
8:25 AM	4	11	2	0	1	0	0	0	1	18	6	0	0	5	0	0	48	542
8:30 AM	2	6	2	0	0	4	4	0	1	17	3	0	0	7	1	0	47	561
8:35 AM	6	10	2	0	0	5	2	0	4	8	2	0	1	13	2	0	55	586
8:40 AM	6	8	2	0	0	2	5	0	2	17	4	0	3	6	0	0	55	609
8:45 AM	1	5	1	0	0	5	1	0	4	10	5	0	0	5	0	0	37	602
8:50 AM	4	6	1	0	0	6	1	0	1	6	9	0	2	8	2	0	46	601
8:55 AM	5	11	0	0	1	0	2	0	3	8	2	0	2	11	0	0	45	597
9:00 AM	5	6	1	0	0	6	2	0	2	14	2	0	1	7	2	0	48	577
9:05 AM	1	6	1	0	0	6	0	0	3	17	5	0	4	7	0	0	50	575
9:10 AM	3	2	1	0	1	4	3	0	0	9	5	0	2	11	0	0	41	575
9:15 AM	1	4	2	0	0	2	4	0	2	6	4	0	2	8	1	0	36	554
9:20 AM	3	4	2	0	1	2	2	0	1	10	2	0	0	6	1	0	34	542
9:25 AM	2	7	3	0	2	2	2	0	3	12	3	0	1	7	2	0	46	540
9:30 AM	2	4	2	0	1	4	1	0	4	6	1	0	1	5	1	0	32	525
9:35 AM	2	5	1	0	0	1	0	0	1	9	4	0	1	5	2	0	31	501
9:40 AM	2	9	1	0	0	3	1	0	3	7	0	0	1	9	0	0	36	482
9:45 AM	1	5	2	0	1	4	3	0	2	6	0	0	3	5	1	0	33	478
9:50 AM	4	4	2	0	1	4	1	0	1	4	4	0	0	6	0	0	31	463
9:55 AM	1	5	1	0	1	7	3	0	2	9	1	0	1	5	0	0	36	454

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	24	96	32	0	4	52	32	0	36	168	32	0	36	144	20	0	676
Heavy Trucks	0	4	0		0	4	4		0	4	0		0	4	4		24
Buses																	
Pedestrians		12				8				16				24			60
Bicycles	0	0	0		0	0	0		4	4	0		0	4	0		12
Scooters																	
<i>Comments:</i>																	

LOCATION: S B St -- E 5th Ave
CITY/STATE: San Mateo, CA

QC JOB #: 16225538
DATE: Wed, May 24 2023



5-Min Count Period Beginning At	S B St (Northbound)				S B St (Southbound)				E 5th Ave (Eastbound)				E 5th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	10	0	0	10	2	0	6	16	6	0	2	9	0	0	66	
4:05 PM	6	9	3	0	0	7	1	0	3	21	7	0	2	9	2	0	70	
4:10 PM	3	9	9	0	2	3	3	0	3	25	8	0	3	12	0	0	80	
4:15 PM	0	11	4	0	1	2	2	0	3	19	6	0	1	8	0	0	57	
4:20 PM	3	5	3	0	0	3	0	0	4	16	2	0	4	13	1	0	54	
4:25 PM	1	4	4	0	0	4	1	0	3	15	2	0	4	10	0	0	48	
4:30 PM	3	3	3	0	0	1	1	0	3	17	5	0	0	7	0	0	43	
4:35 PM	4	10	2	0	0	4	5	0	6	20	8	0	2	7	0	0	68	
4:40 PM	1	3	7	0	0	0	2	0	0	6	2	0	2	8	0	0	31	
4:45 PM	3	9	3	0	0	2	2	0	6	15	8	0	2	9	3	0	62	
4:50 PM	5	9	4	0	1	9	3	0	8	20	6	0	3	8	0	0	76	
4:55 PM	2	8	3	0	1	5	2	0	2	17	9	0	2	10	2	0	63	718
5:00 PM	2	10	1	0	0	4	1	0	2	19	2	0	3	10	3	0	57	709
5:05 PM	3	9	4	0	1	3	3	0	3	24	2	0	0	15	3	0	70	709
5:10 PM	4	13	4	0	1	5	1	0	6	12	5	0	1	15	0	0	67	696
5:15 PM	4	11	4	0	0	3	0	0	6	30	7	0	3	12	0	0	80	719
5:20 PM	3	7	4	0	0	6	0	0	3	30	5	0	1	14	0	0	73	738
5:25 PM	1	8	1	0	0	5	2	0	6	29	6	0	3	6	2	0	69	759
5:30 PM	0	9	3	0	0	4	2	0	3	28	2	0	0	9	3	0	63	779
5:35 PM	0	11	8	0	1	7	2	0	4	13	8	0	0	12	2	0	68	779
5:40 PM	1	6	6	0	1	6	4	0	5	15	5	0	2	8	4	0	63	811
5:45 PM	7	7	4	0	1	4	5	0	1	13	1	0	1	12	4	0	60	809
5:50 PM	1	9	3	0	2	6	2	0	2	12	4	0	2	11	1	0	55	788
5:55 PM	3	8	3	0	0	2	3	0	3	10	3	0	1	10	2	0	48	773
6:00 PM	1	7	2	0	0	4	3	0	4	23	3	0	2	6	1	0	56	772
6:05 PM	0	7	2	0	0	4	3	0	4	21	1	0	3	12	1	0	58	760
6:10 PM	2	11	8	0	0	4	1	0	3	13	1	0	2	9	1	0	55	748
6:15 PM	4	9	6	0	1	2	5	0	4	8	5	0	2	10	1	0	57	725
6:20 PM	5	9	3	0	1	3	1	0	4	22	5	0	2	12	0	0	67	719
6:25 PM	3	7	2	0	1	4	5	0	3	10	2	0	3	8	2	0	50	700
6:30 PM	1	8	6	0	0	1	4	0	3	20	4	0	2	16	0	0	65	702
6:35 PM	5	6	0	0	1	3	8	0	3	17	8	0	4	9	4	0	68	702
6:40 PM	5	5	3	0	1	9	1	0	2	13	6	0	3	13	1	0	62	701
6:45 PM	0	5	3	0	1	3	5	0	1	15	7	0	4	11	5	0	60	701
6:50 PM	0	8	2	0	1	2	1	0	3	15	3	0	1	8	3	0	47	693
6:55 PM	0	2	3	0	1	4	5	0	3	15	5	0	2	4	2	0	46	691

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	32	104	36	0	0	56	8	0	60	356	72	0	28	128	8	0	888
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	0	0		8
Buses																	
Pedestrians		12				44				52				12			120
Bicycles	0	0	4		0	16	4		0	0	0		0	0	4		28
Scooters																	
<i>Comments:</i>																	

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad										QC JOB #: 16225513	
SPECIFIC LOCATION:										DIRECTION: EB	
CITY/STATE: San Mateo, CA										DATE: May 23 2023 - May 23 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		23 May 23				Hourly Traffic			Hourly Traffic		
12:00 AM		30				30			30	<div></div>	
01:00 AM		14				14			14	<div></div>	
02:00 AM		5				5			5	<div></div>	
03:00 AM		11				11			11	<div></div>	
04:00 AM		14				14			14	<div></div>	
05:00 AM		57				57			57	<div></div>	
06:00 AM		142				142			142	<div></div>	
07:00 AM		224				224			224	<div></div>	
08:00 AM		403				403			403	<div></div>	
09:00 AM		331				331			331	<div></div>	
10:00 AM		320				320			320	<div></div>	
11:00 AM		384				384			384	<div></div>	
12:00 PM		463				463			463	<div></div>	
01:00 PM		448				448			448	<div></div>	
02:00 PM		438				438			438	<div></div>	
03:00 PM		520				520			520	<div></div>	
04:00 PM		539				539			539	<div></div>	
05:00 PM		592				592			592	<div></div>	
06:00 PM		444				444			444	<div></div>	
07:00 PM		469				469			469	<div></div>	
08:00 PM		413				413			413	<div></div>	
09:00 PM		301				301			301	<div></div>	
10:00 PM		184				184			184	<div></div>	
11:00 PM		67				67			67	<div></div>	
Day Total		6813				6813			6813		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		8:00 AM 403				8:00 AM 403			8:00 AM 403		
PM Peak Volume		5:00 PM 592				5:00 PM 592			5:00 PM 592		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)
























Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad										QC JOB #: 16225513	
SPECIFIC LOCATION:										DIRECTION: EB, WB	
CITY/STATE: San Mateo, CA										DATE: May 23 2023 - May 23 2023	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		23 May 23				Hourly Traffic			Hourly Traffic		
12:00 AM		40				40			40	<div></div>	
01:00 AM		20				20			20	<div></div>	
02:00 AM		5				5			5	<div></div>	
03:00 AM		15				15			15	<div></div>	
04:00 AM		21				21			21	<div></div>	
05:00 AM		83				83			83	<div></div>	
06:00 AM		207				207			207	<div></div>	
07:00 AM		340				340			340	<div></div>	
08:00 AM		568				568			568	<div></div>	
09:00 AM		480				480			480	<div></div>	
10:00 AM		455				455			455	<div></div>	
11:00 AM		578				578			578	<div></div>	
12:00 PM		680				680			680	<div></div>	
01:00 PM		643				643			643	<div></div>	
02:00 PM		651				651			651	<div></div>	
03:00 PM		747				747			747	<div></div>	
04:00 PM		793				793			793	<div></div>	
05:00 PM		870				870			870	<div></div>	
06:00 PM		661				661			661	<div></div>	
07:00 PM		656				656			656	<div></div>	
08:00 PM		560				560			560	<div></div>	
09:00 PM		409				409			409	<div></div>	
10:00 PM		235				235			235	<div></div>	
11:00 PM		88				88			88	<div></div>	
Day Total		9805				9805			9805		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		11:00 AM 578				11:00 AM 578			11:00 AM 578		
PM Peak Volume		5:00 PM 870				5:00 PM 870			5:00 PM 870		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad										QC JOB #: 16225513	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: San Mateo, CA										DATE: May 23 2023 - May 23 2023	
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM	10					10			10		
01:00 AM	6					6			6		
02:00 AM	0					0			0		
03:00 AM	4					4			4		
04:00 AM	7					7			7		
05:00 AM	26					26			26		
06:00 AM	65					65			65		
07:00 AM	116					116			116		
08:00 AM	165					165			165		
09:00 AM	149					149			149		
10:00 AM	135					135			135		
11:00 AM	194					194			194		
12:00 PM	217					217			217		
01:00 PM	195					195			195		
02:00 PM	213					213			213		
03:00 PM	227					227			227		
04:00 PM	254					254			254		
05:00 PM	278					278			278		
06:00 PM	217					217			217		
07:00 PM	187					187			187		
08:00 PM	147					147			147		
09:00 PM	108					108			108		
10:00 PM	51					51			51		
11:00 PM	21					21			21		
Day Total	2992					2992			2992		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	11:00 AM 194					11:00 AM 194			11:00 AM 194		
PM Peak Volume	5:00 PM 278					5:00 PM 278			5:00 PM 278		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad										QC JOB #: 16225514	
SPECIFIC LOCATION:										DIRECTION: EB	
CITY/STATE: San Mateo, CA										DATE: May 23 2023 - May 23 2023	
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM		7				7			7	<div></div>	
01:00 AM		6				6			6	<div></div>	
02:00 AM		2				2			2	<div></div>	
03:00 AM		4				4			4	<div></div>	
04:00 AM		4				4			4	<div></div>	
05:00 AM		20				20			20	<div></div>	
06:00 AM		53				53			53	<div></div>	
07:00 AM		99				99			99	<div></div>	
08:00 AM		199				199			199	<div></div>	
09:00 AM		121				121			121	<div></div>	
10:00 AM		130				130			130	<div></div>	
11:00 AM		142				142			142	<div></div>	
12:00 PM		155				155			155	<div></div>	
01:00 PM		160				160			160	<div></div>	
02:00 PM		146				146			146	<div></div>	
03:00 PM		193				193			193	<div></div>	
04:00 PM		211				211			211	<div></div>	
05:00 PM		212				212			212	<div></div>	
06:00 PM		168				168			168	<div></div>	
07:00 PM		146				146			146	<div></div>	
08:00 PM		121				121			121	<div></div>	
09:00 PM		73				73			73	<div></div>	
10:00 PM		31				31			31	<div></div>	
11:00 PM		11				11			11	<div></div>	
Day Total		2414				2414			2414		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		8:00 AM 199				8:00 AM 199			8:00 AM 199		
PM Peak Volume		5:00 PM 212				5:00 PM 212			5:00 PM 212		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)
























Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9				9			9	<div></div>
01:00 AM		8				8			8	<div></div>
02:00 AM		2				2			2	<div></div>
03:00 AM		8				8			8	<div></div>
04:00 AM		9				9			9	<div></div>
05:00 AM		30				30			30	<div></div>
06:00 AM		93				93			93	<div></div>
07:00 AM		176				176			176	<div></div>
08:00 AM		320				320			320	<div></div>
09:00 AM		235				235			235	<div></div>
10:00 AM		236				236			236	<div></div>
11:00 AM		268				268			268	<div></div>
12:00 PM		275				275			275	<div></div>
01:00 PM		280				280			280	<div></div>
02:00 PM		266				266			266	<div></div>
03:00 PM		325				325			325	<div></div>
04:00 PM		330				330			330	<div></div>
05:00 PM		326				326			326	<div></div>
06:00 PM		320				320			320	<div></div>
07:00 PM		239				239			239	<div></div>
08:00 PM		190				190			190	<div></div>
09:00 PM		123				123			123	<div></div>
10:00 PM		49				49			49	<div></div>
11:00 PM		22				22			22	<div></div>
Day Total		4139				4139			4139	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM 320				8:00 AM 320			8:00 AM 320	
PM Peak Volume		4:00 PM 330				4:00 PM 330			4:00 PM 330	
Comments:										

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad										QC JOB #: 16225514	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: San Mateo, CA										DATE: May 23 2023 - May 23 2023	
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM	2					2			2		
01:00 AM	2					2			2		
02:00 AM	0					0			0		
03:00 AM	4					4			4		
04:00 AM	5					5			5		
05:00 AM	10					10			10		
06:00 AM	40					40			40		
07:00 AM	77					77			77		
08:00 AM	121					121			121		
09:00 AM	114					114			114		
10:00 AM	106					106			106		
11:00 AM	126					126			126		
12:00 PM	120					120			120		
01:00 PM	120					120			120		
02:00 PM	120					120			120		
03:00 PM	132					132			132		
04:00 PM	119					119			119		
05:00 PM	114					114			114		
06:00 PM	152					152			152		
07:00 PM	93					93			93		
08:00 PM	69					69			69		
09:00 PM	50					50			50		
10:00 PM	18					18			18		
11:00 PM	11					11			11		
Day Total	1725					1725			1725		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	11:00 AM 126					11:00 AM 126			11:00 AM 126		
PM Peak Volume	6:00 PM 152					6:00 PM 152			6:00 PM 152		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: S Railroad Ave btwn 4th and 5th										QC JOB #: 16225515	
SPECIFIC LOCATION:										DIRECTION: SB	
CITY/STATE: San Mateo, CA										DATE: May 23 2023 - May 23 2023	
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM	0					0			0		
01:00 AM	0					0			0		
02:00 AM	0					0			0		
03:00 AM	1					1			1	<div></div>	
04:00 AM	0					0			0		
05:00 AM	4					4			4	<div></div>	
06:00 AM	30					30			30	<div></div>	
07:00 AM	15					15			15	<div></div>	
08:00 AM	20					20			20	<div></div>	
09:00 AM	10					10			10	<div></div>	
10:00 AM	14					14			14	<div></div>	
11:00 AM	6					6			6	<div></div>	
12:00 PM	15					15			15	<div></div>	
01:00 PM	15					15			15	<div></div>	
02:00 PM	13					13			13	<div></div>	
03:00 PM	12					12			12	<div></div>	
04:00 PM	14					14			14	<div></div>	
05:00 PM	20					20			20	<div></div>	
06:00 PM	11					11			11	<div></div>	
07:00 PM	19					19			19	<div></div>	
08:00 PM	13					13			13	<div></div>	
09:00 PM	4					4			4	<div></div>	
10:00 PM	2					2			2	<div></div>	
11:00 PM	1					1			1	<div></div>	
Day Total	239					239			239		
% Weekday Average	100%										
% Week Average	100%					100%					
AM Peak Volume	6:00 AM 30					6:00 AM 30			6:00 AM 30		
PM Peak Volume	5:00 PM 20					5:00 PM 20			5:00 PM 20		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

























Type of report: Tube Count - Volume Data

LOCATION: S B St btwn 4th and 5th										QC JOB #: 16225516	
SPECIFIC LOCATION:										DIRECTION: NB	
CITY/STATE: San Mateo, CA										DATE: May 24 2023 - May 24 2023	
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			8			8			8	<div></div>	
01:00 AM			4			4			4	<div></div>	
02:00 AM			2			2			2	<div></div>	
03:00 AM			5			5			5	<div></div>	
04:00 AM			6			6			6	<div></div>	
05:00 AM			21			21			21	<div></div>	
06:00 AM			50			50			50	<div></div>	
07:00 AM			105			105			105	<div></div>	
08:00 AM			166			166			166	<div></div>	
09:00 AM			139			139			139	<div></div>	
10:00 AM			155			155			155	<div></div>	
11:00 AM			166			166			166	<div></div>	
12:00 PM			175			175			175	<div></div>	
01:00 PM			191			191			191	<div></div>	
02:00 PM			180			180			180	<div></div>	
03:00 PM			148			148			148	<div></div>	
04:00 PM			188			188			188	<div></div>	
05:00 PM			218			218			218	<div></div>	
06:00 PM			220			220			220	<div></div>	
07:00 PM			195			195			195	<div></div>	
08:00 PM			120			120			120	<div></div>	
09:00 PM			84			84			84	<div></div>	
10:00 PM			34			34			34	<div></div>	
11:00 PM			19			19			19	<div></div>	
Day Total			2599			2599			2599		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			8:00 AM 166			8:00 AM 166			8:00 AM 166		
PM Peak Volume			6:00 PM 220			6:00 PM 220			6:00 PM 220		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)
























Type of report: Tube Count - Volume Data

LOCATION: S B St btwn 4th and 5th										QC JOB #: 16225516	
SPECIFIC LOCATION:										DIRECTION: NB, SB	
CITY/STATE: San Mateo, CA										DATE: May 24 2023 - May 24 2023	
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			10			10			10		
01:00 AM			8			8			8		
02:00 AM			2			2			2		
03:00 AM			13			13			13		
04:00 AM			11			11			11		
05:00 AM			38			38			38		
06:00 AM			95			95			95		
07:00 AM			190			190			190		
08:00 AM			294			294			294		
09:00 AM			262			262			262		
10:00 AM			294			294			294		
11:00 AM			356			356			356		
12:00 PM			343			343			343		
01:00 PM			357			357			357		
02:00 PM			352			352			352		
03:00 PM			272			272			272		
04:00 PM			349			349			349		
05:00 PM			427			427			427		
06:00 PM			411			411			411		
07:00 PM			360			360			360		
08:00 PM			233			233			233		
09:00 PM			148			148			148		
10:00 PM			55			55			55		
11:00 PM			32			32			32		
Day Total			4912			4912			4912		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			11:00 AM 356			11:00 AM 356			11:00 AM 356		
PM Peak Volume			5:00 PM 427			5:00 PM 427			5:00 PM 427		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

























Type of report: Tube Count - Volume Data

LOCATION: S B St btwn 4th and 5th										QC JOB #: 16225516	
SPECIFIC LOCATION:										DIRECTION: SB	
CITY/STATE: San Mateo, CA										DATE: May 24 2023 - May 24 2023	
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM			2			2			2		
01:00 AM			4			4			4		
02:00 AM			0			0			0		
03:00 AM			8			8			8		
04:00 AM			5			5			5		
05:00 AM			17			17			17		
06:00 AM			45			45			45		
07:00 AM			85			85			85		
08:00 AM			128			128			128		
09:00 AM			123			123			123		
10:00 AM			139			139			139		
11:00 AM			190			190			190		
12:00 PM			168			168			168		
01:00 PM			166			166			166		
02:00 PM			172			172			172		
03:00 PM			124			124			124		
04:00 PM			161			161			161		
05:00 PM			209			209			209		
06:00 PM			191			191			191		
07:00 PM			165			165			165		
08:00 PM			113			113			113		
09:00 PM			64			64			64		
10:00 PM			21			21			21		
11:00 PM			13			13			13		
Day Total			2313			2313			2313		
% Weekday Average			100%								
% Week Average			100%			100%					
AM Peak Volume			11:00 AM 190			11:00 AM 190			11:00 AM 190		
PM Peak Volume			5:00 PM 209			5:00 PM 209			5:00 PM 209		
Comments:											

Report generated on 5/30/2023 10:12 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
12:00 AM		6				6			6	
12:15 AM		11				11			11	
12:30 AM		8				8			8	
12:45 AM		5				5			5	
01:00 AM		6				6			6	
01:15 AM		3				3			3	
01:30 AM		2				2			2	
01:45 AM		3				3			3	
02:00 AM		1				1			1	
02:15 AM		1				1			1	
02:30 AM		2				2			2	
02:45 AM		1				1			1	
03:00 AM		2				2			2	
03:15 AM		3				3			3	
03:30 AM		0				0			0	
03:45 AM		6				6			6	
04:00 AM		3				3			3	
04:15 AM		3				3			3	
04:30 AM		2				2			2	
04:45 AM		6				6			6	
05:00 AM		12				12			12	
05:15 AM		10				10			10	
05:30 AM		15				15			15	
05:45 AM		20				20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
06:00 AM		30				30			30	<div></div>
06:15 AM		32				32			32	<div></div>
06:30 AM		42				42			42	<div></div>
06:45 AM		38				38			38	<div></div>
07:00 AM		48				48			48	<div></div>
07:15 AM		46				46			46	<div></div>
07:30 AM		49				49			49	<div></div>
07:45 AM		81				81			81	<div></div>
08:00 AM		96				96			96	<div></div>
08:15 AM		106				106			106	<div></div>
08:30 AM		107				107			107	<div></div>
08:45 AM		94				94			94	<div></div>
09:00 AM		84				84			84	<div></div>
09:15 AM		81				81			81	<div></div>
09:30 AM		78				78			78	<div></div>
09:45 AM		88				88			88	<div></div>
10:00 AM		88				88			88	<div></div>
10:15 AM		84				84			84	<div></div>
10:30 AM		78				78			78	<div></div>
10:45 AM		70				70			70	<div></div>
11:00 AM		84				84			84	<div></div>
11:15 AM		78				78			78	<div></div>
11:30 AM		113				113			113	<div></div>
11:45 AM		109				109			109	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

























LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		116				116			116	<div></div>
12:15 PM		98				98			98	<div></div>
12:30 PM		117				117			117	<div></div>
12:45 PM		132				132			132	<div></div>
01:00 PM		106				106			106	<div></div>
01:15 PM		118				118			118	<div></div>
01:30 PM		110				110			110	<div></div>
01:45 PM		114				114			114	<div></div>
02:00 PM		111				111			111	<div></div>
02:15 PM		100				100			100	<div></div>
02:30 PM		121				121			121	<div></div>
02:45 PM		106				106			106	<div></div>
03:00 PM		139				139			139	<div></div>
03:15 PM		115				115			115	<div></div>
03:30 PM		134				134			134	<div></div>
03:45 PM		132				132			132	<div></div>
04:00 PM		125				125			125	<div></div>
04:15 PM		142				142			142	<div></div>
04:30 PM		146				146			146	<div></div>
04:45 PM		126				126			126	<div></div>
05:00 PM		147				147			147	<div></div>
05:15 PM		153				153			153	<div></div>
05:30 PM		159				159			159	<div></div>
05:45 PM		133				133			133	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		123				123			123	
06:15 PM		117				117			117	
06:30 PM		106				106			106	
06:45 PM		98				98			98	
07:00 PM		132				132			132	
07:15 PM		116				116			116	
07:30 PM		119				119			119	
07:45 PM		102				102			102	
08:00 PM		116				116			116	
08:15 PM		98				98			98	
08:30 PM		88				88			88	
08:45 PM		111				111			111	
09:00 PM		100				100			100	
09:15 PM		72				72			72	
09:30 PM		69				69			69	
09:45 PM		60				60			60	
10:00 PM		68				68			68	
10:15 PM		44				44			44	
10:30 PM		42				42			42	
10:45 PM		30				30			30	
11:00 PM		22				22			22	
11:15 PM		23				23			23	
11:30 PM		15				15			15	
11:45 PM		7				7			7	
Day Total		6813				6813			6813	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:30 AM 113				11:30 AM 113			11:30 AM 113	
PM Peak 15-min Vol		5:30 PM 159				5:30 PM 159			5:30 PM 159	
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
12:00 AM		7				7			7	
12:15 AM		15				15			15	
12:30 AM		12				12			12	
12:45 AM		6				6			6	
01:00 AM		8				8			8	
01:15 AM		5				5			5	
01:30 AM		2				2			2	
01:45 AM		5				5			5	
02:00 AM		1				1			1	
02:15 AM		1				1			1	
02:30 AM		2				2			2	
02:45 AM		1				1			1	
03:00 AM		2				2			2	
03:15 AM		3				3			3	
03:30 AM		0				0			0	
03:45 AM		10				10			10	
04:00 AM		3				3			3	
04:15 AM		4				4			4	
04:30 AM		4				4			4	
04:45 AM		10				10			10	
05:00 AM		16				16			16	
05:15 AM		14				14			14	
05:30 AM		20				20			20	
05:45 AM		33				33			33	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		46				46			46	<div></div>
06:15 AM		50				50			50	<div></div>
06:30 AM		61				61			61	<div></div>
06:45 AM		50				50			50	<div></div>
07:00 AM		74				74			74	<div></div>
07:15 AM		69				69			69	<div></div>
07:30 AM		75				75			75	<div></div>
07:45 AM		122				122			122	<div></div>
08:00 AM		150				150			150	<div></div>
08:15 AM		140				140			140	<div></div>
08:30 AM		158				158			158	<div></div>
08:45 AM		120				120			120	<div></div>
09:00 AM		122				122			122	<div></div>
09:15 AM		110				110			110	<div></div>
09:30 AM		118				118			118	<div></div>
09:45 AM		130				130			130	<div></div>
10:00 AM		118				118			118	<div></div>
10:15 AM		126				126			126	<div></div>
10:30 AM		119				119			119	<div></div>
10:45 AM		92				92			92	<div></div>
11:00 AM		116				116			116	<div></div>
11:15 AM		113				113			113	<div></div>
11:30 AM		188				188			188	<div></div>
11:45 AM		161				161			161	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		174				174			174	<div></div>
12:15 PM		152				152			152	<div></div>
12:30 PM		166				166			166	<div></div>
12:45 PM		188				188			188	<div></div>
01:00 PM		145				145			145	<div></div>
01:15 PM		160				160			160	<div></div>
01:30 PM		170				170			170	<div></div>
01:45 PM		168				168			168	<div></div>
02:00 PM		157				157			157	<div></div>
02:15 PM		141				141			141	<div></div>
02:30 PM		181				181			181	<div></div>
02:45 PM		172				172			172	<div></div>
03:00 PM		194				194			194	<div></div>
03:15 PM		155				155			155	<div></div>
03:30 PM		198				198			198	<div></div>
03:45 PM		200				200			200	<div></div>
04:00 PM		181				181			181	<div></div>
04:15 PM		214				214			214	<div></div>
04:30 PM		223				223			223	<div></div>
04:45 PM		175				175			175	<div></div>
05:00 PM		217				217			217	<div></div>
05:15 PM		221				221			221	<div></div>
05:30 PM		245				245			245	<div></div>
05:45 PM		187				187			187	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)


Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		194				194			194	<div></div>
06:15 PM		167				167			167	<div></div>
06:30 PM		160				160			160	<div></div>
06:45 PM		140				140			140	<div></div>
07:00 PM		180				180			180	<div></div>
07:15 PM		165				165			165	<div></div>
07:30 PM		167				167			167	<div></div>
07:45 PM		144				144			144	<div></div>
08:00 PM		160				160			160	<div></div>
08:15 PM		128				128			128	<div></div>
08:30 PM		120				120			120	<div></div>
08:45 PM		152				152			152	<div></div>
09:00 PM		138				138			138	<div></div>
09:15 PM		97				97			97	<div></div>
09:30 PM		89				89			89	<div></div>
09:45 PM		85				85			85	<div></div>
10:00 PM		83				83			83	<div></div>
10:15 PM		56				56			56	<div></div>
10:30 PM		53				53			53	<div></div>
10:45 PM		43				43			43	<div></div>
11:00 PM		29				29			29	<div></div>
11:15 PM		31				31			31	<div></div>
11:30 PM		17				17			17	<div></div>
11:45 PM		11				11			11	<div></div>
Day Total		9805				9805			9805	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:30 AM 188				11:30 AM 188			11:30 AM 188	
PM Peak 15-min Vol		5:30 PM 245				5:30 PM 245			5:30 PM 245	
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad						QC JOB #: 16225513				
SPECIFIC LOCATION:						DIRECTION: WB				
CITY/STATE: San Mateo, CA						DATE: May 23 2023 - May 23 2023				
Start Time	Mon 23 May 23	Tue 24 May 23	Wed 25 May 23	Thu 26 May 23	Fri 27 May 23	Average Weekday 15-min Traffic	Sat 28 May 23	Sun 29 May 23	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		4				4			4	
12:30 AM		4				4			4	
12:45 AM		1				1			1	
01:00 AM		2				2			2	
01:15 AM		2				2			2	
01:30 AM		0				0			0	
01:45 AM		2				2			2	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		4				4			4	
04:00 AM		0				0			0	
04:15 AM		1				1			1	
04:30 AM		2				2			2	
04:45 AM		4				4			4	
05:00 AM		4				4			4	
05:15 AM		4				4			4	
05:30 AM		5				5			5	
05:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		16				16			16	<div></div>
06:15 AM		18				18			18	<div></div>
06:30 AM		19				19			19	<div></div>
06:45 AM		12				12			12	<div></div>
07:00 AM		26				26			26	<div></div>
07:15 AM		23				23			23	<div></div>
07:30 AM		26				26			26	<div></div>
07:45 AM		41				41			41	<div></div>
08:00 AM		54				54			54	<div></div>
08:15 AM		34				34			34	<div></div>
08:30 AM		51				51			51	<div></div>
08:45 AM		26				26			26	<div></div>
09:00 AM		38				38			38	<div></div>
09:15 AM		29				29			29	<div></div>
09:30 AM		40				40			40	<div></div>
09:45 AM		42				42			42	<div></div>
10:00 AM		30				30			30	<div></div>
10:15 AM		42				42			42	<div></div>
10:30 AM		41				41			41	<div></div>
10:45 AM		22				22			22	<div></div>
11:00 AM		32				32			32	<div></div>
11:15 AM		35				35			35	<div></div>
11:30 AM		75				75			75	<div></div>
11:45 AM		52				52			52	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad							QC JOB #: 16225513			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		58				58			58	<div></div>
12:15 PM		54				54			54	<div></div>
12:30 PM		49				49			49	<div></div>
12:45 PM		56				56			56	<div></div>
01:00 PM		39				39			39	<div></div>
01:15 PM		42				42			42	<div></div>
01:30 PM		60				60			60	<div></div>
01:45 PM		54				54			54	<div></div>
02:00 PM		46				46			46	<div></div>
02:15 PM		41				41			41	<div></div>
02:30 PM		60				60			60	<div></div>
02:45 PM		66				66			66	<div></div>
03:00 PM		55				55			55	<div></div>
03:15 PM		40				40			40	<div></div>
03:30 PM		64				64			64	<div></div>
03:45 PM		68				68			68	<div></div>
04:00 PM		56				56			56	<div></div>
04:15 PM		72				72			72	<div></div>
04:30 PM		77				77			77	<div></div>
04:45 PM		49				49			49	<div></div>
05:00 PM		70				70			70	<div></div>
05:15 PM		68				68			68	<div></div>
05:30 PM		86				86			86	<div></div>
05:45 PM		54				54			54	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 4th Ave btwn B and Railroad						QC JOB #: 16225513				
SPECIFIC LOCATION:						DIRECTION: WB				
CITY/STATE: San Mateo, CA						DATE: May 23 2023 - May 23 2023				
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM	71					71			71	<div></div>
06:15 PM	50					50			50	<div></div>
06:30 PM	54					54			54	<div></div>
06:45 PM	42					42			42	<div></div>
07:00 PM	48					48			48	<div></div>
07:15 PM	49					49			49	<div></div>
07:30 PM	48					48			48	<div></div>
07:45 PM	42					42			42	<div></div>
08:00 PM	44					44			44	<div></div>
08:15 PM	30					30			30	<div></div>
08:30 PM	32					32			32	<div></div>
08:45 PM	41					41			41	<div></div>
09:00 PM	38					38			38	<div></div>
09:15 PM	25					25			25	<div></div>
09:30 PM	20					20			20	<div></div>
09:45 PM	25					25			25	<div></div>
10:00 PM	15					15			15	<div></div>
10:15 PM	12					12			12	<div></div>
10:30 PM	11					11			11	<div></div>
10:45 PM	13					13			13	<div></div>
11:00 PM	7					7			7	<div></div>
11:15 PM	8					8			8	<div></div>
11:30 PM	2					2			2	<div></div>
11:45 PM	4					4			4	<div></div>
Day Total	2992					2992			2992	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak 15-min Vol	11:30 AM 75					11:30 AM 75			11:30 AM 75	
PM Peak 15-min Vol	5:30 PM 86					5:30 PM 86			5:30 PM 86	
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		4				4			4	<div></div>
12:45 AM		3				3			3	<div></div>
01:00 AM		1				1			1	<div></div>
01:15 AM		4				4			4	<div></div>
01:30 AM		1				1			1	<div></div>
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		1				1			1	<div></div>
02:30 AM		0				0			0	
02:45 AM		1				1			1	<div></div>
03:00 AM		1				1			1	<div></div>
03:15 AM		0				0			0	
03:30 AM		3				3			3	<div></div>
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		1				1			1	<div></div>
04:30 AM		3				3			3	<div></div>
04:45 AM		0				0			0	
05:00 AM		4				4			4	<div></div>
05:15 AM		4				4			4	<div></div>
05:30 AM		5				5			5	<div></div>
05:45 AM		7				7			7	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
06:00 AM		9				9			9	<div></div>
06:15 AM		19				19			19	<div></div>
06:30 AM		14				14			14	<div></div>
06:45 AM		11				11			11	<div></div>
07:00 AM		25				25			25	<div></div>
07:15 AM		18				18			18	<div></div>
07:30 AM		25				25			25	<div></div>
07:45 AM		31				31			31	<div></div>
08:00 AM		46				46			46	<div></div>
08:15 AM		46				46			46	<div></div>
08:30 AM		67				67			67	<div></div>
08:45 AM		40				40			40	<div></div>
09:00 AM		31				31			31	<div></div>
09:15 AM		41				41			41	<div></div>
09:30 AM		21				21			21	<div></div>
09:45 AM		28				28			28	<div></div>
10:00 AM		35				35			35	<div></div>
10:15 AM		34				34			34	<div></div>
10:30 AM		30				30			30	<div></div>
10:45 AM		31				31			31	<div></div>
11:00 AM		32				32			32	<div></div>
11:15 AM		39				39			39	<div></div>
11:30 AM		30				30			30	<div></div>
11:45 AM		41				41			41	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		36				36			36	<div></div>
12:15 PM		43				43			43	<div></div>
12:30 PM		38				38			38	<div></div>
12:45 PM		38				38			38	<div></div>
01:00 PM		52				52			52	<div></div>
01:15 PM		41				41			41	<div></div>
01:30 PM		32				32			32	<div></div>
01:45 PM		35				35			35	<div></div>
02:00 PM		40				40			40	<div></div>
02:15 PM		27				27			27	<div></div>
02:30 PM		32				32			32	<div></div>
02:45 PM		47				47			47	<div></div>
03:00 PM		50				50			50	<div></div>
03:15 PM		56				56			56	<div></div>
03:30 PM		49				49			49	<div></div>
03:45 PM		38				38			38	<div></div>
04:00 PM		59				59			59	<div></div>
04:15 PM		55				55			55	<div></div>
04:30 PM		54				54			54	<div></div>
04:45 PM		43				43			43	<div></div>
05:00 PM		58				58			58	<div></div>
05:15 PM		58				58			58	<div></div>
05:30 PM		54				54			54	<div></div>
05:45 PM		42				42			42	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		45				45			45	<div></div>
06:15 PM		47				47			47	<div></div>
06:30 PM		47				47			47	<div></div>
06:45 PM		29				29			29	<div></div>
07:00 PM		41				41			41	<div></div>
07:15 PM		43				43			43	<div></div>
07:30 PM		31				31			31	<div></div>
07:45 PM		31				31			31	<div></div>
08:00 PM		28				28			28	<div></div>
08:15 PM		33				33			33	<div></div>
08:30 PM		29				29			29	<div></div>
08:45 PM		31				31			31	<div></div>
09:00 PM		28				28			28	<div></div>
09:15 PM		19				19			19	<div></div>
09:30 PM		15				15			15	<div></div>
09:45 PM		11				11			11	<div></div>
10:00 PM		10				10			10	<div></div>
10:15 PM		10				10			10	<div></div>
10:30 PM		6				6			6	<div></div>
10:45 PM		5				5			5	<div></div>
11:00 PM		6				6			6	<div></div>
11:15 PM		4				4			4	<div></div>
11:30 PM		0				0			0	<div></div>
11:45 PM		1				1			1	<div></div>
Day Total	2414					2414			2414	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak 15-min Vol	8:30 AM 67					8:30 AM 67			8:30 AM 67	
PM Peak 15-min Vol	4:00 PM 59					4:00 PM 59			4:00 PM 59	
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue 24 May 23	Wed 25 May 23	Thu 26 May 23	Fri 27 May 23	Average Weekday 15-min Traffic	Sat 28 May 23	Sun 29 May 23	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	<div></div>
12:30 AM		4				4			4	<div></div>
12:45 AM		4				4			4	<div></div>
01:00 AM		1				1			1	<div></div>
01:15 AM		5				5			5	<div></div>
01:30 AM		2				2			2	<div></div>
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		1				1			1	<div></div>
02:30 AM		0				0			0	
02:45 AM		1				1			1	<div></div>
03:00 AM		1				1			1	<div></div>
03:15 AM		1				1			1	<div></div>
03:30 AM		5				5			5	<div></div>
03:45 AM		1				1			1	<div></div>
04:00 AM		1				1			1	<div></div>
04:15 AM		1				1			1	<div></div>
04:30 AM		4				4			4	<div></div>
04:45 AM		3				3			3	<div></div>
05:00 AM		5				5			5	<div></div>
05:15 AM		6				6			6	<div></div>
05:30 AM		7				7			7	<div></div>
05:45 AM		12				12			12	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue 23 May 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		16				16			16	<div></div>
06:15 AM		29				29			29	<div></div>
06:30 AM		22				22			22	<div></div>
06:45 AM		26				26			26	<div></div>
07:00 AM		33				33			33	<div></div>
07:15 AM		28				28			28	<div></div>
07:30 AM		51				51			51	<div></div>
07:45 AM		64				64			64	<div></div>
08:00 AM		75				75			75	<div></div>
08:15 AM		73				73			73	<div></div>
08:30 AM		98				98			98	<div></div>
08:45 AM		74				74			74	<div></div>
09:00 AM		59				59			59	<div></div>
09:15 AM		73				73			73	<div></div>
09:30 AM		47				47			47	<div></div>
09:45 AM		56				56			56	<div></div>
10:00 AM		56				56			56	<div></div>
10:15 AM		64				64			64	<div></div>
10:30 AM		59				59			59	<div></div>
10:45 AM		57				57			57	<div></div>
11:00 AM		60				60			60	<div></div>
11:15 AM		70				70			70	<div></div>
11:30 AM		65				65			65	<div></div>
11:45 AM		73				73			73	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)









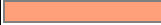















Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
12:00 PM		65				65			65	<div></div>
12:15 PM		74				74			74	<div></div>
12:30 PM		64				64			64	<div></div>
12:45 PM		72				72			72	<div></div>
01:00 PM		84				84			84	<div></div>
01:15 PM		69				69			69	<div></div>
01:30 PM		56				56			56	<div></div>
01:45 PM		71				71			71	<div></div>
02:00 PM		66				66			66	<div></div>
02:15 PM		52				52			52	<div></div>
02:30 PM		66				66			66	<div></div>
02:45 PM		82				82			82	<div></div>
03:00 PM		87				87			87	<div></div>
03:15 PM		88				88			88	<div></div>
03:30 PM		84				84			84	<div></div>
03:45 PM		66				66			66	<div></div>
04:00 PM		94				94			94	<div></div>
04:15 PM		81				81			81	<div></div>
04:30 PM		83				83			83	<div></div>
04:45 PM		72				72			72	<div></div>
05:00 PM		92				92			92	<div></div>
05:15 PM		84				84			84	<div></div>
05:30 PM		81				81			81	<div></div>
05:45 PM		69				69			69	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue 23 May 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		95				95			95	
06:15 PM		75				75			75	
06:30 PM		87				87			87	
06:45 PM		63				63			63	
07:00 PM		60				60			60	
07:15 PM		78				78			78	
07:30 PM		51				51			51	
07:45 PM		50				50			50	
08:00 PM		54				54			54	
08:15 PM		51				51			51	
08:30 PM		45				45			45	
08:45 PM		40				40			40	
09:00 PM		42				42			42	
09:15 PM		34				34			34	
09:30 PM		26				26			26	
09:45 PM		21				21			21	
10:00 PM		17				17			17	
10:15 PM		15				15			15	
10:30 PM		8				8			8	
10:45 PM		9				9			9	
11:00 PM		11				11			11	
11:15 PM		5				5			5	
11:30 PM		4				4			4	
11:45 PM		2				2			2	
Day Total	4139					4139			4139	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak 15-min Vol	8:30 AM 98					8:30 AM 98			8:30 AM 98	
PM Peak 15-min Vol	6:00 PM 95					6:00 PM 95			6:00 PM 95	
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	<div></div>
12:30 AM		0				0			0	
12:45 AM		1				1			1	<div></div>
01:00 AM		0				0			0	
01:15 AM		1				1			1	<div></div>
01:30 AM		1				1			1	<div></div>
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		1				1			1	<div></div>
03:30 AM		2				2			2	<div></div>
03:45 AM		1				1			1	<div></div>
04:00 AM		1				1			1	<div></div>
04:15 AM		0				0			0	
04:30 AM		1				1			1	<div></div>
04:45 AM		3				3			3	<div></div>
05:00 AM		1				1			1	<div></div>
05:15 AM		2				2			2	<div></div>
05:30 AM		2				2			2	<div></div>
05:45 AM		5				5			5	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		7				7			7	<div></div>
06:15 AM		10				10			10	<div></div>
06:30 AM		8				8			8	<div></div>
06:45 AM		15				15			15	<div></div>
07:00 AM		8				8			8	<div></div>
07:15 AM		10				10			10	<div></div>
07:30 AM		26				26			26	<div></div>
07:45 AM		33				33			33	<div></div>
08:00 AM		29				29			29	<div></div>
08:15 AM		27				27			27	<div></div>
08:30 AM		31				31			31	<div></div>
08:45 AM		34				34			34	<div></div>
09:00 AM		28				28			28	<div></div>
09:15 AM		32				32			32	<div></div>
09:30 AM		26				26			26	<div></div>
09:45 AM		28				28			28	<div></div>
10:00 AM		21				21			21	<div></div>
10:15 AM		30				30			30	<div></div>
10:30 AM		29				29			29	<div></div>
10:45 AM		26				26			26	<div></div>
11:00 AM		28				28			28	<div></div>
11:15 AM		31				31			31	<div></div>
11:30 AM		35				35			35	<div></div>
11:45 AM		32				32			32	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM









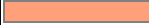















SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: E 5th Ave btwn B and Railroad							QC JOB #: 16225514			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
12:00 PM		29				29			29	<div></div>
12:15 PM		31				31			31	<div></div>
12:30 PM		26				26			26	<div></div>
12:45 PM		34				34			34	<div></div>
01:00 PM		32				32			32	<div></div>
01:15 PM		28				28			28	<div></div>
01:30 PM		24				24			24	<div></div>
01:45 PM		36				36			36	<div></div>
02:00 PM		26				26			26	<div></div>
02:15 PM		25				25			25	<div></div>
02:30 PM		34				34			34	<div></div>
02:45 PM		35				35			35	<div></div>
03:00 PM		37				37			37	<div></div>
03:15 PM		32				32			32	<div></div>
03:30 PM		35				35			35	<div></div>
03:45 PM		28				28			28	<div></div>
04:00 PM		35				35			35	<div></div>
04:15 PM		26				26			26	<div></div>
04:30 PM		29				29			29	<div></div>
04:45 PM		29				29			29	<div></div>
05:00 PM		34				34			34	<div></div>
05:15 PM		26				26			26	<div></div>
05:30 PM		27				27			27	<div></div>
05:45 PM		27				27			27	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: E 5th Ave btwn B and Railroad						QC JOB #: 16225514				
SPECIFIC LOCATION:						DIRECTION: WB				
CITY/STATE: San Mateo, CA						DATE: May 23 2023 - May 23 2023				
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		50				50			50	
06:15 PM		28				28			28	
06:30 PM		40				40			40	
06:45 PM		34				34			34	
07:00 PM		19				19			19	
07:15 PM		35				35			35	
07:30 PM		20				20			20	
07:45 PM		19				19			19	
08:00 PM		26				26			26	
08:15 PM		18				18			18	
08:30 PM		16				16			16	
08:45 PM		9				9			9	
09:00 PM		14				14			14	
09:15 PM		15				15			15	
09:30 PM		11				11			11	
09:45 PM		10				10			10	
10:00 PM		7				7			7	
10:15 PM		5				5			5	
10:30 PM		2				2			2	
10:45 PM		4				4			4	
11:00 PM		5				5			5	
11:15 PM		1				1			1	
11:30 PM		4				4			4	
11:45 PM		1				1			1	
Day Total	1725					1725			1725	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak 15-min Vol	11:30 AM 35					11:30 AM 35			11:30 AM 35	
PM Peak 15-min Vol	6:00 PM 50					6:00 PM 50			6:00 PM 50	
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: S Railroad Ave btwn 4th and 5th							QC JOB #: 16225515			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		23 May 23				15-min Traffic			15-min Traffic	
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		1				1			1	<div></div>
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		0				0			0	
05:00 AM		1				1			1	<div></div>
05:15 AM		1				1			1	<div></div>
05:30 AM		0				0			0	
05:45 AM		2				2			2	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: S Railroad Ave btwn 4th and 5th							QC JOB #: 16225515			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue 24 May 23	Wed 25 May 23	Thu 26 May 23	Fri 27 May 23	Average Weekday 15-min Traffic	Sat 28 May 23	Sun 29 May 23	Average Week 15-min Traffic	Average Week Profile
06:00 AM		3				3			3	<div></div>
06:15 AM		15				15			15	<div></div>
06:30 AM		7				7			7	<div></div>
06:45 AM		5				5			5	<div></div>
07:00 AM		3				3			3	<div></div>
07:15 AM		2				2			2	<div></div>
07:30 AM		3				3			3	<div></div>
07:45 AM		7				7			7	<div></div>
08:00 AM		4				4			4	<div></div>
08:15 AM		5				5			5	<div></div>
08:30 AM		4				4			4	<div></div>
08:45 AM		7				7			7	<div></div>
09:00 AM		4				4			4	<div></div>
09:15 AM		1				1			1	<div></div>
09:30 AM		2				2			2	<div></div>
09:45 AM		3				3			3	<div></div>
10:00 AM		0				0			0	<div></div>
10:15 AM		3				3			3	<div></div>
10:30 AM		5				5			5	<div></div>
10:45 AM		6				6			6	<div></div>
11:00 AM		1				1			1	<div></div>
11:15 AM		1				1			1	<div></div>
11:30 AM		1				1			1	<div></div>
11:45 AM		3				3			3	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: S Railroad Ave btwn 4th and 5th							QC JOB #: 16225515			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue 23 May 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		5				5			5	<div></div>
12:15 PM		2				2			2	<div></div>
12:30 PM		4				4			4	<div></div>
12:45 PM		4				4			4	<div></div>
01:00 PM		7				7			7	<div></div>
01:15 PM		1				1			1	<div></div>
01:30 PM		5				5			5	<div></div>
01:45 PM		2				2			2	<div></div>
02:00 PM		1				1			1	<div></div>
02:15 PM		0				0			0	<div></div>
02:30 PM		9				9			9	<div></div>
02:45 PM		3				3			3	<div></div>
03:00 PM		2				2			2	<div></div>
03:15 PM		5				5			5	<div></div>
03:30 PM		4				4			4	<div></div>
03:45 PM		1				1			1	<div></div>
04:00 PM		3				3			3	<div></div>
04:15 PM		4				4			4	<div></div>
04:30 PM		3				3			3	<div></div>
04:45 PM		4				4			4	<div></div>
05:00 PM		5				5			5	<div></div>
05:15 PM		5				5			5	<div></div>
05:30 PM		8				8			8	<div></div>
05:45 PM		2				2			2	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: S Railroad Ave btwn 4th and 5th							QC JOB #: 16225515			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 23 2023 - May 23 2023			
Start Time	Mon 23 May 23	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		2				2			2	<div></div>
06:15 PM		4				4			4	<div></div>
06:30 PM		2				2			2	<div></div>
06:45 PM		3				3			3	<div></div>
07:00 PM		4				4			4	<div></div>
07:15 PM		2				2			2	<div></div>
07:30 PM		5				5			5	<div></div>
07:45 PM		8				8			8	<div></div>
08:00 PM		5				5			5	<div></div>
08:15 PM		4				4			4	<div></div>
08:30 PM		1				1			1	<div></div>
08:45 PM		3				3			3	<div></div>
09:00 PM		0				0			0	<div></div>
09:15 PM		1				1			1	<div></div>
09:30 PM		3				3			3	<div></div>
09:45 PM		0				0			0	<div></div>
10:00 PM		0				0			0	<div></div>
10:15 PM		2				2			2	<div></div>
10:30 PM		0				0			0	<div></div>
10:45 PM		0				0			0	<div></div>
11:00 PM		0				0			0	<div></div>
11:15 PM		1				1			1	<div></div>
11:30 PM		0				0			0	<div></div>
11:45 PM		0				0			0	<div></div>
Day Total		239				239			239	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		6:15 AM 15				6:15 AM 15			6:15 AM 15	
PM Peak 15-min Vol		2:30 PM 9				2:30 PM 9			2:30 PM 9	
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: S B St btwn 4th and 5th						QC JOB #: 16225516				
SPECIFIC LOCATION:						DIRECTION: NB				
CITY/STATE: San Mateo, CA						DATE: May 24 2023 - May 24 2023				
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			4			4			4	
12:15 AM			1			1			1	
12:30 AM			0			0			0	
12:45 AM			3			3			3	
01:00 AM			0			0			0	
01:15 AM			0			0			0	
01:30 AM			1			1			1	
01:45 AM			3			3			3	
02:00 AM			0			0			0	
02:15 AM			0			0			0	
02:30 AM			0			0			0	
02:45 AM			2			2			2	
03:00 AM			2			2			2	
03:15 AM			1			1			1	
03:30 AM			0			0			0	
03:45 AM			2			2			2	
04:00 AM			1			1			1	
04:15 AM			1			1			1	
04:30 AM			0			0			0	
04:45 AM			4			4			4	
05:00 AM			2			2			2	
05:15 AM			6			6			6	
05:30 AM			6			6			6	
05:45 AM			7			7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM




















SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			6			6			6	<div></div>
06:15 AM			16			16			16	<div></div>
06:30 AM			12			12			12	<div></div>
06:45 AM			16			16			16	<div></div>
07:00 AM			18			18			18	<div></div>
07:15 AM			20			20			20	<div></div>
07:30 AM			26			26			26	<div></div>
07:45 AM			41			41			41	<div></div>
08:00 AM			50			50			50	<div></div>
08:15 AM			30			30			30	<div></div>
08:30 AM			43			43			43	<div></div>
08:45 AM			43			43			43	<div></div>
09:00 AM			36			36			36	<div></div>
09:15 AM			33			33			33	<div></div>
09:30 AM			35			35			35	<div></div>
09:45 AM			35			35			35	<div></div>
10:00 AM			48			48			48	<div></div>
10:15 AM			35			35			35	<div></div>
10:30 AM			38			38			38	<div></div>
10:45 AM			34			34			34	<div></div>
11:00 AM			46			46			46	<div></div>
11:15 AM			46			46			46	<div></div>
11:30 AM			30			30			30	<div></div>
11:45 AM			44			44			44	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			50			50			50	<div></div>
12:15 PM			43			43			43	<div></div>
12:30 PM			35			35			35	<div></div>
12:45 PM			47			47			47	<div></div>
01:00 PM			50			50			50	<div></div>
01:15 PM			57			57			57	<div></div>
01:30 PM			44			44			44	<div></div>
01:45 PM			40			40			40	<div></div>
02:00 PM			54			54			54	<div></div>
02:15 PM			44			44			44	<div></div>
02:30 PM			42			42			42	<div></div>
02:45 PM			40			40			40	<div></div>
03:00 PM			46			46			46	<div></div>
03:15 PM			40			40			40	<div></div>
03:30 PM			32			32			32	<div></div>
03:45 PM			30			30			30	<div></div>
04:00 PM			56			56			56	<div></div>
04:15 PM			32			32			32	<div></div>
04:30 PM			32			32			32	<div></div>
04:45 PM			68			68			68	<div></div>
05:00 PM			53			53			53	<div></div>
05:15 PM			50			50			50	<div></div>
05:30 PM			66			66			66	<div></div>
05:45 PM			49			49			49	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			50			50			50	<div></div>
06:15 PM			62			62			62	<div></div>
06:30 PM			54			54			54	<div></div>
06:45 PM			54			54			54	<div></div>
07:00 PM			62			62			62	<div></div>
07:15 PM			56			56			56	<div></div>
07:30 PM			39			39			39	<div></div>
07:45 PM			38			38			38	<div></div>
08:00 PM			44			44			44	<div></div>
08:15 PM			24			24			24	<div></div>
08:30 PM			24			24			24	<div></div>
08:45 PM			28			28			28	<div></div>
09:00 PM			24			24			24	<div></div>
09:15 PM			20			20			20	<div></div>
09:30 PM			22			22			22	<div></div>
09:45 PM			18			18			18	<div></div>
10:00 PM			12			12			12	<div></div>
10:15 PM			10			10			10	<div></div>
10:30 PM			11			11			11	<div></div>
10:45 PM			1			1			1	<div></div>
11:00 PM			6			6			6	<div></div>
11:15 PM			4			4			4	<div></div>
11:30 PM			3			3			3	<div></div>
11:45 PM			6			6			6	<div></div>
Day Total			2599			2599			2599	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			8:00 AM 50			8:00 AM 50			8:00 AM 50	
PM Peak 15-min Vol			4:45 PM 68			4:45 PM 68			4:45 PM 68	
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: NB, SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			5			5			5	
12:15 AM			1			1			1	
12:30 AM			0			0			0	
12:45 AM			4			4			4	
01:00 AM			0			0			0	
01:15 AM			1			1			1	
01:30 AM			2			2			2	
01:45 AM			5			5			5	
02:00 AM			0			0			0	
02:15 AM			0			0			0	
02:30 AM			0			0			0	
02:45 AM			2			2			2	
03:00 AM			5			5			5	
03:15 AM			2			2			2	
03:30 AM			1			1			1	
03:45 AM			5			5			5	
04:00 AM			1			1			1	
04:15 AM			1			1			1	
04:30 AM			1			1			1	
04:45 AM			8			8			8	
05:00 AM			2			2			2	
05:15 AM			10			10			10	
05:30 AM			10			10			10	
05:45 AM			16			16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: NB, SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			14			14			14	<div></div>
06:15 AM			31			31			31	<div></div>
06:30 AM			24			24			24	<div></div>
06:45 AM			26			26			26	<div></div>
07:00 AM			31			31			31	<div></div>
07:15 AM			38			38			38	<div></div>
07:30 AM			42			42			42	<div></div>
07:45 AM			79			79			79	<div></div>
08:00 AM			87			87			87	<div></div>
08:15 AM			53			53			53	<div></div>
08:30 AM			78			78			78	<div></div>
08:45 AM			76			76			76	<div></div>
09:00 AM			64			64			64	<div></div>
09:15 AM			65			65			65	<div></div>
09:30 AM			63			63			63	<div></div>
09:45 AM			70			70			70	<div></div>
10:00 AM			88			88			88	<div></div>
10:15 AM			65			65			65	<div></div>
10:30 AM			74			74			74	<div></div>
10:45 AM			67			67			67	<div></div>
11:00 AM			92			92			92	<div></div>
11:15 AM			88			88			88	<div></div>
11:30 AM			72			72			72	<div></div>
11:45 AM			104			104			104	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: NB, SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			92			92			92	<div></div>
12:15 PM			89			89			89	<div></div>
12:30 PM			68			68			68	<div></div>
12:45 PM			94			94			94	<div></div>
01:00 PM			92			92			92	<div></div>
01:15 PM			105			105			105	<div></div>
01:30 PM			80			80			80	<div></div>
01:45 PM			80			80			80	<div></div>
02:00 PM			107			107			107	<div></div>
02:15 PM			80			80			80	<div></div>
02:30 PM			86			86			86	<div></div>
02:45 PM			79			79			79	<div></div>
03:00 PM			82			82			82	<div></div>
03:15 PM			77			77			77	<div></div>
03:30 PM			51			51			51	<div></div>
03:45 PM			62			62			62	<div></div>
04:00 PM			106			106			106	<div></div>
04:15 PM			64			64			64	<div></div>
04:30 PM			61			61			61	<div></div>
04:45 PM			118			118			118	<div></div>
05:00 PM			106			106			106	<div></div>
05:15 PM			96			96			96	<div></div>
05:30 PM			128			128			128	<div></div>
05:45 PM			97			97			97	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: NB, SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			92			92			92	<div></div>
06:15 PM			116			116			116	<div></div>
06:30 PM			104			104			104	<div></div>
06:45 PM			99			99			99	<div></div>
07:00 PM			119			119			119	<div></div>
07:15 PM			100			100			100	<div></div>
07:30 PM			73			73			73	<div></div>
07:45 PM			68			68			68	<div></div>
08:00 PM			84			84			84	<div></div>
08:15 PM			46			46			46	<div></div>
08:30 PM			48			48			48	<div></div>
08:45 PM			55			55			55	<div></div>
09:00 PM			40			40			40	<div></div>
09:15 PM			37			37			37	<div></div>
09:30 PM			38			38			38	<div></div>
09:45 PM			33			33			33	<div></div>
10:00 PM			18			18			18	<div></div>
10:15 PM			16			16			16	<div></div>
10:30 PM			17			17			17	<div></div>
10:45 PM			4			4			4	<div></div>
11:00 PM			12			12			12	<div></div>
11:15 PM			8			8			8	<div></div>
11:30 PM			5			5			5	<div></div>
11:45 PM			7			7			7	<div></div>
Day Total			4912			4912			4912	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			11:45 AM 104			11:45 AM 104			11:45 AM 104	
PM Peak 15-min Vol			5:30 PM 128			5:30 PM 128			5:30 PM 128	
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			1			1			1	
12:15 AM			0			0			0	
12:30 AM			0			0			0	
12:45 AM			1			1			1	
01:00 AM			0			0			0	
01:15 AM			1			1			1	
01:30 AM			1			1			1	
01:45 AM			2			2			2	
02:00 AM			0			0			0	
02:15 AM			0			0			0	
02:30 AM			0			0			0	
02:45 AM			0			0			0	
03:00 AM			3			3			3	
03:15 AM			1			1			1	
03:30 AM			1			1			1	
03:45 AM			3			3			3	
04:00 AM			0			0			0	
04:15 AM			0			0			0	
04:30 AM			1			1			1	
04:45 AM			4			4			4	
05:00 AM			0			0			0	
05:15 AM			4			4			4	
05:30 AM			4			4			4	
05:45 AM			9			9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 5/30/2023 10:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			8			8			8	<div></div>
06:15 AM			15			15			15	<div></div>
06:30 AM			12			12			12	<div></div>
06:45 AM			10			10			10	<div></div>
07:00 AM			13			13			13	<div></div>
07:15 AM			18			18			18	<div></div>
07:30 AM			16			16			16	<div></div>
07:45 AM			38			38			38	<div></div>
08:00 AM			37			37			37	<div></div>
08:15 AM			23			23			23	<div></div>
08:30 AM			35			35			35	<div></div>
08:45 AM			33			33			33	<div></div>
09:00 AM			28			28			28	<div></div>
09:15 AM			32			32			32	<div></div>
09:30 AM			28			28			28	<div></div>
09:45 AM			35			35			35	<div></div>
10:00 AM			40			40			40	<div></div>
10:15 AM			30			30			30	<div></div>
10:30 AM			36			36			36	<div></div>
10:45 AM			33			33			33	<div></div>
11:00 AM			46			46			46	<div></div>
11:15 AM			42			42			42	<div></div>
11:30 AM			42			42			42	<div></div>
11:45 AM			60			60			60	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			42			42			42	<div></div>
12:15 PM			46			46			46	<div></div>
12:30 PM			33			33			33	<div></div>
12:45 PM			47			47			47	<div></div>
01:00 PM			42			42			42	<div></div>
01:15 PM			48			48			48	<div></div>
01:30 PM			36			36			36	<div></div>
01:45 PM			40			40			40	<div></div>
02:00 PM			53			53			53	<div></div>
02:15 PM			36			36			36	<div></div>
02:30 PM			44			44			44	<div></div>
02:45 PM			39			39			39	<div></div>
03:00 PM			36			36			36	<div></div>
03:15 PM			37			37			37	<div></div>
03:30 PM			19			19			19	<div></div>
03:45 PM			32			32			32	<div></div>
04:00 PM			50			50			50	<div></div>
04:15 PM			32			32			32	<div></div>
04:30 PM			29			29			29	<div></div>
04:45 PM			50			50			50	<div></div>
05:00 PM			53			53			53	<div></div>
05:15 PM			46			46			46	<div></div>
05:30 PM			62			62			62	<div></div>
05:45 PM			48			48			48	<div></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: S B St btwn 4th and 5th							QC JOB #: 16225516			
SPECIFIC LOCATION:							DIRECTION: SB			
CITY/STATE: San Mateo, CA							DATE: May 24 2023 - May 24 2023			
Start Time	Mon	Tue	Wed 24 May 23	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			42			42			42	<div></div>
06:15 PM			54			54			54	<div></div>
06:30 PM			50			50			50	<div></div>
06:45 PM			45			45			45	<div></div>
07:00 PM			57			57			57	<div></div>
07:15 PM			44			44			44	<div></div>
07:30 PM			34			34			34	<div></div>
07:45 PM			30			30			30	<div></div>
08:00 PM			40			40			40	<div></div>
08:15 PM			22			22			22	<div></div>
08:30 PM			24			24			24	<div></div>
08:45 PM			27			27			27	<div></div>
09:00 PM			16			16			16	<div></div>
09:15 PM			17			17			17	<div></div>
09:30 PM			16			16			16	<div></div>
09:45 PM			15			15			15	<div></div>
10:00 PM			6			6			6	<div></div>
10:15 PM			6			6			6	<div></div>
10:30 PM			6			6			6	<div></div>
10:45 PM			3			3			3	<div></div>
11:00 PM			6			6			6	<div></div>
11:15 PM			4			4			4	<div></div>
11:30 PM			2			2			2	<div></div>
11:45 PM			1			1			1	<div></div>
Day Total			2313			2313			2313	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			11:45 AM 60			11:45 AM 60			11:45 AM 60	
PM Peak 15-min Vol			5:30 PM 62			5:30 PM 62			5:30 PM 62	
Comments:										

Appendix B: LOS Calculation Worksheets



Intersection Operations Summary

Intersection	Control Type ¹	LOS Threshold	Peak Hour	Existing		Opening Year		Opening Year Plus Project		Cumulative		Cumulative Plus Project	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
East 4th Avenue/South B Street	Signal	Mid-D (45 Secs)	AM	17	B	16	B	17	B	17	B	17	B
			PM	22	C	23	C	23	C	29	C	30	C
East 4th Avenue/South Railroad Avenue	SSC	E	AM	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)
			PM	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)
East 4th Avenue/South Claremont Street	Signal	Mid-D (45 Secs)	AM	14	B	15	B	15	B	17	B	17	B
			PM	15	B	16	B	16	B	20	C	20	C
East 5th Avenue/South B Street	Signal	Mid-D (45 Secs)	AM	16	B	16	B	17	B	16	B	16	B
			PM	19	B	24	C	25	C	36	D	38	D
East 5th Avenue/South Railroad Avenue	SSC	E	AM	<10	A (SB)	<10	A (SB)	11	B (SB)	<10	A (SB)	11	B (SB)
			PM	<10	A (SB)	<10	A (SB)	15	B (SB)	10	B (SB)	16	C (SB)
East 5 Avenue/South Claremont Street	SSC	E	AM	<10	A	<10	A	<10	A	14	B	15	B
			PM	12	B	12	B	14	B	20	C	24	C

Note: Intersections with unacceptable operations are **bolded**

1. Signal = signalized intersection. SSC = side stop controlled intersection.

















Source: Fehr & Peers, 2024.



HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	260	14	12	102	7	25	42	51	31	58	72
Future Volume (veh/h)	7	260	14	12	102	7	25	42	51	31	58	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.98		0.93	0.98		1.00	0.98		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1657	1323	1710	1697	1523	1710	1683	1657	1710	1670	1697
Adj Flow Rate, veh/h	7	274	3	13	107	1	26	44	0	33	61	0
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
Percent Heavy Veh, %	0	4	29	0	1	14	0	2	4	0	3	1
Cap, veh/h	73	578	6	86	270	2	282	417	0	270	433	0
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.47	0.47	0.00	0.47	0.47	0.00
Sat Flow, veh/h	25	2899	31	66	1354	12	410	887	0	386	922	0
Grp Volume(v), veh/h	159	0	125	121	0	0	70	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1644	0	1311	1432	0	0	1297	0	0	1309	0	0
Q Serve(g_s), s	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	4.7	3.9	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.04		0.02	0.11		0.01	0.37		0.00	0.35		0.00
Lane Grp Cap(c), veh/h	396	0	261	358	0	0	699	0	0	703	0	0
V/C Ratio(X)	0.40	0.00	0.48	0.34	0.00	0.00	0.10	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	630	0	450	556	0	0	699	0	0	703	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	1.00	1.00	0.00	0.00	0.91	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	19.5	19.2	0.0	0.0	8.1	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0	0.4	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	1.7	0.0	1.4	1.3	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	20.0	19.4	0.0	0.0	8.3	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	B	A	C	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		284			121			70			94	
Approach Delay, s/veh		19.9			19.4			8.3			8.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.1		34.9		20.1		34.9				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 19		* 18		* 19		* 18				
Max Q Clear Time (g_c+I1), s		6.7		3.7		5.9		3.3				
Green Ext Time (p_c), s		0.9		0.2		0.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				16.5								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/06/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	326	4	6	90	11	6	78	32	44	65	13
Future Volume (veh/h)	14	326	4	6	90	11	6	78	32	44	65	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.97		0.96	0.98		0.94
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	1617	1670	1710	1483	1697	1710	1270	1683	1630	1590	1630	1710
Adj Flow Rate, veh/h	15	354	2	7	98	1	7	85	3	48	71	4
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
Percent Heavy Veh, %	7	3	0	17	1	0	33	2	6	9	6	0
Cap, veh/h	87	1584	9	78	760	7	62	243	8	136	154	7
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	58	2896	16	43	1389	14	39	1360	46	363	864	41
Grp Volume(v), veh/h	206	0	165	106	0	0	95	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	1644	0	1326	1446	0	0	1445	0	0	1268	0	0
Q Serve(g_s), s	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	4.5	2.4	0.0	0.0	4.0	0.0	0.0	5.8	0.0	0.0
Prop In Lane	0.07		0.01	0.07		0.01	0.07		0.03	0.39		0.03
Lane Grp Cap(c), veh/h	954	0	725	846	0	0	314	0	0	298	0	0
V/C Ratio(X)	0.22	0.00	0.23	0.13	0.00	0.00	0.30	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	954	0	725	846	0	0	534	0	0	485	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.2	7.7	0.0	0.0	25.2	0.0	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.3	0.0	0.0	0.2	0.0	0.0	0.3	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	1.6	0.0	1.3	0.8	0.0	0.0	1.4	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.7	0.0	8.9	8.0	0.0	0.0	25.4	0.0	0.0	26.2	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		371			106			95			123	
Approach Delay, s/veh		8.8			8.0			25.4			26.2	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.9		22.1		47.9		22.1				
Change Period (Y+Rc), s		9.6		9.6		9.6		9.6				
Max Green Setting (Gmax), s		27.4		23.4		27.4		23.4				
Max Q Clear Time (g_c+I1), s		6.5		7.8		4.4		6.0				
Green Ext Time (p_c), s		3.1		0.4		0.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				14.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

04/30/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	165	38	18	117	9	42	90	28	3	52	29
Future Volume (veh/h)	19	165	38	18	117	9	42	90	28	3	52	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.99		0.95	0.98		0.96	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1643	1670	1710	1630	1683	1417	1710	1697	1710	1710	1603	1563
Adj Flow Rate, veh/h	21	183	18	20	130	2	47	100	9	3	58	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	0	6	2	22	0	1	0	0	8	11
Cap, veh/h	86	271	25	94	293	4	236	437	36	78	644	0
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.47	0.47	0.47	0.47	0.47	0.00
Sat Flow, veh/h	66	1222	114	91	1320	19	323	933	77	19	1375	0
Grp Volume(v), veh/h	222	0	0	152	0	0	156	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	1401	0	0	1430	0	0	1332	0	0	1394	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	7.9	0.0	0.0	4.9	0.0	0.0	3.5	0.0	0.0	1.2	0.0	0.0
Prop In Lane	0.09		0.08	0.13		0.01	0.30		0.06	0.05		0.00
Lane Grp Cap(c), veh/h	383	0	0	392	0	0	710	0	0	722	0	0
V/C Ratio(X)	0.58	0.00	0.00	0.39	0.00	0.00	0.22	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	626	0	0	597	0	0	710	0	0	722	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	0.96	0.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	18.6	0.0	0.0	8.7	0.0	0.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0	0.2	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	2.5	0.0	0.0	1.6	0.0	0.0	1.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	0.0	0.0	18.8	0.0	0.0	9.4	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		222			152			156			61	
Approach Delay, s/veh		20.2			18.8			9.4			8.3	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.3		20.7		34.3		20.7				
Change Period (Y+Rc), s		8.5		8.5		8.5		* 8.5				
Max Green Setting (Gmax), s		17.5		20.5		17.5		* 22				
Max Q Clear Time (g_c+I1), s		5.5		6.9		3.2		9.9				
Green Ext Time (p_c), s		0.4		0.4		0.1		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				15.8								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Existing AM

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	17	154	21	62	128	15	15	84	18	8	60	7
Future Vol, veh/h	17	154	21	62	128	15	15	84	18	8	60	7
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, %	0	3	0	7	4	0	0	5	0	0	5	29
Mvmt Flow	20	177	24	71	147	17	17	97	21	9	69	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	9.7	10.2	9.3	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	9%	30%	11%
Vol Thru, %	72%	80%	62%	80%
Vol Right, %	15%	11%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	192	205	75
LT Vol	15	17	62	8
Through Vol	84	154	128	60
RT Vol	18	21	15	7
Lane Flow Rate	134	221	236	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.188	0.288	0.318	0.123
Departure Headway (Hd)	5.03	4.699	4.854	5.133
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	759	735	692
Service Time	3.103	2.76	2.916	3.212
HCM Lane V/C Ratio	0.19	0.291	0.321	0.124
HCM Control Delay	9.3	9.7	10.2	8.9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.7	1.2	1.4	0.4

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Existing AM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↱	
Traffic Vol, veh/h	0	341	1	7	102	0	0	0	0	3	10	19
Future Vol, veh/h	0	341	1	7	102	0	0	0	0	3	10	19
Conflicting Peds, #/hr	22	0	19	19	0	22	0	0	0	3	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	406	1	8	121	0	0	0	0	4	12	23
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	426	0	0				343	563	132
Stage 1	-	-	-	-	-	-				137	137	-
Stage 2	-	-	-	-	-	-				206	426	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1144	-	0				645	438	923
Stage 1	0	-	-	-	-	0				895	787	-
Stage 2	0	-	-	-	-	0				814	589	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1144	-	-				640	0	913
Mov Cap-2 Maneuver	-	-	-	-	-	-				640	0	-
Stage 1	-	-	-	-	-	-				895	0	-
Stage 2	-	-	-	-	-	-				808	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.5			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1144	-	863							
HCM Lane V/C Ratio	-	-	0.007	-	0.044							
HCM Control Delay (s)	-	-	8.2	-	9.4							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.1							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Existing AM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱						↱↲	
Traffic Vol, veh/h	0	191	5	14	136	0	0	0	0	1	9	8
Future Vol, veh/h	0	191	5	14	136	0	0	0	0	1	9	8
Conflicting Peds, #/hr	5	0	3	3	0	5	8	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	215	6	16	153	0	0	0	0	1	10	9
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	224	0	0				403	409	161
Stage 1	-	-	-	-	-	-				185	185	-
Stage 2	-	-	-	-	-	-				218	224	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1357	-	0				607	535	889
Stage 1	0	-	-	-	-	0				852	751	-
Stage 2	0	-	-	-	-	0				823	722	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1357	-	-				599	0	882
Mov Cap-2 Maneuver	-	-	-	-	-	-				599	0	-
Stage 1	-	-	-	-	-	-				852	0	-
Stage 2	-	-	-	-	-	-				812	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.7			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1357	-	838							
HCM Lane V/C Ratio	-	-	0.012	-	0.024							
HCM Control Delay (s)	-	-	7.7	0	9.4							
HCM Lane LOS	-	-	A	A	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.1							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	496	32	19	117	26	30	72	84	38	46	81
Future Volume (veh/h)	17	496	32	19	117	26	30	72	84	38	46	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.79	0.97		0.81	0.90		0.91	0.95		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1697	1710	1710	1697	1657	1710	1710	1697	1710	1683	1710
Adj Flow Rate, veh/h	18	533	23	20	126	11	32	77	8	41	49	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	1	0	2	0
Cap, veh/h	68	665	28	71	214	17	212	451	44	325	347	0
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.48	0.48	0.48	0.48	0.48	0.00
Sat Flow, veh/h	42	2813	119	36	904	71	292	933	90	506	717	0
Grp Volume(v), veh/h	325	0	249	157	0	0	117	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	1682	0	1292	1011	0	0	1315	0	0	1223	0	0
Q Serve(g_s), s	0.0	0.0	11.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.8	0.0	11.9	12.4	0.0	0.0	2.9	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.06		0.09	0.13		0.07	0.27		0.07	0.46		0.00
Lane Grp Cap(c), veh/h	456	0	305	301	0	0	707	0	0	672	0	0
V/C Ratio(X)	0.71	0.00	0.82	0.52	0.00	0.00	0.17	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	596	0	415	407	0	0	707	0	0	672	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	1.00	1.00	0.00	0.00	0.93	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	23.5	21.4	0.0	0.0	9.4	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	6.4	0.5	0.0	0.0	0.5	0.0	0.0	0.4	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	4.7	0.0	4.0	2.0	0.0	0.0	0.9	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	29.9	21.9	0.0	0.0	9.9	0.0	0.0	9.6	0.0	0.0
LnGrp LOS	C	A	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		574			157			117			90	
Approach Delay, s/veh		27.1			21.9			9.9			9.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.5		40.5		24.5		40.5				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 21		* 26		* 21		* 26				
Max Q Clear Time (g_c+I1), s		13.9		3.9		14.4		4.9				
Green Ext Time (p_c), s		1.5		0.3		0.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.4								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	598	9	4	73	5	8	66	45	82	88	31
Future Volume (veh/h)	9	598	9	4	73	5	8	66	45	82	88	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.95	0.99		1.00	0.97		1.00	0.97		0.91
Parking Bus, Adj	1.00	1.00	0.88	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1710	1710	1537	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	10	643	8	4	78	0	9	71	0	88	95	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	0	0	13	0	0	0	0	0
Cap, veh/h	60	1586	20	67	770	0	70	268	0	161	132	22
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.00	0.19	0.19	0.00	0.19	0.19	0.19
Sat Flow, veh/h	13	2959	36	25	1436	0	65	1412	0	462	696	114
Grp Volume(v), veh/h	369	0	292	82	0	0	80	0	0	201	0	0
Grp Sat Flow(s),veh/h/ln	1677	0	1331	1461	0	0	1477	0	0	1271	0	0
Q Serve(g_s), s	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0
Cycle Q Clear(g_c), s	9.1	0.0	9.1	1.6	0.0	0.0	2.8	0.0	0.0	10.5	0.0	0.0
Prop In Lane	0.03		0.03	0.05		0.00	0.11		0.00	0.44		0.09
Lane Grp Cap(c), veh/h	952	0	714	837	0	0	337	0	0	315	0	0
V/C Ratio(X)	0.39	0.00	0.41	0.10	0.00	0.00	0.24	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	952	0	714	837	0	0	542	0	0	492	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	9.6	0.0	9.7	7.9	0.0	0.0	24.1	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.7	0.2	0.0	0.0	0.1	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	3.3	0.0	2.7	0.6	0.0	0.0	1.1	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.8	0.0	11.4	8.1	0.0	0.0	24.2	0.0	0.0	27.8	0.0	0.0
LnGrp LOS	B	A	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		661			82			80			201	
Approach Delay, s/veh		11.1			8.1			24.2			27.8	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.1		22.9		47.1		22.9				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 27		* 23		* 27		* 23				
Max Q Clear Time (g_c+I1), s		11.1		12.5		3.6		4.8				
Green Ext Time (p_c), s		5.3		0.6		0.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				15.2								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	256	65	20	128	22	28	110	45	6	69	22
Future Volume (veh/h)	54	256	65	20	128	22	28	110	45	6	69	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.99		0.97	0.97		0.96	0.98		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1697	1710	1710	1683	1683	1710	1683	1710
Adj Flow Rate, veh/h	59	281	50	22	141	10	31	121	19	7	76	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	0	0	1	0	0	2	2	0	2	0
Cap, veh/h	108	338	56	90	399	26	134	433	63	82	578	0
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	137	1043	174	85	1233	81	166	1045	151	52	1393	0
Grp Volume(v), veh/h	390	0	0	173	0	0	171	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1354	0	0	1400	0	0	1362	0	0	1445	0	0
Q Serve(g_s), s	11.1	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	17.7	0.0	0.0	5.9	0.0	0.0	5.1	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.15		0.13	0.13		0.06	0.18		0.11	0.08		0.00
Lane Grp Cap(c), veh/h	502	0	0	516	0	0	630	0	0	659	0	0
V/C Ratio(X)	0.78	0.00	0.00	0.34	0.00	0.00	0.27	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	593	0	0	607	0	0	630	0	0	659	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	0.95	0.00	0.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	16.9	0.0	0.0	12.6	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.1	0.0	0.0	1.1	0.0	0.0	0.4	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	5.8	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	0.0	17.0	0.0	0.0	13.7	0.0	0.0	12.1	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	390			173			171			83		
Approach Delay, s/veh	25.1			17.0			13.7			12.1		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	35.5			29.5			35.5			29.5		
Change Period (Y+Rc), s	8.5			8.5			8.5			8.5		
Max Green Setting (Gmax), s	22.5			25.5			22.5			25.5		
Max Q Clear Time (g_c+I1), s	7.1			7.9			4.0			19.7		
Green Ext Time (p_c), s	0.5			0.6			0.2			0.9		
Intersection Summary												
HCM 6th Ctrl Delay	19.7											
HCM 6th LOS	B											





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Existing PM

Intersection

Intersection Delay, s/veh 11.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	260	15	45	153	25	17	65	40	19	70	12
Future Vol, veh/h	29	260	15	45	153	25	17	65	40	19	70	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	1	7	0	1	4	0	0	3	0	0	0
Mvmt Flow	34	306	18	53	180	29	20	76	47	22	82	14
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	11.2	10.1	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	10%	20%	19%
Vol Thru, %	53%	86%	69%	69%
Vol Right, %	33%	5%	11%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	304	223	101
LT Vol	17	29	45	19
Through Vol	65	260	153	70
RT Vol	40	15	25	12
Lane Flow Rate	144	358	262	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.221	0.499	0.374	0.189
Departure Headway (Hd)	5.534	5.026	5.138	5.714
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	719	700	627
Service Time	3.574	3.057	3.172	3.756
HCM Lane V/C Ratio	0.223	0.498	0.374	0.19
HCM Control Delay	10.1	13	11.2	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.8	2.8	1.7	0.7

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Existing PM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↱	
Traffic Vol, veh/h	0	613	5	4	108	0	0	0	0	3	2	54
Future Vol, veh/h	0	613	5	4	108	0	0	0	0	3	2	54
Conflicting Peds, #/hr	70	0	2	2	0	70	10	0	2	2	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	697	6	5	123	0	0	0	0	3	2	61
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	705	0	0				484	838	133
Stage 1	-	-	-	-	-	-				133	133	-
Stage 2	-	-	-	-	-	-				351	705	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	902	-	0				531	305	922
Stage 1	0	-	-	-	-	0				898	790	-
Stage 2	0	-	-	-	-	0				690	442	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	902	-	-				528	0	913
Mov Cap-2 Maneuver	-	-	-	-	-	-				528	0	-
Stage 1	-	-	-	-	-	-				898	0	-
Stage 2	-	-	-	-	-	-				686	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.3			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	902	-	879							
HCM Lane V/C Ratio	-	-	0.005	-	0.076							
HCM Control Delay (s)	-	-	9	-	9.4							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.2							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Existing PM

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↰						↰↱	
Traffic Vol, veh/h	0	303	4	18	164	0	0	0	0	1	4	6
Future Vol, veh/h	0	303	4	18	164	0	0	0	0	1	4	6
Conflicting Peds, #/hr	30	0	4	4	0	30	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	6	1	0	0	0	0	0	0	0
Mvmt Flow	0	356	5	21	193	0	0	0	0	1	5	7
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	365	0	0				597	600	197
Stage 1	-	-	-	-	-	-				235	235	-
Stage 2	-	-	-	-	-	-				362	365	-
Critical Hdwy	-	-	-	4.16	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1172	-	0				469	417	849
Stage 1	0	-	-	-	-	0				809	714	-
Stage 2	0	-	-	-	-	0				709	627	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1172	-	-				460	0	846
Mov Cap-2 Maneuver	-	-	-	-	-	-				460	0	-
Stage 1	-	-	-	-	-	-				809	0	-
Stage 2	-	-	-	-	-	-				695	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.8			9.9					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1172	-	755							
HCM Lane V/C Ratio	-	-	0.018	-	0.017							
HCM Control Delay (s)	-	-	8.1	0	9.9							
HCM Lane LOS	-	-	A	A	A							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	305	14	12	107	7	26	42	55	31	58	72
Future Volume (veh/h)	7	305	14	12	107	7	26	42	55	31	58	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.98		0.93	0.98		1.00	0.98		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1657	1323	1710	1697	1523	1710	1683	1657	1710	1670	1697
Adj Flow Rate, veh/h	7	321	6	13	113	1	27	44	0	33	61	0
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
Percent Heavy Veh, %	0	4	29	0	1	14	0	2	4	0	3	1
Cap, veh/h	72	574	11	85	271	2	288	409	0	270	433	0
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.47	0.47	0.00	0.47	0.47	0.00
Sat Flow, veh/h	21	2877	53	63	1356	11	421	871	0	386	922	0
Grp Volume(v), veh/h	187	0	147	127	0	0	71	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1646	0	1305	1430	0	0	1292	0	0	1309	0	0
Q Serve(g_s), s	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	5.6	4.1	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.04		0.04	0.10		0.01	0.38		0.00	0.35		0.00
Lane Grp Cap(c), veh/h	396	0	260	357	0	0	697	0	0	703	0	0
V/C Ratio(X)	0.47	0.00	0.57	0.36	0.00	0.00	0.10	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	631	0	448	555	0	0	697	0	0	703	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	1.00	1.00	0.00	0.00	0.90	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	19.9	19.3	0.0	0.0	8.1	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	0.0	0.3	0.0	0.0	0.4	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	2.0	0.0	1.6	1.4	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	0.0	20.6	19.5	0.0	0.0	8.3	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	C	A	C	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		334			127			71			94	
Approach Delay, s/veh		20.4			19.5			8.3			8.6	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.1		34.9		20.1		34.9				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 19		* 18		* 19		* 18				
Max Q Clear Time (g_c+I1), s		7.6		3.7		6.1		3.3				
Green Ext Time (p_c), s		1.0		0.2		0.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	330	4	6	108	11	10	80	32	44	69	28
Future Volume (veh/h)	14	330	4	6	108	11	10	80	32	44	69	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.97		0.96	0.98		0.94
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	1617	1670	1710	1483	1697	1710	1270	1683	1630	1590	1630	1710
Adj Flow Rate, veh/h	15	359	2	7	117	4	11	87	8	48	75	12
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
Percent Heavy Veh, %	7	3	0	17	1	0	33	2	6	9	6	0
Cap, veh/h	86	1584	9	71	750	25	68	223	19	127	150	20
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	56	2897	16	31	1372	45	63	1250	107	318	840	113
Grp Volume(v), veh/h	209	0	167	128	0	0	106	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1643	0	1326	1448	0	0	1419	0	0	1271	0	0
Q Serve(g_s), s	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	4.6	3.0	0.0	0.0	4.5	0.0	0.0	6.5	0.0	0.0
Prop In Lane	0.07		0.01	0.05		0.03	0.10		0.08	0.36		0.09
Lane Grp Cap(c), veh/h	953	0	725	846	0	0	311	0	0	297	0	0
V/C Ratio(X)	0.22	0.00	0.23	0.15	0.00	0.00	0.34	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	953	0	725	846	0	0	526	0	0	484	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.2	7.9	0.0	0.0	25.5	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.4	0.0	0.0	0.2	0.0	0.0	0.4	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	1.6	0.0	1.3	1.0	0.0	0.0	1.5	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	9.0	8.2	0.0	0.0	25.7	0.0	0.0	26.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	376			128			106			135		
Approach Delay, s/veh	8.8			8.2			25.7			26.5		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	47.9			22.1			47.9			22.1		
Change Period (Y+Rc), s	* 9.6			* 9.6			* 9.6			* 9.6		
Max Green Setting (Gmax), s	* 27			* 23			* 27			* 23		
Max Q Clear Time (g_c+I1), s	6.6			8.5			5.0			6.5		
Green Ext Time (p_c), s	3.1			0.4			0.9			0.3		
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	177	39	20	131	9	42	95	29	3	52	29
Future Volume (veh/h)	19	177	39	20	131	9	42	95	29	3	52	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.96	0.99		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1643	1670	1710	1630	1683	1417	1710	1697	1710	1710	1603	1563
Adj Flow Rate, veh/h	21	197	20	22	146	3	47	106	10	3	58	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	0	6	2	22	0	1	0	0	8	11
Cap, veh/h	85	284	27	95	305	6	224	437	38	77	631	0
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.46	0.46	0.46	0.46	0.46	0.00
Sat Flow, veh/h	60	1223	118	91	1314	25	305	952	82	19	1375	0
Grp Volume(v), veh/h	238	0	0	171	0	0	163	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	1402	0	0	1430	0	0	1339	0	0	1394	0	0
Q Serve(g_s), s	2.1	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	8.5	0.0	0.0	5.6	0.0	0.0	3.7	0.0	0.0	1.2	0.0	0.0
Prop In Lane	0.09		0.08	0.13		0.02	0.29		0.06	0.05		0.00
Lane Grp Cap(c), veh/h	397	0	0	406	0	0	698	0	0	708	0	0
V/C Ratio(X)	0.60	0.00	0.00	0.42	0.00	0.00	0.23	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	627	0	0	597	0	0	698	0	0	708	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	0.96	0.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	0.0	18.4	0.0	0.0	9.1	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.8	0.0	0.0	0.2	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	2.7	0.0	0.0	1.8	0.0	0.0	1.2	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	0.0	18.6	0.0	0.0	9.8	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		238			171			163			61	
Approach Delay, s/veh		20.0			18.6			9.8			8.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.7		21.3		33.7		21.3				
Change Period (Y+Rc), s		8.5		8.5		8.5		* 8.5				
Max Green Setting (Gmax), s		17.5		20.5		17.5		* 22				
Max Q Clear Time (g_c+I1), s		5.7		7.6		3.2		10.5				
Green Ext Time (p_c), s		0.4		0.5		0.1		0.7				

Intersection Summary

HCM 6th Ctrl Delay 15.9

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

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

HCM 6th AWSC
5: S Claremont St & E 5th Ave

Existing Plus Project AM

Intersection

Intersection Delay, s/veh 10

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	23	165	28	62	136	15	15	84	18	12	60	7
Future Vol, veh/h	23	165	28	62	136	15	15	84	18	12	60	7
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, %	0	3	0	7	4	0	0	5	0	0	5	29
Mvmt Flow	26	190	32	71	156	17	17	97	21	14	69	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	10.1	10.5	9.4	9.1
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	11%	29%	15%
Vol Thru, %	72%	76%	64%	76%
Vol Right, %	15%	13%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	216	213	79
LT Vol	15	23	62	12
Through Vol	84	165	136	60
RT Vol	18	28	15	7
Lane Flow Rate	134	248	245	91
Geometry Grp	1	1	1	1
Degree of Util (X)	0.192	0.326	0.334	0.132
Departure Headway (Hd)	5.129	4.724	4.908	5.239
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	755	727	676
Service Time	3.213	2.794	2.979	3.331
HCM Lane V/C Ratio	0.193	0.328	0.337	0.135
HCM Control Delay	9.4	10.1	10.5	9.1
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.7	1.4	1.5	0.5




HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Existing Plus Project AM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	345	46	40	106	0	0	0	0	3	10	20
Future Vol, veh/h	0	345	46	40	106	0	0	0	0	3	10	20
Conflicting Peds, #/hr	22	0	19	19	0	22	0	0	0	3	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	411	55	48	126	0	0	0	0	4	12	24
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	485	0	0				431	707	137
Stage 1	-	-	-	-	-	-				222	222	-
Stage 2	-	-	-	-	-	-				209	485	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1088	-	0				571	363	917
Stage 1	0	-	-	-	-	0				820	723	-
Stage 2	0	-	-	-	-	0				812	555	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1088	-	-				544	0	907
Mov Cap-2 Maneuver	-	-	-	-	-	-				544	0	-
Stage 1	-	-	-	-	-	-				820	0	-
Stage 2	-	-	-	-	-	-				774	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			2.3			9.5					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1088	-	834							
HCM Lane V/C Ratio	-	-	0.044	-	0.047							
HCM Control Delay (s)	-	-	8.5	-	9.5							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Existing Plus Project AM

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	204	5	17	141	0	0	0	0	12	9	19
Future Vol, veh/h	0	204	5	17	141	0	0	0	0	12	9	19
Conflicting Peds, #/hr	5	0	3	3	0	5	8	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	229	6	19	158	0	0	0	0	13	10	21
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	238	0	0				428	434	166
Stage 1	-	-	-	-	-	-				196	196	-
Stage 2	-	-	-	-	-	-				232	238	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1341	-	0				588	518	884
Stage 1	0	-	-	-	-	0				842	742	-
Stage 2	0	-	-	-	-	0				811	712	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1341	-	-				579	0	877
Mov Cap-2 Maneuver	-	-	-	-	-	-				579	0	-
Stage 1	-	-	-	-	-	-				842	0	-
Stage 2	-	-	-	-	-	-				798	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.8			10.2					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1341	-	731							
HCM Lane V/C Ratio	-	-	0.014	-	0.061							
HCM Control Delay (s)	-	-	7.7	0	10.2							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0	-	0.2							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	505	32	19	121	19	31	72	84	38	46	81
Future Volume (veh/h)	17	505	32	19	121	19	31	72	84	38	46	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.79	0.97		0.81	0.90		0.91	0.95		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1710	1697	1710	1710	1697	1657	1710	1710	1697	1710	1683	1710
Adj Flow Rate, veh/h	18	543	23	20	130	8	33	77	9	41	49	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	1	0	2	0
Cap, veh/h	68	674	28	71	223	12	213	440	48	324	345	0
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.48	0.48	0.48	0.48	0.48	0.00
Sat Flow, veh/h	41	2817	117	36	931	52	296	915	99	506	717	0
Grp Volume(v), veh/h	331	0	253	158	0	0	119	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	1682	0	1293	1018	0	0	1310	0	0	1223	0	0
Q Serve(g_s), s	0.0	0.0	12.1	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.0	0.0	12.1	12.7	0.0	0.0	3.0	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.05		0.09	0.13		0.05	0.28		0.08	0.46		0.00
Lane Grp Cap(c), veh/h	461	0	310	306	0	0	701	0	0	668	0	0
V/C Ratio(X)	0.72	0.00	0.82	0.52	0.00	0.00	0.17	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	596	0	416	409	0	0	701	0	0	668	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	1.00	1.00	0.00	0.00	0.93	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	23.4	21.3	0.0	0.0	9.5	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	6.8	0.5	0.0	0.0	0.5	0.0	0.0	0.4	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	4.1	2.0	0.0	0.0	1.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	30.2	21.8	0.0	0.0	10.0	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	C	A	C	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h	584			158			119			90		
Approach Delay, s/veh	27.3			21.8			10.0			9.7		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	24.7			40.3			24.7			40.3		
Change Period (Y+Rc), s	* 9.1			* 9.1			* 9.1			* 9.1		
Max Green Setting (Gmax), s	* 21			* 26			* 21			* 26		
Max Q Clear Time (g_c+I1), s	14.1			3.9			14.7			5.0		
Green Ext Time (p_c), s	1.5			0.3			0.3			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	22.6											
HCM 6th LOS	C											
Notes												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	598	9	4	73	5	8	83	50	82	92	37
Future Volume (veh/h)	9	598	9	4	73	5	8	83	50	82	92	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.95	0.99		1.00	0.97		0.95	0.97		0.91
Parking Bus, Adj	1.00	1.00	0.88	1.00	0.88	1.00	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	1710	1683	1710	1710	1710	1710	1537	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	10	643	8	4	78	0	9	89	8	88	99	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	0	0	13	0	0	0	0	0
Cap, veh/h	60	1577	19	67	766	0	65	251	21	160	136	26
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	13	2959	36	25	1436	0	49	1301	110	451	704	136
Grp Volume(v), veh/h	369	0	292	82	0	0	106	0	0	209	0	0
Grp Sat Flow(s),veh/h/ln	1677	0	1331	1461	0	0	1460	0	0	1291	0	0
Q Serve(g_s), s	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	9.2	0.0	9.2	1.6	0.0	0.0	4.4	0.0	0.0	10.7	0.0	0.0
Prop In Lane	0.03		0.03	0.05		0.00	0.08		0.08	0.42		0.11
Lane Grp Cap(c), veh/h	947	0	710	833	0	0	337	0	0	322	0	0
V/C Ratio(X)	0.39	0.00	0.41	0.10	0.00	0.00	0.31	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	947	0	710	833	0	0	537	0	0	494	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	9.8	0.0	9.8	8.0	0.0	0.0	24.6	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.8	0.2	0.0	0.0	0.2	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	3.3	0.0	2.7	0.6	0.0	0.0	1.5	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	11.5	8.3	0.0	0.0	24.8	0.0	0.0	27.7	0.0	0.0
LnGrp LOS	B	A	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		661			82			106			209	
Approach Delay, s/veh		11.2			8.3			24.8			27.7	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.9		23.1		46.9		23.1				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 27		* 23		* 27		* 23				
Max Q Clear Time (g_c+I1), s		11.2		12.7		3.6		6.4				
Green Ext Time (p_c), s		5.3		0.6		0.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				15.6								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	267	66	26	182	22	28	111	46	6	69	22
Future Volume (veh/h)	54	267	66	26	182	22	28	111	46	6	69	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.99		0.97	0.97		0.96	0.98		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1697	1710	1710	1683	1683	1710	1683	1710
Adj Flow Rate, veh/h	59	293	52	29	200	13	31	122	20	7	76	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	0	0	1	0	0	2	2	0	2	0
Cap, veh/h	107	347	58	90	406	25	131	426	64	81	570	0
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	133	1052	175	84	1231	75	162	1043	157	52	1393	0
Grp Volume(v), veh/h	404	0	0	242	0	0	173	0	0	83	0	0
Grp Sat Flow(s),veh/h/ln	1360	0	0	1389	0	0	1362	0	0	1445	0	0
Q Serve(g_s), s	9.6	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	18.3	0.0	0.0	8.6	0.0	0.0	5.3	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.15		0.13	0.12		0.05	0.18		0.12	0.08		0.00
Lane Grp Cap(c), veh/h	512	0	0	520	0	0	622	0	0	651	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.47	0.00	0.00	0.28	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	594	0	0	604	0	0	622	0	0	651	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	0.95	0.00	0.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	17.5	0.0	0.0	12.9	0.0	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.2	0.0	0.0	1.1	0.0	0.0	0.4	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	6.1	0.0	0.0	2.8	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	0.0	17.7	0.0	0.0	14.0	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	404			242			173			83		
Approach Delay, s/veh	25.7			17.7			14.0			12.3		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	35.1			29.9			35.1			29.9		
Change Period (Y+Rc), s	8.5			8.5			8.5			8.5		
Max Green Setting (Gmax), s	22.5			25.5			22.5			25.5		
Max Q Clear Time (g_c+I1), s	7.3			10.6			4.0			20.3		
Green Ext Time (p_c), s	0.6			0.8			0.2			0.9		
Intersection Summary												
HCM 6th Ctrl Delay				20.1								
HCM 6th LOS				C								

HCM 6th AWSC
5: S Claremont St & E 5th Ave

Existing Plus Project PM

Intersection

Intersection Delay, s/veh 13.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	51	298	15	45	168	25	17	65	40	19	74	12
Future Vol, veh/h	51	298	15	45	168	25	17	65	40	19	74	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	1	7	0	1	4	0	0	3	0	0	0
Mvmt Flow	60	351	18	53	198	29	20	76	47	22	87	14
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	15.9	12.1	10.6	10.6
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	14%	19%	18%
Vol Thru, %	53%	82%	71%	70%
Vol Right, %	33%	4%	11%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	364	238	105
LT Vol	17	51	45	19
Through Vol	65	298	168	74
RT Vol	40	15	25	12
Lane Flow Rate	144	428	280	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.232	0.61	0.413	0.206
Departure Headway (Hd)	5.813	5.129	5.306	5.991
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	702	678	597
Service Time	3.872	3.171	3.352	4.051
HCM Lane V/C Ratio	0.234	0.61	0.413	0.208
HCM Control Delay	10.6	15.9	12.1	10.6
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.9	4.2	2	0.8

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Existing Plus Project PM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	613	14	10	108	0	0	0	0	3	2	51
Future Vol, veh/h	0	613	14	10	108	0	0	0	0	3	2	51
Conflicting Peds, #/hr	70	0	2	2	0	70	10	0	2	2	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	697	16	11	123	0	0	0	0	3	2	58
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	715	0	0		496	860	133		
Stage 1	-	-	-	-	-	-		145	145	-		
Stage 2	-	-	-	-	-	-		351	715	-		
Critical Hdwy	-	-	-	4.1	-	-		6.6	6.5	6.2		
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-		
Critical Hdwy Stg 2	-	-	-	-	-	-		5.8	5.5	-		
Follow-up Hdwy	-	-	-	2.2	-	-		3.5	4	3.3		
Pot Cap-1 Maneuver	0	-	-	895	-	0		522	296	922		
Stage 1	0	-	-	-	-	0		887	781	-		
Stage 2	0	-	-	-	-	0		690	438	-		
Platoon blocked, %	-	-	-	-	-	-		-	-	-		
Mov Cap-1 Maneuver	-	-	-	895	-	-		515	0	913		
Mov Cap-2 Maneuver	-	-	-	-	-	-		515	0	-		
Stage 1	-	-	-	-	-	-		887	0	-		
Stage 2	-	-	-	-	-	-		681	0	-		
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.8			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	895	-	875							
HCM Lane V/C Ratio	-	-	0.013	-	0.073							
HCM Control Delay (s)	-	-	9.1	-	9.4							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.2							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Existing Plus Project PM

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱						↰↱	
Traffic Vol, veh/h	0	315	4	18	179	0	0	0	0	49	4	51
Future Vol, veh/h	0	315	4	18	179	0	0	0	0	49	4	51
Conflicting Peds, #/hr	30	0	4	4	0	30	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	6	1	0	0	0	0	0	0	0
Mvmt Flow	0	371	5	21	211	0	0	0	0	58	5	60
Major/Minor	Major1		Major2				Minor2					
Conflicting Flow All	-	0	0	380	0	0				630	633	215
Stage 1	-	-	-	-	-	-				253	253	-
Stage 2	-	-	-	-	-	-				377	380	-
Critical Hdwy	-	-	-	4.16	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1157	-	0				449	400	830
Stage 1	0	-	-	-	-	0				794	701	-
Stage 2	0	-	-	-	-	0				698	617	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1157	-	-				440	0	827
Mov Cap-2 Maneuver	-	-	-	-	-	-				440	0	-
Stage 1	-	-	-	-	-	-				794	0	-
Stage 2	-	-	-	-	-	-				683	0	-
Approach	EB		WB				SB					
HCM Control Delay, s	0		0.7				12.9					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1157	-	578							
HCM Lane V/C Ratio	-	-	0.018	-	0.212							
HCM Control Delay (s)	-	-	8.2	0	12.9							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.8							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	253	15	12	100	7	25	39	51	29	58	72
Future Volume (veh/h)	7	253	15	12	100	7	25	39	51	29	58	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.98		1.00	0.98		0.97	0.99		0.95
Parking Bus, Adj	1.00	1.00	0.88	1.00	0.88	1.00	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	1710	1657	1323	1710	1697	1523	1710	1683	1657	1710	1670	1697
Adj Flow Rate, veh/h	7	266	14	13	105	0	26	41	14	31	61	68
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
Percent Heavy Veh, %	0	4	29	0	1	14	0	2	4	0	3	1
Cap, veh/h	73	550	28	86	272	0	241	334	102	157	263	252
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.00	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	24	2759	143	68	1366	0	329	711	217	167	559	537
Grp Volume(v), veh/h	161	0	126	118	0	0	81	0	0	160	0	0
Grp Sat Flow(s),veh/h/ln	1644	0	1282	1434	0	0	1257	0	0	1263	0	0
Q Serve(g_s), s	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	4.8	3.3	0.0	0.0	1.8	0.0	0.0	4.0	0.0	0.0
Prop In Lane	0.04		0.11	0.11		0.00	0.32		0.17	0.19		0.42
Lane Grp Cap(c), veh/h	396	0	255	359	0	0	677	0	0	672	0	0
V/C Ratio(X)	0.41	0.00	0.49	0.33	0.00	0.00	0.12	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	630	0	440	557	0	0	677	0	0	672	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	1.00	1.00	0.00	0.00	0.89	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	0.0	19.5	18.9	0.0	0.0	8.2	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0	0.8	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	1.7	0.0	1.4	1.2	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	20.1	19.1	0.0	0.0	8.5	0.0	0.0	9.6	0.0	0.0
LnGrp LOS	B	A	C	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		287			118			81			160	
Approach Delay, s/veh		19.9			19.1			8.5			9.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.1		34.9		20.1		34.9				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 19		* 18		* 19		* 18				
Max Q Clear Time (g_c+I1), s		6.8		6.0		5.3		3.8				
Green Ext Time (p_c), s		0.9		0.5		0.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				15.8								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	321	4	6	82	10	6	89	47	39	91	13
Future Volume (veh/h)	29	321	4	6	82	10	6	89	47	39	91	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		1.00	0.98		0.96	0.98		0.94
Parking Bus, Adj	1.00	1.00	0.88	1.00	0.88	1.00	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	1617	1670	1710	1483	1697	1710	1270	1683	1630	1590	1630	1710
Adj Flow Rate, veh/h	32	349	2	7	89	0	7	97	10	42	99	5
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
Percent Heavy Veh, %	7	3	0	17	1	0	33	2	6	9	6	0
Cap, veh/h	152	1496	8	83	762	0	60	227	22	111	181	8
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	170	2735	15	50	1393	0	33	1271	125	251	1014	45
Grp Volume(v), veh/h	212	0	171	96	0	0	114	0	0	146	0	0
Grp Sat Flow(s),veh/h/ln	1594	0	1326	1443	0	0	1429	0	0	1310	0	0
Q Serve(g_s), s	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	4.7	1.9	0.0	0.0	4.9	0.0	0.0	6.9	0.0	0.0
Prop In Lane	0.15		0.01	0.07		0.00	0.06		0.09	0.29		0.03
Lane Grp Cap(c), veh/h	931	0	725	844	0	0	310	0	0	300	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.11	0.00	0.00	0.37	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	931	0	725	844	0	0	528	0	0	494	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.3	7.6	0.0	0.0	25.6	0.0	0.0	26.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.3	0.0	0.0	0.3	0.0	0.0	0.4	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	1.6	0.0	1.4	0.7	0.0	0.0	1.7	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	9.0	7.9	0.0	0.0	25.9	0.0	0.0	26.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		383			96			114			146	
Approach Delay, s/veh		8.9			7.9			25.9			26.8	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.9		22.1		47.9		22.1				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 27		* 23		* 27		* 23				
Max Q Clear Time (g_c+I1), s		6.7		8.9		3.9		6.9				
Green Ext Time (p_c), s		3.2		0.4		0.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/06/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	232	42	18	191	9	49	88	28	3	52	34
Future Volume (veh/h)	18	232	42	18	191	9	49	88	28	3	52	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.96	0.98		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1643	1670	1710	1630	1683	1417	1710	1697	1710	1710	1603	1563
Adj Flow Rate, veh/h	20	258	27	20	212	6	54	98	9	3	58	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	0	6	2	22	0	1	0	0	8	11
Cap, veh/h	81	338	34	86	368	10	237	370	31	76	576	0
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.42	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	42	1239	124	56	1350	36	358	886	74	18	1377	0
Grp Volume(v), veh/h	305	0	0	238	0	0	161	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	1406	0	0	1442	0	0	1317	0	0	1395	0	0
Q Serve(g_s), s	3.0	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	11.0	0.0	0.0	7.8	0.0	0.0	4.0	0.0	0.0	1.3	0.0	0.0
Prop In Lane	0.07		0.09	0.08		0.03	0.34		0.06	0.05		0.00
Lane Grp Cap(c), veh/h	453	0	0	464	0	0	638	0	0	652	0	0
V/C Ratio(X)	0.67	0.00	0.00	0.51	0.00	0.00	0.25	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	628	0	0	602	0	0	638	0	0	652	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	0.96	0.00	0.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	17.4	0.0	0.0	10.5	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.9	0.0	0.0	0.3	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	3.4	0.0	0.0	2.4	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	0.0	0.0	17.7	0.0	0.0	11.4	0.0	0.0	10.0	0.0	0.0
LnGrp LOS	B			B			B			A		
Approach Vol, veh/h		305			238			161			61	
Approach Delay, s/veh		19.1			17.7			11.4			10.0	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.5		23.5		31.5		23.5				
Change Period (Y+Rc), s		8.5		8.5		8.5		* 8.5				
Max Green Setting (Gmax), s		17.5		20.5		17.5		* 22				
Max Q Clear Time (g_c+I1), s		6.0		9.8		3.3		13.0				
Green Ext Time (p_c), s		0.4		0.7		0.1		0.9				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				16.3								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Opening Year No Project AM

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	17	154	21	62	128	15	15	84	18	8	60	7
Future Vol, veh/h	17	154	21	62	128	15	15	84	18	8	60	7
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, %	0	3	0	7	4	0	0	5	0	0	5	29
Mvmt Flow	20	177	24	71	147	17	17	97	21	9	69	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	9.7	10.2	9.3	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	9%	30%	11%
Vol Thru, %	72%	80%	62%	80%
Vol Right, %	15%	11%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	192	205	75
LT Vol	15	17	62	8
Through Vol	84	154	128	60
RT Vol	18	21	15	7
Lane Flow Rate	134	221	236	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.188	0.288	0.318	0.123
Departure Headway (Hd)	5.03	4.699	4.854	5.133
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	759	735	692
Service Time	3.103	2.76	2.916	3.212
HCM Lane V/C Ratio	0.19	0.291	0.321	0.124
HCM Control Delay	9.3	9.7	10.2	8.9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.7	1.2	1.4	0.4

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Opening Year No Project AM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	341	1	7	102	0	0	0	0	3	10	19
Future Vol, veh/h	0	341	1	7	102	0	0	0	0	3	10	19
Conflicting Peds, #/hr	22	0	19	19	0	22	0	0	0	3	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	406	1	8	121	0	0	0	0	4	12	23
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	426	0	0				343	563	132
Stage 1	-	-	-	-	-	-				137	137	-
Stage 2	-	-	-	-	-	-				206	426	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1144	-	0				645	438	923
Stage 1	0	-	-	-	-	0				895	787	-
Stage 2	0	-	-	-	-	0				814	589	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1144	-	-				640	0	913
Mov Cap-2 Maneuver	-	-	-	-	-	-				640	0	-
Stage 1	-	-	-	-	-	-				895	0	-
Stage 2	-	-	-	-	-	-				808	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.5			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1144	-	863							
HCM Lane V/C Ratio	-	-	0.007	-	0.044							
HCM Control Delay (s)	-	-	8.2	-	9.4							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.1							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Opening Year No Project AM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱						↲	
Traffic Vol, veh/h	0	225	16	15	206	0	0	0	0	0	9	20
Future Vol, veh/h	0	225	16	15	206	0	0	0	0	0	9	20
Conflicting Peds, #/hr	5	0	3	3	0	5	8	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	253	18	17	231	0	0	0	0	0	10	22
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	274	0	0				527	539	239
Stage 1	-	-	-	-	-	-				265	265	-
Stage 2	-	-	-	-	-	-				262	274	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1301	-	0				515	452	805
Stage 1	0	-	-	-	-	0				784	693	-
Stage 2	0	-	-	-	-	0				786	687	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1301	-	-				507	0	799
Mov Cap-2 Maneuver	-	-	-	-	-	-				507	0	-
Stage 1	-	-	-	-	-	-				784	0	-
Stage 2	-	-	-	-	-	-				774	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.5			9.7					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1301	-	799							
HCM Lane V/C Ratio	-	-	0.013	-	0.041							
HCM Control Delay (s)	-	-	7.8	0	9.7							
HCM Lane LOS	-	-	A	A	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.1							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	494	33	19	110	19	31	75	86	16	46	81
Future Volume (veh/h)	17	494	33	19	110	19	31	75	86	16	46	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.79	0.96		0.81	0.90		0.91	0.95		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1697	1710	1710	1697	1657	1710	1710	1697	1710	1683	1710
Adj Flow Rate, veh/h	18	531	23	20	118	7	33	81	12	17	49	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	1	0	2	0
Cap, veh/h	68	663	28	72	219	12	204	441	61	203	513	0
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.48	0.48	0.48	0.48	0.48	0.00
Sat Flow, veh/h	42	2812	120	39	929	49	276	911	125	274	1058	0
Grp Volume(v), veh/h	324	0	248	145	0	0	126	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1682	0	1291	1017	0	0	1312	0	0	1333	0	0
Q Serve(g_s), s	0.0	0.0	11.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.8	0.0	11.8	12.4	0.0	0.0	3.2	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.06		0.09	0.14		0.05	0.26		0.10	0.26		0.00
Lane Grp Cap(c), veh/h	455	0	304	303	0	0	705	0	0	715	0	0
V/C Ratio(X)	0.71	0.00	0.82	0.48	0.00	0.00	0.18	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	596	0	415	409	0	0	705	0	0	715	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	1.00	1.00	0.00	0.00	0.90	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.5	0.0	23.5	21.2	0.0	0.0	9.5	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	6.3	0.4	0.0	0.0	0.5	0.0	0.0	0.3	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	4.6	0.0	4.0	1.8	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	29.8	21.7	0.0	0.0	10.0	0.0	0.0	9.3	0.0	0.0
LnGrp LOS	C	A	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		572			145			126			66	
Approach Delay, s/veh		27.1			21.7			10.0			9.3	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.4		40.6		24.4		40.6				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 21		* 26		* 21		* 26				
Max Q Clear Time (g_c+I1), s		13.8		3.4		14.4		5.2				
Green Ext Time (p_c), s		1.5		0.2		0.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	566	9	4	71	3	8	57	80	83	109	40
Future Volume (veh/h)	3	566	9	4	71	3	8	57	80	83	109	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.99		1.00	0.97		1.00	0.97		0.92
Parking Bus, Adj	1.00	1.00	0.88	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1710	1710	1537	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	3	609	7	4	76	0	9	61	0	89	117	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	0	0	13	0	0	0	0	0
Cap, veh/h	53	1536	18	67	741	0	74	294	0	156	154	30
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.00	0.21	0.21	0.00	0.21	0.21	0.21
Sat Flow, veh/h	2	2978	34	26	1437	0	77	1399	0	402	735	144
Grp Volume(v), veh/h	345	0	274	80	0	0	70	0	0	232	0	0
Grp Sat Flow(s),veh/h/ln	1682	0	1332	1462	0	0	1476	0	0	1281	0	0
Q Serve(g_s), s	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	8.8	1.7	0.0	0.0	2.4	0.0	0.0	12.2	0.0	0.0
Prop In Lane	0.01		0.03	0.05		0.00	0.13		0.00	0.38		0.11
Lane Grp Cap(c), veh/h	920	0	687	808	0	0	368	0	0	340	0	0
V/C Ratio(X)	0.38	0.00	0.40	0.10	0.00	0.00	0.19	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	920	0	687	808	0	0	542	0	0	495	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	10.3	8.6	0.0	0.0	22.8	0.0	0.0	26.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.7	0.2	0.0	0.0	0.1	0.0	0.0	0.8	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	3.2	0.0	2.6	0.6	0.0	0.0	0.9	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	12.1	8.9	0.0	0.0	22.9	0.0	0.0	27.3	0.0	0.0
LnGrp LOS	B	A	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		619			80			70			232	
Approach Delay, s/veh		11.7			8.9			22.9			27.3	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.7		24.3		45.7		24.3				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 27		* 23		* 27		* 23				
Max Q Clear Time (g_c+I1), s		10.8		14.2		3.7		4.4				
Green Ext Time (p_c), s		5.0		0.6		0.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				15.9								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/01/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	360	66	20	208	22	32	108	45	6	66	26
Future Volume (veh/h)	62	360	66	20	208	22	32	108	45	6	66	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.97	0.96		0.95	0.97		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1697	1710	1710	1683	1683	1710	1683	1710
Adj Flow Rate, veh/h	68	396	58	22	229	14	35	119	19	7	73	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	0	0	1	0	0	2	2	0	2	0
Cap, veh/h	110	427	59	80	499	29	129	355	51	77	483	0
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.35	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	122	1089	151	50	1273	74	180	1024	149	50	1396	0
Grp Volume(v), veh/h	522	0	0	265	0	0	173	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1362	0	0	1397	0	0	1353	0	0	1446	0	0
Q Serve(g_s), s	15.8	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	24.5	0.0	0.0	8.7	0.0	0.0	5.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.13		0.11	0.08		0.05	0.20		0.11	0.09		0.00
Lane Grp Cap(c), veh/h	597	0	0	608	0	0	535	0	0	561	0	0
V/C Ratio(X)	0.87	0.00	0.00	0.44	0.00	0.00	0.32	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	597	0	0	608	0	0	535	0	0	561	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	0.97	0.00	0.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	14.6	0.0	0.0	15.8	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	13.1	0.0	0.0	0.2	0.0	0.0	1.6	0.0	0.0	0.5	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	9.2	0.0	0.0	2.7	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	0.0	14.8	0.0	0.0	17.4	0.0	0.0	15.1	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		522			265			173			80	
Approach Delay, s/veh		32.4			14.8			17.4			15.1	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		34.0		31.0		34.0				
Change Period (Y+Rc), s		8.5		8.5		8.5		8.5				
Max Green Setting (Gmax), s		22.5		25.5		22.5		25.5				
Max Q Clear Time (g_c+I1), s		7.8		10.7		4.1		26.5				
Green Ext Time (p_c), s		0.5		0.9		0.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				24.1								
HCM 6th LOS				C								





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Opening Year No Project PM

Intersection

Intersection Delay, s/veh 11.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	260	15	45	153	25	17	65	40	19	70	12
Future Vol, veh/h	29	260	15	45	153	25	17	65	40	19	70	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	1	7	0	1	4	0	0	3	0	0	0
Mvmt Flow	34	306	18	53	180	29	20	76	47	22	82	14
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	11.2		10.1		10.1						
HCM LOS	B	B		B		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	10%	20%	19%
Vol Thru, %	53%	86%	69%	69%
Vol Right, %	33%	5%	11%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	304	223	101
LT Vol	17	29	45	19
Through Vol	65	260	153	70
RT Vol	40	15	25	12
Lane Flow Rate	144	358	262	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.221	0.499	0.374	0.189
Departure Headway (Hd)	5.534	5.026	5.138	5.714
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	719	700	627
Service Time	3.574	3.057	3.172	3.756
HCM Lane V/C Ratio	0.223	0.498	0.374	0.19
HCM Control Delay	10.1	13	11.2	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.8	2.8	1.7	0.7




HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Opening Year No Project PM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	613	5	4	108	0	0	0	0	3	2	47
Future Vol, veh/h	0	613	5	4	108	0	0	0	0	3	2	47
Conflicting Peds, #/hr	70	0	2	2	0	70	10	0	2	2	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	697	6	5	123	0	0	0	0	3	2	53
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	705	0	0				484	838	133
Stage 1	-	-	-	-	-	-				133	133	-
Stage 2	-	-	-	-	-	-				351	705	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	902	-	0				531	305	922
Stage 1	0	-	-	-	-	0				898	790	-
Stage 2	0	-	-	-	-	0				690	442	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	902	-	-				528	0	913
Mov Cap-2 Maneuver	-	-	-	-	-	-				528	0	-
Stage 1	-	-	-	-	-	-				898	0	-
Stage 2	-	-	-	-	-	-				686	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.3			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	902	-	875							
HCM Lane V/C Ratio	-	-	0.005	-	0.068							
HCM Control Delay (s)	-	-	9	-	9.4							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.2							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Opening Year No Project PM

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	390	20	23	207	0	2	0	2	0	4	33
Future Vol, veh/h	0	390	20	23	207	0	2	0	2	0	4	33
Conflicting Peds, #/hr	30	0	4	4	0	30	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	6	1	0	0	0	0	0	0	0
Mvmt Flow	0	459	24	27	244	0	2	0	2	0	5	39
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	487	0	0				772	785	248
Stage 1	-	-	-	-	-	-				298	298	-
Stage 2	-	-	-	-	-	-				474	487	-
Critical Hdwy	-	-	-	4.16	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1056	-	0				371	327	796
Stage 1	0	-	-	-	-	0				758	671	-
Stage 2	0	-	-	-	-	0				630	554	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1056	-	-				360	0	793
Mov Cap-2 Maneuver	-	-	-	-	-	-				360	0	-
Stage 1	-	-	-	-	-	-				758	0	-
Stage 2	-	-	-	-	-	-				611	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.8			9.8					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1056	-	793							
HCM Lane V/C Ratio	-	-	0.026	-	0.055							
HCM Control Delay (s)	-	-	8.5	0	9.8							
HCM Lane LOS	-	-	A	A	A							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	298	15	12	105	7	26	39	54	29	58	72
Future Volume (veh/h)	7	298	15	12	105	7	26	39	54	29	58	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.98		0.93	0.98		1.00	0.98		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1657	1323	1710	1697	1523	1710	1683	1657	1710	1670	1697
Adj Flow Rate, veh/h	7	314	5	13	111	1	27	41	0	31	61	0
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
Percent Heavy Veh, %	0	4	29	0	1	14	0	2	4	0	3	1
Cap, veh/h	72	576	9	85	270	2	299	396	0	261	445	0
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.47	0.47	0.00	0.47	0.47	0.00
Sat Flow, veh/h	22	2886	45	64	1355	11	441	843	0	369	948	0
Grp Volume(v), veh/h	182	0	144	125	0	0	68	0	0	92	0	0
Grp Sat Flow(s),veh/h/ln	1646	0	1307	1430	0	0	1284	0	0	1317	0	0
Q Serve(g_s), s	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	5.4	4.1	0.0	0.0	1.2	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.04		0.03	0.10		0.01	0.40		0.00	0.34		0.00
Lane Grp Cap(c), veh/h	396	0	261	358	0	0	694	0	0	706	0	0
V/C Ratio(X)	0.46	0.00	0.55	0.35	0.00	0.00	0.10	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	631	0	449	555	0	0	694	0	0	706	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	1.00	1.00	0.00	0.00	0.89	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	0.0	19.8	19.2	0.0	0.0	8.1	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	0.0	0.3	0.0	0.0	0.4	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	2.0	0.0	1.6	1.3	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	20.5	19.5	0.0	0.0	8.3	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	C	A	C	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		326			125			68			92	
Approach Delay, s/veh		20.3			19.5			8.3			8.6	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.1		34.9		20.1		34.9				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 19		* 18		* 19		* 18				
Max Q Clear Time (g_c+I1), s		7.4		3.7		6.1		3.2				
Green Ext Time (p_c), s		1.0		0.2		0.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				17.0								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	325	4	6	105	10	6	91	47	39	95	33
Future Volume (veh/h)	29	325	4	6	105	10	6	91	47	39	95	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.96	0.98		0.94
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	1617	1670	1710	1483	1697	1710	1270	1683	1630	1590	1630	1710
Adj Flow Rate, veh/h	32	353	2	7	114	2	7	99	11	42	103	15
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
Percent Heavy Veh, %	7	3	0	17	1	0	33	2	6	9	6	0
Cap, veh/h	151	1495	8	73	763	13	60	226	24	106	170	22
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	167	2733	15	33	1394	24	32	1261	134	229	951	122
Grp Volume(v), veh/h	214	0	173	123	0	0	117	0	0	160	0	0
Grp Sat Flow(s),veh/h/ln	1590	0	1326	1451	0	0	1427	0	0	1302	0	0
Q Serve(g_s), s	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	4.8	2.9	0.0	0.0	5.1	0.0	0.0	7.8	0.0	0.0
Prop In Lane	0.15		0.01	0.06		0.02	0.06		0.09	0.26		0.09
Lane Grp Cap(c), veh/h	929	0	725	848	0	0	310	0	0	298	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.15	0.00	0.00	0.38	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	929	0	725	848	0	0	527	0	0	491	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.3	7.8	0.0	0.0	25.7	0.0	0.0	26.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.4	0.0	0.0	0.3	0.0	0.0	0.5	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	1.7	0.0	1.4	0.9	0.0	0.0	1.7	0.0	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	9.0	8.2	0.0	0.0	26.0	0.0	0.0	27.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		387			123			117			160	
Approach Delay, s/veh		8.9			8.2			26.0			27.2	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.9		22.1		47.9		22.1				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 27		* 23		* 27		* 23				
Max Q Clear Time (g_c+I1), s		6.8		9.8		4.9		7.1				
Green Ext Time (p_c), s		3.2		0.5		0.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				15.1								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	244	43	20	230	9	49	93	29	3	52	34
Future Volume (veh/h)	18	244	43	20	230	9	49	93	29	3	52	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.96	0.98		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1643	1670	1710	1630	1683	1417	1710	1697	1710	1710	1603	1563
Adj Flow Rate, veh/h	20	271	29	22	256	6	54	103	10	3	58	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	0	6	2	22	0	1	0	0	8	11
Cap, veh/h	80	349	36	84	382	9	228	374	33	75	572	0
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.42	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	40	1243	128	53	1362	31	343	899	79	18	1377	0
Grp Volume(v), veh/h	320	0	0	284	0	0	167	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	1411	0	0	1445	0	0	1322	0	0	1394	0	0
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.7	0.0	0.0	9.7	0.0	0.0	4.2	0.0	0.0	1.3	0.0	0.0
Prop In Lane	0.06		0.09	0.08		0.02	0.32		0.06	0.05		0.00
Lane Grp Cap(c), veh/h	464	0	0	475	0	0	635	0	0	647	0	0
V/C Ratio(X)	0.69	0.00	0.00	0.60	0.00	0.00	0.26	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	655	0	0	593	0	0	635	0	0	647	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	0.96	0.00	0.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	18.0	0.0	0.0	10.8	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.5	0.0	0.0	1.0	0.0	0.0	0.3	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	3.1	0.0	0.0	1.4	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	18.4	0.0	0.0	11.8	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		320			284			167			61	
Approach Delay, s/veh		19.4			18.4			11.8			10.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.8		24.2		31.8		24.2				
Change Period (Y+Rc), s		8.5		8.5		8.5		* 8.5				
Max Green Setting (Gmax), s		17.5		20.5		17.5		* 24				
Max Q Clear Time (g_c+I1), s		6.2		11.7		3.3		13.7				
Green Ext Time (p_c), s		0.4		0.8		0.1		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				16.8								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Opening Year Plus Project AM

Intersection

Intersection Delay, s/veh 9.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	165	21	62	136	15	15	84	18	8	60	7
Future Vol, veh/h	23	165	21	62	136	15	15	84	18	8	60	7
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, %	0	3	0	7	4	0	0	5	0	0	5	29
Mvmt Flow	26	190	24	71	156	17	17	97	21	9	69	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	10	10.4	9.4	9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	11%	29%	11%
Vol Thru, %	72%	79%	64%	80%
Vol Right, %	15%	10%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	209	213	75
LT Vol	15	23	62	8
Through Vol	84	165	136	60
RT Vol	18	21	15	7
Lane Flow Rate	134	240	245	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.191	0.315	0.332	0.125
Departure Headway (Hd)	5.101	4.727	4.884	5.207
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	697	754	730	681
Service Time	3.18	2.794	2.952	3.293
HCM Lane V/C Ratio	0.192	0.318	0.336	0.126
HCM Control Delay	9.4	10	10.4	9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.7	1.4	1.5	0.4

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Opening Year Plus Project AM

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	345	46	40	106	0	0	0	0	3	10	19
Future Vol, veh/h	0	345	46	40	106	0	0	0	0	3	10	19
Conflicting Peds, #/hr	22	0	19	19	0	22	0	0	0	3	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	411	55	48	126	0	0	0	0	4	12	23
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	485	0	0				431	707	137
Stage 1	-	-	-	-	-	-				222	222	-
Stage 2	-	-	-	-	-	-				209	485	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1088	-	0				571	363	917
Stage 1	0	-	-	-	-	0				820	723	-
Stage 2	0	-	-	-	-	0				812	555	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1088	-	-				544	0	907
Mov Cap-2 Maneuver	-	-	-	-	-	-				544	0	-
Stage 1	-	-	-	-	-	-				820	0	-
Stage 2	-	-	-	-	-	-				774	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			2.3			9.5					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1088	-	831							
HCM Lane V/C Ratio	-	-	0.044	-	0.046							
HCM Control Delay (s)	-	-	8.5	-	9.5							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Opening Year Plus Project AM

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱						↰↱	
Traffic Vol, veh/h	0	250	20	15	211	0	1	1	5	11	9	51
Future Vol, veh/h	0	250	20	15	211	0	1	1	5	11	9	51
Conflicting Peds, #/hr	5	0	3	3	0	5	8	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	281	22	17	237	0	1	1	6	12	10	57
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	306	0	0				563	577	245
Stage 1	-	-	-	-	-	-				271	271	-
Stage 2	-	-	-	-	-	-				292	306	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1266	-	0				491	430	799
Stage 1	0	-	-	-	-	0				779	689	-
Stage 2	0	-	-	-	-	0				762	665	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1266	-	-				484	0	793
Mov Cap-2 Maneuver	-	-	-	-	-	-				484	0	-
Stage 1	-	-	-	-	-	-				779	0	-
Stage 2	-	-	-	-	-	-				751	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.5			10.7					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1266	-	712							
HCM Lane V/C Ratio	-	-	0.013	-	0.112							
HCM Control Delay (s)	-	-	7.9	0	10.7							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0	-	0.4							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	500	33	19	114	19	32	75	86	30	46	81
Future Volume (veh/h)	17	500	33	19	114	19	32	75	86	30	46	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.79	0.97		0.81	0.90		0.91	0.95		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1697	1710	1710	1697	1657	1710	1710	1697	1710	1683	1710
Adj Flow Rate, veh/h	18	538	24	20	123	8	34	81	12	32	49	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	1	0	2	0
Cap, veh/h	68	669	29	72	220	13	207	435	60	288	392	0
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.48	0.48	0.48	0.48	0.48	0.00
Sat Flow, veh/h	41	2808	123	37	925	54	283	903	124	437	813	0
Grp Volume(v), veh/h	329	0	251	151	0	0	127	0	0	81	0	0
Grp Sat Flow(s),veh/h/ln	1683	0	1290	1016	0	0	1310	0	0	1251	0	0
Q Serve(g_s), s	0.0	0.0	12.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.9	0.0	12.0	12.6	0.0	0.0	3.2	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.05		0.10	0.13		0.05	0.27		0.09	0.40		0.00
Lane Grp Cap(c), veh/h	459	0	307	305	0	0	701	0	0	680	0	0
V/C Ratio(X)	0.72	0.00	0.82	0.50	0.00	0.00	0.18	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	596	0	415	408	0	0	701	0	0	680	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	1.00	1.00	0.00	0.00	0.90	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	23.4	21.2	0.0	0.0	9.6	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	6.7	0.5	0.0	0.0	0.5	0.0	0.0	0.4	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	4.7	0.0	4.0	1.9	0.0	0.0	1.0	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	30.1	21.7	0.0	0.0	10.1	0.0	0.0	9.5	0.0	0.0
LnGrp LOS	C	A	C	C	A	A	B	A	A	A	A	A
Approach Vol, veh/h		580			151			127			81	
Approach Delay, s/veh		27.3			21.7			10.1			9.5	
Approach LOS		C			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.6		40.4		24.6		40.4				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 21		* 26		* 21		* 26				
Max Q Clear Time (g_c+I1), s		14.0		3.7		14.6		5.2				
Green Ext Time (p_c), s		1.5		0.3		0.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.5								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	566	9	4	71	3	8	63	80	83	113	40
Future Volume (veh/h)	35	566	9	4	71	3	8	63	80	83	113	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.99		1.00	0.97		1.00	0.97		0.92
Parking Bus, Adj	1.00	1.00	0.88	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	0.88
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1710	1710	1537	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	38	609	7	4	76	0	9	68	0	89	122	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	0	0	13	0	0	0	0	0
Cap, veh/h	108	1459	16	67	738	0	71	299	0	155	160	29
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.00	0.21	0.21	0.00	0.21	0.21	0.21
Sat Flow, veh/h	100	2839	32	25	1437	0	65	1413	0	396	753	136
Grp Volume(v), veh/h	362	0	292	80	0	0	77	0	0	236	0	0
Grp Sat Flow(s),veh/h/ln	1638	0	1332	1462	0	0	1478	0	0	1285	0	0
Q Serve(g_s), s	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	9.5	1.7	0.0	0.0	2.6	0.0	0.0	12.3	0.0	0.0
Prop In Lane	0.10		0.02	0.05		0.00	0.12		0.00	0.38		0.11
Lane Grp Cap(c), veh/h	899	0	684	805	0	0	371	0	0	343	0	0
V/C Ratio(X)	0.40	0.00	0.43	0.10	0.00	0.00	0.21	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	899	0	684	805	0	0	543	0	0	496	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	10.6	8.7	0.0	0.0	22.8	0.0	0.0	26.4	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	1.9	0.2	0.0	0.0	0.1	0.0	0.0	0.8	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	3.5	0.0	2.9	0.6	0.0	0.0	1.0	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	0.0	12.5	8.9	0.0	0.0	22.9	0.0	0.0	27.3	0.0	0.0
LnGrp LOS	B	A	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		654			80			77			236	
Approach Delay, s/veh		12.2			8.9			22.9			27.3	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.6		24.4		45.6		24.4				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 27		* 23		* 27		* 23				
Max Q Clear Time (g_c+I1), s		11.5		14.3		3.7		4.6				
Green Ext Time (p_c), s		5.2		0.6		0.5		0.2				
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.												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	371	67	26	262	22	32	108	46	6	66	26
Future Volume (veh/h)	62	371	67	26	262	22	32	108	46	6	66	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.97	0.96		0.95	0.97		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1683	1710	1710	1697	1710	1710	1683	1683	1710	1683	1710
Adj Flow Rate, veh/h	68	408	59	29	288	16	35	119	20	7	73	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	0	0	1	0	0	2	2	0	2	0
Cap, veh/h	109	431	59	82	487	26	128	352	54	77	483	0
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.35	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	120	1099	151	57	1241	65	178	1018	155	50	1396	0
Grp Volume(v), veh/h	535	0	0	333	0	0	174	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1370	0	0	1363	0	0	1352	0	0	1446	0	0
Q Serve(g_s), s	13.7	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	25.3	0.0	0.0	11.6	0.0	0.0	5.9	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.13		0.11	0.09		0.05	0.20		0.11	0.09		0.00
Lane Grp Cap(c), veh/h	600	0	0	595	0	0	535	0	0	561	0	0
V/C Ratio(X)	0.89	0.00	0.00	0.56	0.00	0.00	0.33	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	600	0	0	595	0	0	535	0	0	561	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	0.96	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	15.5	0.0	0.0	15.8	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.0	0.7	0.0	0.0	1.6	0.0	0.0	0.5	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	9.7	0.0	0.0	3.7	0.0	0.0	2.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	0.0	16.2	0.0	0.0	17.4	0.0	0.0	15.1	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	535		333				174		80			
Approach Delay, s/veh	34.5		16.2				17.4		15.1			
Approach LOS	C		B				B		B			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	31.0		34.0		31.0		34.0					
Change Period (Y+Rc), s	8.5		8.5		8.5		8.5					
Max Green Setting (Gmax), s	22.5		25.5		22.5		25.5					
Max Q Clear Time (g_c+I1), s	7.9		13.6		4.1		27.3					
Green Ext Time (p_c), s	0.5		1.1		0.2		0.0					
Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			C									





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Opening Year Plus Project PM

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	51	298	15	45	161	25	17	65	40	30	80	12
Future Vol, veh/h	51	298	15	45	161	25	17	65	40	30	80	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	1	7	0	1	4	0	0	3	0	0	0
Mvmt Flow	60	351	18	53	189	29	20	76	47	35	94	14
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	16.3	12.1		10.7		11						
HCM LOS	C	B		B		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	14%	19%	25%
Vol Thru, %	53%	82%	70%	66%
Vol Right, %	33%	4%	11%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	364	231	122
LT Vol	17	51	45	30
Through Vol	65	298	161	80
RT Vol	40	15	25	12
Lane Flow Rate	144	428	272	144
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.617	0.407	0.24
Departure Headway (Hd)	5.861	5.191	5.386	6.014
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	610	694	666	594
Service Time	3.926	3.239	3.439	4.079
HCM Lane V/C Ratio	0.236	0.617	0.408	0.242
HCM Control Delay	10.7	16.3	12.1	11
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.9	4.3	2	0.9




HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Opening Year Plus Project PM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	613	14	10	108	0	0	0	0	3	2	47
Future Vol, veh/h	0	613	14	10	108	0	0	0	0	3	2	47
Conflicting Peds, #/hr	70	0	2	2	0	70	10	0	2	2	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	697	16	11	123	0	0	0	0	3	2	53
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	715	0	0				496	860	133
Stage 1	-	-	-	-	-	-				145	145	-
Stage 2	-	-	-	-	-	-				351	715	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	895	-	0				522	296	922
Stage 1	0	-	-	-	-	0				887	781	-
Stage 2	0	-	-	-	-	0				690	438	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	895	-	-				515	0	913
Mov Cap-2 Maneuver	-	-	-	-	-	-				515	0	-
Stage 1	-	-	-	-	-	-				887	0	-
Stage 2	-	-	-	-	-	-				681	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.8			9.4					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	895	-	873							
HCM Lane V/C Ratio	-	-	0.013	-	0.068							
HCM Control Delay (s)	-	-	9.1	-	9.4							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.2							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Opening Year Plus Project PM

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	403	20	23	222	0	0	0	0	46	4	78
Future Vol, veh/h	0	403	20	23	222	0	0	0	0	46	4	78
Conflicting Peds, #/hr	30	0	4	4	0	30	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	6	1	0	0	0	0	0	0	0
Mvmt Flow	0	474	24	27	261	0	0	0	0	54	5	92
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	502	0	0				804	817	265
Stage 1	-	-	-	-	-	-				315	315	-
Stage 2	-	-	-	-	-	-				489	502	-
Critical Hdwy	-	-	-	4.16	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1042	-	0				355	313	779
Stage 1	0	-	-	-	-	0				744	659	-
Stage 2	0	-	-	-	-	0				621	545	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1042	-	-				344	0	776
Mov Cap-2 Maneuver	-	-	-	-	-	-				344	0	-
Stage 1	-	-	-	-	-	-				744	0	-
Stage 2	-	-	-	-	-	-				602	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.8			14.5					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1042	-	529							
HCM Lane V/C Ratio	-	-	0.026	-	0.285							
HCM Control Delay (s)	-	-	8.5	0	14.5							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	1.2							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	335	20	20	145	10	39	60	77	50	90	110
Future Volume (veh/h)	10	335	20	20	145	10	39	60	77	50	90	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.98		0.93	0.98		0.97	0.99		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	1710	1657	1323	1710	1697	1523	1710	1683	1657	1710	1670	1697
Adj Flow Rate, veh/h	11	353	8	21	153	5	41	63	1	53	95	36
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
Percent Heavy Veh, %	0	4	29	0	1	14	0	2	4	0	3	1
Cap, veh/h	76	568	13	86	232	7	290	389	6	222	346	117
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	34	2846	64	66	1164	35	425	828	12	292	736	250
Grp Volume(v), veh/h	208	0	164	179	0	0	105	0	0	184	0	0
Grp Sat Flow(s),veh/h/ln	1641	0	1302	1266	0	0	1265	0	0	1278	0	0
Q Serve(g_s), s	0.0	0.0	6.3	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	6.3	7.5	0.0	0.0	2.2	0.0	0.0	4.4	0.0	0.0
Prop In Lane	0.05		0.05	0.12		0.03	0.39		0.01	0.29		0.20
Lane Grp Cap(c), veh/h	396	0	260	326	0	0	685	0	0	685	0	0
V/C Ratio(X)	0.53	0.00	0.63	0.55	0.00	0.00	0.15	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	628	0	448	519	0	0	685	0	0	685	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	1.00	1.00	0.00	0.00	0.78	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	0.0	20.2	20.2	0.0	0.0	8.3	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.5	0.0	0.0	0.4	0.0	0.0	1.0	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	2.3	0.0	1.9	2.0	0.0	0.0	0.7	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	21.1	20.8	0.0	0.0	8.7	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	C	A	C	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h	372			179			105			184		
Approach Delay, s/veh	20.8			20.8			8.7			9.9		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	20.1			34.9			20.1			34.9		
Change Period (Y+Rc), s	* 9.1			* 9.1			* 9.1			* 9.1		
Max Green Setting (Gmax), s	* 19			* 18			* 19			* 18		
Max Q Clear Time (g_c+I1), s	8.3			6.4			9.5			4.2		
Green Ext Time (p_c), s	1.1			0.5			0.4			0.3		
Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									
Notes												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

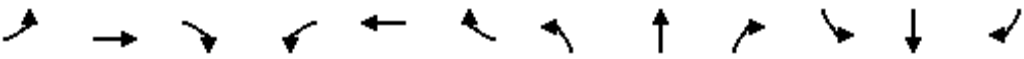
05/06/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	426	10	10	217	20	10	108	60	60	156	20
Future Volume (veh/h)	30	426	10	10	217	20	10	108	60	60	156	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.97	0.99		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	1617	1670	1710	1483	1697	1710	1270	1683	1630	1590	1630	1710
Adj Flow Rate, veh/h	33	463	8	11	236	14	11	117	27	65	170	15
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
Percent Heavy Veh, %	7	3	0	17	1	0	33	2	6	9	6	0
Cap, veh/h	116	1396	24	64	685	39	64	247	54	120	214	17
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	115	2751	47	20	1349	78	41	1132	248	254	979	79
Grp Volume(v), veh/h	278	0	226	261	0	0	155	0	0	250	0	0
Grp Sat Flow(s),veh/h/ln	1594	0	1319	1447	0	0	1421	0	0	1312	0	0
Q Serve(g_s), s	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	7.1	7.5	0.0	0.0	6.7	0.0	0.0	12.7	0.0	0.0
Prop In Lane	0.12		0.04	0.04		0.05	0.07		0.17	0.26		0.06
Lane Grp Cap(c), veh/h	866	0	670	788	0	0	365	0	0	351	0	0
V/C Ratio(X)	0.32	0.00	0.34	0.33	0.00	0.00	0.42	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	866	0	670	788	0	0	524	0	0	495	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	10.2	10.3	0.0	0.0	24.0	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.4	1.1	0.0	0.0	0.3	0.0	0.0	1.0	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	2.5	0.0	2.1	2.4	0.0	0.0	2.2	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.2	0.0	11.6	11.4	0.0	0.0	24.3	0.0	0.0	27.2	0.0	0.0
LnGrp LOS	B		B	B			C			C		
Approach Vol, veh/h		504			261			155			250	
Approach Delay, s/veh		11.4			11.4			24.3			27.2	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.1		24.9		45.1		24.9				
Change Period (Y+Rc), s		9.6		9.6		9.6		9.6				
Max Green Setting (Gmax), s		27.4		23.4		27.4		23.4				
Max Q Clear Time (g_c+I1), s		9.1		14.7		9.5		8.7				
Green Ext Time (p_c), s		4.2		0.7		2.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				16.5								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	30	228	59	28	156	10	60	125	39	0	80	40
Future Volume (veh/h)	30	228	59	28	156	10	60	125	39	0	80	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1643	1670	1710	1630	1683	1417	1710	1697	1710	1710	1603	1563
Adj Flow Rate, veh/h	33	253	38	31	173	4	67	139	22	0	89	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	0	6	2	22	0	1	0	0	8	11
Cap, veh/h	93	328	47	106	366	8	206	365	52	0	574	0
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.41	0.41	0.41	0.00	0.41	0.00
Sat Flow, veh/h	76	1143	162	111	1275	27	299	891	127	0	1403	0
Grp Volume(v), veh/h	324	0	0	208	0	0	228	0	0	0	89	0
Grp Sat Flow(s),veh/h/ln	1381	0	0	1413	0	0	1318	0	0	0	1403	0
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	2.2	0.0
Cycle Q Clear(g_c), s	12.1	0.0	0.0	6.6	0.0	0.0	6.4	0.0	0.0	0.0	2.2	0.0
Prop In Lane	0.10		0.12	0.15		0.02	0.29		0.10	0.00		0.00
Lane Grp Cap(c), veh/h	467	0	0	480	0	0	622	0	0	0	574	0
V/C Ratio(X)	0.69	0.00	0.00	0.43	0.00	0.00	0.37	0.00	0.00	0.00	0.16	0.00
Avail Cap(c_a), veh/h	646	0	0	584	0	0	622	0	0	0	574	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	0.00	0.86	0.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	16.6	0.0	0.0	11.6	0.0	0.0	0.0	10.4	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	1.7	0.0	0.0	0.0	0.5	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	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	0.0	16.8	0.0	0.0	13.3	0.0	0.0	0.0	10.9	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	B	A
Approach Vol, veh/h		324			208			228			89	
Approach Delay, s/veh		19.2			16.8			13.3			10.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.4		24.6		31.4		24.6				
Change Period (Y+Rc), s		8.5		8.5		8.5		* 8.5				
Max Green Setting (Gmax), s		17.5		20.5		17.5		* 24				
Max Q Clear Time (g_c+I1), s		8.4		8.6		4.2		14.1				
Green Ext Time (p_c), s		0.6		0.6		0.2		1.0				
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.												





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Cumulative Year No Project AM

Intersection

Intersection Delay, s/veh 14

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	199	20	90	252	20	20	90	20	40	80	10
Future Vol, veh/h	24	199	20	90	252	20	20	90	20	40	80	10
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, %	0	3	0	7	4	0	0	5	0	0	5	29
Mvmt Flow	28	229	23	103	290	23	23	103	23	46	92	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	12.5	17.1	11.1	11.2
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	25%	31%
Vol Thru, %	69%	82%	70%	62%
Vol Right, %	15%	8%	6%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	243	362	130
LT Vol	20	24	90	40
Through Vol	90	199	252	80
RT Vol	20	20	20	10
Lane Flow Rate	149	279	416	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.25	0.423	0.624	0.253
Departure Headway (Hd)	6.025	5.447	5.398	6.099
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	593	659	666	586
Service Time	4.097	3.507	3.45	4.171
HCM Lane V/C Ratio	0.251	0.423	0.625	0.254
HCM Control Delay	11.1	12.5	17.1	11.2
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1	2.1	4.4	1

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Cumulative Year No Project AM

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	496	1	7	146	0	0	0	0	0	10	30
Future Vol, veh/h	0	496	1	7	146	0	0	0	0	0	10	30
Conflicting Peds, #/hr	22	0	19	19	0	22	0	0	0	3	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	590	1	8	174	0	0	0	0	0	12	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	610	0	0	488	800	185
Stage 1	-	-	-	-	-	-	190	190	-
Stage 2	-	-	-	-	-	-	298	610	-
Critical Hdwy	-	-	-	4.1	-	-	6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	979	-	0	528	320	862
Stage 1	0	-	-	-	-	0	847	747	-
Stage 2	0	-	-	-	-	0	733	488	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	979	-	-	523	0	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	523	0	-
Stage 1	-	-	-	-	-	-	847	0	-
Stage 2	-	-	-	-	-	-	726	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.4	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	979	-	853
HCM Lane V/C Ratio	-	-	0.009	-	0.056
HCM Control Delay (s)	-	-	8.7	-	9.5
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Cumulative Year No Project AM

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱						↷	
Traffic Vol, veh/h	0	267	10	20	195	0	0	0	0	0	10	40
Future Vol, veh/h	0	267	10	20	195	0	0	0	0	0	10	40
Conflicting Peds, #/hr	5	0	3	3	0	5	8	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	300	11	22	219	0	0	0	0	0	11	45
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	314	0	0				569	577	227
Stage 1	-	-	-	-	-	-				263	263	-
Stage 2	-	-	-	-	-	-				306	314	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1258	-	0				487	430	817
Stage 1	0	-	-	-	-	0				786	694	-
Stage 2	0	-	-	-	-	0				751	660	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1258	-	-				477	0	811
Mov Cap-2 Maneuver	-	-	-	-	-	-				477	0	-
Stage 1	-	-	-	-	-	-				786	0	-
Stage 2	-	-	-	-	-	-				736	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.7			9.8					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1258	-	811							
HCM Lane V/C Ratio	-	-	0.018	-	0.069							
HCM Control Delay (s)	-	-	7.9	0	9.8							
HCM Lane LOS	-	-	A	A	A							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	724	50	30	166	30	39	110	120	60	70	120
Future Volume (veh/h)	30	724	50	30	166	30	39	110	120	60	70	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.86	0.92		0.90	0.97		0.83
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	1710	1697	1710	1710	1697	1657	1710	1710	1697	1710	1683	1710
Adj Flow Rate, veh/h	32	778	42	32	178	19	42	118	100	65	75	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	1	0	2	0
Cap, veh/h	77	868	46	70	227	21	115	261	195	219	222	99
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	56	2701	144	21	707	66	127	654	488	359	557	249
Grp Volume(v), veh/h	474	0	378	229	0	0	260	0	0	178	0	0
Grp Sat Flow(s),veh/h/ln	1608	0	1293	793	0	0	1270	0	0	1164	0	0
Q Serve(g_s), s	0.0	0.0	18.2	2.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.3	0.0	18.2	20.4	0.0	0.0	9.5	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.07		0.11	0.14		0.08	0.16		0.38	0.37		0.21
Lane Grp Cap(c), veh/h	576	0	416	318	0	0	570	0	0	540	0	0
V/C Ratio(X)	0.82	0.00	0.91	0.72	0.00	0.00	0.46	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	576	0	416	318	0	0	570	0	0	540	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	1.00	1.00	0.00	0.00	0.73	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	21.1	18.5	0.0	0.0	14.6	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	23.1	6.7	0.0	0.0	1.9	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	7.8	0.0	7.8	3.2	0.0	0.0	3.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	44.3	25.2	0.0	0.0	16.5	0.0	0.0	15.2	0.0	0.0
LnGrp LOS	C	A	D	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	852			229			260			178		
Approach Delay, s/veh	36.2			25.2			16.5			15.2		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	30.0			35.0			30.0			35.0		
Change Period (Y+Rc), s	* 9.1			* 9.1			* 9.1			* 9.1		
Max Green Setting (Gmax), s	* 21			* 26			* 21			* 26		
Max Q Clear Time (g_c+I1), s	20.3			8.3			22.4			11.5		
Green Ext Time (p_c), s	0.3			0.7			0.0			1.0		
Intersection Summary												
HCM 6th Ctrl Delay			28.7									
HCM 6th LOS			C									
Notes												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/06/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	780	50	20	130	10	30	74	110	110	116	40
Future Volume (veh/h)	60	780	50	20	130	10	30	74	110	110	116	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.96	0.98		0.93
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	1710	1683	1710	1710	1710	1710	1537	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	65	839	44	22	140	6	32	80	38	118	125	43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	0	0	13	0	0	0	0	0
Cap, veh/h	122	1242	64	92	462	18	106	206	85	187	158	48
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	135	2613	135	72	971	39	174	824	338	456	630	192
Grp Volume(v), veh/h	521	0	427	168	0	0	150	0	0	286	0	0
Grp Sat Flow(s),veh/h/ln	1576	0	1306	1081	0	0	1336	0	0	1279	0	0
Q Serve(g_s), s	0.0	0.0	17.9	1.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0
Cycle Q Clear(g_c), s	18.1	0.0	17.9	18.8	0.0	0.0	6.2	0.0	0.0	14.9	0.0	0.0
Prop In Lane	0.12		0.10	0.13		0.04	0.21		0.25	0.41		0.15
Lane Grp Cap(c), veh/h	807	0	621	572	0	0	397	0	0	393	0	0
V/C Ratio(X)	0.64	0.00	0.69	0.29	0.00	0.00	0.38	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	807	0	621	572	0	0	504	0	0	494	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	14.3	11.1	0.0	0.0	22.0	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	6.1	1.3	0.0	0.0	0.2	0.0	0.0	2.4	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	6.7	0.0	5.9	1.6	0.0	0.0	2.0	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	0.0	20.4	12.4	0.0	0.0	22.2	0.0	0.0	27.4	0.0	0.0
LnGrp LOS	B		C	B			C			C		
Approach Vol, veh/h		948			168			150			286	
Approach Delay, s/veh		19.1			12.4			22.2			27.4	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.9		27.1		42.9		27.1				
Change Period (Y+Rc), s		9.6		9.6		9.6		9.6				
Max Green Setting (Gmax), s		27.4		23.4		27.4		23.4				
Max Q Clear Time (g_c+I1), s		20.1		16.9		20.8		8.2				
Green Ext Time (p_c), s		4.4		0.7		0.6		0.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			20.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	369	99	24	136	30	40	160	69	10	100	30
Future Volume (veh/h)	80	369	99	24	136	30	40	160	69	10	100	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	1.00		0.97	0.97		0.95	0.98		0.92
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	1710	1683	1710	1710	1697	1710	1710	1683	1683	1710	1683	1710
Adj Flow Rate, veh/h	88	405	87	26	149	14	44	176	44	11	110	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	0	0	1	0	0	2	2	0	2	0
Cap, veh/h	123	387	79	99	426	37	111	343	78	76	445	30
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.35	0.35	0.35	0.11	0.11	0.11
Sat Flow, veh/h	152	987	201	91	1085	94	134	991	225	46	1284	88
Grp Volume(v), veh/h	580	0	0	189	0	0	264	0	0	129	0	0
Grp Sat Flow(s),veh/h/ln	1339	0	0	1270	0	0	1350	0	0	1419	0	0
Q Serve(g_s), s	19.4	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.5	0.0	0.0	5.9	0.0	0.0	9.8	0.0	0.0	5.3	0.0	0.0
Prop In Lane	0.15		0.15	0.14		0.07	0.17		0.17	0.09		0.06
Lane Grp Cap(c), veh/h	589	0	0	561	0	0	532	0	0	551	0	0
V/C Ratio(X)	0.98	0.00	0.00	0.34	0.00	0.00	0.50	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	589	0	0	561	0	0	532	0	0	551	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.78	0.00	0.00
Uniform Delay (d), s/veh	20.8	0.0	0.0	13.8	0.0	0.0	17.1	0.0	0.0	21.2	0.0	0.0
Incr Delay (d2), s/veh	32.9	0.0	0.0	0.1	0.0	0.0	3.3	0.0	0.0	0.8	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	13.9	0.0	0.0	1.8	0.0	0.0	3.4	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.0	0.0	13.9	0.0	0.0	20.4	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	D	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		580			189			264			129	
Approach Delay, s/veh		53.7			13.9			20.4			21.9	
Approach LOS		D			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		34.0		31.0		34.0				
Change Period (Y+Rc), s		8.5		8.5		8.5		8.5				
Max Green Setting (Gmax), s		22.5		25.5		22.5		25.5				
Max Q Clear Time (g_c+I1), s		11.8		7.9		7.3		27.5				
Green Ext Time (p_c), s		0.8		0.7		0.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				36.1								
HCM 6th LOS				D								





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Cumulative Year No Project PM

Intersection

Intersection Delay, s/veh 19.6

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	312	30	30	282	20	20	115	40	50	80	10
Future Vol, veh/h	40	312	30	30	282	20	20	115	40	50	80	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	1	7	0	1	4	0	0	3	0	0	0
Mvmt Flow	47	367	35	35	332	24	24	135	47	59	94	12
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	24.2	20	14	13.4
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	10%	9%	36%
Vol Thru, %	66%	82%	85%	57%
Vol Right, %	23%	8%	6%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	382	332	140
LT Vol	20	40	30	50
Through Vol	115	312	282	80
RT Vol	40	30	20	10
Lane Flow Rate	206	449	391	165
Geometry Grp	1	1	1	1
Degree of Util (X)	0.385	0.742	0.657	0.32
Departure Headway (Hd)	6.729	5.942	6.053	6.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	533	607	594	512
Service Time	4.799	3.997	4.112	5.07
HCM Lane V/C Ratio	0.386	0.74	0.658	0.322
HCM Control Delay	14	24.2	20	13.4
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.8	6.5	4.8	1.4

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Cumulative Year No Project PM

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	900	1	4	160	0	0	0	0	0	0	70
Future Vol, veh/h	0	900	1	4	160	0	0	0	0	0	0	70
Conflicting Peds, #/hr	70	0	2	2	0	70	10	0	2	2	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	1023	1	5	182	0	0	0	0	0	0	80
Major/Minor	Major1		Major2				Minor2					
Conflicting Flow All	-	0	0	1026	0	0				706	1218	192
Stage 1	-	-	-	-	-	-				192	192	-
Stage 2	-	-	-	-	-	-				514	1026	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	685	-	0				390	182	855
Stage 1	0	-	-	-	-	0				845	745	-
Stage 2	0	-	-	-	-	0				571	315	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	685	-	-				387	0	847
Mov Cap-2 Maneuver	-	-	-	-	-	-				387	0	-
Stage 1	-	-	-	-	-	-				845	0	-
Stage 2	-	-	-	-	-	-				566	0	-
Approach	EB		WB				SB					
HCM Control Delay, s	0		0.3				9.7					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	685	-	847							
HCM Lane V/C Ratio	-	-	0.007	-	0.094							
HCM Control Delay (s)	-	-	10.3	-	9.7							
HCM Lane LOS	-	-	B	-	A							
HCM 95th %tile Q(veh)	-	-	0	-	0.3							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Cumulative Year No Project PM

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱						↲	
Traffic Vol, veh/h	0	438	10	30	225	0	0	0	0	0	10	33
Future Vol, veh/h	0	438	10	30	225	0	0	0	0	0	10	33
Conflicting Peds, #/hr	30	0	4	4	0	30	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	6	1	0	0	0	0	0	0	0
Mvmt Flow	0	515	12	35	265	0	0	0	0	0	12	39
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	531	0	0		859	866	269		
Stage 1	-	-	-	-	-	-		335	335	-		
Stage 2	-	-	-	-	-	-		524	531	-		
Critical Hdwy	-	-	-	4.16	-	-		6.4	6.5	6.2		
Critical Hdwy Stg 1	-	-	-	-	-	-		5.4	5.5	-		
Critical Hdwy Stg 2	-	-	-	-	-	-		5.4	5.5	-		
Follow-up Hdwy	-	-	-	2.254	-	-		3.5	4	3.3		
Pot Cap-1 Maneuver	0	-	-	1016	-	0		329	293	775		
Stage 1	0	-	-	-	-	0		729	646	-		
Stage 2	0	-	-	-	-	0		598	529	-		
Platoon blocked, %	-	-	-	-	-	-		-	-	-		
Mov Cap-1 Maneuver	-	-	-	1016	-	-		316	0	772		
Mov Cap-2 Maneuver	-	-	-	-	-	-		316	0	-		
Stage 1	-	-	-	-	-	-		729	0	-		
Stage 2	-	-	-	-	-	-		574	0	-		
Approach	EB			WB			SB					
HCM Control Delay, s	0			1			10					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1016	-	772							
HCM Lane V/C Ratio	-	-	0.035	-	0.066							
HCM Control Delay (s)	-	-	8.7	0	10							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	380	20	20	150	10	40	60	80	50	90	110
Future Volume (veh/h)	10	380	20	20	150	10	40	60	80	50	90	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.93	0.99		0.97	0.99		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	1710	1657	1323	1710	1697	1523	1710	1683	1657	1710	1670	1697
Adj Flow Rate, veh/h	11	400	10	21	158	5	42	63	2	53	95	116
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
Percent Heavy Veh, %	0	4	29	0	1	14	0	2	4	0	3	1
Cap, veh/h	75	594	15	85	233	7	284	371	11	158	244	254
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	30	2845	70	56	1116	33	420	806	23	173	530	551
Grp Volume(v), veh/h	236	0	185	184	0	0	107	0	0	264	0	0
Grp Sat Flow(s),veh/h/ln	1644	0	1301	1205	0	0	1249	0	0	1255	0	0
Q Serve(g_s), s	0.0	0.0	7.2	1.0	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	7.2	8.2	0.0	0.0	2.3	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.05		0.05	0.11		0.03	0.39		0.02	0.20		0.44
Lane Grp Cap(c), veh/h	412	0	272	325	0	0	666	0	0	656	0	0
V/C Ratio(X)	0.57	0.00	0.68	0.57	0.00	0.00	0.16	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	629	0	447	504	0	0	666	0	0	656	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	1.00	1.00	0.00	0.00	0.74	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	20.1	19.9	0.0	0.0	8.6	0.0	0.0	10.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.1	0.6	0.0	0.0	0.4	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	2.6	0.0	2.1	2.0	0.0	0.0	0.7	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	21.2	20.4	0.0	0.0	9.0	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	C	A	C	C	A	A	A	A	A	B	A	A
Approach Vol, veh/h		421			184			107			264	
Approach Delay, s/veh		20.8			20.4			9.0			11.9	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.6		34.4		20.6		34.4				
Change Period (Y+Rc), s		* 9.1		* 9.1		* 9.1		* 9.1				
Max Green Setting (Gmax), s		* 19		* 18		* 19		* 18				
Max Q Clear Time (g_c+I1), s		9.2		9.4		10.2		4.3				
Green Ext Time (p_c), s		1.2		0.7		0.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				17.0								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	430	10	10	220	20	10	110	60	60	160	20
Future Volume (veh/h)	30	430	10	10	220	20	10	110	60	60	160	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.97	0.99		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	1617	1670	1710	1483	1697	1710	1270	1683	1630	1590	1630	1710
Adj Flow Rate, veh/h	33	467	8	11	239	14	11	120	27	65	174	15
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
Percent Heavy Veh, %	7	3	0	17	1	0	33	2	6	9	6	0
Cap, veh/h	115	1390	23	63	682	39	64	252	54	120	218	17
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	114	2754	46	20	1351	77	40	1139	243	250	986	78
Grp Volume(v), veh/h	280	0	228	264	0	0	158	0	0	254	0	0
Grp Sat Flow(s),veh/h/ln	1594	0	1319	1447	0	0	1422	0	0	1313	0	0
Q Serve(g_s), s	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	7.2	7.6	0.0	0.0	6.8	0.0	0.0	12.9	0.0	0.0
Prop In Lane	0.12		0.04	0.04		0.05	0.07		0.17	0.26		0.06
Lane Grp Cap(c), veh/h	862	0	666	784	0	0	369	0	0	355	0	0
V/C Ratio(X)	0.32	0.00	0.34	0.34	0.00	0.00	0.43	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	862	0	666	784	0	0	524	0	0	495	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	10.4	10.5	0.0	0.0	23.9	0.0	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.4	1.2	0.0	0.0	0.3	0.0	0.0	1.2	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	2.6	0.0	2.2	2.5	0.0	0.0	2.3	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	11.8	11.6	0.0	0.0	24.2	0.0	0.0	27.3	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		508			264			158			254	
Approach Delay, s/veh		11.5			11.6			24.2			27.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.9		25.1		44.9		25.1				
Change Period (Y+Rc), s		* 9.6		* 9.6		* 9.6		* 9.6				
Max Green Setting (Gmax), s		* 27		* 23		* 27		* 23				
Max Q Clear Time (g_c+I1), s		9.2		14.9		9.6		8.8				
Green Ext Time (p_c), s		4.2		0.7		2.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	240	60	30	170	10	60	130	40	0	80	40
Future Volume (veh/h)	30	240	60	30	170	10	60	130	40	0	80	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.98		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.88	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1643	1670	1710	1630	1683	1417	1710	1697	1710	1710	1603	1563
Adj Flow Rate, veh/h	33	267	41	33	189	5	67	144	22	0	89	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	0	6	2	22	0	1	0	0	8	11
Cap, veh/h	92	340	49	106	377	9	198	362	50	0	560	0
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.40	0.40	0.40	0.00	0.40	0.00
Sat Flow, veh/h	72	1143	166	109	1266	31	290	908	125	0	1403	0
Grp Volume(v), veh/h	341	0	0	227	0	0	233	0	0	0	89	0
Grp Sat Flow(s),veh/h/ln	1381	0	0	1405	0	0	1322	0	0	0	1403	0
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0	2.3	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	7.2	0.0	0.0	6.7	0.0	0.0	0.0	2.3	0.0
Prop In Lane	0.10		0.12	0.15		0.02	0.29		0.09	0.00		0.00
Lane Grp Cap(c), veh/h	482	0	0	492	0	0	610	0	0	0	560	0
V/C Ratio(X)	0.71	0.00	0.00	0.46	0.00	0.00	0.38	0.00	0.00	0.00	0.16	0.00
Avail Cap(c_a), veh/h	646	0	0	582	0	0	610	0	0	0	560	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	0.00	0.85	0.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	16.3	0.0	0.0	12.1	0.0	0.0	0.0	10.8	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	1.8	0.0	0.0	0.0	0.5	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	3.9	0.0	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	16.6	0.0	0.0	13.9	0.0	0.0	0.0	11.3	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	B	A
Approach Vol, veh/h		341			227			233			89	
Approach Delay, s/veh		19.4			16.6			13.9			11.3	
Approach LOS		B			B			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		8.5		8.5		8.5		* 8.5				
Max Green Setting (Gmax), s		17.5		20.5		17.5		* 24				
Max Q Clear Time (g_c+I1), s		8.7		9.2		4.3		14.8				
Green Ext Time (p_c), s		0.6		0.7		0.2		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				16.4								
HCM 6th LOS				B								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Cumulative Year Plus Project AM

Intersection

Intersection Delay, s/veh 14.8

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	210	20	90	260	20	20	90	20	30	100	10
Future Vol, veh/h	30	210	20	90	260	20	20	90	20	30	100	10
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, %	0	3	0	7	4	0	0	5	0	0	5	29
Mvmt Flow	34	241	23	103	299	23	23	103	23	34	115	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	13.3			18.2			11.4			11.7		
HCM LOS	B			C			B			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	12%	24%	21%
Vol Thru, %	69%	81%	70%	71%
Vol Right, %	15%	8%	5%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	260	370	140
LT Vol	20	30	90	30
Through Vol	90	210	260	100
RT Vol	20	20	20	10
Lane Flow Rate	149	299	425	161
Geometry Grp	1	1	1	1
Degree of Util (X)	0.256	0.46	0.649	0.277
Departure Headway (Hd)	6.161	5.538	5.491	6.193
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	578	646	655	576
Service Time	4.249	3.608	3.554	4.278
HCM Lane V/C Ratio	0.258	0.463	0.649	0.28
HCM Control Delay	11.4	13.3	18.2	11.7
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1	2.4	4.8	1.1




HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Cumulative Year Plus Project AM

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	500	50	40	170	0	0	0	0	0	10	30
Future Vol, veh/h	0	500	50	40	170	0	0	0	0	0	10	30
Conflicting Peds, #/hr	22	0	19	19	0	22	0	0	0	3	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	595	60	48	202	0	0	0	0	0	12	36
Major/Minor	Major1		Major2				Minor2					
Conflicting Flow All	-	0	0	674	0	0				599	972	213
Stage 1	-	-	-	-	-	-				298	298	-
Stage 2	-	-	-	-	-	-				301	674	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	927	-	0				453	254	832
Stage 1	0	-	-	-	-	0				758	671	-
Stage 2	0	-	-	-	-	0				731	457	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	927	-	-				427	0	823
Mov Cap-2 Maneuver	-	-	-	-	-	-				427	0	-
Stage 1	-	-	-	-	-	-				758	0	-
Stage 2	-	-	-	-	-	-				689	0	-
Approach	EB		WB				SB					
HCM Control Delay, s	0		1.7				9.6					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	927	-	823							
HCM Lane V/C Ratio	-	-	0.051	-	0.058							
HCM Control Delay (s)	-	-	9.1	-	9.6							
HCM Lane LOS	-	-	A	-	A							
HCM 95th %tile Q(veh)	-	-	0.2	-	0.2							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

















Cumulative Year Plus Project AM

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	280	10	20	200	0	0	0	0	10	10	50
Future Vol, veh/h	0	280	10	20	200	0	0	0	0	10	10	50
Conflicting Peds, #/hr	5	0	3	3	0	5	8	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	315	11	22	225	0	0	0	0	11	11	56
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	329	0	0				590	598	233
Stage 1	-	-	-	-	-	-				269	269	-
Stage 2	-	-	-	-	-	-				321	329	-
Critical Hdwy	-	-	-	4.1	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1242	-	0				474	418	811
Stage 1	0	-	-	-	-	0				781	690	-
Stage 2	0	-	-	-	-	0				740	650	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1242	-	-				465	0	805
Mov Cap-2 Maneuver	-	-	-	-	-	-				465	0	-
Stage 1	-	-	-	-	-	-				781	0	-
Stage 2	-	-	-	-	-	-				725	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.7			10.6					
HCM LOS							B					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1242	-	718							
HCM Lane V/C Ratio	-	-	0.018	-	0.11							
HCM Control Delay (s)	-	-	8	0	10.6							
HCM Lane LOS	-	-	A	A	B							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.4							

HCM 6th Signalized Intersection Summary

14: S B St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	730	50	30	170	30	40	110	120	60	70	120
Future Volume (veh/h)	30	730	50	30	170	30	40	110	120	60	70	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.84	1.00		0.86	0.92		0.90	0.97		0.83
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	1710	1697	1710	1710	1697	1657	1710	1710	1697	1710	1683	1710
Adj Flow Rate, veh/h	32	785	42	32	183	19	43	118	101	65	75	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	1	4	0	0	1	0	2	0
Cap, veh/h	77	868	46	69	225	20	116	259	195	218	222	99
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	56	2698	142	18	698	63	130	649	489	358	556	248
Grp Volume(v), veh/h	477	0	382	234	0	0	262	0	0	178	0	0
Grp Sat Flow(s),veh/h/ln	1603	0	1293	780	0	0	1268	0	0	1163	0	0
Q Serve(g_s), s	0.0	0.0	18.5	2.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.5	0.0	18.5	20.8	0.0	0.0	9.6	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.07		0.11	0.14		0.08	0.16		0.39	0.37		0.21
Lane Grp Cap(c), veh/h	575	0	416	314	0	0	570	0	0	539	0	0
V/C Ratio(X)	0.83	0.00	0.92	0.75	0.00	0.00	0.46	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	575	0	416	314	0	0	570	0	0	539	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	1.00	1.00	0.00	0.00	0.73	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.0	0.0	21.2	18.7	0.0	0.0	14.6	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.0	24.7	8.4	0.0	0.0	1.9	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	8.0	0.0	8.0	3.4	0.0	0.0	3.0	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	0.0	46.0	27.0	0.0	0.0	16.6	0.0	0.0	15.2	0.0	0.0
LnGrp LOS	C	A	D	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h	859				234				262			
Approach Delay, s/veh	37.3				27.0				16.6			
Approach LOS	D				C				B			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	30.0			35.0			30.0			35.0		
Change Period (Y+Rc), s	* 9.1			* 9.1			* 9.1			* 9.1		
Max Green Setting (Gmax), s	* 21			* 26			* 21			* 26		
Max Q Clear Time (g_c+I1), s	20.5			8.3			22.8			11.6		
Green Ext Time (p_c), s	0.2			0.7			0.0			1.0		
Intersection Summary												
HCM 6th Ctrl Delay			29.6									
HCM 6th LOS			C									
Notes												

HCM 6th Signalized Intersection Summary

3: S Claremont St & E 4th Ave

















05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	800	50	20	130	10	30	80	110	110	120	40
Future Volume (veh/h)	50	800	50	20	130	10	30	80	110	110	120	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.96	0.98		0.93
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	1710	1683	1710	1710	1710	1710	1537	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	54	860	43	22	140	5	32	86	59	118	129	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	0	0	0	0	13	0	0	0	0	0
Cap, veh/h	107	1277	63	92	464	15	96	190	113	187	163	33
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	106	2685	132	72	975	32	141	761	451	454	653	130
Grp Volume(v), veh/h	531	0	426	167	0	0	177	0	0	276	0	0
Grp Sat Flow(s),veh/h/ln	1616	0	1307	1079	0	0	1353	0	0	1238	0	0
Q Serve(g_s), s	0.0	0.0	17.8	1.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0
Cycle Q Clear(g_c), s	17.7	0.0	17.8	18.7	0.0	0.0	7.7	0.0	0.0	14.9	0.0	0.0
Prop In Lane	0.10		0.10	0.13		0.03	0.18		0.33	0.43		0.11
Lane Grp Cap(c), veh/h	825	0	622	572	0	0	399	0	0	383	0	0
V/C Ratio(X)	0.64	0.00	0.69	0.29	0.00	0.00	0.44	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	825	0	622	572	0	0	507	0	0	483	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	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	14.3	11.1	0.0	0.0	22.6	0.0	0.0	25.1	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.0	6.1	1.3	0.0	0.0	0.3	0.0	0.0	2.3	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	6.8	0.0	5.8	1.6	0.0	0.0	2.4	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	0.0	20.3	12.4	0.0	0.0	22.8	0.0	0.0	27.3	0.0	0.0
LnGrp LOS	B	A	C	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h	957			167			177			276		
Approach Delay, s/veh	19.0			12.4			22.8			27.3		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.9			27.1			42.9			27.1		
Change Period (Y+Rc), s	* 9.6			* 9.6			* 9.6			* 9.6		
Max Green Setting (Gmax), s	* 27			* 23			* 27			* 23		
Max Q Clear Time (g_c+I1), s	19.8			16.9			20.7			9.7		
Green Ext Time (p_c), s	4.6			0.6			0.7			0.6		
Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									
Notes												

HCM 6th Signalized Intersection Summary

17: S B St & E 5th Ave

05/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	380	100	30	190	30	40	160	70	10	100	30
Future Volume (veh/h)	80	380	100	30	190	30	40	160	70	10	100	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	1.00		0.97	0.97		0.95	0.98		0.92
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	1710	1683	1710	1710	1697	1710	1710	1683	1683	1710	1683	1710
Adj Flow Rate, veh/h	88	418	88	33	209	20	44	176	44	11	110	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	0	0	1	0	0	2	2	0	2	0
Cap, veh/h	122	391	78	94	439	39	111	343	78	76	445	30
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.35	0.35	0.35	0.11	0.11	0.11
Sat Flow, veh/h	149	997	199	81	1118	99	134	991	225	46	1284	88
Grp Volume(v), veh/h	594	0	0	262	0	0	264	0	0	129	0	0
Grp Sat Flow(s),veh/h/ln	1346	0	0	1299	0	0	1350	0	0	1419	0	0
Q Serve(g_s), s	16.9	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.5	0.0	0.0	8.6	0.0	0.0	9.8	0.0	0.0	5.3	0.0	0.0
Prop In Lane	0.15		0.15	0.13		0.08	0.17		0.17	0.09		0.06
Lane Grp Cap(c), veh/h	592	0	0	572	0	0	532	0	0	551	0	0
V/C Ratio(X)	1.00	0.00	0.00	0.46	0.00	0.00	0.50	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	592	0	0	572	0	0	532	0	0	551	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.78	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	0.0	14.6	0.0	0.0	17.1	0.0	0.0	21.2	0.0	0.0
Incr Delay (d2), s/veh	38.0	0.0	0.0	0.2	0.0	0.0	3.3	0.0	0.0	0.8	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	15.0	0.0	0.0	2.7	0.0	0.0	3.4	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	0.0	0.0	14.8	0.0	0.0	20.4	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	F	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		594			262			264			129	
Approach Delay, s/veh		58.9			14.8			20.4			21.9	
Approach LOS		E			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		34.0		31.0		34.0				
Change Period (Y+Rc), s		8.5		8.5		8.5		8.5				
Max Green Setting (Gmax), s		22.5		25.5		22.5		25.5				
Max Q Clear Time (g_c+I1), s		11.8		10.6		7.3		27.5				
Green Ext Time (p_c), s		0.8		1.0		0.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				37.7								
HCM 6th LOS				D								





HCM 6th AWSC
5: S Claremont St & E 5th Ave

Cumulative Year Plus Project PM

Intersection

Intersection Delay, s/veh24.2

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	350	30	30	290	20	20	90	40	30	100	30
Future Vol, veh/h	50	350	30	30	290	20	20	90	40	30	100	30
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	1	7	0	1	4	0	0	3	0	0	0
Mvmt Flow	59	412	35	35	341	24	24	106	47	35	118	35
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	33.3	21.9		13.8		14.2						
HCM LOS	D	C		B		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	12%	9%	19%
Vol Thru, %	60%	81%	85%	62%
Vol Right, %	27%	7%	6%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	430	340	160
LT Vol	20	50	30	30
Through Vol	90	350	290	100
RT Vol	40	30	20	30
Lane Flow Rate	176	506	400	188
Geometry Grp	1	1	1	1
Degree of Util (X)	0.345	0.843	0.688	0.368
Departure Headway (Hd)	7.033	5.998	6.189	7.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	508	602	580	508
Service Time	5.12	4.062	4.259	5.132
HCM Lane V/C Ratio	0.346	0.841	0.69	0.37
HCM Control Delay	13.8	33.3	21.9	14.2
HCM Lane LOS	B	D	C	B
HCM 95th-tile Q	1.5	9.1	5.3	1.7

HCM 6th TWSC
15: S Railroad Ave & E 4th Ave

Cumulative Year Plus Project PM

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑						↑	
Traffic Vol, veh/h	0	900	10	10	160	0	0	0	0	0	0	70
Future Vol, veh/h	0	900	10	10	160	0	0	0	0	0	0	70
Conflicting Peds, #/hr	70	0	2	2	0	70	10	0	2	2	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081298944	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	1023	11	11	182	0	0	0	0	0	0	80
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	1036	0	0				718	1240	192
Stage 1	-	-	-	-	-	-				204	204	-
Stage 2	-	-	-	-	-	-				514	1036	-
Critical Hdwy	-	-	-	4.1	-	-				6.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.8	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	679	-	0				383	177	855
Stage 1	0	-	-	-	-	0				835	737	-
Stage 2	0	-	-	-	-	0				571	311	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	679	-	-				376	0	847
Mov Cap-2 Maneuver	-	-	-	-	-	-				376	0	-
Stage 1	-	-	-	-	-	-				835	0	-
Stage 2	-	-	-	-	-	-				561	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			0.6			9.7					
HCM LOS							A					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	679	-	847							
HCM Lane V/C Ratio	-	-	0.017	-	0.094							
HCM Control Delay (s)	-	-	10.4	-	9.7							
HCM Lane LOS	-	-	B	-	A							
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3							

HCM 6th TWSC
18: S Railroad Ave & E 5th Ave

Cumulative Year Plus Project PM

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱						↰↱	
Traffic Vol, veh/h	0	450	10	30	240	0	0	0	0	50	10	80
Future Vol, veh/h	0	450	10	30	240	0	0	0	0	50	10	80
Conflicting Peds, #/hr	30	0	4	4	0	30	4	0	3	3	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1081278464	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	6	1	0	0	0	0	0	0	0
Mvmt Flow	0	529	12	35	282	0	0	0	0	59	12	94
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	545	0	0				890	897	286
Stage 1	-	-	-	-	-	-				352	352	-
Stage 2	-	-	-	-	-	-				538	545	-
Critical Hdwy	-	-	-	4.16	-	-				6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.4	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-				3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1004	-	0				316	281	758
Stage 1	0	-	-	-	-	0				716	635	-
Stage 2	0	-	-	-	-	0				589	522	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1004	-	-				303	0	755
Mov Cap-2 Maneuver	-	-	-	-	-	-				303	0	-
Stage 1	-	-	-	-	-	-				716	0	-
Stage 2	-	-	-	-	-	-				565	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			1			16.4					
HCM LOS							C					
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1							
Capacity (veh/h)	-	-	1004	-	480							
HCM Lane V/C Ratio	-	-	0.035	-	0.343							
HCM Control Delay (s)	-	-	8.7	0	16.4							
HCM Lane LOS	-	-	A	A	C							
HCM 95th %tile Q(veh)	-	-	0.1	-	1.5							

Appendix C: Site Plan Review Supporting Materials



PLANNING APPLICATION SUBMISSION FOR:

BESPOKE

401-445 S B STREET

SAN MATEO, CA 94401



PLANNING APPLICATION SUBMISSION FOR:

4TH & RAILROAD

307 E 4TH AVENUE

SAN MATEO, CA 94401



RMW

RMW
Architecture
Interiors

30 E Santa Clara St.
Suite 200
San Jose
California 95113

Office
408 294-8000

Fax
408 294-1747

rmw.com

CLIENT:



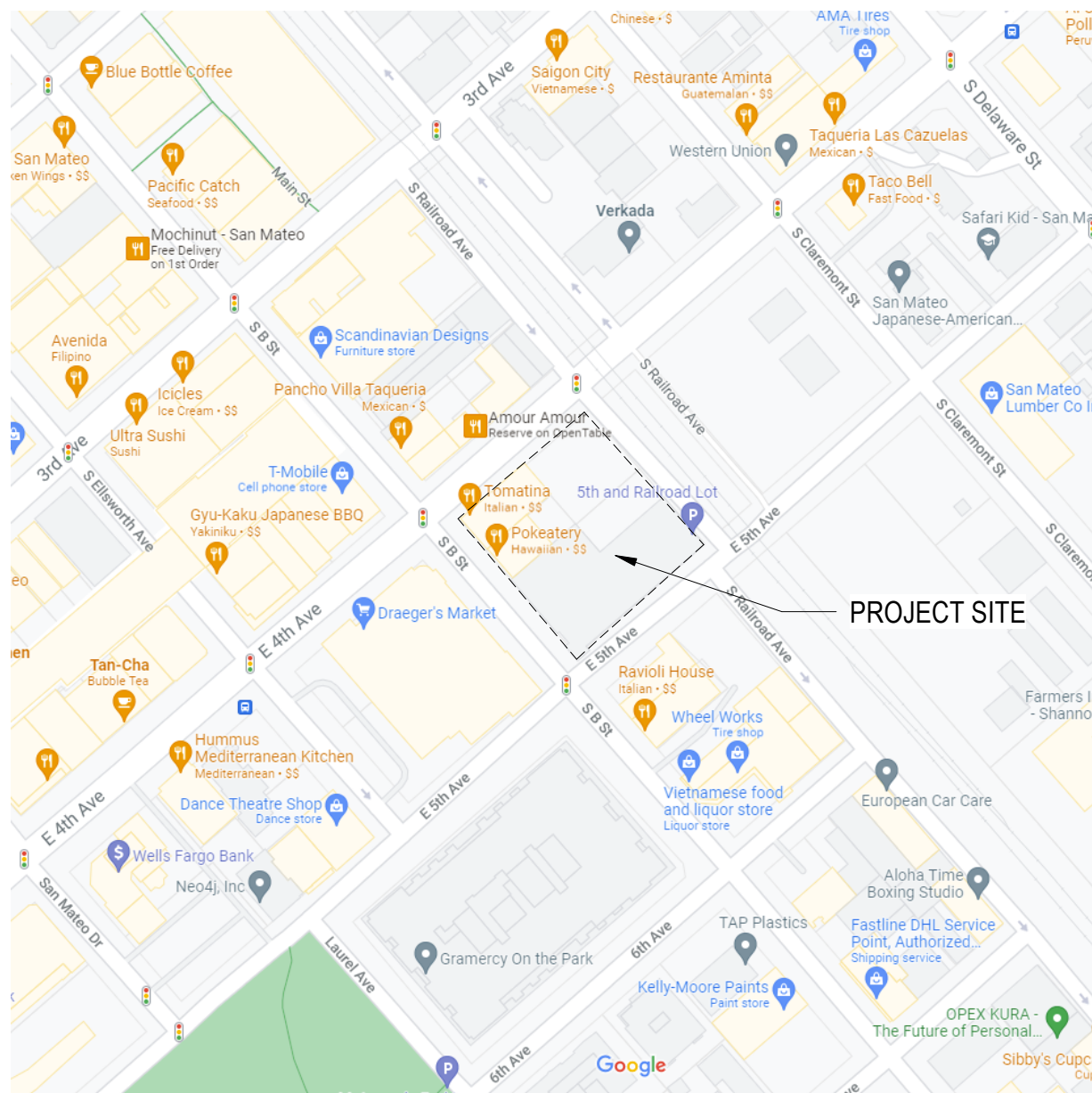
PROJECT NAME & ADDRESS:
BESPOKE

445 S B STREET
SAN MATEO, CA, 94401

ISSUE: PLANNING APPLICATION RESUBMITTAL #2
ISSUE DATE: 01/29/2024

REVISIONS:	DESCRIPTION	DATE
1	PLANNING APPLICATION	02/01/2023
1	PLANNING APPLICATION RESUBMITTAL	10/10/2023
2	PLANNING APPLICATION RESUBMITTAL #2	01/29/2024

VICINITY MAP



GENERAL INFORMATION

ADDRESS OF PROJECT:
COMMERCIAL: 401-445 S B STREET
SAN MATEO, CA 94401

RESIDENTIAL: 307 E 4TH AVENUE
SAN MATEO, CA 94401

ASSESSOR'S PARCEL NUMBER:
034-179-010, 034-179-020, 034-179-030, 034-179-040, 034-179-050, 034-179-060

EXISTING ZONING DISTRICT:
CENTRAL BUSINESS DISTRICT (CBD/R)

2009 DOWNTOWN PLAN AREA:
DOWNTOWN RETAIL CORE

LOT SIZE (SQ. FT.):
± 50,600 SQ. FT.

FLOOR AREA RATIO (FAR):
3.0

ALLOWABLE BUILDING AREA:
151,800 SQ. FT. (3.0 FAR)

FRONT SETBACK:
NONE

SIDE SETBACK:
NONE

REAR SETBACK:
NONE

EXISTING GROSS BUILDING AREA:
BUILDING 1 (302 E. 4TH AVE): 5,500 SF
BUILDING 2 (401-411 S B ST): 4,152 SF
BUILDING 3 (415-445 S B ST): 36,049 SF
TOTAL: 45,701 SF

PARKING CALCULATIONS

PARKING ZONE: CPID LIMITED PARKING ZONE (LPZ)

REQUIRED (SMMC 27.64.100)
RETAIL (1/91,000): 23 STALLS
OFFICE (2/61,000): 374 STALLS
RESIDENTIAL (0.5/UNIT): 30 STALLS

NOTE: AB2097 RELIEVES PROJECT OF PARKING REQUIREMENTS

PROVIDED

	COMMERCIAL	RESIDENTIAL
STANDARD:	33	11
COMPACT:	32	0
STACKER:	28	0
ACCESSIBLE (CBC 11B):	4 STD 1 VAN	1 STD 1 VAN
ACCESSIBLE EV:	100	16
TOTAL:	2527	6/31

NOTE: EV STALLS ARE NOT DISTINGUISHED IN TOTAL

BIKE PARKING

COMMERCIAL:
SHORT TERM RECD - OFFICE (1/20,000 SF): 15
SHORT TERM RECD - RETAIL (1/2,000 SF): 1
LONG TERM RECD - OFFICE (1/10,000 SF): 1
LONG TERM RECD - RETAIL (1/12,000 SF): 1
TOTAL: 18

PROVIDED SHORT TERM:
PROVIDED LONG TERM:
56

RESIDENTIAL:
SHORT TERM RECD - S & 1 BR (0.05/UNIT): 2
2 BR & 3 BR (0.1/UNIT): 6
LONG TERM RECD - S & 1 BR (1/UNIT): 27
2 BR (1.25/UNIT): 28
3 BR (1.5/UNIT): 28

PROVIDED SHORT TERM:
PROVIDED LONG TERM:
84

PROPOSED BUILDING AREA

PROPOSED BUILDING AREA PER SMMC 27.04.200:

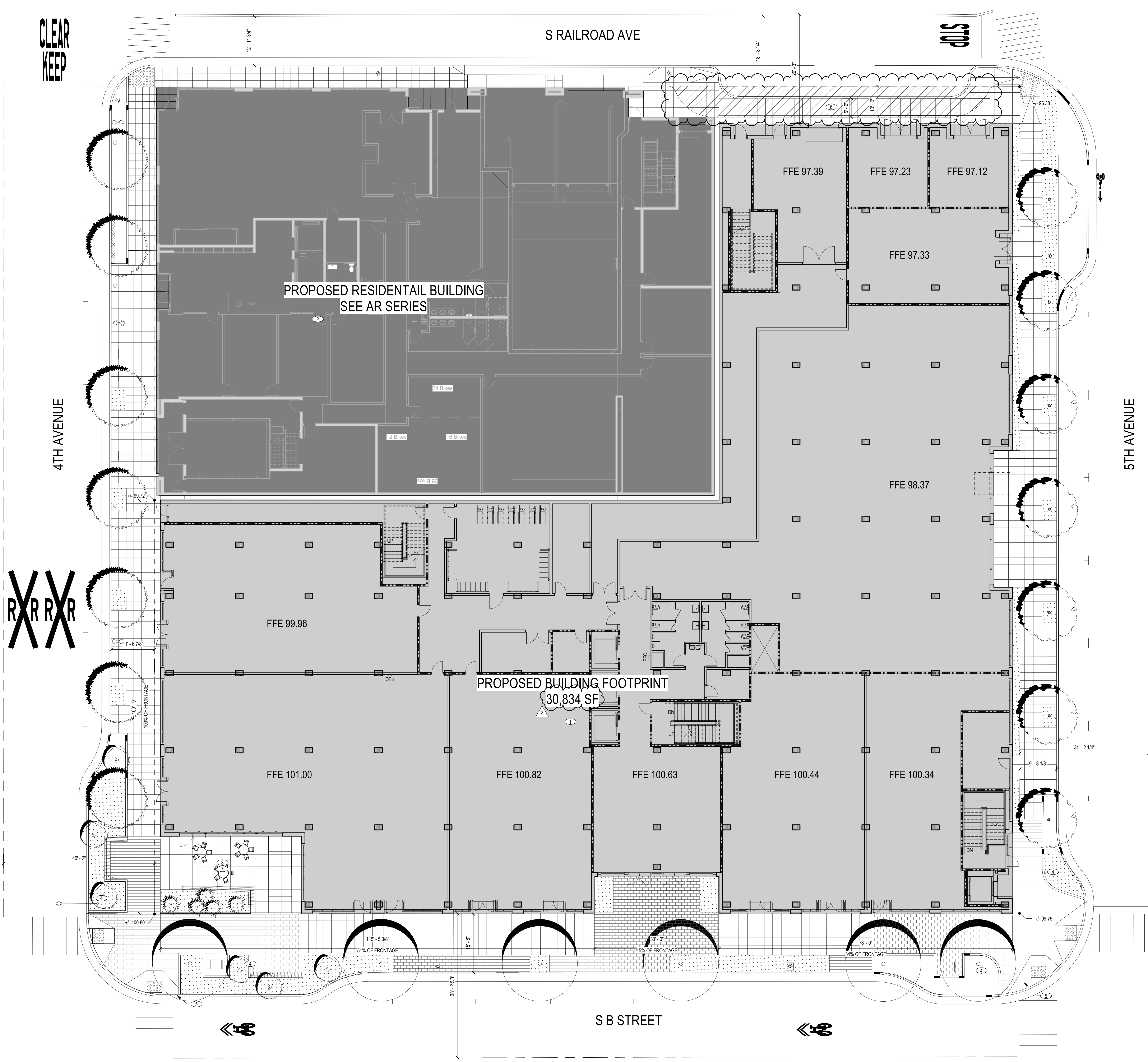
COMMERCIAL: 1ST FLOOR: 15,532
2ND FLOOR: 11,036
3RD FLOOR: 11,079
4TH FLOOR: 11,079
5TH FLOOR: 11,079
6TH FLOOR: 11,079
7TH FLOOR: 11,079
TOTAL: 81,963

RESIDENTIAL: 1ST FLOOR: 15,532
2ND FLOOR: 11,036
3RD FLOOR: 11,079
4TH FLOOR: 11,079
5TH FLOOR: 11,079
6TH FLOOR: 11,079
7TH FLOOR: 11,079
TOTAL: 81,963

TOTAL: 244,806 (4.84 FAR, INCREASED BY CA STATE DENSITY LAWS)

SHEET INDEX

ISSUE LOG KEY:				ISSUE LOG KEY:			
X ISSUED AS PART OF THIS SET				X ISSUED AS PART OF THIS SET			
R ISSUED FOR REFERENCE ONLY				R ISSUED FOR REFERENCE ONLY			
ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #
PLANNING APPLICATION	PLANNING APPLICATION	PLANNING APPLICATION	PLANNING APPLICATION	PLANNING APPLICATION	PLANNING APPLICATION	PLANNING APPLICATION	PLANNING APPLICATION
RESUBMITTAL	RESUBMITTAL	RESUBMITTAL	RESUBMITTAL	RESUBMITTAL	RESUBMITTAL	RESUBMITTAL	RESUBMITTAL
ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #	ISSUE #
REMARKS	REMARKS	REMARKS	REMARKS	REMARKS	REMARKS	REMARKS	REMARKS
ARCHITECTURAL				ARCHITECTURAL			
A0.1	COVER SHEET	X	X	C5.00	CONCEPT STORM DRAIN CAPACITY STUDY	X	X
A0.2	PROJECT INFORMATION	X	X	C5.00	CONCEPT TURNING ANALYSIS STUDY	X	X
A0.3	BASEMENT AND FIRST FLOOR CODE PLANS	X	X	L0.0	OPEN SPACE DIAGRAMS	X	X
A0.4	SECOND AND THIRD FLOOR CODE PLANS	X	X	L0.1	ARBOREST REPORT	X	X
A0.5	FOURTH AND FIFTH FLOOR CODE PLANS	X	X	L0.2	ARBOREST REPORT	X	X
A0.6	SIXTH FLOOR CODE PLAN	X	X	L0.3	ARBOREST REPORT	X	X
A0.7	RENDERINGS	X	X	L0.4	ARBOREST REPORT	X	X
A0.8	RENDERINGS	X	X	L0.5	ARBOREST REPORT	X	X
A0.9	RENDERINGS	X	X	L0.6	ARBOREST REPORT	X	X
A0.10	RENDERINGS	X	X	L0.7	ARBOREST REPORT	X	X
A0.11	RENDERINGS	X	X	L0.8	ARBOREST REPORT	X	X
A0.12	NEIGHBORHOOD CONTEXT	X	X	L0.9	ARBOREST REPORT	X	X
A0.13	SHADOW STUDIES	X	X	L1.0	ARBOREST REPORT	X	X
A0.14	SHADOW STUDIES	X	X	L1.1	ARBOREST REPORT	X	X
A0.15	SHADOW STUDIES	X	X	L1.2	ARBOREST REPORT	X	X
A0.16	FLOOR AREA PLANS	X	X	L1.3	ARBOREST REPORT	X	X
A0.17	FLOOR AREA PLANS	X	X	L1.4	ARBOREST REPORT	X	X
A0.18	FLOOR AREA PLANS	X	X	L1.5	ARBOREST REPORT	X	X
A0.19	FLOOR AREA PLANS	X	X	L1.6	ARBOREST REPORT	X	X
A0.20	BUILDING MASSING DIAGRAMS	X	X	L1.7	ARBOREST REPORT	X	X
A0.21	BUILDING MASSING DIAGRAMS	X	X	L1.8	ARBOREST REPORT	X	X
A0.22	BUILDING MASSING DIAGRAMS	X	X	L1.9	ARBOREST REPORT	X	X
A0.23	BUILDING MASSING DIAGRAMS	X	X	L1.10	ARBOREST REPORT	X	X
A0.24	BUILDING MASSING DIAGRAMS	X	X	L1.11	ARBOREST REPORT	X	X
A0.25	BUILDING MASSING DIAGRAMS	X	X	L1.12	ARBOREST REPORT	X	X
A0.26	BUILDING MASSING DIAGRAMS	X	X	L1.13	ARBOREST REPORT	X	X
A0.27	BUILDING MASSING DIAGRAMS	X	X	L1.14	ARBOREST REPORT	X	X
A0.28	BUILDING MASSING DIAGRAMS	X	X	L1.15	ARBOREST REPORT	X	X
A0.29	BUILDING MASSING DIAGRAMS	X	X	L1.16	ARBOREST REPORT	X	X
A0.30	BUILDING MASSING DIAGRAMS	X	X	L1.17	ARBOREST REPORT	X	X
A0.31	BUILDING MASSING DIAGRAMS	X	X	L1.18	ARBOREST REPORT	X	X
A0.32	BUILDING MASSING DIAGRAMS	X	X	L1.19	ARBOREST REPORT	X	X
A0.33	BUILDING MASSING DIAGRAMS	X	X	L1.20	ARBOREST REPORT	X	X
A0.34	BUILDING MASSING DIAGRAMS	X	X	L1.21	ARBOREST REPORT	X	X
A0.35	BUILDING MASSING DIAGRAMS	X	X	L1.22	ARBOREST REPORT	X	X
A0.36	BUILDING MASSING DIAGRAMS	X	X	L1.23	ARBOREST REPORT	X	X
A0.37	BUILDING MASSING DIAGRAMS	X	X	L1.24	ARBOREST REPORT	X	X
A0.38	BUILDING MASSING DIAGRAMS	X	X	L1.25	ARBOREST REPORT	X	X
A0.39	BUILDING MASSING DIAGRAMS	X	X	L1.26	ARBOREST REPORT	X	X
A0.40	BUILDING MASSING DIAGRAMS	X	X	L1.27	ARBOREST REPORT	X	X
A0.41	BUILDING MASSING DIAGRAMS	X	X	L1.28	ARBOREST REPORT	X	X
A0.42	BUILDING MASSING DIAGRAMS	X	X	L1.29	ARBOREST REPORT	X	X
A0.43	BUILDING MASSING DIAGRAMS	X	X	L1.30	ARBOREST REPORT	X	X
A0.44	BUILDING MASSING DIAGRAMS	X	X	L1.31	ARBOREST REPORT	X	X
A0.45	BUILDING MASSING DIAGRAMS	X	X	L1.32	ARBOREST REPORT	X	X
A0.46	BUILDING MASSING DIAGRAMS	X	X	L1.33	ARBOREST REPORT	X	X
A0.47	BUILDING MASSING DIAGRAMS	X	X	L1.34	ARBOREST REPORT	X	X
A0.48	BUILDING MASSING DIAGRAMS	X	X	L1.35	ARBOREST REPORT	X	X
A0.49	BUILDING MASSING DIAGRAMS	X	X	L1.36	ARBOREST REPORT	X	X
A0.50	BUILDING MASSING DIAGRAMS	X	X	L1.37	ARBOREST REPORT	X	X
A0.51	BUILDING MASSING DIAGRAMS	X	X	L1.38	ARBOREST REPORT	X	X
A0.52	BUILDING MASSING DIAGRAMS	X	X	L1.39	ARBOREST REPORT	X	X
A0.53	BUILDING MASSING DIAGRAMS	X	X	L1.40	ARBOREST REPORT	X	X
A0.54	BUILDING MASSING DIAGRAMS	X	X	L1.41	ARBOREST REPORT	X	X
A0.55	BUILDING MASSING DIAGRAMS	X	X	L1.42	ARBOREST REPORT	X	X
A0.56	BUILDING MASSING DIAGRAMS	X	X	L1.43	ARBOREST REPORT	X	X
A0.57	BUILDING MASSING DIAGRAMS	X	X	L1.44	ARBOREST REPORT	X	X
A0.58	BUILDING MASSING DIAGRAMS	X	X	L1.45	ARBOREST REPORT	X	X
A0.59	BUILDING MASSING DIAGRAMS	X	X	L1.46	ARBOREST REPORT	X	X
A0.60	BUILDING MASSING DIAGRAMS	X	X	L1.47	ARBOREST REPORT	X	X
A0.61	BUILDING MASSING DIAGRAMS	X	X	L1.48	ARBOREST REPORT	X	X
A0.62	BUILDING MASSING DIAGRAMS	X	X	L1.49	ARBOREST REPORT	X	X
A0.63	BUILDING MASSING DIAGRAMS	X	X	L1.50	ARBOREST REPORT	X	X
A0.64	BUILDING MASSING DIAGRAMS	X	X	L1.51	ARBOREST REPORT	X	X
A0.65	BUILDING MASSING DIAGRAMS	X	X	L1.52	ARBOREST REPORT	X	X
A0.66	BUILDING MASSING DIAGRAMS	X	X	L1.53	ARBOREST REPORT	X	X
A0.67	BUILDING MASSING DIAGRAMS	X	X	L1.54	ARBOREST REPORT	X	X
A0.68	BUILDING MASSING DIAGRAMS	X	X	L1.55	ARBOREST REPORT	X	X
A0.69	BUILDING MASSING DIAGRAMS	X	X	L1.56	ARBOREST REPORT	X	X
A0.70	BUILDING MASSING DIAGRAMS	X	X	L1.57	ARBOREST REPORT	X	X
A0.71	BUILDING MASSING DIAGRAMS	X	X	L1.58	ARBOREST REPORT	X	X
A0.72	BUILDING MASSING DIAGRAMS	X	X	L1.59	ARBOREST REPORT	X	X
A0.73	BUILDING MASSING DIAGRAMS	X	X	L1.60	ARBOREST REPORT	X	X
A0.74	BUILDING MASSING DIAGRAMS	X	X	L1.61	ARBOREST REPORT	X	X
A0.75	BUILDING MASSING DIAGRAMS	X	X	L1.62	ARBOREST REPORT	X	X
A0.76	BUILDING MASSING DIAGRAMS	X	X	L1.63	ARBOREST REPORT	X	X
A0.77	BUILDING MASSING DIAGRAMS	X	X	L1.64	ARBOREST REPORT	X	X
A0.78	BUILDING MASSING DIAGRAMS	X	X	L1.65	ARBOREST REPORT	X	X
A0.79	BUILDING MASSING DIAGRAMS	X	X	L1.66	ARBOREST REPORT	X	X
A0.80	BUILDING MASSING DIAGRAMS	X	X	L1.67	ARBOREST REPORT	X	X
A0.81	BUILDING MASSING DIAGRAMS	X	X	L1.68	ARBOREST REPORT	X	X
A0.82	BUILDING MASSING DIAGRAMS	X	X	L1.69	ARBOREST REPORT	X	X
A0.83	BUILDING MASSING DIAGRAMS	X	X	L1.70	ARBOREST REPORT	X	X
A0.84	BUILDING MASSING DIAGRAMS	X	X	L1.71	ARBOREST REPORT	X	X
A0.85	BUILDING MASSING DIAGRAMS	X	X	L1.72	ARBOREST REPORT	X	X
A0.86	BUILDING MASSING DIAGRAMS	X	X	L1.73	ARBOREST REPORT	X	X
A0.87	BUILDING MASSING DIAGRAMS	X	X	L1.74	ARBOREST REPORT	X	X
A0.88	BUILDING MASSING DIAGRAMS	X	X	L1.75	ARBOREST REPORT	X	X
A0.89	BUILDING MASSING DIAGRAMS	X	X	L1.76	ARBOREST REPORT	X	X
A0.90	BUILDING MASSING DIAGRAMS	X	X	L1.77	ARBOREST REPORT	X	X
A0.91	BUILDING MASSING DIAGRAMS	X	X	L1.78	ARBOREST REPORT	X	X
A0.92	BUILDING MASSING DIAGRAMS	X	X	L1.79	ARBOREST REPORT	X	X
A0.93	BUILDING MASSING DIAGRAMS	X	X	L1.80	ARBOREST REPORT	X	X
A0.94	BUILDING MASSING DIAGRAMS	X	X	L1.81	ARBOREST REPORT	X	X
A0.95	BUILDING MASSING DIAGRAMS	X	X	L1.82	ARBOREST REPORT	X	X
A0.96	BUILDING MASSING DIAGRAMS	X	X	L1.83	ARBOREST REPORT	X	X
A0.97	BUILDING MASSING DIAGRAMS	X	X	L1.84	ARBOREST REPORT	X	X
A0.98	BUILDING MASSING DIAGRAMS	X	X	L1.85	ARBOREST REPORT	X	X
A0.99	BUILDING MASSING DIAGRAMS	X	X	L1.86	ARBOREST REPORT	X	X
A0.100	BUILDING MASSING DIAGRAMS	X	X	L1.87	ARBOREST REPORT	X	X
A0.101	BUILDING MASSING DIAGRAMS	X	X	L1.88	ARBOREST REPORT	X	X
A0.102	BUILDING MASSING DIAGRAMS	X	X	L1.89	ARBOREST REPORT	X	X
A0.103	BUILDING MASSING DIAGRAMS	X	X	L1.90	ARBOREST REPORT	X	X
A0.104	BUILDING MASSING DIAGRAMS	X	X	L1.91	ARBOREST REPORT	X	X
A0.105	BUILDING MASSING DIAGRAMS	X	X	L1.92	ARBOREST REPORT	X	X
A0.106	BUILDING MASSING DIAGRAMS	X	X	L1.93	ARBOREST REPORT	X	X
A0.107	BUILDING MASSING DIAGRAMS	X	X	L1.94	ARBOREST REPORT	X	X
A0.108	BUILDING MASSING DIAGRAMS	X	X	L1.95	ARBOREST REPORT	X	X
A0.109	BUILDING MASSING DIAGRAMS	X	X	L1.96	ARBOREST REPORT	X	X
A0.110	BUILDING MASSING DIAGRAMS	X	X	L1.97	ARBOREST REPORT	X	X
A0.111	BUILDING MASSING DIAGRAMS	X	X	L1.98	ARBOREST REPORT	X	X
A0.112	BUILDING MASSING DIAGRAMS	X	X	L1.99	ARBOREST REPORT	X	X
A0.113	BUILDING MASSING DIAGRAMS	X	X	L1.100	ARBOREST REPORT	X	X
A0.114	BUILDING MASSING DIAGRAMS	X	X	L1.101	ARBOREST REPORT	X	X
A0.115	BUILDING MASSING DIAGRAMS	X	X	L1.102	ARBOREST REPORT	X	X
A0.116	BUILDING MASSING DIAGRAMS	X	X	L1.103	ARBOREST REPORT	X	X
A0.117	BUILDING MASSING DIAGRAMS	X	X	L1.104	ARBOREST REPORT	X	X
A0.118	BUILDING MASSING DIAGRAMS	X	X	L1.105	ARBOREST REPORT	X	X
A0.119	BUILDING MASSING DIAGRAMS	X	X	L1.106	ARBOREST REPORT	X	X
A0.120	BUILDING MASSING DIAGRAMS	X	X	L1.107	ARBOREST REPORT	X	X
A0.121	BUILDING MASSING DIAGRAMS	X	X	L1.108	ARBOREST REPORT	X	X
A0.122	BUILDING MASSING DIAGRAMS	X	X	L1.109	ARBOREST REPORT	X	X
A0.123	BUILDING MASSING DIAGRAMS	X	X	L1.110	ARBOREST REPORT	X	X
A0.124	BUILDING MASSING DIAGRAMS	X	X	L1.111	ARBOREST REPORT	X	X
A0.125	BUILDING MASSING DIAGRAMS	X	X	L1.112	ARBOREST REPORT	X	X
A0.126	BUILDING MASSING DIAGRAMS	X	X	L1.113	ARBOREST REPORT	X	X
A0.127	BUILDING MASSING DIAGRAMS	X	X	L1.114	ARBOREST REPORT	X	X
A0.128	BUILDING MASSING DIAGRAMS	X	X	L1.115	ARBOREST REPORT	X	X
A0.129	BUILDING MASSING DIAGRAMS	X	X	L1.116	ARBOREST REPORT	X	X
A0.130	BUILDING MASSING DIAGRAMS	X	X	L1.117	ARBOREST REPORT	X	X
A0.131	BUILDING MASSING DIAGRAMS	X	X	L1.118	ARBOREST REPORT	X	X
A0.132	BUILDING MASSING DIAGRAMS	X	X	L1.119	ARBOREST REPORT	X	X
A0.133	BUILDING MASSING DIAGRAMS	X	X	L1.120	ARBOREST REPORT	X	X
A0.134	BUILDING MASSING DIAGRAMS	X	X	L1.121	ARBOREST REPORT	X	X
A0.135	BUILDING MASSING DIAGRAMS	X	X	L1.122	ARBOREST REPORT	X	X
A0.136	BUILDING MASSING DIAGRAMS	X	X	L1.123	ARBOREST REPORT	X	X
A0.137	BUILDING MASSING DIAGRAMS	X	X	L1.124	ARBOREST REPORT	X	X
A0.138	BUILDING MASSING DIAGRAMS	X	X	L1.125	ARBOREST REPORT	X	X
A0.139	BUILDING MASSING DIAGRAMS	X	X	L1.126	ARBOREST REPORT	X	X
A0.140	BUILDING MASSING DIAGRAMS	X	X	L1.127	ARBOREST REPORT	X	X
A0.141	BUILDING MASSING DIAGRAMS	X	X	L1.128	ARBOREST REPORT	X	X
A0.142	BUILDING MASSING DIAGRAMS	X	X	L1.129	ARBOREST REPORT	X	X
A0.143	BUILDING MASSING DIAGRAMS	X	X	L1.130	ARBOREST REPORT	X	X



SITE PLAN
3/32" = 1'-0"

RMW

RMW
Architecture
Interiors
30 E. Santa Clara St.
Suite 200
San Jose
California 95113
Office
408 294-8000
Fax
408 294-1747
rmw.com

CLIENT:



PROJECT NAME & ADDRESS:
BESPOKE

445 S B STREET
SAN MATEO, CA, 94401

ISSUE: PLANNING APPLICATION RESUBMITTAL #2
ISSUE DATE: 01/29/2024

REVISIONS:	DESCRIPTION	DATE
1	PLANNING APPLICATION	02/01/2023
1	PLANNING APPLICATION RESUBMITTAL	10/10/2023
2	PLANNING APPLICATION RESUBMITTAL #2	01/29/2024

KEYNOTES

KEYNOTE DESCRIPTION

1. PROPOSED BUILDING
2. PROPOSED RESIDENTIAL BUILDING, SEE AR SERIES
3. PROPOSED OUTDOOR PLAZA
4. PROPOSED PLANTING AREAS, REFER TO LANDSCAPE AND CIVIL DRAWINGS
5. PROPOSED IMPROVEMENTS TO PUBLIC A/V, REFER TO CIVIL DRAWINGS
6. PROPOSED CITY OF SAN MATEO ACCESS EASEMENT
7. PROPOSED PUBLIC ART LOCATION

SCALE: 3/32" = 1'-0"

PROJECT NUMBER: 2202017.3
DRAWN BY: Author
CHECKED BY: Checker

STAMP:

NOT FOR
CONSTRUCTION

SHEET NAME:
PROPOSED SITE PLAN

SHEET NUMBER:

A1.1

CLIENT:



PROMETHEUS

PROJECT NAME & ADDRESS:

BESPOKE

E 4TH AVE. & S RAILROAD AVE
SAN MATEO, CA

ISSUE: Project Status
ISSUE DATE: Issue Date

REVISIONS:		
	DESCRIPTION	DATE
1	PLANNING APPLICATION	02/01/2023
1	PLANNING APPLICATION RESUBMITTAL	10/10/2023
2	PLANNING APPLICATION RESUBMITTAL #2	01/29/2024

SCALE:

PROJECT NUMBER: 2126
DRAWN BY: NS
CHECKED BY:

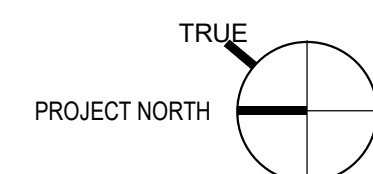
STAMP:

STAMP

ALL DRAWINGS AND WRITTEN MATERIAL
APPEARING HEREIN CONSTITUTE ORIGINAL
AND UNPUBLISHED WORK OF THE
ARCHITECT AND MAY NOT BE REPRODUCED,
COPIED OR IN ANY MANNER USED WITHOUT THE
WRITTEN CONSENT OF THE ARCHITECT.

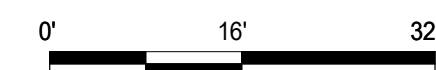
SHEET NAME:

SITE PLAN



SITE PLAN - FLOOR 1 PLAN 1

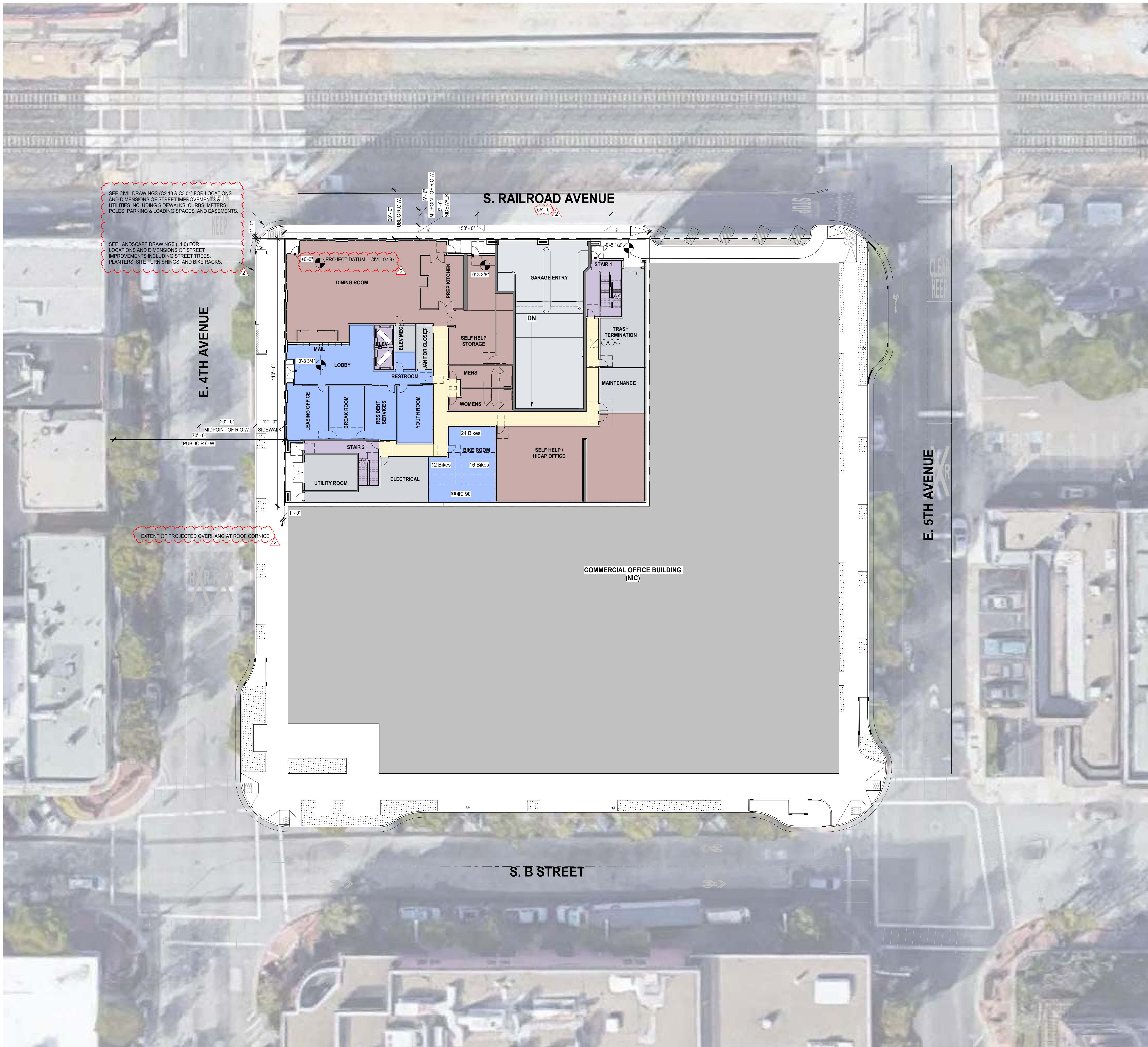
1/16" = 1'-0"



SCALE: 1/16" = 1'-0" SHEET SIZE: 30" x 42"

SHEET NUMBER:

AR1.00



SEE CIVIL DRAWINGS (C2.10 & C3.01) FOR LOCATIONS AND DIMENSIONS OF STREET IMPROVEMENTS & UTILITIES INCLUDING SIDEWALKS, CURBS, METERS, POLES, PARKING & LOADING SPACES, AND EASEMENTS.

SEE LANDSCAPE DRAWINGS (L1.0) FOR LOCATIONS AND DIMENSIONS OF STREET IMPROVEMENTS INCLUDING STREET TREES, PLANTERS, SITE FURNISHINGS, AND BIKE RACKS.

EXTENT OF PROJECTED OVERHANGS AT ROOF CORNICE

PARKING COUNT			
	EXISTING	PROPOSED	NET COUNT *
PARKING SPOTS	23	16	-7
LOADING ZONE	0	1	1
TIME-LIMITED STALL	0	1	1

*SEE NOTE 4

KEYNOTES

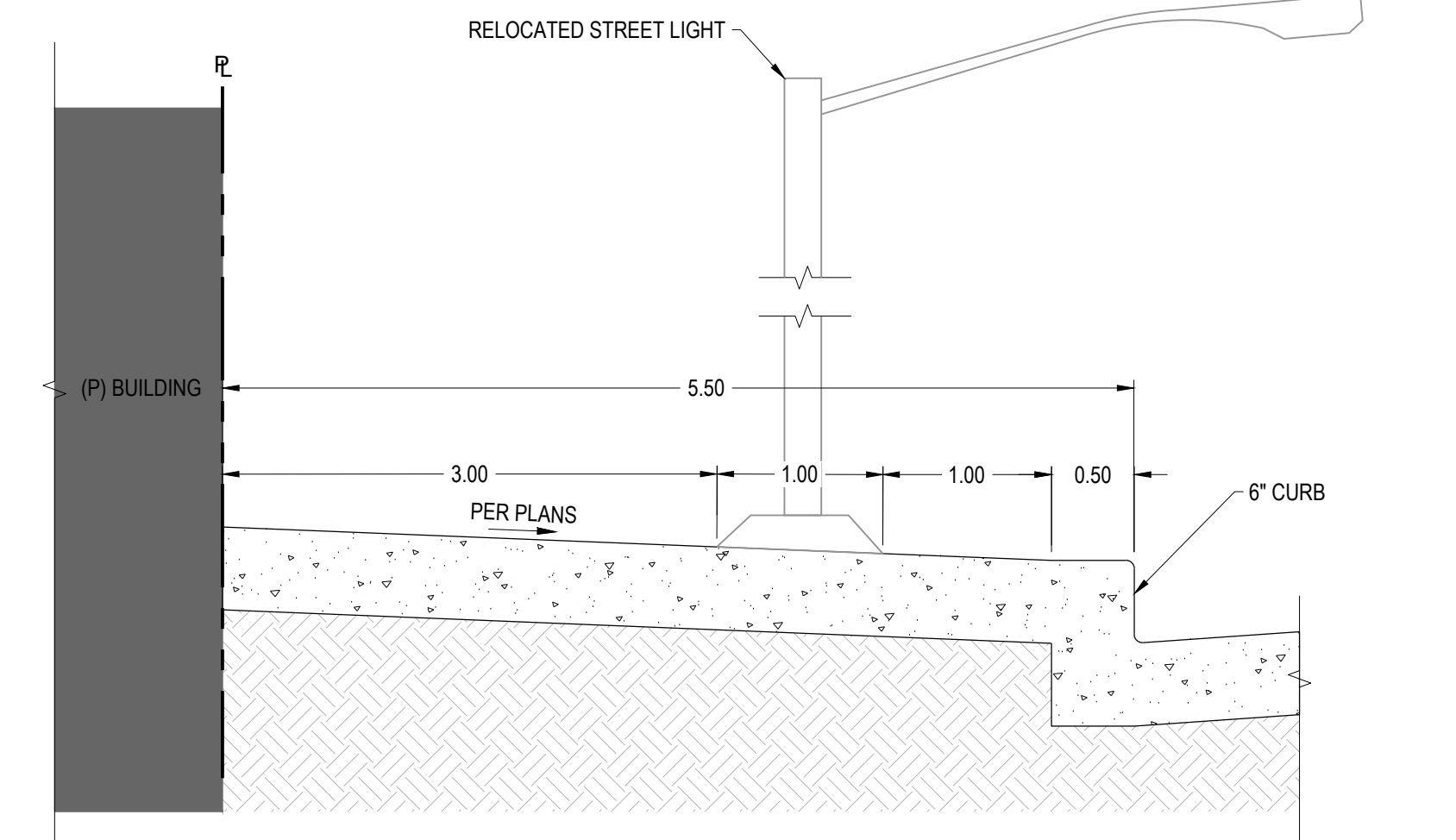
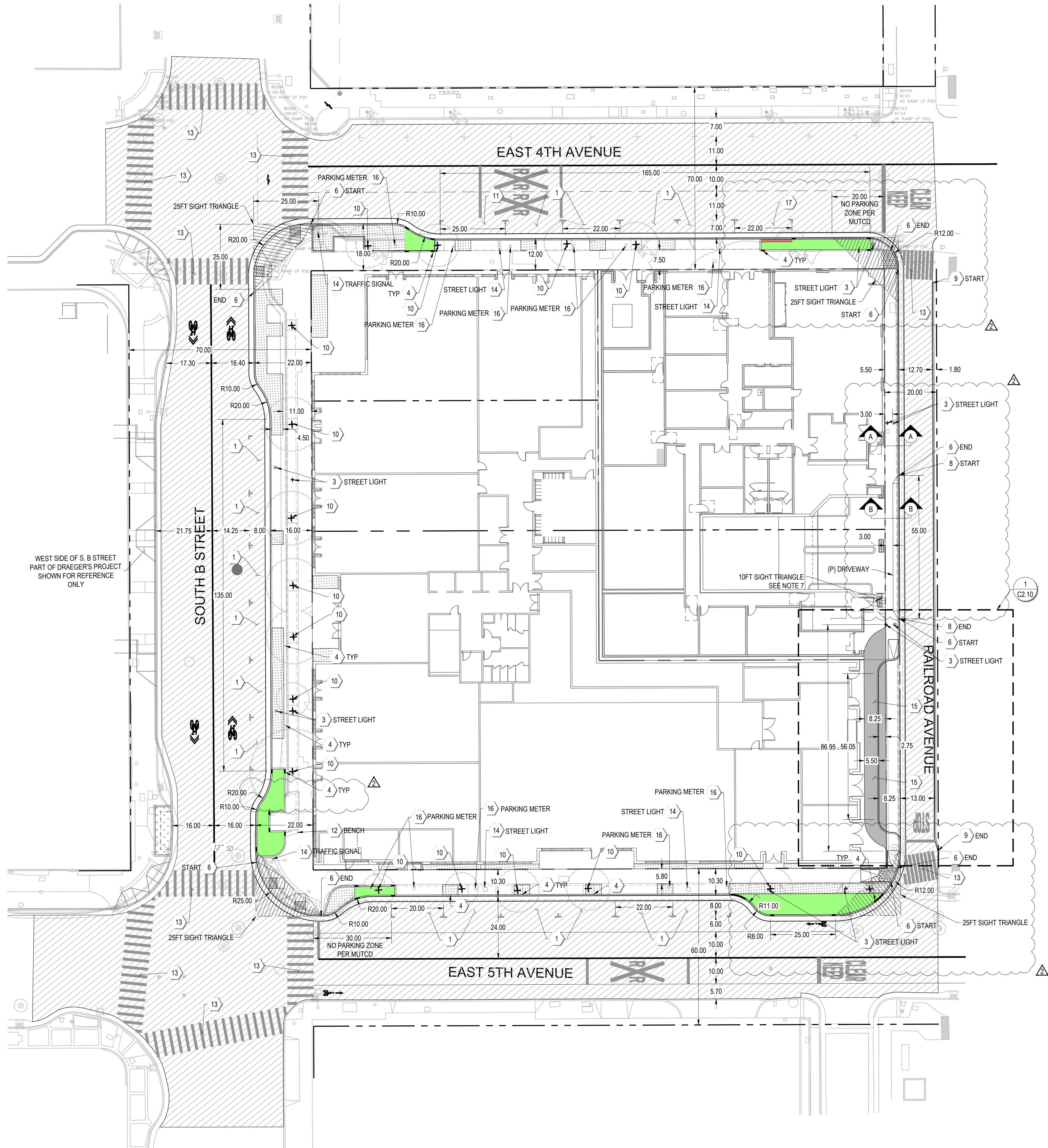
- PROPOSED PUBLIC PARKING SPACE
- NOT USED
- RELOCATE EXISTING STRUCTURE
- CURB OPENING
- RAMP AND HANDRAILS
- 6-INCH CURB
- 7-INCH CURB
- 4-INCH CURB
- 6-INCH AC DIKE TO BE REMOVED AND REPLACED
- EXISTING TREE TO BE REMOVED
- 25FT X 8FT PROPOSED LOADING ZONE
- EXISTING STRUCTURE TO BE REMOVED
- HIGH VISIBILITY CROSS WALK PER CITY OF SAN MATEO PEDESTRIAN MASTER PLAN AND MUTCD STANDARDS
- EXISTING STRUCTURE TO REMAIN
- PROPOSED CITY OF SAN MATEO ACCESS EASEMENT
- RELOCATE (E) PARKING METER
- TIME-LIMITED STALL

NOTES

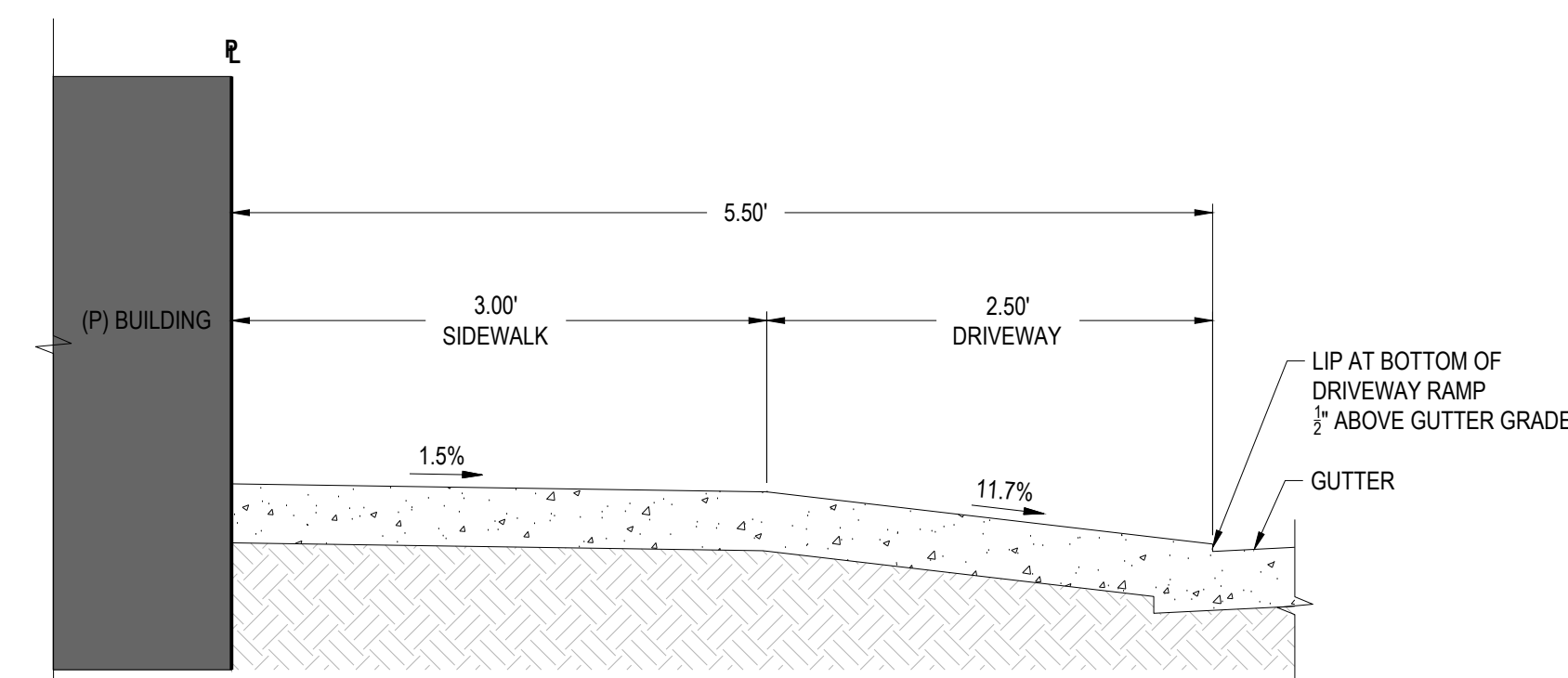
- PROPOSED GRADES SHOWN ARE CONCEPTUAL. FINAL GRADES TO BE DEVELOPED DURING THE DESIGN PHASE.
- FUTURE GRADING WILL CONFORM TO EXISTING CONDITIONS AT THE PROJECT PERIMETER.
- ALL GRADING SHALL COMPLY WITH APPLICABLE PERMITS, LOCAL ORDINANCES AND RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.
- PROPOSED PARKING COUNT REDUCED DUE TO THE SWITCH FROM DIAGONAL PARKING TO PARALLEL PARKING ON S. B STREET.
- NO TREE PROTECTION PLAN IS REQUIRED AS ALL TREES ARE SLATED TO BE REMOVED AS A RESULT OF IMPACT FROM PARKING GARAGE, FOUNDATION EXCAVATION, AND RIGHT OF WAY IMPROVEMENTS. EXISTING TREE EVALUATION SCHEDULED WITH LANDSCAPE UNIT VALUE CAN BE FOUND IN ARBORIST REPORT.
- STRIPING AND BIKE LANE PLANS PER CITY OF SAN MATEO 4TH AVE & 5TH AVE SECTION 130 IMPROVEMENTS PROJECTS.
- GARAGE EXIT TO UTILIZE ALARM SYSTEM TO ALERT PEDESTRIANS OF CAR DEPARTURE.

LEGEND

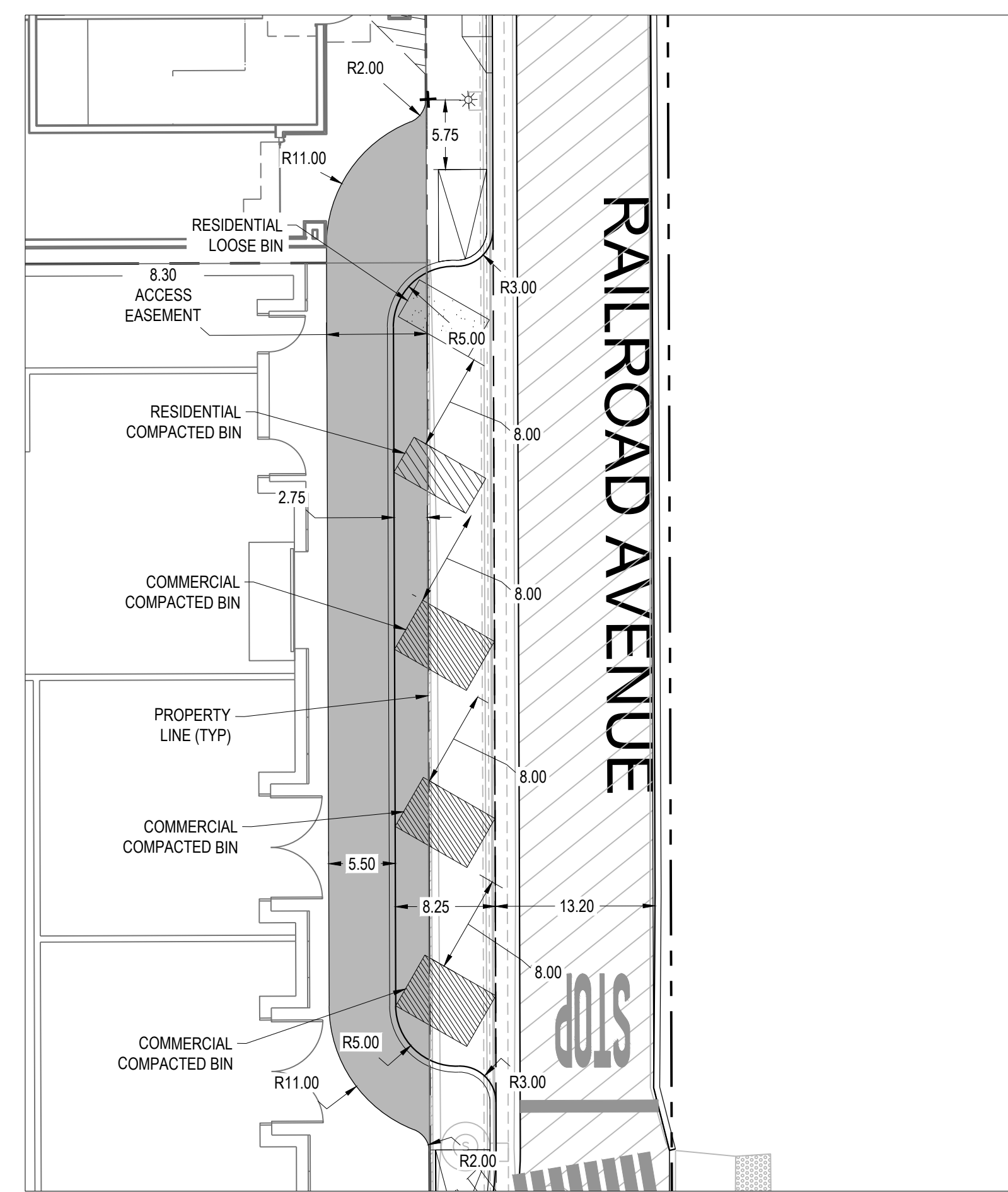
(E) PROPERTY LINE	(P) PAVEMENT MARKING
(E) ADJACENT PROPERTY LINE	(P) LANDSCAPE
(P) BACK OF CURB	(P) PERMEABLE PAVEMENT
(P) FACE OF CURB	MILL & OVERLAY
(P) DETECTABLE WARNING SURFACE	CURB OPENING
(P) EDGE OF SIDEWALK	TREATMENT PLANTER
(P) CURB RAMP	PARKING COURTESY STRIP
(P) TREE	



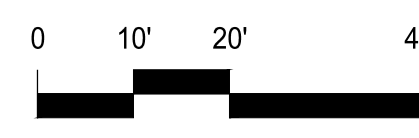
A STREET LIGHT SECTION AT RAILROAD AVE



B DRIVEWAY SECTION CUT



1 TRASH STAGING PLAN



RAW

RMW
Architecture
Interiors

30 E. Santa Clara St.
Suite 200
San Jose
California 95113

Office
408 294-8000

Fax
408 294-1747

rmw.com

SHERWOOD
DESIGN ENGINEERS

2548 Mission Street
San Francisco, CA 94110
www.sherwoodengineers.com

CLIENT:

PROJECT NAME & ADDRESS:
BESPOKE

445 S B STREET
SAN MATEO, CA, 94401

ISSUE: PLANNING APPLICATION RESUBMITTAL #2
ISSUE DATE: 01/29/2024

REVISIONS:	DESCRIPTION	DATE
1	PLANNING APPLICATION	02/01/2023
1	PLANNING APPLICATION RESUBMITTAL	10/10/2023
2	PLANNING APPLICATION RESUBMITTAL #2	01/29/2024

SCALE: 1" = 30'

PROJECT NUMBER: 21-034.2
DRAWN BY: PC
CHECKED BY: RA

STAMP:

NOT FOR CONSTRUCTION

SHEET NAME:
**CONCEPT STREET
IMPROVEMENT SITE
PLAN**

SHEET NUMBER:

C2.10

NOTES

1. GARBAGE TRUCK TO BE REPRESENTATIVE OF CITY OF SAN MATEO RECOLOGY GARBAGE TRUCK.

RAW

RMW
Architecture
Interiors

30 E. Santa Clara St.
Suite 200
San Jose
California 95113

Office
408 294-8000

Fax
408 294-1747

rmw.com

SHERWOOD
DESIGN ENGINEERS

2548 Mission Street
San Francisco, CA 94110
www.sherwoodengineers.com

CLIENT:

PROJECT NAME & ADDRESS
BESPOKE

445 S B STREET
SAN MATEO, CA, 94401

ISSUE: PLANNING APPLICATION RESUBMITTAL
ISSUE DATE: 01/29/2024

REVISIONS:		
	DESCRIPTION	DATE
1	PLANNING APPLICATION	02/01/2023
1	PLANNING APPLICATION RESUBMITTAL	10/10/2023
2	PLANNING APPLICATION RESUBMITTAL #2	01/29/2024

SCALE: 1" = 20'

PROJECT NUMBER: 21-034.2
DRAWN BY: PC
CHECKED BY: RA

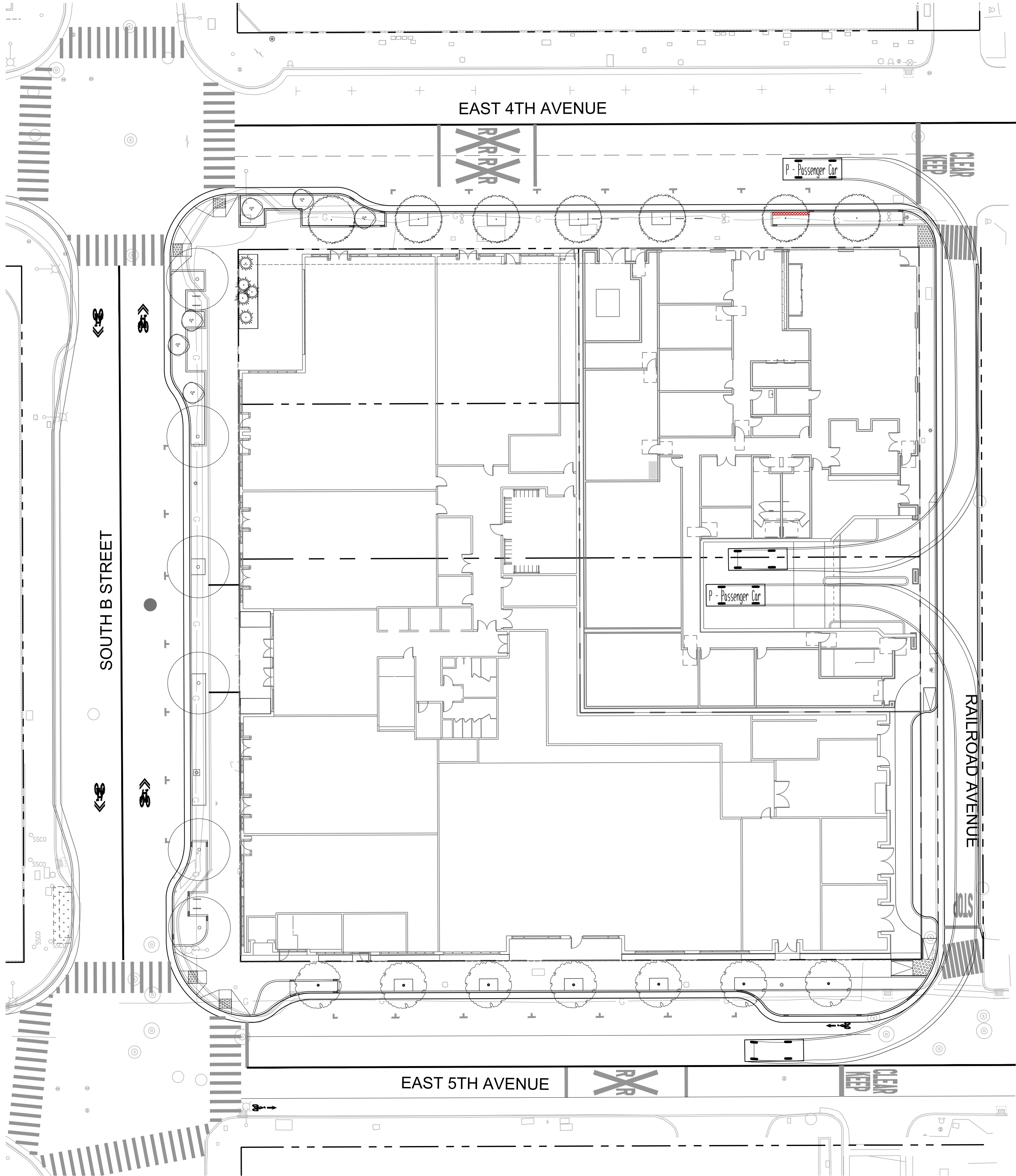
STAMP:

**NOT FOR
CONSTRUCTION**

SHEET NAME:
**CONCEPT
TURNING
ANALYSIS STUDY**

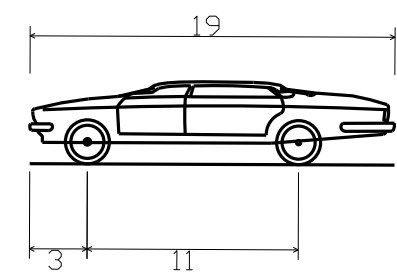
SHEET NUMBER:

C6.00



PASSENGER CAR TURNING ANALYSIS ALONG RAILROAD AVE

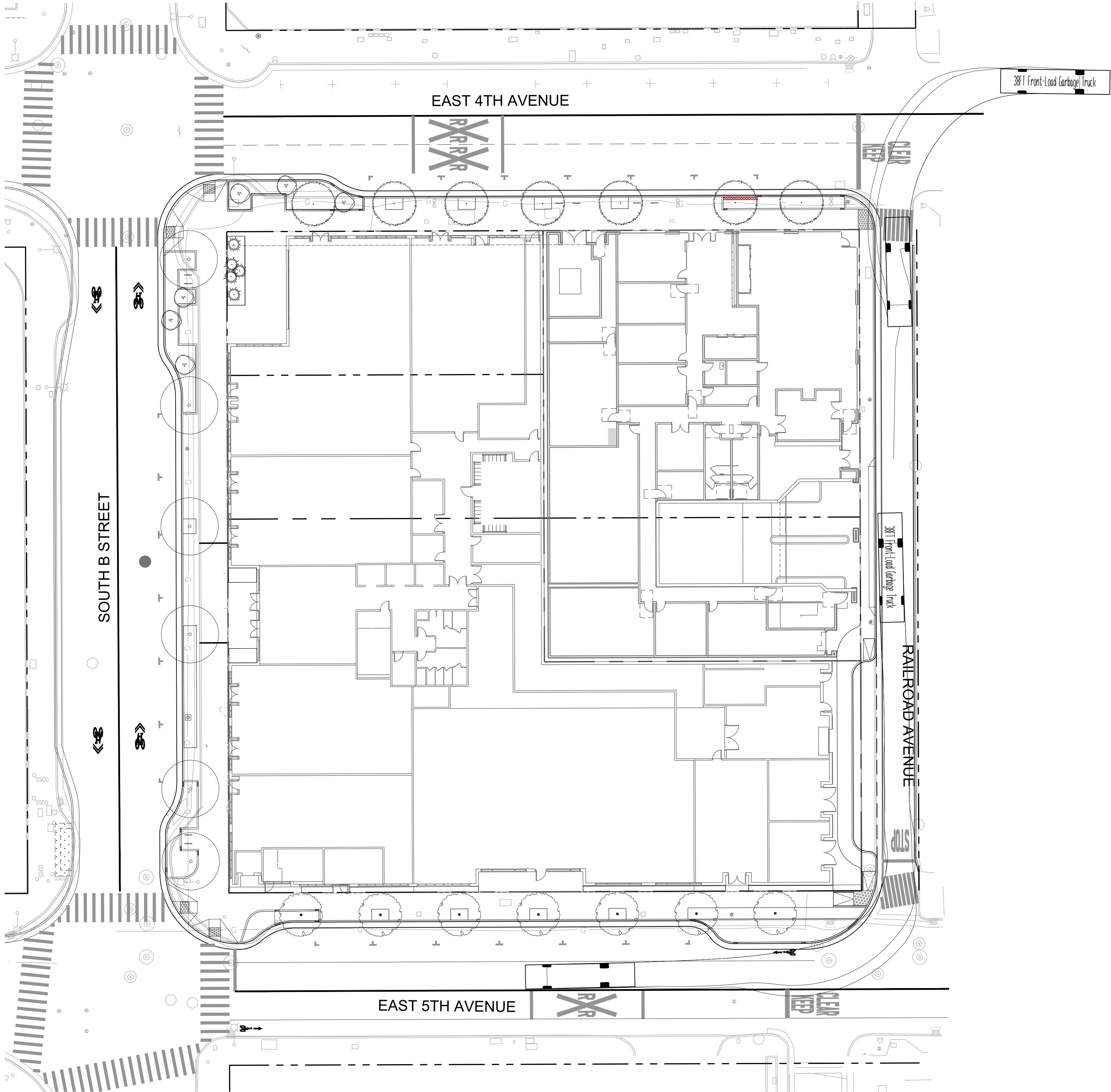
SCALE: 1"=20'



P - Passenger Car
Overall Length 19.000ft
Overall Width 7.000ft
Overall Body Height 4.300ft
Min Body Ground Clearance 1.115ft
Track Width 6.000ft
Lock-to-lock time 4.00s
Max Steering Angle (Virtual) 31.6°

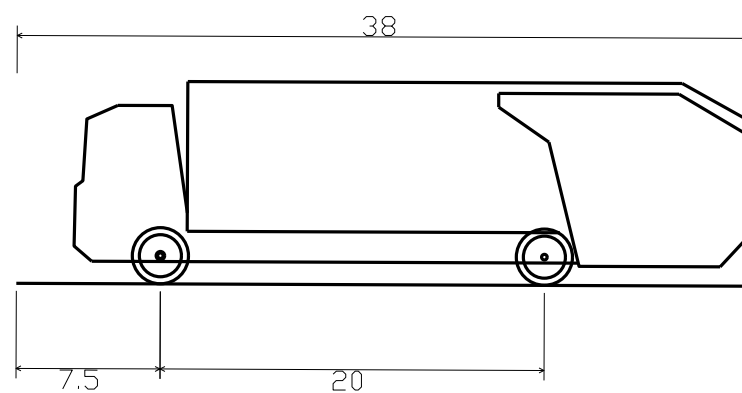
1 PASSENGER CAR VEHICLE PROFILE

SCALE: 1" = 10'



GARBAGE TRUCK TURNING ANALYSIS ALONG RAILROAD AVENUE

SCALE: 1"=20'

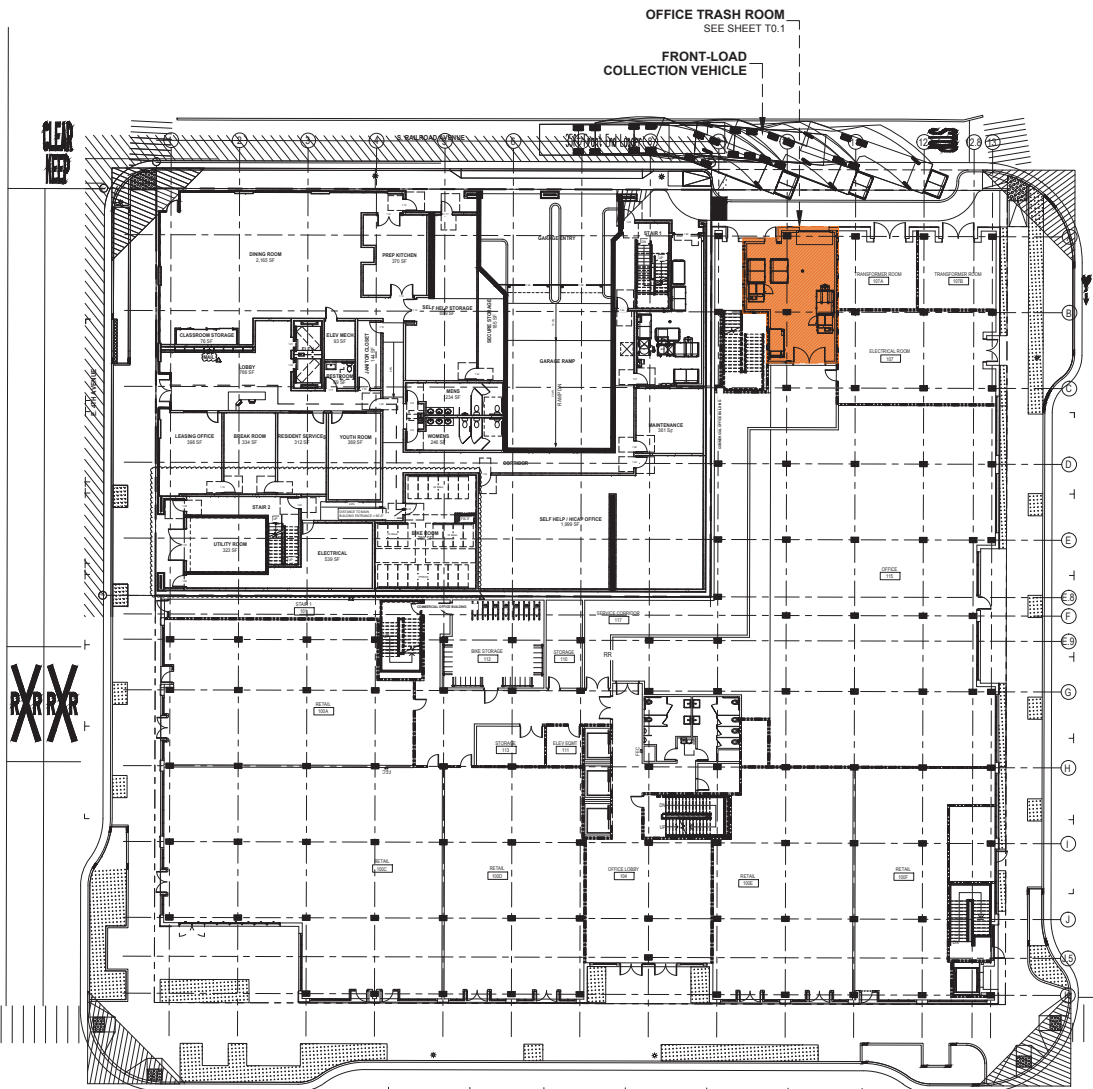


38FT Front-Load Garbage Truck
Overall Length 38.000ft
Overall Width 8.375ft
Overall Body Height 10.546ft
Min Body Ground Clearance 1.000ft
Track Width 6.375ft
Lock-to-lock time 9.00s
Curb to Curb Turning Radius 29.300ft

1 GARBAGE TRUCK VEHICLE PROFILE

SCALE: 1" = 10'





TRASH ROUTE / STAGING PLAN
LEVEL 1

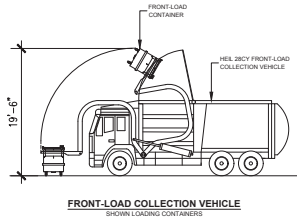
GENERAL NOTES.

1. ANY DESIGNS OR SOLUTIONS SHOWN IN DRAWING, EITHER DIRECT OR IMPLIED, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS FOR CONSTRUCTION. THESE DRAWINGS ARE INTENDED TO SUPPLEMENT THE SUBMITTAL PACKAGE FROM ARCHITECT.

2. ANY PARTIAL INFORMATION, OMISSIONS, OR INACCURATE DESCRIPTIONS OF WORK SHOWN IN DRAWINGS, WHICH ARE NECESSARY TO PERFORM THE SCOPE OF WORK, SHALL NOT RELIEVE THE CONTRACTOR FROM COMPLETION OF WORK. ALL WORK SHALL BE PERFORMED TO SATISFY THE MINIMUM REQUIREMENTS OF THE CURRENT APPLICABLE BUILDING CODES.

3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

PROJECTED COLLECTION SCHEDULE: OFFICE TRASH							
SERVICE	M	Tu	W	Th	F	Sa	Su
WASTE: 4CY COMP	1		1		1		
RECYCLE: 4CY COMP		2		2		3	
COMPOST: 2CY COMP	1				1		
TOTAL	2	2	1	2	2	3	0



RMW
Architecture
Interiors

30 E. Santa Clara St.
Suite 200
San Jose
California 95113

Office
408 294-8000

Fax
408 294-1747

File: 10/10/2023

AMERICAN
TRASH MANAGEMENT

PROJECT: TRASH ROUTE / STAGING PLAN
PROJECT NO. 20230113
ISSUE DATE: 10/10/2023
BY: SB

CLIENT:

PROJECT NAME & ADDRESS:
BESPOKE

445 S B STREET
SAN MATEO, CA, 94401

ISSUE: Project Status
ISSUE DATE: Issue Date

REVISIONS:	DESCRIPTION	DATE
1	PLANNING APPLICATION RESUBMITTAL	10/10/2023
2	PLANNING APPLICATION RESUBMITTAL #2	10/10/2023

SCALE:

PROJECT NUMBER: 20230113

DRAWN BY: SB

CHECKED BY: SB

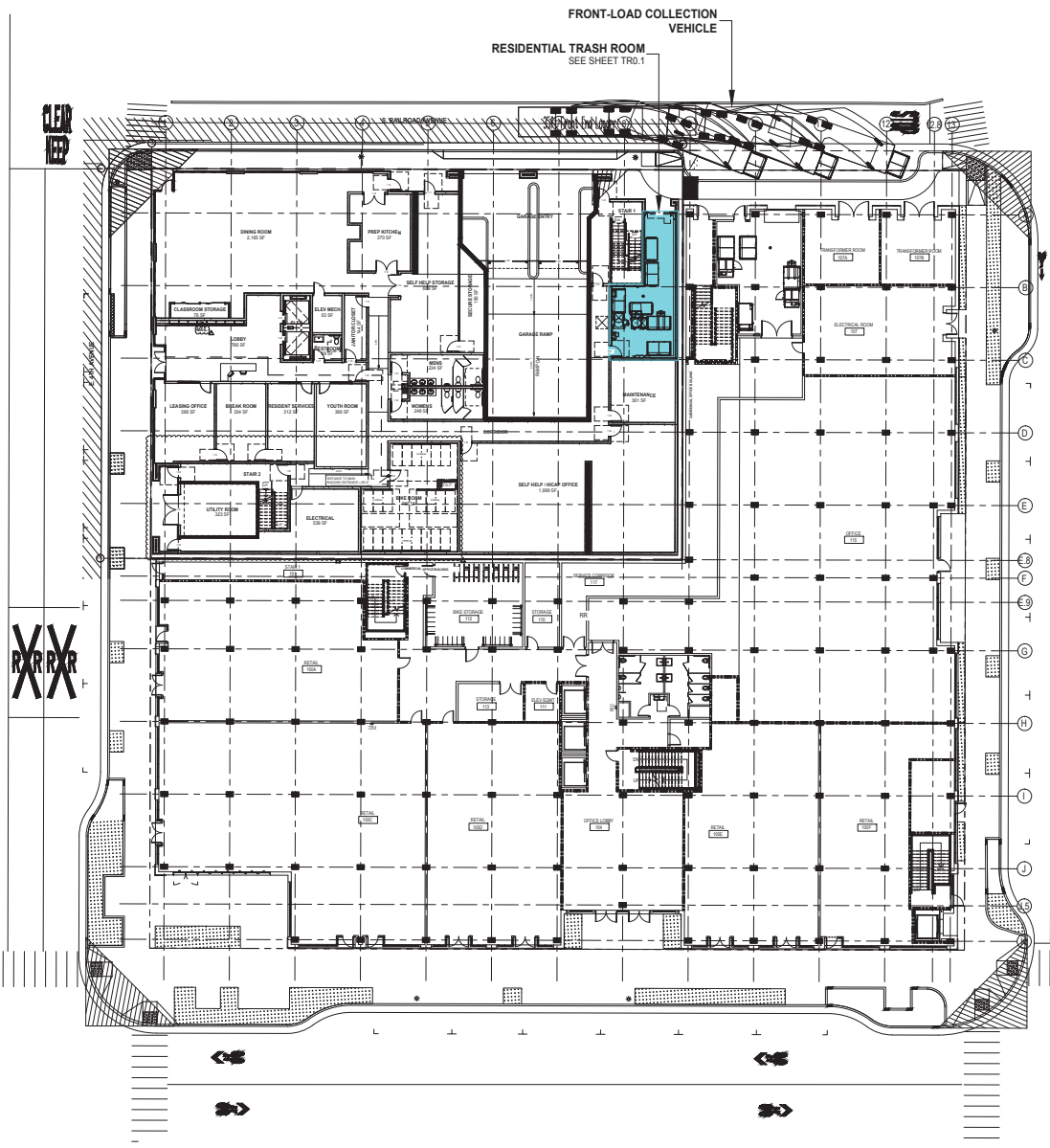
STAMP:

**NOT FOR
CONSTRUCTION**

SHEET NAME:
TRASH ROUTE /
STAGING PLAN

SHEET NUMBER:

T0.0



TRASH ROUTE / STAGING PLAN
LEVEL 1

GENERAL NOTES.

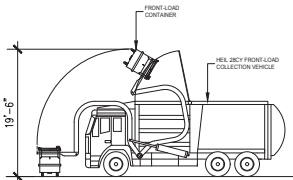
1. ANY DESIGNS OR SOLUTIONS SHOWN IN DRAWING, EITHER DIRECT OR IMPLIED, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS FOR CONSTRUCTION. THESE DRAWINGS ARE INTENDED TO SUPPLEMENT THE SUBMITTAL PACKAGE FROM ARCHITECT.
2. ANY PARTIAL INFORMATION, OMISSIONS, OR INACCURATE DESCRIPTIONS OF WORK SHOWN IN DRAWINGS, WHICH ARE NECESSARY TO PERFORM THE SCOPE OF WORK, SHALL NOT RELIEVE THE CONTRACTOR FROM COMPLETION OF WORK. ALL WORK SHALL BE PERFORMED TO SATISFY THE MINIMUM REQUIREMENTS OF THE CURRENT APPLICABLE BUILDING CODES.
3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

DESIGN ISSUES.

1. RELOCATE CHUTES PER PLAN. NOTE THIS IS THE BEST LAYOUT FOR CHUTES TO STACK VERTICALLY THROUGHOUT BUILDING.
2. AT UPPER LEVELS: REVISE CHUTE INTAKE VESTIBULES TO ACCOMMODATE RELOCATED CHUTES. PROVIDE 25" FROM CENTERLINE OF 30"Ø CHUTES TO FACE OF INTAKE WALL.

PROJECTED COLLECTION SCHEDULE: RESIDENTIAL TRASH AREA

SERVICE:	M	Tu	W	Th	F	Sa	Su
WASTE - 3CY COMPACTED			1				
RECYCLING - 3CY COMPACTED		1		1			
COMPOST - 2CY LOOSE	1		1		1		
TOTAL	1	1	2	1	1	0	0



FRONT-LOAD COLLECTION VEHICLE
SHOWN LOADING CONTAINERS

BDE
ARCHITECTS
634 Howard Street
San Francisco, CA
94103
P. (415) 677-0966

AMERICAN
TRASH MANAGEMENT
PROJECTS TEAM: Residential
3880 RICHMOND STREET, SUITE 200
SAN FRANCISCO, CA 94134
P. 415.770.4653
amtrashmanagement.com

CLIENT:

ALTA HOUSING **HARVEST**
PROMETHEUS

PROJECT NAME & ADDRESS:

4TH & RAILROAD

4TH & RAILROAD
San Mateo, CA

ISSUE: Project Status
ISSUE DATE: Issue Date

REVISIONS:	DESCRIPTION	DATE
1	PLANNING APPLICATION	09/10/2023
1	PLANNING APPLICATION RESUBMITTAL	10/10/2023
2	PLANNING APPLICATION RESUBMITTAL #2	01/20/2024

SCALE:
PROJECT NUMBER: 2126
DRAWN BY: SB
CHECKED BY: SB
STAMP:

STAMP
ALL DRAWINGS AND MATERIALS MUST BE APPROVED BY THE ARCHITECT AND THE CONTRACTOR. ANY CHANGES MUST BE APPROVED BY THE ARCHITECT AND THE CONTRACTOR. ANY CHANGES MUST BE APPROVED BY THE ARCHITECT AND THE CONTRACTOR.

SHEET NAME:

**TRASH ROUTE /
STAGING PLAN**

SCALE: NTS
SHEET NUMBER: 10/10/2023

TR0.0