Town of Atherton

Selby Lane Bike Study

Final Traffic Analysis Report

Atherton, California

May 30, 2017

TJKM

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INTRODUCTION

This report presents the analysis results of alternative improvements at the intersection of El Camino Real & Selby Lane in the Town of Atherton. Three alternative intersection modifications were evaluated in October 2015 to understand operational impacts to the surrounding traffic system. The three options were presented to the community and two alternatives that received the most support have been further analyzed in this study.

The following report summarizes a new analysis of the preferred alternatives utilizing data collected in May 2016 for vehicles, pedestrians, and bicycles. It also includes an expanded network of intersections compared with the original study, and evaluation of Selby Lane & El Camino Real as a signalized intersection. The purpose of this study is to determine the existing state of operations at six study intersections, and the projected impacts of two alternative intersection configurations. The project vicinity is illustrated in **Figure 1**, and the study intersections are listed below with their respective control types:

1. El Camino Real & Oakwood Drive-Dumbarton Avenue (Signal)
2. El Camino Real & Selby Lane (Two-Way Stop Control (TWSC))
3. El Camino Real & Fifth Avenue (Signal)
4. El Camino Real & Stockbridge Avenue (One-Way Stop Control (OWSC))
5. Oakwood Boulevard & Selby Lane (OWSC)
6. Waverly Avenue & Fifth Avenue (Signal)

The three scenarios evaluated in this report are as follows:

- Existing Conditions
    - Current intersection configurations and signal timings with 2016 traffic volumes
- Alternative 1 Conditions (Existing Volumes)
    - Restrict left-turns/through movements from Selby Lane onto/across El Camino Real
    - Restrict southbound left-turns from El Camino Real onto Selby Lane
- Alternative 2 Conditions (Existing Volumes)
    - Install signal at intersection of El Camino Real & Selby Lane

Vicinity Map and ADT Locations

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Figure 1

STUDY METHODOLOGY

Level of Service Analysis Methodology

Traffic impacts on study intersections are quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. There are six levels of service defined for signalized and unsignalized (e.g. Stop Control) intersections that are analyzed. LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long back-ups. Procedures for analyzing intersection LOS are based on the Highway Capacity Manual 2000 (HCM 2000) methodology as described in detail in **Appendix A**. **Table 1** and **Table 2** present the levels of service and their descriptions.

Table 1: Signalized Intersection Level of Service Description

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both.
	Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: HCM 2000

Table 2: Unsignalized Intersection Level of Service Description

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: HCM 2000

Level of Service Standards

The Town of Atherton does not have LOS standards defined for intersections, so the San Mateo County standards are the baseline for this study. The County utilizes a standard of overall LOS C with no individual movement operating at less than LOS D to be considered acceptable. The following discusses standards set forth by the County for intersections.

- Intersections in compliance with the LOS standard under existing conditions shall not operate at LOS D or worse as a result of a project.
- Intersections NOT in compliance with the LOS standard under existing conditions shall not operate at LOS D or worse and experience an increase in average control delay by four or more seconds as a result of the project. *(This condition stipulates that a nonconforming intersection (e.g. overall LOS D, E, or F; or Movement LOS E or F) may not operate at overall LOS D, E, or F if the resulting delay is four or more seconds longer than determined under Existing Conditions without a project.)*

EXISTING CONDITIONS

This section of the report summarizes data collection efforts and the existing state of operations at the study intersections. The existing conditions data allowed development of a Synchro traffic model that provides basis for understanding impacts imposed by alternative improvement options.

Existing Roadway Network

California State Highway 82 (El Camino Real) is a surface highway with posted speed limit of 35 mph connecting Atherton residents to the north and south ends of the Peninsula. Within the study vicinity, the roadway provides three motor vehicle travel lanes in each direction and a continuous sidewalk along its eastern side. Sidewalk is provided on the west side of El Camino Real from Oakwood Drive to just south of Renato Court, where it becomes a pedestrian path at-grade with the roadway surface. Currently, there are no bicycle facilities on El Camino Real.

Dumbarton Avenue is an east-west local street with posted speed limit of 25 mph providing access between residential neighborhoods and El Camino Real. In the study vicinity, the roadway provides one motor vehicle travel lane in each direction, on-street parking, continuous sidewalks on both sides, and no bicycle facilities.

Fifth Avenue is an east-west collector street with posted speed limit of 25 mph providing access between El Camino Real and North Fair Oaks. In the study vicinity, the roadway provides two motor vehicle travel lanes in each direction, on-street parking, continuous sidewalks on both sides, and no bicycle facilities.

Oakwood Boulevard is a north-south local street with posted speed limit of 25 mph providing access to residential neighborhoods and El Camino Real. In the study vicinity, the roadway provides one motor vehicle travel lane in each direction and no pedestrian or bicycle facilities.

Oakwood Drive is an east-west local street with posted speed limit of 25 mph providing access between residential neighborhoods and El Camino Real. In the study vicinity, the roadway provides one motor vehicle travel lane in each direction, on-street parking availability, and no pedestrian or bicycle facilities.

Selby Lane is an east-west local street with posted speed limit of 25 mph providing access to Selby Lane Elementary School, residential neighborhoods, and El Camino Real. In the study vicinity, the roadway provides one motor vehicle travel lane in each direction, no sidewalks, and bicycle lanes between Oakwood Boulevard and El Camino Real.

Stockbridge Avenue is an east-west local street with posted speed limit of 25 mph providing access between residential neighborhoods and El Camino Real. In the study vicinity, the roadway provides one motor vehicle travel lane in each direction and no pedestrian or bicycle facilities.

Waverly Avenue is a north-south local street with posted speed limit of 25 mph that runs from Markham Avenue to Fifth Avenue. In the study vicinity, the roadway provides one motor vehicle travel lane in each direction, on-street parking, continuous sidewalks on both sides, and no bicycle facilities.

Data Collection

Turning movement volumes were collected at the six study intersections on May 10, 2016. The collection was performed on a Tuesday while school was in session, representing typical weekday traffic. Vehicles, pedestrians, and bicycles were included in the volume counts during the a.m. peak period (7:00 a.m. – 9:00 a.m.), school p.m. peak period (1:15 p.m. – 3:15 p.m.), and p.m. peak period (4:00 p.m. – 6:00 p.m.). The following is the list of intersections included for analysis:

1. El Camino Real & Oakwood Drive-Dumbarton Avenue (Signal)
2. El Camino Real & Selby Lane (TWSC)
3. El Camino Real & Fifth Avenue (Signal)
4. El Camino Real & Stockbridge Avenue (OWSC)
5. Oakwood Boulevard & Selby Lane (OWSC)
6. Waverly Avenue & Fifth Avenue (Signal)

Additionally, average daily traffic (ADT) volumes were collected at the following four locations:

1. Selby Lane, west of El Camino Real
2. Selby Lane, east of El Camino Real
3. Fifth Avenue, east of El Camino Real
4. El Camino Real, between Selby Lane and Columbia Avenue

An origin-destination (O-D) survey was performed for three routes within the project vicinity as well. The O-D survey aids in understanding what impacts may arise to existing route choices with implementation of any alternative improvements in the system. All collected data is provided in **Appendix B**.

Existing Conditions Analysis

Level of Service Analysis Results

TJKM analyzed the six study intersections using a.m., school p.m., and p.m. peak hour turning movement volumes and signal timing sheets acquired from the Town and Caltrans. Peak hour volumes, traffic controls and lane geometries for the study intersections are illustrated in **Figure 2**, and bicycle and pedestrian volumes are illustrated in **Figure 3**. The analysis is based on the aforementioned LOS methodology found in HCM 2000 using Synchro 8.0 software.

Table 3 summarizes the Existing Conditions LOS analysis results for the six study intersections. Movement LOS tables and Synchro summary sheets are provided in **Appendix C** for Existing Conditions. Under this scenario, the following intersections operate at unacceptable LOS:

- El Camino Real & Oakwood Drive-Dumbarton Avenue during the a.m. peak hour
    - Westbound movement operates at LOS F
- El Camino Real & Selby Lane during the a.m. and school p.m. peak hour
- El Camino Real & Stockbridge Avenue during all peak hours
- Oakwood Boulevard & Selby Lane during the a.m. peak hour

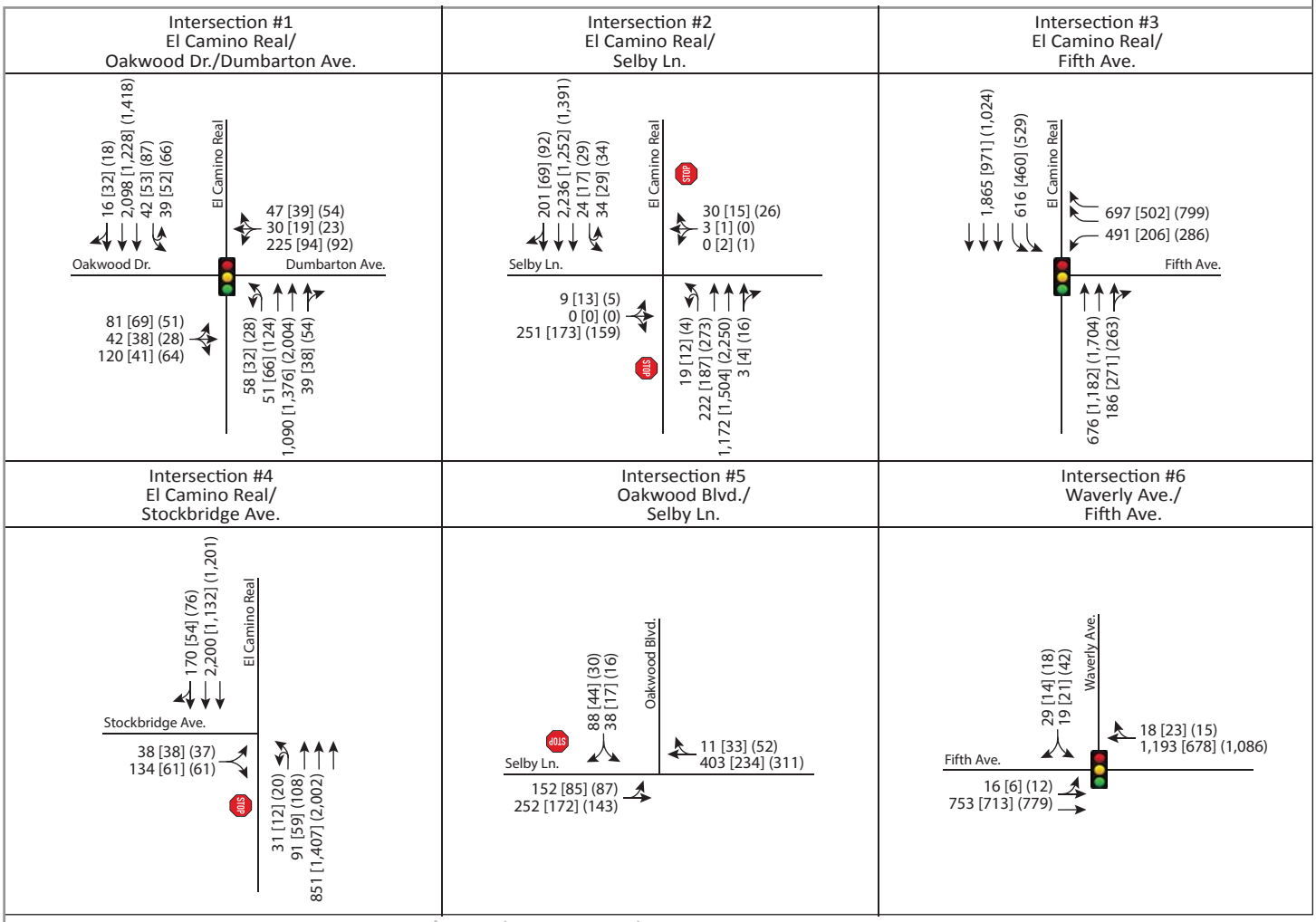
Table 3: Existing Conditions Level of Service Analysis Results

ID	Intersection	Control Type	AM Peak Hour		School PM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	33.7	C	12.5	B	18.8	B
2	El Camino Real & Selby Ln	TWSC	**>50***	**F**	**76.2**	**F**	19.2	C
3	El Camino Real & Fifth Ave	Signal	21.0	C	16.7	B	25.1	C
4	El Camino Real & Stockbridge Ave	OWSC	**>50***	**F**	**75.8**	**F**	**249.6**	**F**
5	Oakwood Blvd & Selby Ln	OWSC	**33.4**	**D**	12.7	B	13.1	B
6	Waverly Ave & Fifth Ave	Signal	3.5	A	2.2	A	5.0	A

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

The Existing Conditions analysis results show that all study intersections with Stop Control operate unacceptably during at least one peak hour. Stop Control intersections tend to have higher delays experienced by vehicles on the minor street. LOS and delay for OWSC or TWSC intersections is dependent on the critical movement at the location, typically minor street left-turn or thru movements. With large volumes on El Camino Real, it is difficult for minor street vehicles to find sufficient gap in the traffic stream to perform a left-turn or thru maneuver.

Existing Traffic Volumes, Lane Geometry and Controls



LEGEND

- X Study Intersection
- Traffic Signal
- STOP Stop Sign
- XX AM Peak Hour Volumes
- [XX] School PM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

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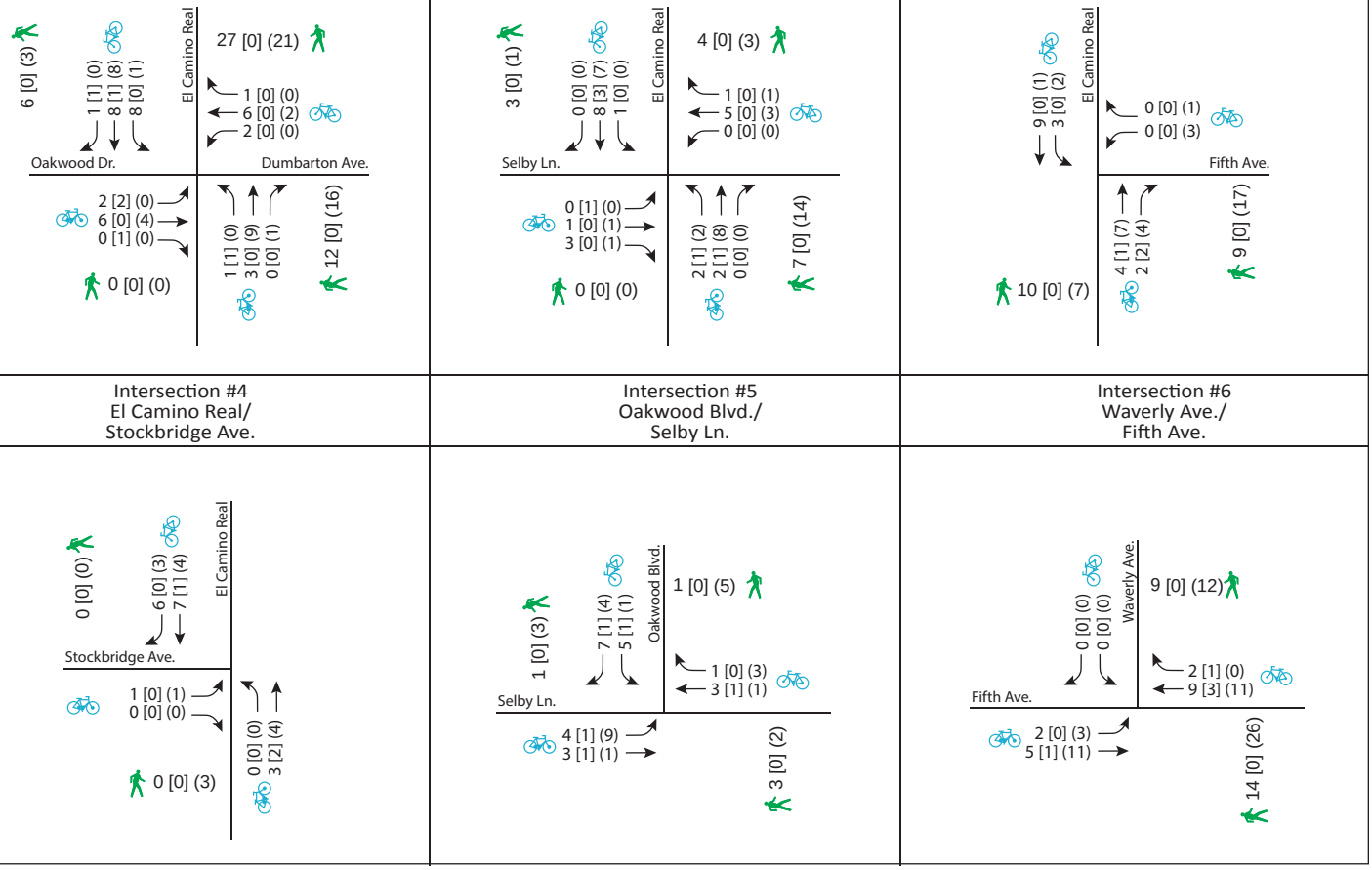
Figure 2

Existing Bicycle and Pedestrian Volumes



LEGEND

- Ⓧ Study Intersection
- XX AM Peak Hour Volumes
- [XX] School PM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

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Figure 3

Queuing Analysis Results

Queuing analysis was also performed for the study intersections to understand adequacy of the existing turn pockets and provide basis for recommending storage lengths with each alternative. **Table 4** summarizes the Existing Conditions queues at turn pockets as determined through Synchro. The results presented below are based on 95th Percentile Queue Lengths (in feet), which is the highest queue length in the lane group. Queue summary reports generated from Synchro are provided in **Appendix C** for Existing Conditions. Under this scenario, the following pocket storage lengths are insufficient:

- Northbound left-turn at El Camino Real & Selby Lane during the a.m. and p.m. peak hours

The northbound left-turn pocket at this intersection is 55 feet, which is exceeded by the queues found during the a.m. and p.m. peak hours. Queues that exceed capacity have potential to spill over into the adjacent thru lanes, causing longer delays and back-ups. As noted in the table below, the following queues may be longer than calculated:

- Westbound left-turn at El Camino Real & Fifth Avenue during the a.m. peak hour
- Southbound left-turn at El Camino Real & Fifth Avenue during the a.m. and p.m. peak hours

The westbound left-turn is accommodated with a left turn trap lane that extends from El Camino Real to Waverly Avenue, which is over 600 feet in length. This distance would accommodate the possibly longer queue during the a.m. peak hour. The southbound left-turn queue is close to the storage capacity of 295 feet, and a longer queue could result in vehicles spilling into the adjacent southbound thru lane. This movement, however, provides two left-turn pockets and operates acceptably under Existing Conditions.

Table 4: Existing Conditions Turn-Pocket Queuing Summary

ID	Intersection	Peak Hour	EBL	WBL	WBR	NBL	SBL	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	AM	-	-	-	m99	80	-
		School PM	-	-	-	84	86	-
		PM	-	-	-	m129	131	-
2	El Camino Real & Selby Ln	AM	-	-	-	**193**	4	-
		School PM	-	-	-	45	3	-
		PM	-	-	-	**68**	7	-
3	El Camino Real & Fifth Ave	AM	-	#391	136	-	#272	-
		School PM	-	177	138	-	178	-
		PM	-	244	253	-	#274	-
4	El Camino Real & Stockbridge Ave	AM	-	-	-	51	-	-
		School PM	-	-	-	9	-	-
		PM	-	-	-	17	-	-
5	Oakwood Blvd & Selby Ln	AM	17	-	-	-	92	-
		School PM	8	-	-	-	12	-
		PM	7	-	-	-	11	-
6	Waverly Ave & Fifth Ave	AM	-	-	-	-	30	-
		School PM	-	-	-	-	28	-
		PM	-	-	-	-	42	-

Notes: **Bold** =95th percentile queue length exceeds provided storage capacity
m = Volume for 95th percentile queue is metered by upstream signal
# = Volume for 95th percentile queue exceeds capacity, queue may be longer
All measurements in feet

ALTERNATIVE EVALUATION

This section discusses the two alternative improvement options for the intersection of El Camino Real & Selby Lane. The alternatives are as follows:

- Alternative 1 Conditions (Existing Volumes)
  - Restrict left-turns/through movements from Selby Lane onto/across El Camino Real
  - Restrict southbound left-turns from El Camino Real onto Selby Lane
  - Install Rectangular Rapid Flashing Beacon (RRFB) for pedestrian crossing across El Camino Real

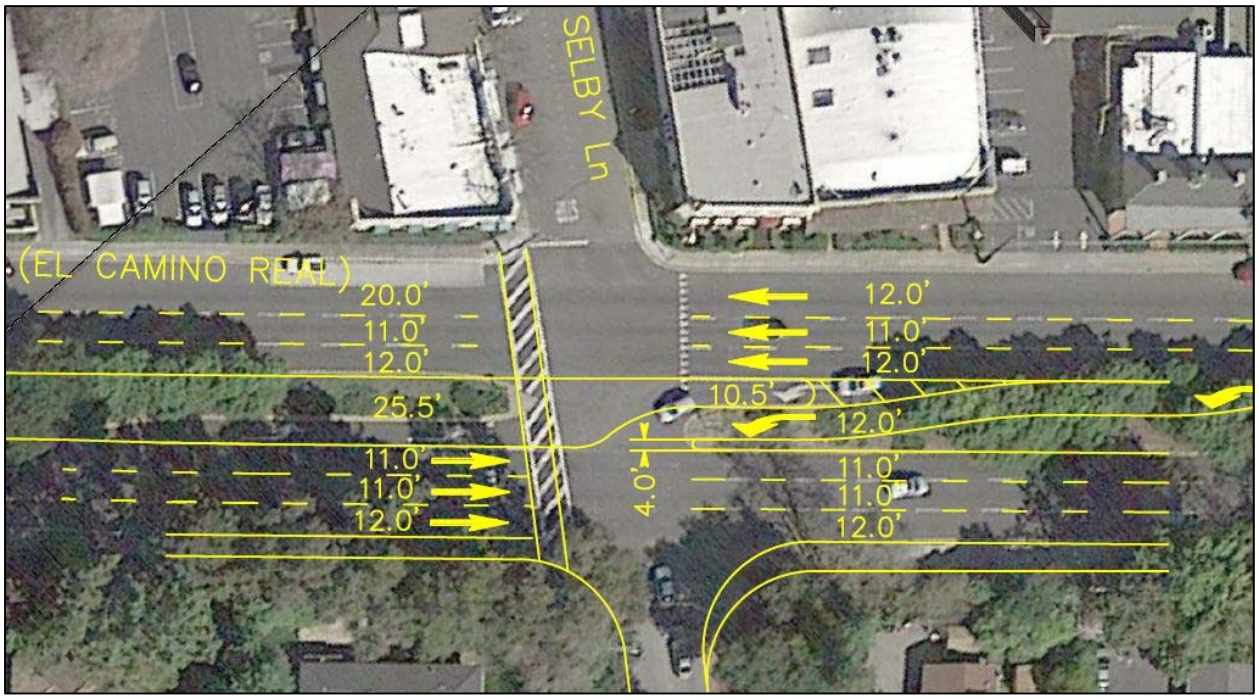


Image: Alternative 1 Design – Plan View

- Alternative 2 Conditions (Existing Volumes)
  - Install signal at intersection of El Camino Real & Selby Lane
  - Retain existing lane geometry

Alternative 1

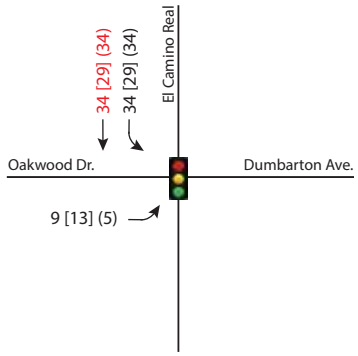
The existing traffic volumes under Alternative 1 Conditions were analyzed at the study intersections during the a.m., school p.m., and p.m. peak hours. The alternative restricts movements at the intersection of El Camino Real & Selby Lane, which requires assumptions for traffic rerouting. The alternative intersection configuration would prohibit southbound left- and U-turns, eastbound left- and thru-movements, and westbound left- and thru-movements. The assumptions under this scenario are as follows:

- Existing southbound U-turns moved to southbound left-turn at El Camino Real & Oakwood Drive-Dumbarton Avenue
- Existing southbound left-turns moved to southbound left-turn at El Camino Real & Fifth Avenue
    - Then added to eastbound left-turn at Waverly Avenue & Fifth Avenue
- Existing eastbound left-turns moved to eastbound left-turn at Oakwood Boulevard & Selby Lane
    - Then added to eastbound left-turn at El Camino Real & Oakwood Drive-Dumbarton Avenue
- Existing westbound left-turns and thru-movements moved to southbound right-turn at Waverly Avenue & Fifth Avenue
    - Left-turns added to westbound left-turn at El Camino Real & Fifth Avenue
    - Thru-movements added to westbound right-turn at El Camino Real & Fifth Avenue
        - Then added to northbound left-turn at El Camino Real & Selby Lane

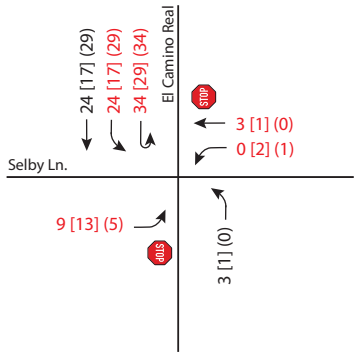
Figure 4 illustrates the rerouted traffic volumes using the above list of assumptions for Alternative 1, and **Figure 5** illustrates the adjusted Existing Conditions volumes under the Alternative 1 scenario.

Alternative 1 Traffic Rerouting

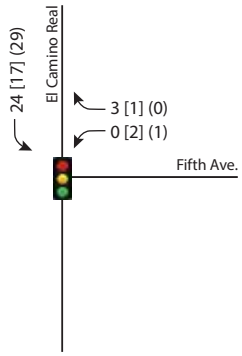
Intersection #1
El Camino Real/
Oakwood Dr./Dumbarton Ave.



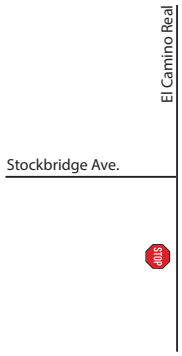
Intersection #2
El Camino Real/
Selby Ln.



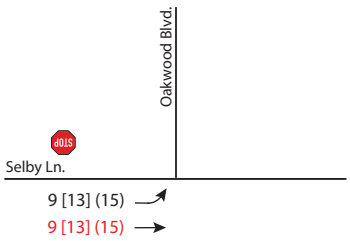
Intersection #3
El Camino Real/
Fifth Ave.



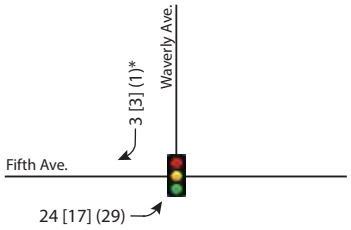
Intersection #4
El Camino Real/
Stockbridge Ave.



Intersection #5
Oakwood Blvd./
Selby Ln.



Intersection #6
Waverly Ave./
Fifth Ave.



Note: * Volumes equal to the sum of removed volumes from east leg of Intersection #2

LEGEND

- Study Intersection
- Traffic Signal
- Stop Sign
- XX AM Peak Hour Volumes
- [XX] School PM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

Note: Red = Volume Subtracted
Black = Volume Added

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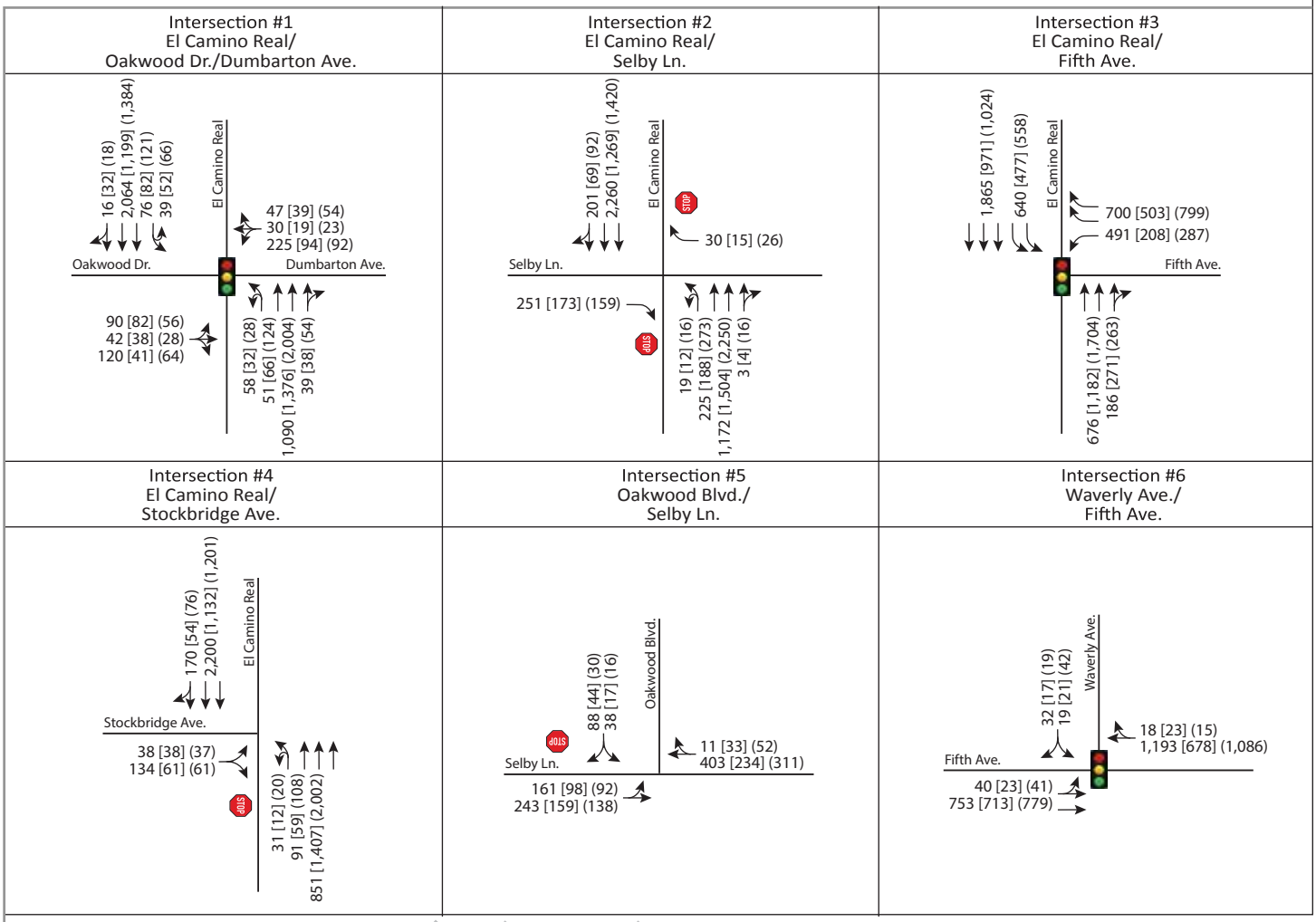
Figure 4

Alternative 1 Traffic Volumes, Lane Geometry and Controls



LEGEND

- X Study Intersection
- Traffic Signal
- STOP Stop Sign
- XX AM Peak Hour Volumes
- [XX] School PM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

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Figure 5

Level of Service Analysis Results

Using the above assumptions, existing traffic volumes were rerouted through the study intersections. Alternative 1 peak-hour volumes are illustrated in **Figure 5**. **Table 5** summarizes the Alternative 1 LOS analysis results for the six study intersections. As shown in the table, the intersection of El Camino Real & Selby Lane experiences the greatest benefit of the alternative intersection configuration. The delay is reduced during the a.m., school p.m., and p.m. peak hours and LOS is improved to acceptable level during the school p.m. peak hour. Movement LOS tables and Synchro summary sheets are provided in **Appendix D** for Alternative 1.

Under this scenario, the following intersections show operational improvements from Existing Conditions:

- El Camino Real & Selby Lane
    - School p.m. peak hour LOS improves from LOS F to LOS B

The following intersections operate at unacceptable LOS under Alternative 1 Conditions:

- El Camino Real & Oakwood Drive-Dumbarton Avenue during the a.m. peak hour
    - Westbound movement operates at LOS F (as under Existing Conditions)
- El Camino Real & Selby Lane during the a.m. peak hour
- El Camino Real & Stockbridge Avenue during all peak hours (as under Existing Conditions)
- Oakwood Boulevard & Selby Lane during the a.m. peak hour (as under Existing Conditions)

No intersection operations are projected to degrade significantly from Existing Conditions, and the alternative intersection configuration yields substantial improvement at El Camino Real & Selby Lane during the school p.m. peak hour. This improvement is attributed to the removal of critical minor street movements and resulting traffic diversion.

Table 5: Alternative 1 Conditions Level of Service Analysis Results

ID	Intersection	Control Type	Scenario	AM Peak Hour		School PM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Existing	33.7	C	12.5	B	18.8	B
			Alternative 1	32.3	C	13.5	B	21.5	C
2	El Camino Real & Selby Ln	TWSC	Existing	**>50***	**F**	**76.2**	**F**	19.2	C
			Alternative 1	**68.9**	**F**	14.8	B	18.4	C
3	El Camino Real & Fifth Ave	Signal	Existing	21.0	C	16.7	B	25.1	C
			Alternative 1	21.5	C	17.1	B	26.1	C
4	El Camino Real & Stockbridge Ave	OWSC	Existing	**>50***	**F**	**75.8**	**F**	**249.6**	**F**
			Alternative 1	**>50***	**F**	**76.0**	**F**	**250.6**	**F**
5	Oakwood Blvd & Selby Ln	OWSC	Existing	**33.4**	**D**	12.7	B	13.1	B
			Alternative 1	**34.5**	**D**	12.8	B	13.1	B
6	Waverly Ave & Fifth Ave	Signal	Existing	3.5	A	2.2	A	5.0	A
			Alternative 1	3.6	A	2.7	A	5.1	A

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

Queuing Analysis Results

Table 6 summarizes the Alternative 1 Conditions queues at turn pockets as determined through Synchro. The results presented below are based on 95th Percentile Queue Lengths (in feet), which is the highest queue length in the lane group. Queue summary reports generated from Synchro are provided in **Appendix D** for Alternative 1 Conditions. The following pocket storage lengths are insufficient:

- Northbound left-turn at El Camino Real & Selby Lane during the a.m. and p.m. peak hours
- Southbound left-turn at El Camino Real & Fifth Avenue during the p.m. peak hour

The northbound left-turn pocket at El Camino Real & Selby Lane is 55 feet, which is exceeded by the queues projected during the a.m. and p.m. peak hours under Alternative 1. The southbound left-turn pocket at El Camino Real & Fifth Avenue is 295 feet, which is exceeded by the queue projected during the p.m. peak hour. Queues that exceed capacity have potential to spill over into the adjacent thru lanes, causing longer delays and back-ups. The following queues may be longer than calculated:

- Westbound left-turn at El Camino Real & Fifth Avenue during the a.m. peak hour
- Southbound left-turn at El Camino Real & Fifth Avenue during the a.m. and p.m. peak hours

The westbound left-turn at El Camino Real & Fifth Avenue is accommodated with a left-turn trap lane that extends from El Camino Real to Waverly Avenue, which is over 600 feet in length. This distance would accommodate the possibly longer queue during the a.m. peak hour. The southbound left-turn queue is at storage capacity for the movement, and a longer queue could result in vehicles spilling into the adjacent southbound thru lanes. The two left-turn pockets provided operate acceptably under Alternative 1 Conditions. The increase in queue lengths due to Alternative 1 is equivalent to approximately one vehicle.

Table 6: Alternative 1 Conditions Turn-Pocket Queuing Summary

ID	Intersection	Peak Hour	EBL	EBR	WBL	WBR	NBL	SBL	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	AM	-	-	-	-	100	102	-
		School PM	-	-	-	-	86	104	-
		PM	-	-	-	-	133	155	-
2	El Camino Real & Selby Ln	AM	-	55	-	5	**214**	-	-
		School PM	-	20	-	2	45	-	-
		PM	-	21	-	3	**73**	-	-
3	El Camino Real & Fifth Ave	AM	-	-	#391	137	-	#288	-
		School PM	-	-	178	138	-	185	-
		PM	-	-	245	253	-	#**296**	-
4	El Camino Real & Stockbridge Ave	AM	-	-	-	-	52	-	-
		School PM	-	-	-	-	9	-	-
		PM	-	-	-	-	17	-	-
5	Oakwood Blvd & Selby Ln	AM	18	-	-	-	-	94	-
		School PM	10	-	-	-	-	12	-
		PM	7	-	-	-	-	11	-
6	Waverly Ave & Fifth Ave	AM	-	-	-	-	-	31	-
		School PM	-	-	-	-	-	29	-
		PM	-	-	-	-	-	42	-

Notes: **Bold** =95th percentile queue length exceeds provided storage capacity
= Volume for 95th percentile queue exceeds capacity, queue may be longer
All measurements in feet

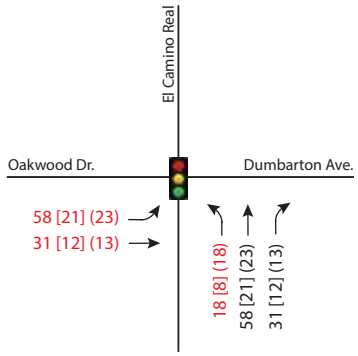
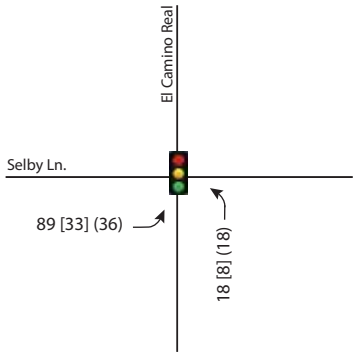
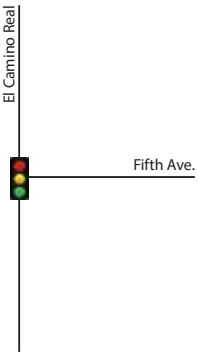
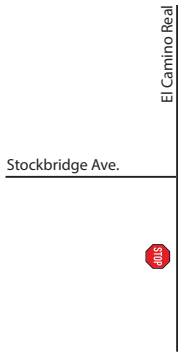
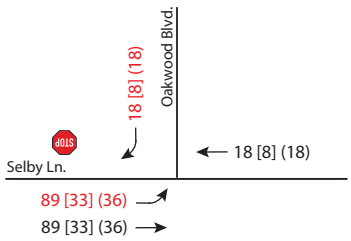
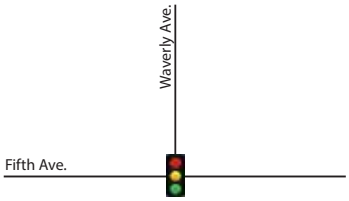
Alternative 2

The existing traffic volumes under Alternative 2 Conditions were analyzed at the study intersections during the a.m., school p.m., and p.m. peak hours. The alternative involves installing a signal at the intersection of El Camino Real & Selby Lane, which requires traffic rerouting and signal timing assumptions. The alternative intersection control would improve minor street operations and cause traffic diversion. Alternative 2 peak hour volumes are illustrated in **Figure 5**. The assumptions under this scenario are as follows:

- Northbound left-turns at El Camino Real & Oakwood Drive-Dumbarton Avenue moved to northbound left-turn at El Camino Real & Selby Lane
    - Volume removed from southbound right-turn at Oakwood Boulevard & Selby Lane
- Eastbound left-turns at Oakwood Boulevard & Selby Lane moved to eastbound left-turn at El Camino Real & Selby Lane
    - Existing eastbound approach at El Camino Real & Oakwood Drive-Dumbarton Avenue is 65% left-turns and 35% thru-movements
        - 65% moved to northbound thru-movement at El Camino Real & Oakwood Drive-Dumbarton Avenue
        - 35% moved to northbound right-turn at El Camino Real & Oakwood Drive-Dumbarton Avenue
- El Camino Real & Selby Lane Intersection
    - Option 1
        - Permissive phasing for Selby Lane movements
    - Option 2
        - Split phasing for Selby Lane movements
        - Eastbound approach geometry modified to provide Shared Thru-Left Pocket and Exclusive Right-Turn Lane

Figure 6 illustrates the rerouted traffic volumes using the above list of assumptions for Alternative 2, and **Figure 7** illustrates the adjusted Existing Conditions volumes under the Alternative 2 scenario.

Alternative 2 Traffic Rerouting

Intersection #1 El Camino Real/ Oakwood Dr./Dumbarton Ave.	Intersection #2 El Camino Real/ Selby Ln.	Intersection #3 El Camino Real/ Fifth Ave.
		
Intersection #4 El Camino Real/ Stockbridge Ave.	**Intersection #5 Oakwood Blvd./ Selby Ln.**	**Intersection #6 Waverly Ave./ Fifth Ave.**
		

LEGEND

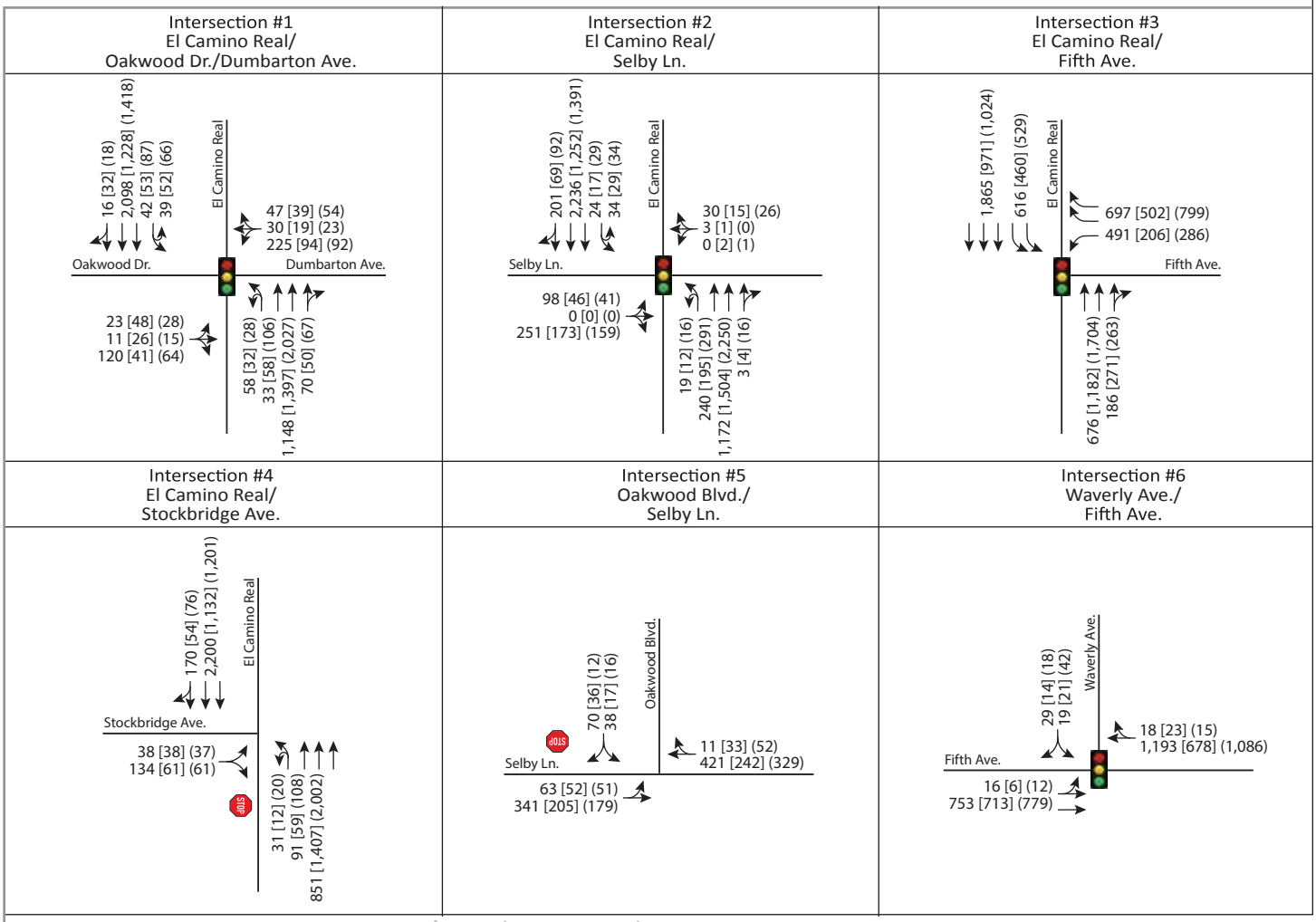
- X Study Intersection
- Traffic Signal
- STOP Stop Sign
- XX AM Peak Hour Volumes
- [XX] School PM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

Note: Red = Volume Subtracted
Black = Volume Added

267-003-T3

Figure 6

Alternative 2 Traffic Volumes, Lane Geometry and Controls



LEGEND

- X Study Intersection
- Traffic Signal
- STOP Stop Sign
- XX AM Peak Hour Volumes
- [XX] School PM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

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Figure 7

Option 1 Level of Service Analysis Results

Using the above assumptions, existing traffic volumes were rerouted through the study intersections. **Table 7** summarizes Alternative 2, Option 1 LOS analysis results for the study intersections. Movement LOS tables and Synchro summary sheets for Alternative 2, Option 1 are in **Appendix E**.

Under this scenario, the following intersections show operational improvements from Existing Conditions:

- El Camino Real & Selby Lane
  - A.M. peak hour LOS improves from LOS F to LOS E (still unacceptable per standards)
  - School p.m. peak hour LOS improves from LOS F to LOS B
- Oakwood Boulevard & Selby Lane
  - A.M. peak hour delay reduces from 33.4 to 26.1 seconds (still unacceptable per standards)

The following intersections operate at unacceptable LOS under Alternative 2, Option 1 Conditions:

- El Camino Real & Oakwood Drive-Dumbarton Avenue during the a.m. peak hour
  - Westbound movement operates at LOS E (improved from Existing Conditions)
- El Camino Real & Selby Lane during the a.m. peak hour
- El Camino Real & Stockbridge Avenue during all peak hours (as under Existing Conditions)
- Oakwood Boulevard & Selby Lane during the a.m. peak hour (as under Existing Conditions)

Intersections not in compliance with the LOS standard under Existing Conditions shall not operate at LOS D or worse and experience an increase in average control delay of four or more seconds. The intersections operating acceptably under Existing Conditions are not projected to worsen due to the project.

Table 7: Alternative 2, Option 1 Level of Service Analysis Results

ID	Intersection	Control Type	Scenario	AM Peak Hour		School PM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Existing	33.7	C	12.5	B	18.8	B
			Option 1	28.7	C	12.0	B	18.7	B
2	El Camino Real & Selby Ln	TWSC	Existing	**>50***	**F**	**76.2**	**F**	19.2	C
		Signal	Option 1	**55.4**	**E**	17.3	B	21.1	C
3	El Camino Real & Fifth Ave	Signal	Existing	21.0	C	16.7	B	25.1	C
			Option 1	21.0	C	16.7	B	25.1	C
4	El Camino Real & Stockbridge Ave	OWSC	Existing	**>50***	**F**	**75.8**	**F**	**249.6**	**F**
			Option 1	**>50***	**F**	**75.8**	**F**	**249.6**	**F**
5	Oakwood Blvd & Selby Ln	OWSC	Existing	**33.4**	**D**	12.7	B	13.1	B
			Option 1	**26.1**	**D**	12.5	B	13.5	B
6	Waverly Ave & Fifth Ave	Signal	Existing	3.5	A	2.2	A	5.0	A
			Option 1	3.5	A	2.2	A	5.0	A

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

Option 1 Queuing Analysis Results

Table 8 summarizes the Alternative 2, Option 1 queues at turn pockets as determined through Synchro. The results presented below are based on 95th Percentile Queue Lengths (in feet), which is the highest queue length in the lane group. Queue summary reports generated from Synchro are provided in **Appendix E** for Alternative 2, Option 1. The following pocket storage lengths are insufficient:

- Northbound left-turn at El Camino Real & Selby Lane during all peak hours
- Southbound left-turn at El Camino Real & Selby Lane during the a.m. and p.m. peak hours

The northbound left-turn pocket at El Camino Real & Selby Lane is 55 feet, which is exceeded by the queues projected during the a.m. and p.m. peak hours under Alternative 2, Option 1. The southbound left-turn pocket at El Camino Real & Selby Lane is 105 feet, which is exceeded by the queue projected during the a.m. peak hour. Queues that exceed capacity have potential to spill over into the adjacent thru lanes, causing longer delays and back-ups. The following queues may be longer than calculated:

- Northbound left-turn at El Camino Real & Selby Lane during the a.m. and p.m. peak hours
- Westbound left-turn at El Camino Real & Fifth Avenue during the a.m. peak hour
- Southbound left-turn at El Camino Real & Fifth Avenue during the a.m. and p.m. peak hours

The westbound left-turn at El Camino Real & Fifth Avenue is accommodated with a left-turn trap lane that extends from El Camino Real to Waverly Avenue, which is over 600 feet in length. This distance would accommodate the possibly longer queue during the a.m. peak hour. The southbound left-turn queue is close to the storage capacity of 295 feet, and a longer queue could result in vehicles spilling into the adjacent southbound thru lane. Queue increases may be accommodated with turn-pocket extensions.

Table 8: Alternative 2, Option 1 Turn-Pocket Queuing Summary

ID	Intersection	Peak Hour	EBL	WBL	WBR	NBL	SBL	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	AM	-	-	-	86	79	-
		School PM	-	-	-	79	85	-
		PM	-	-	-	118	131	-
2	El Camino Real & Selby Ln	AM	-	-	-	**#445**	**111**	-
		School PM	-	-	-	**288**	87	-
		PM	-	-	-	**#516**	**122**	-
3	El Camino Real & Fifth Ave	AM	-	#391	136	-	#272	-
		School PM	-	177	138	-	178	-
		PM	-	244	253	-	#274	-
4	El Camino Real & Stockbridge Ave	AM	-	-	-	51	-	-
		School PM	-	-	-	9	-	-
		PM	-	-	-	17	-	-
5	Oakwood Blvd & Selby Ln	AM	6	-	-	-	63	-
		School PM	5	-	-	-	10	-
		PM	4	-	-	-	7	-
6	Waverly Ave & Fifth Ave	AM	-	-	-	-	30	-
		School PM	-	-	-	-	28	-
		PM	-	-	-	-	42	-

Notes: **Bold** =95th percentile queue length exceeds provided storage capacity
= Volume for 95th percentile queue exceeds capacity, queue may be longer
All measurements in feet

Option 2 Level of Service Analysis Results

With signalization of the El Camino Real & Selby Lane intersection, split phasing is analyzed in the traffic model as Alternative 2, Option 2. Using the assumptions in the beginning of this chapter, existing traffic volumes were rerouted through the study intersections. **Table 9** summarizes Alternative 2, Option 2 LOS analysis results for the six study intersections compared to Alternative 2, Option 1. Movement LOS tables and Synchro summary sheets are provided in **Appendix F** for Alternative 2, Option 2.

As for Alternative 1 and Alternative 2, Option 1, El Camino Real & Selby Lane improves operations with Alternative 2, Option 2 during the a.m. and school p.m. peak hours. Option 2, however, improves a.m. peak hour operations to LOS D, which is near acceptable per the LOS standards. Compared with Alternative 1 and Alternative 2, Option 1, this alternative shows improvement to intersection operations during the a.m. peak hour, which is a substantial improvement from Existing Conditions.

Under this scenario, all study intersections except El Camino Real & Stockbridge Avenue operate at LOS D or better during all peak hours. From Existing Conditions, intersections not in compliance with the LOS standard shall not operate at LOS D or worse and experience an increase in average control delay of four or more seconds, therefore no intersection is negatively impacted as a result of the project. The intersections operating acceptably under Existing Conditions shall not operate at LOS D or worse.

Table 9: Alternative 2, Option 2 Level of Service Analysis Results

ID	Intersection	Control Type	Scenario	AM Peak Hour		School PM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Option 1	28.7	C	12.0	B	18.7	B
			Option 2	28.7	C	12.0	B	18.7	B
2	El Camino Real & Selby Ln	Signal	Option 1	**55.4**	**E**	17.3	B	21.1	C
			Option 2	**41.2**	**D**	17.9	B	22.8	C
3	El Camino Real & Fifth Ave	Signal	Option 1	21.0	C	16.7	B	25.1	C
			Option 2	21.0	C	16.7	B	25.1	C
4	El Camino Real & Stockbridge Ave	OWSC	Option 1	**>50***	**F**	**75.8**	**F**	**249.6**	**F**
			Option 2	**>50***	**F**	**75.8**	**F**	**249.6**	**F**
5	Oakwood Blvd & Selby Ln	OWSC	Option 1	**26.1**	**D**	12.5	B	13.5	B
			Option 2	**26.1**	**D**	12.5	B	13.5	B
6	Waverly Ave & Fifth Ave	Signal	Option 1	3.5	A	2.2	A	5.0	A
			Option 2	3.5	A	2.2	A	5.0	A

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

Option 2 Queuing Analysis Results

Table 10 summarizes the queues projected at the turn pockets for Alternative 2, Option 2. Queue summary reports generated from Synchro are provided in **Appendix F** for Alternative 2, Option 2. Under this scenario, the northbound and southbound left-turn pockets at El Camino Real & Selby Lane are projected to be insufficient in storage length. The projected queue for the northbound left-turn exceeds storage capacity during all peak hours and during the a.m. and p.m. peak hours for the southbound movement. These queues have potential to spill back into the adjacent northbound or southbound through lanes on El Camino Real and cause increased delay and back-ups.

Table 10: Alternative 2, Option 2 Turn-Pocket Queuing Summary

ID	Intersection	Peak Hour	EBL	EBR	WBL	WBR	NBL	SBL	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	AM	-	-	-	-	86	79	-
		School PM	-	-	-	-	79	85	-
		PM	-	-	-	-	118	131	-
2	El Camino Real & Selby Ln	AM	146	72	-	-	**#491**	**110**	-
		School PM	80	59	-	-	**#268**	78	-
		PM	68	39	-	-	**#560**	**120**	-
3	El Camino Real & Fifth Ave	AM	-	-	#391	136	-	#272	-
		School PM	-	-	177	138	-	178	-
		PM	-	-	244	253	-	#274	-
4	El Camino Real & Stockbridge Ave	AM	-	-	-	-	51	-	-
		School PM	-	-	-	-	9	-	-
		PM	-	-	-	-	17	-	-
5	Oakwood Blvd & Selby Ln	AM	6	-	-	-	-	63	-
		School PM	5	-	-	-	-	10	-
		PM	4	-	-	-	-	7	-
6	Waverly Ave & Fifth Ave	AM	-	-	-	-	-	30	-
		School PM	-	-	-	-	-	28	-
		PM	-	-	-	-	-	42	-

Notes: **Bold** =95th percentile queue length exceeds provided storage capacity
= Volume for 95th percentile queue exceeds capacity, queue may be longer
All measurements in feet

ALTERNATIVE COMPARISON

This section discusses the pros and cons of each alternative. For all alternative improvements, southbound queues at El Camino Real & Fifth Avenue and northbound and southbound queues at El Camino Real & Selby Lane would benefit from increased turn-pocket storage capacity.

Alternative Pros

Alternative 1

Compared with Existing Conditions, Alternative 1 attributes the following improvements to traffic operations:

- Reduced delay at El Camino Real & Selby Lane during the a.m. and school p.m. peak hours
    - Operational improvement for eastbound and westbound movements
- El Camino Real & Selby Lane improved to acceptable LOS during the school p.m. peak hour
- Improved pedestrian safety with installation of RRFB
    - Heightened awareness of pedestrian presence
    - Improved pedestrian visibility
- No negative impacts to surrounding intersection LOS and delay
- No negative impacts to intersection movement LOS and delay

Alternative 2

Compared with Existing Conditions, Alternative 2 attributes the following improvements to traffic operations:

- Reduced delay and improved LOS at El Camino Real & Selby Lane during the a.m. and school p.m. peak hours
- El Camino Real & Selby Lane improved to acceptable LOS during the school p.m. peak hour
- Improved access for Selby Lane and surrounding neighborhood residents
- Improved pedestrian safety with dedicated pedestrian crossing phases
- Improved vehicle safety with dedicated green time for minor street movements
- No negative impacts to existing vehicle access
- No negative impacts to surrounding intersection LOS and delay
- No negative impacts to intersection movement LOS and delay

<u>Option 1</u>

- El Camino Real & Selby Lane operation improved to LOS E during the a.m. peak hour

<u>Option 2</u>

- El Camino Real & Selby Lane operation improved to near acceptable (LOS D) operations during the a.m. peak hour

Alternative Cons

Alternative 1

Most negative aspects of Alternative 1 are associated with projected queues and the physical constraint of prohibiting movements. The following queues are projected to increase as a result of Alternative 1:

- Northbound left-turn at El Camino Real & Selby Lane during the a.m. and p.m. peak hours
- Southbound left-turn at El Camino Real & Fifth Avenue during all peak hours

The proposed movement restrictions would cause traffic diversion through the surrounding residential neighborhoods. This would result in up to approximately 15 vehicles travelling on Oakwood Boulevard and Oakwood Drive instead of Selby Lane during a peak hour. Additionally, Alternative 1 restricts access for Selby Lane and surrounding neighborhood residents. Residents on the east side of El Camino Real will only have right-in/right-out operations at El Camino Real & Selby Lane, forcing westbound left-turns and thru movements to the intersection of El Camino Real & Fifth Avenue. Residents on the west side of El Camino Real will experience similar restrictions, and will use El Camino Real & Oakwood Drive-Dumbarton Avenue to travel northbound.

Alternative 2

Alternative 2 is projected to cause the following queues to increase:

- Northbound left-turn at El Camino Real & Selby Lane during all peak hours
- Southbound left-turn at El Camino Real & Selby Lane during the a.m. peak hour

Additionally, either option for Alternative 2 will create more vehicle traffic on Selby Lane between Oakwood Boulevard and El Camino Real. The installation of a signal at the intersection will improve operations, allowing minor street vehicles to join El Camino Real traffic effectively. This provision will appeal to drivers who currently avoid the El Camino Real & Selby Lane intersection due to excessive delays. Approximately 90 vehicles are projected to divert from Oakwood Boulevard and Oakwood Drive onto Selby Lane during the a.m. peak hour as a result of Alternative 2.

<u>Option 1</u>

- Extensive queues projected for northbound left-turn at El Camino Real & Selby Lane
    - May be mitigated through signal coordination along El Camino Real and extended turn pocket

<u>Option 2</u>

- Lane geometry adjustment would require redesign of eastbound Selby Lane approach
- Extensive queues projected for northbound left-turn at El Camino Real & Selby Lane
    - May be mitigated through signal coordination along El Camino Real and extended turn pocket

Appendix A

Level of Service Analysis Methodology

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, Highway Capacity Manual 2000. Highway Capacity Manual 2000 represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I

Table A-I: Level of Service Description

	Uninterrupted Flow	**Interrupted Flow**
Facility Type	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: Highway Capacity Manual 2000

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.
Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.
Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II: Functional and Design Categories for Urban Streets

Criterion	**Functional Category**			
	Principal Arterial		**Minor Arterial**	
Mobility function	Very important		Important	
Access function	Very minor		Substantial	
Points connected	Freeways, important activity centers, major traffic generators		Principal arterials	
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city		Trips of moderate length within relatively small geographical areas	
Criterion	**Design Category**			
	High-Speed	**Suburban**	**Intermediate**	**Urban**
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided: undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: Highway Capacity Manual 2000

Table A-III: Urban Street Class based on Function and Design Categories

	Functional Category	
Design Category	**Principal Arterial**	**Minor Arterial**
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: Highway Capacity Manual 2000

Table A-IV: Urban Street Levels of Service by Class

Urban Street Class	**I**	**II**	**III**	**IV**
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: Highway Capacity Manual 2000

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A description of levels of service for signalized intersections can be found in Table A-V

Table A-V: Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: Highway Capacity Manual 2000

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required

to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI: Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: Highway Capacity Manual 2000

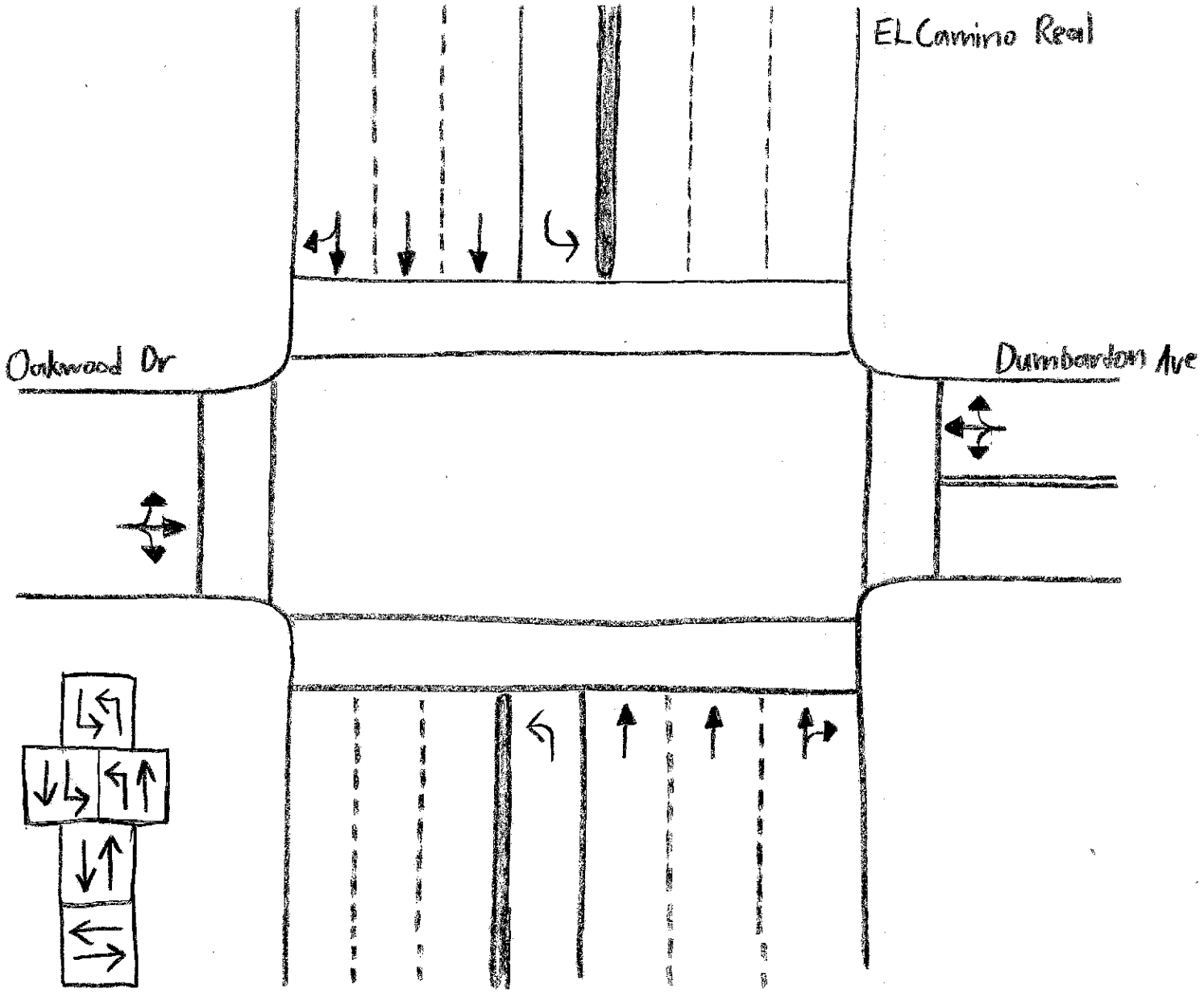
Appendix B

Data Collection Efforts

- Peak Period Intersection Turning Movement Counts
- 24-hour, 7-day Average Daily Traffic
- Origin-Destination Survey

N↑

16-7360-001



ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-001 El Camino Real & Oakwood Drive
Date : 5/10/2016

Unshifted Count = All Vehicles & Uturns

	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	9	257	4	10	280	29	5	13	0	47	10	119	4	1	134	11	6	13	0	30	491	11
7:15	4	396	3	6	409	30	5	21	0	56	7	171	6	4	188	28	2	28	0	58	711	10
7:30	10	553	3	7	573	56	6	15	0	77	10	219	7	6	242	14	4	30	0	48	940	13
7:45	7	542	6	8	563	65	8	11	0	84	14	272	11	21	318	24	5	23	0	52	1017	29
Total	30	1748	16	31	1825	180	24	60	0	264	41	781	28	32	882	77	17	94	0	188	3159	63
8:00	8	475	4	9	496	58	13	13	0	84	15	325	6	27	373	14	18	37	0	69	1022	36
8:15	17	528	3	15	563	46	3	8	0	57	12	274	15	4	305	29	15	30	0	74	999	19
8:30	10	490	5	11	516	25	1	12	0	38	10	233	4	4	251	32	18	26	0	76	881	15
8:45	10	470	3	16	499	30	5	8	0	43	17	261	7	9	294	27	11	20	0	58	894	25
Total	45	1963	15	51	2074	159	22	41	0	222	54	1093	32	44	1223	102	62	113	0	277	3796	95
13:15	11	293	7	13	324	16	3	9	0	28	8	336	6	6	356	20	2	16	0	38	746	19
13:30	11	283	5	19	318	15	1	11	0	27	10	297	8	6	321	9	2	13	0	24	690	25
13:45	9	279	6	13	307	15	0	8	0	23	12	307	1	10	330	10	2	9	0	21	681	23
14:00	15	295	3	15	328	20	5	10	0	35	9	318	9	7	343	4	3	7	0	14	720	22
Total	46	1150	21	60	1277	66	9	38	0	113	39	1258	24	29	1350	43	9	45	0	97	2837	89
14:15	11	293	11	14	329	28	7	6	0	41	18	340	7	8	373	14	3	6	0	23	766	22
14:30	13	320	9	15	357	29	3	7	0	39	11	337	13	3	364	17	14	13	0	44	804	18
14:45	18	323	7	9	357	18	6	15	0	39	13	310	8	10	341	22	18	8	0	48	785	19
15:00	11	292	5	14	322	19	3	11	0	33	24	389	10	11	434	16	3	14	0	33	822	25
Total	53	1228	32	52	1365	94	19	39	0	152	66	1376	38	32	1512	69	38	41	0	148	3177	84
16:00	28	326	4	16	374	27	3	12	0	42	20	422	10	6	458	12	8	11	0	31	905	22
16:15	23	304	9	13	349	23	8	11	0	42	25	485	9	15	534	11	11	15	0	37	962	28
16:30	25	326	7	18	376	18	2	12	0	32	32	468	7	9	516	13	9	15	0	37	961	27
16:45	27	297	4	21	349	34	4	12	0	50	27	477	10	9	523	12	5	12	0	29	951	30
Total	103	1253	24	68	1448	102	17	47	0	166	104	1852	36	39	2031	48	33	53	0	134	3779	107
17:00	22	335	5	14	376	24	8	17	0	49	32	528	16	7	583	12	8	18	0	38	1046	21
17:15	23	345	2	16	386	22	5	15	0	42	31	511	13	7	562	14	9	21	0	44	1034	23
17:30	21	379	6	14	420	19	8	5	0	32	28	488	13	7	536	13	6	14	0	33	1021	21
17:45	21	359	5	22	407	27	2	17	0	46	33	477	12	7	529	12	5	11	0	28	1010	29
Total	87	1418	18	66	1589	92	23	54	0	169	124	2004	54	28	2210	51	28	64	0	143	4111	94
Grand Total	364	8760	126	328	9578	693	114	279	0	1086	428	8364	212	204	9208	390	187	410	0	987	20859	532
Apprch %	3.8%	91.5%	1.3%	3.4%		63.8%	10.5%	25.7%	0.0%		4.6%	90.8%	2.3%	2.2%		39.5%	18.9%	41.5%	0.0%			
Total %	1.7%	42.0%	0.6%	1.6%	45.9%	3.3%	0.5%	1.3%	0.0%	5.2%	2.1%	40.1%	1.0%	1.0%	44.1%	1.9%	0.9%	2.0%	0.0%	4.7%	100.0%	

AM PEAK HOUR	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	10	553	3	7	573	56	6	15	0	77	10	219	7	6	242	14	4	30	0	48	940
7:45	7	542	6	8	563	65	8	11	0	84	14	272	11	21	318	24	5	23	0	52	1017
8:00	8	475	4	9	496	58	13	13	0	84	15	325	6	27	373	14	18	37	0	69	1022
8:15	17	528	3	15	563	46	3	8	0	57	12	274	15	4	305	29	15	30	0	74	999
Total Volume	42	2098	16	39	2195	225	30	47	0	302	51	1090	39	58	1238	81	42	120	0	243	3978
% App Total	1.9%	95.6%	0.7%	1.8%		74.5%	9.9%	15.6%	0.0%		4.1%	88.0%	3.2%	4.7%		33.3%	17.3%	49.4%	0.0%		
PHF	.618	.948	.667	.650	.958	.865	.577	.783	.000	.899	.850	.838	.650	.537	.830	.698	.583	.811	.000	.821	.973

NOON PEAK	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	11	293	11	14	329	28	7	6	0	41	18	340	7	8	373	14	3	6	0	23	766
14:30	13	320	9	15	357	29	3	7	0	39	11	337	13	3	364	17	14	13	0	44	804
14:45	18	323	7	9	357	18	6	15	0	39	13	310	8	10	341	22	18	8	0	48	785
15:00	11	292	5	14	322	19	3	11	0	33	24	389	10	11	434	16	3	14	0	33	822
Total Volume	53	1228	32	52	1365	94	19	39	0	152	66	1376	38	32	1512	69	38	41	0	148	3177
% App Total	3.9%	90.0%	2.3%	3.8%		61.8%	12.5%	25.7%	0.0%		4.4%	91.0%	2.5%	2.1%		46.6%	25.7%	27.7%	0.0%		
PHF	.736	.950	.727	.867	.956	.810	.679	.650	.000	.927	.688	.884	.731	.727	.871	.784	.528	.732	.000	.771	.966

PM PEAK HOUR	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	22	335	5	14	376	24	8	17	0	49	32	528	16	7	583	12	8	18	0	38	1046
17:15	23	345	2	16	386	22	5	15	0	42	31	511	13	7	562	14	9	21	0	44	1034
17:30	21	379	6	14	420	19	8	5	0	32	28	488	13	7	536	13	6	14	0	33	1021
17:45	21	359	5	22	407	27	2	17	0	46	33	477	12	7	529	12	5	11	0	28	1010
Total Volume	87	1418	18	66	1589	92	23	54	0	169	124	2004	54	28	2210	51	28	64	0	143	4111
% App Total	5.5%	89.2%	1.1%	4.2%		54.4%	13.6%	32.0%	0.0%		5.6%	90.7%	2.4%	1.3%		35.7%	19.6%	44.8%	0.0%		
PHF	.946	.935	.750	.750	.946	.852	.719	.794	.000	.862	.939	.949	.844	1.000	.948	.911	.778	.762	.000	.813	.983

ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-001 El Camino Real & Oakwood Drive
Date : 5/10/2016

Bank 1 Count = Bikes & Peds

	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	2	0	1	2	0	2	0	2	2	0	5	0	0	5	1	0	0	0	1	10	3
7:15	0	1	0	1	1	0	0	0	5	0	0	2	0	0	2	1	0	0	1	1	4	7
7:30	0	0	0	7	0	1	2	0	4	3	0	0	0	0	0	1	1	0	1	2	5	12
7:45	0	1	0	5	1	0	4	1	3	5	1	0	0	0	1	1	0	0	2	1	8	10
Total	0	4	0	14	4	1	8	1	14	10	1	7	0	0	8	4	1	0	4	5	27	32
8:00	0	5	0	9	5	0	0	0	4	0	0	2	0	0	2	0	3	0	1	3	10	14
8:15	0	2	1	6	3	1	0	0	1	1	0	1	0	0	1	0	2	0	2	2	7	9
8:30	0	1	0	3	1	0	0	0	2	0	0	0	0	0	0	1	1	0	2	2	3	7
8:45	0	0	0	8	0	1	1	0	3	2	0	1	0	0	1	0	0	0	3	0	3	14
Total	0	8	1	26	9	2	1	0	10	3	0	4	0	0	4	1	6	0	8	7	23	44
13:15	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	0
13:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	0
13:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	6	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
14:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
Total	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	6	0
16:00	0	3	0	7	3	0	0	0	10	0	2	1	0	1	3	0	0	0	5	0	6	23
16:15	0	2	0	5	2	0	0	0	3	0	0	0	0	2	0	0	0	2	1	2	4	11
16:30	0	1	0	0	1	0	0	0	3	0	0	0	1	0	1	0	0	0	1	0	2	4
16:45	0	2	0	10	2	0	2	0	1	2	0	0	1	0	1	0	0	0	2	0	5	13
Total	0	8	0	22	8	0	2	0	17	2	2	1	2	3	5	0	0	2	9	2	17	51
17:00	0	2	0	4	2	0	1	0	1	1	0	4	0	0	4	0	1	0	1	1	8	6
17:15	1	2	0	8	3	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	4	13
17:30	0	2	0	5	2	0	1	0	7	1	0	2	0	0	2	0	2	0	0	2	7	12
17:45	0	2	0	4	2	0	0	0	3	0	0	3	0	0	3	0	1	0	2	1	6	9
Total	1	8	0	21	9	0	2	0	16	2	0	9	1	0	10	0	4	0	3	4	25	40
Grand Total	1	31	2	83	34	3	13	1	57	17	6	23	3	3	32	7	11	3	24	21	104	167
Apprch %	2.9%	91.2%	5.9%			17.6%	76.5%	5.9%			18.8%	71.9%	9.4%			33.3%	52.4%	14.3%				
Total %	1.0%	29.8%	1.9%		32.7%	2.9%	12.5%	1.0%		16.3%	5.8%	22.1%	2.9%		30.8%	6.7%	10.6%	2.9%		20.2%	100.0%	

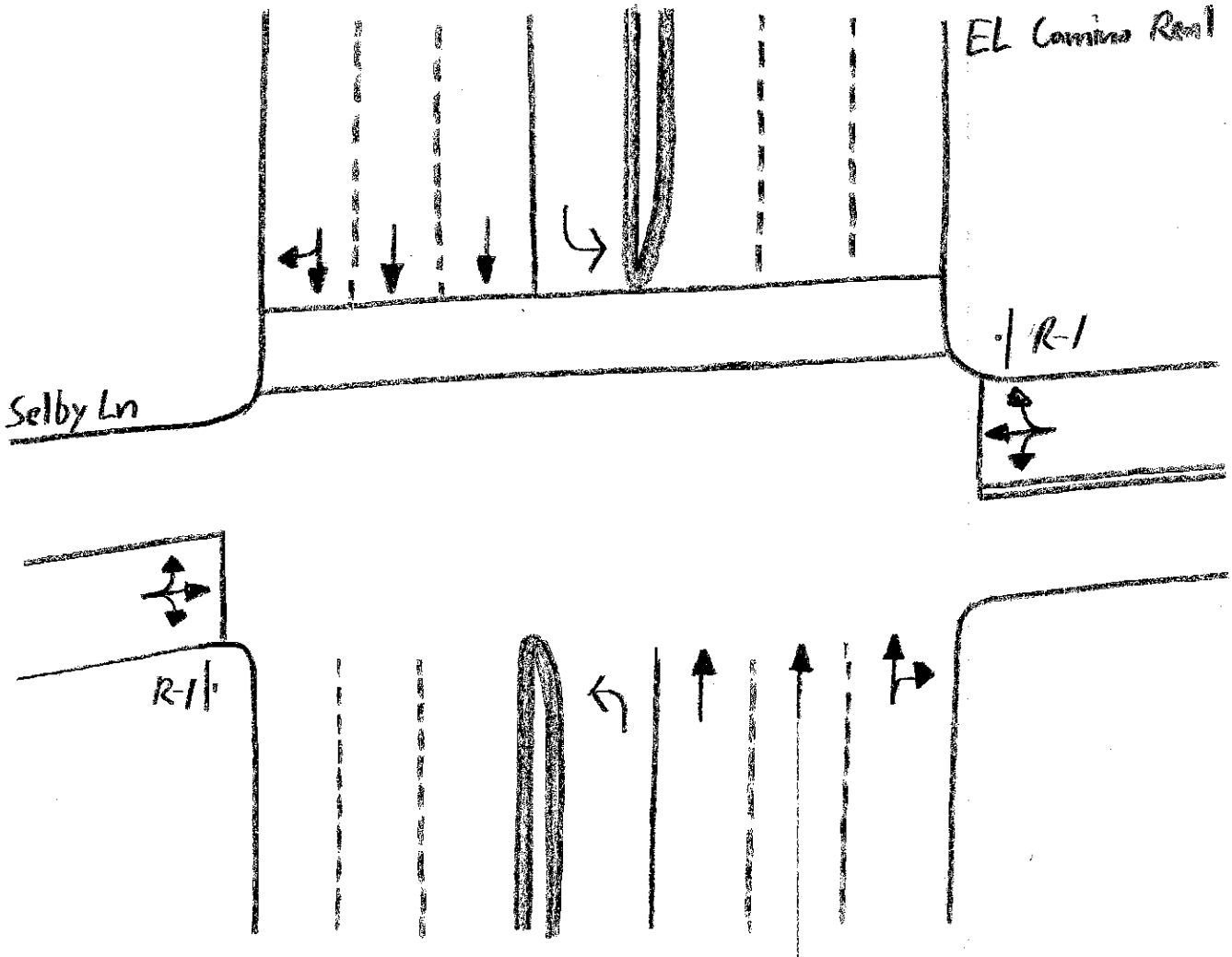
AM PEAK HOUR	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	7	0	1	2	0	4	3	0	0	0	0	0	1	1	0	1	2	5
7:45	0	1	0	5	1	0	4	1	3	5	1	0	0	0	1	1	0	0	2	1	8
8:00	0	5	0	9	5	0	0	0	4	0	0	2	0	0	2	0	3	0	1	3	10
8:15	0	2	1	6	3	1	0	0	1	1	0	1	0	0	1	0	2	0	2	2	7
Total Volume	0	8	1	27	9	2	6	1	12	9	1	3	0	0	4	2	6	0	6	8	30
% App Total	0.0%	88.9%	11.1%			22.2%	66.7%	11.1%			25.0%	75.0%	0.0%			25.0%	75.0%	0.0%			
PHF	.000	.400	.250		.450	.500	.375	.250		.450	.250	.375	.000		.500	.500	.500	.000		.667	.750

NOON PEAK	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	2	0	1	0	3	6
% App Total	0.0%	50.0%	50.0%			0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			66.7%	0.0%	33.3%			
PHF	.000	.250	.250		.500	.000	.000	.000		.000	.250	.000	.000		.250	.500	.000	.250		.750	.750

PM PEAK HOUR	El Camino Real Southbound					Oakwood Drive Westbound					El Camino Real Northbound					Oakwood Drive Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	2	0	4	2	0	1	0	1	1	0	4	0	0	4	0	1	0	1	1	8
17:15	1	2	0	8	3	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	4
17:30	0	2	0	5	2	0	1	0	7	1	0	2	0	0	2	0	2	0	0	2	7
17:45	0	2	0	4	2	0	0	0	3	0	0	3	0	0	3	0	1	0	2	1	6
Total Volume	1	8	0	21	9	0	2	0	16	2	0	9	1	0	10	0	4	0	3	4	25
% App Total	11.1%	88.9%	0.0%			0.0%	100.0%	0.0%			0.0%	90.0%	10.0%			0.0%	100.0%	0.0%			
PHF	.250	1.000	.000		.750	.000	.500	.000		.500	.000	.563	.250		.625	.000	.500	.000		.500	.781

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

NT 16-7360-002



ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-002 El Camino Real & Selby Lane
Date : 5/10/2016

Unshifted Count = All Vehicles & Uturns

	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	6	278	14	4	302	0	1	4	0	5	28	138	0	4	170	1	0	24	0	25	502	8
7:15	4	424	14	4	446	0	0	6	0	6	57	166	0	3	226	2	0	46	0	48	726	7
7:30	9	592	27	15	643	0	0	6	0	6	52	212	1	7	272	4	0	61	0	65	986	22
7:45	4	584	60	7	655	0	3	8	0	11	53	308	0	7	368	0	0	48	0	48	1082	14
Total	23	1878	115	30	2046	0	4	24	0	28	190	824	1	21	1036	7	0	179	0	186	3296	51
8:00	4	501	73	7	585	0	0	12	0	12	68	359	1	4	432	2	0	70	0	72	1101	11
8:15	7	559	41	5	612	0	0	4	0	4	49	293	1	1	344	3	0	72	0	75	1035	6
8:30	11	496	28	13	548	0	0	8	0	8	36	234	1	3	274	2	1	79	0	82	912	16
8:45	15	495	14	7	531	0	0	6	0	6	36	296	3	8	343	5	0	58	0	63	943	15
Total	37	2051	156	32	2276	0	0	30	0	30	189	1182	6	16	1393	12	1	279	0	292	3991	48
13:15	4	316	13	6	339	0	1	10	0	11	34	323	2	3	362	7	2	20	0	29	741	9
13:30	6	284	10	5	305	3	0	8	0	11	30	307	3	4	344	7	1	33	0	41	701	9
13:45	7	291	13	5	316	0	0	9	0	9	30	316	2	7	355	9	1	22	0	32	712	12
14:00	5	294	18	5	322	0	1	5	0	6	40	343	3	7	393	4	0	30	0	34	755	12
Total	22	1185	54	21	1282	3	2	32	0	37	134	1289	10	21	1454	27	4	105	0	136	2909	42
14:15	5	304	21	6	336	0	0	4	0	4	54	367	0	3	424	2	0	25	0	27	791	9
14:30	9	323	21	5	358	2	0	4	0	6	46	351	4	2	403	3	0	51	0	54	821	7
14:45	3	323	11	10	347	0	1	5	0	6	41	315	0	5	361	4	0	51	0	55	769	15
15:00	0	302	16	8	326	0	0	2	0	2	46	471	0	2	519	4	0	46	0	50	897	10
Total	17	1252	69	29	1367	2	1	15	0	18	187	1504	4	12	1707	13	0	173	0	186	3278	41
16:00	6	340	21	7	374	1	0	7	0	8	54	460	4	3	521	5	0	52	0	57	960	10
16:15	7	323	11	3	344	0	0	8	0	8	65	516	6	2	589	3	0	48	0	51	992	5
16:30	8	339	14	1	362	0	0	7	0	7	60	533	2	5	600	3	0	35	0	38	1007	6
16:45	5	324	18	5	352	0	0	7	0	7	66	587	3	4	660	3	0	36	0	39	1058	9
Total	26	1326	64	16	1432	1	0	29	0	30	245	2096	15	14	2370	14	0	171	0	185	4017	30
17:00	9	328	29	10	376	0	0	7	0	7	67	554	7	5	633	1	0	32	0	33	1049	15
17:15	9	347	24	11	391	0	0	6	0	6	62	550	4	3	619	0	0	41	0	41	1057	14
17:30	6	392	21	8	427	1	0	6	0	7	78	559	2	4	643	1	0	50	0	51	1128	12
17:45	7	351	17	10	385	0	1	5	0	6	51	504	0	4	559	4	0	32	0	36	986	14
Total	31	1418	91	39	1579	1	1	24	0	26	258	2167	13	16	2454	6	0	155	0	161	4220	55
Grand Total	156	9110	549	167	9982	7	8	154	0	169	1203	9062	49	100	10414	79	5	1062	0	1146	21711	267
Apprch %	1.6%	91.3%	5.5%	1.7%		4.1%	4.7%	91.1%	0.0%		11.6%	87.0%	0.5%	1.0%		6.9%	0.4%	92.7%	0.0%			
Total %	0.7%	42.0%	2.5%	0.8%	46.0%	0.0%	0.0%	0.7%	0.0%	0.8%	5.5%	41.7%	0.2%	0.5%	48.0%	0.4%	0.0%	4.9%	0.0%	5.3%	100.0%	

AM PEAK HOUR	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	9	592	27	15	643	0	0	6	0	6	52	212	1	7	272	4	0	61	0	65	986
7:45	4	584	60	7	655	0	3	8	0	11	53	308	0	7	368	0	0	48	0	48	1082
8:00	4	501	73	7	585	0	0	12	0	12	68	359	1	4	432	2	0	70	0	72	1101
8:15	7	559	41	5	612	0	0	4	0	4	49	293	1	1	344	3	0	72	0	75	1035
Total Volume	24	2236	201	34	2495	0	3	30	0	33	222	1172	3	19	1416	9	0	251	0	260	4204
% App Total	1.0%	89.6%	8.1%	1.4%		0.0%	9.1%	90.9%	0.0%		15.7%	82.8%	0.2%	1.3%		3.5%	0.0%	96.5%	0.0%		
PHF	.667	.944	.688	.567	.952	.000	.250	.625	.000	.688	.816	.816	.750	.679	.819	.563	.000	.872	.000	.867	.955

NOON PEAK	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	5	304	21	6	336	0	0	4	0	4	54	367	0	3	424	2	0	25	0	27	791
14:30	9	323	21	5	358	2	0	4	0	6	46	351	4	2	403	3	0	51	0	54	821
14:45	3	323	11	10	347	0	1	5	0	6	41	315	0	5	361	4	0	51	0	55	769
15:00	0	302	16	8	326	0	0	2	0	2	46	471	0	2	519	4	0	46	0	50	897
Total Volume	17	1252	69	29	1367	2	1	15	0	18	187	1504	4	12	1707	13	0	173	0	186	3278
% App Total	1.2%	91.6%	5.0%	2.1%		11.1%	5.6%	83.3%	0.0%		11.0%	88.1%	0.2%	0.7%		7.0%	0.0%	93.0%	0.0%		
PHF	.472	.969	.821	.725	.955	.250	.250	.750	.000	.750	.866	.798	.250	.600	.822	.813	.000	.848	.000	.845	.914

PM PEAK HOUR	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	5	324	18	5	352	0	0	7	0	7	66	587	3	4	660	3	0	36	0	39	1058
17:00	9	328	29	10	376	0	0	7	0	7	67	554	7	5	633	1	0	32	0	33	1049
17:15	9	347	24	11	391	0	0	6	0	6	62	550	4	3	619	0	0	41	0	41	1057
17:30	6	392	21	8	427	1	0	6	0	7	78	559	2	4	643	1	0	50	0	51	1128
Total Volume	29	1391	92	34	1546	1	0	26	0	27	273	2250	16	16	2555	5	0	159	0	164	4292
% App Total	1.9%	90.0%	6.0%	2.2%		3.7%	0.0%	96.3%	0.0%		10.7%	88.1%	0.6%	0.6%		3.0%	0.0%	97.0%	0.0%		
PHF	.806	.887	.793	.773	.905	.250	.000	.929	.000	.964	.875	.958	.571	.800	.968	.417	.000	.795	.000	.804	.951

ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-002 El Camino Real & Selby Lane
Date : 5/10/2016

Bank 1 Count = Bikes & Peds

	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	2	0	0	2	0	1	0	2	1	1	4	0	0	5	0	0	0	0	0	8	2
7:15	0	2	0	0	2	0	1	1	1	2	0	1	0	0	1	0	0	0	0	0	5	1
7:30	0	0	0	1	0	0	4	0	2	4	1	0	0	0	1	0	0	0	0	0	5	3
7:45	0	1	0	1	1	0	1	1	1	2	1	0	0	0	1	0	1	2	0	3	7	2
Total	0	5	0	2	5	0	7	2	6	9	3	5	0	0	8	0	1	2	0	3	25	8
8:00	0	4	1	1	5	0	0	0	2	0	0	1	0	0	1	0	0	0	1	0	6	4
8:15	0	3	0	1	3	0	0	0	2	0	0	1	0	0	1	0	0	1	0	1	5	3
8:30	0	1	0	0	1	0	0	0	3	0	0	1	0	0	1	0	0	3	0	3	5	3
8:45	0	3	0	1	3	0	0	0	3	0	0	1	0	0	1	0	0	1	0	1	5	4
Total	0	11	1	3	12	0	0	0	10	0	0	4	0	0	4	0	0	5	1	5	21	14
13:15	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	0
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	0
13:45	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	1	0	2	1	3	0	0	4	0	1	0	0	1	8	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
14:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
Total	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	6	0
16:00	0	2	1	2	3	0	0	0	5	0	0	3	0	0	3	0	0	0	1	0	6	8
16:15	2	2	0	0	4	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5	4
16:30	1	0	0	0	1	0	0	0	2	0	0	2	0	0	2	0	1	1	0	2	5	2
16:45	0	2	0	0	2	0	1	0	2	1	0	0	0	0	0	0	1	1	0	2	5	2
Total	3	6	1	2	10	0	2	0	13	2	0	5	0	0	5	0	2	2	1	4	21	16
17:00	0	2	0	1	2	0	1	0	1	1	0	4	0	0	4	0	0	0	0	0	7	2
17:15	0	0	0	0	0	0	1	1	4	2	0	3	0	0	3	0	0	0	0	0	5	4
17:30	0	3	0	2	3	0	0	0	7	0	2	1	0	0	3	0	0	0	1	0	6	10
17:45	0	2	1	0	3	0	0	0	2	0	0	2	0	0	2	0	0	0	1	0	5	3
Total	0	7	1	3	8	0	2	1	14	3	2	10	0	0	12	0	0	0	2	0	23	19
Grand Total	3	33	3	10	39	0	12	4	43	16	7	28	0	0	35	1	4	9	4	14	104	57
Apprch %	7.7%	84.6%	7.7%			0.0%	75.0%	25.0%			20.0%	80.0%	0.0%			7.1%	28.6%	64.3%				
Total %	2.9%	31.7%	2.9%		37.5%	0.0%	11.5%	3.8%		15.4%	6.7%	26.9%	0.0%		33.7%	1.0%	3.8%	8.7%		13.5%	100.0%	

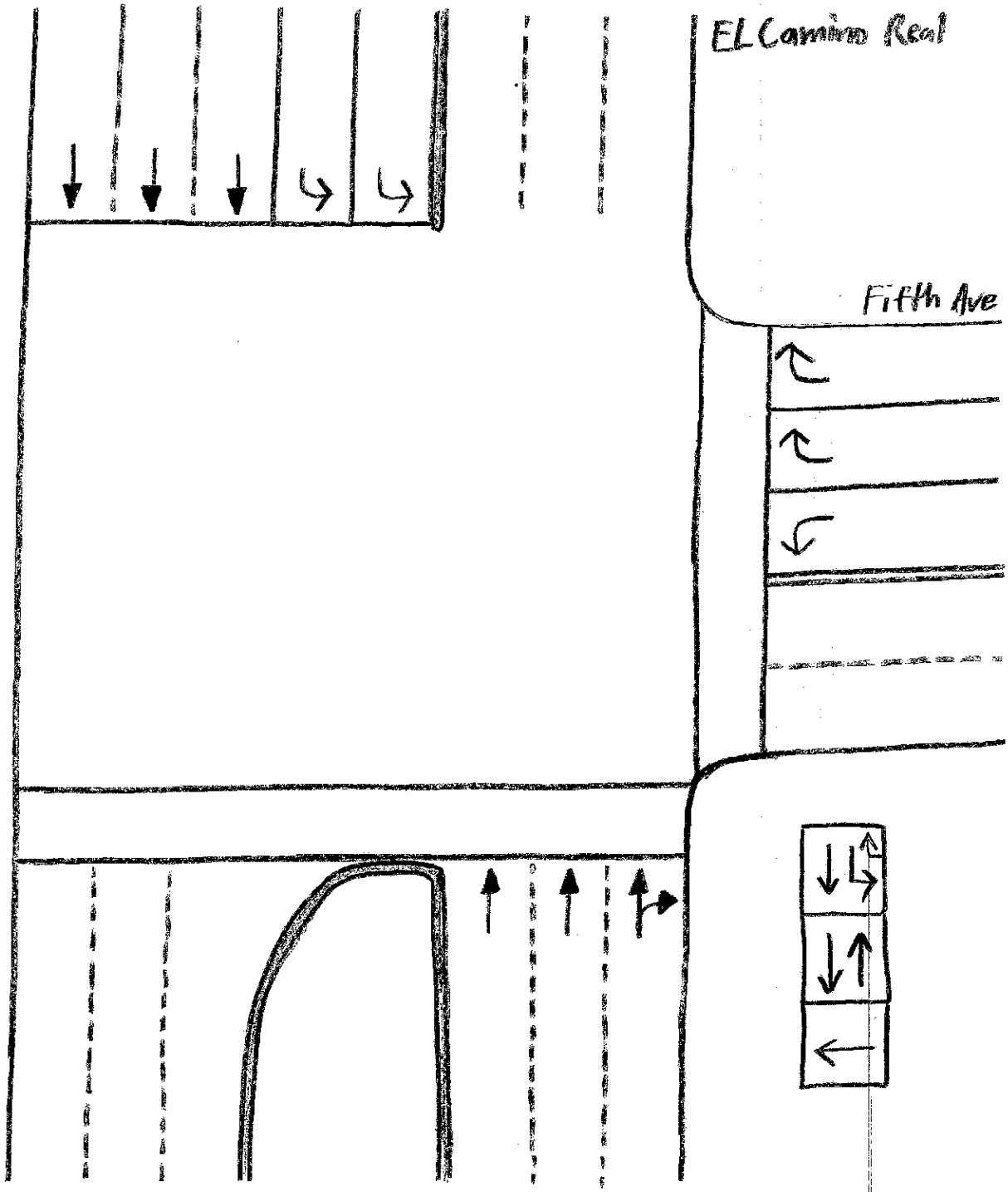
AM PEAK HOUR	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	1	0	0	4	0	2	4	1	0	0	0	1	0	0	0	0	0	5
7:45	0	1	0	1	1	0	1	1	1	2	1	0	0	0	1	0	1	2	0	3	7
8:00	0	4	1	1	5	0	0	0	2	0	0	1	0	0	1	0	0	0	1	0	6
8:15	0	3	0	1	3	0	0	0	2	0	0	1	0	0	1	0	0	1	0	1	5
Total Volume	0	8	1	4	9	0	5	1	7	6	2	2	0	0	4	0	1	3	1	4	23
% App Total	0.0%	88.9%	11.1%			0.0%	83.3%	16.7%			50.0%	50.0%	0.0%			0.0%	25.0%	75.0%			
PHF	.000	.500	.250		.450	.000	.313	.250		.375	.500	.500	.000		1.000	.000	.250	.375		.333	.821

NOON PEAK	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
14:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	6
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			50.0%	50.0%	0.0%			100.0%	0.0%	0.0%			
PHF	.000	.750	.000		.750	.000	.000	.000		.000	.250	.250	.000		.500	.250	.000	.000		.250	.750

PM PEAK HOUR	El Camino Real Southbound					Selby Lane Westbound					El Camino Real Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	2	0	0	2	0	1	0	2	1	0	0	0	0	0	0	1	1	0	2	5
17:00	0	2	0	1	2	0	1	0	1	1	0	4	0	0	4	0	0	0	0	0	7
17:15	0	0	0	0	0	0	1	1	4	2	0	3	0	0	3	0	0	0	0	0	5
17:30	0	3	0	2	3	0	0	0	7	0	2	1	0	0	3	0	0	0	1	0	6
Total Volume	0	7	0	3	7	0	3	1	14	4	2	8	0	0	10	0	1	1	1	2	23
% App Total	0.0%	100.0%	0.0%			0.0%	75.0%	25.0%			20.0%	80.0%	0.0%			0.0%	50.0%	50.0%			
PHF	.000	.583	.000		.583	.000	.750	.250		.500	.250	.500	.000		.625	.000	.250	.250		.250	.821

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

N↑ 16-7360-003



ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-003 El Camino Real & Fifth Avenue
Date : 5/10/2016

Unshifted Count = All Vehicles & Uturns

	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	66	245	0	0	311	59	0	97	0	156	0	78	22	0	100	0	0	0	0	0	567	0
7:15	101	386	0	0	487	89	0	123	0	212	0	98	20	0	118	0	0	0	0	0	817	0
7:30	126	520	0	0	646	123	0	151	0	274	0	112	37	0	149	0	0	0	0	0	1069	0
7:45	153	498	0	0	651	141	0	192	0	333	0	179	39	0	218	0	0	0	0	0	1202	0
Total	446	1649	0	0	2095	412	0	563	0	975	0	467	118	0	585	0	0	0	0	0	3655	0
8:00	168	399	0	0	567	125	0	213	0	338	0	208	56	0	264	0	0	0	0	0	1169	0
8:15	169	448	0	0	617	102	0	141	0	243	0	177	54	0	231	0	0	0	0	0	1091	0
8:30	168	446	0	0	614	72	0	101	0	173	0	179	60	0	239	0	0	0	0	0	1026	0
8:45	146	408	0	1	555	94	0	114	0	208	0	213	39	0	252	0	0	0	0	0	1015	1
Total	651	1701	0	1	2353	393	0	569	0	962	0	777	209	0	986	0	0	0	0	0	4301	1
13:15	102	229	0	0	331	50	0	107	0	157	0	249	59	0	308	0	0	0	0	0	796	0
13:30	85	239	0	0	324	58	0	80	0	138	0	250	43	0	293	0	0	0	0	0	755	0
13:45	89	237	0	0	326	46	0	86	0	132	0	256	52	0	308	0	0	0	0	0	766	0
14:00	102	243	0	0	345	54	0	120	0	174	0	265	50	0	315	0	0	0	0	0	834	0
Total	378	948	0	0	1326	208	0	393	0	601	0	1020	204	0	1224	0	0	0	0	0	3151	0
14:15	91	227	0	2	320	49	0	131	0	180	0	282	59	0	341	0	0	0	0	0	841	2
14:30	102	264	0	1	367	48	0	109	0	157	0	305	71	0	376	0	0	0	0	0	900	1
14:45	143	253	0	1	397	42	0	99	0	141	0	256	68	0	324	0	0	0	0	0	862	1
15:00	124	227	0	0	351	67	0	163	0	230	0	339	73	0	412	0	0	0	0	0	993	0
Total	460	971	0	4	1435	206	0	502	0	708	0	1182	271	0	1453	0	0	0	0	0	3596	4
16:00	150	244	0	2	396	64	0	157	0	221	0	356	81	0	437	0	0	0	0	0	1054	2
16:15	151	236	0	1	388	68	0	175	0	243	0	392	76	0	468	0	0	0	0	0	1099	1
16:30	108	251	0	2	361	74	0	179	0	253	0	432	77	0	509	0	0	0	0	0	1123	2
16:45	121	252	0	0	373	85	0	229	0	314	0	414	74	0	488	0	0	0	0	0	1175	0
Total	530	983	0	5	1518	291	0	740	0	1031	0	1594	308	0	1902	0	0	0	0	0	4451	5
17:00	130	230	0	0	360	68	0	197	0	265	0	415	76	0	491	0	0	0	0	0	1116	0
17:15	144	267	0	0	411	69	0	185	0	254	0	432	62	0	494	0	0	0	0	0	1159	0
17:30	134	275	0	1	410	64	0	188	0	252	0	443	51	0	494	0	0	0	0	0	1156	1
17:45	140	256	0	2	398	47	0	171	0	218	0	378	48	0	426	0	0	0	0	0	1042	2
Total	548	1028	0	3	1579	248	0	741	0	989	0	1668	237	0	1905	0	0	0	0	0	4473	3
Grand Total	3013	7280	0	13	10306	1758	0	3508	0	5266	0	6708	1347	0	8055	0	0	0	0	0	23627	13
Apprch %	29.2%	70.6%	0.0%	0.1%		33.4%	0.0%	66.6%	0.0%		0.0%	83.3%	16.7%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	12.8%	30.8%	0.0%	0.1%	43.6%	7.4%	0.0%	14.8%	0.0%	22.3%	0.0%	28.4%	5.7%	0.0%	34.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	126	520	0	0	646	123	0	151	0	274	0	112	37	0	149	0	0	0	0	0	1069
7:45	153	498	0	0	651	141	0	192	0	333	0	179	39	0	218	0	0	0	0	0	1202
8:00	168	399	0	0	567	125	0	213	0	338	0	208	56	0	264	0	0	0	0	0	1169
8:15	169	448	0	0	617	102	0	141	0	243	0	177	54	0	231	0	0	0	0	0	1091
Total Volume	616	1865	0	0	2481	491	0	697	0	1188	0	676	186	0	862	0	0	0	0	0	4531
% App Total	24.8%	75.2%	0.0%	0.0%		41.3%	0.0%	58.7%	0.0%		0.0%	78.4%	21.6%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.911	.897	.000	.000	.953	.871	.000	.818	.000	.879	.000	.813	.830	.000	.816	.000	.000	.000	.000	.000	.942

NOON PEAK	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	91	227	0	2	320	49	0	131	0	180	0	282	59	0	341	0	0	0	0	0	841
14:30	102	264	0	1	367	48	0	109	0	157	0	305	71	0	376	0	0	0	0	0	900
14:45	143	253	0	1	397	42	0	99	0	141	0	256	68	0	324	0	0	0	0	0	862
15:00	124	227	0	0	351	67	0	163	0	230	0	339	73	0	412	0	0	0	0	0	993
Total Volume	460	971	0	4	1435	206	0	502	0	708	0	1182	271	0	1453	0	0	0	0	0	3596
% App Total	32.1%	67.7%	0.0%	0.3%		29.1%	0.0%	70.9%	0.0%		0.0%	81.3%	18.7%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.804	.920	.000	.500	.904	.769	.000	.770	.000	.770	.000	.872	.928	.000	.882	.000	.000	.000	.000	.000	.905

PM PEAK HOUR	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	121	252	0	0	373	85	0	229	0	314	0	414	74	0	488	0	0	0	0	0	1175
17:00	130	230	0	0	360	68	0	197	0	265	0	415	76	0	491	0	0	0	0	0	1116
17:15	144	267	0	0	411	69	0	185	0	254	0	432	62	0	494	0	0	0	0	0	1159
17:30	134	275	0	1	410	64	0	188	0	252	0	443	51	0	494	0	0	0	0	0	1156
Total Volume	529	1024	0	1	1554	286	0	799	0	1085	0	1704	263	0	1967	0	0	0	0	0	4606
% App Total	34.0%	65.9%	0.0%	0.1%		26.4%	0.0%	73.6%	0.0%		0.0%	86.6%	13.4%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.918	.931	.000	.250	.945	.841	.000	.872	.000	.864	.000	.962	.865	.000	.995	.000	.000	.000	.000	.000	.980

ALL TRAFFIC DATA

City of Atherton
(916) 771-8700
orders@atdtraffic.com
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

File Name : 16-7360-003 El Camino Real & Fifth Avenue
Date : 5/10/2016

Bank 1 Count = Bikes & Peds

	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	1	0	0	0	1	1	0	1	4	2	0	1	0	1	1	0	0	0	0	0	4	5
7:15	1	1	0	0	2	1	0	1	3	2	0	0	0	3	0	0	0	0	0	0	4	6
7:30	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0	0	0	0	0	0	0	8
7:45	2	2	0	0	4	0	0	0	3	0	0	0	1	3	1	0	0	0	0	0	5	6
Total	4	3	0	0	7	2	0	2	13	4	0	1	1	12	2	0	0	0	0	0	13	25
8:00	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	0
8:15	0	4	0	0	4	0	0	0	3	0	0	2	1	2	3	0	0	0	0	0	7	5
8:30	3	1	0	0	4	1	0	0	3	1	0	1	0	0	1	0	0	0	0	0	6	3
8:45	5	1	0	0	6	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	6	6
Total	9	9	0	0	18	1	0	0	10	1	0	5	1	4	6	0	0	0	0	0	25	14
13:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0
16:00	2	0	0	0	2	1	0	0	8	1	0	2	0	1	2	0	0	0	0	0	5	9
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	1	6
16:45	1	1	0	0	2	1	0	0	2	1	0	2	2	2	4	0	0	0	0	0	7	4
Total	3	1	0	0	4	2	0	1	16	3	0	4	2	4	6	0	0	0	0	0	13	20
17:00	1	0	0	0	1	1	0	1	6	2	0	1	0	0	1	0	0	0	0	0	4	6
17:15	0	0	0	0	0	1	0	0	6	1	0	3	0	2	3	0	0	0	0	0	4	8
17:30	0	0	0	0	0	0	0	0	3	0	0	1	2	3	3	0	0	0	0	0	3	6
17:45	0	1	0	0	1	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	2	3
Total	1	1	0	0	2	2	0	1	18	3	0	6	2	5	8	0	0	0	0	0	13	23
Grand Total	17	15	0	0	32	7	0	4	57	11	0	19	8	25	27	0	0	0	0	0	70	82
Apprch %	53.1%	46.9%	0.0%			63.6%	0.0%	36.4%			0.0%	70.4%	29.6%			0.0%	0.0%	0.0%				
Total %	24.3%	21.4%	0.0%		45.7%	10.0%	0.0%	5.7%		15.7%	0.0%	27.1%	11.4%		38.6%	0.0%	0.0%	0.0%		0.0%	100.0%	

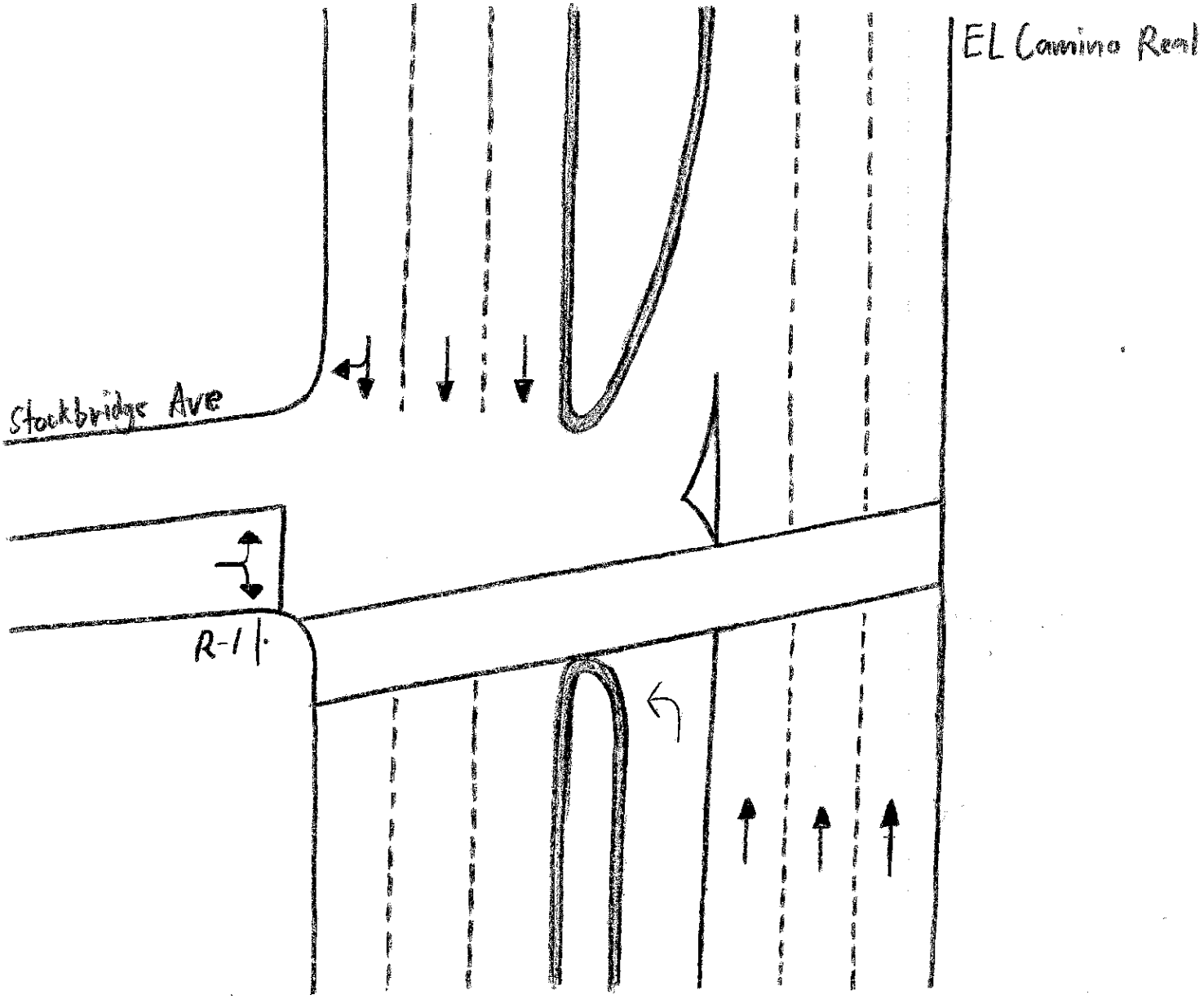
AM PEAK HOUR	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0	0	0	0	0	0	0
7:45	2	2	0	0	4	0	0	0	3	0	0	0	1	3	1	0	0	0	0	0	5
8:00	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
8:15	0	4	0	0	4	0	0	0	3	0	0	2	1	2	3	0	0	0	0	0	7
Total Volume	3	9	0	0	12	0	0	0	9	0	0	4	2	10	6	0	0	0	0	0	18
% App Total	25.0%	75.0%	0.0%			0.0%	0.0%	0.0%			0.0%	66.7%	33.3%			0.0%	0.0%	0.0%			
PHF	.375	.563	.000		.750	.000	.000	.000		.000	.000	.500	.500		.500	.000	.000	.000		.000	.643

NOON PEAK	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	33.3%	66.7%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.500		.750	.000	.000	.000		.000	.750

PM PEAK HOUR	El Camino Real Southbound					Fifth Avenue Westbound					El Camino Real Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	1	1	0	0	2	1	0	0	2	1	0	2	2	2	4	0	0	0	0	0	7
17:00	1	0	0	0	1	1	0	1	6	2	0	1	0	0	1	0	0	0	0	0	4
17:15	0	0	0	0	0	1	0	0	6	1	0	3	0	2	3	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	3	0	0	1	2	3	3	0	0	0	0	0	3
Total Volume	2	1	0	0	3	3	0	1	17	4	0	7	4	7	11	0	0	0	0	0	18
% App Total	66.7%	33.3%	0.0%			75.0%	0.0%	25.0%			0.0%	63.6%	36.4%			0.0%	0.0%	0.0%			
PHF	.500	.250	.000		.375	.750	.000	.250		.500	.000	.583	.500		.688	.000	.000	.000		.000	.643

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

N↑ 16-7360-004



ALL TRAFFIC DATA

City of Atherton
(916) 771-8700
orders@atdtraffic.com

All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

File Name : 16-7360-004 El Camino Real & Stockbridge Avenue
Date : 5/10/2016

Unshifted Count = All Vehicles & Uturns

	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	300	15	0	315	0	0	0	0	0	13	89	0	2	104	1	0	13	0	14	433	2
7:15	0	449	15	0	464	0	0	0	0	0	8	111	0	6	125	2	0	22	0	24	613	6
7:30	0	609	47	0	656	0	0	0	0	0	21	148	0	9	178	4	0	30	0	34	868	9
7:45	0	588	57	0	645	0	0	0	0	0	21	216	0	9	246	5	0	29	0	34	925	9
Total	0	1946	134	0	2080	0	0	0	0	0	63	564	0	26	653	12	0	94	0	106	2839	26
8:00	0	471	45	0	516	0	0	0	0	0	29	234	0	7	270	19	0	32	0	51	837	7
8:15	0	532	21	0	553	0	0	0	0	0	20	253	0	6	279	10	0	43	0	53	885	6
8:30	0	488	21	0	509	0	0	0	0	0	6	206	0	3	215	11	0	39	0	50	774	3
8:45	0	487	20	0	507	0	0	0	0	0	7	236	0	5	248	9	0	25	0	34	789	5
Total	0	1978	107	0	2085	0	0	0	0	0	62	929	0	21	1012	49	0	139	0	188	3285	21
13:15	0	272	11	0	283	0	0	0	0	0	15	318	0	4	337	8	0	13	0	21	641	4
13:30	0	279	16	0	295	0	0	0	0	0	21	278	0	4	303	4	0	10	0	14	612	4
13:45	0	281	7	0	288	0	0	0	0	0	12	309	0	1	322	6	0	15	0	21	631	1
14:00	0	288	10	0	298	0	0	0	0	0	11	309	0	3	323	10	0	19	0	29	650	3
Total	0	1120	44	0	1164	0	0	0	0	0	59	1214	0	12	1285	28	0	57	0	85	2534	12
14:15	0	268	9	0	277	0	0	0	0	0	15	332	0	1	348	11	0	12	0	23	648	1
14:30	0	303	11	0	314	0	0	0	0	0	15	385	0	3	403	8	0	14	0	22	739	3
14:45	0	280	20	0	300	0	0	0	0	0	12	297	0	3	312	10	0	16	0	26	638	3
15:00	0	281	14	0	295	0	0	0	0	0	17	393	0	5	415	9	0	19	0	28	738	5
Total	0	1132	54	0	1186	0	0	0	0	0	59	1407	0	12	1478	38	0	61	0	99	2763	12
16:00	0	301	13	0	314	0	0	0	0	0	19	442	0	5	466	15	0	20	0	35	815	5
16:15	0	298	16	0	314	0	0	0	0	0	23	462	0	4	489	11	0	22	0	33	836	4
16:30	0	310	16	0	326	0	0	0	0	0	23	489	0	5	517	10	0	19	0	29	872	5
16:45	0	304	20	0	324	0	0	0	0	0	26	506	0	5	537	9	0	18	0	27	888	5
Total	0	1213	65	0	1278	0	0	0	0	0	91	1899	0	19	2009	45	0	79	0	124	3411	19
17:00	0	287	13	0	300	0	0	0	0	0	27	484	0	4	515	12	0	11	0	23	838	4
17:15	0	300	27	0	327	0	0	0	0	0	32	523	0	6	561	6	0	13	0	19	907	6
17:30	0	340	16	0	356	0	0	0	0	0	29	454	0	3	486	5	0	10	0	15	857	3
17:45	0	299	15	0	314	0	0	0	0	0	48	425	0	2	475	6	0	11	0	17	806	2
Total	0	1226	71	0	1297	0	0	0	0	0	136	1886	0	15	2037	29	0	45	0	74	3408	15
Grand Total	0	8615	475	0	9090	0	0	0	0	0	470	7899	0	105	8474	201	0	475	0	676	18240	105
Apprch %	0.0%	94.8%	5.2%	0.0%		0.0%	0.0%	0.0%	0.0%		5.5%	93.2%	0.0%	1.2%		29.7%	0.0%	70.3%	0.0%			
Total %	0.0%	47.2%	2.6%	0.0%	49.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	43.3%	0.0%	0.6%	46.5%	1.1%	0.0%	2.6%	0.0%	3.7%	100.0%	

AM PEAK HOUR	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	609	47	0	656	0	0	0	0	0	21	148	0	9	178	4	0	30	0	34	868
7:45	0	588	57	0	645	0	0	0	0	0	21	216	0	9	246	5	0	29	0	34	925
8:00	0	471	45	0	516	0	0	0	0	0	29	234	0	7	270	19	0	32	0	51	837
8:15	0	532	21	0	553	0	0	0	0	0	20	253	0	6	279	10	0	43	0	53	885
Total Volume	0	2200	170	0	2370	0	0	0	0	0	91	851	0	31	973	38	0	134	0	172	3515
% App Total	0.0%	92.8%	7.2%	0.0%		0.0%	0.0%	0.0%	0.0%		9.4%	87.5%	0.0%	3.2%		22.1%	0.0%	77.9%	0.0%		
PHF	.000	.903	.746	.000	.903	.000	.000	.000	.000	.000	.784	.841	.000	.861	.872	.500	.000	.779	.000	.811	.950

NOON PEAK	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	0	268	9	0	277	0	0	0	0	0	15	332	0	1	348	11	0	12	0	23	648
14:30	0	303	11	0	314	0	0	0	0	0	15	385	0	3	403	8	0	14	0	22	739
14:45	0	280	20	0	300	0	0	0	0	0	12	297	0	3	312	10	0	16	0	26	638
15:00	0	281	14	0	295	0	0	0	0	0	17	393	0	5	415	9	0	19	0	28	738
Total Volume	0	1132	54	0	1186	0	0	0	0	0	59	1407	0	12	1478	38	0	61	0	99	2763
% App Total	0.0%	95.4%	4.6%	0.0%		0.0%	0.0%	0.0%	0.0%		4.0%	95.2%	0.0%	0.8%		38.4%	0.0%	61.6%	0.0%		
PHF	.000	.934	.675	.000	.944	.000	.000	.000	.000	.000	.868	.895	.000	.600	.890	.864	.000	.803	.000	.884	.935

PM PEAK HOUR	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	310	16	0	326	0	0	0	0	0	23	489	0	5	517	10	0	19	0	29	872
16:45	0	304	20	0	324	0	0	0	0	0	26	506	0	5	537	9	0	18	0	27	888
17:00	0	287	13	0	300	0	0	0	0	0	27	484	0	4	515	12	0	11	0	23	838
17:15	0	300	27	0	327	0	0	0	0	0	32	523	0	6	561	6	0	13	0	19	907
Total Volume	0	1201	76	0	1277	0	0	0	0	0	108	2002	0	20	2130	37	0	61	0	98	3505
% App Total	0.0%	94.0%	6.0%	0.0%		0.0%	0.0%	0.0%	0.0%		5.1%	94.0%	0.0%	0.9%		37.8%	0.0%	62.2%	0.0%		
PHF	.000	.969	.704	.000	.976	.000	.000	.000	.000	.000	.844	.957	.000	.833	.949	.771	.000	.803	.000	.845	.966

ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-004 El Camino Real & Stockbridge Avenue
Date : 5/10/2016

Bank 1 Count = Bikes & Peds

	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
7:15	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0
Total	0	4	2	0	6	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	9	0
8:00	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0
8:15	0	3	3	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8	0
8:30	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0
8:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	10	4	0	14	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	18	0
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
13:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
16:00	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	5	0
16:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	2
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	2	0	2	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	4	1
Total	0	4	2	0	6	0	0	0	0	0	1	3	0	3	4	1	0	0	0	1	11	3
17:00	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0
17:15	0	2	0	0	2	0	0	0	0	0	0	1	0	2	1	1	0	0	0	1	4	2
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1
17:45	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1
Total	0	6	1	0	7	0	0	0	0	0	0	2	0	4	2	2	0	0	0	2	11	4
Grand Total	0	26	9	0	35	0	0	0	0	0	4	14	0	7	18	4	0	0	0	4	57	7
Apprch %	0.0%	74.3%	25.7%			0.0%	0.0%	0.0%			22.2%	77.8%	0.0%			100.0%	0.0%	0.0%				
Total %	0.0%	45.6%	15.8%		61.4%	0.0%	0.0%	0.0%		0.0%	7.0%	24.6%	0.0%		31.6%	7.0%	0.0%	0.0%		7.0%	100.0%	

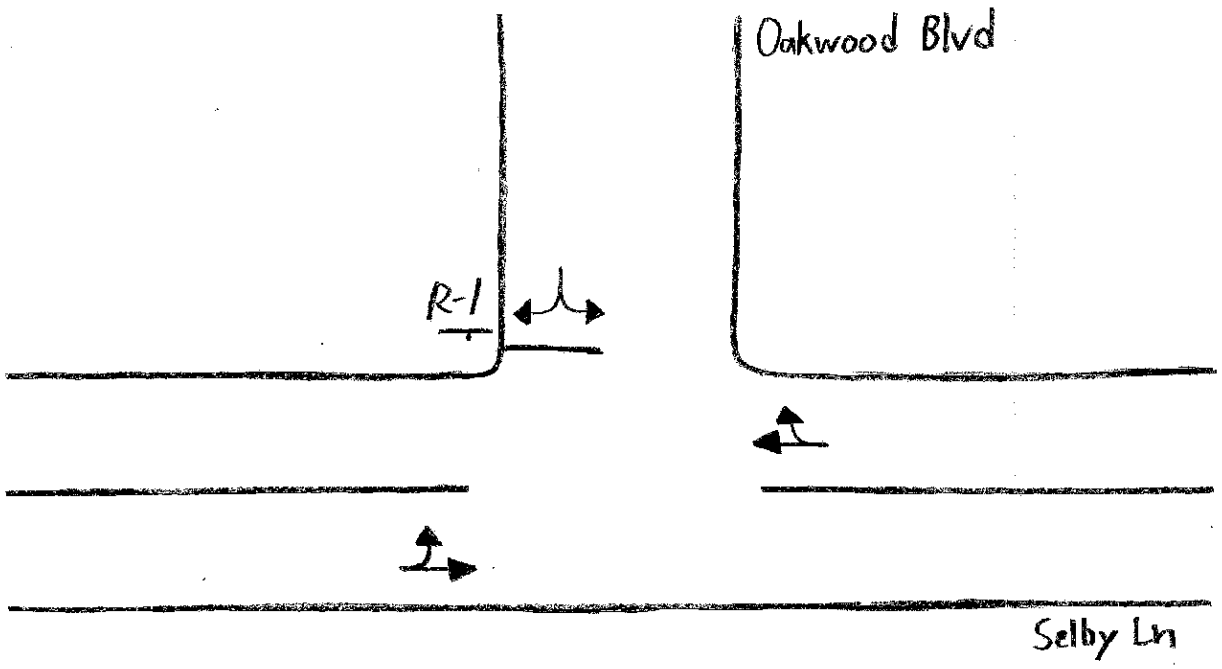
AM PEAK HOUR	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:00	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
8:15	0	3	3	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	8
Total Volume	0	7	6	0	13	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	17
% App Total	0.0%	53.8%	46.2%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			
PHF	.000	.583	.500		.542	.000	.000	.000		.000	.000	.750	.000		.750	.250	.000	.000		.250	.531

NOON PEAK	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.250	.000		.250	.000	.000	.000		.000	.000	.500	.000		.500	.000	.000	.000		.000	.375

PM PEAK HOUR	El Camino Real Southbound					Stockbridge Avenue Westbound					El Camino Real Northbound					Stockbridge Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	2	0	2	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	4
17:00	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
17:15	0	2	0	0	2	0	0	0	0	0	0	1	0	2	1	1	0	0	0	1	4
Total Volume	0	4	3	0	7	0	0	0	0	0	0	4	0	3	4	1	0	0	0	1	12
% App Total	0.0%	57.1%	42.9%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			
PHF	.000	.500	.375		.875	.000	.000	.000		.000	.000	.500	.000		.500	.250	.000	.000		.250	.750

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

N↑ 16-7360-005



ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-005 Oakwood Boulevard & Selby Lane
Date : 5/10/2016

Unshifted Count = All Vehicles & Uturns

	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	6	0	8	0	14	0	40	1	0	41	0	0	0	0	0	2	22	0	0	24	79	0
7:15	5	0	13	0	18	0	64	6	0	70	0	0	0	0	0	13	42	0	0	55	143	0
7:30	12	0	31	0	43	0	77	3	0	80	0	0	0	0	0	6	47	0	0	53	176	0
7:45	7	0	39	0	46	0	112	4	0	116	0	0	0	0	0	24	54	0	0	78	240	0
Total	30	0	91	0	121	0	293	14	0	307	0	0	0	0	0	45	165	0	0	210	638	0
8:00	5	0	32	0	37	0	145	1	0	146	0	0	0	0	0	33	66	0	0	99	282	0
8:15	14	0	11	0	25	0	83	2	0	85	0	0	0	0	0	57	65	0	0	122	232	0
8:30	12	0	6	0	18	0	63	4	0	67	0	0	0	0	0	38	67	0	0	105	190	0
8:45	9	0	12	0	21	0	45	2	0	47	0	0	0	0	0	22	46	0	0	68	136	0
Total	40	0	61	0	101	0	336	9	0	345	0	0	0	0	0	150	244	0	0	394	840	0
13:15	4	0	5	0	9	0	41	8	0	49	0	0	0	0	0	14	25	0	0	39	97	0
13:30	4	0	5	0	9	0	32	5	0	37	0	0	0	0	0	16	36	0	0	52	98	0
13:45	3	0	9	0	12	0	40	5	0	45	0	0	0	0	0	7	25	0	0	32	89	0
14:00	7	0	1	0	8	0	51	9	0	60	0	0	0	0	0	5	32	0	0	37	105	0
Total	18	0	20	0	38	0	164	27	0	191	0	0	0	0	0	42	118	0	0	160	389	0
14:15	3	0	12	0	15	0	71	7	0	78	0	0	0	0	0	6	22	0	0	28	121	0
14:30	6	0	13	0	19	0	65	8	0	73	0	0	0	0	0	47	48	0	0	95	187	0
14:45	3	0	10	0	13	0	44	9	0	53	0	0	0	0	0	22	49	0	0	71	137	0
15:00	5	0	9	0	14	0	54	9	0	63	0	0	0	0	0	10	53	0	0	63	140	0
Total	17	0	44	0	61	0	234	33	0	267	0	0	0	0	0	85	172	0	0	257	585	0
16:00	6	0	4	0	10	0	62	13	0	75	0	0	0	0	0	15	46	0	0	61	146	0
16:15	6	0	4	0	10	0	69	9	0	78	0	0	0	0	0	16	42	0	0	58	146	0
16:30	6	0	7	0	13	0	65	13	0	78	0	0	0	0	0	17	35	0	0	52	143	0
16:45	3	0	7	0	10	0	73	10	0	83	0	0	0	0	0	23	32	0	0	55	148	0
Total	21	0	22	0	43	0	269	45	0	314	0	0	0	0	0	71	155	0	0	226	583	0
17:00	7	0	10	0	17	0	85	15	0	100	0	0	0	0	0	21	30	0	0	51	168	0
17:15	1	0	7	0	8	0	68	15	0	83	0	0	0	0	0	21	41	0	0	62	153	0
17:30	5	0	6	0	11	0	85	12	0	97	0	0	0	0	0	22	40	0	0	62	170	0
17:45	4	0	7	0	11	0	61	8	0	69	0	0	0	0	0	20	36	0	0	56	136	0
Total	17	0	30	0	47	0	299	50	0	349	0	0	0	0	0	84	147	0	0	231	627	0
Grand Total	143	0	268	0	411	0	1595	178	0	1773	0	0	0	0	0	477	1001	0	0	1478	3662	0
Apprch %	34.8%	0.0%	65.2%	0.0%		0.0%	90.0%	10.0%	0.0%		0.0%	0.0%	0.0%	0.0%		32.3%	67.7%	0.0%	0.0%			
Total %	3.9%	0.0%	7.3%	0.0%	11.2%	0.0%	43.6%	4.9%	0.0%	48.4%	0.0%	0.0%	0.0%	0.0%	0.0%	13.0%	27.3%	0.0%	0.0%	40.4%	100.0%	

AM PEAK HOUR	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	7	0	39	0	46	0	112	4	0	116	0	0	0	0	0	24	54	0	0	78	240
8:00	5	0	32	0	37	0	145	1	0	146	0	0	0	0	0	33	66	0	0	99	282
8:15	14	0	11	0	25	0	83	2	0	85	0	0	0	0	0	57	65	0	0	122	232
8:30	12	0	6	0	18	0	63	4	0	67	0	0	0	0	0	38	67	0	0	105	190
Total Volume	38	0	88	0	126	0	403	11	0	414	0	0	0	0	0	152	252	0	0	404	944
% App Total	30.2%	0.0%	69.8%	0.0%		0.0%	97.3%	2.7%	0.0%		0.0%	0.0%	0.0%	0.0%		37.6%	62.4%	0.0%	0.0%		
PHF	.679	.000	.564	.000	.685	.000	.695	.688	.000	.709	.000	.000	.000	.000	.000	.667	.940	.000	.000	.828	.837

NOON PEAK	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	3	0	12	0	15	0	71	7	0	78	0	0	0	0	0	6	22	0	0	28	121
14:30	6	0	13	0	19	0	65	8	0	73	0	0	0	0	0	47	48	0	0	95	187
14:45	3	0	10	0	13	0	44	9	0	53	0	0	0	0	0	22	49	0	0	71	137
15:00	5	0	9	0	14	0	54	9	0	63	0	0	0	0	0	10	53	0	0	63	140
Total Volume	17	0	44	0	61	0	234	33	0	267	0	0	0	0	0	85	172	0	0	257	585
% App Total	27.9%	0.0%	72.1%	0.0%		0.0%	87.6%	12.4%	0.0%		0.0%	0.0%	0.0%	0.0%		33.1%	66.9%	0.0%	0.0%		
PHF	.708	.000	.846	.000	.803	.000	.824	.917	.000	.856	.000	.000	.000	.000	.000	.452	.811	.000	.000	.676	.782

PM PEAK HOUR	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	3	0	7	0	10	0	73	10	0	83	0	0	0	0	0	23	32	0	0	55	148
17:00	7	0	10	0	17	0	85	15	0	100	0	0	0	0	0	21	30	0	0	51	168
17:15	1	0	7	0	8	0	68	15	0	83	0	0	0	0	0	21	41	0	0	62	153
17:30	5	0	6	0	11	0	85	12	0	97	0	0	0	0	0	22	40	0	0	62	170
Total Volume	16	0	30	0	46	0	311	52	0	363	0	0	0	0	0	87	143	0	0	230	639
% App Total	34.8%	0.0%	65.2%	0.0%		0.0%	85.7%	14.3%	0.0%		0.0%	0.0%	0.0%	0.0%		37.8%	62.2%	0.0%	0.0%		
PHF	.571	.000	.750	.000	.676	.000	.915	.867	.000	.908	.000	.000	.000	.000	.000	.946	.872	.000	.000	.927	.940

ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-005 Oakwood Boulevard & Selby Lane
Date : 5/10/2016

Bank 1 Count = Bikes & Peds

	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	3	1	3	0	3	0	2	3	0	0	0	0	0	0	0	0	1	0	6	4
7:15	0	0	2	0	2	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	4	2
7:30	1	0	6	0	7	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	12	0
7:45	1	0	4	0	5	0	1	1	2	2	0	0	0	0	0	2	2	0	0	4	11	2
Total	2	0	15	1	17	0	9	3	6	12	0	0	0	0	0	2	2	0	1	4	33	8
8:00	1	0	1	0	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	1
8:15	2	0	2	1	4	0	1	0	0	1	0	0	0	0	0	1	0	0	1	1	6	2
8:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3	0
8:45	1	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6	2
Total	5	0	5	3	10	0	2	0	1	2	0	0	0	0	0	2	4	0	1	6	18	5
13:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
13:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	0
14:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5	0
16:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	1	1	1	0	0	2	1	2	0	0	0	0	0	1	0	0	0	1	4	2
16:30	0	0	1	0	1	0	0	1	1	1	0	0	0	0	0	3	3	0	0	6	8	1
16:45	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	2	1	0	2	3	4	4
Total	0	0	3	5	3	0	0	3	3	3	0	0	0	0	0	6	4	0	2	10	16	10
17:00	1	0	2	1	3	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5	2
17:15	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	5	0	0	0	5	6	2
17:30	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	2	0	0	1	2	4	2
17:45	0	0	1	0	1	0	0	1	1	1	0	0	0	0	0	2	0	0	0	2	4	1
Total	1	0	4	4	5	0	1	4	2	5	0	0	0	0	0	9	0	0	1	9	19	7
Grand Total	9	0	29	13	38	0	15	10	12	25	0	0	0	0	0	20	12	0	5	32	95	30
Apprch %	23.7%	0.0%	76.3%			0.0%	60.0%	40.0%			0.0%	0.0%	0.0%			62.5%	37.5%	0.0%				
Total %	9.5%	0.0%	30.5%		40.0%	0.0%	15.8%	10.5%		26.3%	0.0%	0.0%	0.0%		0.0%	21.1%	12.6%	0.0%		33.7%	100.0%	

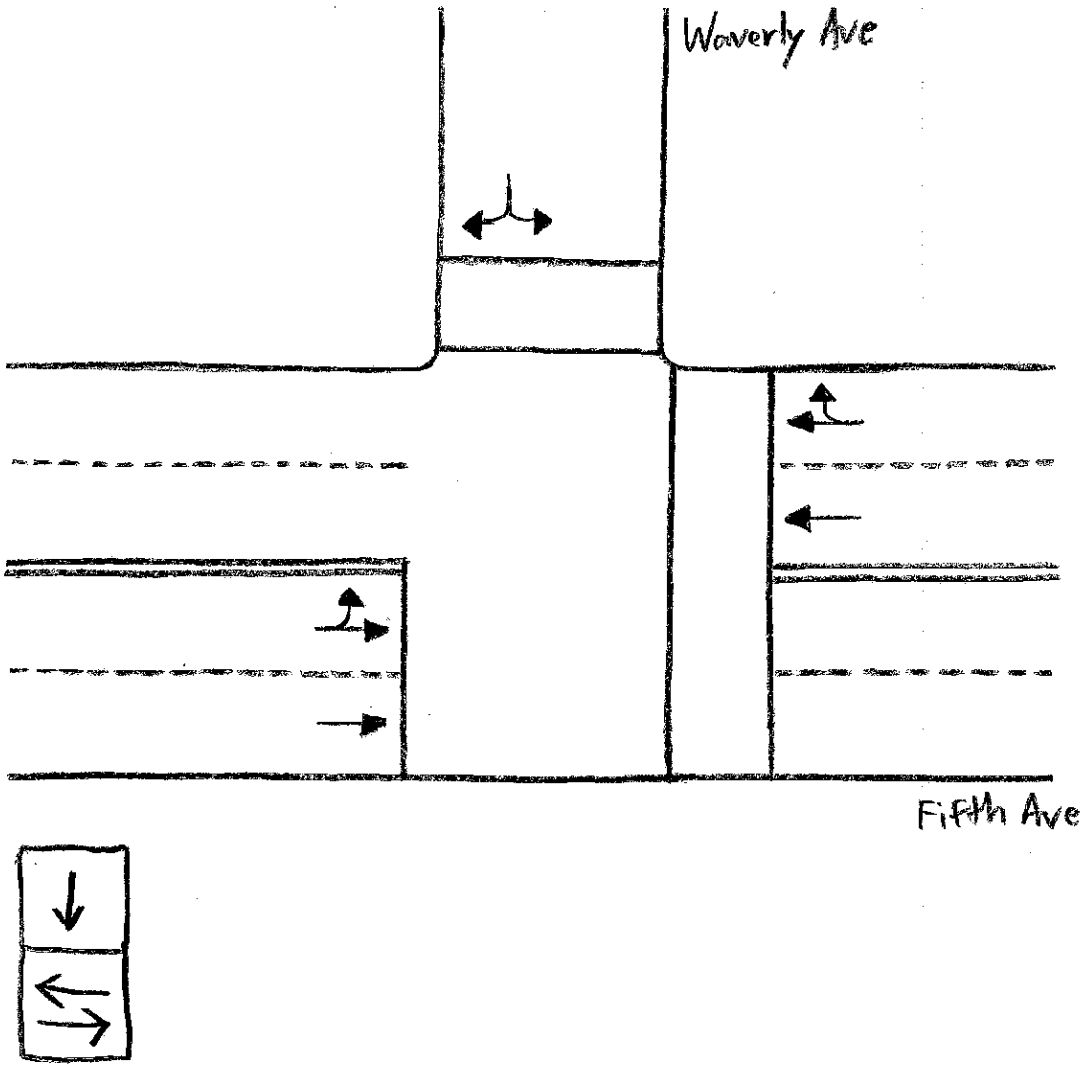
AM PEAK HOUR	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	1	0	4	0	5	0	1	1	2	2	0	0	0	0	0	2	2	0	0	4	11
8:00	1	0	1	0	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
8:15	2	0	2	1	4	0	1	0	0	1	0	0	0	0	0	1	0	0	1	1	6
8:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
Total Volume	5	0	7	1	12	0	3	1	3	4	0	0	0	0	0	4	3	0	1	7	23
% App Total	41.7%	0.0%	58.3%			0.0%	75.0%	25.0%			0.0%	0.0%	0.0%			57.1%	42.9%	0.0%			
PHF	.625	.000	.438		.600	.000	.750	.250		.500	.000	.000	.000		.000	.500	.375	.000		.438	.523

NOON PEAK	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
14:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5
% App Total	50.0%	0.0%	50.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			50.0%	50.0%	0.0%			
PHF	.250	.000	.250		.500	.000	.250	.000		.250	.000	.000	.000		.000	.250	.250	.000		.500	.417

PM PEAK HOUR	Oakwood Boulevard Southbound					Selby Lane Westbound					Oakwood Boulevard Northbound					Selby Lane Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	2	1	0	2	3	4
17:00	1	0	2	1	3	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
17:15	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	5	0	0	0	5	6
17:30	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	2	0	0	1	2	4
Total Volume	1	0	4	5	5	0	1	3	2	4	0	0	0	0	0	9	1	0	3	10	19
% App Total	20.0%	0.0%	80.0%			0.0%	25.0%	75.0%			0.0%	0.0%	0.0%			90.0%	10.0%	0.0%			
PHF	.250	.000	.500		.417	.000	.250	.750		.500	.000	.000	.000		.000	.450	.250	.000		.500	.792

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

N↑ 16-7360-006



ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-006 Waverly Avenue & Fifth Avenue
Date : 5/10/2016

Unshifted Count = All Vehicles & Uturns

	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	7	0	6	0	13	0	180	1	0	181	0	0	0	0	0	3	82	0	0	85	279	0
7:15	2	0	4	0	6	0	213	6	0	219	0	0	0	0	0	1	96	0	0	97	322	0
7:30	5	0	9	0	14	0	288	2	0	290	0	0	0	0	0	3	171	0	0	174	478	0
7:45	4	0	10	0	14	0	338	3	0	341	0	0	0	0	0	1	178	0	0	179	534	0
Total	18	0	29	0	47	0	1019	12	0	1031	0	0	0	0	0	8	527	0	0	535	1613	0
8:00	7	0	7	0	14	0	329	5	0	334	0	0	0	0	0	6	204	0	1	211	559	1
8:15	3	0	3	0	6	0	238	8	0	246	0	0	0	0	0	5	200	0	0	205	457	0
8:30	9	0	2	0	11	0	162	3	0	165	0	0	0	0	0	0	211	0	0	211	387	0
8:45	6	0	3	0	9	0	205	5	0	210	0	0	0	0	0	2	174	0	0	176	395	0
Total	25	0	15	0	40	0	934	21	0	955	0	0	0	0	0	13	789	0	1	803	1798	1
13:15	10	0	4	0	14	0	166	3	0	169	0	0	0	0	0	3	134	0	0	137	320	0
13:30	8	0	2	0	10	0	126	2	0	128	0	0	0	0	0	4	142	0	1	147	285	1
13:45	3	0	3	0	6	0	131	3	0	134	0	0	0	0	0	0	119	0	0	119	259	0
14:00	8	0	2	0	10	0	175	1	0	176	0	0	0	0	0	1	150	0	0	151	337	0
Total	29	0	11	0	40	0	598	9	0	607	0	0	0	0	0	8	545	0	1	554	1201	1
14:15	2	0	5	0	7	0	176	5	0	181	0	0	0	0	0	3	154	0	0	157	345	0
14:30	6	0	2	0	8	0	149	5	0	154	0	0	0	0	0	1	171	0	0	172	334	0
14:45	8	0	3	0	11	0	134	5	0	139	0	0	0	0	0	1	193	0	0	194	344	0
15:00	5	0	4	0	9	0	219	8	0	227	0	0	0	0	0	1	195	0	0	196	432	0
Total	21	0	14	0	35	0	678	23	0	701	0	0	0	0	0	6	713	0	0	719	1455	0
16:00	7	0	10	0	17	0	220	9	0	229	0	0	0	0	0	6	225	0	0	231	477	0
16:15	1	0	4	0	5	0	248	7	0	255	0	0	0	0	0	3	213	0	0	216	476	0
16:30	9	0	5	0	14	0	264	4	0	268	0	0	0	0	0	2	188	0	2	192	474	2
16:45	9	0	2	0	11	0	292	4	0	296	0	0	0	0	0	1	188	0	0	189	496	0
Total	26	0	21	0	47	0	1024	24	0	1048	0	0	0	0	0	12	814	0	2	828	1923	2
17:00	12	0	5	0	17	0	261	6	0	267	0	0	0	0	0	3	209	0	1	213	497	1
17:15	12	0	6	0	18	0	269	1	0	270	0	0	0	0	0	3	194	0	0	197	485	0
17:30	6	0	7	0	13	0	244	4	0	248	0	0	0	0	0	5	185	0	0	190	451	0
17:45	7	0	5	0	12	0	220	4	0	224	0	0	0	0	0	5	175	0	0	180	416	0
Total	37	0	23	0	60	0	994	15	0	1009	0	0	0	0	0	16	763	0	1	780	1849	1
Grand Total	156	0	113	0	269	0	5247	104	0	5351	0	0	0	0	0	63	4151	0	5	4219	9839	5
Apprch %	58.0%	0.0%	42.0%	0.0%		0.0%	98.1%	1.9%	0.0%		0.0%	0.0%	0.0%	0.0%		1.5%	98.4%	0.0%	0.1%			
Total %	1.6%	0.0%	1.1%	0.0%	2.7%	0.0%	53.3%	1.1%	0.0%	54.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	42.2%	0.0%	0.1%	42.9%	100.0%	

AM PEAK HOUR	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	5	0	9	0	14	0	288	2	0	290	0	0	0	0	0	3	171	0	0	174	478
7:45	4	0	10	0	14	0	338	3	0	341	0	0	0	0	0	1	178	0	0	179	534
8:00	7	0	7	0	14	0	329	5	0	334	0	0	0	0	0	6	204	0	1	211	559
8:15	3	0	3	0	6	0	238	8	0	246	0	0	0	0	0	5	200	0	0	205	457
Total Volume	19	0	29	0	48	0	1193	18	0	1211	0	0	0	0	0	15	753	0	1	769	2028
% App Total	39.6%	0.0%	60.4%	0.0%		0.0%	98.5%	1.5%	0.0%		0.0%	0.0%	0.0%	0.0%		2.0%	97.9%	0.0%	0.1%		
PHF	.679	.000	.725	.000	.857	.000	.882	.563	.000	.888	.000	.000	.000	.000	.000	.625	.923	.000	.250	.911	.907

NOON PEAK	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	2	0	5	0	7	0	176	5	0	181	0	0	0	0	0	3	154	0	0	157	345
14:30	6	0	2	0	8	0	149	5	0	154	0	0	0	0	0	1	171	0	0	172	334
14:45	8	0	3	0	11	0	134	5	0	139	0	0	0	0	0	1	193	0	0	194	344
15:00	5	0	4	0	9	0	219	8	0	227	0	0	0	0	0	1	195	0	0	196	432
Total Volume	21	0	14	0	35	0	678	23	0	701	0	0	0	0	0	6	713	0	0	719	1455
% App Total	60.0%	0.0%	40.0%	0.0%		0.0%	96.7%	3.3%	0.0%		0.0%	0.0%	0.0%	0.0%		0.8%	99.2%	0.0%	0.0%		
PHF	.656	.000	.700	.000	.795	.000	.774	.719	.000	.772	.000	.000	.000	.000	.000	.500	.914	.000	.000	.917	.842

PM PEAK HOUR	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	9	0	5	0	14	0	264	4	0	268	0	0	0	0	0	2	188	0	2	192	474
16:45	9	0	2	0	11	0	292	4	0	296	0	0	0	0	0	1	188	0	0	189	496
17:00	12	0	5	0	17	0	261	6	0	267	0	0	0	0	0	3	209	0	1	213	497
17:15	12	0	6	0	18	0	269	1	0	270	0	0	0	0	0	3	194	0	0	197	485
Total Volume	42	0	18	0	60	0	1086	15	0	1101	0	0	0	0	0	9	779	0	3	791	1952
% App Total	70.0%	0.0%	30.0%	0.0%		0.0%	98.6%	1.4%	0.0%		0.0%	0.0%	0.0%	0.0%		1.1%	98.5%	0.0%	0.4%		
PHF	.875	.000	.750	.000	.833	.000	.930	.625	.000	.930	.000	.000	.000	.000	.000	.750	.932	.000	.375	.928	.982

ALL TRAFFIC DATA

City of Atherton
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 16-7360-006 Waverly Avenue & Fifth Avenue
Date : 5/10/2016

Bank 1 Count = Bikes & Peds

	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	4	0	0	8	1	10	9	0	0	0	0	0	0	2	0	0	2	11	14
7:15	0	0	1	1	1	0	2	0	5	2	0	0	0	0	0	0	0	0	0	0	3	6
7:30	0	0	0	2	0	0	4	1	1	5	0	0	0	0	0	0	1	0	0	1	6	3
7:45	0	0	0	4	0	0	3	1	9	4	0	0	0	0	0	2	2	0	0	4	8	13
Total	0	0	1	11	1	0	17	3	25	20	0	0	0	0	0	2	5	0	0	7	28	36
8:00	0	0	0	2	0	0	2	0	2	2	0	0	0	0	0	0	1	0	0	1	3	4
8:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	1	3
8:30	0	0	0	6	0	0	3	0	1	3	0	0	0	0	0	0	4	0	0	4	7	7
8:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	8	0
Total	0	0	0	9	0	0	6	1	5	7	0	0	0	0	0	0	12	0	0	12	19	14
13:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	0
13:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
13:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
Total	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	10	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
15:00	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	5	0
16:00	0	0	1	3	1	0	2	0	4	2	0	0	0	0	0	0	3	0	0	3	6	7
16:15	1	0	0	4	1	0	0	2	3	2	0	0	0	0	0	0	3	0	0	3	6	7
16:30	0	0	0	2	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5
16:45	0	0	0	1	0	0	3	0	3	3	0	0	0	0	0	1	2	0	0	3	6	4
Total	1	0	1	10	2	0	6	2	13	8	0	0	0	0	0	1	8	0	0	9	19	23
17:00	0	0	0	3	0	0	5	0	12	5	0	0	0	0	0	1	6	0	0	7	12	15
17:15	0	0	0	6	0	0	2	0	8	2	0	0	0	0	0	1	3	0	0	4	6	14
17:30	0	0	0	5	0	0	2	0	3	2	0	0	0	0	0	0	3	0	0	3	5	8
17:45	0	0	0	5	0	0	1	0	5	1	0	0	0	0	0	0	2	0	0	2	3	10
Total	0	0	0	19	0	0	10	0	28	10	0	0	0	0	0	2	14	0	0	16	26	47
Grand Total	1	0	2	49	3	0	45	8	71	53	0	0	0	0	0	5	46	0	0	51	107	120
Apprch %	33.3%	0.0%	66.7%			0.0%	84.9%	15.1%			0.0%	0.0%	0.0%			9.8%	90.2%	0.0%				
Total %	0.9%	0.0%	1.9%		2.8%	0.0%	42.1%	7.5%		49.5%	0.0%	0.0%	0.0%		0.0%	4.7%	43.0%	0.0%		47.7%	100.0%	

AM PEAK HOUR	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	2	0	0	4	1	1	5	0	0	0	0	0	0	1	0	0	1	6
7:45	0	0	0	4	0	0	3	1	9	4	0	0	0	0	0	2	2	0	0	4	8
8:00	0	0	0	2	0	0	2	0	2	2	0	0	0	0	0	0	1	0	0	1	3
8:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	9	0	0	9	2	14	11	0	0	0	0	0	2	5	0	0	7	18
% App Total	0.0%	0.0%	0.0%			0.0%	81.8%	18.2%			0.0%	0.0%	0.0%			28.6%	71.4%	0.0%			
PHF	.000	.000	.000		.000	.000	.563	.500		.550	.000	.000	.000		.000	.250	.625	.000		.438	.563

NOON PEAK	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
14:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	5
% App Total	0.0%	0.0%	0.0%			0.0%	75.0%	25.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.375	.250		.333	.000	.000	.000		.000	.000	.250	.000		.250	.417

PM PEAK HOUR	Waverly Avenue Southbound					Fifth Avenue Westbound					Waverly Avenue Northbound					Fifth Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	2	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	1	0	0	3	0	3	3	0	0	0	0	0	1	2	0	0	3	6
17:00	0	0	0	3	0	0	5	0	12	5	0	0	0	0	0	1	6	0	0	7	12
17:15	0	0	0	6	0	0	2	0	8	2	0	0	0	0	0	1	3	0	0	4	6
Total Volume	0	0	0	12	0	0	11	0	26	11	0	0	0	0	0	3	11	0	0	14	25
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			21.4%	78.6%	0.0%			
PHF	.000	.000	.000		.000	.000	.550	.000		.550	.000	.000	.000		.000	.750	.458	.000		.500	.521

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

Prepared by NDS/ATD

VOLUME

Selby Lane west of El Camino Real

Day: Tuesday
Date: 5/10/2016

City: Atherton
Project #: 16-7361-001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,295	3,434	5,729

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0		1		3		4	
00:15	0		0		2		3		5	
00:30	0		0		3		1		4	
00:45	0		0		1	7	0	7	1	14
01:00	0		0		0		0		0	
01:15	0		0		1		0		1	
01:30	0		0		1		0		1	
01:45	0		0		0	2	1	1	1	3
02:00	0		0		1		3		4	
02:15	0		0		0		0		0	
02:30	0		0		0		0		0	
02:45	0		0		1	2	0	3	1	5
03:00	0		0		0		1		1	
03:15	0		0		1		0		1	
03:30	0		0		1		2		3	
03:45	0		0		0	2	0	3	0	5
04:00	0		0		0		0		0	
04:15	0		0		1		0		1	
04:30	0		0		0		0		0	
04:45	0		0		2	3	4	4	6	7
05:00	0		0		3		0		3	
05:15	0		0		5		2		7	
05:30	0		0		4		2		6	
05:45	0		0		7	19	4	8	11	27
06:00	0		0		6		10		16	
06:15	0		0		10		8		18	
06:30	0		0		17		15		32	
06:45	0		0		19	52	15	48	34	100
07:00	0		0		34		45		79	
07:15	0		0		44		77		121	
07:30	0		0		62		85		147	
07:45	0		0		61	201	118	325	179	526
08:00	0		0		66		150		216	
08:15	0		0		84		73		157	
08:30	0		0		69		69		138	
08:45	0		0		52	271	44	336	96	607
09:00	0		0		56		28		84	
09:15	0		0		39		55		94	
09:30	0		0		38		36		74	
09:45	0		0		37	170	37	156	74	326
10:00	0		0		37		35		72	
10:15	0		0		35		31		66	
10:30	0		0		22		35		57	
10:45	0		0		30	124	27	128	57	252
11:00	0		0		43		43		86	
11:15	0		0		29		31		60	
11:30	0		0		25		41		66	
11:45	0		0		26	123	57	172	83	295
TOTALS						976		1191		2167
SPLIT %						45.0%		55.0%		37.8%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		0		44		47		91	
12:15	0		0		35		39		74	
12:30	0		0		32		41		73	
12:45	0		0		31	142	50	177	81	319
13:00	0		0		39		45		84	
13:15	0		0		32		49		81	
13:30	0		0		42		37		79	
13:45	0		0		31	144	46	177	77	321
14:00	0		0		35		61		96	
14:15	0		0		27		79		106	
14:30	0		0		57		71		128	
14:45	0		0		57	176	52	263	109	439
15:00	0		0		56		65		121	
15:15	0		0		48		60		108	
15:30	0		0		53		79		132	
15:45	0		0		53	210	77	281	130	491
16:00	0		0		54		80		134	
16:15	0		0		46		77		123	
16:30	0		0		37		75		112	
16:45	0		0		37	174	90	322	127	496
17:00	0		0		32		90		122	
17:15	0		0		43		88		131	
17:30	0		0		39		91		130	
17:45	0		0		48	162	60	329	108	491
18:00	0		0		36		76		112	
18:15	0		0		28		75		103	
18:30	0		0		31		71		102	
18:45	0		0		30	125	49	271	79	396
19:00	0		0		23		44		67	
19:15	0		0		17		36		53	
19:30	0		0		17		43		60	
19:45	0		0		16	73	32	155	48	228
20:00	0		0		16		33		49	
20:15	0		0		10		34		44	
20:30	0		0		5		32		37	
20:45	0		0		11	42	22	121	33	163
21:00	0		0		14		22		36	
21:15	0		0		13		26		39	
21:30	0		0		9		17		26	
21:45	0		0		12	48	19	84	31	132
22:00	0		0		6		16		22	
22:15	0		0		1		13		14	
22:30	0		0		6		7		13	
22:45	0		0		3	16	14	50	17	66
23:00	0		0		2		6		8	
23:15	0		0		2		3		5	
23:30	0		0		3		4		7	
23:45	0		0		0	7	0	13	0	20
TOTALS						1319		2243		3562
SPLIT %						37.0%		63.0%		62.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,295	3,434	5,729

AM Peak Hour			07:45	07:15	07:30
AM Pk Volume			280	430	699
Pk Hr Factor			0.833	0.717	0.809
7 - 9 Volume	0	0	472	661	1133
7 - 9 Peak Hour			07:45	07:15	07:30
7 - 9 Pk Volume	0	0	280	430	699
Pk Hr Factor	0.000	0.000	0.833	0.717	0.809

PM Peak Hour			14:30	16:45	15:30
PM Pk Volume			218	359	519
Pk Hr Factor			0.956	0.986	0.968
4 - 6 Volume	0	0	336	651	987
4 - 6 Peak Hour			16:00	16:45	16:45
4 - 6 Pk Volume	0	0	174	359	510
Pk Hr Factor	0.000	0.000	0.806	0.986	0.973

Prepared by NDS/ATD

VOLUME

Selby Lane west of El Camino Real

Day: Wednesday
Date: 5/11/2016

City: Atherton
Project #: 16-7361-001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,287	3,382	5,669

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	2		2		4		12:00	0	0	34		48		82	
00:15	0	0	3		2		5		12:15	0	0	34		45		79	
00:30	0	0	0		2		2		12:30	0	0	32		45		77	
00:45	0	0	0	5	2	8	2	13	12:45	0	0	32	132	46	184	78	316
01:00	0	0	2		0		2		13:00	0	0	33		34		67	
01:15	0	0	2		2		4		13:15	0	0	26		46		72	
01:30	0	0	0		1		1		13:30	0	0	38		41		79	
01:45	0	0	0	4	2	5	2	9	13:45	0	0	22	119	55	176	77	295
02:00	0	0	0		0		0		14:00	0	0	31		70		101	
02:15	0	0	0		0		0		14:15	0	0	48		73		121	
02:30	0	0	0		2		2		14:30	0	0	57		61		118	
02:45	0	0	0		0	2	0	2	14:45	0	0	46	182	60	264	106	446
03:00	0	0	1		3		4		15:00	0	0	47		64		111	
03:15	0	0	1		0		1		15:15	0	0	41		67		108	
03:30	0	0	1		2		3		15:30	0	0	41		62		103	
03:45	0	0	0	3	0	5	0	8	15:45	0	0	53	182	74	267	127	449
04:00	0	0	2		1		3		16:00	0	0	58		78		136	
04:15	0	0	1		1		2		16:15	0	0	38		65		103	
04:30	0	0	1		2		3		16:30	0	0	49		94		143	
04:45	0	0	5	9	2	6	7	15	16:45	0	0	47	192	69	306	116	498
05:00	0	0	7		1		8		17:00	0	0	44		99		143	
05:15	0	0	5		2		7		17:15	0	0	54		96		150	
05:30	0	0	6		2		8		17:30	0	0	38		90		128	
05:45	0	0	7	25	2	7	9	32	17:45	0	0	44	180	48	333	92	513
06:00	0	0	2		10		12		18:00	0	0	38		65		103	
06:15	0	0	4		12		16		18:15	0	0	29		74		103	
06:30	0	0	16		17		33		18:30	0	0	31		74		105	
06:45	0	0	20	42	21	60	41	102	18:45	0	0	23	121	49	262	72	383
07:00	0	0	23		32		55		19:00	0	0	31		54		85	
07:15	0	0	39		61		100		19:15	0	0	22		51		73	
07:30	0	0	58		99		157		19:30	0	0	20		36		56	
07:45	0	0	71	191	120	312	191	503	19:45	0	0	19	92	36	177	55	269
08:00	0	0	55		146		201		20:00	0	0	18		36		54	
08:15	0	0	88		97		185		20:15	0	0	23		30		53	
08:30	0	0	71		47		118		20:30	0	0	27		30		57	
08:45	0	0	55	269	51	341	106	610	20:45	0	0	22	90	24	120	46	210
09:00	0	0	34		38		72		21:00	0	0	14		23		37	
09:15	0	0	50		47		97		21:15	0	0	13		21		34	
09:30	0	0	37		38		75		21:30	0	0	8		13		21	
09:45	0	0	37	158	31	154	68	312	21:45	0	0	8	43	17	74	25	117
10:00	0	0	28		24		52		22:00	0	0	5		11		16	
10:15	0	0	38		27		65		22:15	0	0	5		9		14	
10:30	0	0	21		24		45		22:30	0	0	4		7		11	
10:45	0	0	16	103	34	109	50	212	22:45	0	0	6	20	12	39	18	59
11:00	0	0	32		29		61		23:00	0	0	2		5		7	
11:15	0	0	30		39		69		23:15	0	0	2		8		10	
11:30	0	0	28		37		65		23:30	0	0	3		6		9	
11:45	0	0	25	115	41	146	66	261	23:45	0	0	3	10	6	25	9	35
TOTALS				924		1155		**2079**	**TOTALS**				1363		2227		**3590**
SPLIT %				44.4%		55.6%		**36.7%**	**SPLIT %**				38.0%		62.0%		**63.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,287	3,382	5,669

AM Peak Hour				07:45		07:30		**07:30**	**PM Peak Hour**				14:15		16:30		**16:30**
AM Pk Volume				285		462		**734**	**PM Pk Volume**				198		358		**552**
Pk Hr Factor				0.810		0.791		**0.913**	**Pk Hr Factor**				0.868		0.904		**0.920**
7 - 9 Volume	0	0		460		653		**1113**	**4 - 6 Volume**	0	0		372		639		**1011**
7 - 9 Peak Hour				07:45		07:30		**07:30**	**4 - 6 Peak Hour**				16:30		16:30		**16:30**
7 - 9 Pk Volume	0	0		285		462		**734**	**4 - 6 Pk Volume**	0	0		194		358		**552**
Pk Hr Factor	0.000	0.000		0.810		0.791		**0.913**	**Pk Hr Factor**	0.000	0.000		0.898		0.904		**0.920**

Prepared by NDS/ATD

VOLUME

Selby Lane west of El Camino Real

Day: Thursday
Date: 5/12/2016

City: Atherton
Project #: 16-7361-001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,254	3,448	5,702

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0		0		3		3	
00:15	0		0		1		4		5	
00:30	0		0		2		0		2	
00:45	0		0		1	4	2	9	3	13
01:00	0		0		2		1		3	
01:15	0		0		2		0		2	
01:30	0		0		3		2		5	
01:45	0		0		0	7	1	4	1	11
02:00	0		0		1		0		1	
02:15	0		0		1		0		1	
02:30	0		0		0		0		0	
02:45	0		0		1	3	0		1	3
03:00	0		0		0		1		1	
03:15	0		0		0		1		1	
03:30	0		0		1		2		3	
03:45	0		0		0	1	0	4	0	5
04:00	0		0		1		0		1	
04:15	0		0		1		0		1	
04:30	0		0		0		0		0	
04:45	0		0		4	6	1	1	5	7
05:00	0		0		1		0		1	
05:15	0		0		4		4		8	
05:30	0		0		5		1		6	
05:45	0		0		8	18	6	11	14	29
06:00	0		0		7		6		13	
06:15	0		0		9		13		22	
06:30	0		0		13		14		27	
06:45	0		0		26	55	23	56	49	111
07:00	0		0		30		38		68	
07:15	0		0		38		69		107	
07:30	0		0		56		95		151	
07:45	0		0		56	180	103	305	159	485
08:00	0		0		62		148		210	
08:15	0		0		86		72		158	
08:30	0		0		65		55		120	
08:45	0		0		48	261	51	326	99	587
09:00	0		0		32		30		62	
09:15	0		0		33		30		63	
09:30	0		0		25		32		57	
09:45	0		0		31	121	34	126	65	247
10:00	0		0		31		27		58	
10:15	0		0		24		29		53	
10:30	0		0		23		34		57	
10:45	0		0		32	110	38	128	70	238
11:00	0		0		28		46		74	
11:15	0		0		31		44		75	
11:30	0		0		41		44		85	
11:45	0		0		42	142	45	179	87	321
TOTALS						908		1149		2057
SPLIT %						44.1%		55.9%		36.1%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		0		36		50		86	
12:15	0		0		36		35		71	
12:30	0		0		29		65		94	
12:45	0		0		30	131	53	203	83	334
13:00	0		0		31		59		90	
13:15	0		0		38		89		127	
13:30	0		0		74		60		134	
13:45	0		0		56	199	58	266	114	465
14:00	0		0		41		60		101	
14:15	0		0		32		66		98	
14:30	0		0		41		46		87	
14:45	0		0		39	153	61	233	100	386
15:00	0		0		43		59		102	
15:15	0		0		58		63		121	
15:30	0		0		46		63		109	
15:45	0		0		43	190	70	255	113	445
16:00	0		0		41		79		120	
16:15	0		0		38		67		105	
16:30	0		0		47		79		126	
16:45	0		0		40	166	74	299	114	465
17:00	0		0		36		85		121	
17:15	0		0		37		75		112	
17:30	0		0		49		88		137	
17:45	0		0		39	161	86	334	125	495
18:00	0		0		39		76		115	
18:15	0		0		40		65		105	
18:30	0		0		29		52		81	
18:45	0		0		28	136	60	253	88	389
19:00	0		0		29		50		79	
19:15	0		0		25		48		73	
19:30	0		0		19		44		63	
19:45	0		0		25	98	38	180	63	278
20:00	0		0		20		37		57	
20:15	0		0		12		25		37	
20:30	0		0		13		30		43	
20:45	0		0		15	60	33	125	48	185
21:00	0		0		13		28		41	
21:15	0		0		9		28		37	
21:30	0		0		8		16		24	
21:45	0		0		2	32	17	89	19	121
22:00	0		0		8		16		24	
22:15	0		0		5		13		18	
22:30	0		0		1		11		12	
22:45	0		0		2	16	7	47	9	63
23:00	0		0		1		6		7	
23:15	0		0		1		4		5	
23:30	0		0		1		1		2	
23:45	0		0		1	4	4	15	5	19
TOTALS						1346		2299		3645
SPLIT %						36.9%		63.1%		63.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,254	3,448	5,702

AM Peak Hour			07:45	07:30	07:30
AM Pk Volume			269	418	678
Pk Hr Factor			0.782	0.706	0.807
7 - 9 Volume	0	0	441	631	1072
7 - 9 Peak Hour			07:45	07:30	07:30
7 - 9 Pk Volume	0	0	269	418	678
Pk Hr Factor	0.000	0.000	0.782	0.706	0.807

PM Peak Hour			13:15	17:00	17:00
PM Pk Volume			209	334	495
Pk Hr Factor			0.706	0.949	0.903
4 - 6 Volume	0	0	327	633	960
4 - 6 Peak Hour			16:00	17:00	17:00
4 - 6 Pk Volume	0	0	166	334	495
Pk Hr Factor	0.000	0.000	0.883	0.949	0.903

Prepared by NDS/ATD

VOLUME

Selby Lane west of El Camino Real

Day: Friday
Date: 5/13/2016

City: Atherton
Project #: 16-7361-001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,335	3,385	5,720

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	0		5		5		12:00	0	0	32		48		80	
00:15	0	0	1		1		2		12:15	0	0	29		50		79	
00:30	0	0	1		0		1		12:30	0	0	30		44		74	
00:45	0	0	2	4	0	6	2	10	12:45	0	0	41	132	43	185	84	317
01:00	0	0	2		0		2		13:00	0	0	25		47		72	
01:15	0	0	0		1		1		13:15	0	0	35		48		83	
01:30	0	0	2		2		4		13:30	0	0	31		59		90	
01:45	0	0	0	4	4	7	4	11	13:45	0	0	22	113	48	202	70	315
02:00	0	0	3		0		3		14:00	0	0	28		71		99	
02:15	0	0	0		1		1		14:15	0	0	29		85		114	
02:30	0	0	0		0		0		14:30	0	0	76		66		142	
02:45	0	0	1	4	0	1	1	5	14:45	0	0	56	189	62	284	118	473
03:00	0	0	1		1		2		15:00	0	0	42		53		95	
03:15	0	0	0		1		1		15:15	0	0	68		65		133	
03:30	0	0	2		4		6		15:30	0	0	53		71		124	
03:45	0	0	0	3	0	6	0	9	15:45	0	0	55	218	86	275	141	493
04:00	0	0	2		0		2		16:00	0	0	63		77		140	
04:15	0	0	1		1		2		16:15	0	0	46		76		122	
04:30	0	0	0		0		0		16:30	0	0	51		66		117	
04:45	0	0	4	7	0	1	4	8	16:45	0	0	55	215	80	299	135	514
05:00	0	0	3		1		4		17:00	0	0	36		83		119	
05:15	0	0	3		4		7		17:15	0	0	43		74		117	
05:30	0	0	6		2		8		17:30	0	0	48		78		126	
05:45	0	0	5	17	6	13	11	30	17:45	0	0	35	162	68	303	103	465
06:00	0	0	5		3		8		18:00	0	0	27		65		92	
06:15	0	0	10		10		20		18:15	0	0	23		63		86	
06:30	0	0	13		8		21		18:30	0	0	29		50		79	
06:45	0	0	25	53	28	49	53	102	18:45	0	0	33	112	36	214	69	326
07:00	0	0	28		32		60		19:00	0	0	34		47		81	
07:15	0	0	40		57		97		19:15	0	0	24		42		66	
07:30	0	0	56		95		151		19:30	0	0	23		43		66	
07:45	0	0	55	179	116	300	171	479	19:45	0	0	17	98	40	172	57	270
08:00	0	0	60		140		200		20:00	0	0	21		29		50	
08:15	0	0	83		74		157		20:15	0	0	12		31		43	
08:30	0	0	76		48		124		20:30	0	0	19		35		54	
08:45	0	0	54	273	71	333	125	606	20:45	0	0	16	68	29	124	45	192
09:00	0	0	39		35		74		21:00	0	0	20		24		44	
09:15	0	0	38		30		68		21:15	0	0	21		26		47	
09:30	0	0	24		33		57		21:30	0	0	9		32		41	
09:45	0	0	35	136	35	133	70	269	21:45	0	0	7	57	23	105	30	162
10:00	0	0	39		30		69		22:00	0	0	10		23		33	
10:15	0	0	30		24		54		22:15	0	0	9		18		27	
10:30	0	0	24		24		48		22:30	0	0	6		21		27	
10:45	0	0	32	125	36	114	68	239	22:45	0	0	9	34	20	82	29	116
11:00	0	0	33		33		66		23:00	0	0	5		14		19	
11:15	0	0	31		36		67		23:15	0	0	4		6		10	
11:30	0	0	22		32		54		23:30	0	0	4		7		11	
11:45	0	0	30	116	40	141	70	257	23:45	0	0	3	16	9	36	12	52
TOTALS				921		1104		**2025**	**TOTALS**				1414		2281		**3695**
SPLIT %				45.5%		54.5%		**35.4%**	**SPLIT %**				38.3%		61.7%		**64.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,335	3,385	5,720

AM Peak Hour				07:45		07:30		**07:30**	**PM Peak Hour**				14:30		16:45		**15:15**
AM Pk Volume				274		425		**679**	**PM Pk Volume**				242		315		**538**
Pk Hr Factor				0.825		0.759		**0.849**	**Pk Hr Factor**				0.796		0.949		**0.954**
7 - 9 Volume	0	0		452		633		**1085**	**4 - 6 Volume**	0	0		377		602		**979**
7 - 9 Peak Hour				07:45		07:30		**07:30**	**4 - 6 Peak Hour**				16:00		16:45		**16:00**
7 - 9 Pk Volume	0	0		274		425		**679**	**4 - 6 Pk Volume**	0	0		215		315		**514**
Pk Hr Factor	0.000	0.000		0.825		0.759		**0.849**	**Pk Hr Factor**	0.000	0.000		0.853		0.949		**0.918**

Prepared by NDS/ATD

VOLUME

Selby Lane west of El Camino Real

Day: Saturday
Date: 5/14/2016

City: Atherton
Project #: 16-7361-001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,487	2,119	3,606

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	2		8		10		12:00	0	0	29		44		73	
00:15	0	0	4		2		6		12:15	0	0	48		36		84	
00:30	0	0	0		2		2		12:30	0	0	21		48		69	
00:45	0	0	3	9	3	15	6	24	12:45	0	0	36	134	53	181	89	315
01:00	0	0	3		1		4		13:00	0	0	31		54		85	
01:15	0	0	2		0		2		13:15	0	0	31		35		66	
01:30	0	0	0		7		7		13:30	0	0	36		46		82	
01:45	0	0	0	5	3	11	3	16	13:45	0	0	29	127	32	167	61	294
02:00	0	0	0		2		2		14:00	0	0	22		33		55	
02:15	0	0	2		0		2		14:15	0	0	24		35		59	
02:30	0	0	0		3		3		14:30	0	0	28		35		63	
02:45	0	0	0	2	0	5	0	7	14:45	0	0	23	97	46	149	69	246
03:00	0	0	1		2		3		15:00	0	0	30		47		77	
03:15	0	0	1		2		3		15:15	0	0	29		60		89	
03:30	0	0	0		4		4		15:30	0	0	23		42		65	
03:45	0	0	2	4	1	9	3	13	15:45	0	0	26	108	37	186	63	294
04:00	0	0	0		1		1		16:00	0	0	32		43		75	
04:15	0	0	1		1		2		16:15	0	0	24		43		67	
04:30	0	0	0		1		1		16:30	0	0	27		31		58	
04:45	0	0	3	4	2	5	5	9	16:45	0	0	18	101	47	164	65	265
05:00	0	0	0		1		1		17:00	0	0	28		42		70	
05:15	0	0	2		2		4		17:15	0	0	32		31		63	
05:30	0	0	6		1		7		17:30	0	0	36		30		66	
05:45	0	0	1	9	1	5	2	14	17:45	0	0	40	136	32	135	72	271
06:00	0	0	1		1		2		18:00	0	0	33		40		73	
06:15	0	0	3		3		6		18:15	0	0	23		32		55	
06:30	0	0	4		3		7		18:30	0	0	21		37		58	
06:45	0	0	5	13	7	14	12	27	18:45	0	0	19	96	32	141	51	237
07:00	0	0	6		7		13		19:00	0	0	17		24		41	
07:15	0	0	10		13		23		19:15	0	0	15		24		39	
07:30	0	0	9		21		30		19:30	0	0	15		27		42	
07:45	0	0	15	40	35	76	50	116	19:45	0	0	18	65	24	99	42	164
08:00	0	0	9		16		25		20:00	0	0	16		21		37	
08:15	0	0	20		23		43		20:15	0	0	14		18		32	
08:30	0	0	29		24		53		20:30	0	0	6		19		25	
08:45	0	0	18	76	24	87	42	163	20:45	0	0	7	43	23	81	30	124
09:00	0	0	20		31		51		21:00	0	0	11		18		29	
09:15	0	0	22		25		47		21:15	0	0	6		15		21	
09:30	0	0	25		40		65		21:30	0	0	12		11		23	
09:45	0	0	32	99	28	124	60	223	21:45	0	0	10	39	17	61	27	100
10:00	0	0	37		32		69		22:00	0	0	11		28		39	
10:15	0	0	24		28		52		22:15	0	0	7		17		24	
10:30	0	0	26		28		54		22:30	0	0	6		20		26	
10:45	0	0	28	115	34	122	62	237	22:45	0	0	5	29	11	76	16	105
11:00	0	0	17		45		62		23:00	0	0	7		14		21	
11:15	0	0	24		36		60		23:15	0	0	10		14		24	
11:30	0	0	35		44		79		23:30	0	0	10		6		16	
11:45	0	0	25	101	40	165	65	266	23:45	0	0	8	35	7	41	15	76
TOTALS				477		638		**1115**	**TOTALS**				1010		1481		**2491**
SPLIT %				42.8%		57.2%		**30.9%**	**SPLIT %**				40.5%		59.5%		**69.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,487	2,119	3,606

AM Peak Hour			11:30	11:45	**11:30**	**PM Peak Hour**			17:15	14:45	**12:15**
AM Pk Volume			137	168	**301**	**PM Pk Volume**			141	195	**327**
Pk Hr Factor			0.714	0.875	**0.896**	**Pk Hr Factor**			0.881	0.813	**0.919**
7 - 9 Volume	0	0	116	163	**279**	**4 - 6 Volume**	0	0	237	299	**536**
7 - 9 Peak Hour			08:00	07:45	**07:45**	**4 - 6 Peak Hour**			17:00	16:00	**17:00**
7 - 9 Pk Volume	0	0	76	98	**171**	**4 - 6 Pk Volume**	0	0	136	164	**271**
Pk Hr Factor	0.000	0.000	0.655	0.700	**0.807**	**Pk Hr Factor**	0.000	0.000	0.850	0.872	**0.941**

Prepared by NDS/ATD

VOLUME

Selby Lane west of El Camino Real

Day: Sunday
Date: 5/15/2016

City: Atherton
Project #: 16-7361-001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,082	1,634	2,716

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	10		12		22		12:00	0	0	19		24		43	
00:15	0	0	4		7		11		12:15	0	0	36		34		70	
00:30	0	0	6		7		13		12:30	0	0	16		31		47	
00:45	0	0	1	21	2	28	3	49	12:45	0	0	17	88	35	124	52	212
01:00	0	0	4		2		6		13:00	0	0	15		30		45	
01:15	0	0	1		4		5		13:15	0	0	19		33		52	
01:30	0	0	3		3		6		13:30	0	0	18		33		51	
01:45	0	0	0	8	4	13	4	21	13:45	0	0	19	71	29	125	48	196
02:00	0	0	2		4		6		14:00	0	0	24		43		67	
02:15	0	0	2		1		3		14:15	0	0	15		37		52	
02:30	0	0	0		2		2		14:30	0	0	26		23		49	
02:45	0	0	1	5	0	7	1	12	14:45	0	0	23	88	34	137	57	225
03:00	0	0	0		2		2		15:00	0	0	23		48		71	
03:15	0	0	0		1		1		15:15	0	0	18		36		54	
03:30	0	0	2		2		4		15:30	0	0	16		35		51	
03:45	0	0	1	3	1	6	2	9	15:45	0	0	16	73	22	141	38	214
04:00	0	0	0		1		1		16:00	0	0	19		27		46	
04:15	0	0	1		0		1		16:15	0	0	23		33		56	
04:30	0	0	0		0		0		16:30	0	0	28		27		55	
04:45	0	0	0	1	0	1	0	2	16:45	0	0	19	89	34	121	53	210
05:00	0	0	1		0		1		17:00	0	0	16		36		52	
05:15	0	0	0		2		2		17:15	0	0	13		24		37	
05:30	0	0	1		3		4		17:30	0	0	22		26		48	
05:45	0	0	4	6	1	6	5	12	17:45	0	0	19	70	20	106	39	176
06:00	0	0	1		4		5		18:00	0	0	15		40		55	
06:15	0	0	5		2		7		18:15	0	0	14		25		39	
06:30	0	0	4		2		6		18:30	0	0	19		33		52	
06:45	0	0	3	13	5	13	8	26	18:45	0	0	13	61	30	128	43	189
07:00	0	0	5		2		7		19:00	0	0	11		23		34	
07:15	0	0	4		4		8		19:15	0	0	10		28		38	
07:30	0	0	15		8		23		19:30	0	0	16		24		40	
07:45	0	0	7	31	11	25	18	56	19:45	0	0	7	44	28	103	35	147
08:00	0	0	11		15		26		20:00	0	0	10		17		27	
08:15	0	0	13		13		26		20:15	0	0	5		19		24	
08:30	0	0	10		15		25		20:30	0	0	13		21		34	
08:45	0	0	15	49	20	63	35	112	20:45	0	0	16	44	30	87	46	131
09:00	0	0	15		15		30		21:00	0	0	8		15		23	
09:15	0	0	18		15		33		21:15	0	0	11		19		30	
09:30	0	0	30		22		52		21:30	0	0	7		13		20	
09:45	0	0	18	81	21	73	39	154	21:45	0	0	4	30	6	53	10	83
10:00	0	0	21		19		40		22:00	0	0	5		12		17	
10:15	0	0	17		26		43		22:15	0	0	8		7		15	
10:30	0	0	17		33		50		22:30	0	0	10		3		13	
10:45	0	0	29	84	28	106	57	190	22:45	0	0	1	24	10	32	11	56
11:00	0	0	17		27		44		23:00	0	0	1		3		4	
11:15	0	0	27		35		62		23:15	0	0	3		1		4	
11:30	0	0	22		34		56		23:30	0	0	1		3		4	
11:45	0	0	26	92	33	129	59	221	23:45	0	0	1	6	0	7	1	13
TOTALS				394		470		864	TOTALS				688		1164		1852
SPLIT %				45.6%		54.4%		31.8%	SPLIT %				37.1%		62.9%		68.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,082	1,634	2,716

AM Peak Hour				11:30	11:00	11:30		PM Peak Hour				14:30	14:45	14:45
AM Pk Volume				103	129	228		PM Pk Volume				90	153	233
Pk Hr Factor				0.715	0.921	0.814		Pk Hr Factor				0.865	0.797	0.820
7 - 9 Volume	0	0		80	88	168		4 - 6 Volume	0	0		159	227	386
7 - 9 Peak Hour				08:00	08:00	08:00		4 - 6 Peak Hour				16:00	16:15	16:15
7 - 9 Pk Volume	0	0		49	63	112		4 - 6 Pk Volume	0	0		89	130	216
Pk Hr Factor	0.000	0.000		0.817	0.788	0.800		Pk Hr Factor	0.000	0.000		0.795	0.903	0.964

Prepared by NDS/ATD

VOLUME

Selby Lane west of El Camino Real

Day: Monday
Date: 5/16/2016

City: Atherton
Project #: 16-7361-001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,203	3,258	5,461

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	0		2		2		12:00	0	0	26		24		50	
00:15	0	0	0		3		3		12:15	0	0	42		44		86	
00:30	0	0	1		0		1		12:30	0	0	29		43		72	
00:45	0	0	0	1	2	7	2	8	12:45	0	0	22	119	41	152	63	271
01:00	0	0	1		0		1		13:00	0	0	32		41		73	
01:15	0	0	0		1		1		13:15	0	0	29		57		86	
01:30	0	0	1		1		2		13:30	0	0	45		44		89	
01:45	0	0	1	3	1	3	2	6	13:45	0	0	25	131	53	195	78	326
02:00	0	0	0		0		0		14:00	0	0	25		64		89	
02:15	0	0	0		1		1		14:15	0	0	28		83		111	
02:30	0	0	0		0		0		14:30	0	0	59		61		120	
02:45	0	0	1	1	0	1	1	2	14:45	0	0	57	169	66	274	123	443
03:00	0	0	0		1		1		15:00	0	0	41		59		100	
03:15	0	0	0		1		1		15:15	0	0	73		79		152	
03:30	0	0	1		1		2		15:30	0	0	59		88		147	
03:45	0	0	1	2	0	3	1	5	15:45	0	0	49	222	80	306	129	528
04:00	0	0	0		1		1		16:00	0	0	58		60		118	
04:15	0	0	1		0		1		16:15	0	0	45		59		104	
04:30	0	0	0		0		0		16:30	0	0	54		85		139	
04:45	0	0	4	5	1	2	5	7	16:45	0	0	41	198	82	286	123	484
05:00	0	0	2		1		3		17:00	0	0	39		92		131	
05:15	0	0	2		2		4		17:15	0	0	41		80		121	
05:30	0	0	5		2		7		17:30	0	0	38		87		125	
05:45	0	0	9	18	2	7	11	25	17:45	0	0	44	162	69	328	113	490
06:00	0	0	6		7		13		18:00	0	0	39		76		115	
06:15	0	0	9		15		24		18:15	0	0	27		63		90	
06:30	0	0	15		21		36		18:30	0	0	25		53		78	
06:45	0	0	22	52	27	70	49	122	18:45	0	0	23	114	48	240	71	354
07:00	0	0	26		36		62		19:00	0	0	28		39		67	
07:15	0	0	41		64		105		19:15	0	0	13		46		59	
07:30	0	0	61		92		153		19:30	0	0	15		32		47	
07:45	0	0	57	185	115	307	172	492	19:45	0	0	15	71	28	145	43	216
08:00	0	0	55		128		183		20:00	0	0	13		28		41	
08:15	0	0	66		64		130		20:15	0	0	18		19		37	
08:30	0	0	65		48		113		20:30	0	0	15		34		49	
08:45	0	0	42	228	45	285	87	513	20:45	0	0	9	55	26	107	35	162
09:00	0	0	35		40		75		21:00	0	0	19		18		37	
09:15	0	0	42		42		84		21:15	0	0	13		17		30	
09:30	0	0	34		31		65		21:30	0	0	8		11		19	
09:45	0	0	34	145	21	134	55	279	21:45	0	0	4	44	14	60	18	104
10:00	0	0	39		31		70		22:00	0	0	6		16		22	
10:15	0	0	23		36		59		22:15	0	0	6		15		21	
10:30	0	0	25		37		62		22:30	0	0	3		10		13	
10:45	0	0	34	121	29	133	63	254	22:45	0	0	1	16	6	47	7	63
11:00	0	0	29		40		69		23:00	0	0	3		6		9	
11:15	0	0	26		34		60		23:15	0	0	7		4		11	
11:30	0	0	39		38		77		23:30	0	0	3		2		5	
11:45	0	0	31	125	41	153	72	278	23:45	0	0	3	16	1	13	4	29
TOTALS				886		1105		**1991**	**TOTALS**				1317		2153		**3470**
SPLIT %				44.5%		55.5%		**36.5%**	**SPLIT %**				38.0%		62.0%		**63.5%**

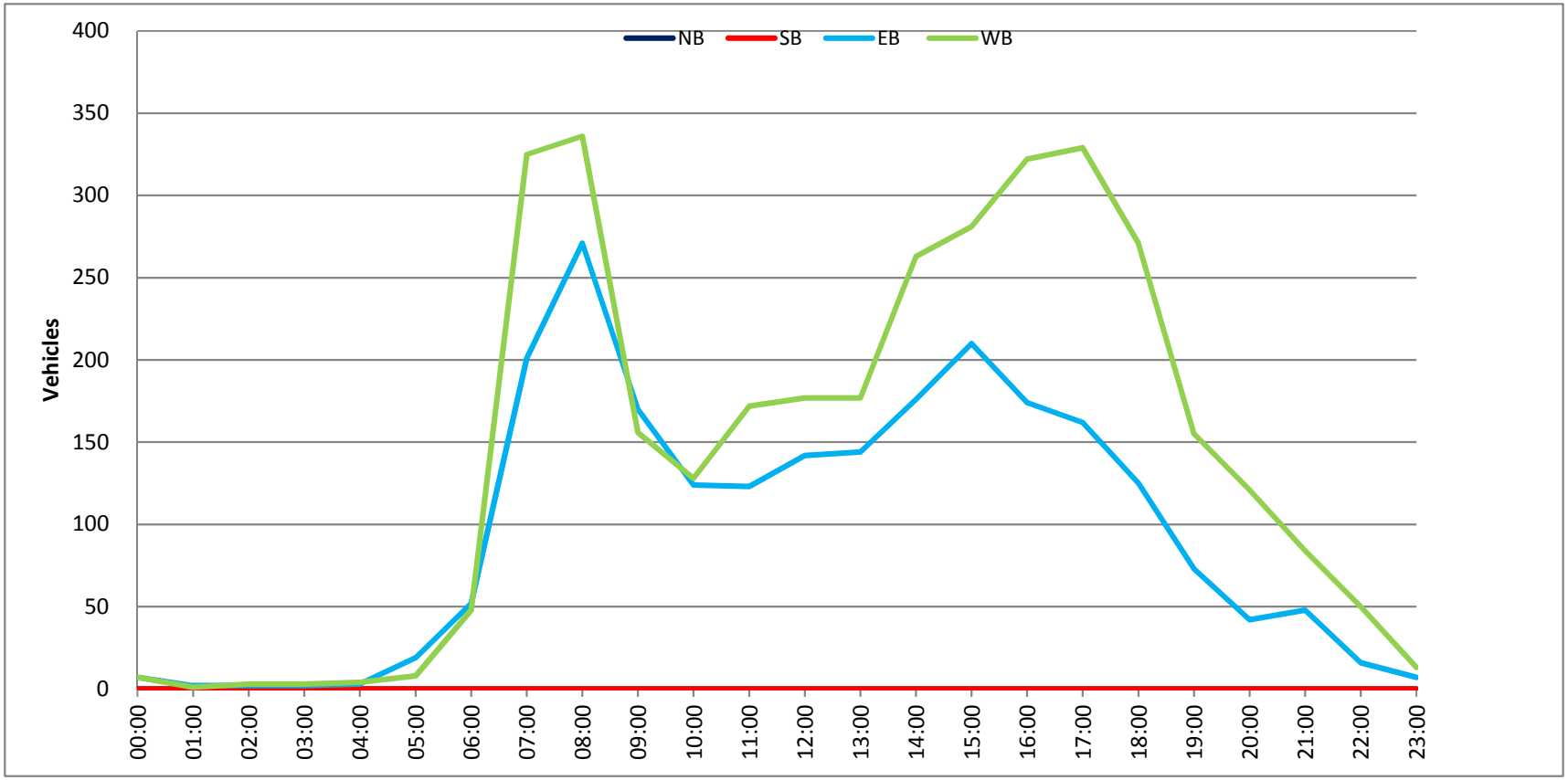
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,203	3,258	5,461

AM Peak Hour			07:45	07:15	**07:30**	**PM Peak Hour**			15:15	16:45	**15:15**
AM Pk Volume			243	399	**638**	**PM Pk Volume**			239	341	**546**
Pk Hr Factor			0.920	0.779	**0.872**	**Pk Hr Factor**			0.818	0.927	**0.898**
7 - 9 Volume	0	0	413	592	**1005**	**4 - 6 Volume**	0	0	360	614	**974**
7 - 9 Peak Hour			07:45	07:15	**07:30**	**4 - 6 Peak Hour**			16:00	16:45	**16:30**
7 - 9 Pk Volume	0	0	243	399	**638**	**4 - 6 Pk Volume**	0	0	198	341	**514**
Pk Hr Factor	0.000	0.000	0.920	0.779	**0.872**	**Pk Hr Factor**	0.000	0.000	0.853	0.927	**0.924**

Prepared by NDS/ATD

Project #: 16-7361-001 **City:** Atherton

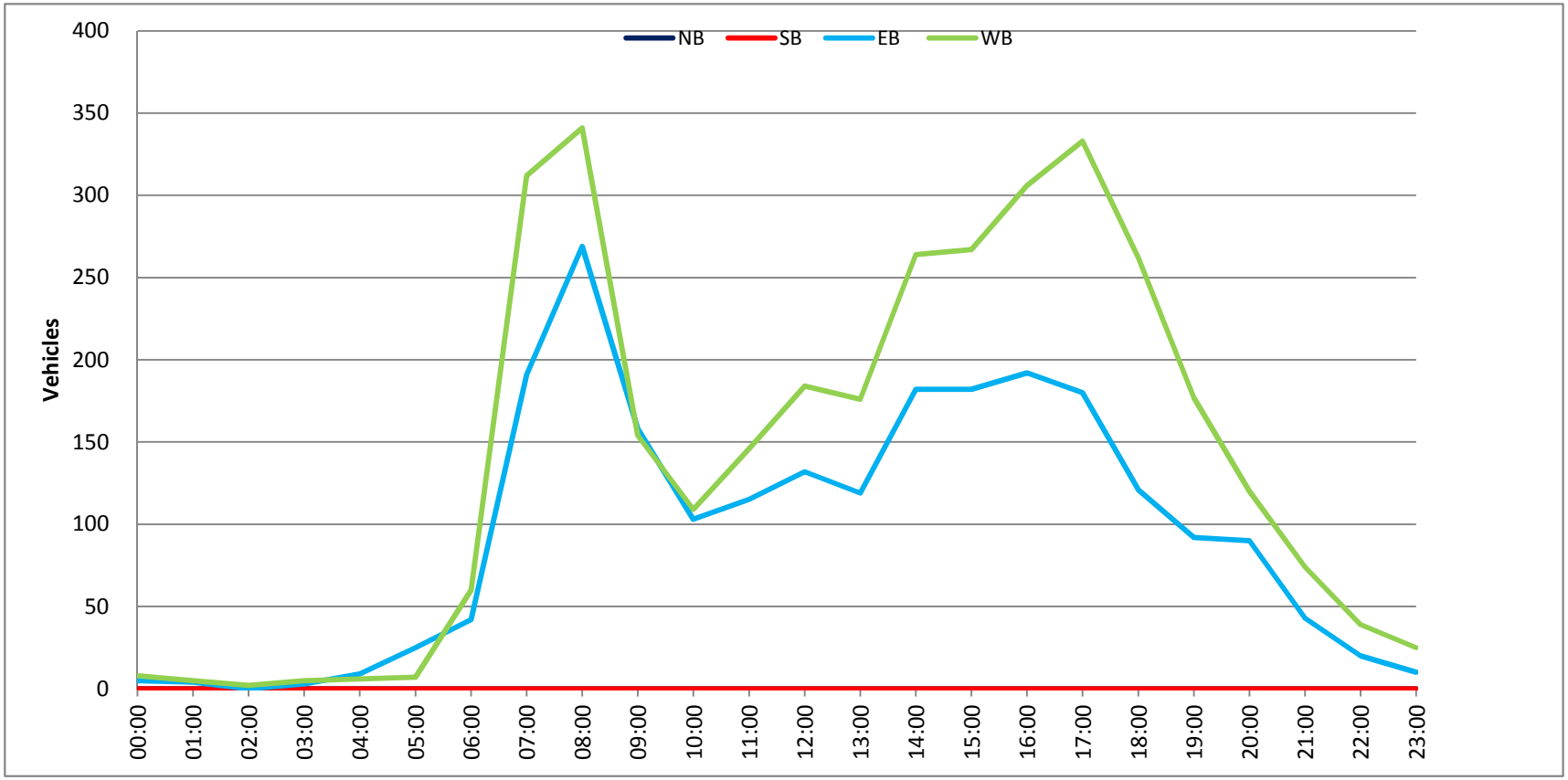
Location: Selby Lane west of El Camino Real **Date:** 5/10/2016



Prepared by NDS/ATD

Project #: 16-7361-001 **City:** Atherton

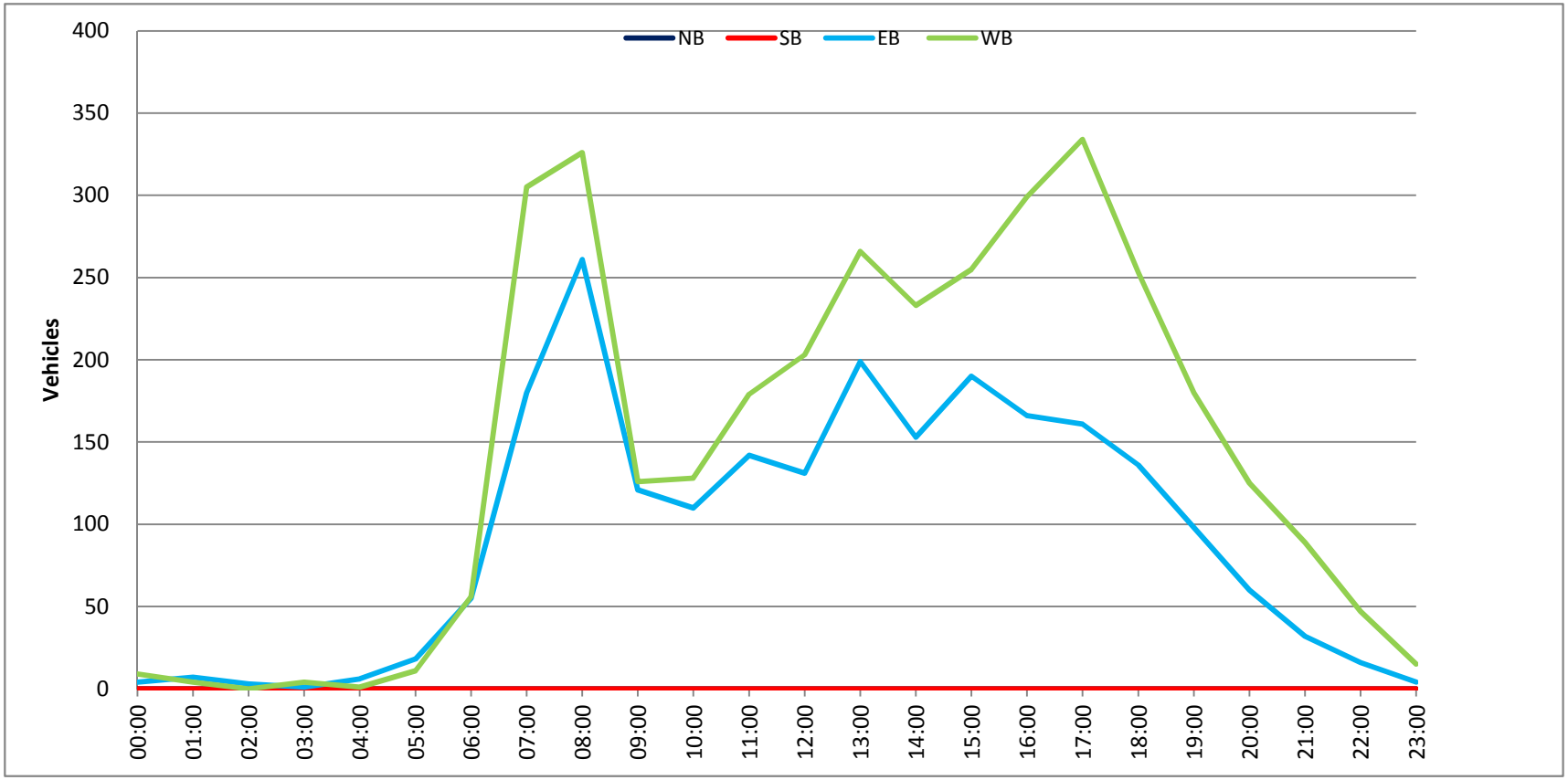
Location: Selby Lane west of El Camino Real **Date:** 5/11/2016



Prepared by NDS/ATD

Project #: 16-7361-001 **City:** Atherton

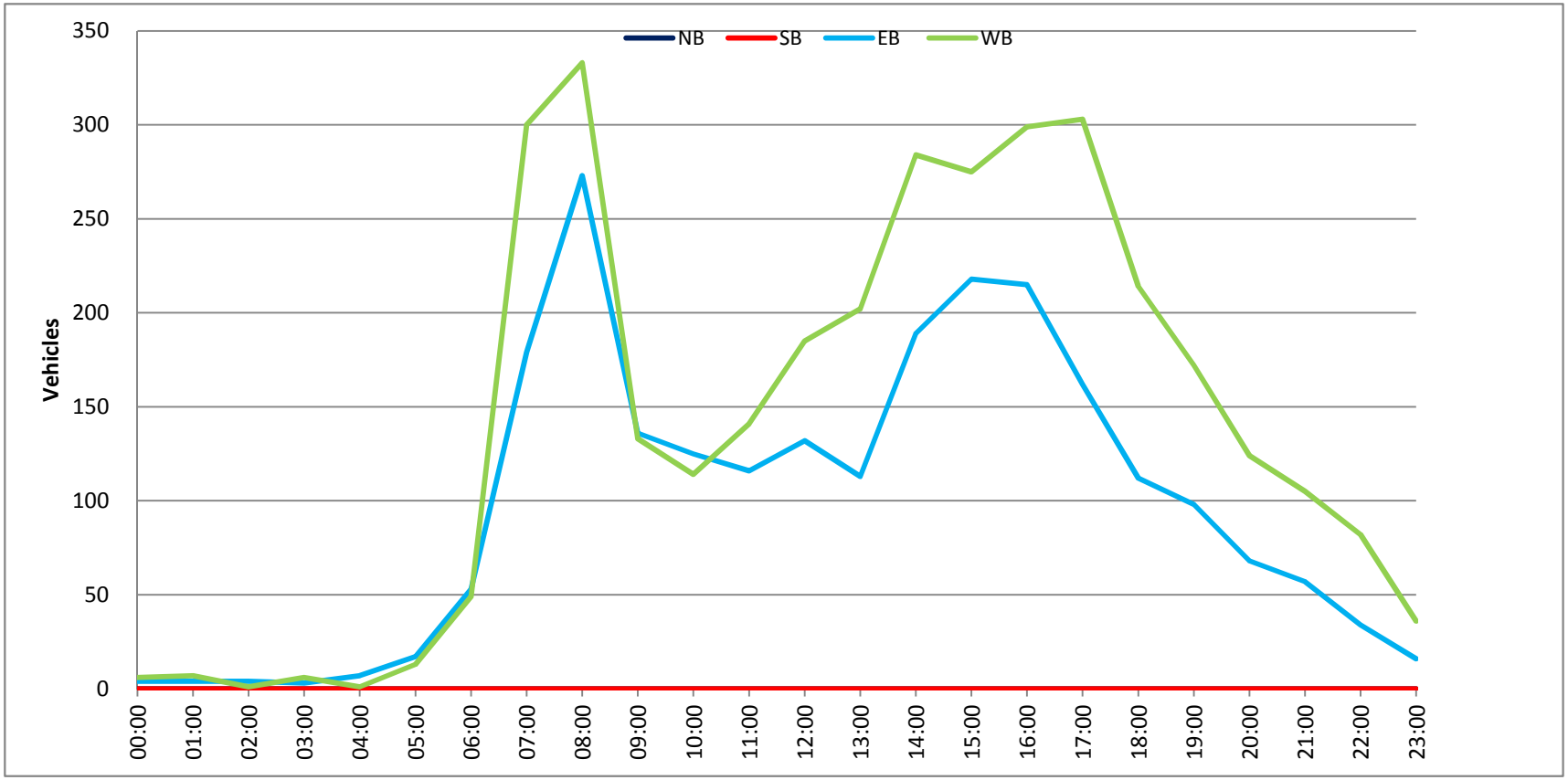
Location: Selby Lane west of El Camino Real **Date:** 5/12/2016



Prepared by NDS/ATD

Project #: 16-7361-001 **City:** Atherton

Location: Selby Lane west of El Camino Real **Date:** 5/13/2016



Prepared by NDS/ATD

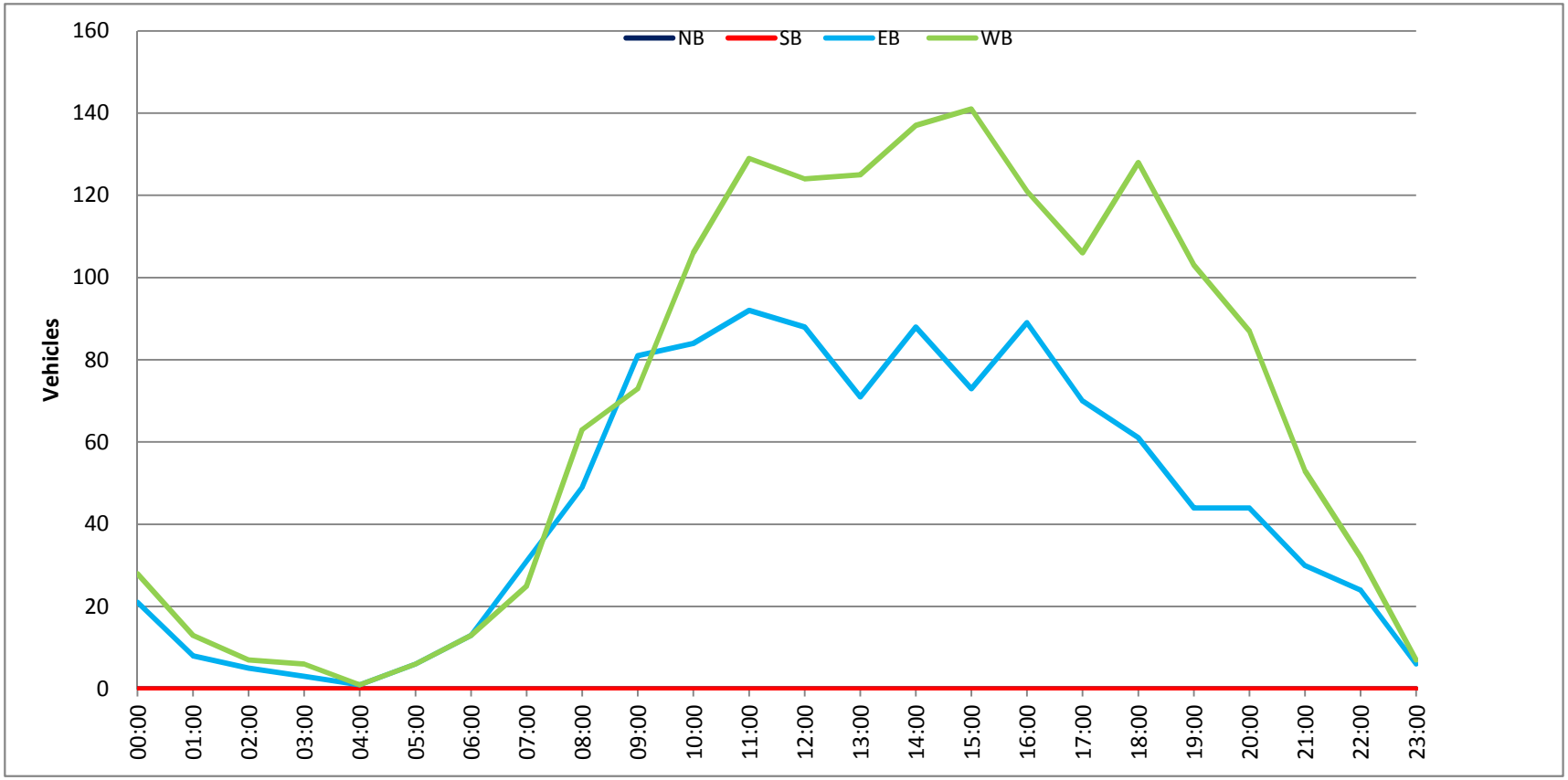
Project #: 16-7361-001 **City:** Atherton

Location: Selby Lane west of El Camino Real **Date:** 5/14/2016

Prepared by NDS/ATD

Project #: 16-7361-001 **City:** Atherton

Location: Selby Lane west of El Camino Real **Date:** 5/15/2016



Prepared by NDS/ATD

Project #: 16-7361-001 **City:** Atherton

Location: Selby Lane west of El Camino Real **Date:** 5/16/2016

Prepared by NDS/ATD

VOLUME

Selby Lane east of El Camino Real

Day: Tuesday
Date: 5/10/2016

City: Atherton
Project #: 16-7361-002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	389	295	684

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0		2		0		2	
00:15	0		0		1		1		2	
00:30	0		0		2		0		2	
00:45	0		0		1	6	0	1	1	7
01:00	0		0		0		0		0	
01:15	0		0		2		0		2	
01:30	0		0		3		0		3	
01:45	0		0		0	5	0		0	5
02:00	0		0		0		0		0	
02:15	0		0		0		0		0	
02:30	0		0		0		0		0	
02:45	0		0		2	2	0		2	2
03:00	0		0		0		1		1	
03:15	0		0		0		1		1	
03:30	0		0		1		0		1	
03:45	0		0		0	1	0	2	0	3
04:00	0		0		1		0		1	
04:15	0		0		3		1		4	
04:30	0		0		0		0		0	
04:45	0		0		1	5	1	2	2	7
05:00	0		0		1		0		1	
05:15	0		0		1		2		3	
05:30	0		0		0		3		3	
05:45	0		0		0	2	2	7	2	9
06:00	0		0		1		2		3	
06:15	0		0		2		2		4	
06:30	0		0		3		5		8	
06:45	0		0		2	8	3	12	5	20
07:00	0		0		1		5		6	
07:15	0		0		6		9		15	
07:30	0		0		5		5		10	
07:45	0		0		7	19	12	31	19	50
08:00	0		0		5		9		14	
08:15	0		0		7		7		14	
08:30	0		0		6		6		12	
08:45	0		0		8	26	4	26	12	52
09:00	0		0		5		8		13	
09:15	0		0		5		3		8	
09:30	0		0		5		4		9	
09:45	0		0		1	16	3	18	4	34
10:00	0		0		3		3		6	
10:15	0		0		3		9		12	
10:30	0		0		5		1		6	
10:45	0		0		3	14	1	14	4	28
11:00	0		0		5		2		7	
11:15	0		0		6		7		13	
11:30	0		0		2		3		5	
11:45	0		0		7	20	2	14	9	34
TOTALS						124		127		**251**
SPLIT %						49.4%		50.6%		**36.7%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		0		2		3		5	
12:15	0		0		3		1		4	
12:30	0		0		5		4		9	
12:45	0		0		3	13	3	11	6	24
13:00	0		0		7		5		12	
13:15	0		0		5		5		10	
13:30	0		0		8		4		12	
13:45	0		0		6	26	8	22	14	48
14:00	0		0		3		2		5	
14:15	0		0		2		4		6	
14:30	0		0		8		5		13	
14:45	0		0		1	14	4	15	5	29
15:00	0		0		3		2		5	
15:15	0		0		3		4		7	
15:30	0		0		7		8		15	
15:45	0		0		5	18	5	19	10	37
16:00	0		0		13		3		16	
16:15	0		0		11		5		16	
16:30	0		0		11		8		19	
16:45	0		0		6	41	6	22	12	63
17:00	0		0		18		2		20	
17:15	0		0		5		3		8	
17:30	0		0		7		4		11	
17:45	0		0		8	38	6	15	14	53
18:00	0		0		7		1		8	
18:15	0		0		3		8		11	
18:30	0		0		6		3		9	
18:45	0		0		8	24	4	16	12	40
19:00	0		0		6		7		13	
19:15	0		0		4		2		6	
19:30	0		0		5		4		9	
19:45	0		0		6	21	2	15	8	36
20:00	0		0		13		2		15	
20:15	0		0		8		7		15	
20:30	0		0		5		3		8	
20:45	0		0		3	29	3	15	6	44
21:00	0		0		11		4		15	
21:15	0		0		5		3		8	
21:30	0		0		2		2		4	
21:45	0		0		2	20	1	10	3	30
22:00	0		0		4		0		4	
22:15	0		0		2		1		3	
22:30	0		0		1		1		2	
22:45	0		0		4	11	1	3	5	14
23:00	0		0		2		1		3	
23:15	0		0		5		3		8	
23:30	0		0		2		1		3	
23:45	0		0		1	10	0	5	1	15
TOTALS						265		168		**433**
SPLIT %						61.2%		38.8%		**63.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	389	295	684

AM Peak Hour			08:00	07:15	**07:45**
AM Pk Volume			26	35	**59**
Pk Hr Factor			0.813	0.729	**0.776**
7 - 9 Volume	0	0	45	57	**102**
7 - 9 Peak Hour			08:00	07:15	**07:45**
7 - 9 Pk Volume	0	0	26	35	**59**
Pk Hr Factor	0.000	0.000	0.813	0.729	**0.776**

PM Peak Hour			16:15	13:00	**16:15**
PM Pk Volume			46	22	**67**
Pk Hr Factor			0.639	0.688	**0.838**
4 - 6 Volume	0	0	79	37	**116**
4 - 6 Peak Hour			16:15	16:00	**16:15**
4 - 6 Pk Volume	0	0	46	22	**67**
Pk Hr Factor	0.000	0.000	0.639	0.688	**0.838**

Prepared by NDS/ATD

VOLUME

Selby Lane east of El Camino Real

Day: Wednesday
Date: 5/11/2016

City: Atherton
Project #: 16-7361-002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	380	265	645

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	2		1		3		12:00	0	0	5		5		10	
00:15	0	0	0		1		1		12:15	0	0	10		3		13	
00:30	0	0	0		0		0		12:30	0	0	3		4		7	
00:45	0	0	0	2	0	2	0	4	12:45	0	0	7	25	5	17	12	42
01:00	0	0	1		0		1		13:00	0	0	5		5		10	
01:15	0	0	1		0		1		13:15	0	0	3		4		7	
01:30	0	0	1		0		1		13:30	0	0	3		2		5	
01:45	0	0	0	3	0		0	3	13:45	0	0	5	16	3	14	8	30
02:00	0	0	0		0		0		14:00	0	0	5		2		7	
02:15	0	0	0		0		0		14:15	0	0	8		7		15	
02:30	0	0	2		1		3		14:30	0	0	9		3		12	
02:45	0	0	1	3	0	1	1	4	14:45	0	0	3	25	8	20	11	45
03:00	0	0	0		1		1		15:00	0	0	4		2		6	
03:15	0	0	2		0		2		15:15	0	0	4		5		9	
03:30	0	0	1		1		2		15:30	0	0	10		4		14	
03:45	0	0	0	3	0	2	0	5	15:45	0	0	4	22	2	13	6	35
04:00	0	0	0		0		0		16:00	0	0	13		2		15	
04:15	0	0	1		0		1		16:15	0	0	5		3		8	
04:30	0	0	2		0		2		16:30	0	0	8		3		11	
04:45	0	0	0	3	2	2	2	5	16:45	0	0	12	38	3	11	15	49
05:00	0	0	3		2		5		17:00	0	0	9		5		14	
05:15	0	0	0		0		0		17:15	0	0	10		3		13	
05:30	0	0	0		2		2		17:30	0	0	6		5		11	
05:45	0	0	2	5	4	8	6	13	17:45	0	0	3	28	2	15	5	43
06:00	0	0	0		2		2		18:00	0	0	12		7		19	
06:15	0	0	1		4		5		18:15	0	0	5		6		11	
06:30	0	0	0		5		5		18:30	0	0	9		1		10	
06:45	0	0	2	3	4	15	6	18	18:45	0	0	7	33	5	19	12	52
07:00	0	0	6		5		11		19:00	0	0	8		1		9	
07:15	0	0	9		7		16		19:15	0	0	7		6		13	
07:30	0	0	1		10		11		19:30	0	0	10		4		14	
07:45	0	0	4	20	9	31	13	51	19:45	0	0	7	32	4	15	11	47
08:00	0	0	7		9		16		20:00	0	0	5		1		6	
08:15	0	0	1		3		4		20:15	0	0	5		2		7	
08:30	0	0	4		8		12		20:30	0	0	5		5		10	
08:45	0	0	5	17	0	20	5	37	20:45	0	0	3	18	2	10	5	28
09:00	0	0	3		5		8		21:00	0	0	14		5		19	
09:15	0	0	3		5		8		21:15	0	0	1		0		1	
09:30	0	0	3		2		5		21:30	0	0	4		0		4	
09:45	0	0	1	10	0	12	1	22	21:45	0	0	3	22	1	6	4	28
10:00	0	0	3		0		3		22:00	0	0	2		0		2	
10:15	0	0	5		4		9		22:15	0	0	1		1		2	
10:30	0	0	7		5		12		22:30	0	0	1		2		3	
10:45	0	0	3	18	4	13	7	31	22:45	0	0	7	11	0	3	7	14
11:00	0	0	8		4		12		23:00	0	0	3		1		4	
11:15	0	0	6		3		9		23:15	0	0	2		0		2	
11:30	0	0	3		2		5		23:30	0	0	0		0		0	
11:45	0	0	1	18	5	14	6	32	23:45	0	0	0	5	1	2	1	7
TOTALS				105		120		**225**	**TOTALS**				275		145		**420**
SPLIT %				46.7%		53.3%		**34.9%**	**SPLIT %**				65.5%		34.5%		**65.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	380	265	645

AM Peak Hour				10:30		07:15		**07:15**	**PM Peak Hour**				16:30		14:00		**16:30**
AM Pk Volume				24		35		**56**	**PM Pk Volume**				39		20		**53**
Pk Hr Factor				0.750		0.875		**0.875**	**Pk Hr Factor**				0.813		0.625		**0.883**
7 - 9 Volume	0	0		37		51		**88**	**4 - 6 Volume**	0	0		66		26		**92**
7 - 9 Peak Hour				07:15		07:15		**07:15**	**4 - 6 Peak Hour**				16:30		16:45		**16:30**
7 - 9 Pk Volume	0	0		21		35		**56**	**4 - 6 Pk Volume**	0	0		39		16		**53**
Pk Hr Factor	0.000	0.000		0.583		0.875		**0.875**	**Pk Hr Factor**	0.000	0.000		0.813		0.800		**0.883**

Prepared by NDS/ATD

VOLUME

Selby Lane east of El Camino Real

Day: Thursday
Date: 5/12/2016

City: Atherton
Project #: 16-7361-002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	379	311	690

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	1		1		2		12:00	0	0	4		5		9	
00:15	0	0	2		0		2		12:15	0	0	3		9		12	
00:30	0	0	2		1		3		12:30	0	0	2		2		4	
00:45	0	0	0	5	0	2	0	7	12:45	0	0	8	17	4	20	12	37
01:00	0	0	0		0		0		13:00	0	0	5		3		8	
01:15	0	0	0		0		0		13:15	0	0	5		5		10	
01:30	0	0	0		0		0		13:30	0	0	4		5		9	
01:45	0	0	1	1	0		1	1	13:45	0	0	5	19	3	16	8	35
02:00	0	0	0		0		0		14:00	0	0	7		3		10	
02:15	0	0	0		0		0		14:15	0	0	1		2		3	
02:30	0	0	1		0		1		14:30	0	0	8		4		12	
02:45	0	0	2	3	0		2	3	14:45	0	0	9	25	6	15	15	40
03:00	0	0	1		1		2		15:00	0	0	3		3		6	
03:15	0	0	0		0		0		15:15	0	0	7		8		15	
03:30	0	0	0		0		0		15:30	0	0	6		6		12	
03:45	0	0	1	2	0	1	1	3	15:45	0	0	6	22	5	22	11	44
04:00	0	0	1		0		1		16:00	0	0	4		5		9	
04:15	0	0	1		1		2		16:15	0	0	6		2		8	
04:30	0	0	0		0		0		16:30	0	0	6		13		19	
04:45	0	0	0	2	0	1	0	3	16:45	0	0	4	20	6	26	10	46
05:00	0	0	0		0		0		17:00	0	0	8		3		11	
05:15	0	0	0		1		1		17:15	0	0	12		3		15	
05:30	0	0	0		3		3		17:30	0	0	6		4		10	
05:45	0	0	2	2	6	10	8	12	17:45	0	0	8	34	7	17	15	51
06:00	0	0	1		1		2		18:00	0	0	6		8		14	
06:15	0	0	3		2		5		18:15	0	0	12		1		13	
06:30	0	0	2		10		12		18:30	0	0	6		4		10	
06:45	0	0	5	11	8	21	13	32	18:45	0	0	4	28	3	16	7	44
07:00	0	0	1		4		5		19:00	0	0	9		3		12	
07:15	0	0	8		8		16		19:15	0	0	10		7		17	
07:30	0	0	9		9		18		19:30	0	0	6		2		8	
07:45	0	0	6	24	11	32	17	56	19:45	0	0	5	30	4	16	9	46
08:00	0	0	4		7		11		20:00	0	0	4		1		5	
08:15	0	0	3		1		4		20:15	0	0	3		2		5	
08:30	0	0	8		4		12		20:30	0	0	4		2		6	
08:45	0	0	8	23	6	18	14	41	20:45	0	0	11	22	6	11	17	33
09:00	0	0	6		5		11		21:00	0	0	3		4		7	
09:15	0	0	3		7		10		21:15	0	0	8		2		10	
09:30	0	0	6		4		10		21:30	0	0	5		1		6	
09:45	0	0	5	20	8	24	13	44	21:45	0	0	4	20	1	8	5	28
10:00	0	0	4		7		11		22:00	0	0	7		0		7	
10:15	0	0	6		3		9		22:15	0	0	0		1		1	
10:30	0	0	4		2		6		22:30	0	0	3		0		3	
10:45	0	0	4	18	3	15	7	33	22:45	0	0	2	12	0	1	2	13
11:00	0	0	2		4		6		23:00	0	0	1		0		1	
11:15	0	0	6		4		10		23:15	0	0	1		1		2	
11:30	0	0	4		4		8		23:30	0	0	0		1		1	
11:45	0	0	5	17	4	16	9	33	23:45	0	0	0	2	1	3	1	5
TOTALS				128		140		**268**	**TOTALS**				251		171		**422**
SPLIT %				47.8%		52.2%		**38.8%**	**SPLIT %**				59.5%		40.5%		**61.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	379	311	690

AM Peak Hour				07:15		07:15		**07:15**	**PM Peak Hour**				17:00		16:00		**16:30**
AM Pk Volume				27		35		**62**	**PM Pk Volume**				34		26		**55**
Pk Hr Factor				0.750		0.795		**0.861**	**Pk Hr Factor**				0.708		0.500		**0.724**
7 - 9 Volume	0	0		47		50		**97**	**4 - 6 Volume**	0	0		54		43		**97**
7 - 9 Peak Hour				07:15		07:15		**07:15**	**4 - 6 Peak Hour**				17:00		16:00		**16:30**
7 - 9 Pk Volume	0	0		27		35		**62**	**4 - 6 Pk Volume**	0	0		34		26		**55**
Pk Hr Factor	0.000	0.000		0.750		0.795		**0.861**	**Pk Hr Factor**	0.000	0.000		0.708		0.500		**0.724**

Prepared by NDS/ATD

VOLUME

Selby Lane east of El Camino Real

Day: Friday
Date: 5/13/2016

City: Atherton
Project #: 16-7361-002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	438	296	734

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	1		0		1		12:00	0	0	4		4		8	
00:15	0	0	0		0		0		12:15	0	0	7		2		9	
00:30	0	0	3		0		3		12:30	0	0	1		4		5	
00:45	0	0	0	4	0		0	4	12:45	0	0	6	18	7	17	13	35
01:00	0	0	0		0		0		13:00	0	0	6		3		9	
01:15	0	0	1		0		1		13:15	0	0	3		9		12	
01:30	0	0	1		0		1		13:30	0	0	5		9		14	
01:45	0	0	0	2	0		0	2	13:45	0	0	7	21	4	25	11	46
02:00	0	0	0		0		0		14:00	0	0	4		3		7	
02:15	0	0	0		0		0		14:15	0	0	6		7		13	
02:30	0	0	0		0		0		14:30	0	0	8		2		10	
02:45	0	0	0		2	2	2	2	14:45	0	0	5	23	3	15	8	38
03:00	0	0	0		0		0		15:00	0	0	10		5		15	
03:15	0	0	1		0		1		15:15	0	0	15		7		22	
03:30	0	0	2		0		2		15:30	0	0	7		4		11	
03:45	0	0	1	4	0		1	4	15:45	0	0	6	38	7	23	13	61
04:00	0	0	0		0		0		16:00	0	0	5		6		11	
04:15	0	0	1		1		2		16:15	0	0	12		4		16	
04:30	0	0	0		1		1		16:30	0	0	8		5		13	
04:45	0	0	2	3	1	3	3	6	16:45	0	0	9	34	5	20	14	54
05:00	0	0	1		2		3		17:00	0	0	11		9		20	
05:15	0	0	0		0		0		17:15	0	0	10		2		12	
05:30	0	0	2		1		3		17:30	0	0	9		4		13	
05:45	0	0	1	4	3	6	4	10	17:45	0	0	9	39	5	20	14	59
06:00	0	0	0		0		0		18:00	0	0	5		3		8	
06:15	0	0	1		2		3		18:15	0	0	11		2		13	
06:30	0	0	3		7		10		18:30	0	0	8		7		15	
06:45	0	0	5	9	4	13	9	22	18:45	0	0	9	33	2	14	11	47
07:00	0	0	5		5		10		19:00	0	0	6		3		9	
07:15	0	0	6		7		13		19:15	0	0	11		1		12	
07:30	0	0	5		12		17		19:30	0	0	9		1		10	
07:45	0	0	8	24	11	35	19	59	19:45	0	0	5	31	2	7	7	38
08:00	0	0	7		6		13		20:00	0	0	3		1		4	
08:15	0	0	7		5		12		20:15	0	0	3		3		6	
08:30	0	0	6		2		8		20:30	0	0	3		3		6	
08:45	0	0	6	26	9	22	15	48	20:45	0	0	2	11	1	8	3	19
09:00	0	0	7		6		13		21:00	0	0	5		2		7	
09:15	0	0	4		6		10		21:15	0	0	6		1		7	
09:30	0	0	1		5		6		21:30	0	0	6		3		9	
09:45	0	0	4	16	7	24	11	40	21:45	0	0	9	26	1	7	10	33
10:00	0	0	2		3		5		22:00	0	0	4		1		5	
10:15	0	0	6		2		8		22:15	0	0	4		0		4	
10:30	0	0	6		8		14		22:30	0	0	3		1		4	
10:45	0	0	6	20	3	16	9	36	22:45	0	0	2	13	1	3	3	16
11:00	0	0	10		7		17		23:00	0	0	4		0		4	
11:15	0	0	2		1		3		23:15	0	0	3		1		4	
11:30	0	0	11		1		12		23:30	0	0	1		0		1	
11:45	0	0	5	28	6	15	11	43	23:45	0	0	3	11	0	1	3	12
TOTALS				140		136		**276**	**TOTALS**				298		160		**458**
SPLIT %				50.7%		49.3%		**37.6%**	**SPLIT %**				65.1%		34.9%		**62.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	438	296	734

AM Peak Hour				10:45		07:15		**07:15**	**PM Peak Hour**				16:15		12:45		**16:15**
AM Pk Volume				29		36		**62**	**PM Pk Volume**				40		28		**63**
Pk Hr Factor				0.659		0.750		**0.816**	**Pk Hr Factor**				0.833		0.778		**0.788**
7 - 9 Volume	0	0		50		57		**107**	**4 - 6 Volume**	0	0		73		40		**113**
7 - 9 Peak Hour				07:45		07:15		**07:15**	**4 - 6 Peak Hour**				16:15		16:15		**16:15**
7 - 9 Pk Volume	0	0		28		36		**62**	**4 - 6 Pk Volume**	0	0		40		23		**63**
Pk Hr Factor	0.000	0.000		0.875		0.750		**0.816**	**Pk Hr Factor**	0.000	0.000		0.833		0.639		**0.788**

Prepared by NDS/ATD

VOLUME

Selby Lane east of El Camino Real

Day: Saturday
Date: 5/14/2016

City: Atherton
Project #: 16-7361-002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	366	267	633

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	2		1		3		12:00	0	0	5		7		12	
00:15	0	0	1		0		1		12:15	0	0	2		9		11	
00:30	0	0	1		0		1		12:30	0	0	6		1		7	
00:45	0	0	2	6	3	4	5	10	12:45	0	0	6	19	3	20	9	39
01:00	0	0	1		0		1		13:00	0	0	3		2		5	
01:15	0	0	0		1		1		13:15	0	0	4		4		8	
01:30	0	0	1		1		2		13:30	0	0	9		9		18	
01:45	0	0	0	2	2	4	2	6	13:45	0	0	4	20	3	18	7	38
02:00	0	0	0		0		0		14:00	0	0	2		8		10	
02:15	0	0	0		0		0		14:15	0	0	4		6		10	
02:30	0	0	1		1		2		14:30	0	0	4		5		9	
02:45	0	0	1	2	0	1	1	3	14:45	0	0	3	13	2	21	5	34
03:00	0	0	0		1		1		15:00	0	0	11		5		16	
03:15	0	0	0		0		0		15:15	0	0	10		10		20	
03:30	0	0	0		1		1		15:30	0	0	5		2		7	
03:45	0	0	0		0	2	0	2	15:45	0	0	6	32	5	22	11	54
04:00	0	0	0		0		0		16:00	0	0	9		9		18	
04:15	0	0	1		0		1		16:15	0	0	7		3		10	
04:30	0	0	0		1		1		16:30	0	0	6		6		12	
04:45	0	0	0	1	0	1	0	2	16:45	0	0	4	26	5	23	9	49
05:00	0	0	0		0		0		17:00	0	0	11		6		17	
05:15	0	0	0		0		0		17:15	0	0	6		7		13	
05:30	0	0	0		2		2		17:30	0	0	6		4		10	
05:45	0	0	0		0	2	0	2	17:45	0	0	8	31	1	18	9	49
06:00	0	0	0		0		0		18:00	0	0	4		3		7	
06:15	0	0	0		0		0		18:15	0	0	7		3		10	
06:30	0	0	1		1		2		18:30	0	0	5		3		8	
06:45	0	0	0	1	5	6	5	7	18:45	0	0	3	19	8	17	11	36
07:00	0	0	2		4		6		19:00	0	0	11		1		12	
07:15	0	0	1		2		3		19:15	0	0	13		7		20	
07:30	0	0	2		4		6		19:30	0	0	3		0		3	
07:45	0	0	2	7	2	12	4	19	19:45	0	0	7	34	1	9	8	43
08:00	0	0	5		0		5		20:00	0	0	11		0		11	
08:15	0	0	1		2		3		20:15	0	0	2		2		4	
08:30	0	0	1		2		3		20:30	0	0	9		6		15	
08:45	0	0	1	8	6	10	7	18	20:45	0	0	4	26	2	10	6	36
09:00	0	0	4		5		9		21:00	0	0	6		2		8	
09:15	0	0	7		3		10		21:15	0	0	4		2		6	
09:30	0	0	6		6		12		21:30	0	0	8		1		9	
09:45	0	0	3	20	3	17	6	37	21:45	0	0	3	21	1	6	4	27
10:00	0	0	4		5		9		22:00	0	0	9		4		13	
10:15	0	0	6		3		9		22:15	0	0	4		2		6	
10:30	0	0	4		5		9		22:30	0	0	3		2		5	
10:45	0	0	9	23	2	15	11	38	22:45	0	0	6	22	0	8	6	30
11:00	0	0	7		6		13		23:00	0	0	2		0		2	
11:15	0	0	4		6		10		23:15	0	0	3		0		3	
11:30	0	0	4		2		6		23:30	0	0	6		1		7	
11:45	0	0	7	22	5	19	12	41	23:45	0	0	0	11	1	2	1	13
TOTALS				92		93		**185**	**TOTALS**				274		174		**448**
SPLIT %				49.7%		50.3%		**29.2%**	**SPLIT %**				61.2%		38.8%		**70.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	366	267	633

AM Peak Hour				10:15		11:30		**10:30**	**PM Peak Hour**				19:00		13:30		**15:15**
AM Pk Volume				26		23		**43**	**PM Pk Volume**				34		26		**56**
Pk Hr Factor				0.722		0.639		**0.827**	**Pk Hr Factor**				0.654		0.722		**0.700**
7 - 9 Volume	0	0		15		22		**37**	**4 - 6 Volume**	0	0		57		41		**98**
7 - 9 Peak Hour				07:15		07:00		**07:00**	**4 - 6 Peak Hour**				17:00		16:30		**16:30**
7 - 9 Pk Volume	0	0		10		12		**19**	**4 - 6 Pk Volume**	0	0		31		24		**51**
Pk Hr Factor	0.000	0.000		0.500		0.750		**0.792**	**Pk Hr Factor**	0.000	0.000		0.705		0.857		**0.750**

Prepared by NDS/ATD

VOLUME

Selby Lane east of El Camino Real

Day: Sunday
Date: 5/15/2016

City: Atherton
Project #: 16-7361-002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	279	203	482

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	1		0		1		12:00	0	0	6		5		11	
00:15	0	0	2		2		4		12:15	0	0	2		7		9	
00:30	0	0	2		0		2		12:30	0	0	5		6		11	
00:45	0	0	1	6	1	3	2	9	12:45	0	0	9	22	6	24	15	46
01:00	0	0	0		1		1		13:00	0	0	5		5		10	
01:15	0	0	0		0		0		13:15	0	0	6		3		9	
01:30	0	0	0		0		0		13:30	0	0	5		4		9	
01:45	0	0	1	1	0	1	1	2	13:45	0	0	5	21	3	15	8	36
02:00	0	0	1		0		1		14:00	0	0	7		2		9	
02:15	0	0	0		1		1		14:15	0	0	7		2		9	
02:30	0	0	0		0		0		14:30	0	0	4		4		8	
02:45	0	0	1	2	0	1	1	3	14:45	0	0	6	24	3	11	9	35
03:00	0	0	1		1		2		15:00	0	0	4		2		6	
03:15	0	0	0		0		0		15:15	0	0	4		2		6	
03:30	0	0	0		0		0		15:30	0	0	5		4		9	
03:45	0	0	0	1	0	1	0	2	15:45	0	0	3	16	5	13	8	29
04:00	0	0	0		0		0		16:00	0	0	3		1		4	
04:15	0	0	1		0		1		16:15	0	0	12		2		14	
04:30	0	0	2		2		4		16:30	0	0	5		3		8	
04:45	0	0	1	4	0	2	1	6	16:45	0	0	6	26	0	6	6	32
05:00	0	0	0		0		0		17:00	0	0	3		7		10	
05:15	0	0	0		1		1		17:15	0	0	3		2		5	
05:30	0	0	0		1		1		17:30	0	0	9		1		10	
05:45	0	0	0		0	2	0	2	17:45	0	0	3	18	4	14	7	32
06:00	0	0	0		0		0		18:00	0	0	3		2		5	
06:15	0	0	0		1		1		18:15	0	0	7		3		10	
06:30	0	0	0		0		0		18:30	0	0	5		3		8	
06:45	0	0	0		0	1	0	1	18:45	0	0	3	18	3	11	6	29
07:00	0	0	0		0		0		19:00	0	0	9		7		16	
07:15	0	0	1		4		5		19:15	0	0	4		5		9	
07:30	0	0	2		1		3		19:30	0	0	2		3		5	
07:45	0	0	1	4	1	6	2	10	19:45	0	0	7	22	1	16	8	38
08:00	0	0	1		3		4		20:00	0	0	3		2		5	
08:15	0	0	1		1		2		20:15	0	0	3		4		7	
08:30	0	0	4		2		6		20:30	0	0	5		1		6	
08:45	0	0	4	10	2	8	6	18	20:45	0	0	3	14	1	8	4	22
09:00	0	0	4		1		5		21:00	0	0	3		1		4	
09:15	0	0	2		1		3		21:15	0	0	7		2		9	
09:30	0	0	1		5		6		21:30	0	0	4		3		7	
09:45	0	0	1	8	2	9	3	17	21:45	0	0	1	15	1	7	2	22
10:00	0	0	5		5		10		22:00	0	0	4		2		6	
10:15	0	0	3		6		9		22:15	0	0	5		0		5	
10:30	0	0	4		4		8		22:30	0	0	2		2		4	
10:45	0	0	4	16	5	20	9	36	22:45	0	0	2	13	0	4	2	17
11:00	0	0	5		7		12		23:00	0	0	1		0		1	
11:15	0	0	4		3		7		23:15	0	0	2		1		3	
11:30	0	0	2		8		10		23:30	0	0	1		0		1	
11:45	0	0	2	13	1	19	3	32	23:45	0	0	1	5	0	1	1	6
TOTALS				65		73		138	TOTALS				214		130		344
SPLIT %				47.1%		52.9%		28.6%	SPLIT %				62.2%		37.8%		71.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	279	203	482

AM Peak Hour				10:30	10:45	10:15	PM Peak Hour				16:00	12:00	12:00
AM Pk Volume				17	23	38	PM Pk Volume				26	24	46
Pk Hr Factor				0.850	0.719	0.792	Pk Hr Factor				0.542	0.857	0.767
7 - 9 Volume	0	0		14	14	28	4 - 6 Volume	0	0		44	20	64
7 - 9 Peak Hour				08:00	07:15	08:00	4 - 6 Peak Hour				16:00	17:00	16:15
7 - 9 Pk Volume	0	0		10	9	18	4 - 6 Pk Volume	0	0		26	14	38
Pk Hr Factor	0.000	0.000		0.625	0.563	0.750	Pk Hr Factor	0.000	0.000		0.542	0.500	0.679

Prepared by NDS/ATD

VOLUME

Selby Lane east of El Camino Real

Day: Monday
Date: 5/16/2016

City: Atherton
Project #: 16-7361-002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	385	272	657

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	0		0		0		12:00	0	0	2		1		3	
00:15	0	0	0		0		0		12:15	0	0	9		2		11	
00:30	0	0	0		1		1		12:30	0	0	2		3		5	
00:45	0	0	1	1	0	1	1	2	12:45	0	0	4	17	3	9	7	26
01:00	0	0	0		0		0		13:00	0	0	5		3		8	
01:15	0	0	2		0		2		13:15	0	0	6		5		11	
01:30	0	0	0		0		0		13:30	0	0	2		3		5	
01:45	0	0	0	2	0		0	2	13:45	0	0	5	18	7	18	12	36
02:00	0	0	2		1		3		14:00	0	0	6		1		7	
02:15	0	0	0		2		2		14:15	0	0	2		3		5	
02:30	0	0	1		0		1		14:30	0	0	5		4		9	
02:45	0	0	0	3	1	4	1	7	14:45	0	0	5	18	2	10	7	28
03:00	0	0	0		0		0		15:00	0	0	10		4		14	
03:15	0	0	1		0		1		15:15	0	0	4		3		7	
03:30	0	0	0		0		0		15:30	0	0	15		7		22	
03:45	0	0	1	2	0		1	2	15:45	0	0	7	36	1	15	8	51
04:00	0	0	0		0		0		16:00	0	0	11		6		17	
04:15	0	0	0		0		0		16:15	0	0	12		2		14	
04:30	0	0	0		1		1		16:30	0	0	6		5		11	
04:45	0	0	2	2	1	2	3	4	16:45	0	0	6	35	3	16	9	51
05:00	0	0	1		1		2		17:00	0	0	12		8		20	
05:15	0	0	2		1		3		17:15	0	0	8		2		10	
05:30	0	0	0		4		4		17:30	0	0	6		6		12	
05:45	0	0	0	3	2	8	2	11	17:45	0	0	11	37	6	22	17	59
06:00	0	0	2		1		3		18:00	0	0	10		8		18	
06:15	0	0	0		5		5		18:15	0	0	10		4		14	
06:30	0	0	3		4		7		18:30	0	0	12		2		14	
06:45	0	0	2	7	4	14	6	21	18:45	0	0	5	37	6	20	11	57
07:00	0	0	3		5		8		19:00	0	0	4		4		8	
07:15	0	0	6		8		14		19:15	0	0	4		4		8	
07:30	0	0	6		9		15		19:30	0	0	6		1		7	
07:45	0	0	6	21	8	30	14	51	19:45	0	0	12	26	2	11	14	37
08:00	0	0	4		6		10		20:00	0	0	5		2		7	
08:15	0	0	3		2		5		20:15	0	0	1		5		6	
08:30	0	0	11		5		16		20:30	0	0	3		3		6	
08:45	0	0	3	21	6	19	9	40	20:45	0	0	5	14	1	11	6	25
09:00	0	0	4		5		9		21:00	0	0	4		4		8	
09:15	0	0	5		10		15		21:15	0	0	8		0		8	
09:30	0	0	2		2		4		21:30	0	0	4		5		9	
09:45	0	0	3	14	2	19	5	33	21:45	0	0	3	19	3	12	6	31
10:00	0	0	3		2		5		22:00	0	0	5		0		5	
10:15	0	0	4		4		8		22:15	0	0	2		3		5	
10:30	0	0	7		3		10		22:30	0	0	2		0		2	
10:45	0	0	3	17	2	11	5	28	22:45	0	0	4	13	0	3	4	16
11:00	0	0	2		4		6		23:00	0	0	4		1		5	
11:15	0	0	1		3		4		23:15	0	0	4		1		5	
11:30	0	0	5		5		10		23:30	0	0	1		0		1	
11:45	0	0	2	10	3	15	5	25	23:45	0	0	3	12	0	2	3	14
TOTALS				103		123		**226**	**TOTALS**				282		149		**431**
SPLIT %				45.6%		54.4%		**34.4%**	**SPLIT %**				65.4%		34.6%		**65.6%**

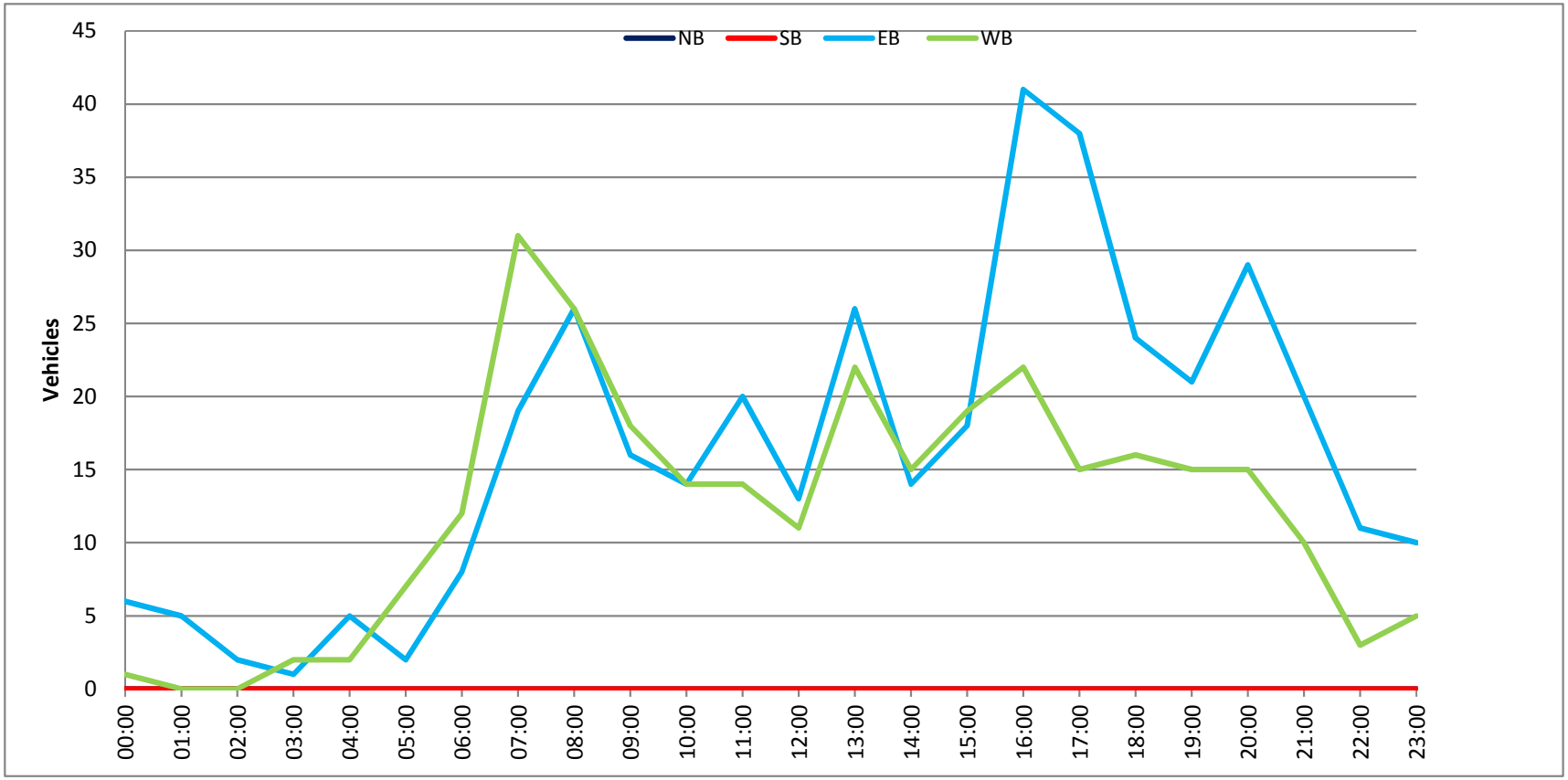
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	385	272	657

AM Peak Hour				07:45		07:15		**07:15**	**PM Peak Hour**				15:30		17:30		**17:45**
AM Pk Volume				24		31		**53**	**PM Pk Volume**				45		24		**63**
Pk Hr Factor				0.545		0.861		**0.883**	**Pk Hr Factor**				0.750		0.750		**0.875**
7 - 9 Volume	0	0		42		49		**91**	**4 - 6 Volume**	0	0		72		38		**110**
7 - 9 Peak Hour				07:45		07:15		**07:15**	**4 - 6 Peak Hour**				17:00		17:00		**17:00**
7 - 9 Pk Volume	0	0		24		31		**53**	**4 - 6 Pk Volume**	0	0		37		22		**59**
Pk Hr Factor	0.000	0.000		0.545		0.861		**0.883**	**Pk Hr Factor**	0.000	0.000		0.771		0.688		**0.738**

Prepared by NDS/ATD

Project #: 16-7361-002 **City:** Atherton

Location: Selby Lane east of El Camino Real **Date:** 5/10/2016



Prepared by NDS/ATD

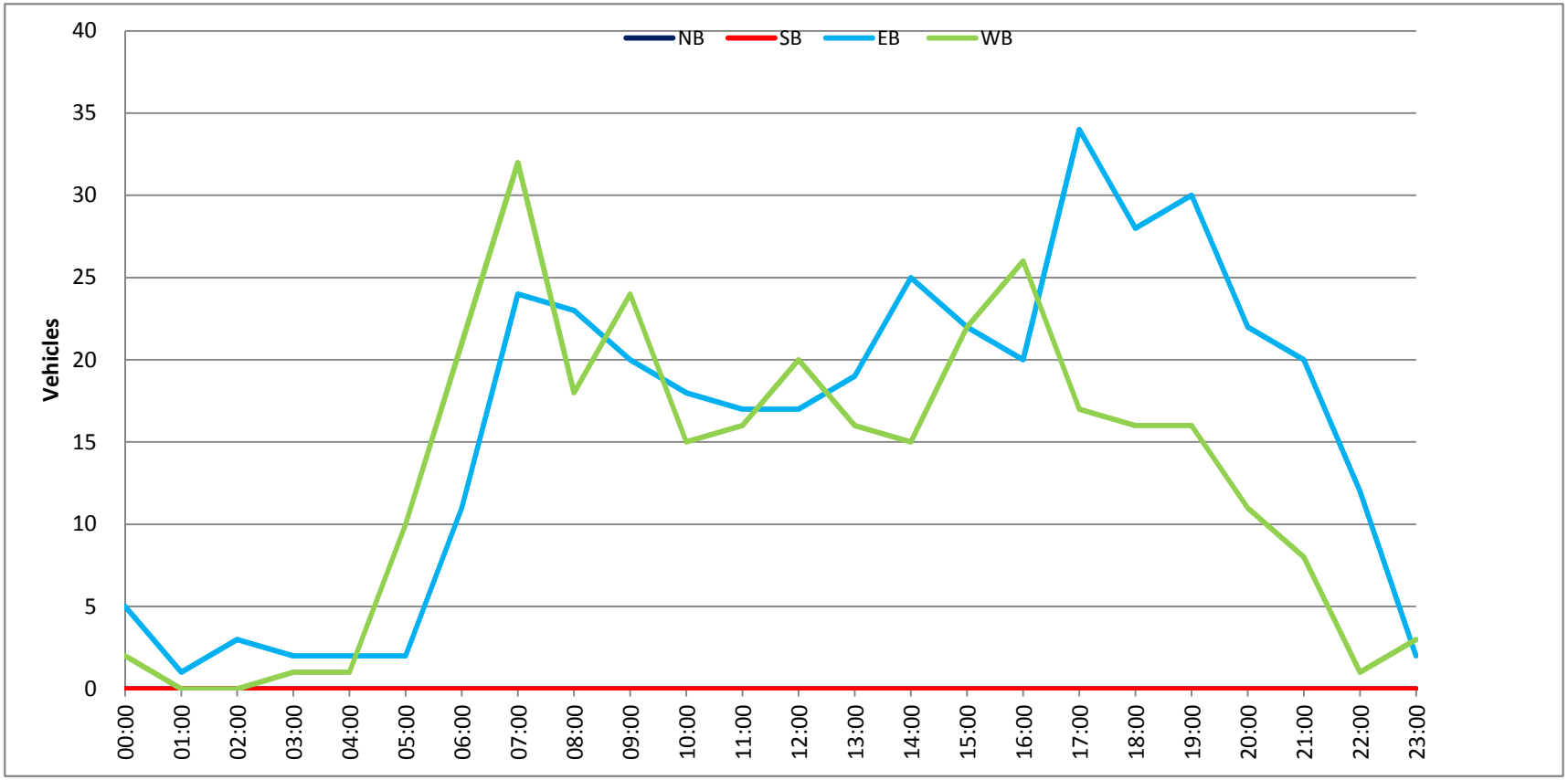
Project #: 16-7361-002 **City:** Atherton

Location: Selby Lane east of El Camino Real **Date:** 5/11/2016

Prepared by NDS/ATD

Project #: 16-7361-002 **City:** Atherton

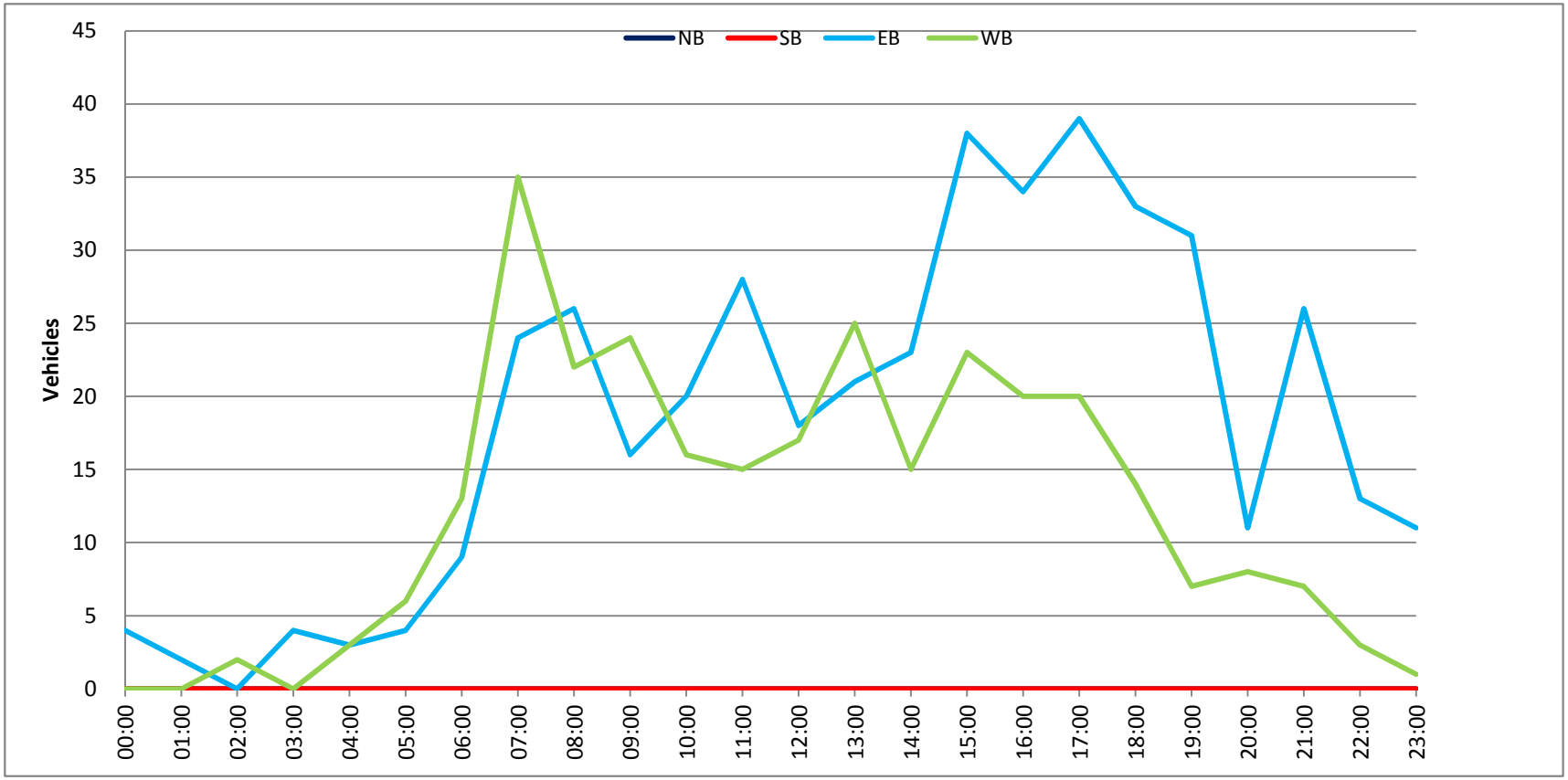
Location: Selby Lane east of El Camino Real **Date:** 5/12/2016



Prepared by NDS/ATD

Project #: 16-7361-002 **City:** Atherton

Location: Selby Lane east of El Camino Real **Date:** 5/13/2016



Prepared by NDS/ATD

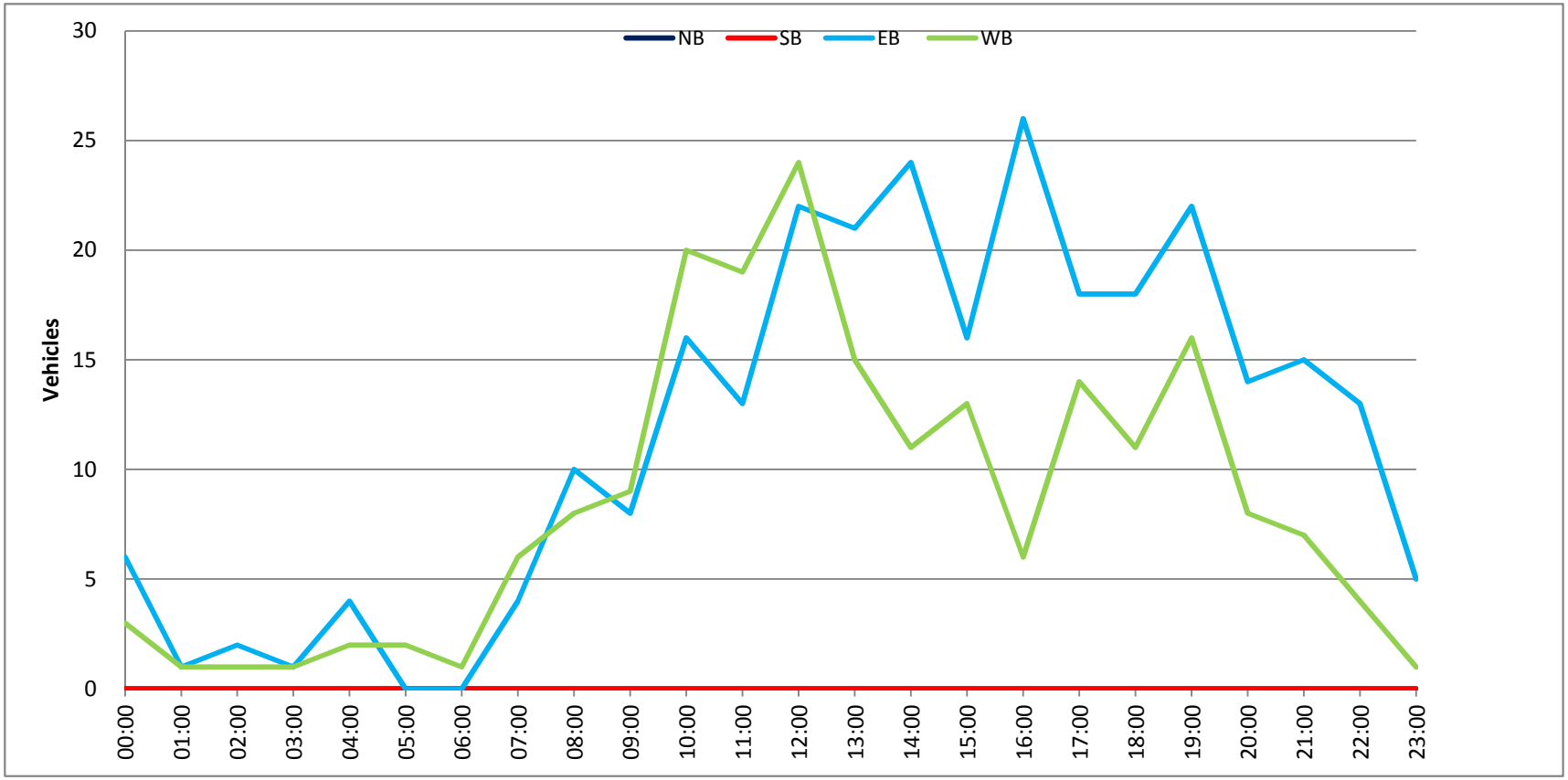
Project #: 16-7361-002 **City:** Atherton

Location: Selby Lane east of El Camino Real **Date:** 5/14/2016

Prepared by NDS/ATD

Project #: 16-7361-002 **City:** Atherton

Location: Selby Lane east of El Camino Real **Date:** 5/15/2016



Prepared by NDS/ATD

Project #: 16-7361-002 **City:** Atherton

Location: Selby Lane east of El Camino Real **Date:** 5/16/2016

Prepared by NDS/ATD

VOLUME

Fifth Avenue east of El Camino Real

Day: Tuesday
Date: 5/10/2016

City: Atherton
Project #: 16-7361-003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,727	11,069	19,796

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	17		12		29		12:00	0	0	126		171		297	
00:15	0	0	8		11		19		12:15	0	0	156		147		303	
00:30	0	0	14		10		24		12:30	0	0	134		175		309	
00:45	0	0	4	43	8	41	12	84	12:45	0	0	141	557	149	642	290	1199
01:00	0	0	10		6		16		13:00	0	0	137		164		301	
01:15	0	0	9		6		15		13:15	0	0	131		144		275	
01:30	0	0	11		7		18		13:30	0	0	132		128		260	
01:45	0	0	4	34	9	28	13	62	13:45	0	0	128	528	139	575	267	1103
02:00	0	0	5		1		6		14:00	0	0	145		178		323	
02:15	0	0	2		6		8		14:15	0	0	145		157		302	
02:30	0	0	5		2		7		14:30	0	0	177		159		336	
02:45	0	0	5	17	3	12	8	29	14:45	0	0	183	650	157	651	340	1301
03:00	0	0	4		1		5		15:00	0	0	193		208		401	
03:15	0	0	1		7		8		15:15	0	0	205		194		399	
03:30	0	0	0		4		4		15:30	0	0	188		219		407	
03:45	0	0	6	11	5	17	11	28	15:45	0	0	213	799	207	828	420	1627
04:00	0	0	1		2		3		16:00	0	0	208		246		454	
04:15	0	0	6		4		10		16:15	0	0	209		237		446	
04:30	0	0	3		10		13		16:30	0	0	199		268		467	
04:45	0	0	11	21	11	27	22	48	16:45	0	0	172	788	287	1038	459	1826
05:00	0	0	10		11		21		17:00	0	0	189		252		441	
05:15	0	0	8		22		30		17:15	0	0	184		277		461	
05:30	0	0	17		33		50		17:30	0	0	184		236		420	
05:45	0	0	36	71	34	100	70	171	17:45	0	0	158	715	204	969	362	1684
06:00	0	0	28		45		73		18:00	0	0	153		213		366	
06:15	0	0	29		56		85		18:15	0	0	145		183		328	
06:30	0	0	58		80		138		18:30	0	0	128		178		306	
06:45	0	0	59	174	126	307	185	481	18:45	0	0	119	545	168	742	287	1287
07:00	0	0	76		189		265		19:00	0	0	103		170		273	
07:15	0	0	96		241		337		19:15	0	0	106		134		240	
07:30	0	0	159		310		469		19:30	0	0	84		103		187	
07:45	0	0	174	505	313	1053	487	1558	19:45	0	0	80	373	129	536	209	909
08:00	0	0	200		315		515		20:00	0	0	82		129		211	
08:15	0	0	197		201		398		20:15	0	0	65		100		165	
08:30	0	0	188		186		374		20:30	0	0	92		102		194	
08:45	0	0	165	750	156	858	321	1608	20:45	0	0	69	308	106	437	175	745
09:00	0	0	148		149		297		21:00	0	0	64		75		139	
09:15	0	0	120		138		258		21:15	0	0	59		67		126	
09:30	0	0	103		133		236		21:30	0	0	76		64		140	
09:45	0	0	132	503	149	569	281	1072	21:45	0	0	55	254	73	279	128	533
10:00	0	0	99		128		227		22:00	0	0	36		55		91	
10:15	0	0	96		124		220		22:15	0	0	44		52		96	
10:30	0	0	98		114		212		22:30	0	0	36		35		71	
10:45	0	0	88	381	125	491	213	872	22:45	0	0	21	137	35	177	56	314
11:00	0	0	115		134		249		23:00	0	0	23		18		41	
11:15	0	0	122		144		266		23:15	0	0	18		16		34	
11:30	0	0	125		152		277		23:30	0	0	20		13		33	
11:45	0	0	127	489	202	632	329	1121	23:45	0	0	13	74	13	60	26	134
TOTALS				2999		4135		**7134**	**TOTALS**				5728		6934		**12662**
SPLIT %				42.0%		58.0%		**36.0%**	**SPLIT %**				45.2%		54.8%		**64.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,727	11,069	19,796

AM Peak Hour			07:45	07:15	**07:30**	**PM Peak Hour**			15:45	16:30	**16:30**
AM Pk Volume			759	1179	**1869**	**PM Pk Volume**			829	1084	**1828**
Pk Hr Factor			0.949	0.936	**0.907**	**Pk Hr Factor**			0.973	0.944	**0.979**
7 - 9 Volume	0	0	1255	1911	**3166**	**4 - 6 Volume**	0	0	1503	2007	**3510**
7 - 9 Peak Hour			07:45	07:15	**07:30**	**4 - 6 Peak Hour**			16:00	16:30	**16:30**
7 - 9 Pk Volume	0	0	759	1179	**1869**	**4 - 6 Pk Volume**	0	0	788	1084	**1828**
Pk Hr Factor	0.000	0.000	0.949	0.936	**0.907**	**Pk Hr Factor**	0.000	0.000	0.943	0.944	**0.979**

Prepared by NDS/ATD

VOLUME

Fifth Avenue east of El Camino Real

Day: Wednesday
Date: 5/11/2016

City: Atherton
Project #: 16-7361-003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,919	10,917	18,836

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	11		8		19		12:00	0	0	73		184		257	
00:15	0	0	10		5		15		12:15	0	0	116		163		279	
00:30	0	0	10		9		19		12:30	0	0	98		138		236	
00:45	0	0	5	36	11	33	16	69	12:45	0	0	104	391	147	632	251	1023
01:00	0	0	8		11		19		13:00	0	0	97		139		236	
01:15	0	0	6		3		9		13:15	0	0	141		140		281	
01:30	0	0	3		5		8		13:30	0	0	105		152		257	
01:45	0	0	4	21	5	24	9	45	13:45	0	0	90	433	135	566	225	999
02:00	0	0	7		2		9		14:00	0	0	119		158		277	
02:15	0	0	9		5		14		14:15	0	0	146		148		294	
02:30	0	0	4		5		9		14:30	0	0	155		189		344	
02:45	0	0	2	22	2	14	4	36	14:45	0	0	149	569	172	667	321	1236
03:00	0	0	5		5		10		15:00	0	0	144		178		322	
03:15	0	0	1		9		10		15:15	0	0	153		216		369	
03:30	0	0	1		1		2		15:30	0	0	159		190		349	
03:45	0	0	2	9	7	22	9	31	15:45	0	0	191	647	202	786	393	1433
04:00	0	0	1		2		3		16:00	0	0	180		255		435	
04:15	0	0	4		4		8		16:15	0	0	166		214		380	
04:30	0	0	5		14		19		16:30	0	0	185		269		454	
04:45	0	0	12	22	18	38	30	60	16:45	0	0	180	711	212	950	392	1661
05:00	0	0	12		10		22		17:00	0	0	156		257		413	
05:15	0	0	16		18		34		17:15	0	0	176		234		410	
05:30	0	0	17		32		49		17:30	0	0	181		238		419	
05:45	0	0	37	82	47	107	84	189	17:45	0	0	184	697	238	967	422	1664
06:00	0	0	18		48		66		18:00	0	0	149		233		382	
06:15	0	0	26		65		91		18:15	0	0	138		187		325	
06:30	0	0	56		79		135		18:30	0	0	151		198		349	
06:45	0	0	69	169	146	338	215	507	18:45	0	0	117	555	152	770	269	1325
07:00	0	0	71		178		249		19:00	0	0	101		160		261	
07:15	0	0	101		242		343		19:15	0	0	116		150		266	
07:30	0	0	156		318		474		19:30	0	0	114		114		228	
07:45	0	0	169	497	316	1054	485	1551	19:45	0	0	100	431	105	529	205	960
08:00	0	0	189		283		472		20:00	0	0	92		122		214	
08:15	0	0	191		234		425		20:15	0	0	72		99		171	
08:30	0	0	160		204		364		20:30	0	0	76		132		208	
08:45	0	0	140	680	144	865	284	1545	20:45	0	0	87	327	100	453	187	780
09:00	0	0	116		164		280		21:00	0	0	74		98		172	
09:15	0	0	101		121		222		21:15	0	0	69		77		146	
09:30	0	0	86		133		219		21:30	0	0	71		56		127	
09:45	0	0	99	402	113	531	212	933	21:45	0	0	50	264	55	286	105	550
10:00	0	0	79		107		186		22:00	0	0	49		46		95	
10:15	0	0	94		133		227		22:15	0	0	33		43		76	
10:30	0	0	100		135		235		22:30	0	0	35		39		74	
10:45	0	0	95	368	130	505	225	873	22:45	0	0	37	154	29	157	66	311
11:00	0	0	76		109		185		23:00	0	0	35		21		56	
11:15	0	0	81		129		210		23:15	0	0	12		20		32	
11:30	0	0	91		137		228		23:30	0	0	24		19		43	
11:45	0	0	94	342	173	548	267	890	23:45	0	0	19	90	15	75	34	165
TOTALS				2650		4079		**6729**	**TOTALS**				5269		6838		**12107**
SPLIT %				39.4%		60.6%		**35.7%**	**SPLIT %**				43.5%		56.5%		**64.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,919	10,917	18,836

AM Peak Hour			07:45	07:15	**07:30**	**PM Peak Hour**			15:45	16:30	**16:30**
AM Pk Volume			709	1159	**1856**	**PM Pk Volume**			722	972	**1669**
Pk Hr Factor			0.928	0.911	**0.957**	**Pk Hr Factor**			0.945	0.903	**0.919**
7 - 9 Volume	0	0	1177	1919	**3096**	**4 - 6 Volume**	0	0	1408	1917	**3325**
7 - 9 Peak Hour			07:45	07:15	**07:30**	**4 - 6 Peak Hour**			16:00	16:30	**16:30**
7 - 9 Pk Volume	0	0	709	1159	**1856**	**4 - 6 Pk Volume**	0	0	711	972	**1669**
Pk Hr Factor	0.000	0.000	0.928	0.911	**0.957**	**Pk Hr Factor**	0.000	0.000	0.961	0.903	**0.919**

Prepared by NDS/ATD

VOLUME

Fifth Avenue east of El Camino Real

Day: Thursday
Date: 5/12/2016

City: Atherton
Project #: 16-7361-003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,318	11,145	19,463

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	15		11		26		12:00	0	0	125		161		286	
00:15	0	0	11		6		17		12:15	0	0	126		156		282	
00:30	0	0	11		5		16		12:30	0	0	118		156		274	
00:45	0	0	7	44	10	32	17	76	12:45	0	0	140	509	180	653	320	1162
01:00	0	0	6		5		11		13:00	0	0	117		163		280	
01:15	0	0	6		7		13		13:15	0	0	108		183		291	
01:30	0	0	5		9		14		13:30	0	0	151		182		333	
01:45	0	0	2	19	5	26	7	45	13:45	0	0	158	534	169	697	327	1231
02:00	0	0	7		3		10		14:00	0	0	168		202		370	
02:15	0	0	5		4		9		14:15	0	0	129		156		285	
02:30	0	0	3		4		7		14:30	0	0	152		183		335	
02:45	0	0	5	20	3	14	8	34	14:45	0	0	150	599	184	725	334	1324
03:00	0	0	2		4		6		15:00	0	0	154		169		323	
03:15	0	0	0		8		8		15:15	0	0	174		202		376	
03:30	0	0	2		6		8		15:30	0	0	185		225		410	
03:45	0	0	2	6	3	21	5	27	15:45	0	0	201	714	214	810	415	1524
04:00	0	0	2		2		4		16:00	0	0	173		214		387	
04:15	0	0	6		5		11		16:15	0	0	181		220		401	
04:30	0	0	4		15		19		16:30	0	0	192		239		431	
04:45	0	0	13	25	12	34	25	59	16:45	0	0	161	707	223	896	384	1603
05:00	0	0	13		15		28		17:00	0	0	160		235		395	
05:15	0	0	13		26		39		17:15	0	0	168		237		405	
05:30	0	0	9		36		45		17:30	0	0	163		217		380	
05:45	0	0	33	68	44	121	77	189	17:45	0	0	172	663	221	910	393	1573
06:00	0	0	30		44		74		18:00	0	0	149		237		386	
06:15	0	0	31		58		89		18:15	0	0	143		164		307	
06:30	0	0	45		106		151		18:30	0	0	143		178		321	
06:45	0	0	62	168	142	350	204	518	18:45	0	0	137	572	157	736	294	1308
07:00	0	0	71		188		259		19:00	0	0	108		160		268	
07:15	0	0	95		251		346		19:15	0	0	112		127		239	
07:30	0	0	136		317		453		19:30	0	0	102		130		232	
07:45	0	0	189	491	306	1062	495	1553	19:45	0	0	89	411	119	536	208	947
08:00	0	0	190		280		470		20:00	0	0	95		131		226	
08:15	0	0	158		219		377		20:15	0	0	91		139		230	
08:30	0	0	194		184		378		20:30	0	0	86		95		181	
08:45	0	0	123	665	159	842	282	1507	20:45	0	0	69	341	96	461	165	802
09:00	0	0	126		153		279		21:00	0	0	72		87		159	
09:15	0	0	105		150		255		21:15	0	0	76		76		152	
09:30	0	0	99		122		221		21:30	0	0	55		73		128	
09:45	0	0	109	439	121	546	230	985	21:45	0	0	57	260	53	289	110	549
10:00	0	0	101		124		225		22:00	0	0	53		49		102	
10:15	0	0	103		127		230		22:15	0	0	43		33		76	
10:30	0	0	93		154		247		22:30	0	0	28		44		72	
10:45	0	0	113	410	128	533	241	943	22:45	0	0	24	148	28	154	52	302
11:00	0	0	91		144		235		23:00	0	0	28		21		49	
11:15	0	0	116		153		269		23:15	0	0	16		22		38	
11:30	0	0	106		165		271		23:30	0	0	16		11		27	
11:45	0	0	115	428	168	630	283	1058	23:45	0	0	17	77	13	67	30	144
TOTALS				2783		4211		**6994**	**TOTALS**				5535		6934		**12469**
SPLIT %				39.8%		60.2%		**35.9%**	**SPLIT %**				44.4%		55.6%		**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,318	11,145	19,463

AM Peak Hour			07:45	07:15	**07:30**	**PM Peak Hour**			15:45	16:30	**15:45**
AM Pk Volume			731	1154	**1795**	**PM Pk Volume**			747	934	**1634**
Pk Hr Factor			0.942	0.910	**0.907**	**Pk Hr Factor**			0.929	0.977	**0.948**
7 - 9 Volume	0	0	1156	1904	**3060**	**4 - 6 Volume**	0	0	1370	1806	**3176**
7 - 9 Peak Hour			07:45	07:15	**07:30**	**4 - 6 Peak Hour**			16:00	16:30	**16:30**
7 - 9 Pk Volume	0	0	731	1154	**1795**	**4 - 6 Pk Volume**	0	0	707	934	**1615**
Pk Hr Factor	0.000	0.000	0.942	0.910	**0.907**	**Pk Hr Factor**	0.000	0.000	0.921	0.977	**0.937**

Prepared by NDS/ATD

VOLUME

Fifth Avenue east of El Camino Real

Day: Friday
Date: 5/13/2016

City: Atherton
Project #: 16-7361-003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,544	11,564	20,108

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	12		17		29		12:00	0	0	144		178		322	
00:15	0	0	10		9		19		12:15	0	0	137		159		296	
00:30	0	0	6		9		15		12:30	0	0	114		165		279	
00:45	0	0	6	34	8	43	14	77	12:45	0	0	133	528	138	640	271	1168
01:00	0	0	13		12		25		13:00	0	0	125		159		284	
01:15	0	0	7		6		13		13:15	0	0	132		157		289	
01:30	0	0	6		15		21		13:30	0	0	110		158		268	
01:45	0	0	9	35	11	44	20	79	13:45	0	0	131	498	173	647	304	1145
02:00	0	0	8		11		19		14:00	0	0	140		162		302	
02:15	0	0	8		8		16		14:15	0	0	116		187		303	
02:30	0	0	8		3		11		14:30	0	0	165		217		382	
02:45	0	0	3	27	2	24	5	51	14:45	0	0	186	607	182	748	368	1355
03:00	0	0	5		4		9		15:00	0	0	164		199		363	
03:15	0	0	2		3		5		15:15	0	0	193		235		428	
03:30	0	0	9		9		18		15:30	0	0	190		221		411	
03:45	0	0	2	18	6	22	8	40	15:45	0	0	214	761	244	899	458	1660
04:00	0	0	1		4		5		16:00	0	0	200		230		430	
04:15	0	0	4		6		10		16:15	0	0	201		230		431	
04:30	0	0	4		15		19		16:30	0	0	180		240		420	
04:45	0	0	13	22	5	30	18	52	16:45	0	0	181	762	233	933	414	1695
05:00	0	0	10		14		24		17:00	0	0	181		271		452	
05:15	0	0	7		20		27		17:15	0	0	176		220		396	
05:30	0	0	24		33		57		17:30	0	0	165		228		393	
05:45	0	0	17	58	41	108	58	166	17:45	0	0	160	682	234	953	394	1635
06:00	0	0	24		39		63		18:00	0	0	142		220		362	
06:15	0	0	27		67		94		18:15	0	0	157		183		340	
06:30	0	0	40		92		132		18:30	0	0	139		184		323	
06:45	0	0	67	158	142	340	209	498	18:45	0	0	118	556	204	791	322	1347
07:00	0	0	66		189		255		19:00	0	0	143		151		294	
07:15	0	0	94		243		337		19:15	0	0	112		147		259	
07:30	0	0	131		324		455		19:30	0	0	118		138		256	
07:45	0	0	177	468	288	1044	465	1512	19:45	0	0	98	471	137	573	235	1044
08:00	0	0	182		306		488		20:00	0	0	100		135		235	
08:15	0	0	182		212		394		20:15	0	0	76		124		200	
08:30	0	0	161		200		361		20:30	0	0	89		111		200	
08:45	0	0	121	646	156	874	277	1520	20:45	0	0	85	350	101	471	186	821
09:00	0	0	111		138		249		21:00	0	0	80		87		167	
09:15	0	0	99		145		244		21:15	0	0	81		92		173	
09:30	0	0	95		153		248		21:30	0	0	68		89		157	
09:45	0	0	103	408	132	568	235	976	21:45	0	0	62	291	85	353	147	644
10:00	0	0	92		110		202		22:00	0	0	52		59		111	
10:15	0	0	95		122		217		22:15	0	0	61		69		130	
10:30	0	0	105		126		231		22:30	0	0	47		56		103	
10:45	0	0	107	399	143	501	250	900	22:45	0	0	40	200	51	235	91	435
11:00	0	0	77		134		211		23:00	0	0	59		37		96	
11:15	0	0	107		137		244		23:15	0	0	34		41		75	
11:30	0	0	105		155		260		23:30	0	0	34		22		56	
11:45	0	0	129	418	171	597	300	1015	23:45	0	0	20	147	26	126	46	273
TOTALS				2691		4195		6886	TOTALS				5853		7369		13222
SPLIT %				39.1%		60.9%		34.2%	SPLIT %				44.3%		55.7%		65.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,544	11,564	20,108

AM Peak Hour			07:45	07:15	07:30	PM Peak Hour			15:30	16:15	15:45
AM Pk Volume			702	1161	1802	PM Pk Volume			805	974	1739
Pk Hr Factor			0.964	0.896	0.923	Pk Hr Factor			0.940	0.899	0.949
7 - 9 Volume	0	0	1114	1918	3032	4 - 6 Volume	0	0	1444	1886	3330
7 - 9 Peak Hour			07:45	07:15	07:30	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	702	1161	1802	4 - 6 Pk Volume	0	0	762	974	1717
Pk Hr Factor	0.000	0.000	0.964	0.896	0.923	Pk Hr Factor	0.000	0.000	0.948	0.899	0.950

Prepared by NDS/ATD

VOLUME

Fifth Avenue east of El Camino Real

Day: Saturday
Date: 5/14/2016

City: Atherton
Project #: 16-7361-003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,911	9,407	16,318

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	15		18		33		12:00	0	0	153		179		332	
00:15	0	0	24		16		40		12:15	0	0	141		182		323	
00:30	0	0	12		10		22		12:30	0	0	120		211		331	
00:45	0	0	14	65	15	59	29	124	12:45	0	0	160	574	192	764	352	1338
01:00	0	0	7		17		24		13:00	0	0	160		192		352	
01:15	0	0	13		17		30		13:15	0	0	136		152		288	
01:30	0	0	14		13		27		13:30	0	0	129		186		315	
01:45	0	0	6	40	28	75	34	115	13:45	0	0	130	555	164	694	294	1249
02:00	0	0	11		11		22		14:00	0	0	134		197		331	
02:15	0	0	14		11		25		14:15	0	0	119		161		280	
02:30	0	0	7		6		13		14:30	0	0	117		177		294	
02:45	0	0	3	35	2	30	5	65	14:45	0	0	125	495	187	722	312	1217
03:00	0	0	7		6		13		15:00	0	0	121		209		330	
03:15	0	0	2		8		10		15:15	0	0	156		180		336	
03:30	0	0	6		7		13		15:30	0	0	126		166		292	
03:45	0	0	2	17	5	26	7	43	15:45	0	0	132	535	148	703	280	1238
04:00	0	0	2		2		4		16:00	0	0	121		190		311	
04:15	0	0	3		10		13		16:15	0	0	133		187		320	
04:30	0	0	6		12		18		16:30	0	0	140		140		280	
04:45	0	0	9	20	16	40	25	60	16:45	0	0	118	512	150	667	268	1179
05:00	0	0	5		7		12		17:00	0	0	137		137		274	
05:15	0	0	3		10		13		17:15	0	0	102		137		239	
05:30	0	0	11		20		31		17:30	0	0	127		128		255	
05:45	0	0	10	29	19	56	29	85	17:45	0	0	116	482	115	517	231	999
06:00	0	0	16		26		42		18:00	0	0	96		125		221	
06:15	0	0	19		34		53		18:15	0	0	95		152		247	
06:30	0	0	18		44		62		18:30	0	0	97		109		206	
06:45	0	0	28	81	74	178	102	259	18:45	0	0	106	394	136	522	242	916
07:00	0	0	35		66		101		19:00	0	0	90		112		202	
07:15	0	0	37		95		132		19:15	0	0	80		91		171	
07:30	0	0	45		123		168		19:30	0	0	91		90		181	
07:45	0	0	61	178	133	417	194	595	19:45	0	0	59	320	119	412	178	732
08:00	0	0	61		131		192		20:00	0	0	63		90		153	
08:15	0	0	78		106		184		20:15	0	0	73		105		178	
08:30	0	0	67		117		184		20:30	0	0	54		94		148	
08:45	0	0	88	294	131	485	219	779	20:45	0	0	53	243	85	374	138	617
09:00	0	0	84		122		206		21:00	0	0	58		81		139	
09:15	0	0	98		127		225		21:15	0	0	72		79		151	
09:30	0	0	103		151		254		21:30	0	0	73		68		141	
09:45	0	0	125	410	122	522	247	932	21:45	0	0	65	268	77	305	142	573
10:00	0	0	136		176		312		22:00	0	0	61		66		127	
10:15	0	0	117		134		251		22:15	0	0	48		63		111	
10:30	0	0	117		171		288		22:30	0	0	44		56		100	
10:45	0	0	124	494	188	669	312	1163	22:45	0	0	47	200	57	242	104	442
11:00	0	0	127		188		315		23:00	0	0	36		62		98	
11:15	0	0	133		169		302		23:15	0	0	43		48		91	
11:30	0	0	120		198		318		23:30	0	0	33		34		67	
11:45	0	0	151	531	188	743	339	1274	23:45	0	0	27	139	41	185	68	324
TOTALS				2194		3300		**5494**	**TOTALS**				4717		6107		**10824**
SPLIT %				39.9%		60.1%		**33.7%**	**SPLIT %**				43.6%		56.4%		**66.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,911	9,407	16,318

AM Peak Hour				11:30		11:45		**11:45**	**PM Peak Hour**				12:45		12:15		**12:15**
AM Pk Volume				565		760		**1325**	**PM Pk Volume**				585		777		**1358**
Pk Hr Factor				0.923		0.900		**0.977**	**Pk Hr Factor**				0.914		0.921		**0.964**
7 - 9 Volume	0	0		472		902		**1374**	**4 - 6 Volume**	0	0		994		1184		**2178**
7 - 9 Peak Hour				08:00		07:30		**08:00**	**4 - 6 Peak Hour**				16:15		16:00		**16:00**
7 - 9 Pk Volume	0	0		294		493		**779**	**4 - 6 Pk Volume**	0	0		528		667		**1179**
Pk Hr Factor	0.000	0.000		0.835		0.927		**0.889**	**Pk Hr Factor**	0.000	0.000		0.943		0.878		**0.921**

Prepared by NDS/ATD

VOLUME

Fifth Avenue east of El Camino Real

Day: Sunday
Date: 5/15/2016

City: Atherton
Project #: 16-7361-003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,726	7,769	13,495

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	18		34		52		12:00	0	0	117		157		274	
00:15	0	0	25		32		57		12:15	0	0	106		178		284	
00:30	0	0	23		25		48		12:30	0	0	139		151		290	
00:45	0	0	22	88	16	107	38	195	12:45	0	0	133	495	149	635	282	1130
01:00	0	0	14		18		32		13:00	0	0	127		180		307	
01:15	0	0	14		13		27		13:15	0	0	121		140		261	
01:30	0	0	5		24		29		13:30	0	0	122		153		275	
01:45	0	0	21	54	18	73	39	127	13:45	0	0	147	517	155	628	302	1145
02:00	0	0	15		30		45		14:00	0	0	124		210		334	
02:15	0	0	17		9		26		14:15	0	0	97		160		257	
02:30	0	0	7		15		22		14:30	0	0	101		142		243	
02:45	0	0	9	48	11	65	20	113	14:45	0	0	115	437	158	670	273	1107
03:00	0	0	3		7		10		15:00	0	0	110		146		256	
03:15	0	0	9		8		17		15:15	0	0	117		124		241	
03:30	0	0	7		6		13		15:30	0	0	114		158		272	
03:45	0	0	2	21	3	24	5	45	15:45	0	0	99	440	142	570	241	1010
04:00	0	0	3		4		7		16:00	0	0	89		135		224	
04:15	0	0	6		3		9		16:15	0	0	83		122		205	
04:30	0	0	2		4		6		16:30	0	0	105		146		251	
04:45	0	0	4	15	7	18	11	33	16:45	0	0	95	372	127	530	222	902
05:00	0	0	9		7		16		17:00	0	0	85		120		205	
05:15	0	0	2		9		11		17:15	0	0	82		121		203	
05:30	0	0	11		20		31		17:30	0	0	71		107		178	
05:45	0	0	10	32	21	57	31	89	17:45	0	0	78	316	111	459	189	775
06:00	0	0	8		14		22		18:00	0	0	81		116		197	
06:15	0	0	18		29		47		18:15	0	0	84		105		189	
06:30	0	0	20		27		47		18:30	0	0	104		118		222	
06:45	0	0	22	68	30	100	52	168	18:45	0	0	58	327	118	457	176	784
07:00	0	0	25		26		51		19:00	0	0	86		105		191	
07:15	0	0	32		38		70		19:15	0	0	70		98		168	
07:30	0	0	37		60		97		19:30	0	0	68		104		172	
07:45	0	0	49	143	76	200	125	343	19:45	0	0	62	286	101	408	163	694
08:00	0	0	51		72		123		20:00	0	0	67		99		166	
08:15	0	0	50		74		124		20:15	0	0	51		93		144	
08:30	0	0	39		86		125		20:30	0	0	68		96		164	
08:45	0	0	54	194	102	334	156	528	20:45	0	0	73	259	77	365	150	624
09:00	0	0	84		136		220		21:00	0	0	69		72		141	
09:15	0	0	64		94		158		21:15	0	0	65		81		146	
09:30	0	0	76		104		180		21:30	0	0	53		73		126	
09:45	0	0	85	309	110	444	195	753	21:45	0	0	39	226	57	283	96	509
10:00	0	0	86		127		213		22:00	0	0	54		47		101	
10:15	0	0	96		124		220		22:15	0	0	46		48		94	
10:30	0	0	114		144		258		22:30	0	0	31		39		70	
10:45	0	0	134	430	138	533	272	963	22:45	0	0	30	161	35	169	65	330
11:00	0	0	95		140		235		23:00	0	0	16		27		43	
11:15	0	0	100		154		254		23:15	0	0	18		20		38	
11:30	0	0	84		137		221		23:30	0	0	22		6		28	
11:45	0	0	137	416	142	573	279	989	23:45	0	0	16	72	14	67	30	139
TOTALS				1818		2528		4346	TOTALS				3908		5241		9149
SPLIT %				41.8%		58.2%		32.2%	SPLIT %				42.7%		57.3%		67.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,726	7,769	13,495

AM Peak Hour				11:45		11:45		11:45	PM Peak Hour				12:30		13:30		13:15
AM Pk Volume				499		628		1127	PM Pk Volume				520		678		1172
Pk Hr Factor				0.897		0.882		0.972	Pk Hr Factor				0.935		0.807		0.877
7 - 9 Volume	0	0		337		534		871	4 - 6 Volume	0	0		688		989		1677
7 - 9 Peak Hour				08:00		08:00		08:00	4 - 6 Peak Hour				16:00		16:00		16:00
7 - 9 Pk Volume	0	0		194		334		528	4 - 6 Pk Volume	0	0		372		530		902
Pk Hr Factor	0.000	0.000		0.898		0.819		0.846	Pk Hr Factor	0.000	0.000		0.886		0.908		0.898

Prepared by NDS/ATD

VOLUME

Fifth Avenue east of El Camino Real

Day: Monday
Date: 5/16/2016

City: Atherton
Project #: 16-7361-003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,925	11,086	19,011

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	8		7		15		12:00	0	0	120		160		280	
00:15	0	0	8		13		21		12:15	0	0	112		142		254	
00:30	0	0	8		5		13		12:30	0	0	94		165		259	
00:45	0	0	5	29	12	37	17	66	12:45	0	0	130	456	152	619	282	1075
01:00	0	0	7		7		14		13:00	0	0	108		148		256	
01:15	0	0	6		14		20		13:15	0	0	97		144		241	
01:30	0	0	6		5		11		13:30	0	0	96		158		254	
01:45	0	0	4	23	11	37	15	60	13:45	0	0	94	395	150	600	244	995
02:00	0	0	7		7		14		14:00	0	0	113		166		279	
02:15	0	0	2		1		3		14:15	0	0	116		165		281	
02:30	0	0	4		3		7		14:30	0	0	140		158		298	
02:45	0	0	4	17	1	12	5	29	14:45	0	0	176	545	177	666	353	1211
03:00	0	0	4		2		6		15:00	0	0	151		177		328	
03:15	0	0	2		10		12		15:15	0	0	182		215		397	
03:30	0	0	3		1		4		15:30	0	0	180		235		415	
03:45	0	0	3	12	5	18	8	30	15:45	0	0	190	703	210	837	400	1540
04:00	0	0	1		1		2		16:00	0	0	186		211		397	
04:15	0	0	5		5		10		16:15	0	0	194		241		435	
04:30	0	0	3		9		12		16:30	0	0	207		233		440	
04:45	0	0	12	21	10	25	22	46	16:45	0	0	155	742	240	925	395	1667
05:00	0	0	19		19		38		17:00	0	0	171		260		431	
05:15	0	0	9		18		27		17:15	0	0	162		244		406	
05:30	0	0	11		30		41		17:30	0	0	152		242		394	
05:45	0	0	33	72	40	107	73	179	17:45	0	0	162	647	240	986	402	1633
06:00	0	0	26		37		63		18:00	0	0	148		215		363	
06:15	0	0	35		63		98		18:15	0	0	168		231		399	
06:30	0	0	54		85		139		18:30	0	0	107		189		296	
06:45	0	0	55	170	129	314	184	484	18:45	0	0	110	533	163	798	273	1331
07:00	0	0	70		190		260		19:00	0	0	99		145		244	
07:15	0	0	106		245		351		19:15	0	0	119		137		256	
07:30	0	0	141		301		442		19:30	0	0	81		140		221	
07:45	0	0	177	494	305	1041	482	1535	19:45	0	0	69	368	100	522	169	890
08:00	0	0	169		307		476		20:00	0	0	72		118		190	
08:15	0	0	166		202		368		20:15	0	0	87		96		183	
08:30	0	0	170		197		367		20:30	0	0	59		107		166	
08:45	0	0	156	661	169	875	325	1536	20:45	0	0	85	303	82	403	167	706
09:00	0	0	117		146		263		21:00	0	0	75		91		166	
09:15	0	0	96		139		235		21:15	0	0	62		81		143	
09:30	0	0	106		132		238		21:30	0	0	55		69		124	
09:45	0	0	130	449	133	550	263	999	21:45	0	0	38	230	57	298	95	528
10:00	0	0	103		131		234		22:00	0	0	40		67		107	
10:15	0	0	102		132		234		22:15	0	0	32		46		78	
10:30	0	0	85		150		235		22:30	0	0	32		40		72	
10:45	0	0	105	395	158	571	263	966	22:45	0	0	24	128	24	177	48	305
11:00	0	0	101		162		263		23:00	0	0	22		20		42	
11:15	0	0	115		126		241		23:15	0	0	26		15		41	
11:30	0	0	111		171		282		23:30	0	0	21		15		36	
11:45	0	0	116	443	147	606	263	1049	23:45	0	0	20	89	12	62	32	151
TOTALS				2786		4193		**6979**	**TOTALS**				5139		6893		**12032**
SPLIT %				39.9%		60.1%		**36.7%**	**SPLIT %**				42.7%		57.3%		**63.3%**

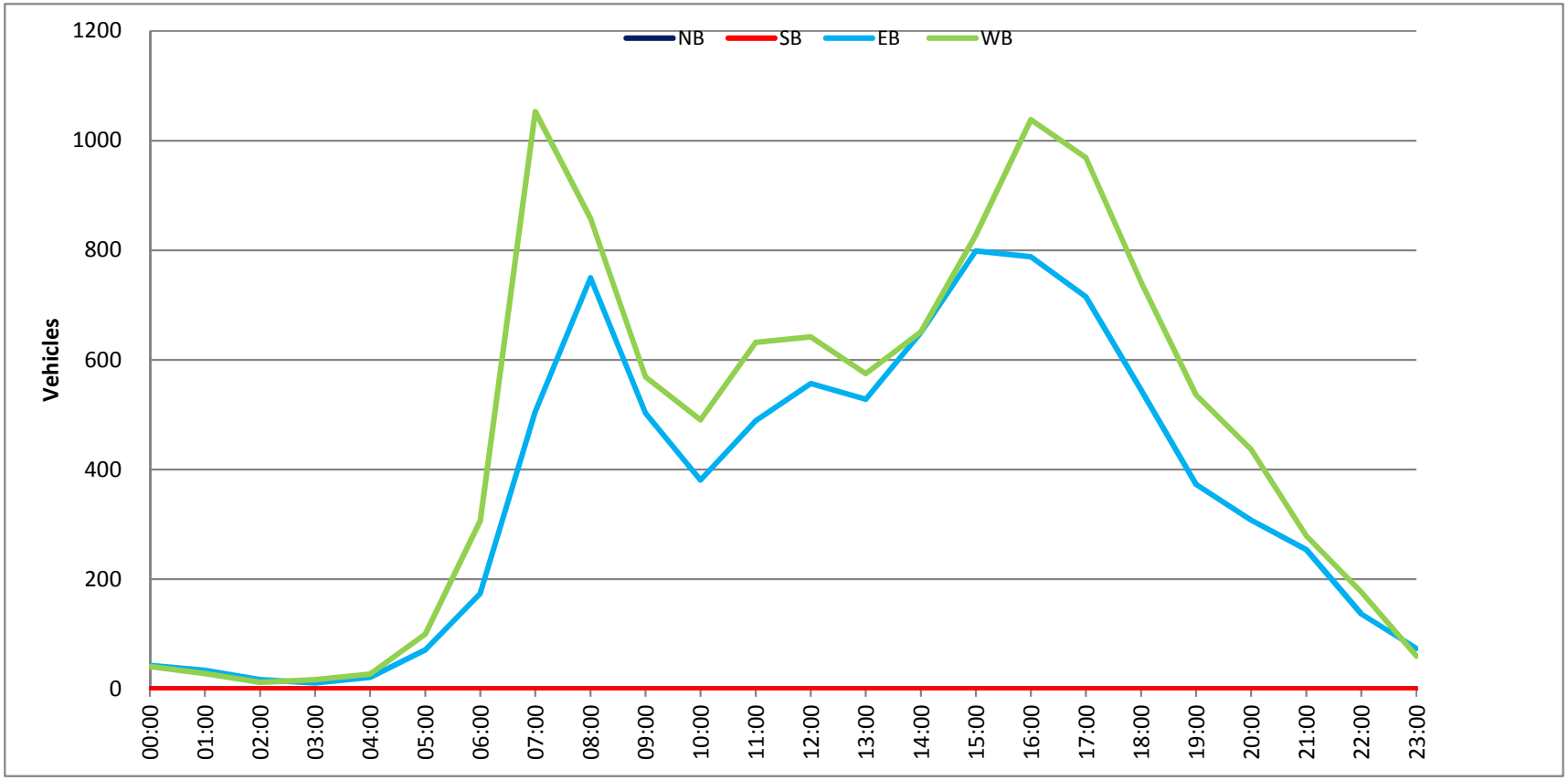
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,925	11,086	19,011

AM Peak Hour				07:45		07:15		**07:30**	**PM Peak Hour**				15:45		16:45		**16:15**
AM Pk Volume				682		1158		**1768**	**PM Pk Volume**				777		986		**1701**
Pk Hr Factor				0.963		0.943		**0.917**	**Pk Hr Factor**				0.938		0.948		**0.966**
7 - 9 Volume	0	0		1155		1916		**3071**	**4 - 6 Volume**	0	0		1389		1911		**3300**
7 - 9 Peak Hour				07:45		07:15		**07:30**	**4 - 6 Peak Hour**				16:00		16:45		**16:15**
7 - 9 Pk Volume	0	0		682		1158		**1768**	**4 - 6 Pk Volume**	0	0		742		986		**1701**
Pk Hr Factor	0.000	0.000		0.963		0.943		**0.917**	**Pk Hr Factor**	0.000	0.000		0.896		0.948		**0.966**

Prepared by NDS/ATD

Project #: 16-7361-003 **City:** Atherton

Location: Fifth Avenue east of El Camino Real **Date:** 5/10/2016



Prepared by NDS/ATD

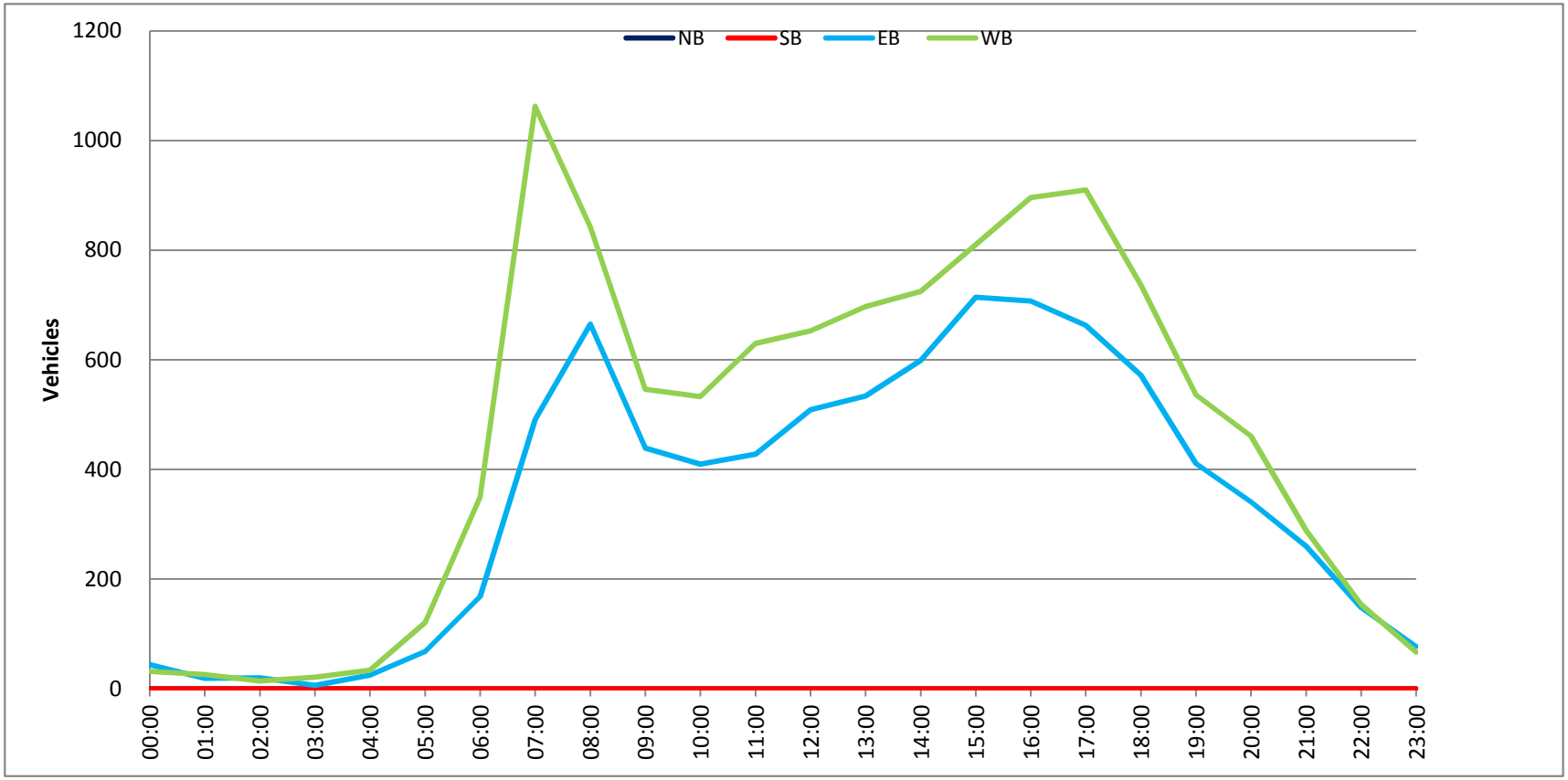
Project #: 16-7361-003 **City:** Atherton

Location: Fifth Avenue east of El Camino Real **Date:** 5/11/2016

Prepared by NDS/ATD

Project #: 16-7361-003 **City:** Atherton

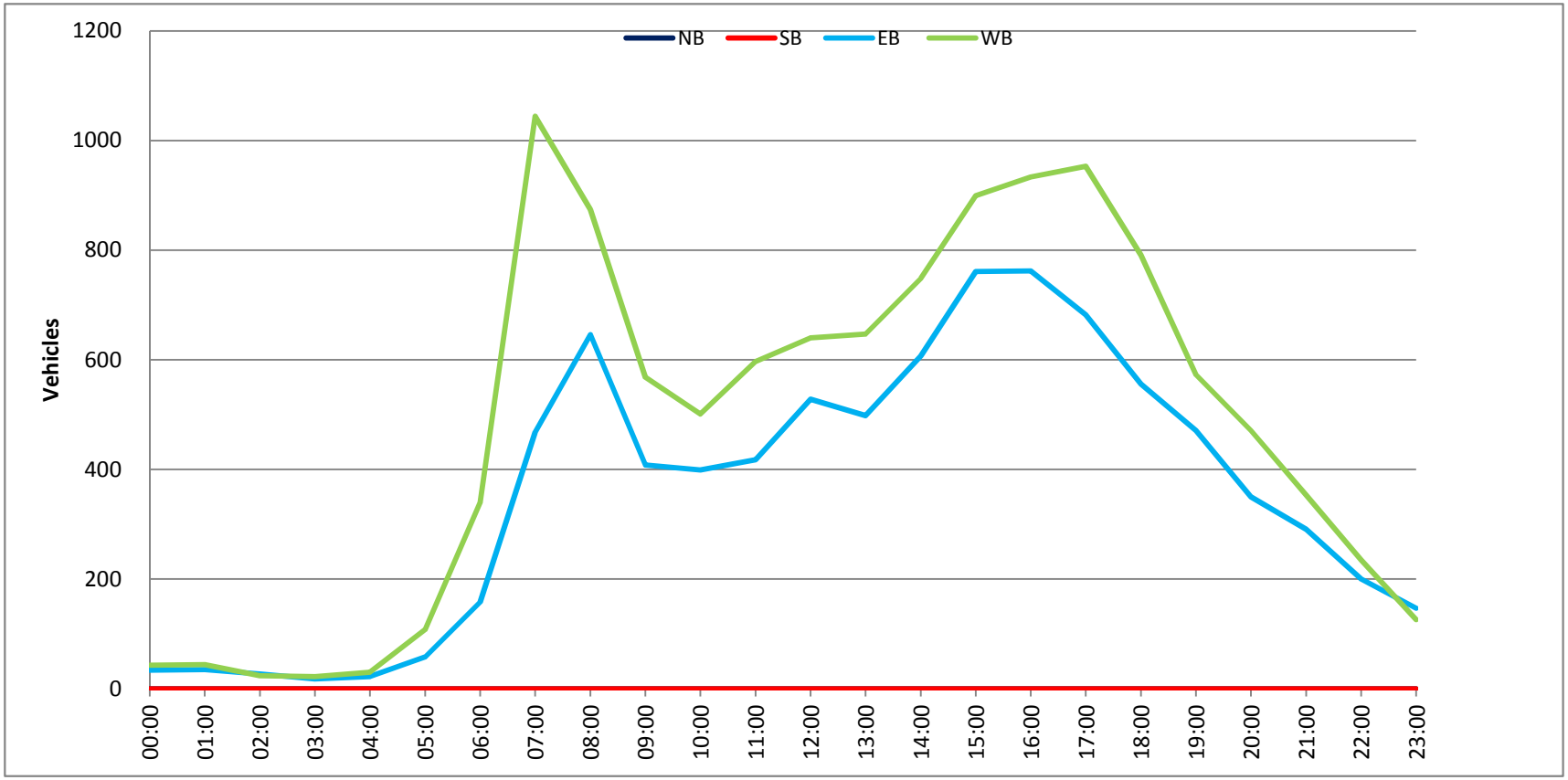
Location: Fifth Avenue east of El Camino Real **Date:** 5/12/2016



Prepared by NDS/ATD

Project #: 16-7361-003 **City:** Atherton

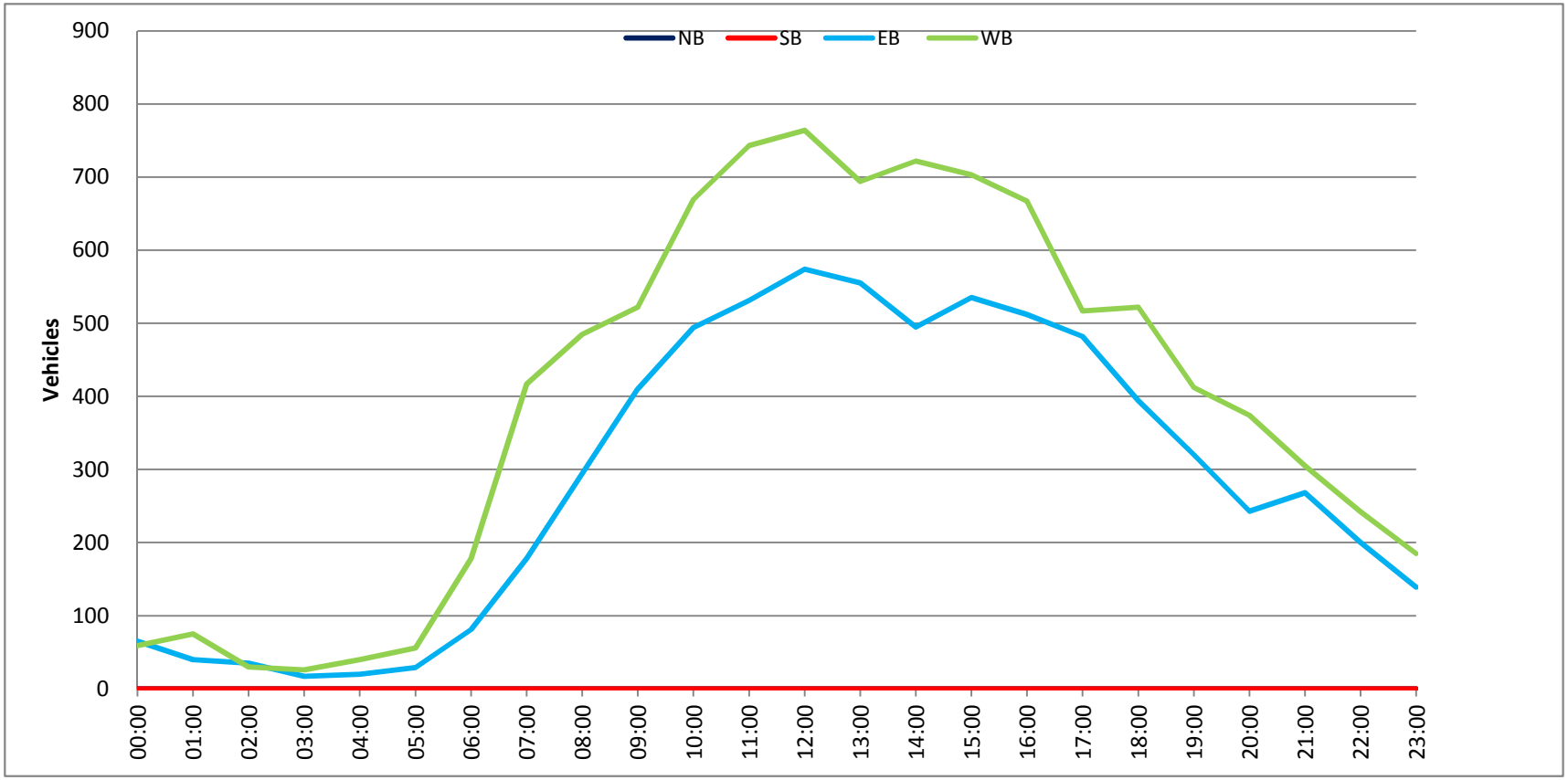
Location: Fifth Avenue east of El Camino Real **Date:** 5/13/2016



Prepared by NDS/ATD

Project #: 16-7361-003 **City:** Atherton

Location: Fifth Avenue east of El Camino Real **Date:** 5/14/2016



Prepared by NDS/ATD

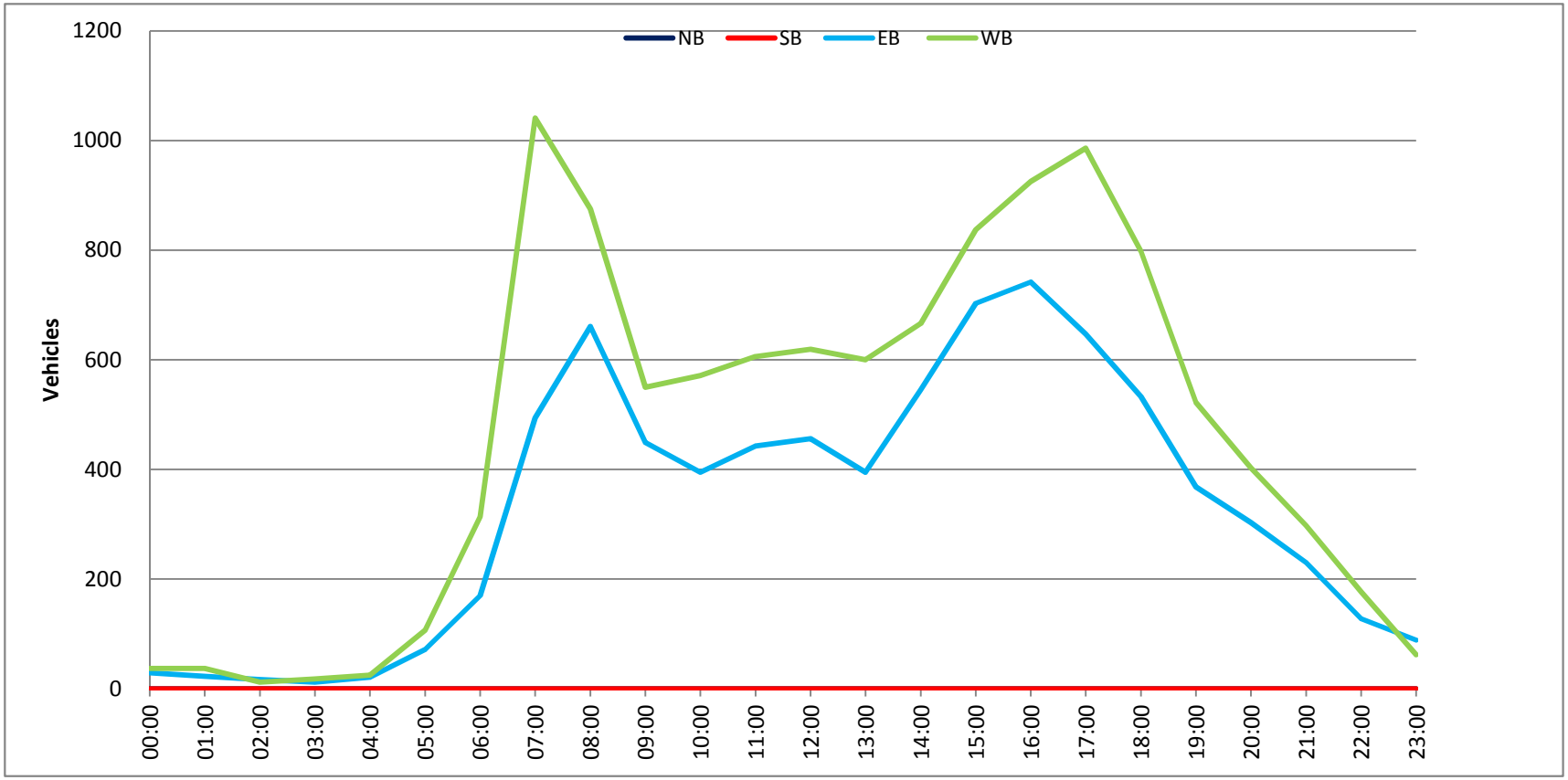
Project #: 16-7361-003 **City:** Atherton

Location: Fifth Avenue east of El Camino Real **Date:** 5/15/2016

Prepared by NDS/ATD

Project #: 16-7361-003 **City:** Atherton

Location: Fifth Avenue east of El Camino Real **Date:** 5/16/2016



Prepared by NDS/ATD

VOLUME

El Camino Real between Selby Lane and Columbia Avenue

Day: Tuesday
Date: 5/10/2016

City: Atherton
Project #: 16-7361-004

DAILY TOTALS	NB	SB	EB	WB	Total
	23,471	22,015	0	0	45,486

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	30		28		0	0	58		12:00	394		304		0	0	698	
00:15	32		23		0	0	55		12:15	364		290		0	0	654	
00:30	25		15		0	0	40		12:30	335		340		0	0	675	
00:45	16	103	15	81	0	0	31	184	12:45	362	1455	304	1238	0	0	666	2693
01:00	15		11		0	0	26		13:00	348		308		0	0	656	
01:15	11		14		0	0	25		13:15	339		313		0	0	652	
01:30	4		9		0	0	13		13:30	315		347		0	0	662	
01:45	10	40	9	43	0	0	19	83	13:45	331	1333	311	1279	0	0	642	2612
02:00	13		6		0	0	19		14:00	404		339		0	0	743	
02:15	8		7		0	0	15		14:15	393		301		0	0	694	
02:30	12		10		0	0	22		14:30	405		385		0	0	790	
02:45	10	43	9	32	0	0	19	75	14:45	371	1573	367	1392	0	0	738	2965
03:00	8		7		0	0	15		15:00	474		353		0	0	827	
03:15	5		15		0	0	20		15:15	463		337		0	0	800	
03:30	9		11		0	0	20		15:30	451		387		0	0	838	
03:45	8	30	8	41	0	0	16	71	15:45	473	1861	347	1424	0	0	820	3285
04:00	13		16		0	0	29		16:00	527		391		0	0	918	
04:15	7		15		0	0	22		16:15	559		357		0	0	916	
04:30	19		26		0	0	45		16:30	605		369		0	0	974	
04:45	15	54	29	86	0	0	44	140	16:45	611	2302	349	1466	0	0	960	3768
05:00	22		38		0	0	60		17:00	598		375		0	0	973	
05:15	17		60		0	0	77		17:15	596		378		0	0	974	
05:30	41		78		0	0	119		17:30	574		430		0	0	1004	
05:45	54	134	108	284	0	0	162	418	17:45	544	2312	373	1556	0	0	917	3868
06:00	71		110		0	0	181		18:00	527		387		0	0	914	
06:15	65		142		0	0	207		18:15	497		352		0	0	849	
06:30	98		238		0	0	336		18:30	504		323		0	0	827	
06:45	108	342	230	720	0	0	338	1062	18:45	397	1925	304	1366	0	0	701	3291
07:00	186		347		0	0	533		19:00	372		287		0	0	659	
07:15	230		486		0	0	716		19:15	347		273		0	0	620	
07:30	299		627		0	0	926		19:30	307		212		0	0	519	
07:45	356	1071	603	2063	0	0	959	3134	19:45	326	1352	187	959	0	0	513	2311
08:00	437		592		0	0	1029		20:00	293		203		0	0	496	
08:15	310		620		0	0	930		20:15	274		169		0	0	443	
08:30	290		587		0	0	877		20:30	249		180		0	0	429	
08:45	298	1335	535	2334	0	0	833	3669	20:45	252	1068	148	700	0	0	400	1768
09:00	271		410		0	0	681		21:00	275		159		0	0	434	
09:15	267		359		0	0	626		21:15	224		155		0	0	379	
09:30	274		347		0	0	621		21:30	204		146		0	0	350	
09:45	258	1070	336	1452	0	0	594	2522	21:45	196	899	115	575	0	0	311	1474
10:00	296		325		0	0	621		22:00	158		89		0	0	247	
10:15	268		297		0	0	565		22:15	132		76		0	0	208	
10:30	294		302		0	0	596		22:30	104		68		0	0	172	
10:45	288	1146	309	1233	0	0	597	2379	22:45	88	482	61	294	0	0	149	776
11:00	297		316		0	0	613		23:00	74		57		0	0	131	
11:15	312		292		0	0	604		23:15	56		45		0	0	101	
11:30	342		320		0	0	662		23:30	46		40		0	0	86	
11:45	374	1325	304	1232	0	0	678	2557	23:45	40	216	23	165	0	0	63	381
TOTALS		6693		9601				**16294**	**TOTALS**		16778		12414				**29192**
SPLIT %		41.1%		58.9%				**35.8%**	**SPLIT %**		57.5%		42.5%				**64.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	23,471	22,015	0	0	45,486

AM Peak Hour	11:30	07:30					**07:30**		**PM Peak Hour**	16:30	17:15					**16:45**		
AM Pk Volume	1474	2442					**3844**		**PM Pk Volume**	2410	1568					**3911**		
Pk Hr Factor	0.935	0.974					**0.934**		**Pk Hr Factor**	0.986	0.912					**0.974**		
7 - 9 Volume	2406	4397	0	0			**6803**		**4 - 6 Volume**	4614	3022	0	0			**7636**		
7 - 9 Peak Hour	07:30	07:30					**07:30**		**4 - 6 Peak Hour**	16:30	17:00					**16:45**		
7 - 9 Pk Volume	1402	2442	0	0			**3844**		**4 - 6 Pk Volume**	2410	1556	0	0			**3911**		
Pk Hr Factor	0.802	0.974	0.000	0.000			**0.934**		**Pk Hr Factor**	0.986	0.905	0.000	0.000			**0.974**		

Prepared by NDS/ATD

VOLUME

El Camino Real between Selby Lane and Columbia Avenue

Day: Wednesday
Date: 5/11/2016

City: Atherton
Project #: 16-7361-004

DAILY TOTALS	NB	SB	EB	WB	Total
	23,140	21,611	0	0	44,751

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	28		22		0	0	50		12:00	373		313		0	0	686	
00:15	21		24		0	0	45		12:15	330		314		0	0	644	
00:30	16		17		0	0	33		12:30	332		292		0	0	624	
00:45	21	86	18	81	0	0	39	167	12:45	382	1417	349	1268	0	0	731	2685
01:00	18		16		0	0	34		13:00	323		299		0	0	622	
01:15	19		9		0	0	28		13:15	327		293		0	0	620	
01:30	13		9		0	0	22		13:30	329		308		0	0	637	
01:45	14	64	11	45	0	0	25	109	13:45	337	1316	273	1173	0	0	610	2489
02:00	4		9		0	0	13		14:00	375		301		0	0	676	
02:15	15		8		0	0	23		14:15	358		353		0	0	711	
02:30	14		8		0	0	22		14:30	424		371		0	0	795	
02:45	10	43	7	32	0	0	17	75	14:45	371	1528	343	1368	0	0	714	2896
03:00	7		6		0	0	13		15:00	410		345		0	0	755	
03:15	11		7		0	0	18		15:15	465		314		0	0	779	
03:30	4		12		0	0	16		15:30	531		361		0	0	892	
03:45	5	27	15	40	0	0	20	67	15:45	437	1843	360	1380	0	0	797	3223
04:00	9		9		0	0	18		16:00	530		363		0	0	893	
04:15	14		19		0	0	33		16:15	531		360		0	0	891	
04:30	21		25		0	0	46		16:30	614		378		0	0	992	
04:45	28	72	40	93	0	0	68	165	16:45	539	2214	365	1466	0	0	904	3680
05:00	27		60		0	0	87		17:00	596		384		0	0	980	
05:15	26		67		0	0	93		17:15	591		403		0	0	994	
05:30	47		102		0	0	149		17:30	572		395		0	0	967	
05:45	46	146	117	346	0	0	163	492	17:45	558	2317	381	1563	0	0	939	3880
06:00	51		96		0	0	147		18:00	532		390		0	0	922	
06:15	77		136		0	0	213		18:15	484		351		0	0	835	
06:30	96		208		0	0	304		18:30	474		298		0	0	772	
06:45	133	357	258	698	0	0	391	1055	18:45	416	1906	264	1303	0	0	680	3209
07:00	183		324		0	0	507		19:00	378		276		0	0	654	
07:15	241		554		0	0	795		19:15	380		233		0	0	613	
07:30	308		638		0	0	946		19:30	307		240		0	0	547	
07:45	339	1071	605	2121	0	0	944	3192	19:45	294	1359	202	951	0	0	496	2310
08:00	389		519		0	0	908		20:00	252		194		0	0	446	
08:15	356		571		0	0	927		20:15	270		159		0	0	429	
08:30	263		570		0	0	833		20:30	268		175		0	0	443	
08:45	282	1290	469	2129	0	0	751	3419	20:45	257	1047	147	675	0	0	404	1722
09:00	287		378		0	0	665		21:00	235		153		0	0	388	
09:15	272		356		0	0	628		21:15	226		129		0	0	355	
09:30	300		360		0	0	660		21:30	200		126		0	0	326	
09:45	263	1122	374	1468	0	0	637	2590	21:45	161	822	96	504	0	0	257	1326
10:00	270		320		0	0	590		22:00	141		93		0	0	234	
10:15	285		304		0	0	589		22:15	127		71		0	0	198	
10:30	263		307		0	0	570		22:30	109		63		0	0	172	
10:45	300	1118	288	1219	0	0	588	2337	22:45	98	475	63	290	0	0	161	765
11:00	266		292		0	0	558		23:00	68		63		0	0	131	
11:15	329		319		0	0	648		23:15	70		50		0	0	120	
11:30	329		308		0	0	637		23:30	51		30		0	0	81	
11:45	332	1256	301	1220	0	0	633	2476	23:45	55	244	35	178	0	0	90	422
TOTALS		6652		9492				**16144**	**TOTALS**		16488		12119				**28607**
SPLIT %		41.2%		58.8%				**36.1%**	**SPLIT %**		57.6%		42.4%				**63.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	23,140	21,611	0	0	44,751

AM Peak Hour	07:30	07:30					**07:30**		**PM Peak Hour**	16:30	17:15					**17:00**		
AM Pk Volume	1392	2333					**3725**		**PM Pk Volume**	2340	1569					**3880**		
Pk Hr Factor	0.895	0.914					**0.984**		**Pk Hr Factor**	0.953	0.973					**0.976**		
7 - 9 Volume	2361	4250	0	0			**6611**		**4 - 6 Volume**	4531	3029	0	0			**7560**		
7 - 9 Peak Hour	07:30	07:30					**07:30**		**4 - 6 Peak Hour**	16:30	17:00					**17:00**		
7 - 9 Pk Volume	1392	2333	0	0			**3725**		**4 - 6 Pk Volume**	2340	1563	0	0			**3880**		
Pk Hr Factor	0.895	0.914	0.000	0.000			**0.984**		**Pk Hr Factor**	0.953	0.970	0.000	0.000			**0.976**		

Prepared by NDS/ATD

VOLUME

El Camino Real between Selby Lane and Columbia Avenue

Day: Thursday
Date: 5/12/2016

City: Atherton
Project #: 16-7361-004

DAILY TOTALS	NB	SB	EB	WB	Total
	23,407	21,780	0	0	45,187

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	34		23		0	0	57		12:00	388		314		0	0	702	
00:15	36		29		0	0	65		12:15	336		317		0	0	653	
00:30	19		26		0	0	45		12:30	351		342		0	0	693	
00:45	22	111	11	89	0	0	33	200	12:45	369	1444	306	1279	0	0	675	2723
01:00	20		17		0	0	37		13:00	341		300		0	0	641	
01:15	14		12		0	0	26		13:15	380		325		0	0	705	
01:30	19		18		0	0	37		13:30	375		340		0	0	715	
01:45	17	70	11	58	0	0	28	128	13:45	392	1488	350	1315	0	0	742	2803
02:00	7		12		0	0	19		14:00	397		321		0	0	718	
02:15	9		8		0	0	17		14:15	386		306		0	0	692	
02:30	12		7		0	0	19		14:30	410		342		0	0	752	
02:45	10	38	8	35	0	0	18	73	14:45	414	1607	341	1310	0	0	755	2917
03:00	2		3		0	0	5		15:00	421		323		0	0	744	
03:15	10		6		0	0	16		15:15	474		357		0	0	831	
03:30	8		12		0	0	20		15:30	464		349		0	0	813	
03:45	3	23	3	24	0	0	6	47	15:45	511	1870	316	1345	0	0	827	3215
04:00	9		18		0	0	27		16:00	516		333		0	0	849	
04:15	15		18		0	0	33		16:15	528		355		0	0	883	
04:30	17		21		0	0	38		16:30	554		387		0	0	941	
04:45	20	61	55	112	0	0	75	173	16:45	561	2159	379	1454	0	0	940	3613
05:00	27		45		0	0	72		17:00	577		360		0	0	937	
05:15	37		67		0	0	104		17:15	578		449		0	0	1027	
05:30	33		87		0	0	120		17:30	543		408		0	0	951	
05:45	49	146	114	313	0	0	163	459	17:45	599	2297	381	1598	0	0	980	3895
06:00	58		109		0	0	167		18:00	536		373		0	0	909	
06:15	66		140		0	0	206		18:15	529		340		0	0	869	
06:30	99		215		0	0	314		18:30	451		340		0	0	791	
06:45	129	352	238	702	0	0	367	1054	18:45	408	1924	292	1345	0	0	700	3269
07:00	189		309		0	0	498		19:00	352		253		0	0	605	
07:15	239		508		0	0	747		19:15	356		237		0	0	593	
07:30	315		623		0	0	938		19:30	341		207		0	0	548	
07:45	345	1088	650	2090	0	0	995	3178	19:45	284	1333	214	911	0	0	498	2244
08:00	351		544		0	0	895		20:00	294		224		0	0	518	
08:15	299		551		0	0	850		20:15	298		192		0	0	490	
08:30	279		534		0	0	813		20:30	259		185		0	0	444	
08:45	291	1220	498	2127	0	0	789	3347	20:45	208	1059	164	765	0	0	372	1824
09:00	241		368		0	0	609		21:00	266		142		0	0	408	
09:15	251		347		0	0	598		21:15	234		146		0	0	380	
09:30	282		350		0	0	632		21:30	206		121		0	0	327	
09:45	289	1063	331	1396	0	0	620	2459	21:45	167	873	128	537	0	0	295	1410
10:00	272		291		0	0	563		22:00	179		109		0	0	288	
10:15	263		288		0	0	551		22:15	121		95		0	0	216	
10:30	294		288		0	0	582		22:30	122		57		0	0	179	
10:45	298	1127	330	1197	0	0	628	2324	22:45	89	511	67	328	0	0	156	839
11:00	301		282		0	0	583		23:00	69		42		0	0	111	
11:15	281		342		0	0	623		23:15	65		44		0	0	109	
11:30	352		330		0	0	682		23:30	54		43		0	0	97	
11:45	375	1309	333	1287	0	0	708	2596	23:45	46	234	34	163	0	0	80	397
TOTALS		6608		9430				16038	TOTALS		16799		12350				29149
SPLIT %		41.2%		58.8%				35.5%	SPLIT %		57.6%		42.4%				64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	23,407	21,780	0	0	45,187

AM Peak Hour	11:30	07:30					07:30		PM Peak Hour	17:00	17:15					17:00		
AM Pk Volume	1451	2368					3678		PM Pk Volume	2297	1611					3895		
Pk Hr Factor	0.935	0.911					0.924		Pk Hr Factor	0.959	0.897					0.948		
7 - 9 Volume	2308	4217	0	0			6525		4 - 6 Volume	4456	3052	0	0			7508		
7 - 9 Peak Hour	07:30	07:30					07:30		4 - 6 Peak Hour	17:00	17:00					17:00		
7 - 9 Pk Volume	1310	2368	0	0			3678		4 - 6 Pk Volume	2297	1598	0	0			3895		
Pk Hr Factor	0.933	0.911	0.000	0.000			0.924		Pk Hr Factor	0.959	0.890	0.000	0.000			0.948		

Prepared by NDS/ATD

VOLUME

El Camino Real between Selby Lane and Columbia Avenue

Day: Friday
Date: 5/13/2016

City: Atherton
Project #: 16-7361-004

DAILY TOTALS	NB	SB	EB	WB	Total
	23,867	22,419	0	0	46,286

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	32		25		0	0	57		12:00	372		323		0	0	695	
00:15	27		20		0	0	47		12:15	346		289		0	0	635	
00:30	25		15		0	0	40		12:30	349		304		0	0	653	
00:45	19	103	15	75	0	0	34	178	12:45	346	1413	309	1225	0	0	655	2638
01:00	28		22		0	0	50		13:00	380		327		0	0	707	
01:15	22		22		0	0	44		13:15	387		311		0	0	698	
01:30	20		17		0	0	37		13:30	358		302		0	0	660	
01:45	25	95	20	81	0	0	45	176	13:45	378	1503	317	1257	0	0	695	2760
02:00	15		13		0	0	28		14:00	368		327		0	0	695	
02:15	22		9		0	0	31		14:15	399		304		0	0	703	
02:30	7		11		0	0	18		14:30	462		380		0	0	842	
02:45	9	53	13	46	0	0	22	99	14:45	407	1636	389	1400	0	0	796	3036
03:00	8		4		0	0	12		15:00	455		315		0	0	770	
03:15	10		10		0	0	20		15:15	456		367		0	0	823	
03:30	14		19		0	0	33		15:30	470		367		0	0	837	
03:45	13	45	7	40	0	0	20	85	15:45	523	1904	376	1425	0	0	899	3329
04:00	7		17		0	0	24		16:00	549		409		0	0	958	
04:15	6		17		0	0	23		16:15	561		399		0	0	960	
04:30	16		24		0	0	40		16:30	550		373		0	0	923	
04:45	15	44	37	95	0	0	52	139	16:45	521	2181	376	1557	0	0	897	3738
05:00	25		55		0	0	80		17:00	576		369		0	0	945	
05:15	30		66		0	0	96		17:15	559		419		0	0	978	
05:30	26		100		0	0	126		17:30	543		331		0	0	874	
05:45	57	138	91	312	0	0	148	450	17:45	542	2220	406	1525	0	0	948	3745
06:00	56		97		0	0	153		18:00	543		304		0	0	847	
06:15	78		158		0	0	236		18:15	429		343		0	0	772	
06:30	82		202		0	0	284		18:30	431		308		0	0	739	
06:45	119	335	242	699	0	0	361	1034	18:45	426	1829	309	1264	0	0	735	3093
07:00	167		337		0	0	504		19:00	386		285		0	0	671	
07:15	233		530		0	0	763		19:15	355		249		0	0	604	
07:30	297		673		0	0	970		19:30	340		283		0	0	623	
07:45	354	1051	580	2120	0	0	934	3171	19:45	324	1405	234	1051	0	0	558	2456
08:00	370		568		0	0	938		20:00	297		217		0	0	514	
08:15	301		529		0	0	830		20:15	287		216		0	0	503	
08:30	315		567		0	0	882		20:30	265		193		0	0	458	
08:45	316	1302	495	2159	0	0	811	3461	20:45	261	1110	151	777	0	0	412	1887
09:00	251		423		0	0	674		21:00	228		182		0	0	410	
09:15	276		356		0	0	632		21:15	251		152		0	0	403	
09:30	284		320		0	0	604		21:30	265		148		0	0	413	
09:45	320	1131	314	1413	0	0	634	2544	21:45	211	955	154	636	0	0	365	1591
10:00	277		307		0	0	584		22:00	175		114		0	0	289	
10:15	262		295		0	0	557		22:15	204		143		0	0	347	
10:30	280		299		0	0	579		22:30	133		108		0	0	241	
10:45	292	1111	309	1210	0	0	601	2321	22:45	128	640	114	479	0	0	242	1119
11:00	286		296		0	0	582		23:00	105		83		0	0	188	
11:15	298		318		0	0	616		23:15	111		82		0	0	193	
11:30	369		312		0	0	681		23:30	75		72		0	0	147	
11:45	350	1303	346	1272	0	0	696	2575	23:45	69	360	64	301	0	0	133	661
TOTALS		6711		9522				**16233**	**TOTALS**		17156		12897				**30053**
SPLIT %		41.3%		58.7%				**35.1%**	**SPLIT %**		57.1%		42.9%				**64.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	23,867	22,419	0	0	46,286

AM Peak Hour	11:30	07:15						**07:30**	**PM Peak Hour**	17:00	15:45						**17:00**
AM Pk Volume	1437	2351						**3672**	**PM Pk Volume**	2220	1557						**3745**
Pk Hr Factor	0.966	0.873						**0.946**	**Pk Hr Factor**	0.964	0.952						**0.957**
7 - 9 Volume	2353	4279	0	0				**6632**	**4 - 6 Volume**	4401	3082	0	0				**7483**
7 - 9 Peak Hour	07:45	07:15						**07:30**	**4 - 6 Peak Hour**	17:00	16:00						**17:00**
7 - 9 Pk Volume	1340	2351	0	0				**3672**	**4 - 6 Pk Volume**	2220	1557	0	0				**3745**
Pk Hr Factor	0.905	0.873	0.000	0.000				**0.946**	**Pk Hr Factor**	0.964	0.952	0.000	0.000				**0.957**

Prepared by NDS/ATD

VOLUME

El Camino Real between Selby Lane and Columbia Avenue

Day: Saturday
Date: 5/14/2016

City: Atherton
Project #: 16-7361-004

DAILY TOTALS	NB	SB	EB	WB	Total
	19,286	17,188	0	0	36,474

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	62		32		0	0	94		12:00	356		361		0	0	717	
00:15	40		46		0	0	86		12:15	348		356		0	0	704	
00:30	37		27		0	0	64		12:30	407		331		0	0	738	
00:45	46	185	29	134	0	0	75	319	12:45	389	1500	332	1380	0	0	721	2880
01:00	30		26		0	0	56		13:00	369		345		0	0	714	
01:15	38		31		0	0	69		13:15	365		311		0	0	676	
01:30	29		28		0	0	57		13:30	375		383		0	0	758	
01:45	44	141	21	106	0	0	65	247	13:45	356	1465	324	1363	0	0	680	2828
02:00	32		24		0	0	56		14:00	397		294		0	0	691	
02:15	26		22		0	0	48		14:15	401		284		0	0	685	
02:30	17		16		0	0	33		14:30	385		325		0	0	710	
02:45	17	92	12	74	0	0	29	166	14:45	359	1542	316	1219	0	0	675	2761
03:00	8		7		0	0	15		15:00	421		334		0	0	755	
03:15	15		8		0	0	23		15:15	368		331		0	0	699	
03:30	10		14		0	0	24		15:30	388		306		0	0	694	
03:45	16	49	13	42	0	0	29	91	15:45	354	1531	329	1300	0	0	683	2831
04:00	12		7		0	0	19		16:00	381		288		0	0	669	
04:15	15		17		0	0	32		16:15	417		302		0	0	719	
04:30	15		19		0	0	34		16:30	371		324		0	0	695	
04:45	16	58	25	68	0	0	41	126	16:45	336	1505	313	1227	0	0	649	2732
05:00	14		19		0	0	33		17:00	333		314		0	0	647	
05:15	12		31		0	0	43		17:15	335		291		0	0	626	
05:30	22		53		0	0	75		17:30	325		284		0	0	609	
05:45	37	85	56	159	0	0	93	244	17:45	320	1313	295	1184	0	0	615	2497
06:00	28		49		0	0	77		18:00	313		255		0	0	568	
06:15	39		66		0	0	105		18:15	318		253		0	0	571	
06:30	41		89		0	0	130		18:30	260		248		0	0	508	
06:45	73	181	84	288	0	0	157	469	18:45	309	1200	256	1012	0	0	565	2212
07:00	78		119		0	0	197		19:00	286		216		0	0	502	
07:15	90		122		0	0	212		19:15	270		220		0	0	490	
07:30	138		156		0	0	294		19:30	264		197		0	0	461	
07:45	157	463	173	570	0	0	330	1033	19:45	254	1074	149	782	0	0	403	1856
08:00	166		163		0	0	329		20:00	222		193		0	0	415	
08:15	184		204		0	0	388		20:15	233		165		0	0	398	
08:30	168		221		0	0	389		20:30	224		151		0	0	375	
08:45	196	714	242	830	0	0	438	1544	20:45	203	882	140	649	0	0	343	1531
09:00	250		211		0	0	461		21:00	194		152		0	0	346	
09:15	239		258		0	0	497		21:15	214		142		0	0	356	
09:30	251		290		0	0	541		21:30	174		154		0	0	328	
09:45	250	990	310	1069	0	0	560	2059	21:45	201	783	140	588	0	0	341	1371
10:00	293		284		0	0	577		22:00	158		125		0	0	283	
10:15	269		291		0	0	560		22:15	165		121		0	0	286	
10:30	296		285		0	0	581		22:30	142		103		0	0	245	
10:45	333	1191	286	1146	0	0	619	2337	22:45	116	581	105	454	0	0	221	1035
11:00	325		279		0	0	604		23:00	122		68		0	0	190	
11:15	314		337		0	0	651		23:15	112		84		0	0	196	
11:30	346		335		0	0	681		23:30	74		67		0	0	141	
11:45	380	1365	332	1283	0	0	712	2648	23:45	88	396	42	261	0	0	130	657
TOTALS		5514		5769				**11283**	**TOTALS**		13772		11419				**25191**
SPLIT %		48.9%		51.1%				**30.9%**	**SPLIT %**		54.7%		45.3%				**69.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	19,286	17,188	0	0	36,474

AM Peak Hour	11:45	11:30					**11:45**		**PM Peak Hour**	14:15	12:00					**12:00**		
AM Pk Volume	1491	1384					**2871**		**PM Pk Volume**	1566	1380					**2880**		
Pk Hr Factor	0.916	0.958					**0.973**		**Pk Hr Factor**	0.930	0.956					**0.976**		
7 - 9 Volume	1177	1400	0	0			**2577**		**4 - 6 Volume**	2818	2411	0	0			**5229**		
7 - 9 Peak Hour	08:00	08:00					**08:00**		**4 - 6 Peak Hour**	16:00	16:15					**16:00**		
7 - 9 Pk Volume	714	830	0	0			**1544**		**4 - 6 Pk Volume**	1505	1253	0	0			**2732**		
Pk Hr Factor	0.911	0.857	0.000	0.000			**0.881**		**Pk Hr Factor**	0.902	0.967	0.000	0.000			**0.950**		

Prepared by NDS/ATD

VOLUME

El Camino Real between Selby Lane and Columbia Avenue

Day: Sunday
Date: 5/15/2016

City: Atherton
Project #: 16-7361-004

DAILY TOTALS	NB	SB	EB	WB	Total
	16,106	14,067	0	0	30,173

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	91		57		0	0	148		12:00	328		282		0	0	610	
00:15	76		48		0	0	124		12:15	358		285		0	0	643	
00:30	55		49		0	0	104		12:30	358		283		0	0	641	
00:45	33	255	42	196	0	0	75	451	12:45	369	1413	275	1125	0	0	644	2538
01:00	38		27		0	0	65		13:00	340		254		0	0	594	
01:15	23		20		0	0	43		13:15	357		284		0	0	641	
01:30	34		21		0	0	55		13:30	353		304		0	0	657	
01:45	35	130	28	96	0	0	63	226	13:45	360	1410	289	1131	0	0	649	2541
02:00	49		35		0	0	84		14:00	349		279		0	0	628	
02:15	22		29		0	0	51		14:15	333		280		0	0	613	
02:30	33		26		0	0	59		14:30	303		253		0	0	556	
02:45	18	122	16	106	0	0	34	228	14:45	330	1315	312	1124	0	0	642	2439
03:00	14		9		0	0	23		15:00	343		268		0	0	611	
03:15	13		15		0	0	28		15:15	316		281		0	0	597	
03:30	11		14		0	0	25		15:30	332		257		0	0	589	
03:45	10	48	9	47	0	0	19	95	15:45	329	1320	256	1062	0	0	585	2382
04:00	8		9		0	0	17		16:00	307		253		0	0	560	
04:15	12		11		0	0	23		16:15	318		266		0	0	584	
04:30	8		13		0	0	21		16:30	302		250		0	0	552	
04:45	10	38	24	57	0	0	34	95	16:45	295	1222	248	1017	0	0	543	2239
05:00	8		12		0	0	20		17:00	295		257		0	0	552	
05:15	15		28		0	0	43		17:15	262		222		0	0	484	
05:30	23		33		0	0	56		17:30	254		232		0	0	486	
05:45	31	77	38	111	0	0	69	188	17:45	261	1072	252	963	0	0	513	2035
06:00	33		35		0	0	68		18:00	277		216		0	0	493	
06:15	40		55		0	0	95		18:15	253		216		0	0	469	
06:30	29		56		0	0	85		18:30	246		206		0	0	452	
06:45	40	142	79	225	0	0	119	367	18:45	256	1032	189	827	0	0	445	1859
07:00	41		72		0	0	113		19:00	217		172		0	0	389	
07:15	58		79		0	0	137		19:15	224		175		0	0	399	
07:30	74		107		0	0	181		19:30	207		156		0	0	363	
07:45	104	277	140	398	0	0	244	675	19:45	198	846	145	648	0	0	343	1494
08:00	108		122		0	0	230		20:00	182		173		0	0	355	
08:15	112		135		0	0	247		20:15	197		147		0	0	344	
08:30	146		146		0	0	292		20:30	209		126		0	0	335	
08:45	158	524	172	575	0	0	330	1099	20:45	186	774	136	582	0	0	322	1356
09:00	207		202		0	0	409		21:00	152		130		0	0	282	
09:15	200		206		0	0	406		21:15	165		111		0	0	276	
09:30	190		219		0	0	409		21:30	146		98		0	0	244	
09:45	216	813	229	856	0	0	445	1669	21:45	145	608	85	424	0	0	230	1032
10:00	227		210		0	0	437		22:00	106		81		0	0	187	
10:15	259		222		0	0	481		22:15	89		84		0	0	173	
10:30	254		232		0	0	486		22:30	86		57		0	0	143	
10:45	296	1036	292	956	0	0	588	1992	22:45	58	339	60	282	0	0	118	621
11:00	252		255		0	0	507		23:00	58		49		0	0	107	
11:15	307		299		0	0	606		23:15	58		35		0	0	93	
11:30	279		267		0	0	546		23:30	60		41		0	0	101	
11:45	249	1087	280	1101	0	0	529	2188	23:45	30	206	33	158	0	0	63	364
TOTALS		4549		4724				**9273**	**TOTALS**		11557		9343				**20900**
SPLIT %		49.1%		50.9%				**30.7%**	**SPLIT %**		55.3%		44.7%				**69.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	16,106	14,067	0	0	30,173

AM Peak Hour	11:45	11:45						**11:45**	**PM Peak Hour**	12:15	13:15							**13:15**
AM Pk Volume	1293	1130						**2423**	**PM Pk Volume**	1425	1156							**2575**
Pk Hr Factor	0.903	0.991						**0.942**	**Pk Hr Factor**	0.965	0.951							**0.980**
7 - 9 Volume	801	973	0	0				**1774**	**4 - 6 Volume**	2294	1980	0	0					**4274**
7 - 9 Peak Hour	08:00	08:00						**08:00**	**4 - 6 Peak Hour**	16:00	16:15							**16:00**
7 - 9 Pk Volume	524	575	0	0				**1099**	**4 - 6 Pk Volume**	1222	1021	0	0					**2239**
Pk Hr Factor	0.829	0.836	0.000	0.000				**0.833**	**Pk Hr Factor**	0.961	0.960	0.000	0.000					**0.958**

Prepared by NDS/ATD

VOLUME

El Camino Real between Selby Lane and Columbia Avenue

Day: Monday
Date: 5/16/2016

City: Atherton
Project #: 16-7361-004

DAILY TOTALS	NB	SB	EB	WB	Total
	22,574	21,250	0	0	43,824

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	34		19		0	0	53		12:00	387		288		0	0	675	
00:15	25		16		0	0	41		12:15	352		340		0	0	692	
00:30	10		22		0	0	32		12:30	366		271		0	0	637	
00:45	18	87	20	77	0	0	38	164	12:45	336	1441	305	1204	0	0	641	2645
01:00	20		19		0	0	39		13:00	331		300		0	0	631	
01:15	23		13		0	0	36		13:15	354		277		0	0	631	
01:30	10		14		0	0	24		13:30	375		306		0	0	681	
01:45	15	68	11	57	0	0	26	125	13:45	351	1411	299	1182	0	0	650	2593
02:00	13		10		0	0	23		14:00	358		288		0	0	646	
02:15	3		4		0	0	7		14:15	361		304		0	0	665	
02:30	4		7		0	0	11		14:30	396		333		0	0	729	
02:45	3	23	7	28	0	0	10	51	14:45	406	1521	364	1289	0	0	770	2810
03:00	7		7		0	0	14		15:00	372		328		0	0	700	
03:15	5		6		0	0	11		15:15	433		374		0	0	807	
03:30	9		7		0	0	16		15:30	481		372		0	0	853	
03:45	7	28	17	37	0	0	24	65	15:45	510	1796	332	1406	0	0	842	3202
04:00	14		13		0	0	27		16:00	530		310		0	0	840	
04:15	14		18		0	0	32		16:15	509		375		0	0	884	
04:30	15		26		0	0	41		16:30	572		351		0	0	923	
04:45	19	62	38	95	0	0	57	157	16:45	531	2142	359	1395	0	0	890	3537
05:00	27		48		0	0	75		17:00	597		345		0	0	942	
05:15	26		62		0	0	88		17:15	592		411		0	0	1003	
05:30	38		101		0	0	139		17:30	567		364		0	0	931	
05:45	53	144	99	310	0	0	152	454	17:45	534	2290	388	1508	0	0	922	3798
06:00	43		99		0	0	142		18:00	536		347		0	0	883	
06:15	74		139		0	0	213		18:15	476		363		0	0	839	
06:30	102		199		0	0	301		18:30	416		280		0	0	696	
06:45	117	336	250	687	0	0	367	1023	18:45	350	1778	322	1312	0	0	672	3090
07:00	185		313		0	0	498		19:00	323		243		0	0	566	
07:15	237		537		0	0	774		19:15	328		261		0	0	589	
07:30	315		628		0	0	943		19:30	295		235		0	0	530	
07:45	367	1104	558	2036	0	0	925	3140	19:45	274	1220	198	937	0	0	472	2157
08:00	368		595		0	0	963		20:00	221		189		0	0	410	
08:15	323		560		0	0	883		20:15	236		162		0	0	398	
08:30	296		539		0	0	835		20:30	234		145		0	0	379	
08:45	300	1287	488	2182	0	0	788	3469	20:45	234	925	152	648	0	0	386	1573
09:00	278		361		0	0	639		21:00	229		143		0	0	372	
09:15	241		363		0	0	604		21:15	208		148		0	0	356	
09:30	257		415		0	0	672		21:30	173		117		0	0	290	
09:45	304	1080	344	1483	0	0	648	2563	21:45	156	766	101	509	0	0	257	1275
10:00	267		322		0	0	589		22:00	152		82		0	0	234	
10:15	297		305		0	0	602		22:15	121		76		0	0	197	
10:30	279		309		0	0	588		22:30	78		44		0	0	122	
10:45	281	1124	308	1244	0	0	589	2368	22:45	67	418	50	252	0	0	117	670
11:00	329		307		0	0	636		23:00	76		43		0	0	119	
11:15	326		271		0	0	597		23:15	52		41		0	0	93	
11:30	334		329		0	0	663		23:30	50		38		0	0	88	
11:45	325	1314	309	1216	0	0	634	2530	23:45	31	209	34	156	0	0	65	365
TOTALS		6657		9452				**16109**	**TOTALS**		15917		11798				**27715**
SPLIT %		41.3%		58.7%				**36.8%**	**SPLIT %**		57.4%		42.6%				**63.2%**

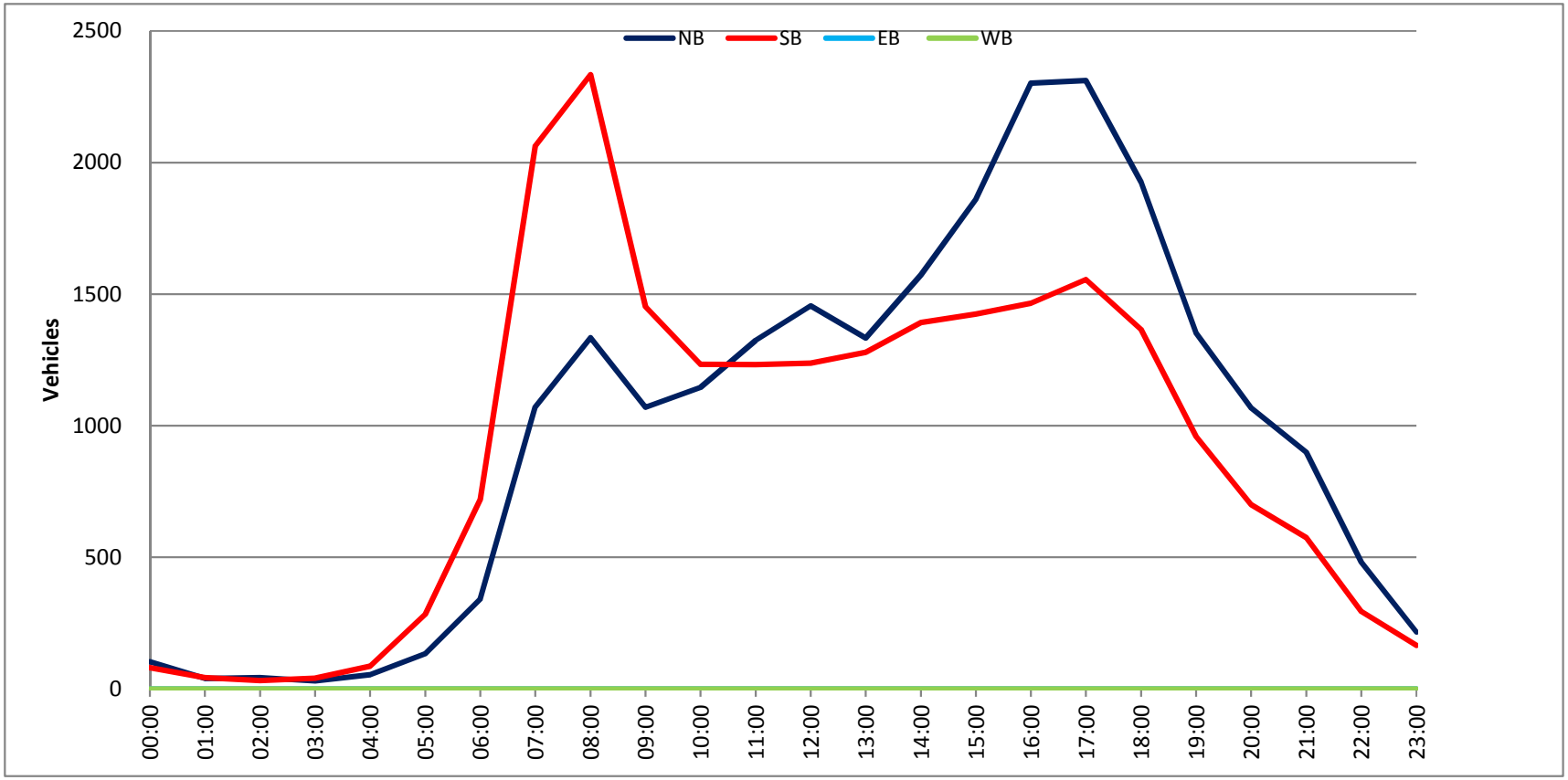
DAILY TOTALS	NB	SB	EB	WB	Total
	22,574	21,250	0	0	43,824

AM Peak Hour	11:45	07:30					**07:30**		**PM Peak Hour**	16:30	17:15					**17:00**		
AM Pk Volume	1430	2341					**3714**		**PM Pk Volume**	2292	1510					**3798**		
Pk Hr Factor	0.924	0.932					**0.964**		**Pk Hr Factor**	0.960	0.918					**0.947**		
7 - 9 Volume	2391	4218	0	0			**6609**		**4 - 6 Volume**	4432	2903	0	0			**7335**		
7 - 9 Peak Hour	07:30	07:30					**07:30**		**4 - 6 Peak Hour**	16:30	17:00					**17:00**		
7 - 9 Pk Volume	1373	2341	0	0			**3714**		**4 - 6 Pk Volume**	2292	1508	0	0			**3798**		
Pk Hr Factor	0.933	0.932	0.000	0.000			**0.964**		**Pk Hr Factor**	0.960	0.917	0.000	0.000			**0.947**		

Prepared by NDS/ATD

Project #: 16-7361-004 **City:** Atherton

Location: El Camino Real between Selby Lane and **Date:** 5/10/2016



Prepared by NDS/ATD

Project #: 16-7361-004 **City:** Atherton

Location: El Camino Real between Selby Lane and **Date:** 5/11/2016

Prepared by NDS/ATD

Project #: 16-7361-004 **City:** Atherton

Location: El Camino Real between Selby Lane and **Date:** 5/12/2016

Prepared by NDS/ATD

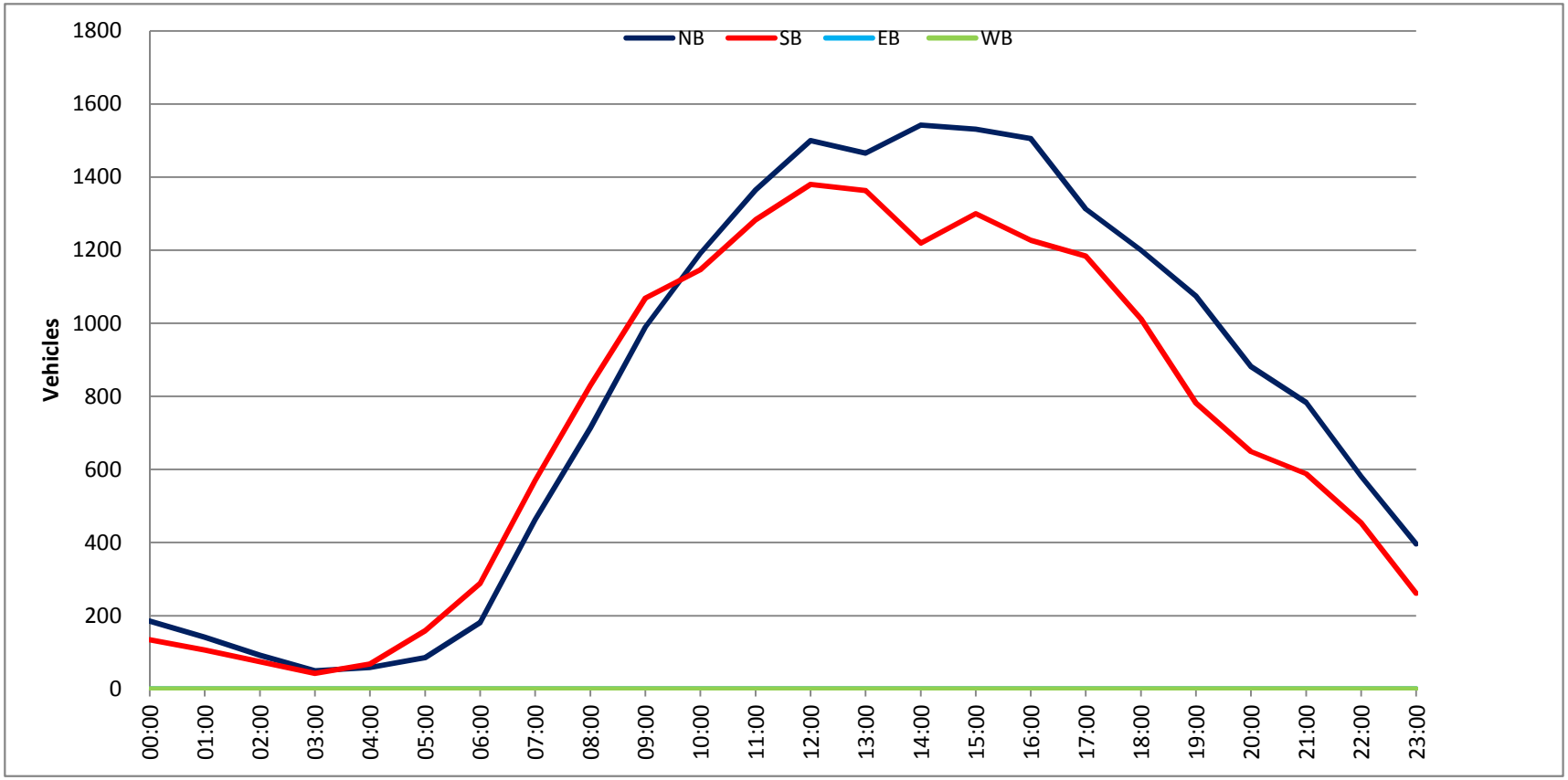
Project #: 16-7361-004 **City:** Atherton

Location: El Camino Real between Selby Lane and **Date:** 5/13/2016

Prepared by NDS/ATD

Project #: 16-7361-004 **City:** Atherton

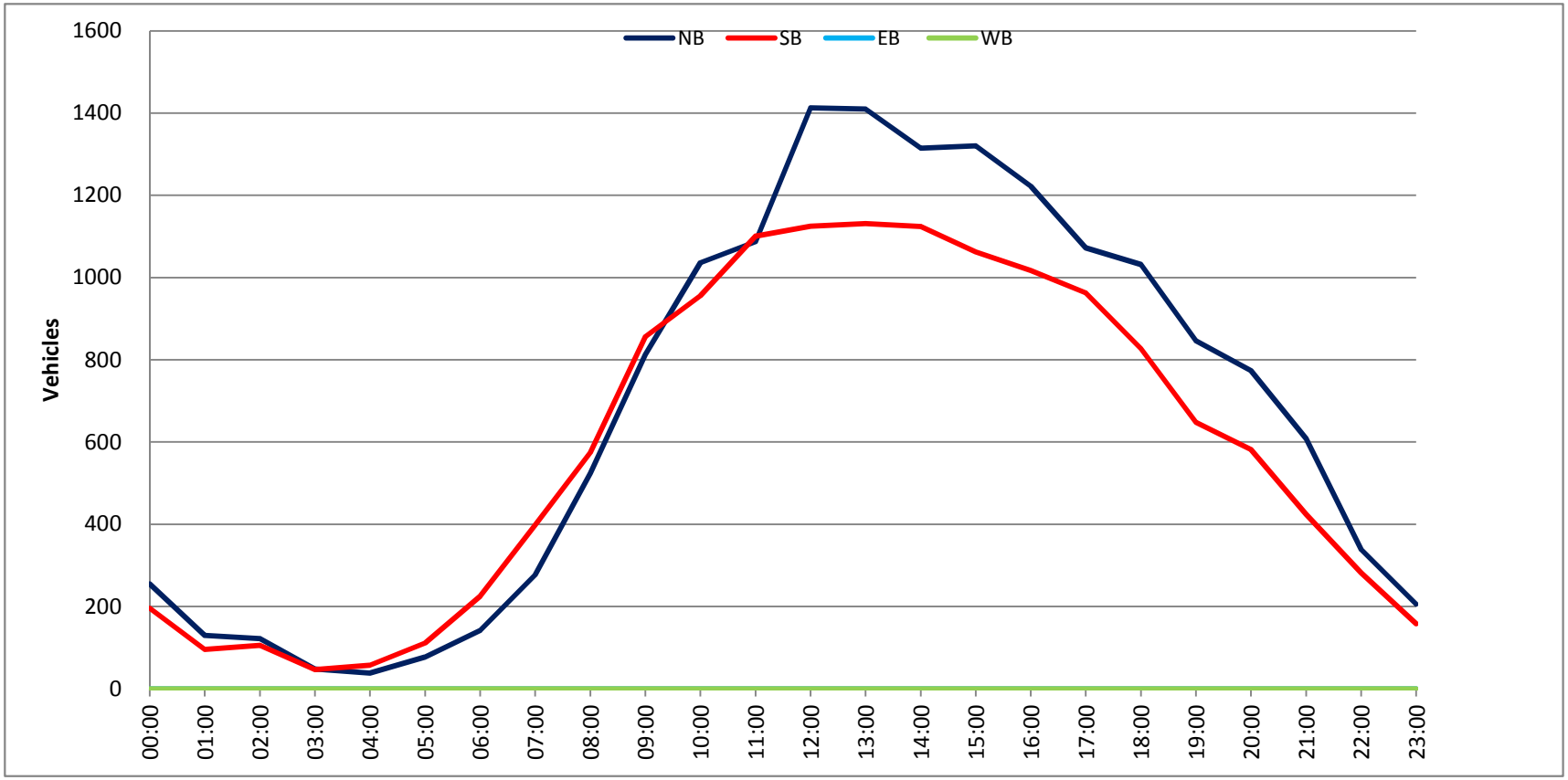
Location: El Camino Real between Selby Lane and **Date:** 5/14/2016



Prepared by NDS/ATD

Project #: 16-7361-004 **City:** Atherton

Location: El Camino Real between Selby Lane and **Date:** 5/15/2016



Prepared by NDS/ATD

Project #: 16-7361-004 **City:** Atherton

Location: El Camino Real between Selby Lane and **Date:** 5/16/2016

B.A.Y.M.E.T.R.I.C.S.

ORIGIN & DESTINATION SUMMARY

PROJECT:	**ORIGIN - DESTINATION SURVEYS IN ATHERTON**		
SURVEY DATE:	**6/2/2016**	**SURVEY DAY:**	**THURSDAY**
SURVEY TIME:	**7:00 AM to 9:00 AM**		
JURISDICTION:	**ATHERTON**	**FILE:**	**3606056-AM**
LOCATION:	**ORIGIN:**	**DESTINATION:**	
ROUTE 1	1. OAKWOOD DRIVE, WEST OF EL CAMINO REAL	4. OAKWOOD BLVD, NORTH OF SELBY LANE	
ROUTE 2	2. FIFTH AVENUE, EAST OF EL CAMINO REAL	5. WAVERLY AVENUE, NORTH OF FIFTH AVENUE	
ROUTE 3	3. OAKWOOD BLVD, NORTH OF SELBY LANE	6. OAKWOOD DRIVE, WEST OF EL CAMINO REAL	

TIME			ROUTE 1			ROUTE 2			ROUTE 3		
From		To	O	D	MATCH	O	D	MATCH	O	D	MATCH
TOTAL BY PERIOD											
7:00 AM	to	7:15 AM	8	9	**1**	89	1	**0**	11	33	**4**
7:15 AM	to	7:30 AM	17	9	**0**	136	3	**1**	9	47	**3**
7:30 AM	to	7:45 AM	21	33	**3**	135	10	**4**	10	64	**7**
7:45 AM	to	8:00 AM	21	45	**4**	182	5	**2**	21	47	**11**
8:00 AM	to	8:15 AM	30	37	**5**	213	3	**3**	42	76	**27**
8:15 AM	to	8:30 AM	22	35	**6**	189	9	**3**	54	85	**44**
8:30 AM	to	8:45 AM	12	21	**1**	234	7	**4**	41	63	**28**
8:45 AM	to	9:00 AM	20	31	**2**	191	10	**4**	31	33	**13**
HOURLY TOTALS											
7:00 AM	to	8:00 AM	67	96	**8**	542	19	7	51	191	**25**
7:15 AM	to	8:15 AM	89	124	**12**	666	21	10	82	234	**48**
7:30 AM	to	8:30 AM	94	150	**18**	719	27	12	127	272	**89**
7:45 AM	to	8:45 AM	85	138	**16**	818	24	12	158	271	**110**
8:00 AM	to	9:00 AM	84	124	**14**	827	29	14	168	257	**112**

SUMMARY

PEAK	TIME From		TO	ROUTE 1 O	ROUTE 1 D	ROUTE 1 MATCH
HOUR	7:30 AM	to	8:30 AM	**94**	**150**	**18**
PERIOD	7:00 AM	to	9:00 AM	**151**	**220**	**22**
HOUR	8:00 AM	to	9:00 AM			
PERIOD	7:00 AM	to	9:00 AM			
HOUR	8:00 AM	to	9:00 AM			
PERIOD	7:00 AM	to	9:00 AM			

ROUTE 2		
O	D	MATCH
827	**29**	**14**
1369	**48**	**21**

ROUTE 3		
O	D	MATCH
168	**257**	**112**
219	**448**	**137**

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ORIGIN & DESTINATION SUMMARY

PROJECT:	**ORIGIN - DESTINATION SURVEYS IN ATHERTON**		
SURVEY DATE:	**6/2/2016**	**SURVEY DAY:**	**THURSDAY**
SURVEY TIME:	**1:15 PM** **to** **3:15 PM**		
JURISDICTION:	**ATHERTON**	**FILE:**	**3606056-MD**
LOCATION:	**ORIGIN:**	**DESTINATION:**	
ROUTE 1	1. OAKWOOD DRIVE, WEST OF EL CAMINO REAL	4. OAKWOOD BLVD, NORTH OF SELBY LANE	
ROUTE 2	2. FIFTH AVENUE, EAST OF EL CAMINO REAL	5. WAVERLY AVENUE, NORTH OF FIFTH AVENUE	
ROUTE 3	3. OAKWOOD BLVD, NORTH OF SELBY LANE	6. OAKWOOD DRIVE, WEST OF EL CAMINO REAL	

TIME			**ROUTE 1**			**ROUTE 2**			**ROUTE 3**		
From		To	O	D	MATCH	O	D	MATCH	O	D	MATCH
TOTAL BY PERIOD											
1:15 PM	to	1:30 PM	20	20	**3**	140	9	**7**	15	19	**4**
1:30 PM	to	1:45 PM	19	7	**2**	156	2	**1**	50	47	**33**
1:45 PM	to	2:00 PM	20	8	**0**	186	5	**3**	35	41	**26**
2:00 PM	to	2:15 PM	15	6	**1**	173	8	**5**	26	23	**11**
2:15 PM	to	2:30 PM	17	10	**0**	160	6	**3**	19	27	**5**
2:30 PM	to	2:45 PM	20	8	**1**	153	2	**1**	26	28	**11**
2:45 PM	to	3:00 PM	25	17	**2**	158	4	**1**	25	25	**8**
3:00 PM	to	3:15 PM	30	25	**5**	189	5	**2**	17	38	**9**
HOURLY TOTALS											
1:15 PM	to	2:15 PM	74	41	**6**	655	24	**16**	126	130	**74**
1:30 PM	to	2:30 PM	71	31	**3**	675	21	**12**	130	138	**75**
1:45 PM	to	2:45 PM	72	32	**2**	672	21	**12**	106	119	**53**
2:00 PM	to	3:00 PM	77	41	**4**	644	20	**10**	96	103	**35**
2:15 PM	to	3:15 PM	92	60	**8**	660	17	7	87	118	**33**

SUMMARY

PEAK	**TIME** From	To	**ROUTE 1** O	D	MATCH						
HOUR	2:15 PM	to 3:15 PM	**92**	**60**	**8**	**ROUTE 2**					
PERIOD	1:15 PM	to 3:15 PM	**166**	**101**	**14**	O	D	MATCH			
HOUR	1:15 PM	to 2:15 PM				**655**	**24**	**16**	**ROUTE 3**		
PERIOD	1:15 PM	to 3:15 PM				**1315**	**41**	**23**	O	D	MATCH
HOUR	1:30 PM	to 2:30 PM							**130**	**138**	**75**
PERIOD	1:15 PM	to 3:15 PM							**213**	**248**	**107**

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ORIGIN & DESTINATION SUMMARY

PROJECT:	**ORIGIN - DESTINATION SURVEYS IN ATHERTON**		
SURVEY DATE:	**6/2/2016**	**SURVEY DAY:**	**THURSDAY**
SURVEY TIME:	**4:00 PM to 6:00 PM**		
JURISDICTION:	**ATHERTON**	**FILE:**	**3606056-PM**
LOCATION:	**ORIGIN:**	**DESTINATION:**	
ROUTE 1	1. OAKWOOD DRIVE, WEST OF EL CAMINO REAL	4. OAKWOOD BLVD, NORTH OF SELBY LANE	
ROUTE 2	2. FIFTH AVENUE, EAST OF EL CAMINO REAL	5. WAVERLY AVENUE, NORTH OF FIFTH AVENUE	
ROUTE 3	3. OAKWOOD BLVD, NORTH OF SELBY LANE	6. OAKWOOD DRIVE, WEST OF EL CAMINO REAL	

TIME			ROUTE 1			ROUTE 2			ROUTE 3		
From		To	O	D	MATCH	O	D	MATCH	O	D	MATCH
TOTAL BY PERIOD											
4:00 PM	to	4:15 PM	35	16	**4**	199	10	**6**	33	30	**9**
4:15 PM	to	4:30 PM	32	8	**2**	218	6	**4**	23	28	**7**
4:30 PM	to	4:45 PM	40	20	**4**	202	8	**5**	25	28	**5**
4:45 PM	to	5:00 PM	31	15	**2**	210	5	**4**	27	32	**7**
5:00 PM	to	5:15 PM	31	14	**5**	210	7	**4**	37	43	**9**
5:15 PM	to	5:30 PM	40	13	**4**	225	8	**6**	29	48	**12**
5:30 PM	to	5:45 PM	39	20	**7**	197	7	**4**	35	43	**8**
5:45 PM	to	6:00 PM	47	25	**5**	160	3	**1**	29	37	**11**
HOURLY TOTALS											
4:00 PM	to	5:00 PM	138	59	**12**	829	29	**19**	108	118	**28**
4:15 PM	to	5:15 PM	134	57	**13**	840	26	**17**	112	131	**28**
4:30 PM	to	5:30 PM	142	62	**15**	847	28	**19**	118	151	**33**
4:45 PM	to	5:45 PM	141	62	**18**	842	27	**18**	128	166	**36**
5:00 PM	to	6:00 PM	157	72	**21**	792	25	**15**	130	171	**40**

SUMMARY

PEAK	TIME From		TIME To	ROUTE 1 O	ROUTE 1 D	ROUTE 1 MATCH
HOUR	5:00 PM	to	6:00 PM	**157**	**72**	**21**
PERIOD	4:00 PM	to	6:00 PM	**295**	**131**	**33**
HOUR	4:30 PM	to	5:30 PM			
PERIOD	4:00 PM	to	6:00 PM			
HOUR	5:00 PM	to	6:00 PM			
PERIOD	4:00 PM	to	6:00 PM			

ROUTE 2		
O	D	MATCH
847	**28**	**19**
1621	**54**	**34**

ROUTE 3		
O	D	MATCH
130	**171**	**40**
238	**289**	**68**

TEL: (510) 232 - 1271 EMAIL: Baymetrics@gmail.com

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY

DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 7:00 AM TO 9:00 AM

JURISDICTION: ATHERTON **FILE:** 3606056-1AM

LOCATION: **ORIGIN:** **DESTINATION:**

1. OAKWOOD DRIVE, WEST OF EL CAMINO REAL TO 4. OAKWOOD BLVD, NORTH OF SELBY LANE

TIME	ROUTE 1		TIME	ROUTE 1		TIME	ROUTE 1		TIME	ROUTE 1	
	ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION
	5526	X081		R020	M093		F434	Z108		A885	M163
	B100	W644		W733	38M1		9138	G126		F987	S647
	T595	L343		X865	33H1		B859	S426		6550	K713
	P161	W645		C169	F775		G389	U833		4397	V874
	K256	P456		E140	TOWNE		G419	U904		1033	6241
	Z160	K256		S670	Y977		58T1	B859		8114	V151
	F847	16C1		P691	T898		V904	H769		S847	C478
	S109	G415		H697	E155		V922	J894		D130	6550
		4883		D622	6017		D115	L098		C278	W855
				X081	H506		D628	J353		U176	A253
				36K1	68A1		F483	R465		5030	E473
				W513	U284		W333	9531		L501	W791
				R726	H386		D656	D557			D590
7:00 AM			7:30 AM	W645	9361	8:00 AM	7220	M825	8:30 AM		V320
				1641	R046		W075	G419			M253
				6942	F832		H251	X082			S553
7:15 AM			7:45 AM	V761	E140	8:15 AM	3082	E209	8:45 AM		G389
				P085	AXON		D996	R988			DGZL
				70G1	G898		W592	X672			N080
				A808	C934		J952	U150			H929
				E543	R827		J747	N949			B923
					G035		D024	H251			
					E787		L082	3082			
					G609		D176	D996			
					Z454		V123	B286			
					D115		Y987	L831			
					V687		Z043	M157			
					Y011		D613	P767			
					L721		6593	N761			
					Z788		L993	C357			
					9913			D728			
					70G1			M116			
					5656			3198			
								V452			
								W730			
								F359			
								V662			
	M216	G804		D080	8789		X155	L993		J067	H693
	Y487	X752		G705	8186		F946	M004		H969	E166
	A658	M118		E666	17X1		H078	J592		O242	E696
	U592	G255		3396	7277		K068	K292		T823	Z840
	Z111	40A2		8616	T980		W683	1581		K164	E209
	P755	F341		G526	R444		R587	X155		C657	T691
	42W1	R635		95J1	X496		D961	P976		X092	O242
	4291	4794		07A1	60K1		J889	Z706		O682	O224
	4780	C910		S727	E543		W169	P868		7242	J639
	K388			N674	D080		G391	U514		A956	9106
	Y517			2568	G526		6595	R587		Z641	E930
	1054			D196	R756		C691	7345		S147	Z788
	R046			W036	A712		S604	W169		X019	V810
7:15 AM	Y889		7:45 AM	P609	V587	8:15 AM	4595	V216	8:45 AM	G179	90V1
	S957			X847	C630		O224	O143		V123	Y332
	1032			D712	F094		7352	X580		U040	W373
7:30 AM	W075		8:00 AM	8983	Y476	8:30 AM	U589	C691	9:00 AM	E675	F987
				B757	Z364		M270	C969		K460	Z345
				W257	J045		D461	M932		U514	W476
				73H0	Y428		W522	K732		1246	Z641
				G983	T360		K215	A640			N313
					E473		H721	R140			S391
					S839			D598			8145
					L542			U589			W681
					33H1			77X1			IDOC
					V534			Z257			1942
					B513			4856			Z100
					U714			G181			A140
					C642			MOTO			D915
					Y749			S643			F980
					J595			DIST			Y065
					V550			W151			
					A862			Z607			
					X847			16C1			
					W645			E954			
					H545						
					L927						
					P471						
					W784						
					J173						
					T892						
					O224						
					B310						
					Z200						
					B043						

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MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY

DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 1:15 PM TO 3:15 PM

JURISDICTION: ATHERTON **FILE:** 3606056-1MD

LOCATION: **ORIGIN:** **DESTINATION:**

1. OAKWOOD DRIVE, WEST OF EL CAMINO REAL TO 4. OAKWOOD BLVD, NORTH OF SELBY LANE

TIME	ROUTE 1		TIME	ROUTE 1		TIME	ROUTE 1		TIME	ROUTE 1	
	ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION
	Z178	Y991		L891	X525		B927	D115		F784	X366
	X160	F000		S147	F253		J910	M593		M474	KINS
	J474	X160		A925	77U1		5878	H280		6427	B255
	NEW CAR	Z017		AXON	370U		Y521	E261		M364	Z373
	A933	N187		D024	R196		G114	H693		U592	5573
	26M1	5683		Z487	3198		M157	V949		H045	L343
	90L1	G918		B178	F535		N933	21D1		NEW CAR	IZEE
	01M1	H454		N458	R627		C278	A421		W645	J438
	N187	E259		G431			G389	D567		B923	F987
	H454	N313		M076			K239	F606		J438	X533
	O134	P143		G181			L217			E460	V426
	C656	O971		L455			85A1			F407	F453
	S076	77U1		6595			B757			4886	A179
1:15 PM	V123	OREL	1:45 PM	V954		2:15 PM	Y151		2:45 PM	R756	H296
	4629	P388		28B1			P546			6090	L993
	U579	V151		8447			J185			36K1	DALY
1:30 PM	7199	X891	2:00 PM	J501		2:30 PM	O5B1		3:00 PM	4397	E691
	K006	P767		INMX						2585	
	K429	Y282		A526						E363	
	ORVS	Z108		P804						L993	
										E778	
										B178	
										4285	
										D327	
										3743	
	Y964	3719		A516	G415		B435	P632		B178	J185
	T583	20K1		A140	G431		G179	M116		P298	BJ.BJ2
	C446	S447		Y165	W645		A003	Z820		ZCME	P298
	T851	U332		K460	R924		C184	O107		N729	L738
	P503	01D1		D165	3534		O107	D728		Z345	W484
	S447	S100		D111	J298		1329	K998		B671	E627
	9237	L747		4969			G600	U398		L738	1964
	8410			H771			D177	5573		V444	S504
	V761			J344			J438			L636	P888
	K111			D057			R502			W484	G398
	L242			5206			M473			V397	24B.269
	S100			M253			L198			E894	W645
	7129			C411			55R1			T752	O590
1:30 PM	R808		2:00 PM	P406		2:30 PM	29B1		3:00 PM	V232	CREEK
	A385			L109			G268			G770	G318
	V739						S328			Z889	4856
1:45 PM	D461		2:15 PM			2:45 PM	Y108		3:15 PM	F952	88W1
	V706						N291			05A1	4226
	C840						C908			K164	K164
							T392			B629	1038
										G361	E343
										85T1	F089
										B991	E523
										K179	B524
										E896	G500
										T809	
										X407	
										W915	
										V587	
										F089	

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MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY

DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 4:00 PM TO 6:00 PM

JURISDICTION: ATHERTON **FILE:** 3606056-1PM

LOCATION: **ORIGIN:** **DESTINATION:**

1. OAKWOOD DRIVE, WEST OF EL CAMINO REAL TO 4. OAKWOOD BLVD, NORTH OF SELBY LANE

TIME	ROUTE 1		TIME	ROUTE 1		TIME	ROUTE 1		TIME	ROUTE 1	
	ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION
	E524	X634		X525	E134		J087	J087		P046	N232
	R755	U476		R923	63A2		P206	P206		1246	G182
	T173	E524		V928	Y635		W175	IQUE		T979	X057
	V890	J411		P161	F258		U904	2290		T931	F363
	2076	V890		A667	F671		W803	W803		F342	V621
	D628	J640		R046	E637		C052	8338		D917	Z682
	V035	Z429		V283	N606		MOTO	C815		K657	9622
	B028	S689		J656	S411		H455	N593		11E1	H545
	H679	ACUN		P587	C419		LUUZ	J622		E209	V572
	R721	K055		V434	X525		Z341	F556		V621	N782
	M475	C181		3396	Y476		9027	L721		9622	N719
	M002	Z577		U598	V283		NEW CAR	T398		C250	P050
	S689	WALK		V836	1877		R704	66F1		J392	N521
4:00 PM	S227	M445	4:30 PM	M169	R827	5:00 PM	6295	22T1	5:30 PM	T533	C743
	L562	E743		X879	A739		C815			S096	C899
	4870	P618		91J1	79X1		M614			Z671	22U1
4:15 PM	X794		4:45 PM	P434	54L1	5:15 PM	E205		5:45 PM	V572	N949
	E263			P449	X974		B884			N782	N525
	S954			S422	D486		R390			N719	RAM
	NEW CAR			1014	A715		7991			LDRS	V484
	K055			S923			F556			K225	
	U849			F583			Y896			P699	
	Y673			L189			F519			B921	
	Y082			NEW CAR			G007			U283	
	1132			N257			R235			S445	
	K049			P456			B539			C899	
	OGRH			V072			L496			T384	
	R529			B609			C124			U093	
	F905			P377			L578			OMAS	
	5759			P926			65G1			N949	
	Z932			V123			NEW CAR			H876	
	M109			79X1						N611	
	K025			L876						V741	
	9205			4872						G480	
	R460			A950						Z389	
				D400						9560	
				C969						NEW CAR	
				D055						H335	
				L356						5295	
				T594							
	F946	B879		1630	L267		Y257	U833		J166	E883
	6502	H993		X808	F275		V434	M682		X865	H448
	C621	5779		68H1	E473		4952	R403		42X1	42X1
	E246	6090		98C1	F832		B645	E473		P713	G621
	C798	X398		S583	37X1		X215	4952		G367	E524
	85A1	Z394		L097	P456		V470	OSMO		T840	D951
	H993	L914		N458	6092		N291	C548		R703	R704
	D051	7129		4YHS	D6ZL		J296	V253		K635	C840
	E818			Z354	H621		RCHD	B038		6630	N313
	K034			RUNR	L884		D331	Y428		ORVS	G004
	B177			Z311	9168		C548	T173		E524	Z426
	C753			POSTAL	F818		H353	N223		S966	F359
	D727			Z330	L333		9824	D926		U130	A830
4:15 PM	34Y1		4:45 PM	3114	M672	5:15 PM	N786		5:45 PM	E891	V320
	N195			6WMH	G546		R549			G546	W645
	L874			6092			9847			D884	N521
4:30 PM	C798		5:00 PM	LLOA		5:30 PM	V253		6:00 PM	C840	P976
	Z394			Z892			M004			U035	S689
	X398			2878			X761			J143	S779
	D6CL			L884			L387			L580	P867
	5067			O224			L189			N522	A778
	B138			Y754			HAWA			Z426	E130
	Z560			V139			C037			B300	C403
	KES2			T517			V042			B310	U728
	AXON			V705			R046			A633	S335
	A885			F100			Y740			F231	
	6187			B921			C525			M069	
	V982			D448			G101			F231	
	T645			18W1			H652			E155	
	F258			N199			C429			D538	
	F671			7129			N170			U728	
	A463						R927			C339	
							T206			U985	
							U730			A723	
							D095			U301	
							G993			N634	
							L166			SRAD	
							7649			M248	
							N223			N521	
							N093			J334	
										H707	
										M607	
										T961	
										T217	
										L228	
										J474	
										P012	

TEL: (510) 232-1271 **EMAIL: Baymetrics@gmail.com**

MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY
DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 7:00 AM TO 9:00 AM
JURISDICTION: ATHERTON **FILE:** 3606056-2PM
LOCATION: **ORIGIN:** 2. FIFTH AVENUE, EAST OF EL CAMINO REAL TO **DESTINATION:** 5. WAVERLY AVENUE, NORTH OF FIFTH AVENUE

TIME	ROUTE 2 ORIGIN			DESTINATION
	6250	R802	H800	Z910
	S482	X081	H698	
	2606	D515	X	
	K304	X	N888	
	GIRL	L548	2037	
	M416	N544	2943	
	3555	F656	B364	
	X	B463	E876	
	H833	9417	NEW CAR	
	M702	X	98E1	
	T639	L815	B904	
	R193	C696	25R1	
	V007	R446	9460	
	X	J822		
	Z447	8411		
	22A1	X		
		X		
		95A1		
		9463		
		C005		
		X819		
		O814		
		F774		
7:00 AM		W403		
		9899		
		C671		
7:15 AM		L003		
		X		
		LDER		
		W645		
		C048		
		L074		
		B387		
		K791		
		Y248		
		X		
		T733		
		1271		
		43V1		
		9431		
		X		
		Z812		
		4990		
		M137		
		L804		
		A704		
		N496		
		8421		
		9246		
		C646		
		9138		
		E852		
		F873		
		R765		
		Y465		
		C928		
		V429		
		R043		
		X		
		Y186		
	6568	32G1	C623	J186	81U1
	T954	R210	D546	B434	A502
	M471	U682	S430	X979	5978
	L028		X520	J118	
	DI		M471	V523	
	B423		L028	V118	
	E650		A502	X	
	X		X120	Y039	
	Y565		M600	5281	
	N086		X585		
	4573		K447		
	8299		9225		
	M762		X303		
	Y367		8882		
	L261		8299		
	X		X839		
	F684		E353		
	8188		Y966		
	K949		W966		
	D274		L141		
	G566		D917		
	4432		S808		
	E180		7801		
7:15 AM	X223		B859		
	W113		X		
	X373		7130		
7:30 AM	B568		W251		
	Y778		8118		
	6880		E703		
	U338		Z343		
	U763		80B1		
	E494		3672		
	S249		J587		
	X		Y540		
	6092		B171		
	X		B881		
	J168		D009		
	Z381		P734		
	B171		X		
	A622		E302		
	42W1		H849		
	5732		9369		
	73B1		70N1		
	X435		6449		
	E439		X		
	X214		7471		
	C020		U113		
	W858		G504		
	E844		04F1		
	E430		N405		
	S203		O512		
	B360		F239		
	8315		5374		
	D106		F929		
	9199		D842		
	D818		G202		
	P534		4389		
	H195		7292		
	X979		R574		
	5128		F946		
	65W1		D471		
	8531		P275		

TIME	ROUTE 2 ORIGIN				DESTINATION
	Z720	2422	F904		Z966
	U700	K256	7319		94E1
	L462	L387	H501		NEW CAR
	W158	C042	J015		62Y1
	J182	B062	U620		R094
	P034	F616	G438		Z354
	V257	V483	J755		47G1
	D317	G087	A362		4919
	V908	5555	K976		S138
	J905	5874	X		1374
	V130	9433	H078		
	B047	P456	62Y1		
	U961	F458	A891		
	H897	K804	J030		
	1745	CKEN	P863		
	96L1	G723	C364		
	T040		K005		
	X182		T519		
	2548		T662		
	NEW CAR		3017		
	6431		H686		
	E210		A830		
	V953		N747		
7:30 AM	S342		O335		
	L498		3396		
	2635		R094		
7:45 AM	U284		N502		
	E080		Z354		
	U242		M152		
	E498		G795		
	R994		G562		
	U563		A959		
	H530		4919		
	P120		U900		
	D547		R732		
	9303		B722		
	R911		61N1		
	T477		Z731		
	D724		X857		
	J314		K420		
	79V1		C667		
	22G1		N743		
	A814		L918		
	72HW		J214		
	X857		Z168		
	T097		F725		
	3LUJ		W548		
	D858		A742		
	Z823		L387		
	B158		R138		
	S199		H694		
	Y212		W806		
	K695		A798		
	9797		S882		
	U868		S003		
	W548		4410		
	S252		P019		
	1745		V768		
	R217		C048		
			M200		
	F336	F086	N555	1551	1745
	C267	H749	X	U453	L083
	3860	H416	V959	J787	L065
	5683	F939	6256	X045	Z086
	1386	M673	NEW CAR	X718	W653
	G711	G761	T208	H324	
	F609	J722	C594	C005	
	D910	P595	K917	P567	
	R841	1386	R402	4078	
	D613	6003	71U1	F040	
	33J1	W148	L631	D704	
	Z238	Z304	K196	8522	
	X617	L710	W646	U637	
	F616	S069	U206	R260	
	8597	R386	C053	J268	
	X	M873	3679	41S1	
	G340	W678	X	9805	
	B257	8336	T583	J276	
	H507	C366	A152	E910	
	J063	4959	A370	D911	
	C135	K055	W214	X	
	G286	K236	F657	9576	
	E658	T536	5759	1758	
7:45 AM	X028	4133	A533	56W1	
	43X1	A306	OGAG	C477	
	87V1		L065	H783	
8:00 AM	J474		C223	01U1	
	M009		53A1	X458	
	C682		F225	C107	
	R098		V295	M689	
	7553		P025	G250	
	S217		N850	Z484	
	N322		B176	1544	
	VED2		A482		
	V343		N839		
	T553		L199		
	K257		N994		
	Y530		72A1		
	M106		P649		
	7596		24L1		
	R393		5980		
	R564		F014		
	L028		S587		
	O653		C962		
	P055		H168		
	8270		C121		
	A668		X365		
	LXBL		N986		
	C891		NEW CAR		
	V184		D425		
	J508		5191		
	V122		X		
	X196		C707		
	G682		Y281		
	F505		U874		
	N725		E106		
	K913		J508		
	T306		NO PLATE		
	91X1		A179		
	U169		C236		
	H758		D119		

TIME	ROUTE 2 ORIGIN				DESTINATION
	B318	V486	R983	L791	1758
	N639	L628	M549	5284	C918
	W619	A957	W296	X671	R726
	X303	61S1	95T1	A738	
	T282	C447	X	R726	
	G027	76L1	R486	B150	
	Y010	A907	V737	E180	
	Z495	C260	C918	B403	
	R750	V399	N135	S867	
	C984	U243	V737	X	
	Z138	A899	J752	32W1	
	O858	E459	U897	S006	
	8584	N373	V011	E293	
	S686	T150	W140	S411	
	D024	N549	81F1	F180	
	Y156	S339	N258	X	
	81U1	C079	S564	Z103	
	5906	W263	T074	R811	
	W971	LHAK	D949	8017	
	N611	A146	X713	B834	
	T996	X677	X496	N066	
	V768	Y504	78T1	K172	
	S911	G809	H423	P421	
8:00 AM	Y320	V996	J768	F485	
	N469	N705	Y907	BBLE	
	F426	RICE	X	T624	
8:15 AM	N156	F875	B246	26X1	
	8405	S878	F662	W981	
	E988	4046	X	D615	
	W397	PCAF	NEW CAR	W724	
	D807	X568	C221	K195	
	9037	01F1	23X1	W347	
	G093	C313	L934	X587	
	D825	DLEE	C550	Y163	
	B657	M371	X	N514	
	22K1	J256	V543		
	J905	X975	W211		
	P429	K250	C705		
	M560	L221	F946		
	L489	D422	G657		
	6379	P487	1836		
	N231	WOOD	H136		
	7342	J942	M840		
	O063	P521	90T1		
	H953	31G1	6298		
	Y278	K156	D968		
	B109	N013	W312		
	K461	L203	C300		
	N439	NEW CAR	R369		
	C134	L267	Y750		
	E531	S216	A582		
	H183	O920	BSA		
	G807	C607	B962		
	V218	A468	W778		
	J894	V715	F371		
	L006	1665	T121		
	R058	822U	T965		
	A617	F583	A866		
	7543		Z114		
	S785		H504		
	5287	J055	R577	V954	NEW CAR
	N810	D472	1679	S274	C256
	Z630	7562	3784	B97	R799
	V868	U542	R243	Y628	8532
	1966	1676	4385	69R1	0944
	Z928	H692	J278	00H1	X804
	V118	38D1	O214	J904	5930
	M265	D387	X109	M206	R405
	3198	7591	E206	NEW CAR	A956
	K548	F295	30E1	E206	
	XEIE	N969	NETE	L993	
	S930	D080	Y552	G943	
	M118	8185	T486	M151	
	T753	F500	O529	A956	
	E369	J299	039	B313	
	16J1	B327	J077	U096	
	U114	N559	A221	C861	
	4405	C498	NEW CAR	R741	
	B273		J103	33H1	
	X297	N682	H803	X	
	01U1		R382	X	
	96K1	K744	9125	F004	
	T682	R193	8532	TNTX	
8:15 AM	S562	V875	E606	W134	
	R829	D035	2536		
	A748		L731		
8:30 AM	E235	J985	F620		
	C657	D265	G693		
	K851	S072	Z891		
	R645	S272	Y011		
	NEW CAR	H407	T382		
	O632	S625	X		
	48L1	7897	F622		
	Z411	M740	U345		
	V337	7095	U596		
	4573	V862	E750		
	J227	NEW CAR	W059		
	J714	3925	W541		
	B595	E236	N761		
	Z577	5260	GFJ		
	A283	V455	78		
	P43	P363	X		
	Z685	K240	M206		
	V479	K654	F096		
	49B1		X474		
	X280		F060		
	C221		X779		
	B346		V506		
	J182		G703		
	K770		G257		
	J223		5684		
	T673		C109		
	T805		A658		
	X845		E552		
	L961		C785		
	H485		R222		
	H495		O106		
	V165		J473		
	P105		V833		
	6997		A695		
	R917		T364		
	R936		6914		

TIME	ROUTE 2 ORIGIN					DESTINATION
	S228	D545	G179	Y650	A089	Y042
	8114	M079	C145	R044	8615	C339
	V107	7708	X394	R195	X	45U1
	D467	X503	8674	Y042	P420	J568
	Z266	X	18B1	J199	V576	H653
	T908	O669	M367	R733	ZRAW	K762
	D033	6675		X	J094	23R1
	6433	J114		D534	J469	
	Z321	3949		Z175	F466	
	H431	Z266		M910	A153	
	108	J592		W959	F237	
	D049	B961		4856	H653	
	X	G223		NEW CAR	M916	
	R586	M001		A729	NEW CAR	
	7032	D501		H101	A345	
	4700	D996		7852	X368	
	C279	S293		X	14F1	
	B870	W250		Y870	P414	
	X	V919		X	G215	
	9054	C193		F327	LC4U	
	S185	X438		U294	X	
	X787	Z255		R727	L766	
	Y419	A345		U080	177N	
8:30 AM	NEW CAR	T826		NEW CAR	D006	
	87K1	C967		M902	U599	
	U705	A840		D750	B118	
8:45 AM	S821	V429		V438	A253	
	X	G991		K153	N776	
	X	S851		L501	E757	
	G357	E414		G324	M534	
	U696	V088		C015	L749	
	F809	T958		NO PLATE	F415	
	N600	W503		1898	F432	
	T823	L766		T082	Z816	
	M638	V003		45U1	Y204	
	H111	H012		M492	23R1	
	75J1	R851		A002	V886	
	3856	81KD		U993	X	
	U705	B261		Z870	6259	
	L824	R980		R841	13V1	
	N679	B314		9783	8284	
	GOD	R394		NEW CAR	H340	
	9208	Z800		R810	V826	
	C266	J517		Z047	B384	
	W120	G339		NEW CAR	4397	
	H527	Y457		96EN	J463	
	9273	U409		M019	B050	
	F614	M867		P468	NEW CAR	
	V497	C446		X		
	3644	1547		E951		
	H116	Z311		E800		
	E560	D217		G452		
	8336	C769		E584		
	T191	P511		N031		
	W733	L426		K036		
	L458	T669		R413		
	K778	X		9171		
	Z217	F146		E400		
	N006	C322		NEW CAR		
	Y980	10H1		X		
	Z036	9221		B281	G507	M367
	61T1	Z564		A002	C055	K942
	L954	K926		H939	1MTW	C986
	P715	B955		NO PLATE	Z488	M795
	V985	321		Z737	E816	S147
	RBUT	D957		T736	D804	E757
	68E1	Y112		5127	T211	G507
	N777	S429		M549	Z129	75X1
	G747	E961		C465	2594	Z129
	F774	L719		P471	X987	9032
	S327	J297		M806	D830	
	K359	49H1		V656	B321	
	G787	P358		32V1	MOTO	
	B460	55N0		A566	E242	
	J108	D429		T868	E463	
	B206	Y443		J904	R630	
	X312	C409		C865	CHEN	
	T676	O3M1		K325	34G1	
	J500	G101		Z725	7972	
	9644	F370		C729	B697	
	R809	A116		R737	P608	
	M390	W476		Z678		
	8573	G261		9611		
8:45 AM	O158	B284		S087		
	U131	K287		P577		
	K815	2149		V350		
9:00 AM	R074	U339		K646		
	9427	5863		C016		
	T637	D724		E356		
	1396	N003		S519		
	N080	Y1463		2570		
	K248	F303		8494		
	H077	V002		9033		
	J023	R519		V464		
	Z100	F287		M124		
	R587	Z139		O130		
	R292	S647		C565		
	09Y1	MOTO		8088		
	A986	F774		M219		
	G631	N933		T440		
	H628	F251		NEW CAR		
	Y387	B429		X		
	L758	G502		L195		
	S719	9772		A205		
	T768	C587		S768		
	V547	B600		X		
	U096			Z002		
	9519			N167		
	J741			2791		
	E757			NEW CAR		
	J737			X847		
	K825			L375		
	D378			X		
	R875			C900		
	X170			88E1		
	C123			O487		
	G438			A341		
	E289			E030		
	90A1			P840		
	Y470			00P1		
	B272			F449		
	E732			L466		

TEL: (510) 232-1271 **EMAIL: Baymetrics@gmail.com**

MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY
DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 1:15 PM TO 3:15 PM
JURISDICTION: ATHERTON **FILE:** 3606056-2PM
LOCATION: **ORIGIN:** 2. FIFTH AVENUE, EAST OF EL CAMINO REAL TO **DESTINATION:** 5. WAVERLY AVENUE, NORTH OF FIFTH AVENUE

TIME	ROUTE 2 ORIGIN				DESTINATION
	9517	S798	U980	P765	9001
	F961	79G1	M379	R276	U980
	D971	6563	C635	O737	L635
	8600	O737	X	LVRB	C339
	W550	5699	X	111M	E312
	52J1	Z437	X	33H1	79G1
	5761	X	X	Y752	L005
	NEW CAR	T122	1407	C676	L569
	X285	X662	7222	8272	2054
	A060	7708	C339		
	X	Y327	F565		
	X		J671		
	J335		J247		
	8135		M517		
	W329		X		
	F537		Z937		
	NEW CAR		X		
	91B1		ACEP		
	X		S907		
	X		L011		
	D726		X		
	W128		D844		
	J073		A425		
1:15 PM	T633		W918		
	3455		E312		
	N679		MOTO		
1:30 PM	E189		T767		
	A956		F838		
	G813		X		
	F748		C353		
	G371		Y397		
	5689		F707		
	B033		DALY		
	E861		T347		
	L952		W356		
	V895		G931		
	X		X		
	2533		M793		
	D440		727		
	W267		U036		
	Y102		N582		
	R253		Z930		
	B829		H440		
	L569		K810		
	8476		B667		
	Z337		L961		
	B188		2054		
	P111		B318		
	Y040		79T1		
	T671		Z523		
	L164		S686		
	5282		M035		
	A294		T734		
	4255		B690		
	U640		N895		
	H833		R819		
	9298		9298		
	M001		8788		
	NEW CAR		F350		
	O971		U871		
	37K1	Y345	Y282	W894	C145
	U288	J277	D667	S037	M750
	V424	D722	R801	G552	
	P201	S098	64Y1	X	
	R335	L842	K586	G807	
	A800	BUB	Z372	E204	
	S318	X	G888	A759	
	04Y1	R489	K922	V159	
	X349	MOTO	X191	4936	
	Y019	8500	M490	L336	
	K690	E593	1262	T876	
	8720	4458	K046	U072	
	F086	X067	F633	C623	
	R390	A686	K661		
	C820	F030	9196		
	K063	P763	B076		
	V027	A820	K685		
	D539	E960	W526		
	K046	V832	G058		
	7047		Y862		
	F633		Y238		
	R423		H575		
	87E1		F978		
1:30 PM	V195		E103		
	S821		O943		
	C276		V107		
1:45 PM	L761		U128		
	P571		F923		
	X		F560		
	P306		PET		
	NO PLATE		NEW CAR		
	A315		N206		
	A237		J868		
	V618		R146		
	W169		O417		
	V761		X157		
	S637		V954		
	B679		D265		
	R055		E412		
	E345		U526		
	B217		C911		
	C033		C332		
	NEW CAR		6312		
	Y991		T326		
	R311		W112		
	88A1		NEW CAR		
	X456		H183		
	X851		V440		
	D024		N599		
	X611		C467		
	E733		T873		
	S835		6532		
	H591		B931		
	B780		52M1		
	S384		X137		
	6015		06A2		
	1900		F597		
	Z217		5337		
	X		C145		
	D853		G966		
	L131		E097		
	U954		X		

TIME	ROUTE 2 O				DESTINATION
	L097	P840	Y572	1091	J552
	W105	Z737	K677	X077	7400
	B318	V341	1672	X883	M852
	898	T908	B641	F583	L801
	Z882	F563	L669	U884	E463
	G243	NEW CAR	X	X	
	1601	C322	V855	3137	
	B110	N850	H352	L801	
	T633	1601	G126	44J1	
	TZU	L822	1601	J364	
	X	66D1	P717	X650	
	N021	V364	M492	D019	
	B395	96K1	X	1556	
	MOTO	P565	Y116	G238	
	A140	R694	F400	J557	
	60H1	2423	Z366	P356	
	J586	X210	B881	F207	
	M673	W892	Z346	C290	
	N373	R564	U298	2475	
	S447	D472	89M1	8450	
	63A2	E199	T117	A248	
	M753	85M1	T931	W876	
	H299	M920	7400	S965	
1:45 PM	C498	Z663	L430	G761	
	G290	M278	X	U601	
	Y119	A811	R696	Z916	
2:00 PM	23S1	L931	J516	9176	
	89M1	S627	R513	A165	
	X	F207	D830		
	C279	24V1	F847		
	P634	E545	F084		
	D519	79E1	Y675		
	K583	M565	5192		
	R097	V840	30A1		
	P695	1966	T868		
	75J1	Y884	58K1		
	06A1	2402	3LMV		
	NEW CAR	H229	R462		
	N955		2383		
	J511		Z830		
	X		39D1		
	860		M852		
	V346		K406		
	383		T727		
	R481		X		
	J097		B271		
	NEW CAR		H075		
	L722		S705		
	A524		L848		
	B879		E272		
	M171		W974		
	R988		E698		
	T652		LOJR		
	P709		P438		
	21C1		S085		
	L955		Z403		
	F614		P4720		
	W434		G464		
	8878		MAUI		
	V894		18R1		
	Y278	C909	M882	V576	5930
	1599	W684	J137	B255	02B1
	L918	U606	P996	04V1	K982
	57D1	36U1	Z627	V713	P234
	8410	L480	X	80A1	Y126
	1004	S180	F616	N141	B283
	8054	H921	11S1	Z895	Z473
	B876	F764	2053	B283	C779
	A008	W808	09P1	3743	
	1548	W578	5930	P636	
	1549	J862	K867	YSLX	
	C145	S764	K890	3196	
	F297	V432	U816	1418	
	F647	Z217	Z507	D998	
	K982	7790	66A1	NEW CAR	
	X439	E775	U109	B963	
	7891	X993	5138	D152	
	S896	Y718	D420	S702	
	C446	Y754	T686	N940	
	1100	F852	M184	V962	
	B057	K744	5442	48D1	
	T789	F107	A054	45R1	
	5969	M190	S266	X	
2:00 PM	51X1	R778	H494	K050	
	1047	N949	L108		
	P414		68V1		
2:15 PM	T774		A091		
	G337		35N1		
	M289		R662		
	G439		02B1		
	P215		X159		
	9119		N357		
	Y100		D005		
	E837		S737		
	L316		H755		
	U153		V857		
	V363		5786		
	NEW CAR		H917		
	A541		C717		
	G861		B850		
	L756		E857		
	H287		F360		
	L830		F960		
	F127		K390		
	X		W307		
	W706		9644		
	X695		E242		
	7582		V171		
	P313		X400		
	N513		S489		
	R576		V194		
	Z543		B726		
	6959		S911		
	6779		LC4U		
	K443		F416		
	M166		C164		
	W283		Y311		
	P201		A006		
	8910		P125		
	K237		X		
	D062		P234		

TIME	ROUTE 2 O				DESTINATION
	E845	Y859	21U1	Z012	T124
	U178	B611	38R1	H806	Z910
	L623	A933	U009	NEW CAR	M554
	E428	MOTO	N331	S411	Y571
	T165	04B1	3471	B453	D350
	R147	N655	X250	A676	NEW CAR
	N013	L710	47R1	F024	
	T533	3122	D998	Y681	
	W637	X137	X250	4317	
	C426	26H1	A421	NEW CAR	
	R612	P012	9664	F963	
	D133	O305	Z104	C011	
	NEW CAR	F790	D3KC	D650	
	S453	U471	C501	T347	
	NEW CAR	X681	D250	R055	
	1643	X166	14L1		
	M051	D883	W918		
	7040	L631	X865		
	6377	Y320	X		
	U581	W896	K219		
	C157	A860	S378		
	U927	J860	O152		
	G692	F428	L559		
2:15 PM	A197	7508	A197		
	94E1	04W1	V633		
	NDAD		T124		
2:30 PM	E857		M554		
	W733		90V1		
	B044		NEW CAR		
	O927		1766		
	F875		5628		
	D832		28N1		
	9054		5475		
	K900		E264		
	3310		3048		
	F783		K033		
	X		7631		
	X		B474		
	F546		F939		
	T840		Y052		
	N373		MMMS		
	BUB		N552		
	18J1		04W1		
	P960		U339		
	22J1		S796		
	NEW CAR		3502		
	J018		Y683		
	D467		R396		
	L993		D968		
	C103		8123		
	G983		J317		
	F642		2423		
	N835		W355		
	B253		U301		
	O685		C939		
	644		A630		
	U160		U871		
	R077		9033		
	C036		Z066		
	06B1		X122		
	C559	E993	2699	Z804	E581
	R141	J143	N941	R470	K011
	5980	N521	X906	C093	
	19A1	4595	R141	V520	
	U255	U808	H499	X683	
	F862	C317	NEW CAR	U342	
	P376	R622	S544	7161	
	T663	0051	C737		
	R820	V085	K473		
	E906	X	X		
	H003	V257	R822		
	J417	7389	D288		
	H576	586	X958		
	H117	16V	296X		
	59H1	E567	X		
	1405	A501	E581		
	K304	U306	X		
	F269	P365	X		
	N324	U123	5315		
	9108	E075	V899		
	02J1	G851	5578		
	Z103	G398	X309		
	C909		D517		
2:30 PM	H785		L685		
	J621		3875		
	3082		X705		
2:45 PM	NEW CAR		8211		
	NEW CAR		X		
	J089		S410		
	J865		X447		
	51D1		A436		
	L669		E356		
	K891		M442		
	E295		E669		
	G663		R725		
	Y775		Y777		
	4776		1684		
	X		K853		
	R641		H032		
	W521		B1		
	H274		E262		
	F752		S061		
	29X1		X		
	V813		X		
	TNTA		K459		
	X		ZRAV		
	H940		7293		
	E198		8611		
	L135		14Y1		
	N836		U203		
	B671		T528		
	K811		R292		
	Y564		R981		
	C054		Y559		
	D465		R651		
	L071		C698		
	X046		H732		
	X315		T653		
	F323		DDY		
	P858		850		
	X		Z578		
	E715		2322		

TIME	ROUTE 2 O				DESTINATION
	M060	S147	Z026	C794	G809
	X007	84I1	U398	T825	K316
	36K1	G605	K316	K504	Y668
	T843	W787	C249	1332	0375 (POST
	F679	70N1	Z497	T590	
	X096	Z019	C782	NEW CAR	
	78V1	2054	7201	H165	
	33M1	N835	H832	C636	
	C916	B051	T211	C256	
	Z185	E041	4910	9364	
	S025	E198	B638	T382	
	NEW CAR	O039	6039		
	H783	Z973	X110		
	A093	206	S802		
	Y378	M940	R103		
	X915	X794	N324		
	B369	Z790	71M1		
	X	XL	D529		
	Z857	P474	X110		
	E909	M075	Z141		
	T203	N658	Y042		
	F134	K884	608		
	Z664	S758	W566		
2:45 PM	L343	Z088	C143		
	G124	W134	D447		
	N893	8548	68V1		
3:00 PM	C492	R762	N398		
	H441		R092		
	R734		X110		
	4824		C800		
	K548		X110		
	B809		U030		
	2273		M458		
	R154		Y336		
	5665		6678		
	N410		T368		
	G251		K648		
	Y286		3EVE		
	X		D924		
	3599		K485		
	390		D084		
	0751		W237		
	1973		V806		
	G350		L443		
	13N1		R860		
	997		V938		
	E094		D435		
	K352		S592		
	D924		N775		
	L722		9654		
	P883		84B1		
	X		N852		
	3712		X		
	GOOD		E073		
	R677		M895		
	D884		64Z1		
	S139		X		
	V966		Z423		
	931		V117		
	8642		Y434		
	L729	4810	AXUN	B295	S491
	13	K443	H595	RD31	R599
	8115	R948	X	N107	Z363
	R456	X	Z682	W239	B920
	N524	2315	L750	R974	7719
	T991	5274	V579	V377	
	J180	W233	5839	A611	
	L957	4737	8499	R158	
	S170	D608	C957	S610	
	R988	T730	R712	N093	
	M118	2934	4660	X	
	7990	S318	D981	C051	
	B346	49U1	A973	T275	
	C818	K461	B051	JVW	
	3255	R682	T856		
	NEW CAR	J991	R278		
	Z998	L173	G045		
	X	X	73E1		
	J772	K542	C233		
	W548	E042	W579		
	L305	P534	X		
	S381	9433	NEW CAR		
	X945	94D1	T735		
3:00 PM	M912	3449	1282		
	W491	P780	L706		
	U136	2085	J698		
3:15 PM	60H1	4621	Z363		
	174	R997	C001		
	NEW CAR	S009	Z678		
	8151	7320	X205		
	M714	306	E967		
	99V1	N793	6088		
	F914	R105	X		
	C347	S072	E499		
	C589	A402	G312		
	55R1	B595	W645		
	F671	X064	9756		
	D356	J474	W312		
	R769	Y320	7344		
	D220	NEW CAR	N331		
	656	40M1	D179		
	J230	9181	H395		
	Z729	9851	B174		
	W449	M079	T484		
	C711	H715	A296		
	A283	3696	Y274		
	X	Z982	U785		
	J077	A911	T199		
	R241	8120	X		
	E627	MOTO	G357		
	2678	U262	C284		
	J073		7719		
	S923		Z429		
	U712		F728		
	X		H381		
	5768		V458		
	T295		X		
	P117		Z159		
	8087		DBT1		
	4820		4856		
	4632		Y264		
	1825		D051		

TEL: (510) 232-1271 **EMAIL: Baymetrics@gmail.com**

MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY
DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 4:00 PM TO 6:00 PM
JURISDICTION: ATHERTON **FILE:** 3606056-2PM
LOCATION: **ORIGIN:** 2. FIFTH AVENUE, EAST OF EL CAMINO REAL TO **DESTINATION:** 5. WAVERLY AVENUE, NORTH OF FIFTH AVENUE

TIME	ROUTE 2 ORIGIN				DESTINATION
	50T1	C176	32W1	30A2	S138
	E851	04R1	Z577	C969	Z577
	M280	X	D856	V107	G278
	NEW CAR	X032	9203	W271	E877
	1859	P737	M938	164	Y160
	F857	F173	L075	S222	K845
	R680	MOTO	P587	F419	T707
	L115	Y125	Z497	X	C969
	J650	X545	R871	S635	D561
	31HD	5108	T692	26E1	C256
	W427	O553	6975	O976	
	4470	9811	X	R997	
	8951	K845	5178	U076	
	94X1	F459	80U1	6260	
	X	G169	F187	3785	
	B799	1265	O008	K292	
	H495	X	5839	MOTO	
	Y824	87C4	C841	R192	
	L813	NEW CAR	R463	X	
	Z149	E805	542	T313	
	M577	P145	J085	N649	
	H592	2858	4717	X635	
	L064	X318	V222	743	
4:00 PM	48S1	W761	V627	N902	
	1324	X871	K359	X914	
	T410	U961	540	G657	
4:15 PM	X473	Z096	C287	V412	
	1759	P665	A193	01V1	
	B884	U030	G278	X	
	L668	O249	N974	K813	
	W688	R513	E877	K051	
	U447	M651	X566		
	S648	V506	X		
	50M1	S208	F298		
	P733	64B1	Y160		
	X	2694	K739		
	Z203	X500	H335		
	S208	P970	X		
	S278	1758	L321		
	W054	E913	1826		
	9044	C728	R137		
	4079	M415	64F8		
	H862	L012	B112		
	T574	5877	717		
	E785	V791	X		
	Y850	GIM	X		
	Z173	D871	9136		
	11X1	W680	A389		
	J550		X		
	D528		E796		
	36V1		1032		
	E473		X		
	71K1		3191		
	19U1		Y058		
	Y741		Y987		
	Z153		MOTO		
	K434		525		
	R151		X		
	V613		B615		
	T420		NEW CAR		
	5609	SHAN	C269	X	Z601
	S201	P351	Y358	R447	U260
	E983	815	6348	S388	46A1
	6348	J373	Z980	3126	JAZON
	R446	B400	X999	3276	3785
	C627	GB818	X	C019	NEW CAR
	T242	H335	G645	9647	
	3752	V581	X	1854	
	K666	H084	9027	TION	
	X	M578	45H1	X	
	M125	147	Z284	L044	
	A790	N259	X	8487	
	8309	NEW CAR	G023	J062	
	Z020	O376	Z144	Z644	
	P969	F959	06U1	24J1	
	L176	P677	7801	M320	
	M892	Z875	22T1	X	
	X	1201	Y706	Z266	
	C279	M903	H072	6837	
	9792	H565	Z601	B705	
	5067	GTT	P503	O169	
	U546	129	U260	C090	
	D883	K868	S307	563	
4:15 PM	X274	C589	K878	Z342	
	XXY	7987	46A1	Z873	
	16M1	L805	T371	E333	
4:30 PM	JU10	Z940	X	TATI	
	X506	X	NEW CAR	X	
	A201	C811	6302	F146	
	409	V940	P015	V253	
	Y456	1962	X	V387	
	C016	Y361	5990	X	
	F832	P215	C371		
	6466	X309	X		
	P986	W857	F443		
	Y473	E168	3785		
	T371	J731	U351		
	W819	Y104	NEW CAR		
	B463	6319	NEW CAR		
	Y239	40H1	X		
	L471	R741	J090		
	L030	6837	V589		
	79V1	N428	52H1		
	V003	S787	S294		
	J299	N217	12R1		
	3614	G921	M982		
	S002	H134	Y324		
	T390	Z342	X		
	O763	5723	R713		
	Z997	D450	NEW CAR		
	6730	Y884	1898		
	P179	D014	Z024		
	D423	W415	Y218		
	K257	Z064	O765		
	N160	K712	F038		
	48B1	D927	T269		
	1576	T554	A164		
	U226	5133	N480		
	B704	Z232	R361		
	W699	NEW CAR	A360		
	K065	R739	V899		
	N048	5846	X		

TIME	ROUTE 2 O				DESTINATION
	U797	K618	G438	1971	N501
	4891	R093	N938	S258	V253
	5216	Z683	Z420	Y507	49L1
	23B1	9354	385	K386	NEW CAR
	7160	L465	O954	X488	E974
	G138	5657	N137	E179	T706
	Y635	34R1	X	D996	N276
	W138	16H1	36K1	C707	4458
	S926	8109	W390	D904	
	H621	4308	W318	X488	
	5159	8423	69Y1	3254	
	7151	K664	H010	D515	
	P117	85U1	5372	F825	
	T649	3489	NEW CAR	1223	
	J709	4838	C419	B900	
	NEW CAR	3589	E133	W125	
	V744	65W1	8667	X830	
	A733	L591	X	5274	
	1033	U250	R407	69W1	
	R125	B975	N501	9371	
	Z110	K067	K235	X	
	L660	W854	5490	W125	
	9948	A775	K760		
4:30 PM	B859	4184	K751		
	80F1	62G1	833		
	Z813	S326	69Y1		
4:45 PM	NEW CAR	4067	C504		
	U501	D273	U197		
	SZ510	8300	7149		
	X695	21E1	Y755		
	9671	W141	49L1		
	E887	E031	A487		
	S998	N552	7046		
	H499	X550	A972		
	C854	K747	A353		
	W966	36N1	T706		
	O397	X550	R797		
	D376	R039	G107		
	D935	A490	Z758		
	B736	H174	H076		
	40H1	Y215	D788		
	67T1	G179	Z483		
	X695	H711	X		
	Y230	Z929	X879		
	L812	F485	X250		
	T511	O937	B709		
	1013	5682	E334		
	G136	C005	C370		
	6348	90A2	J951		
	W892	P837	X		
	R252	W687	N775		
	Y620	U657	D559		
	Z966	9104	R458		
	D137	37K1	X		
	E547	4086	8921		
	6003	V929	W982		
	R599	H296	E782		
	W652	NEW CAR	K143		
	NDD	F813	X525		
	E974	M692	X909		
	C135	5375	460	6881	G240
	C275	A508	X	6823	N825
	S172	K436	Z542	1712	E757
	J071	Z521	U706	G160	D794
	X695	H891	X	F854	GRAB YT
	M082	040	3032	K989	
	8787	X550	X	N109	
	Y211	W045	E658	S848	
	J348	L172	G240	R730	
	D168	V779	999	X110	
	C319	W915	X	G488	
	D976	N596	5816	X	
	K239	1414	2712	05G1	
	F520	X550	E389	7415	
	7990	5314	L231	9193	
	6704	W974	F293	P904	
	E757	E670	A602	8081	
	F535	17Y1	Z118	X	
	Y535	Y412	P932	R955	
	F589	M999	9276	C562	
	Z228	6976	N825	0041	
	W006	W089	J901	D441	
	E947	Y692	X	5415	
4:45 PM	Z622	7296	B245	X	
	Y288	3891	6842	R082	
	XZ143	G931	V196		
5:00 PM	S667	M064	A315		
	NEW CAR	1074	94V1		
	A296	W571	47D1		
	N268	6941	S361		
	9576	7708	X		
	7828	61W1	V509		
	S978	U159	F677		
	6680	X097	7963		
	U413	N575	DDEW		
	C525	B073	Z274		
	T678	H613	4281		
	W098	C736	E757		
	77U1	1679	C065		
	U909	C743	N154		
	0896	3855	7865		
	U573	X	X		
	6675	X067	281		
	6872	D641	A082		
	91K1	R185	P887		
	E289	X	3952		
	E891	9324	1149		
	8106	X	K681		
	V224	P408	H054		
	L044	5243	K656		
	7858	N823	2156		
	G139	N031	5868		
	D640	D130	R412		
	8531	D159	X		
	1117	C561	F206		
	9861	48V1	989		
	D661	X525	974		
	S429	H591	GRAB YT		
	Y762	2417	R088		
	55X1	7572	D013		
	X	U722	63N1		
	B867		H828		

TIME	ROUTE 2 O				DESTINATION
	9879	O165	NEW CAR	X	5415
	R725	L700	6914	T141	Z601
	X999	U933	Z601	9501	Z563
	Z260	9U01	939	9391	V036
	Z222	W927	X	H372	61W1
	V734	U476	F023	35P1	A084
	U243	B757	R130	H439	C157
	R080	N982	X	V998	
	T199	P893	X	463	
	N185	983	W498	X	
	7338	1UE1	C865	R684	
	Z434	X	C854	V731	
	S837	653	X	9655	
	Y133	51C1	842	Z262	
	6871	X679	X	61W1	
	D404	9586	56F1	X	
	1776	X131	W134	474	
	G110	E966	R283	X	
	A387	H469	H073	V530	
	X999	P769	P285	V482	
	1872	A649	7398	X	
	7098	K992	D724	Z631	
	14P1	K488	L811	A221	
5:00 PM	R944	2081	F132	D213	
	R994	T318	K253	M197	
	Y151	NEW CAR	N322	560	
5:15 PM	J211	571	D777	C157	
	P285	G002	Z487	X	
	7424	W672	L729	B326	
	S201	U709	X747	N393	
	Z543	Z951	W339	L024	
	F778	X	C410		
	98T1	D992	T404		
	U181	78W1	R935		
	E172	P637	G198		
	07J1	D777	762		
	7699	W806	W245		
	Y082	W823	X		
	X999	Z746	C002		
	X999	T496	A275		
	E942	W611	X		
	D504	W921	571		
	E439	V492	V536		
	X	G849	L517		
	X	M116	M043		
	X	N775	NEW CAR		
	R935	Z213	Z114		
	86D1	X	T324		
	N541	V756	X756		
	R372	L028	X		
	1087	W335	X		
	13D1	T351	A644		
	A511	O422	X652		
	6466	M137	D712		
	F363	N171	N727		
	676	X451	D416		
	C002	W893	A859		
	V501	L977	X		
	C633	X	K275		
	X744		Z946		
	X	591	N109	T613	9043
	300	A886	N791	F231	V792
	J975	C768	X	R762	K012
	S039	B775	87K1	78N1	C920
	1487	NEW CAR	L211	X	B720
	1303	Z488	E259	S009	A134
	C701	T235	NEW CAR	371	T150
	W247	R875	W191	Z334	5238
	G515	2300	T680	O616	
	F468	G587	K570	W857	
	4611	E842	E824	G031	
	Y001	9612	91V1	Y087	
	N248	B035	S911	X438	
	U136	X811	V813	N659	
	O133	W374	Z225	X906	
	52D1	559	Y419	J533	
	A466	Z248	V792	N900	
	G731	8072	N859	X856	
	9595	U657	47N1	H347	
	W775	S918	K012	Z160	
	Z213	D401	D281	X	
	9473	X418	Z026	5660	
	W279	17R1	S097	86Y1	
5:15 PM	F752	Y427	C641	K263	
	098	P381	W551	T821	
	L007	X	H723	N174	
5:30 PM	EAK	8551	C920	NEW CAR	
	6548	A714	L020	NEW CAR	
	L940	S373	YZEN	X	
	X	9513	755	R074	
	6919	G305	X	X	
	2026	L010	994	D926	
	X	S512	N498	Y775	
	8881	G031	X	C409	
	H488	J092	HBPE	X	
	5902	Z828	G089	4318	
	K500	6825	R864	G418	
	R438	X	T623	X872	
	G998	T385	1671	E900	
	P342	X511	2598		
	X	M534	V912		
	NEW CAR	Z328	S919		
	SMD	X858	Z744		
	U600	6321	L870		
	T907	X	H861		
	G084	5708	B720		
	X638	C432	NEW CAR		
	TKK	A151	A134		
	Z222	A464	Z009		
	F761	U514	G546		
	P483	W017	K227		
	Y675	W438	E641		
	9991	E056	T150		
	K900	L090	K509		
	19S1	9031	94A1		
	A043	X944	B997		
	T108	O468	X		
	M775	E593	Y582		
	G027	M076	X		
	NEW CAR	Y990	Z255		
	F474	F286	27L1		
	S607	6093	N398		

TIME	ROUTE 2 O				DESTINATION
	H986	N283	W491	Z706	G418
	Z250	W938	4686	MOTO	X444
	J019	R752	J881	J018	6620
	L578	S676	R390	L709	P855
	C024	9315	V359	C589	E674
	D913	K097	J549	Y819	A189
	3652	M300	J218	F269	D137
	X	H980	L395	825	
	X	Y223	E362	S121	
	T754	V882	X490	81F1	
	V553	R476	X909	B021	
	7849	GOOD	B722	S784	
	J592	49T1	P115	D137	
	Y278	Z612	885	X	
	W857	F542	D076	U065	
	4345	S666	D371	P336	
	X	3574	91T1	J427	
	X	W760	NEW CAR	X050	
	F454	D844	U104	L076	
	P321	78A1	N013	A135	
	7244	6327	Y323	U225	
	5834	Z840	NEW CAR	Z869	
	J768	C676	B502	R248	
5:30 PM	NEW CAR	U542	3178	5672	
	N151	X	J211		
	V868	X	X		
5:45 PM	T231	W216	991		
	F705	296	W574		
	8953	E897	X368		
	NEW CAR	D240	X		
	5432	B910	J268		
	N858	F621	X		
	V228	06V1	L711		
	Y322	6623	H209		
	P334	Y133	R936		
	E636	J162	X		
	U451	J306	C498		
	P921	A447	P855		
	U254	M159	Z850		
	W579	4362	93X1		
	X	4027	01B1		
	M869	A151	9603		
	G124	G101	S365		
	617	X	8424		
	M946	A950	E761		
	K034	1021	X		
	NEW CAR	C691	Z379		
	049	X	3172		
	W104	N941	W894		
	NEW CAR	G013	7686		
	P787	K029	NEW CAR		
	B334	N559	C256		
	40X1	S221	M943		
	J419		A189		
	O537		3574		
	5398		M932		
	9603		7361		
	93EN		U608		
	S313		Z698		
	3017		X		
	F605	F068	X287	R749	F900
	22D1	S499	C487	32V1	D350
	B488	Z295	U262	X	R611
	M373	W998	A140	H816	
	E631	U946	R433		
	M028	A438	X		
	1154	4420	F900		
	Z381	P252	T946		
	X234	O158	9371		
	Z630	HPF	K580		
	X101	W444	E100		
	K740	P792	X		
	X847	A908	R069		
	N600	13F1	M198		
	R308	B353	Y475		
	V165	3907	W237		
	N782	T241	JXNN		
	C984	D811	C342		
	J883	A768	9376		
	A715	09P1	NEW CAR		
	F891	G221	N738		
	E657	X	U645		
	5632	P780	X		
	U569	Y980	J412		
	U587	U093	H957		
	E921	L345	C005		
	E100	F934	W721		
	G504	J364	R539		
	R446	J024	4717		
	097	T126	V937		
	K500	L839	Z635		
	C042	C676	N005		
	P122		X		
	N663		Z533		
	8004		R611		
	H940		7205		
	S593		NEW CAR		
	Z609		G092		
	P319		L572		
	E066		X		
	D853		X		
	656		F926		
	M945		Y982		
	5180		R704		
	K184		5521		
	V523		422X		
	M510		E550		
	L609		54W1		
	S557		B662		
	S714		Y118		
	P796		J125		
	42J1		7571		
	4738		X		
	R440		X		
	Z508		B611		
	E793		OB01		
	J398		B303		
	A220		O282		
	E141		5003		
	J170		B100		
	V713		X		
	NEW CAR		6004		

MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY

DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 7:00 AM TO 9:00 AM

JURISDICTION: ATHERTON **FILE:** 3606056-3AM

LOCATION: **ORIGIN:** **DESTINATION:**

3. OAKWOOD BLVD, NORTH OF SELBY LANE TO 6. OAKWOOD DRIVE, WEST OF EL CAMINO REAL

TIME	ROUTE 3		TIME	ROUTE 3		TIME	ROUTE 3		TIME	ROUTE 3	
	ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION
	E229	6832		O107	N544		C355	D024		H271	8644
	A733	V976		NEW CAR	A362		L934	S686		P001	S644
	83L1	Y551		D374	21T1		L918	N611		2497	D673
	6670	K512		P980	K976		9313	T996		M838	F245
	NEW CAR	W403		9531	C448		P242	T074		C267	3785
	1710	B107		X865	X389		U758	B217		Z189	B858
	N970	5119		P019	6229		W761	D594		E727	R045
	V464	2HUT		F201	T217		L300	C355		L560	5383
	E942	C575		F019	E130		2483	S256		NEW CAR	H271
	J398	J869		R827	S445		L456	5030		96U1	T823
	K256	U014			G.COM		T360	L934		M948	U664
		M857			R972		D913	L918		P872	V837
		R703			D354		X625	B355		M680	S293
7:00 AM		83L1	7:30 AM		F909	8:00 AM	20B1	6379	8:30 AM	D241	P001
		A925			NEW CAR		07P1	S301		K018	2497
		H071			RBA8		4856	C705		R587	M838
7:15 AM		6187	7:45 AM		U482	8:15 AM	O224	P242	8:45 AM	R064	C267
		NEW CAR			G795		X487	F946		W006	Z189
		P818			G526		V341	U758		13X1	W733
		D216			C169		D130	J143		98H1	E727
		R382			Z675		R352	K034		K355	L560
		U592			9303		R290	4291		F463	96U1
		N888			B653		QLOA	W761		W042	M948
		36W1			C598		G634	Y035		G760	E258
		V464			U301		F756	F342		E286	P872
		T628			D628		U722	S096		Y151	V123
		36K1			L876		Z246	Z609		K907	M680
		E855			W171		L098	D336		M460	D241
		E363			N901		V248	2483		N080	K018
		E413			NEW CAR		90J1	J885		U728	R587
		K444			V123		A135	D913		U514	W006
		E942			O586		G153	W252		X636	3949
		K657			W594		W645	Z114		S953	V060
					K477		M058	D467		4003	98H1
					J296		33Y1	X496		9902	K355
					72HW		T110	X625		N026	E210
					E451		F419	T150		R140	71E1
					C672		E524	20B1		B250	H407
					H455		S667	F552		N521	E286
					D586		G519	07P1		B958	S530
					J334		B671	8658		U326	7300
					V369		B630	O224			P185
					X865			X487			S851
					9120			V341			D130
					L387			H941			G181
					NEW CAR			D130			B819
					D374			R352			U728
					R359			Y615			B921
					34Y1			88Y1			Z484
					P980			F702			C446
					M614			R290			V487
					MOTO			QLOA			K665
					4MKY			M911			S918
					R024			F756			U514
					C169			C124			4397
					M873			Z246			N026
					P019			Y858			B250
					G926			G532			G179
					6904			M713			B958
					D613			O733			A170
					F201			D679			V962
					U213			90J1			C851
					3860			A135			C907
					G480			R260			
								H480			
								G153			
								M058			
								9622			
								33Y1			
								V790			
								T110			
								F419			
								A293			
								G153			
								A642			
								30E1			
	F375	J656		47G1	T979		R485	E524		D559	K170
	B298	P091		H480	C473		U815	S667		F341	D559
	U645	K256		V794	P265		S478	B671		W151	B278
	W602	U978		E099	Y521		S835	B630		X236	M029
	V187	R923		S623	D975		L343	D698		T412	06B2
	U150	C824		T599	D538		H385	R485		A971	M423
	N544	E908		T034	7544		X456	U815		Z118	Z678
	G185	D497		C440	V428		35U1	S478		3949	7220
	E130	D917		Y475	Y688		Y750	J077		J166	J656
		7801		E324	J474		K883	S835		C860	X236
		GFTH		F019	A362		F127	B236		08B1	A971
		W113		4335	H480		B565	P185		H498	D059
		F847		E543	G.COM		U284	H385		T230	C860
7:15 AM		K910	7:45 AM	S039	T599	8:15 AM	C738	X456	8:45 AM	U738	H857
		L258		J087	L217		9118	F695		T403	N521
		B298		08Z1	T034		R785	C657		5508	Y997
7:30 AM		M461	8:00 AM	W301	C440	8:30 AM	F621	N529	9:00 AM	D728	08B1
		C183		Z895	G625		X811	J889		U671	H498
		U763		U476	L109		J404	Y750		H924	D831
		42W1		7329	D400		7292	K883		E473	MOTO
		S597		J482	C484		4512	33V1		B395	T403
		H863			E324		V452	Y430		H836	5508
		7270			F019		B026	F127		4856	D255
		L088			1551		SPLD	J747		Z564	U671
		N573			S796		NEW CAR	9205		P581	U040
		E430			P772		O811	K770		E853	E632
		T319			H749		V662	U098		W128	O675
		P963			H416		1800	1246		L266	X195
		84F1			E543		M526	N933		F563	J404
		N280			C045		R119	P289		G421	Z564
		8742			41S1		5684	C738		C241	E853
		Y987			6003		N315	R785			W128
		P804			S039		P767	X474			F563
		C733			J087		Z622	F621			
		P926			08Z1		9523	X811			
		M328			W301		Z733	J404			
		V877			N964		S100	R862			
		W602			Z428		L092	U904			
		Z014			E040		L791	N109			
		Y517			M495		F987	7292			
		A080			N636		A862	S548			
		R995			P713		T626	09M1			
		V738			K907		O675	4512			
		F503			L719		T828	Y754			
		M721			K460		W708	P052			
		3054			K031		Y683	V452			
		J885			T229		R465	B026			
							P868	SPLD			
							8644	NEW CAR			
							S644	W266			
							-LYK	O811			
							F245	V662			
							O952	1800			
							5383	00H1			
								Z345			
								M526			
								6630			
								E675			
								R119			
								M740			
								K068			
								H407			
								5684			
								N315			
								V107			
								3665			
								P767			
								M280			
								6W01			
								Z622			
								E724			
								NEW CAR			
								9523			
								Z733			
								P327			
								S100			
								L092			
								L791			
								F987			
								T626			
								O675			
								X779			
								T828			
								W708			
								Y683			

TEL: (510) 232-1271 **EMAIL: Baymetrics@gmail.com**

MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY

DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 1:15 PM TO 3:15 PM

JURISDICTION: ATHERTON **FILE:** 3606056-3MD

LOCATION: **ORIGIN:** **DESTINATION:**

3. OAKWOOD BLVD, NORTH OF SELBY LANE TO 6. OAKWOOD DRIVE, WEST OF EL CAMINO REAL

TIME	ROUTE 3		TIME	ROUTE 3		TIME	ROUTE 3		TIME	ROUTE 3	
	ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION
	F349	J247		S686	C860		W840	R147		M116	5879
	E524	Y715		K018	A647		D130	H814		A421	J661
	PEOH	P396		D680	63A2		X019	K034		W491	F784
	N455	F349		K481	C662		UKGO	W198		85A1	9328
	N151	91B1		L791	N026		C936	Z189		J883	01M1
	3679	E524		U791	J762		N889	T173		B889	U592
	KINS	Y397		Z142	Y582		G260	V933		X358	A724
	A906	N151		J945	K018		J399	L559		63A2	R520
	H639	V247		QLOA	K481		B255	D130		2653	V283
	C580	B958		V506	E423		SWHL	X019		U383	U639
	F000	B931		E209	L791		P143	U612		9328	V060
	A456	4255		5684	J945		V006	UKGO		A724	G268
	4990	H249		X451	H457		4226	Y615		R520	E059
1:15 PM	J438	B921	1:45 PM	B935	QLOA	2:15 PM	W096	L203	2:45 PM	95G1	X160
	Y642	V253		N156	V506		H680	DBLM		D896	S592
		G181		S100	Y151		B921	B435		M906	V616
1:30 PM		A456	2:00 PM	X811	E209	2:30 PM	G526	D628	3:00 PM	MOTO	7130
		H680		R627	5684		S039	NEW CAR		F327	7220
				P767	B935		P742	2423		E059	M861
				5045	N156			E878		X160	V444
				81E1	-RVS			L993		7130	D177
				Y041	S100			C936		M861	W910
				06A1	X811			N573		D480	X794
				D241	N595			V006		U315	B923
				V426	A925			13N1		33U1	Z682
				W508	C057			P012			
				W006	A597			U592			
				X525	Y041						
				G149	06A1						
				NEW CAR	D241						
				L628	8447						
				M838	W663						
				8697	B178						
				T371	W006						
				P999	X525						
					G149						
					NEW CAR						
					R046						
					L628						
					M838						
					A145						
	E204	J438		E032	N448		9517	85A1		Y288	K460
	M377	K922		L831	6927		L203	S039		T944	S354
	G314	9FXH		N157	T403		T599	C024		B845	R438
	B307	RCKT		F621	P999		H487	9517		V031	Y288
	Y687	M891		X218	D067		9164	L203		7984	T944
	92C1	E204		NEW CAR	C446		N093	R924		S504	V125
	A135	M377		G195	N157		N544	6427		G254	O945
	77U1	N458		M680	F621		U026	Y328		2470	D134
	R749	A140		G197	X218		NEW CAR	10N1		1622	V558
	L098	A135		7639	M680		W484	R444		F318	S918
	U722	W062		B624	G195		2081	37 5		O811	R472
	A658	P503		D278	5685		F775	9164		Y472	B178
	2108	R749		NEW CAR	B624		P747	U791		R465	Y687
1:30 PM	M118	A658	2:00 PM	Y276	8522	2:30 PM	C224	P691	3:00 PM	A277	P191
	W821	9106		H598	U681		G500	N093		L721	B958
	Z484	M118		U681	N655		A640	N544		5926	S504
1:45 PM	X891	W821	2:15 PM	N655	W283	2:45 PM	5573	V123	3:15 PM	B879	G541
	B250	SHRF		T755	P575		G342	W484			W233
	96EN	Z484		L267	81E1		60K1	D051			2470
	7900	B250		R260	R260		W006	P747			X451
	7934	T851		H280	D165		M996	C224			1622
	5284	96EN		6927	7350		K469	H680			Y112
	8500	7900		R892	J370		P052	S328			O811
	F418	7394		J370			F808	D830			E042
	M526	8500		M459			73Y1	W006			91V1
	Z622	F418		X336			5879	M996			Y472
	M483	M526				W918		36K1			J474
	Z480	Z677						F808			A277
	D900	Z622									Y040
	J989	M483									B830
	U938	Z480									L151
	S478	J989									T248
	R485	U938									A459
	F054	5878									J500
	V151	S478									B879
	J939	R485									J982
	Z564	F054									M024
	K141	U487									D374
	K723	3743									
	N187	V151									
	V241	J939									
	5683	Z564									
	U244	K141									
	C860	K723									
	A647	N187									
	F359	V241									
	T020	5683									
	N026	U244									
	J762										
	Y582										

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MATCH PLATE

BAYMETRICS

LICENSE PLATE O-D SURVEY FORM

PROJECT: LICENSE PLATE O-D SURVEY

DATE: 6/2/2016 **DAY:** THURSDAY **TIME:** 4:00 PM TO 6:00 PM

JURISDICTION: ATHERTON **FILE:** 3606056-3PM

LOCATION: **ORIGIN:** **DESTINATION:**

3. OAKWOOD BLVD, NORTH OF SELBY LANE TO 6. OAKWOOD DRIVE, WEST OF EL CAMINO REAL

TIME	ROUTE 3		TIME	ROUTE 3		TIME	ROUTE 3		TIME	ROUTE 3	
	ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION		ORIGIN	DESTINATION
	L747	P587		1877	F952		F303	D711		E155	B966
	6387	D955		NEW CAR	36K1		E473	R138		H382	P691
	J253	S096		O487	G440		4413	U592		P034	D336
	K013	J253		55T1	O487		R827	N043		P211	P499
	K034	K013		Z104	A410		Z025	D448		V687	7199
	OFXD	2585		M118	T501		S672	F303		8859	S703
	V342	T410		M815	M399		G036	U181		T898	X034
	B492	B884		Z512	D327		V053	2482		K411	P211
	E080	E080		D272	A667		4952	O535		V550	F845
	9523	9523		K128	O243		W815	NEW CAR		N559	K411
	E818	K034		M764	Z104		S161	E632		P976	E042
	D955	N674		Y749	D272		L880	3036		X019	A669
	53B1	L793		F594	X879		Z290	D104		W184	Z691
4:00 PM	X634	U714	4:30 PM	G.COM	S172	5:00 PM	MOTO	R827	5:30 PM	W812	N559
	40A2	X634		N184	T989		1731	N458		R260	U841
	R862	T931		D613	Z041		H956	SLYN		G129	R444
4:15 PM	V174	A642	4:45 PM	B220	H221	5:15 PM	K864	Z025	5:45 PM	093X	Y692
	P161	C072		26K1	1246		K407	L501		5926	D196
	H271	Y628		Y056	G179		7297	NEW CAR		F153	X019
	Z426	M721		G716	B220		H680	9773		MOTO	W184
	A275	AMEO			V428		3198	4952		T363	G007
	9255	Y931			Y056		J087	Z114		F273	V419
	Y552	H271			MORK		C708	A597		S779	B847
	Y463	Z426					J184	6295		T173	W812
	W730	K922					N782	B539		W476	K742
	J930						R991	Z290		R971	G687
	3183						V933	U502		P618	C944
	F134						Z899	B599		W184	M002
							6825	L406		H386	UCLA
							XZXZ	K407		T507	W683
							ASSY	P096			T962
							L267	NEW CAR			R046
								L608			H480
								W305			A140
								J087			R971
								C708			D537
								N782			U483
								E423			W184
	X932	J930		S335	G716		D336	1487		T707	T507
	3353	3183		J984	K007		N719	R991		D586	K170
	E524	R511		B278	V072		V621	K561		C301	T707
	13U1	W915		M193	C120		P801	U745		B255	12HL
	N133	E524		D332	Z498		L927	87K1		N521	E100
	G863	A885		TQUE	R046		V419	Z899		77M1	1630
	40M1	1132		8186	D673		E210	6825		17X1	C301
	2049	N133		5030	R935		E234	M537		T594	19L1
	Y895	G863		F127	F127		Z577	53P1		Z554	N521
	N994	D594		H492	T777		MUT	ASSY		J909	G091
	M189	1033		R549	Z160		Z706	W824		L793	T594
	F258	F258		E637	U671		F253	V487		O360	Z554
	L995	X127		Z246	Z246		A362	N719		N223	J909
4:15 PM	H545	S388	4:45 PM	30E1	Z362	5:15 PM	Z364	U626	5:45 PM	G004	V687
	W766	LUUZ		B292	LLOA		57U1	V621		X290	N223
	NEW CAR	S839		7270	6838		8658	GFTH		Z X3	90P1
4:30 PM	5994	V940	5:00 PM	Y532	K379	5:30 PM	Z895	6919	6:00 PM	D918	R260
	M163	N450		6838	C154		U833	P801		N313	M364
	M604	F454		E878	HAWA		F363	Z755		33V1	MOTO
	G534	E675		3521	3521		L511	G389		S294	S294
	7678	V278		L148	M109		X779	E234		N313	S874
	Y635	W519		3054	Z952		D539	V994		F224	L156
	2897	E724		K022	Y165		N729	C509		K581	T571
		B628		3036	K022		B774	S607		C840	U093
		7678		U728	U246		G160	4103		G761	62T1
		E497		L088	U440		V253	R549		O622	C840
		R988		37X1	B921		K050	POSTAL		V718	O622
		A733			U728		Z405	6213		E306	A563
					J858		J622	G993		B027	2370
					J738			8383			L443
					L442			V147			K965
					R926			Y740			B921
								1513			J201
								C.D37			V718
								H871			9.MBY
								Z706			J077
								P110			X901
								X583			
								U264			
								L109			
								L511			
								9847			
								D539			
								18W1			
								Z538			
								R390			
								B859			
								V253			

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MATCH PLATE

Appendix C

Existing Conditions

- Movement Level of Service Summary Tables
- Synchro Level of Service Summary Sheets
- Synchro Queue Summary Sheets

Movement Level of Service Summary Tables

Table: Existing Conditions Movement Level of Service Analysis – AM Peak Hour

ID	Intersection	Control Type	MOE	AM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	22.0	-	-	**116.4**	-	33.7	14.3	-	30.8	34.7	-
			LOS	-	C	-	-	**F**	-	C	B	-	C	C	-
2	El Camino Real & Selby Ln	TWSC	Delay	-	**>50***	-	-	**>50***	-	**58.7**	-	-	12.6	-	-
			LOS	-	**F**	-	-	**F**	-	**F**	-	-	B	-	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	34.4	-	6.0	-	29.8	-	34.4	14.1	-
			LOS	-	-	-	C	-	A	-	C	-	C	B	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**>50***			-	-	-	30.9	-	-	-	-	-
			LOS	**F**			-	-	-	D	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	4.9	-	-	-	-	-	-	-	33.4		
			LOS	-	A	-	-	-	-	-	-	-	D		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	2.5	-	-	3.1	-	-	-	-	27.4		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

Table: Existing Conditions Movement Level of Service Analysis – School PM Peak Hour

ID	Intersection	Control Type	MOE	School PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	23.2	-	-	22.9	-	25.6	10.8	-	25.5	9.6	-
			LOS	-	C	-	-	C	-	C	B	-	C	A	-
2	El Camino Real & Selby Ln	TWSC	Delay	-	21.3	-	-	**76.2**	-	14.8	-	-	12.8	-	-
			LOS	-	C	-	-	**F**	-	B	-	-	B	-	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	33.8	-	12.5	-	19.7	-	29.2	4.6	-
			LOS	-	-	-	C	-	B	-	B	-	C	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**75.8**			-	-	-	11.6	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	3.4	-	-	-	-	-	-	-	12.7		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	1.6	-	-	1.7	-	-	-	-	24.6		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Table: Existing Conditions Movement Level of Service Analysis – PM Peak Hour

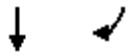
ID	Intersection	Control Type	MOE	PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	21.7	-	-	24.2	-	32.7	20.0	-	33.0	13.1	-
			LOS	-	C	-	-	C	-	C	B	-	C	B	-
2	El Camino Real & Selby Ln	TWSC	Delay	-	12.2	-	-	19.2	-	17.4	-	-	16.2	-	-
			LOS	-	B	-	-	C	-	C	-	-	C	-	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	36.4	-	17.2	-	32.4	-	42.5	6.3	-
			LOS	-	-	-	D	-	B	-	C	-	D	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**249.6**			-	-	-	12.3	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	3.6	-	-	-	-	-	-	-	13.1		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	4.0	-	-	4.6	-	-	-	-	24.0		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Existing Conditions Level of Service Summary Sheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	81	42	120	225	30	47	58	51	1090	39	39	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.93			0.98			1.00	0.99			1.00
Flt Protected		0.98			0.96			0.95	1.00			0.95
Satd. Flow (prot)		1690			1748			1770	5051			1770
Flt Permitted		0.85			0.54			0.95	1.00			0.95
Satd. Flow (perm)		1455			972			1770	5051			1770
Peak-hour factor, PHF	0.82	0.82	0.82	0.90	0.90	0.90	0.83	0.83	0.83	0.83	0.96	0.96
Adj. Flow (vph)	99	51	146	250	33	52	70	61	1313	47	41	44
RTOR Reduction (vph)	0	40	0	0	8	0	0	0	4	0	0	0
Lane Group Flow (vph)	0	256	0	0	327	0	0	131	1356	0	0	85
Confl. Peds. (#/hr)	27					27				12		
Confl. Bikes (#/hr)			6			6				3		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		20.8			20.8			8.1	32.1			6.6
Effective Green, g (s)		20.8			20.8			8.1	32.1			6.6
Actuated g/C Ratio		0.30			0.30			0.12	0.46			0.09
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		435			290			206	2332			168
v/s Ratio Prot								c0.07	0.27			0.05
v/s Ratio Perm		0.18			c0.34							
v/c Ratio		0.59			1.13			0.64	0.58			0.51
Uniform Delay, d1		20.7			24.4			29.3	13.8			29.9
Progression Factor		1.00			1.00			0.99	1.01			1.00
Incremental Delay, d2		1.3			92.1			4.7	0.4			0.9
Delay (s)		22.0			116.4			33.7	14.3			30.8
Level of Service		C			F			C	B			C
Approach Delay (s)		22.0			116.4				16.0			
Approach LOS		C			F				B			

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	2098	16
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5078	
Flt Permitted	1.00	
Satd. Flow (perm)	5078	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	2185	17
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	2201	0
Confl. Peds. (#/hr)		6
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	30.6	
Effective Green, g (s)	30.6	
Actuated g/C Ratio	0.44	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2235	
v/s Ratio Prot	c0.43	
v/s Ratio Perm		
v/c Ratio	0.98	
Uniform Delay, d1	19.2	
Progression Factor	1.00	
Incremental Delay, d2	15.5	
Delay (s)	34.7	
Level of Service	C	
Approach Delay (s)	34.6	
Approach LOS	C	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (veh/h)	9	0	251	0	3	30	19	222	1172	3	34	24
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.87	0.87	0.87	0.69	0.69	0.69	0.82	0.82	0.82	0.82	0.95	0.95
Hourly flow rate (vph)	10	0	289	0	4	43	0	271	1429	4	0	25
Pedestrians		1			7							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			1							
Right turn flare (veh)												
Median type									None			
Median storage veh)												
Upstream signal (ft)									677			
pX, platoon unblocked	0.63	0.63	0.61	0.63	0.63	0.96	0.00	0.61			0.00	0.96
vC, conflicting volume	3579	4492	891	3103	4596	489	0	2566			0	1440
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2620	4074	0	1864	4240	329	0	1326			0	1317
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	0	100	56	100	0	93	0	14			0	95
cM capacity (veh/h)	0	0	660	4	0	636	0	315			0	498

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	299	48	271	572	572	290	25	941	941	682
Volume Left	10	0	271	0	0	0	25	0	0	0
Volume Right	289	43	0	0	0	4	0	0	0	212
cSH	0	2	315	1700	1700	1700	498	1700	1700	1700
Volume to Capacity	Err	27.33	0.86	0.34	0.34	0.17	0.05	0.55	0.55	0.40
Queue Length 95th (ft)	Err	Err	193	0	0	0	4	0	0	0
Control Delay (s)	Err	Err	58.7	0.0	0.0	0.0	12.6	0.0	0.0	0.0
Lane LOS	F	F	F				B			
Approach Delay (s)	Err	Err	9.3				0.1			
Approach LOS	F	F								

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	93.7%	ICU Level of Service	F	
Analysis Period (min)	15			

Movement	SBT	SBR
Lane Configurations		
Volume (veh/h)	2236	201
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.95	0.95
Hourly flow rate (vph)	2354	212
Pedestrians	4	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (ft)	1147	
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	491	697	676	186	616	1865
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1760	2787	4895		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1760	2787	4895		3433	5085
Peak-hour factor, PHF	0.88	0.88	0.82	0.82	0.95	0.95
Adj. Flow (vph)	558	792	824	227	648	1963
RTOR Reduction (vph)	0	4	76	0	0	0
Lane Group Flow (vph)	558	788	975	0	648	1963
Confl. Peds. (#/hr)	10			9		
Confl. Bikes (#/hr)				4		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	22.7	40.6	14.9		13.9	32.3
Effective Green, g (s)	22.7	40.6	14.9		13.9	32.3
Actuated g/C Ratio	0.35	0.63	0.23		0.22	0.50
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	624	1768	1139		745	2566
v/s Ratio Prot		0.28	0.20		c0.19	c0.39
v/s Ratio Perm	c0.32					
v/c Ratio	0.89	0.45	0.86		0.87	0.77
Uniform Delay, d1	19.5	6.0	23.5		24.2	12.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	14.9	0.1	6.3		10.3	1.3
Delay (s)	34.4	6.0	29.8		34.4	14.1
Level of Service	C	A	C		C	B
Approach Delay (s)	17.8		29.8			19.1
Approach LOS	B		C			B

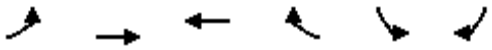
Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	134	31	91	851	2200	170
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.81	0.81	0.87	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	47	165	0	105	978	2444	189
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.68	0.68	0.00	0.68			
vC, conflicting volume	3074	909	0	2633			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2396	0	0	1746			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	77	0	57			
cM capacity (veh/h)	11	735	0	241			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	212	105	326	326	326	978	978	678
Volume Left	47	105	0	0	0	0	0	0
Volume Right	165	0	0	0	0	0	0	189
cSH	46	241	1700	1700	1700	1700	1700	1700
Volume to Capacity	4.60	0.43	0.19	0.19	0.19	0.58	0.58	0.40
Queue Length 95th (ft)	Err	51	0	0	0	0	0	0
Control Delay (s)	Err	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	D						
Approach Delay (s)	Err	3.0				0.0		
Approach LOS	F							

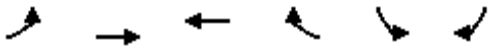
Intersection Summary			
Average Delay	541.3		
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	152	252	403	11	38	88
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.71	0.71	0.69	0.69
Hourly flow rate (vph)	183	304	568	15	55	128
Pedestrians		1	3		1	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584				1249	577
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584				1249	577
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	81				64	75
cM capacity (veh/h)	990				155	515

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	487	583	183
Volume Left	183	0	55
Volume Right	0	15	128
cSH	990	1700	303
Volume to Capacity	0.19	0.34	0.60
Queue Length 95th (ft)	17	0	92
Control Delay (s)	4.9	0.0	33.4
Lane LOS	A		D
Approach Delay (s)	4.9	0.0	33.4
Approach LOS			D

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		



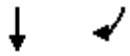
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	753	1193	18	19	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.92	
Flt Protected		1.00	1.00		0.98	
Satd. Flow (prot)		3535	3529		1669	
Flt Permitted		0.92	1.00		0.98	
Satd. Flow (perm)		3241	3529		1669	
Peak-hour factor, PHF	0.91	0.91	0.89	0.89	0.86	0.86
Adj. Flow (vph)	18	827	1340	20	22	34
RTOR Reduction (vph)	0	0	1	0	30	0
Lane Group Flow (vph)	0	845	1359	0	26	0
Confl. Peds. (#/hr)	9			9	14	
Confl. Bikes (#/hr)				9		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		52.0	52.0		7.0	
Effective Green, g (s)		52.0	52.0		7.0	
Actuated g/C Ratio		0.78	0.78		0.10	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2515	2738		174	
v/s Ratio Prot			c0.39			
v/s Ratio Perm		0.26			c0.02	
v/c Ratio		0.34	0.50		0.15	
Uniform Delay, d1		2.3	2.7		27.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	0.4		0.1	
Delay (s)		2.5	3.1		27.4	
Level of Service		A	A		C	
Approach Delay (s)		2.5	3.1		27.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	3.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	69	38	41	94	19	39	32	66	1376	38	52	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.96			0.97			1.00	1.00			1.00
Flt Protected		0.98			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1752			1744			1770	5065			1770
Flt Permitted		0.81			0.71			0.95	1.00			0.95
Satd. Flow (perm)		1461			1269			1770	5065			1770
Peak-hour factor, PHF	0.77	0.77	0.77	0.93	0.93	0.93	0.87	0.87	0.87	0.87	0.96	0.96
Adj. Flow (vph)	90	49	53	101	20	42	37	76	1582	44	54	55
RTOR Reduction (vph)	0	18	0	0	16	0	0	0	3	0	0	0
Lane Group Flow (vph)	0	174	0	0	147	0	0	113	1623	0	0	109
Confl. Bikes (#/hr)												
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		11.6			11.6			6.8	29.6			6.7
Effective Green, g (s)		11.6			11.6			6.8	29.6			6.7
Actuated g/C Ratio		0.20			0.20			0.12	0.51			0.12
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		292			254			207	2589			204
v/s Ratio Prot								c0.06	c0.32			0.06
v/s Ratio Perm		c0.12			0.12							
v/c Ratio		0.59			0.58			0.55	0.63			0.53
Uniform Delay, d1		21.0			20.9			24.1	10.2			24.1
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		2.2			2.0			1.6	0.5			1.3
Delay (s)		23.2			22.9			25.6	10.8			25.5
Level of Service		C			C			C	B			C
Approach Delay (s)		23.2			22.9				11.7			
Approach LOS		C			C				B			

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



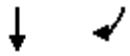
Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1228	32
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5063	
Flt Permitted	1.00	
Satd. Flow (perm)	5063	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1279	33
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	1310	0
Confl. Bikes (#/hr)		1
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	29.5	
Effective Green, g (s)	29.5	
Actuated g/C Ratio	0.51	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2579	
v/s Ratio Prot	0.26	
v/s Ratio Perm		
v/c Ratio	0.51	
Uniform Delay, d1	9.4	
Progression Factor	1.00	
Incremental Delay, d2	0.2	
Delay (s)	9.6	
Level of Service	A	
Approach Delay (s)	10.8	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (veh/h)	13	0	173	2	1	15	12	187	1504	4	29	17
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.85	0.85	0.85	0.75	0.75	0.75	0.82	0.82	0.82	0.82	0.96	0.96
Hourly flow rate (vph)	15	0	204	3	1	20	0	228	1834	5	0	18
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			
Median storage veh)												
Upstream signal (ft)									677			
pX, platoon unblocked	0.84	0.84	0.91	0.84	0.84	0.80	0.00	0.91			0.00	0.80
vC, conflicting volume	2464	3671	471	2966	3704	614	0	1376			0	1839
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1344	2776	60	1940	2815	0	0	1058			0	1160
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	72	100	77	85	85	98	0	62			0	96
cM capacity (veh/h)	55	9	901	17	9	864	0	594			0	476

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	219	24	228	734	734	372	18	522	522	333
Volume Left	15	3	228	0	0	0	18	0	0	0
Volume Right	204	20	0	0	0	5	0	0	0	72
cSH	435	73	594	1700	1700	1700	476	1700	1700	1700
Volume to Capacity	0.50	0.33	0.38	0.43	0.43	0.22	0.04	0.31	0.31	0.20
Queue Length 95th (ft)	69	30	45	0	0	0	3	0	0	0
Control Delay (s)	21.3	76.2	14.8	0.0	0.0	0.0	12.8	0.0	0.0	0.0
Lane LOS	C	F	B				B			
Approach Delay (s)	21.3	76.2	1.6				0.2			
Approach LOS	C	F								

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	60.4%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	SBT	SBR
Lane Configurations		
Volume (veh/h)	1252	69
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	1304	72
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (ft)	1147	
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	206	502	1182	271	460	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		4.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	4931		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	4931		3433	5085
Peak-hour factor, PHF	0.77	0.77	0.88	0.88	0.90	0.90
Adj. Flow (vph)	268	652	1343	308	511	1079
RTOR Reduction (vph)	0	15	48	0	0	0
Lane Group Flow (vph)	268	637	1603	0	511	1079
Confl. Bikes (#/hr)				1		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	12.5	28.9	25.5		12.4	42.4
Effective Green, g (s)	12.5	28.9	25.5		12.4	42.4
Actuated g/C Ratio	0.20	0.45	0.40		0.19	0.66
Clearance Time (s)	4.0		5.0		4.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	346	1260	1967		666	3374
v/s Ratio Prot		0.23	c0.33		c0.15	0.21
v/s Ratio Perm	c0.15					
v/c Ratio	0.77	0.51	0.81		0.77	0.32
Uniform Delay, d1	24.4	12.4	17.1		24.4	4.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	9.5	0.1	2.6		4.8	0.0
Delay (s)	33.8	12.5	19.7		29.2	4.6
Level of Service	C	B	B		C	A
Approach Delay (s)	18.7		19.7			12.5
Approach LOS	B		B			B

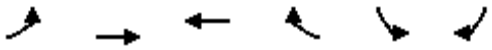
Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	61	12	59	1407	1132	54
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.89	0.94	0.94
Hourly flow rate (vph)	43	69	0	66	1581	1204	57
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.94	0.94	0.00	0.94			
vC, conflicting volume	1893	430	0	1262			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1730	176	0	1060			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	35	91	0	89			
cM capacity (veh/h)	67	787	0	615			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	112	66	527	527	527	482	482	298
Volume Left	43	66	0	0	0	0	0	0
Volume Right	69	0	0	0	0	0	0	57
cSH	153	615	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.11	0.31	0.31	0.31	0.28	0.28	0.18
Queue Length 95th (ft)	111	9	0	0	0	0	0	0
Control Delay (s)	75.8	11.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	75.8	0.5				0.0		
Approach LOS	F							

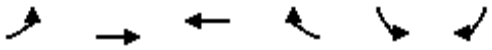
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	85	172	234	33	17	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.68	0.68	0.86	0.86	0.80	0.80
Hourly flow rate (vph)	125	253	272	38	21	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	310				794	291
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310				794	291
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				93	93
cM capacity (veh/h)	1250				321	748

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	378	310	76
Volume Left	125	0	21
Volume Right	0	38	55
cSH	1250	1700	546
Volume to Capacity	0.10	0.18	0.14
Queue Length 95th (ft)	8	0	12
Control Delay (s)	3.4	0.0	12.7
Lane LOS	A		B
Approach Delay (s)	3.4	0.0	12.7
Approach LOS			B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		



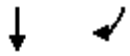
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	6	713	678	23	21	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.94	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3538	3519		1709	
Flt Permitted		0.95	1.00		0.97	
Satd. Flow (perm)		3358	3519		1709	
Peak-hour factor, PHF	0.92	0.92	0.77	0.77	0.80	0.80
Adj. Flow (vph)	7	775	881	30	26	18
RTOR Reduction (vph)	0	0	1	0	17	0
Lane Group Flow (vph)	0	782	910	0	27	0
Confl. Bikes (#/hr)				3		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		41.5	41.5		2.7	
Effective Green, g (s)		41.5	41.5		2.7	
Actuated g/C Ratio		0.80	0.80		0.05	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2669	2797		88	
v/s Ratio Prot			c0.26			
v/s Ratio Perm		0.23			c0.02	
v/c Ratio		0.29	0.33		0.31	
Uniform Delay, d1		1.4	1.5		23.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	0.2		0.7	
Delay (s)		1.6	1.7		24.6	
Level of Service		A	A		C	
Approach Delay (s)		1.6	1.7		24.6	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	2.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	51	28	64	92	23	54	28	124	2004	54	66	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.94			0.96			1.00	1.00			1.00
Flt Protected		0.98			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1701			1719			1770	5058			1770
Flt Permitted		0.86			0.74			0.95	1.00			0.95
Satd. Flow (perm)		1482			1300			1770	5058			1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	35	79	107	27	63	29	131	2109	57	69	92
RTOR Reduction (vph)	0	37	0	0	22	0	0	0	3	0	0	0
Lane Group Flow (vph)	0	140	0	0	175	0	0	160	2163	0	0	161
Confl. Peds. (#/hr)	21					21				16		
Confl. Bikes (#/hr)			4			2				9		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		15.2			15.2			8.8	31.6			8.8
Effective Green, g (s)		15.2			15.2			8.8	31.6			8.8
Actuated g/C Ratio		0.23			0.23			0.13	0.48			0.13
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		343			301			237	2436			237
v/s Ratio Prot								0.09	c0.43			c0.09
v/s Ratio Perm		0.09			c0.14							
v/c Ratio		0.41			0.58			0.68	0.89			0.68
Uniform Delay, d1		21.4			22.4			27.0	15.4			27.1
Progression Factor		1.00			1.00			0.99	1.01			1.00
Incremental Delay, d2		0.3			1.9			5.9	4.5			6.0
Delay (s)		21.7			24.2			32.7	20.0			33.0
Level of Service		C			C			C	B			C
Approach Delay (s)		21.7			24.2				20.8			
Approach LOS		C			C				C			

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1418	18
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5074	
Flt Permitted	1.00	
Satd. Flow (perm)	5074	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1493	19
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	1510	0
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	31.6	
Effective Green, g (s)	31.6	
Actuated g/C Ratio	0.48	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2444	
v/s Ratio Prot	0.30	
v/s Ratio Perm		
v/c Ratio	0.62	
Uniform Delay, d1	12.5	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	13.1	
Level of Service	B	
Approach Delay (s)	15.0	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (veh/h)	5	0	159	1	0	26	16	273	2250	16	34	29
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.80	0.80	0.80	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.91	0.91
Hourly flow rate (vph)	6	0	199	1	0	27	0	281	2320	16	0	32
Pedestrians		1			14							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			1							
Right turn flare (veh)												
Median type									None			
Median storage veh)												
Upstream signal (ft)									677			
pX, platoon unblocked	0.76	0.76	0.82	0.76	0.76	0.67	0.00	0.82			0.00	0.67
vC, conflicting volume	3010	4557	561	3677	4599	798	0	1631			0	2350
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	916	2949	0	1792	3004	0	0	987			0	1288
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	93	100	78	94	100	96	0	50			0	91
cM capacity (veh/h)	94	5	885	17	5	715	0	568			0	354

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	205	28	281	928	928	480	32	611	611	407
Volume Left	6	1	281	0	0	0	32	0	0	0
Volume Right	199	27	0	0	0	16	0	0	0	101
cSH	704	282	568	1700	1700	1700	354	1700	1700	1700
Volume to Capacity	0.29	0.10	0.50	0.55	0.55	0.28	0.09	0.36	0.36	0.24
Queue Length 95th (ft)	30	8	68	0	0	0	7	0	0	0
Control Delay (s)	12.2	19.2	17.4	0.0	0.0	0.0	16.2	0.0	0.0	0.0
Lane LOS	B	C	C				C			
Approach Delay (s)	12.2	19.2	1.9				0.3			
Approach LOS	B	C								

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	69.4%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	SBT	SBR
Lane Configurations		
Volume (veh/h)	1391	92
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	1529	101
Pedestrians	3	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type	None	
Median storage veh)		
Upstream signal (ft)	1147	
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	286	799	1704	263	529	1024
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1761	2787	4960		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1761	2787	4960		3433	5085
Peak-hour factor, PHF	0.86	0.86	1.00	1.00	0.95	0.95
Adj. Flow (vph)	333	929	1704	263	557	1078
RTOR Reduction (vph)	0	4	26	0	0	0
Lane Group Flow (vph)	333	925	1941	0	557	1078
Confl. Peds. (#/hr)	7			17		
Confl. Bikes (#/hr)				7		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	18.8	37.4	32.2		14.6	50.3
Effective Green, g (s)	18.8	37.4	32.2		14.6	50.3
Actuated g/C Ratio	0.24	0.48	0.41		0.19	0.64
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	423	1334	2044		641	3274
v/s Ratio Prot		0.33	c0.39		c0.16	0.21
v/s Ratio Perm	c0.19					
v/c Ratio	0.79	0.69	0.95		0.87	0.33
Uniform Delay, d1	27.8	15.9	22.2		30.8	6.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.7	1.3	10.2		11.6	0.0
Delay (s)	36.4	17.2	32.4		42.5	6.3
Level of Service	D	B	C		D	A
Approach Delay (s)	22.2		32.4			18.6
Approach LOS	C		C			B

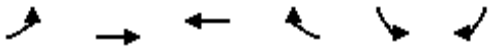
Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	78.1	Sum of lost time (s)	12.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	37	61	20	108	2002	1201	76
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.98	0.98
Hourly flow rate (vph)	44	72	0	114	2107	1226	78
Pedestrians	3				3		
Lane Width (ft)	12.0				12.0		
Walking Speed (ft/s)	4.0				4.0		
Percent Blockage	0				0		
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.93	0.93	0.00	0.93			
vC, conflicting volume	2197	453	0	1306			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2017	137	0	1057			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	91	0	81			
cM capacity (veh/h)	38	818	0	606			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	115	114	702	702	702	490	490	323
Volume Left	44	114	0	0	0	0	0	0
Volume Right	72	0	0	0	0	0	0	78
cSH	94	606	1700	1700	1700	1700	1700	1700
Volume to Capacity	1.23	0.19	0.41	0.41	0.41	0.29	0.29	0.19
Queue Length 95th (ft)	201	17	0	0	0	0	0	0
Control Delay (s)	249.6	12.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	249.6	0.6				0.0		
Approach LOS	F							

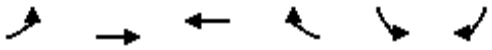
Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	87	143	311	52	16	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.68	0.68
Hourly flow rate (vph)	94	154	342	57	24	44
Pedestrians		3	2		5	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	404				718	378
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404				718	378
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				93	93
cM capacity (veh/h)	1150				361	664

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	247	399	68
Volume Left	94	0	24
Volume Right	0	57	44
cSH	1150	1700	514
Volume to Capacity	0.08	0.23	0.13
Queue Length 95th (ft)	7	0	11
Control Delay (s)	3.6	0.0	13.1
Lane LOS	A		B
Approach Delay (s)	3.6	0.0	13.1
Approach LOS			B

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	12	779	1086	15	42	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		0.98	
Frt		1.00	1.00		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3536	3530		1699	
Flt Permitted		0.93	1.00		0.97	
Satd. Flow (perm)		3306	3530		1699	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.83	0.83
Adj. Flow (vph)	13	838	1168	16	51	22
RTOR Reduction (vph)	0	0	1	0	18	0
Lane Group Flow (vph)	0	851	1183	0	55	0
Confl. Peds. (#/hr)	12			12	26	
Confl. Bikes (#/hr)				11		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		47.5	47.5		11.2	
Effective Green, g (s)		47.5	47.5		11.2	
Actuated g/C Ratio		0.71	0.71		0.17	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2354	2513		285	
v/s Ratio Prot			c0.34			
v/s Ratio Perm		0.26			c0.03	
v/c Ratio		0.36	0.47		0.19	
Uniform Delay, d1		3.7	4.2		23.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.3	0.4		0.1	
Delay (s)		4.0	4.6		24.0	
Level of Service		A	A		C	
Approach Delay (s)		4.0	4.6		24.0	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing Conditions Queue Summary Sheets

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	296	335	131	1360	85	2202
v/c Ratio	0.62	1.12	0.54	0.58	0.43	0.98
Control Delay	24.0	114.2	37.2	16.0	37.1	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	114.2	37.2	16.0	37.1	36.9
Queue Length 50th (ft)	87	~175	51	140	33	309
Queue Length 95th (ft)	156	#344	m99	m214	80	#577
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	478	300	549	2356	549	2252
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	1.12	0.24	0.58	0.15	0.98

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	558	792	1051	648	1963
v/c Ratio	0.90	0.45	0.87	0.87	0.77
Control Delay	41.2	7.3	31.5	39.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	7.3	31.5	39.6	15.6
Queue Length 50th (ft)	203	76	123	118	187
Queue Length 95th (ft)	#391	136	201	#272	362
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	621	1948	1319	990	3045
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	0.41	0.80	0.65	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	845	1360	56
v/c Ratio	0.32	0.47	0.19
Control Delay	4.0	4.9	14.0
Queue Delay	0.0	0.0	0.0
Total Delay	4.0	4.9	14.0
Queue Length 50th (ft)	42	81	10
Queue Length 95th (ft)	143	262	30
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2674	2912	799
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.32	0.47	0.07

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	192	163	113	1626	109	1312
v/c Ratio	0.61	0.60	0.44	0.62	0.43	0.50
Control Delay	28.9	29.9	30.6	13.1	30.6	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	29.9	30.6	13.1	30.6	11.7
Queue Length 50th (ft)	56	47	37	143	37	105
Queue Length 95th (ft)	98	108	84	249	86	197
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	495	429	677	2777	677	2769
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.38	0.17	0.59	0.16	0.47

Intersection Summary

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	268	652	1651	511	1079
v/c Ratio	0.78	0.50	0.83	0.77	0.32
Control Delay	44.7	13.9	21.5	34.9	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	13.9	21.5	34.9	5.0
Queue Length 50th (ft)	101	91	203	101	58
Queue Length 95th (ft)	177	138	288	178	84
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	464	1520	2866	957	4363
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.43	0.58	0.53	0.25

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	782	911	44
v/c Ratio	0.26	0.29	0.15
Control Delay	1.8	1.8	16.7
Queue Delay	0.0	0.0	0.0
Total Delay	1.8	1.8	16.7
Queue Length 50th (ft)	0	0	6
Queue Length 95th (ft)	54	51	28
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	3054	3200	1050
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.28	0.04

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	177	197	160	2166	161	1512
v/c Ratio	0.46	0.61	0.56	0.88	0.56	0.61
Control Delay	20.4	28.1	35.5	25.9	35.7	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	28.1	35.5	25.9	35.7	17.0
Queue Length 50th (ft)	43	60	57	264	58	148
Queue Length 95th (ft)	88	124	m129	#589	131	307
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	514	441	599	2450	599	2460
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.45	0.27	0.88	0.27	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	333	929	1967	557	1078
v/c Ratio	0.79	0.70	0.96	0.87	0.33
Control Delay	43.8	19.7	35.3	48.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	19.7	35.3	48.0	7.3
Queue Length 50th (ft)	162	207	306	137	66
Queue Length 95th (ft)	244	253	#618	#274	158
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	433	1437	2301	810	3769
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.65	0.85	0.69	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	851	1184	73
v/c Ratio	0.35	0.45	0.20
Control Delay	5.9	6.7	17.5
Queue Delay	0.0	0.0	0.0
Total Delay	5.9	6.7	17.5
Queue Length 50th (ft)	42	65	19
Queue Length 95th (ft)	143	215	42
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2448	2615	811
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.35	0.45	0.09

Intersection Summary

Appendix D

Alternative 1 Conditions

- Movement Level of Service Summary Tables
- Synchro Level of Service Summary Sheets
- Synchro Queue Summary Sheets

Movement Level of Service Summary Tables

Table: Alternative 1 Conditions Movement Level of Service Analysis – AM Peak Hour

ID	Intersection	Control Type	MOE	AM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	23.0	-	-	**115.0**	-	34.0	15.2	-	33.0	31.5	-
			LOS	-	C	-	-	**F**	-	C	B	-	C	C	-
2	El Camino Real & Selby Ln	TWSC	Delay	-	-	14.6	-	-	11.1	**68.9**	-	-	-	-	-
			LOS	-	-	B	-	-	B	**F**	-	-	-	-	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	35.6	-	6.0	-	30.4	-	35.8	13.9	-
			LOS	-	-	-	D	-	A	-	C	-	D	B	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**>50***			-	-	-	31.2	-	-	-	-	-
			LOS	**F**			-	-	-	D	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	5.2	-	-	-	-	-	-	-	34.5		
			LOS	-	A	-	-	-	-	-	-	-	D		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	2.7	-	-	3.2	-	-	-	-	27.1		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

Table: Alternative 1 Conditions Movement Level of Service Analysis – School PM Peak Hour

ID	Intersection	Control Type	MOE	School PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	25.3	-	-	22.6	-	26.7	11.8	-	28.1	9.8	-
			LOS	-	C	-	-	C	-	C	B	-	C	A	-
2	El Camino Real & Selby Ln	TWSC	Delay	-	-	9.9	-	-	9.3	14.8	-	-	-	-	-
			LOS	-	-	A	-	-	A	B	-	-	-	-	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	34.9	-	12.5	-	20.2	-	29.4	4.6	-
			LOS	-	-	-	C	-	B	-	C	-	C	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**76.0**			-	-	-	11.6	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	3.8	-	-	-	-	-	-	-	12.8		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	2.1	-	-	2.1	-	-	-	-	23.4		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Table: Alternative 1 Conditions Movement Level of Service Analysis – PM Peak Hour

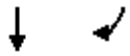
ID	Intersection	Control Type	MOE	PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	23.7	-	-	27.4	-	34.4	25.2	-	29.7	12.6	-
			LOS	-	C	-	-	C	-	C	C	-	C	B	-
2	El Camino Real & Selby Ln	TWSC	Delay	-	-	10.2	-	-	10.2	18.4	-	-	-	-	-
			LOS	-	-	B	-	-	B	C	-	-	-	-	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	37.5	-	17.0	-	34.1	-	44.0	6.3	-
			LOS	-	-	-	D	-	B	-	C	-	D	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**250.6**			-	-	-	12.3	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	3.8	-	-	-	-	-	-	-	13.1		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	4.2	-	-	4.5	-	-	-	-	24.0		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Alternative 1 Conditions Level of Service Summary Sheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	90	42	120	225	30	47	58	51	1090	39	39	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.94			0.98			1.00	0.99			1.00
Flt Protected		0.98			0.96			0.95	1.00			0.95
Satd. Flow (prot)		1692			1748			1770	5051			1770
Flt Permitted		0.84			0.54			0.95	1.00			0.95
Satd. Flow (perm)		1439			974			1770	5051			1770
Peak-hour factor, PHF	0.82	0.82	0.82	0.90	0.90	0.90	0.83	0.83	0.83	0.83	0.96	0.96
Adj. Flow (vph)	110	51	146	250	33	52	70	61	1313	47	41	79
RTOR Reduction (vph)	0	38	0	0	8	0	0	0	4	0	0	0
Lane Group Flow (vph)	0	269	0	0	327	0	0	131	1356	0	0	120
Confl. Peds. (#/hr)	27					27				12		
Confl. Bikes (#/hr)			6			6				3		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		20.8			20.8			8.1	30.9			7.8
Effective Green, g (s)		20.8			20.8			8.1	30.9			7.8
Actuated g/C Ratio		0.30			0.30			0.12	0.44			0.11
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		430			291			206	2245			198
v/s Ratio Prot								c0.07	0.27			0.07
v/s Ratio Perm		0.19			c0.34							
v/c Ratio		0.63			1.12			0.64	0.60			0.61
Uniform Delay, d1		21.0			24.4			29.3	14.7			29.4
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		2.0			90.7			4.7	0.5			3.6
Delay (s)		23.0			115.0			34.0	15.2			33.0
Level of Service		C			F			C	B			C
Approach Delay (s)		23.0			115.0				16.8			
Approach LOS		C			F				B			

Intersection Summary			
HCM 2000 Control Delay	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	2064	16
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5078	
Flt Permitted	1.00	
Satd. Flow (perm)	5078	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	2150	17
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	2166	0
Confl. Peds. (#/hr)		6
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	30.6	
Effective Green, g (s)	30.6	
Actuated g/C Ratio	0.44	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2235	
v/s Ratio Prot	c0.43	
v/s Ratio Perm		
v/c Ratio	0.97	
Uniform Delay, d1	19.0	
Progression Factor	1.00	
Incremental Delay, d2	12.5	
Delay (s)	31.5	
Level of Service	C	
Approach Delay (s)	31.6	
Approach LOS	C	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (veh/h)	0	0	251	0	0	30	19	225	1172	3	0	2260
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.87	0.87	0.87	0.69	0.69	0.69	0.82	0.82	0.82	0.82	0.95	0.95
Hourly flow rate (vph)	0	0	289	0	0	43	0	274	1429	4	0	2379
Pedestrians		1			7							4
Lane Width (ft)		12.0			12.0							12.0
Walking Speed (ft/s)		4.0			4.0							4.0
Percent Blockage		0			1							0
Right turn flare (veh)												
Median type									None			None
Median storage veh)												
Upstream signal (ft)									677			1147
pX, platoon unblocked	0.63	0.63	0.61	0.63	0.63	0.96	0.00	0.61			0.96	
vC, conflicting volume	3558	4474	900	3068	4578	489	0	2592			1440	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2594	4049	0	1815	4214	330	0	1373			1318	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	56	100	100	93	0	9			100	
cM capacity (veh/h)	2	0	661	4	0	635	0	302			497	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	289	43	274	572	572	290	952	952	687
Volume Left	0	0	274	0	0	0	0	0	0
Volume Right	289	43	0	0	0	4	0	0	212
cSH	661	635	302	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.44	0.07	0.91	0.34	0.34	0.17	0.56	0.56	0.40
Queue Length 95th (ft)	55	5	214	0	0	0	0	0	0
Control Delay (s)	14.6	11.1	68.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B	F						
Approach Delay (s)	14.6	11.1	11.1				0.0		
Approach LOS	B	B							

Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	87.2%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Volume (veh/h)	201
Sign Control	
Grade	
Peak Hour Factor	0.95
Hourly flow rate (vph)	212
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

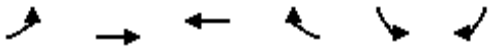
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	491	700	676	186	640	1865
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1760	2787	4895		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1760	2787	4895		3433	5085
Peak-hour factor, PHF	0.88	0.88	0.82	0.82	0.95	0.95
Adj. Flow (vph)	558	795	824	227	674	1963
RTOR Reduction (vph)	0	4	76	0	0	0
Lane Group Flow (vph)	558	791	975	0	674	1963
Confl. Peds. (#/hr)	10			9		
Confl. Bikes (#/hr)				4		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	22.7	41.0	14.9		14.3	32.7
Effective Green, g (s)	22.7	41.0	14.9		14.3	32.7
Actuated g/C Ratio	0.35	0.64	0.23		0.22	0.51
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	620	1774	1132		762	2581
v/s Ratio Prot		0.28	0.20		c0.20	c0.39
v/s Ratio Perm	c0.32					
v/c Ratio	0.90	0.45	0.86		0.88	0.76
Uniform Delay, d1	19.8	5.9	23.8		24.3	12.7
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	15.8	0.1	6.7		11.6	1.2
Delay (s)	35.6	6.0	30.4		35.8	13.9
Level of Service	D	A	C		D	B
Approach Delay (s)	18.2		30.4			19.5
Approach LOS	B		C			B

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	64.4	Sum of lost time (s)	12.5
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	134	31	91	851	2200	170
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.81	0.81	0.87	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	47	165	0	105	978	2444	189
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.68	0.68	0.00	0.68			
vC, conflicting volume	3074	909	0	2633			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2403	0	0	1754			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	78	0	56			
cM capacity (veh/h)	11	737	0	240			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	212	105	326	326	326	978	978	678
Volume Left	47	105	0	0	0	0	0	0
Volume Right	165	0	0	0	0	0	0	189
cSH	46	240	1700	1700	1700	1700	1700	1700
Volume to Capacity	4.65	0.44	0.19	0.19	0.19	0.58	0.58	0.40
Queue Length 95th (ft)	Err	52	0	0	0	0	0	0
Control Delay (s)	Err	31.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	D						
Approach Delay (s)	Err	3.0				0.0		
Approach LOS	F							

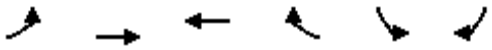
Intersection Summary			
Average Delay	541.3		
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	161	243	403	11	38	88
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.71	0.71	0.69	0.69
Hourly flow rate (vph)	194	293	568	15	55	128
Pedestrians		1	3		1	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584				1260	577
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584				1260	577
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	80				63	75
cM capacity (veh/h)	990				151	515

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	487	583	183
Volume Left	194	0	55
Volume Right	0	15	128
cSH	990	1700	298
Volume to Capacity	0.20	0.34	0.61
Queue Length 95th (ft)	18	0	94
Control Delay (s)	5.2	0.0	34.5
Lane LOS	A		D
Approach Delay (s)	5.2	0.0	34.5
Approach LOS			D

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		



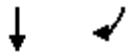
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	40	753	1193	18	19	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.92	
Flt Protected		1.00	1.00		0.98	
Satd. Flow (prot)		3530	3529		1666	
Flt Permitted		0.83	1.00		0.98	
Satd. Flow (perm)		2952	3529		1666	
Peak-hour factor, PHF	0.91	0.91	0.89	0.89	0.86	0.86
Adj. Flow (vph)	44	827	1340	20	22	37
RTOR Reduction (vph)	0	0	1	0	33	0
Lane Group Flow (vph)	0	871	1359	0	26	0
Confl. Peds. (#/hr)	9			9	14	
Confl. Bikes (#/hr)				9		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		51.3	51.3		7.0	
Effective Green, g (s)		51.3	51.3		7.0	
Actuated g/C Ratio		0.77	0.77		0.11	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2284	2730		175	
v/s Ratio Prot			c0.39			
v/s Ratio Perm		0.30			c0.02	
v/c Ratio		0.38	0.50		0.15	
Uniform Delay, d1		2.4	2.8		26.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.3	0.4		0.1	
Delay (s)		2.7	3.2		27.1	
Level of Service		A	A		C	
Approach Delay (s)		2.7	3.2		27.1	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	3.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	66.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	82	38	41	94	19	39	32	66	1376	38	52	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.97			0.97			1.00	1.00			1.00
Flt Protected		0.98			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1754			1744			1770	5065			1770
Flt Permitted		0.79			0.71			0.95	1.00			0.95
Satd. Flow (perm)		1423			1275			1770	5065			1770
Peak-hour factor, PHF	0.77	0.77	0.77	0.93	0.93	0.93	0.87	0.87	0.87	0.87	0.96	0.96
Adj. Flow (vph)	106	49	53	101	20	42	37	76	1582	44	54	85
RTOR Reduction (vph)	0	16	0	0	16	0	0	0	3	0	0	0
Lane Group Flow (vph)	0	192	0	0	147	0	0	113	1623	0	0	139
Confl. Bikes (#/hr)												
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		12.4			12.4			6.9	29.6			7.6
Effective Green, g (s)		12.4			12.4			6.9	29.6			7.6
Actuated g/C Ratio		0.21			0.21			0.12	0.50			0.13
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		296			265			204	2515			225
v/s Ratio Prot								0.06	c0.32			c0.08
v/s Ratio Perm		c0.14			0.12							
v/c Ratio		0.65			0.56			0.55	0.65			0.62
Uniform Delay, d1		21.6			21.1			24.9	11.1			24.6
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		3.7			1.4			1.8	0.6			3.5
Delay (s)		25.3			22.6			26.7	11.8			28.1
Level of Service		C			C			C	B			C
Approach Delay (s)		25.3			22.6				12.7			
Approach LOS		C			C				B			

Intersection Summary			
HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	59.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1199	32
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5063	
Flt Permitted	1.00	
Satd. Flow (perm)	5063	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1249	33
RTOR Reduction (vph)	3	0
Lane Group Flow (vph)	1279	0
Confl. Bikes (#/hr)		1
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	30.3	
Effective Green, g (s)	30.3	
Actuated g/C Ratio	0.51	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2573	
v/s Ratio Prot	0.25	
v/s Ratio Perm		
v/c Ratio	0.50	
Uniform Delay, d1	9.6	
Progression Factor	1.00	
Incremental Delay, d2	0.2	
Delay (s)	9.8	
Level of Service	A	
Approach Delay (s)	11.6	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (veh/h)	0	0	173	0	0	15	12	188	1504	4	0	1269
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.75	0.75	0.75	0.82	0.82	0.82	0.82	0.96	0.96
Hourly flow rate (vph)	0	0	204	0	0	20	0	229	1834	5	0	1322
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			None
Median storage veh)												
Upstream signal (ft)									677			1147
pX, platoon unblocked	0.85	0.85	0.90	0.85	0.85	0.79	0.00	0.90			0.79	
vC, conflicting volume	2448	3655	477	2939	3689	614	0	1394			1839	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1262	2691	23	1844	2731	0	0	1044			1150	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	78	100	100	98	0	61			100	
cM capacity (veh/h)	73	11	942	22	10	861	0	595			479	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	204	20	229	734	734	372	529	529	336
Volume Left	0	0	229	0	0	0	0	0	0
Volume Right	204	20	0	0	0	5	0	0	72
cSH	942	861	595	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.22	0.02	0.39	0.43	0.43	0.22	0.31	0.31	0.20
Queue Length 95th (ft)	20	2	45	0	0	0	0	0	0
Control Delay (s)	9.9	9.3	14.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	A	B						
Approach Delay (s)	9.9	9.3	1.6				0.0		
Approach LOS	A	A							

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	57.8%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Volume (veh/h)	69
Sign Control	
Grade	
Peak Hour Factor	0.96
Hourly flow rate (vph)	72
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	208	503	1182	271	477	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		4.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	4931		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	4931		3433	5085
Peak-hour factor, PHF	0.77	0.77	0.88	0.88	0.90	0.90
Adj. Flow (vph)	270	653	1343	308	530	1079
RTOR Reduction (vph)	0	15	48	0	0	0
Lane Group Flow (vph)	270	638	1603	0	530	1079
Confl. Bikes (#/hr)				1		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	12.6	29.5	25.6		12.9	43.0
Effective Green, g (s)	12.6	29.5	25.6		12.9	43.0
Actuated g/C Ratio	0.20	0.46	0.40		0.20	0.67
Clearance Time (s)	4.0		5.0		4.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	345	1272	1954		685	3384
v/s Ratio Prot		0.23	c0.32		c0.15	0.21
v/s Ratio Perm	c0.15					
v/c Ratio	0.78	0.50	0.82		0.77	0.32
Uniform Delay, d1	24.7	12.4	17.4		24.5	4.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	10.2	0.1	2.7		5.0	0.0
Delay (s)	34.9	12.5	20.2		29.4	4.6
Level of Service	C	B	C		C	A
Approach Delay (s)	19.0		20.2			12.8
Approach LOS	B		C			B

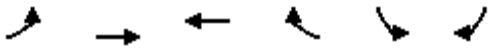
Intersection Summary			
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	64.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	61	12	59	1407	1132	54
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.89	0.94	0.94
Hourly flow rate (vph)	43	69	0	66	1581	1204	57
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.94	0.94	0.00	0.94			
vC, conflicting volume	1893	430	0	1262			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1731	178	0	1061			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	35	91	0	89			
cM capacity (veh/h)	66	786	0	614			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	112	66	527	527	527	482	482	298
Volume Left	43	66	0	0	0	0	0	0
Volume Right	69	0	0	0	0	0	0	57
cSH	152	614	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.11	0.31	0.31	0.31	0.28	0.28	0.18
Queue Length 95th (ft)	112	9	0	0	0	0	0	0
Control Delay (s)	76.0	11.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	76.0	0.5				0.0		
Approach LOS	F							

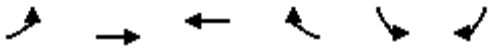
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	98	159	234	33	17	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.68	0.68	0.86	0.86	0.80	0.80
Hourly flow rate (vph)	144	234	272	38	21	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	310				813	291
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310				813	291
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				93	93
cM capacity (veh/h)	1250				308	748

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	378	310	76
Volume Left	144	0	21
Volume Right	0	38	55
cSH	1250	1700	535
Volume to Capacity	0.12	0.18	0.14
Queue Length 95th (ft)	10	0	12
Control Delay (s)	3.8	0.0	12.8
Lane LOS	A		B
Approach Delay (s)	3.8	0.0	12.8
Approach LOS			B

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		



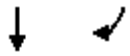
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	23	713	678	23	21	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.94	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3534	3519		1703	
Flt Permitted		0.92	1.00		0.97	
Satd. Flow (perm)		3252	3519		1703	
Peak-hour factor, PHF	0.92	0.92	0.77	0.77	0.80	0.80
Adj. Flow (vph)	25	775	881	30	26	21
RTOR Reduction (vph)	0	0	1	0	19	0
Lane Group Flow (vph)	0	800	910	0	28	0
Confl. Bikes (#/hr)				3		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		41.6	41.6		4.4	
Effective Green, g (s)		41.6	41.6		4.4	
Actuated g/C Ratio		0.77	0.77		0.08	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2505	2710		138	
v/s Ratio Prot			c0.26			
v/s Ratio Perm		0.25			c0.02	
v/c Ratio		0.32	0.34		0.20	
Uniform Delay, d1		1.9	1.9		23.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	0.2		0.3	
Delay (s)		2.1	2.1		23.4	
Level of Service		A	A		C	
Approach Delay (s)		2.1	2.1		23.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	2.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	56	28	64	92	23	54	28	124	2004	54	66	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.94			0.96			1.00	1.00			1.00
Flt Protected		0.98			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1703			1718			1770	5057			1770
Flt Permitted		0.84			0.72			0.95	1.00			0.95
Satd. Flow (perm)		1450			1267			1770	5057			1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	69	35	79	107	27	63	29	131	2109	57	69	127
RTOR Reduction (vph)	0	35	0	0	22	0	0	0	3	0	0	0
Lane Group Flow (vph)	0	148	0	0	175	0	0	160	2163	0	0	196
Confl. Peds. (#/hr)	21					21				16		
Confl. Bikes (#/hr)			4			2				9		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		15.3			15.3			9.2	31.7			12.0
Effective Green, g (s)		15.3			15.3			9.2	31.7			12.0
Actuated g/C Ratio		0.22			0.22			0.13	0.46			0.17
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		321			280			236	2323			307
v/s Ratio Prot								c0.09	c0.43			0.11
v/s Ratio Perm		0.10			c0.14							
v/c Ratio		0.46			0.63			0.68	0.93			0.64
Uniform Delay, d1		23.3			24.3			28.5	17.6			26.5
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		0.4			3.1			6.0	7.6			3.2
Delay (s)		23.7			27.4			34.4	25.2			29.7
Level of Service		C			C			C	C			C
Approach Delay (s)		23.7			27.4				25.8			
Approach LOS		C			C				C			

Intersection Summary			
HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1384	18
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5073	
Flt Permitted	1.00	
Satd. Flow (perm)	5073	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1457	19
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	1475	0
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	34.5	
Effective Green, g (s)	34.5	
Actuated g/C Ratio	0.50	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2536	
v/s Ratio Prot	c0.29	
v/s Ratio Perm		
v/c Ratio	0.58	
Uniform Delay, d1	12.2	
Progression Factor	1.00	
Incremental Delay, d2	0.4	
Delay (s)	12.6	
Level of Service	B	
Approach Delay (s)	14.6	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (veh/h)	0	0	159	0	0	26	16	273	2250	16	0	1420
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.80	0.80	0.80	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.91	0.91
Hourly flow rate (vph)	0	0	199	0	0	27	0	281	2320	16	0	1560
Pedestrians		1			14							3
Lane Width (ft)		12.0			12.0							12.0
Walking Speed (ft/s)		4.0			4.0							4.0
Percent Blockage		0			1							0
Right turn flare (veh)												
Median type									None			None
Median storage veh)												
Upstream signal (ft)									677			1147
pX, platoon unblocked	0.76	0.76	0.82	0.76	0.76	0.67	0.00	0.82			0.67	
vC, conflicting volume	2978	4525	572	3624	4567	798	0	1663			2350	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	876	2918	0	1728	2973	0	0	1034			1276	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	78	100	100	96	0	48			100	
cM capacity (veh/h)	104	5	887	19	5	713	0	546			356	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	199	27	281	928	928	480	624	624	413
Volume Left	0	0	281	0	0	0	0	0	0
Volume Right	199	27	0	0	0	16	0	0	101
cSH	887	713	546	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.22	0.04	0.52	0.55	0.55	0.28	0.37	0.37	0.24
Queue Length 95th (ft)	21	3	73	0	0	0	0	0	0
Control Delay (s)	10.2	10.2	18.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B	C						
Approach Delay (s)	10.2	10.2	2.0				0.0		
Approach LOS	B	B							

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	65.3%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Volume (veh/h)	92
Sign Control	
Grade	
Peak Hour Factor	0.91
Hourly flow rate (vph)	101
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

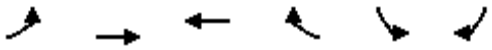
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	287	799	1704	263	558	1024
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1761	2787	4960		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1761	2787	4960		3433	5085
Peak-hour factor, PHF	0.86	0.86	1.00	1.00	0.95	0.95
Adj. Flow (vph)	334	929	1704	263	587	1078
RTOR Reduction (vph)	0	4	26	0	0	0
Lane Group Flow (vph)	334	925	1941	0	587	1078
Confl. Peds. (#/hr)	7			17		
Confl. Bikes (#/hr)				7		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	18.9	38.2	32.3		15.3	51.1
Effective Green, g (s)	18.9	38.2	32.3		15.3	51.1
Actuated g/C Ratio	0.24	0.48	0.41		0.19	0.65
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	421	1347	2027		664	3289
v/s Ratio Prot		0.33	c0.39		c0.17	0.21
v/s Ratio Perm	c0.19					
v/c Ratio	0.79	0.69	0.96		0.88	0.33
Uniform Delay, d1	28.2	15.8	22.7		31.0	6.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	9.3	1.2	11.4		13.0	0.0
Delay (s)	37.5	17.0	34.1		44.0	6.3
Level of Service	D	B	C		D	A
Approach Delay (s)	22.4		34.1			19.6
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	79.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	37	61	20	108	2002	1201	76
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.98	0.98
Hourly flow rate (vph)	44	72	0	114	2107	1226	78
Pedestrians	3				3		
Lane Width (ft)	12.0				12.0		
Walking Speed (ft/s)	4.0				4.0		
Percent Blockage	0				0		
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.93	0.93	0.00	0.93			
vC, conflicting volume	2197	453	0	1306			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2019	140	0	1058			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	91	0	81			
cM capacity (veh/h)	38	815	0	605			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	115	114	702	702	702	490	490	323
Volume Left	44	114	0	0	0	0	0	0
Volume Right	72	0	0	0	0	0	0	78
cSH	94	605	1700	1700	1700	1700	1700	1700
Volume to Capacity	1.23	0.19	0.41	0.41	0.41	0.29	0.29	0.19
Queue Length 95th (ft)	202	17	0	0	0	0	0	0
Control Delay (s)	250.6	12.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	250.6	0.6				0.0		
Approach LOS	F							

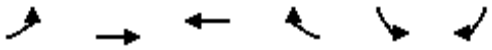
Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	92	138	311	52	16	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.68	0.68
Hourly flow rate (vph)	99	148	342	57	24	44
Pedestrians		3	2		5	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	404				724	378
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404				724	378
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				93	93
cM capacity (veh/h)	1150				357	664

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	247	399	68
Volume Left	99	0	24
Volume Right	0	57	44
cSH	1150	1700	511
Volume to Capacity	0.09	0.23	0.13
Queue Length 95th (ft)	7	0	11
Control Delay (s)	3.8	0.0	13.1
Lane LOS	A		B
Approach Delay (s)	3.8	0.0	13.1
Approach LOS			B

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	41	779	1086	15	42	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		0.98	
Frt		1.00	1.00		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3530	3530		1698	
Flt Permitted		0.85	1.00		0.97	
Satd. Flow (perm)		3011	3530		1698	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.83	0.83
Adj. Flow (vph)	44	838	1168	16	51	23
RTOR Reduction (vph)	0	0	1	0	19	0
Lane Group Flow (vph)	0	882	1183	0	55	0
Confl. Peds. (#/hr)	12			12	26	
Confl. Bikes (#/hr)				11		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		47.4	47.4		11.1	
Effective Green, g (s)		47.4	47.4		11.1	
Actuated g/C Ratio		0.71	0.71		0.17	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2146	2516		283	
v/s Ratio Prot			c0.34			
v/s Ratio Perm		0.29			c0.03	
v/c Ratio		0.41	0.47		0.19	
Uniform Delay, d1		3.9	4.1		23.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.4	0.4		0.1	
Delay (s)		4.2	4.5		24.0	
Level of Service		A	A		C	
Approach Delay (s)		4.2	4.5		24.0	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Alternative 1 Conditions Queue Summary Sheets

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	307	335	131	1360	120	2167
v/c Ratio	0.65	1.11	0.54	0.60	0.52	0.96
Control Delay	25.5	113.4	37.4	17.2	37.3	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	113.4	37.4	17.2	37.3	34.2
Queue Length 50th (ft)	94	~175	51	145	47	301
Queue Length 95th (ft)	165	#344	100	224	102	#564
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	471	301	549	2268	549	2251
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.11	0.24	0.60	0.22	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	558	795	1051	674	1963
v/c Ratio	0.91	0.45	0.88	0.89	0.76
Control Delay	42.4	7.3	31.9	40.7	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	7.3	31.9	40.7	15.5
Queue Length 50th (ft)	207	77	126	124	187
Queue Length 95th (ft)	#391	137	201	#288	362
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	616	1933	1310	982	3021
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.91	0.41	0.80	0.69	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	871	1360	59
v/c Ratio	0.36	0.47	0.19
Control Delay	4.3	4.9	13.5
Queue Delay	0.0	0.0	0.0
Total Delay	4.3	4.9	13.5
Queue Length 50th (ft)	45	81	9
Queue Length 95th (ft)	156	262	31
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2428	2905	805
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.47	0.07

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	208	163	113	1626	139	1282
v/c Ratio	0.66	0.58	0.45	0.64	0.50	0.49
Control Delay	32.1	29.2	31.7	14.4	31.8	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	29.2	31.7	14.4	31.8	11.9
Queue Length 50th (ft)	65	48	40	157	49	108
Queue Length 95th (ft)	112	111	86	259	104	191
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	469	422	662	2710	662	2771
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.39	0.17	0.60	0.21	0.46

Intersection Summary

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	270	653	1651	530	1079
v/c Ratio	0.79	0.50	0.84	0.78	0.32
Control Delay	45.6	13.9	21.9	35.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.6	13.9	21.9	35.3	5.0
Queue Length 50th (ft)	104	92	208	106	59
Queue Length 95th (ft)	178	138	288	185	84
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	458	1504	2829	945	4340
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.43	0.58	0.56	0.25

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	800	911	47
v/c Ratio	0.30	0.31	0.17
Control Delay	2.5	2.5	16.8
Queue Delay	0.0	0.0	0.0
Total Delay	2.5	2.5	16.8
Queue Length 50th (ft)	38	44	8
Queue Length 95th (ft)	56	51	29
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2824	3055	1000
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.28	0.30	0.05

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	183	197	160	2166	196	1476
v/c Ratio	0.51	0.65	0.58	0.95	0.63	0.58
Control Delay	22.6	31.1	37.3	32.6	37.2	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	31.1	37.3	32.6	37.2	16.3
Queue Length 50th (ft)	48	62	60	278	73	146
Queue Length 95th (ft)	98	130	133	#616	155	298
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	473	404	558	2282	558	2557
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.49	0.29	0.95	0.35	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	334	929	1967	587	1078
v/c Ratio	0.80	0.70	0.96	0.89	0.33
Control Delay	44.9	19.5	36.4	49.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	19.5	36.4	49.5	7.2
Queue Length 50th (ft)	166	207	315	145	66
Queue Length 95th (ft)	245	253	#618	#296	158
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	428	1420	2269	799	3716
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.78	0.65	0.87	0.73	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	882	1184	74
v/c Ratio	0.40	0.45	0.20
Control Delay	6.4	6.7	17.3
Queue Delay	0.0	0.0	0.0
Total Delay	6.4	6.7	17.3
Queue Length 50th (ft)	45	65	19
Queue Length 95th (ft)	157	215	42
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2229	2613	813
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.40	0.45	0.09

Intersection Summary

Appendix E

Alternative 2 Conditions, Option 1

- Movement Level of Service Summary Tables
- Synchro Level of Service Summary Sheets
- Synchro Queue Summary Sheets

Movement Level of Service Summary Tables

Table: Alternative 2, Option 1 Movement Level of Service Analysis – AM Peak Hour

ID	Intersection	Control Type	MOE	AM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	17.7	-	-	**68.1**	-	31.8	15.0	-	30.3	32.5	-
			LOS	-	B	-	-	**E**	-	C	B	-	C	C	-
2	El Camino Real & Selby Ln	Signal	Delay	-	**99.7**	-	-	45.4	-	**104.7**	15.3	-	**79.9**	**64.5**	-
			LOS	-	**F**	-	-	D	-	**F**	B	-	**E**	**E**	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	34.4	-	6.0	-	29.8	-	34.4	14.1	-
			LOS	-	-	-	C	-	A	-	C	-	C	B	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**>50***			-	-	-	30.9	-	-	-	-	-
			LOS	**F**			-	-	-	D	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	2.2	-	-	-	-	-	-	-	26.1		
			LOS	-	A	-	-	-	-	-	-	-	D		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	2.5	-	-	3.1	-	-	-	-	27.4		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

Table: Alternative 2, Option 1 Movement Level of Service Analysis – School PM Peak Hour

ID	Intersection	Control Type	MOE	School PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	21.1	-	-	23.6	-	25.5	10.5	-	25.7	9.1	-
			LOS	-	C	-	-	C	-	C	B	-	C	A	-
2	El Camino Real & Selby Ln	Signal	Delay	-	43.1	-	-	34.7	-	40.7	9.8	-	45.1	16.8	-
			LOS	-	D	-	-	C	-	D	A	-	D	B	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	33.8	-	12.5	-	19.7	-	29.2	4.6	-
			LOS	-	-	-	C	-	B	-	B	-	C	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**75.8**			-	-	-	11.6	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	2.1	-	-	-	-	-	-	-	12.5		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	1.6	-	-	1.7	-	-	-	-	24.6		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Table: Alternative 2, Option 1 Movement Level of Service Analysis – PM Peak Hour

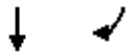
ID	Intersection	Control Type	MOE	PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	20.5	-	-	23.5	-	31.4	20.6	-	32.8	12.4	-
			LOS	-	C	-	-	C	-	C	C	-	C	B	-
2	El Camino Real & Selby Ln	Signal	Delay	-	**59.0**	-	-	46.5	-	**55.6**	11.2	-	**65.1**	20.6	-
			LOS	-	**E**	-	-	D	-	**E**	B	-	**E**	C	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	36.4	-	17.2	-	32.4	-	42.5	6.3	-
			LOS	-	-	-	D	-	B	-	C	-	D	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**249.6**			-	-	-	12.3	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	2.2	-	-	-	-	-	-	-	13.5		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	4.0	-	-	4.6	-	-	-	-	24.0		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Alternative 2, Option 1 Level of Service Summary Sheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	23	11	120	225	30	47	58	33	1148	70	39	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.89			0.98			1.00	0.99			1.00
Flt Protected		0.99			0.96			0.95	1.00			0.95
Satd. Flow (prot)		1630			1748			1770	5028			1770
Flt Permitted		0.94			0.61			0.95	1.00			0.95
Satd. Flow (perm)		1543			1103			1770	5028			1770
Peak-hour factor, PHF	0.82	0.82	0.82	0.90	0.90	0.90	0.83	0.83	0.83	0.83	0.96	0.96
Adj. Flow (vph)	28	13	146	250	33	52	70	40	1383	84	41	44
RTOR Reduction (vph)	0	102	0	0	8	0	0	0	8	0	0	0
Lane Group Flow (vph)	0	85	0	0	327	0	0	110	1459	0	0	85
Confl. Peds. (#/hr)	27					27				12		
Confl. Bikes (#/hr)			6			6				3		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		20.8			20.8			7.4	31.3			6.6
Effective Green, g (s)		20.8			20.8			7.4	31.3			6.6
Actuated g/C Ratio		0.30			0.30			0.11	0.46			0.10
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		467			333			190	2290			170
v/s Ratio Prot								c0.06	0.29			0.05
v/s Ratio Perm		0.06			c0.30							
v/c Ratio		0.18			0.98			0.58	0.64			0.50
Uniform Delay, d1		17.7			23.8			29.2	14.3			29.5
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		0.1			44.3			2.6	0.7			0.8
Delay (s)		17.7			68.1			31.8	15.0			30.3
Level of Service		B			E			C	B			C
Approach Delay (s)		17.7			68.1				16.2			
Approach LOS		B			E				B			

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	10.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	2098	16
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5078	
Flt Permitted	1.00	
Satd. Flow (perm)	5078	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	2185	17
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	2201	0
Confl. Peds. (#/hr)		6
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	30.5	
Effective Green, g (s)	30.5	
Actuated g/C Ratio	0.44	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2254	
v/s Ratio Prot	c0.43	
v/s Ratio Perm		
v/c Ratio	0.98	
Uniform Delay, d1	18.7	
Progression Factor	1.00	
Incremental Delay, d2	13.8	
Delay (s)	32.5	
Level of Service	C	
Approach Delay (s)	32.4	
Approach LOS	C	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	98	0	251	0	3	30	19	240	1172	3	34	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2			3.5	5.0			3.5
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.98			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.90			0.88			1.00	1.00			1.00
Flt Protected		0.99			1.00			0.95	1.00			0.95
Satd. Flow (prot)		1641			1600			1770	5082			1770
Flt Permitted		0.89			1.00			0.95	1.00			0.95
Satd. Flow (perm)		1479			1600			1770	5082			1770
Peak-hour factor, PHF	0.87	0.87	0.87	0.69	0.69	0.69	0.82	0.82	0.82	0.82	0.95	0.95
Adj. Flow (vph)	113	0	289	0	4	43	23	293	1429	4	36	25
RTOR Reduction (vph)	0	60	0	0	33	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	342	0	0	14	0	0	316	1433	0	0	61
Confl. Peds. (#/hr)	4					4				7		
Confl. Bikes (#/hr)			1			5				2		
Turn Type	Perm	NA			NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		5	5	2		1	1
Permitted Phases	4			4								
Actuated Green, G (s)		36.6			36.6			28.4	96.6			8.6
Effective Green, g (s)		36.6			36.6			28.4	96.6			8.6
Actuated g/C Ratio		0.24			0.24			0.18	0.63			0.06
Clearance Time (s)		4.2			4.2			3.5	5.0			3.5
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		350			379			325	3177			98
v/s Ratio Prot					0.01			c0.18	0.28			0.03
v/s Ratio Perm		c0.23										
v/c Ratio		0.98			0.04			0.97	0.45			0.62
Uniform Delay, d1		58.5			45.4			62.7	15.1			71.4
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		41.2			0.0			42.1	0.1			8.5
Delay (s)		99.7			45.4			104.7	15.3			79.9
Level of Service		F			D			F	B			E
Approach Delay (s)		99.7			45.4				31.4			
Approach LOS		F			D				C			

Intersection Summary			
HCM 2000 Control Delay	55.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	154.5	Sum of lost time (s)	12.7
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	2236	201
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5011	
Flt Permitted	1.00	
Satd. Flow (perm)	5011	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2354	212
RTOR Reduction (vph)	7	0
Lane Group Flow (vph)	2559	0
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	76.8	
Effective Green, g (s)	76.8	
Actuated g/C Ratio	0.50	
Clearance Time (s)	5.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2490	
v/s Ratio Prot	c0.51	
v/s Ratio Perm		
v/c Ratio	1.03	
Uniform Delay, d1	38.9	
Progression Factor	1.00	
Incremental Delay, d2	25.6	
Delay (s)	64.5	
Level of Service	E	
Approach Delay (s)	64.8	
Approach LOS	E	

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	491	697	676	186	616	1865
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1760	2787	4895		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1760	2787	4895		3433	5085
Peak-hour factor, PHF	0.88	0.88	0.82	0.82	0.95	0.95
Adj. Flow (vph)	558	792	824	227	648	1963
RTOR Reduction (vph)	0	4	76	0	0	0
Lane Group Flow (vph)	558	788	975	0	648	1963
Confl. Peds. (#/hr)	10			9		
Confl. Bikes (#/hr)				4		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	22.7	40.6	14.9		13.9	32.3
Effective Green, g (s)	22.7	40.6	14.9		13.9	32.3
Actuated g/C Ratio	0.35	0.63	0.23		0.22	0.50
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	624	1768	1139		745	2566
v/s Ratio Prot		0.28	0.20		c0.19	c0.39
v/s Ratio Perm	c0.32					
v/c Ratio	0.89	0.45	0.86		0.87	0.77
Uniform Delay, d1	19.5	6.0	23.5		24.2	12.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	14.9	0.1	6.3		10.3	1.3
Delay (s)	34.4	6.0	29.8		34.4	14.1
Level of Service	C	A	C		C	B
Approach Delay (s)	17.8		29.8			19.1
Approach LOS	B		C			B

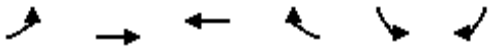
Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	134	31	91	851	2200	170
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.81	0.81	0.87	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	47	165	0	105	978	2444	189
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.68	0.68	0.00	0.68			
vC, conflicting volume	3074	909	0	2633			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2396	0	0	1746			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	77	0	57			
cM capacity (veh/h)	11	735	0	241			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	212	105	326	326	326	978	978	678
Volume Left	47	105	0	0	0	0	0	0
Volume Right	165	0	0	0	0	0	0	189
cSH	46	241	1700	1700	1700	1700	1700	1700
Volume to Capacity	4.60	0.43	0.19	0.19	0.19	0.58	0.58	0.40
Queue Length 95th (ft)	Err	51	0	0	0	0	0	0
Control Delay (s)	Err	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	D						
Approach Delay (s)	Err	3.0				0.0		
Approach LOS	F							

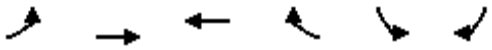
Intersection Summary			
Average Delay	541.3		
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	63	341	421	11	38	70
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.71	0.71	0.69	0.69
Hourly flow rate (vph)	76	411	593	15	55	101
Pedestrians		1	3		1	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1151			
pX, platoon unblocked						
vC, conflicting volume	609				1167	603
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	609				1167	603
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				72	80
cM capacity (veh/h)	968				197	498

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	487	608	157
Volume Left	76	0	55
Volume Right	0	15	101
cSH	968	1700	324
Volume to Capacity	0.08	0.36	0.48
Queue Length 95th (ft)	6	0	63
Control Delay (s)	2.2	0.0	26.1
Lane LOS	A		D
Approach Delay (s)	2.2	0.0	26.1
Approach LOS			D

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		



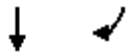
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	753	1193	18	19	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.92	
Flt Protected		1.00	1.00		0.98	
Satd. Flow (prot)		3535	3529		1669	
Flt Permitted		0.92	1.00		0.98	
Satd. Flow (perm)		3241	3529		1669	
Peak-hour factor, PHF	0.91	0.91	0.89	0.89	0.86	0.86
Adj. Flow (vph)	18	827	1340	20	22	34
RTOR Reduction (vph)	0	0	1	0	30	0
Lane Group Flow (vph)	0	845	1359	0	26	0
Confl. Peds. (#/hr)	9			9	14	
Confl. Bikes (#/hr)				9		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		52.0	52.0		7.0	
Effective Green, g (s)		52.0	52.0		7.0	
Actuated g/C Ratio		0.78	0.78		0.10	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2515	2738		174	
v/s Ratio Prot			c0.39			
v/s Ratio Perm		0.26			c0.02	
v/c Ratio		0.34	0.50		0.15	
Uniform Delay, d1		2.3	2.7		27.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	0.4		0.1	
Delay (s)		2.5	3.1		27.4	
Level of Service		A	A		C	
Approach Delay (s)		2.5	3.1		27.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	3.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	48	26	41	94	19	39	32	58	1397	50	52	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.95			0.97			1.00	0.99			1.00
Flt Protected		0.98			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1737			1744			1770	5059			1770
Flt Permitted		0.85			0.73			0.95	1.00			0.95
Satd. Flow (perm)		1511			1320			1770	5059			1770
Peak-hour factor, PHF	0.77	0.77	0.77	0.93	0.93	0.93	0.87	0.87	0.87	0.87	0.96	0.96
Adj. Flow (vph)	62	34	53	101	20	42	37	67	1606	57	54	55
RTOR Reduction (vph)	0	27	0	0	16	0	0	0	4	0	0	0
Lane Group Flow (vph)	0	122	0	0	147	0	0	104	1659	0	0	109
Confl. Bikes (#/hr)												
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		11.2			11.2			6.6	30.4			6.7
Effective Green, g (s)		11.2			11.2			6.6	30.4			6.7
Actuated g/C Ratio		0.19			0.19			0.11	0.52			0.11
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		290			253			200	2637			203
v/s Ratio Prot								0.06	c0.33			c0.06
v/s Ratio Perm		0.08			c0.11							
v/c Ratio		0.42			0.58			0.52	0.63			0.54
Uniform Delay, d1		20.7			21.4			24.4	9.9			24.3
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		0.4			2.2			1.1	0.5			1.4
Delay (s)		21.1			23.6			25.5	10.5			25.7
Level of Service		C			C			C	B			C
Approach Delay (s)		21.1			23.6				11.4			
Approach LOS		C			C				B			

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1228	32
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5063	
Flt Permitted	1.00	
Satd. Flow (perm)	5063	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1279	33
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	1310	0
Confl. Bikes (#/hr)		1
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	30.5	
Effective Green, g (s)	30.5	
Actuated g/C Ratio	0.52	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2648	
v/s Ratio Prot	0.26	
v/s Ratio Perm		
v/c Ratio	0.49	
Uniform Delay, d1	8.9	
Progression Factor	1.00	
Incremental Delay, d2	0.2	
Delay (s)	9.1	
Level of Service	A	
Approach Delay (s)	10.4	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	46	0	173	2	1	15	12	195	1504	4	29	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2			3.5	5.0			3.5
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.89			0.89			1.00	1.00			1.00
Flt Protected		0.99			0.99			0.95	1.00			0.95
Satd. Flow (prot)		1647			1643			1770	5083			1770
Flt Permitted		0.93			0.95			0.95	1.00			0.95
Satd. Flow (perm)		1541			1572			1770	5083			1770
Peak-hour factor, PHF	0.85	0.85	0.85	0.75	0.75	0.75	0.82	0.82	0.82	0.82	0.96	0.96
Adj. Flow (vph)	54	0	204	3	1	20	15	238	1834	5	30	18
RTOR Reduction (vph)	0	97	0	0	17	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	161	0	0	7	0	0	253	1839	0	0	48
Confl. Bikes (#/hr)										1		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		5	5	2		1	1
Permitted Phases	4			4								
Actuated Green, G (s)		15.7			15.7			20.1	63.3			6.2
Effective Green, g (s)		15.7			15.7			20.1	63.3			6.2
Actuated g/C Ratio		0.16			0.16			0.21	0.65			0.06
Clearance Time (s)		4.2			4.2			3.5	5.0			3.5
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		247			252			363	3286			112
v/s Ratio Prot								c0.14	c0.36			0.03
v/s Ratio Perm		c0.10			0.00							
v/c Ratio		0.65			0.03			0.70	0.56			0.43
Uniform Delay, d1		38.5			34.7			36.1	9.6			44.1
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		4.6			0.0			4.7	0.3			1.0
Delay (s)		43.1			34.7			40.7	9.8			45.1
Level of Service		D			C			D	A			D
Approach Delay (s)		43.1			34.7				13.6			
Approach LOS		D			C				B			

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	97.9	Sum of lost time (s)	12.7
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1252	69
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5040	
Flt Permitted	1.00	
Satd. Flow (perm)	5040	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1304	72
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	1372	0
Confl. Bikes (#/hr)		3
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	49.4	
Effective Green, g (s)	49.4	
Actuated g/C Ratio	0.50	
Clearance Time (s)	5.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2543	
v/s Ratio Prot	0.27	
v/s Ratio Perm		
v/c Ratio	0.54	
Uniform Delay, d1	16.5	
Progression Factor	1.00	
Incremental Delay, d2	0.3	
Delay (s)	16.8	
Level of Service	B	
Approach Delay (s)	17.7	
Approach LOS	B	

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	206	502	1182	271	460	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		4.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	4931		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	4931		3433	5085
Peak-hour factor, PHF	0.77	0.77	0.88	0.88	0.90	0.90
Adj. Flow (vph)	268	652	1343	308	511	1079
RTOR Reduction (vph)	0	15	48	0	0	0
Lane Group Flow (vph)	268	637	1603	0	511	1079
Confl. Bikes (#/hr)				1		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	12.5	28.9	25.5		12.4	42.4
Effective Green, g (s)	12.5	28.9	25.5		12.4	42.4
Actuated g/C Ratio	0.20	0.45	0.40		0.19	0.66
Clearance Time (s)	4.0		5.0		4.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	346	1260	1967		666	3374
v/s Ratio Prot		0.23	c0.33		c0.15	0.21
v/s Ratio Perm	c0.15					
v/c Ratio	0.77	0.51	0.81		0.77	0.32
Uniform Delay, d1	24.4	12.4	17.1		24.4	4.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	9.5	0.1	2.6		4.8	0.0
Delay (s)	33.8	12.5	19.7		29.2	4.6
Level of Service	C	B	B		C	A
Approach Delay (s)	18.7		19.7			12.5
Approach LOS	B		B			B

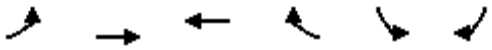
Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	61	12	59	1407	1132	54
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.89	0.94	0.94
Hourly flow rate (vph)	43	69	0	66	1581	1204	57
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.94	0.94	0.00	0.94			
vC, conflicting volume	1893	430	0	1262			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1730	176	0	1060			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	35	91	0	89			
cM capacity (veh/h)	67	787	0	615			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	112	66	527	527	527	482	482	298
Volume Left	43	66	0	0	0	0	0	0
Volume Right	69	0	0	0	0	0	0	57
cSH	153	615	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.11	0.31	0.31	0.31	0.28	0.28	0.18
Queue Length 95th (ft)	111	9	0	0	0	0	0	0
Control Delay (s)	75.8	11.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	75.8	0.5				0.0		
Approach LOS	F							

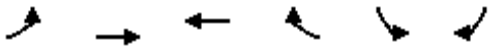
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	52	205	242	33	17	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.68	0.68	0.86	0.86	0.80	0.80
Hourly flow rate (vph)	76	301	281	38	21	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1151			
pX, platoon unblocked						
vC, conflicting volume	320				755	301
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	320				755	301
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				94	94
cM capacity (veh/h)	1240				353	739

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	378	320	66
Volume Left	76	0	21
Volume Right	0	38	45
cSH	1240	1700	547
Volume to Capacity	0.06	0.19	0.12
Queue Length 95th (ft)	5	0	10
Control Delay (s)	2.1	0.0	12.5
Lane LOS	A		B
Approach Delay (s)	2.1	0.0	12.5
Approach LOS			B

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	6	713	678	23	21	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.94	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3538	3519		1709	
Flt Permitted		0.95	1.00		0.97	
Satd. Flow (perm)		3358	3519		1709	
Peak-hour factor, PHF	0.92	0.92	0.77	0.77	0.80	0.80
Adj. Flow (vph)	7	775	881	30	26	18
RTOR Reduction (vph)	0	0	1	0	17	0
Lane Group Flow (vph)	0	782	910	0	27	0
Confl. Bikes (#/hr)				3		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		41.5	41.5		2.7	
Effective Green, g (s)		41.5	41.5		2.7	
Actuated g/C Ratio		0.80	0.80		0.05	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2669	2797		88	
v/s Ratio Prot			c0.26			
v/s Ratio Perm		0.23			c0.02	
v/c Ratio		0.29	0.33		0.31	
Uniform Delay, d1		1.4	1.5		23.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	0.2		0.7	
Delay (s)		1.6	1.7		24.6	
Level of Service		A	A		C	
Approach Delay (s)		1.6	1.7		24.6	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	2.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	28	15	64	92	23	54	28	106	2027	67	66	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.92			0.96			1.00	1.00			1.00
Flt Protected		0.99			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1670			1719			1770	5051			1770
Flt Permitted		0.92			0.78			0.95	1.00			0.95
Satd. Flow (perm)		1550			1380			1770	5051			1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	19	79	107	27	63	29	112	2134	71	69	92
RTOR Reduction (vph)	0	61	0	0	22	0	0	0	4	0	0	0
Lane Group Flow (vph)	0	72	0	0	175	0	0	141	2201	0	0	161
Confl. Peds. (#/hr)	21					21				16		
Confl. Bikes (#/hr)			4			2				9		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		14.9			14.9			8.2	31.6			8.8
Effective Green, g (s)		14.9			14.9			8.2	31.6			8.8
Actuated g/C Ratio		0.23			0.23			0.13	0.48			0.13
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		353			314			222	2444			238
v/s Ratio Prot								0.08	c0.44			c0.09
v/s Ratio Perm		0.05			c0.13							
v/c Ratio		0.20			0.56			0.64	0.90			0.68
Uniform Delay, d1		20.4			22.3			27.1	15.4			26.9
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		0.1			1.2			4.3	5.2			5.9
Delay (s)		20.5			23.5			31.4	20.6			32.8
Level of Service		C			C			C	C			C
Approach Delay (s)		20.5			23.5				21.2			
Approach LOS		C			C				C			

Intersection Summary			
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1418	18
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5074	
Flt Permitted	1.00	
Satd. Flow (perm)	5074	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1493	19
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	1510	0
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	32.2	
Effective Green, g (s)	32.2	
Actuated g/C Ratio	0.49	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2502	
v/s Ratio Prot	0.30	
v/s Ratio Perm		
v/c Ratio	0.60	
Uniform Delay, d1	11.9	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	12.4	
Level of Service	B	
Approach Delay (s)	14.4	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	41	0	159	1	0	26	16	291	2250	16	34	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2			4.2			3.5	5.0			3.5
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.98			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.89			0.87			1.00	1.00			1.00
Flt Protected		0.99			1.00			0.95	1.00			0.95
Satd. Flow (prot)		1627			1587			1770	5078			1770
Flt Permitted		0.93			0.98			0.95	1.00			0.95
Satd. Flow (perm)		1521			1564			1770	5078			1770
Peak-hour factor, PHF	0.80	0.80	0.80	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.91	0.91
Adj. Flow (vph)	51	0	199	1	0	27	16	300	2320	16	37	32
RTOR Reduction (vph)	0	103	0	0	24	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	147	0	0	4	0	0	316	2336	0	0	69
Confl. Peds. (#/hr)	3					3				14		
Confl. Bikes (#/hr)			1			3				8		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		5	5	2		1	1
Permitted Phases	4			4								
Actuated Green, G (s)		17.5			17.5			28.2	87.3			7.8
Effective Green, g (s)		17.5			17.5			28.2	87.3			7.8
Actuated g/C Ratio		0.14			0.14			0.23	0.70			0.06
Clearance Time (s)		4.2			4.2			3.5	5.0			3.5
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		212			218			398	3537			110
v/s Ratio Prot								c0.18	c0.46			0.04
v/s Ratio Perm		c0.10			0.00							
v/c Ratio		0.69			0.02			0.79	0.66			0.63
Uniform Delay, d1		51.3			46.5			45.8	10.7			57.3
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		7.6			0.0			9.8	0.5			7.8
Delay (s)		59.0			46.5			55.6	11.2			65.1
Level of Service		E			D			E	B			E
Approach Delay (s)		59.0			46.5				16.5			
Approach LOS		E			D				B			

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	125.3	Sum of lost time (s)	12.7
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1391	92
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5030	
Flt Permitted	1.00	
Satd. Flow (perm)	5030	
Peak-hour factor, PHF	0.91	0.91
Adj. Flow (vph)	1529	101
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	1626	0
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		7
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	66.9	
Effective Green, g (s)	66.9	
Actuated g/C Ratio	0.53	
Clearance Time (s)	5.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2685	
v/s Ratio Prot	0.32	
v/s Ratio Perm		
v/c Ratio	0.61	
Uniform Delay, d1	20.1	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	20.6	
Level of Service	C	
Approach Delay (s)	22.4	
Approach LOS	C	

Intersection Summary

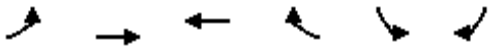
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	286	799	1704	263	529	1024
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1761	2787	4960		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1761	2787	4960		3433	5085
Peak-hour factor, PHF	0.86	0.86	1.00	1.00	0.95	0.95
Adj. Flow (vph)	333	929	1704	263	557	1078
RTOR Reduction (vph)	0	4	26	0	0	0
Lane Group Flow (vph)	333	925	1941	0	557	1078
Confl. Peds. (#/hr)	7			17		
Confl. Bikes (#/hr)				7		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	18.8	37.4	32.2		14.6	50.3
Effective Green, g (s)	18.8	37.4	32.2		14.6	50.3
Actuated g/C Ratio	0.24	0.48	0.41		0.19	0.64
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	423	1334	2044		641	3274
v/s Ratio Prot		0.33	c0.39		c0.16	0.21
v/s Ratio Perm	c0.19					
v/c Ratio	0.79	0.69	0.95		0.87	0.33
Uniform Delay, d1	27.8	15.9	22.2		30.8	6.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.7	1.3	10.2		11.6	0.0
Delay (s)	36.4	17.2	32.4		42.5	6.3
Level of Service	D	B	C		D	A
Approach Delay (s)	22.2		32.4			18.6
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	78.1	Sum of lost time (s)	12.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	37	61	20	108	2002	1201	76
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.98	0.98
Hourly flow rate (vph)	44	72	0	114	2107	1226	78
Pedestrians	3				3		
Lane Width (ft)	12.0				12.0		
Walking Speed (ft/s)	4.0				4.0		
Percent Blockage	0				0		
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.93	0.93	0.00	0.93			
vC, conflicting volume	2197	453	0	1306			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2017	137	0	1057			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	91	0	81			
cM capacity (veh/h)	38	818	0	606			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	115	114	702	702	702	490	490	323
Volume Left	44	114	0	0	0	0	0	0
Volume Right	72	0	0	0	0	0	0	78
cSH	94	606	1700	1700	1700	1700	1700	1700
Volume to Capacity	1.23	0.19	0.41	0.41	0.41	0.29	0.29	0.19
Queue Length 95th (ft)	201	17	0	0	0	0	0	0
Control Delay (s)	249.6	12.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	249.6	0.6				0.0		
Approach LOS	F							

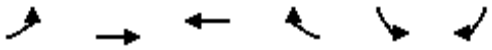
Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	51	179	329	52	16	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.68	0.68
Hourly flow rate (vph)	55	192	362	57	24	18
Pedestrians		3	2		5	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1151			
pX, platoon unblocked						
vC, conflicting volume	424				699	398
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424				699	398
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				94	97
cM capacity (veh/h)	1131				384	647

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	247	419	41
Volume Left	55	0	24
Volume Right	0	57	18
cSH	1131	1700	465
Volume to Capacity	0.05	0.25	0.09
Queue Length 95th (ft)	4	0	7
Control Delay (s)	2.2	0.0	13.5
Lane LOS	A		B
Approach Delay (s)	2.2	0.0	13.5
Approach LOS			B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	12	779	1086	15	42	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		0.98	
Frt		1.00	1.00		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3536	3530		1699	
Flt Permitted		0.93	1.00		0.97	
Satd. Flow (perm)		3306	3530		1699	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.83	0.83
Adj. Flow (vph)	13	838	1168	16	51	22
RTOR Reduction (vph)	0	0	0	0	18	0
Lane Group Flow (vph)	0	851	1184	0	55	0
Confl. Peds. (#/hr)	12			12	26	
Confl. Bikes (#/hr)				11		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		47.5	47.5		11.2	
Effective Green, g (s)		47.5	47.5		11.2	
Actuated g/C Ratio		0.71	0.71		0.17	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2354	2513		285	
v/s Ratio Prot			c0.34			
v/s Ratio Perm		0.26			c0.03	
v/c Ratio		0.36	0.47		0.19	
Uniform Delay, d1		3.7	4.2		23.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.3	0.4		0.1	
Delay (s)		4.0	4.6		24.0	
Level of Service		A	A		C	
Approach Delay (s)		4.0	4.6		24.0	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Alternative 2, Option 1 Queue Summary Sheets

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	187	335	110	1467	85	2202
v/c Ratio	0.33	0.97	0.49	0.63	0.42	0.97
Control Delay	7.7	69.8	36.7	16.7	36.4	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	69.8	36.7	16.7	36.4	34.6
Queue Length 50th (ft)	12	~155	42	154	33	301
Queue Length 95th (ft)	48	#313	86	233	79	#561
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	572	344	554	2319	554	2274
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.97	0.20	0.63	0.15	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	402	47	316	1433	61	2566
v/c Ratio	0.98	0.11	0.97	0.45	0.55	1.03
Control Delay	84.5	14.3	103.7	16.2	87.7	65.0
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	84.5	14.3	103.7	16.5	87.7	65.0
Queue Length 50th (ft)	338	3	322	275	61	~1023
Queue Length 95th (ft)	#520	21	#445	293	111	#1105
Internal Link Dist (ft)	1071	146		597		1067
Turn Bay Length (ft)			55		105	
Base Capacity (vph)	423	425	328	3194	166	2484
Starvation Cap Reductn	0	0	0	1030	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.11	0.96	0.66	0.37	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	558	792	1051	648	1963
v/c Ratio	0.90	0.45	0.87	0.87	0.77
Control Delay	41.2	7.3	31.5	39.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	7.3	31.5	39.6	15.6
Queue Length 50th (ft)	203	76	123	118	187
Queue Length 95th (ft)	#391	136	201	#272	362
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	621	1948	1319	990	3045
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	0.41	0.80	0.65	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	845	1360	56
v/c Ratio	0.32	0.47	0.19
Control Delay	4.0	4.9	14.0
Queue Delay	0.0	0.0	0.0
Total Delay	4.0	4.9	14.0
Queue Length 50th (ft)	42	81	10
Queue Length 95th (ft)	143	262	30
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2674	2912	799
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.32	0.47	0.07

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	149	163	104	1663	109	1312
v/c Ratio	0.47	0.60	0.43	0.62	0.44	0.49
Control Delay	22.7	29.9	30.5	12.8	30.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	29.9	30.5	12.8	30.6	11.1
Queue Length 50th (ft)	37	47	34	142	36	101
Queue Length 95th (ft)	71	106	79	252	85	193
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	506	436	661	2706	661	2719
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.37	0.16	0.61	0.16	0.48

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	258	24	253	1839	48	1376
v/c Ratio	0.75	0.09	0.70	0.56	0.34	0.55
Control Delay	38.7	20.9	51.7	11.6	58.7	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	20.9	51.7	11.6	58.7	18.9
Queue Length 50th (ft)	82	2	142	215	28	201
Queue Length 95th (ft)	201	21	288	329	87	347
Internal Link Dist (ft)	1071	146		597		1067
Turn Bay Length (ft)			55		105	
Base Capacity (vph)	721	679	567	4430	288	3974
Starvation Cap Reductn	0	0	0	536	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.04	0.45	0.47	0.17	0.35

Intersection Summary

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	268	652	1651	511	1079
v/c Ratio	0.78	0.50	0.83	0.77	0.32
Control Delay	44.7	13.9	21.5	34.9	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	13.9	21.5	34.9	5.0
Queue Length 50th (ft)	101	91	203	101	58
Queue Length 95th (ft)	177	138	288	178	84
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	464	1520	2866	957	4363
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.43	0.58	0.53	0.25

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	782	911	44
v/c Ratio	0.26	0.29	0.15
Control Delay	1.8	1.8	16.7
Queue Delay	0.0	0.0	0.0
Total Delay	1.8	1.8	16.7
Queue Length 50th (ft)	0	0	6
Queue Length 95th (ft)	54	51	28
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	3054	3200	1050
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.28	0.04

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	197	141	2205	161	1512
v/c Ratio	0.32	0.58	0.53	0.90	0.56	0.60
Control Delay	12.3	26.9	35.8	26.5	35.5	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	26.9	35.8	26.5	35.5	16.1
Queue Length 50th (ft)	17	59	50	262	57	140
Queue Length 95th (ft)	50	121	118	#605	131	300
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	559	469	602	2459	602	2518
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.42	0.23	0.90	0.27	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	250	28	316	2336	69	1630
v/c Ratio	0.79	0.10	0.79	0.66	0.51	0.61
Control Delay	45.4	0.7	64.0	14.3	75.0	22.3
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	45.4	0.7	64.0	14.8	75.0	22.3
Queue Length 50th (ft)	109	0	250	356	56	313
Queue Length 95th (ft)	168	0	#516	699	122	493
Internal Link Dist (ft)	1071	146		597		1067
Turn Bay Length (ft)			55		105	
Base Capacity (vph)	562	536	420	3746	214	3192
Starvation Cap Reductn	0	0	0	802	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.05	0.75	0.79	0.32	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	333	929	1967	557	1078
v/c Ratio	0.79	0.70	0.96	0.87	0.33
Control Delay	43.8	19.7	35.3	48.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	19.7	35.3	48.0	7.3
Queue Length 50th (ft)	162	207	306	137	66
Queue Length 95th (ft)	244	253	#618	#274	158
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	433	1437	2301	810	3769
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.65	0.85	0.69	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	851	1184	73
v/c Ratio	0.35	0.45	0.20
Control Delay	5.9	6.7	17.5
Queue Delay	0.0	0.0	0.0
Total Delay	5.9	6.7	17.5
Queue Length 50th (ft)	42	65	19
Queue Length 95th (ft)	143	216	42
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2448	2615	811
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.35	0.45	0.09

Intersection Summary

Appendix F

Alternative 2, Option 2

- Movement Level of Service Summary Tables
- Synchro Level of Service Summary Sheets
- Synchro Queue Summary Sheets

Movement Level of Service Summary Tables

Table: Alternative 2, Option 2 Movement Level of Service Analysis Results – AM Peak Hour

ID	Intersection	Control Type	MOE	AM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	17.7	-	-	**68.1**	-	31.8	15.0	-	30.3	32.5	-
			LOS	-	B	-	-	**E**	-	C	B	-	C	C	-
2	El Camino Real & Selby Ln	Signal	Delay	-	**57.6**	50.0	-	**59.4**	-	**108.2**	12.0	-	**68.4**	46.5	-
			LOS	-	**E**	D	-	**E**	-	**F**	B	-	**E**	D	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	34.4	-	6.0	-	29.8	-	34.4	14.1	-
			LOS	-	-	-	C	-	A	-	C	-	C	B	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**>50***			-	-	-	30.9	-	-	-	-	-
			LOS	**F**			-	-	-	D	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	2.2	-	-	-	-	-	-	-	26.1		
			LOS	-	A	-	-	-	-	-	-	-	D		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	2.5	-	-	3.1	-	-	-	-	27.4		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
>50* = Control Delay at intersection exceeds software maximum reportable value, >50 seconds yields LOS F.
Bold indicates unacceptable operations.

Table: Alternative 2, Option 2 Movement Level of Service Analysis Results – School PM Peak Hour

ID	Intersection	Control Type	MOE	School PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	21.1	-	-	23.6	-	25.5	10.5	-	25.7	9.1	-
			LOS	-	C	-	-	C	-	C	B	-	C	A	-
2	El Camino Real & Selby Ln	Signal	Delay	-	41.6	39.9	-	45.9	-	37.0	10.5	-	44.6	18.6	-
			LOS	-	D	D	-	D	-	D	B	-	D	B	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	33.8	-	12.5	-	19.7	-	29.2	4.6	-
			LOS	-	-	-	C	-	B	-	B	-	C	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**75.8**			-	-	-	11.6	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	2.1	-	-	-	-	-	-	-	12.5		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	1.6	-	-	1.7	-	-	-	-	24.6		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Table: Alternative 2, Option 2 Movement Level of Service Analysis Results – PM Peak Hour

ID	Intersection	Control Type	MOE	PM Peak Hour											
				EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1	El Camino Real & Oakwood Dr-Dumbarton Ave	Signal	Delay	-	20.5	-	-	23.5	-	31.4	20.6	-	32.8	12.4	-
			LOS	-	C	-	-	C	-	C	C	-	C	B	-
2	El Camino Real & Selby Ln	Signal	Delay	-	48.2	46.7	-	54.6	-	**66.6**	13.7	-	**64.3**	21.2	-
			LOS	-	D	D	-	D	-	**E**	B	-	**E**	C	-
3	El Camino Real & Fifth Ave	Signal	Delay	-	-	-	36.4	-	17.2	-	32.4	-	42.5	6.3	-
			LOS	-	-	-	D	-	B	-	C	-	D	A	-
4	El Camino Real & Stockbridge Ave	OWSC	Delay	**249.6**			-	-	-	12.3	-	-	-	-	-
			LOS	**F**			-	-	-	B	-	-	-	-	-
5	Oakwood Blvd & Selby Ln	OWSC	Delay	-	2.2	-	-	-	-	-	-	-	13.5		
			LOS	-	A	-	-	-	-	-	-	-	B		
6	Waverly Ave & Fifth Ave	Signal	Delay	-	4.0	-	-	4.6	-	-	-	-	24.0		
			LOS	-	A	-	-	A	-	-	-	-	C		

Notes: Delay = Average intersection delay in seconds per vehicle for signalized intersections or minor street (worst approach) delay for OWSC or TWSC intersections.
LOS = Level of Service
Bold indicates unacceptable operations.

Alternative 2, Option 2 Level of Service Summary Sheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	23	11	120	225	30	47	58	33	1148	70	39	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.89			0.98			1.00	0.99			1.00
Flt Protected		0.99			0.96			0.95	1.00			0.95
Satd. Flow (prot)		1630			1748			1770	5028			1770
Flt Permitted		0.94			0.61			0.95	1.00			0.95
Satd. Flow (perm)		1543			1103			1770	5028			1770
Peak-hour factor, PHF	0.82	0.82	0.82	0.90	0.90	0.90	0.83	0.83	0.83	0.83	0.96	0.96
Adj. Flow (vph)	28	13	146	250	33	52	70	40	1383	84	41	44
RTOR Reduction (vph)	0	102	0	0	8	0	0	0	8	0	0	0
Lane Group Flow (vph)	0	85	0	0	327	0	0	110	1459	0	0	85
Confl. Peds. (#/hr)	27					27				12		
Confl. Bikes (#/hr)			6			6				3		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		20.8			20.8			7.4	31.3			6.6
Effective Green, g (s)		20.8			20.8			7.4	31.3			6.6
Actuated g/C Ratio		0.30			0.30			0.11	0.46			0.10
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		467			333			190	2290			170
v/s Ratio Prot								c0.06	0.29			0.05
v/s Ratio Perm		0.06			c0.30							
v/c Ratio		0.18			0.98			0.58	0.64			0.50
Uniform Delay, d1		17.7			23.8			29.2	14.3			29.5
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		0.1			44.3			2.6	0.7			0.8
Delay (s)		17.7			68.1			31.8	15.0			30.3
Level of Service		B			E			C	B			C
Approach Delay (s)		17.7			68.1				16.2			
Approach LOS		B			E				B			

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	10.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	2098	16
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5078	
Flt Permitted	1.00	
Satd. Flow (perm)	5078	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	2185	17
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	2201	0
Confl. Peds. (#/hr)		6
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	30.5	
Effective Green, g (s)	30.5	
Actuated g/C Ratio	0.44	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2254	
v/s Ratio Prot	c0.43	
v/s Ratio Perm		
v/c Ratio	0.98	
Uniform Delay, d1	18.7	
Progression Factor	1.00	
Incremental Delay, d2	13.8	
Delay (s)	32.5	
Level of Service	C	
Approach Delay (s)	32.4	
Approach LOS	C	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	98	0	251	0	3	30	19	240	1172	3	34	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2			3.5	5.0			3.5
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00	0.99		0.94			1.00	1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00
Frt		1.00	0.85		0.88			1.00	1.00			1.00
Flt Protected		0.95	1.00		1.00			0.95	1.00			0.95
Satd. Flow (prot)		1763	1562		1538			1770	5083			1770
Flt Permitted		0.73	1.00		1.00			0.95	1.00			0.95
Satd. Flow (perm)		1348	1562		1538			1770	5083			1770
Peak-hour factor, PHF	0.87	0.87	0.87	0.69	0.69	0.69	0.82	0.82	0.82	0.82	0.95	0.95
Adj. Flow (vph)	113	0	289	0	4	43	23	293	1429	4	36	25
RTOR Reduction (vph)	0	0	243	0	41	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	113	46	0	6	0	0	316	1433	0	0	61
Confl. Peds. (#/hr)	4					4				7		
Confl. Bikes (#/hr)			1			5				2		
Turn Type	Perm	NA	Perm		NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4		3	3		5	5	2		1	1
Permitted Phases	4		4									
Actuated Green, G (s)		17.2	17.2		5.6			22.7	82.0			7.1
Effective Green, g (s)		17.2	17.2		5.6			22.7	82.0			7.1
Actuated g/C Ratio		0.13	0.13		0.04			0.18	0.64			0.06
Clearance Time (s)		4.2	4.2		4.2			3.5	5.0			3.5
Vehicle Extension (s)		2.0	2.0		2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		180	208		66			311	3236			97
v/s Ratio Prot					c0.00			c0.18	0.28			0.03
v/s Ratio Perm		c0.08	0.03									
v/c Ratio		0.63	0.22		0.09			1.02	0.44			0.63
Uniform Delay, d1		52.8	49.8		59.2			53.1	11.8			59.6
Progression Factor		1.00	1.00		1.00			1.00	1.00			1.00
Incremental Delay, d2		4.9	0.2		0.2			55.2	0.1			8.8
Delay (s)		57.6	50.0		59.4			108.2	12.0			68.4
Level of Service		E	D		E			F	B			E
Approach Delay (s)		52.1			59.4				29.4			
Approach LOS		D			E				C			

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	128.8	Sum of lost time (s)	16.9
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	2236	201
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5011	
Flt Permitted	1.00	
Satd. Flow (perm)	5011	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2354	212
RTOR Reduction (vph)	6	0
Lane Group Flow (vph)	2560	0
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	66.4	
Effective Green, g (s)	66.4	
Actuated g/C Ratio	0.52	
Clearance Time (s)	5.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2583	
v/s Ratio Prot	c0.51	
v/s Ratio Perm		
v/c Ratio	0.99	
Uniform Delay, d1	30.9	
Progression Factor	1.00	
Incremental Delay, d2	15.6	
Delay (s)	46.5	
Level of Service	D	
Approach Delay (s)	47.0	
Approach LOS	D	

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	491	697	676	186	616	1865
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	0.99	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1760	2787	4895		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1760	2787	4895		3433	5085
Peak-hour factor, PHF	0.88	0.88	0.82	0.82	0.95	0.95
Adj. Flow (vph)	558	792	824	227	648	1963
RTOR Reduction (vph)	0	4	76	0	0	0
Lane Group Flow (vph)	558	788	975	0	648	1963
Confl. Peds. (#/hr)	10			9		
Confl. Bikes (#/hr)				4		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	22.7	40.6	14.9		13.9	32.3
Effective Green, g (s)	22.7	40.6	14.9		13.9	32.3
Actuated g/C Ratio	0.35	0.63	0.23		0.22	0.50
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	624	1768	1139		745	2566
v/s Ratio Prot		0.28	0.20		c0.19	c0.39
v/s Ratio Perm	c0.32					
v/c Ratio	0.89	0.45	0.86		0.87	0.77
Uniform Delay, d1	19.5	6.0	23.5		24.2	12.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	14.9	0.1	6.3		10.3	1.3
Delay (s)	34.4	6.0	29.8		34.4	14.1
Level of Service	C	A	C		C	B
Approach Delay (s)	17.8		29.8			19.1
Approach LOS	B		C			B

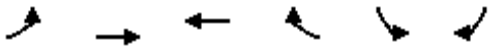
Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	134	31	91	851	2200	170
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.81	0.81	0.87	0.87	0.87	0.90	0.90
Hourly flow rate (vph)	47	165	0	105	978	2444	189
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.68	0.68	0.00	0.68			
vC, conflicting volume	3074	909	0	2633			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2396	0	0	1746			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	77	0	57			
cM capacity (veh/h)	11	735	0	241			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	212	105	326	326	326	978	978	678
Volume Left	47	105	0	0	0	0	0	0
Volume Right	165	0	0	0	0	0	0	189
cSH	46	241	1700	1700	1700	1700	1700	1700
Volume to Capacity	4.60	0.43	0.19	0.19	0.19	0.58	0.58	0.40
Queue Length 95th (ft)	Err	51	0	0	0	0	0	0
Control Delay (s)	Err	30.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	D						
Approach Delay (s)	Err	3.0				0.0		
Approach LOS	F							

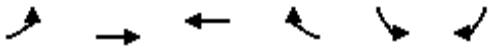
Intersection Summary			
Average Delay	541.3		
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	63	341	421	11	38	70
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.71	0.71	0.69	0.69
Hourly flow rate (vph)	76	411	593	15	55	101
Pedestrians		1	3		1	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1151			
pX, platoon unblocked						
vC, conflicting volume	609				1167	603
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	609				1167	603
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				72	80
cM capacity (veh/h)	968				197	498

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	487	608	157
Volume Left	76	0	55
Volume Right	0	15	101
cSH	968	1700	324
Volume to Capacity	0.08	0.36	0.48
Queue Length 95th (ft)	6	0	63
Control Delay (s)	2.2	0.0	26.1
Lane LOS	A		D
Approach Delay (s)	2.2	0.0	26.1
Approach LOS			D

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	753	1193	18	19	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.92	
Flt Protected		1.00	1.00		0.98	
Satd. Flow (prot)		3535	3529		1669	
Flt Permitted		0.92	1.00		0.98	
Satd. Flow (perm)		3241	3529		1669	
Peak-hour factor, PHF	0.91	0.91	0.89	0.89	0.86	0.86
Adj. Flow (vph)	18	827	1340	20	22	34
RTOR Reduction (vph)	0	0	1	0	30	0
Lane Group Flow (vph)	0	845	1359	0	26	0
Confl. Peds. (#/hr)	9			9	14	
Confl. Bikes (#/hr)				9		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		52.0	52.0		7.0	
Effective Green, g (s)		52.0	52.0		7.0	
Actuated g/C Ratio		0.78	0.78		0.10	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2515	2738		174	
v/s Ratio Prot			c0.39			
v/s Ratio Perm		0.26			c0.02	
v/c Ratio		0.34	0.50		0.15	
Uniform Delay, d1		2.3	2.7		27.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	0.4		0.1	
Delay (s)		2.5	3.1		27.4	
Level of Service		A	A		C	
Approach Delay (s)		2.5	3.1		27.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	3.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	48	26	41	94	19	39	32	58	1397	50	52	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.95			0.97			1.00	0.99			1.00
Flt Protected		0.98			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1737			1744			1770	5059			1770
Flt Permitted		0.85			0.73			0.95	1.00			0.95
Satd. Flow (perm)		1511			1320			1770	5059			1770
Peak-hour factor, PHF	0.77	0.77	0.77	0.93	0.93	0.93	0.87	0.87	0.87	0.87	0.96	0.96
Adj. Flow (vph)	62	34	53	101	20	42	37	67	1606	57	54	55
RTOR Reduction (vph)	0	27	0	0	16	0	0	0	4	0	0	0
Lane Group Flow (vph)	0	122	0	0	147	0	0	104	1659	0	0	109
Confl. Bikes (#/hr)												
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		11.2			11.2			6.6	30.4			6.7
Effective Green, g (s)		11.2			11.2			6.6	30.4			6.7
Actuated g/C Ratio		0.19			0.19			0.11	0.52			0.11
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		290			253			200	2637			203
v/s Ratio Prot								0.06	c0.33			c0.06
v/s Ratio Perm		0.08			c0.11							
v/c Ratio		0.42			0.58			0.52	0.63			0.54
Uniform Delay, d1		20.7			21.4			24.4	9.9			24.3
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		0.4			2.2			1.1	0.5			1.4
Delay (s)		21.1			23.6			25.5	10.5			25.7
Level of Service		C			C			C	B			C
Approach Delay (s)		21.1			23.6				11.4			
Approach LOS		C			C				B			

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1228	32
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5063	
Flt Permitted	1.00	
Satd. Flow (perm)	5063	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1279	33
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	1310	0
Confl. Bikes (#/hr)		1
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	30.5	
Effective Green, g (s)	30.5	
Actuated g/C Ratio	0.52	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2648	
v/s Ratio Prot	0.26	
v/s Ratio Perm		
v/c Ratio	0.49	
Uniform Delay, d1	8.9	
Progression Factor	1.00	
Incremental Delay, d2	0.2	
Delay (s)	9.1	
Level of Service	A	
Approach Delay (s)	10.4	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	46	0	173	2	1	15	12	195	1504	4	29	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2			3.5	5.0			3.5
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00
Frt		1.00	0.85		0.89			1.00	1.00			1.00
Flt Protected		0.95	1.00		0.99			0.95	1.00			0.95
Satd. Flow (prot)		1770	1583		1643			1770	5083			1770
Flt Permitted		0.74	1.00		0.99			0.95	1.00			0.95
Satd. Flow (perm)		1381	1583		1643			1770	5083			1770
Peak-hour factor, PHF	0.85	0.85	0.85	0.75	0.75	0.75	0.82	0.82	0.82	0.82	0.96	0.96
Adj. Flow (vph)	54	0	204	3	1	20	15	238	1834	5	30	18
RTOR Reduction (vph)	0	0	184	0	19	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	54	20	0	5	0	0	253	1839	0	0	48
Confl. Bikes (#/hr)										1		
Turn Type	Perm	NA	Perm	Split	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4		3	3		5	5	2		1	1
Permitted Phases	4		4									
Actuated Green, G (s)		9.5	9.5		2.9			21.3	61.2			6.1
Effective Green, g (s)		9.5	9.5		2.9			21.3	61.2			6.1
Actuated g/C Ratio		0.10	0.10		0.03			0.22	0.63			0.06
Clearance Time (s)		4.2	4.2		4.2			3.5	5.0			3.5
Vehicle Extension (s)		2.0	2.0		2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		135	155		49			390	3220			111
v/s Ratio Prot					c0.00			c0.14	c0.36			0.03
v/s Ratio Perm		c0.04	0.01									
v/c Ratio		0.40	0.13		0.09			0.65	0.57			0.43
Uniform Delay, d1		40.9	39.8		45.6			34.2	10.2			43.6
Progression Factor		1.00	1.00		1.00			1.00	1.00			1.00
Incremental Delay, d2		0.7	0.1		0.3			2.8	0.3			1.0
Delay (s)		41.6	39.9		45.9			37.0	10.5			44.6
Level of Service		D	D		D			D	B			D
Approach Delay (s)		40.3			45.9				13.7			
Approach LOS		D			D				B			

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	96.6	Sum of lost time (s)	16.9
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1252	69
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5039	
Flt Permitted	1.00	
Satd. Flow (perm)	5039	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	1304	72
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	1372	0
Confl. Bikes (#/hr)		3
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	46.0	
Effective Green, g (s)	46.0	
Actuated g/C Ratio	0.48	
Clearance Time (s)	5.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2399	
v/s Ratio Prot	0.27	
v/s Ratio Perm		
v/c Ratio	0.57	
Uniform Delay, d1	18.2	
Progression Factor	1.00	
Incremental Delay, d2	0.4	
Delay (s)	18.6	
Level of Service	B	
Approach Delay (s)	19.5	
Approach LOS	B	

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	206	502	1182	271	460	971
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		4.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	4931		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	2787	4931		3433	5085
Peak-hour factor, PHF	0.77	0.77	0.88	0.88	0.90	0.90
Adj. Flow (vph)	268	652	1343	308	511	1079
RTOR Reduction (vph)	0	15	48	0	0	0
Lane Group Flow (vph)	268	637	1603	0	511	1079
Confl. Bikes (#/hr)				1		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	12.5	28.9	25.5		12.4	42.4
Effective Green, g (s)	12.5	28.9	25.5		12.4	42.4
Actuated g/C Ratio	0.20	0.45	0.40		0.19	0.66
Clearance Time (s)	4.0		5.0		4.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	346	1260	1967		666	3374
v/s Ratio Prot		0.23	c0.33		c0.15	0.21
v/s Ratio Perm	c0.15					
v/c Ratio	0.77	0.51	0.81		0.77	0.32
Uniform Delay, d1	24.4	12.4	17.1		24.4	4.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	9.5	0.1	2.6		4.8	0.0
Delay (s)	33.8	12.5	19.7		29.2	4.6
Level of Service	C	B	B		C	A
Approach Delay (s)	18.7		19.7			12.5
Approach LOS	B		B			B

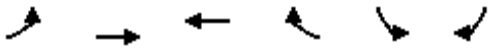
Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	38	61	12	59	1407	1132	54
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.89	0.94	0.94
Hourly flow rate (vph)	43	69	0	66	1581	1204	57
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.94	0.94	0.00	0.94			
vC, conflicting volume	1893	430	0	1262			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1730	176	0	1060			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	35	91	0	89			
cM capacity (veh/h)	67	787	0	615			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	112	66	527	527	527	482	482	298
Volume Left	43	66	0	0	0	0	0	0
Volume Right	69	0	0	0	0	0	0	57
cSH	153	615	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.74	0.11	0.31	0.31	0.31	0.28	0.28	0.18
Queue Length 95th (ft)	111	9	0	0	0	0	0	0
Control Delay (s)	75.8	11.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	75.8	0.5				0.0		
Approach LOS	F							

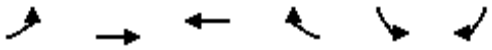
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	52	205	242	33	17	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.68	0.68	0.86	0.86	0.80	0.80
Hourly flow rate (vph)	76	301	281	38	21	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1151			
pX, platoon unblocked						
vC, conflicting volume	320				755	301
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	320				755	301
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				94	94
cM capacity (veh/h)	1240				353	739

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	378	320	66
Volume Left	76	0	21
Volume Right	0	38	45
cSH	1240	1700	547
Volume to Capacity	0.06	0.19	0.12
Queue Length 95th (ft)	5	0	10
Control Delay (s)	2.1	0.0	12.5
Lane LOS	A		B
Approach Delay (s)	2.1	0.0	12.5
Approach LOS			B

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		



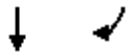
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	6	713	678	23	21	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.94	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3538	3519		1709	
Flt Permitted		0.95	1.00		0.97	
Satd. Flow (perm)		3358	3519		1709	
Peak-hour factor, PHF	0.92	0.92	0.77	0.77	0.80	0.80
Adj. Flow (vph)	7	775	881	30	26	18
RTOR Reduction (vph)	0	0	1	0	17	0
Lane Group Flow (vph)	0	782	910	0	27	0
Confl. Bikes (#/hr)				3		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		41.5	41.5		2.7	
Effective Green, g (s)		41.5	41.5		2.7	
Actuated g/C Ratio		0.80	0.80		0.05	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2669	2797		88	
v/s Ratio Prot			c0.26			
v/s Ratio Perm		0.23			c0.02	
v/c Ratio		0.29	0.33		0.31	
Uniform Delay, d1		1.4	1.5		23.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	0.2		0.7	
Delay (s)		1.6	1.7		24.6	
Level of Service		A	A		C	
Approach Delay (s)		1.6	1.7		24.6	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	2.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	28	15	64	92	23	54	28	106	2027	67	66	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0			3.0			3.0	4.0			3.0
Lane Util. Factor		1.00			1.00			1.00	0.91			1.00
Frpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.92			0.96			1.00	1.00			1.00
Flt Protected		0.99			0.97			0.95	1.00			0.95
Satd. Flow (prot)		1670			1719			1770	5051			1770
Flt Permitted		0.92			0.78			0.95	1.00			0.95
Satd. Flow (perm)		1550			1380			1770	5051			1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	19	79	107	27	63	29	112	2134	71	69	92
RTOR Reduction (vph)	0	61	0	0	22	0	0	0	4	0	0	0
Lane Group Flow (vph)	0	72	0	0	175	0	0	141	2201	0	0	161
Confl. Peds. (#/hr)	21					21				16		
Confl. Bikes (#/hr)			4			2				9		
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4			4		1	1	6		5	5
Permitted Phases	4			4								
Actuated Green, G (s)		14.9			14.9			8.2	31.6			8.8
Effective Green, g (s)		14.9			14.9			8.2	31.6			8.8
Actuated g/C Ratio		0.23			0.23			0.13	0.48			0.13
Clearance Time (s)		3.0			3.0			3.0	4.0			3.0
Vehicle Extension (s)		2.0			2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		353			314			222	2444			238
v/s Ratio Prot								0.08	c0.44			c0.09
v/s Ratio Perm		0.05			c0.13							
v/c Ratio		0.20			0.56			0.64	0.90			0.68
Uniform Delay, d1		20.4			22.3			27.1	15.4			26.9
Progression Factor		1.00			1.00			1.00	1.00			1.00
Incremental Delay, d2		0.1			1.2			4.3	5.2			5.9
Delay (s)		20.5			23.5			31.4	20.6			32.8
Level of Service		C			C			C	C			C
Approach Delay (s)		20.5			23.5				21.2			
Approach LOS		C			C				C			

Intersection Summary			
HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

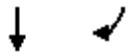


Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1418	18
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5074	
Flt Permitted	1.00	
Satd. Flow (perm)	5074	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1493	19
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	1510	0
Confl. Peds. (#/hr)		3
Confl. Bikes (#/hr)		8
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	32.2	
Effective Green, g (s)	32.2	
Actuated g/C Ratio	0.49	
Clearance Time (s)	4.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2502	
v/s Ratio Prot	0.30	
v/s Ratio Perm		
v/c Ratio	0.60	
Uniform Delay, d1	11.9	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	12.4	
Level of Service	B	
Approach Delay (s)	14.4	
Approach LOS	B	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	41	0	159	1	0	26	16	291	2250	16	34	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2			3.5	5.0			3.5
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91			1.00
Frpb, ped/bikes		1.00	0.99		0.94			1.00	1.00			1.00
Flpb, ped/bikes		1.00	1.00		1.00			1.00	1.00			1.00
Frt		1.00	0.85		0.87			1.00	1.00			1.00
Flt Protected		0.95	1.00		1.00			0.95	1.00			0.95
Satd. Flow (prot)		1765	1561		1524			1770	5078			1770
Flt Permitted		0.74	1.00		1.00			0.95	1.00			0.95
Satd. Flow (perm)		1373	1561		1524			1770	5078			1770
Peak-hour factor, PHF	0.80	0.80	0.80	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.91	0.91
Adj. Flow (vph)	51	0	199	1	0	27	16	300	2320	16	37	32
RTOR Reduction (vph)	0	0	177	0	27	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	51	22	0	1	0	0	316	2336	0	0	69
Confl. Peds. (#/hr)	3					3				14		
Confl. Bikes (#/hr)			1			3				8		
Turn Type	Perm	NA	Perm	Split	NA		Prot	Prot	NA		Prot	Prot
Protected Phases		4		3	3		5	5	2		1	1
Permitted Phases	4		4									
Actuated Green, G (s)		12.9	12.9		3.7			23.5	75.9			6.9
Effective Green, g (s)		12.9	12.9		3.7			23.5	75.9			6.9
Actuated g/C Ratio		0.11	0.11		0.03			0.20	0.65			0.06
Clearance Time (s)		4.2	4.2		4.2			3.5	5.0			3.5
Vehicle Extension (s)		2.0	2.0		2.0			2.0	4.0			2.0
Lane Grp Cap (vph)		152	173		48			357	3314			105
v/s Ratio Prot					c0.00			c0.18	c0.46			0.04
v/s Ratio Perm		c0.04	0.01									
v/c Ratio		0.34	0.13		0.02			0.89	0.70			0.66
Uniform Delay, d1		47.7	46.6		54.5			45.1	13.0			53.5
Progression Factor		1.00	1.00		1.00			1.00	1.00			1.00
Incremental Delay, d2		0.5	0.1		0.1			21.5	0.7			10.8
Delay (s)		48.2	46.7		54.6			66.6	13.7			64.3
Level of Service		D	D		D			E	B			E
Approach Delay (s)		47.0			54.6				20.0			
Approach LOS		D			D				C			

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	116.3	Sum of lost time (s)	16.9
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Volume (vph)	1391	92
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.91	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	5030	
Flt Permitted	1.00	
Satd. Flow (perm)	5030	
Peak-hour factor, PHF	0.91	0.91
Adj. Flow (vph)	1529	101
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	1626	0
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		7
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	59.3	
Effective Green, g (s)	59.3	
Actuated g/C Ratio	0.51	
Clearance Time (s)	5.0	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	2564	
v/s Ratio Prot	0.32	
v/s Ratio Perm		
v/c Ratio	0.63	
Uniform Delay, d1	20.6	
Progression Factor	1.00	
Incremental Delay, d2	0.6	
Delay (s)	21.2	
Level of Service	C	
Approach Delay (s)	23.0	
Approach LOS	C	

Intersection Summary

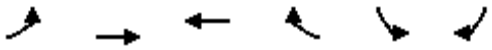
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	286	799	1704	263	529	1024
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0		3.5	5.0
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1761	2787	4960		3433	5085
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1761	2787	4960		3433	5085
Peak-hour factor, PHF	0.86	0.86	1.00	1.00	0.95	0.95
Adj. Flow (vph)	333	929	1704	263	557	1078
RTOR Reduction (vph)	0	4	26	0	0	0
Lane Group Flow (vph)	333	925	1941	0	557	1078
Confl. Peds. (#/hr)	7			17		
Confl. Bikes (#/hr)				7		
Turn Type	Perm	pt+ov	NA		Prot	NA
Protected Phases		4 5	6		5	2
Permitted Phases	4					
Actuated Green, G (s)	18.8	37.4	32.2		14.6	50.3
Effective Green, g (s)	18.8	37.4	32.2		14.6	50.3
Actuated g/C Ratio	0.24	0.48	0.41		0.19	0.64
Clearance Time (s)	4.0		5.0		3.5	5.0
Vehicle Extension (s)	0.2		0.2		0.2	0.2
Lane Grp Cap (vph)	423	1334	2044		641	3274
v/s Ratio Prot		0.33	c0.39		c0.16	0.21
v/s Ratio Perm	c0.19					
v/c Ratio	0.79	0.69	0.95		0.87	0.33
Uniform Delay, d1	27.8	15.9	22.2		30.8	6.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	8.7	1.3	10.2		11.6	0.0
Delay (s)	36.4	17.2	32.4		42.5	6.3
Level of Service	D	B	C		D	A
Approach Delay (s)	22.2		32.4			18.6
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	78.1	Sum of lost time (s)	12.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (veh/h)	37	61	20	108	2002	1201	76
Sign Control	Stop				Free	Free	
Grade	0%				0%	0%	
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.98	0.98
Hourly flow rate (vph)	44	72	0	114	2107	1226	78
Pedestrians	3				3		
Lane Width (ft)	12.0				12.0		
Walking Speed (ft/s)	4.0				4.0		
Percent Blockage	0				0		
Right turn flare (veh)							
Median type					None	None	
Median storage veh)							
Upstream signal (ft)						567	
pX, platoon unblocked	0.93	0.93	0.00	0.93			
vC, conflicting volume	2197	453	0	1306			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2017	137	0	1057			
tC, single (s)	6.8	6.9	0.0	4.1			
tC, 2 stage (s)							
tF (s)	3.5	3.3	0.0	2.2			
p0 queue free %	0	91	0	81			
cM capacity (veh/h)	38	818	0	606			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	115	114	702	702	702	490	490	323
Volume Left	44	114	0	0	0	0	0	0
Volume Right	72	0	0	0	0	0	0	78
cSH	94	606	1700	1700	1700	1700	1700	1700
Volume to Capacity	1.23	0.19	0.41	0.41	0.41	0.29	0.29	0.19
Queue Length 95th (ft)	201	17	0	0	0	0	0	0
Control Delay (s)	249.6	12.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B						
Approach Delay (s)	249.6	0.6				0.0		
Approach LOS	F							

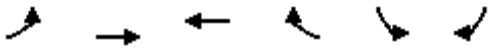
Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	51	179	329	52	16	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.68	0.68
Hourly flow rate (vph)	55	192	362	57	24	18
Pedestrians		3	2		5	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1151			
pX, platoon unblocked						
vC, conflicting volume	424				699	398
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424				699	398
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				94	97
cM capacity (veh/h)	1131				384	647

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	247	419	41
Volume Left	55	0	24
Volume Right	0	57	18
cSH	1131	1700	465
Volume to Capacity	0.05	0.25	0.09
Queue Length 95th (ft)	4	0	7
Control Delay (s)	2.2	0.0	13.5
Lane LOS	A		B
Approach Delay (s)	2.2	0.0	13.5
Approach LOS			B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	12	779	1086	15	42	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		3.5	
Lane Util. Factor		0.95	0.95		1.00	
Frpb, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		0.98	
Frt		1.00	1.00		0.96	
Flt Protected		1.00	1.00		0.97	
Satd. Flow (prot)		3536	3530		1699	
Flt Permitted		0.93	1.00		0.97	
Satd. Flow (perm)		3306	3530		1699	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.83	0.83
Adj. Flow (vph)	13	838	1168	16	51	22
RTOR Reduction (vph)	0	0	0	0	18	0
Lane Group Flow (vph)	0	851	1184	0	55	0
Confl. Peds. (#/hr)	12			12	26	
Confl. Bikes (#/hr)				11		
Turn Type	Perm	NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases	2				4	
Actuated Green, G (s)		47.5	47.5		11.2	
Effective Green, g (s)		47.5	47.5		11.2	
Actuated g/C Ratio		0.71	0.71		0.17	
Clearance Time (s)		4.5	4.5		3.5	
Vehicle Extension (s)		6.0	6.0		1.0	
Lane Grp Cap (vph)		2354	2513		285	
v/s Ratio Prot			c0.34			
v/s Ratio Perm		0.26			c0.03	
v/c Ratio		0.36	0.47		0.19	
Uniform Delay, d1		3.7	4.2		23.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.3	0.4		0.1	
Delay (s)		4.0	4.6		24.0	
Level of Service		A	A		C	
Approach Delay (s)		4.0	4.6		24.0	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	5.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Alternative 2, Option 2 Queue Summary Sheets

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	187	335	110	1467	85	2202
v/c Ratio	0.33	0.97	0.49	0.63	0.42	0.97
Control Delay	7.7	69.8	36.7	16.7	36.4	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	69.8	36.7	16.7	36.4	34.6
Queue Length 50th (ft)	12	~155	42	154	33	301
Queue Length 95th (ft)	48	#313	86	233	79	#561
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	572	344	554	2319	554	2274
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.97	0.20	0.63	0.15	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	113	289	47	316	1433	61	2566
v/c Ratio	0.62	0.64	0.37	1.00	0.44	0.53	0.99
Control Delay	66.6	12.6	28.7	103.6	14.5	77.4	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	66.6	12.6	28.7	103.6	14.7	77.4	47.2
Queue Length 50th (ft)	90	6	3	~261	210	49	735
Queue Length 95th (ft)	146	72	26	#491	335	110	#1174
Internal Link Dist (ft)	1071		146		597		1067
Turn Bay Length (ft)				55		105	
Base Capacity (vph)	404	666	138	316	3279	149	2588
Starvation Cap Reductn	0	0	0	0	788	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.43	0.34	1.00	0.58	0.41	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	558	792	1051	648	1963
v/c Ratio	0.90	0.45	0.87	0.87	0.77
Control Delay	41.2	7.3	31.5	39.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	7.3	31.5	39.6	15.6
Queue Length 50th (ft)	203	76	123	118	187
Queue Length 95th (ft)	#391	136	201	#272	362
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	621	1948	1319	990	3045
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	0.41	0.80	0.65	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	845	1360	56
v/c Ratio	0.32	0.47	0.19
Control Delay	4.0	4.9	14.0
Queue Delay	0.0	0.0	0.0
Total Delay	4.0	4.9	14.0
Queue Length 50th (ft)	42	81	10
Queue Length 95th (ft)	143	262	30
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2674	2912	799
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.32	0.47	0.07

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	149	163	104	1663	109	1312
v/c Ratio	0.47	0.60	0.43	0.62	0.44	0.49
Control Delay	22.7	29.9	30.5	12.8	30.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	29.9	30.5	12.8	30.6	11.1
Queue Length 50th (ft)	37	47	34	142	36	101
Queue Length 95th (ft)	71	106	79	252	85	193
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	506	436	661	2706	661	2719
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.37	0.16	0.61	0.16	0.48

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	54	204	24	253	1839	48	1376
v/c Ratio	0.39	0.60	0.21	0.63	0.56	0.34	0.57
Control Delay	55.9	15.0	30.2	46.2	11.3	55.6	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	15.0	30.2	46.2	11.3	55.6	18.8
Queue Length 50th (ft)	32	0	2	143	234	29	225
Queue Length 95th (ft)	80	59	24	#268	302	78	300
Internal Link Dist (ft)	1071		146		597		1067
Turn Bay Length (ft)				55		105	
Base Capacity (vph)	594	796	167	452	4137	213	3671
Starvation Cap Reductn	0	0	0	0	469	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.26	0.14	0.56	0.50	0.23	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	268	652	1651	511	1079
v/c Ratio	0.78	0.50	0.83	0.77	0.32
Control Delay	44.7	13.9	21.5	34.9	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	13.9	21.5	34.9	5.0
Queue Length 50th (ft)	101	91	203	101	58
Queue Length 95th (ft)	177	138	288	178	84
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	464	1520	2866	957	4363
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.43	0.58	0.53	0.25

Intersection Summary

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	782	911	44
v/c Ratio	0.26	0.29	0.15
Control Delay	1.8	1.8	16.7
Queue Delay	0.0	0.0	0.0
Total Delay	1.8	1.8	16.7
Queue Length 50th (ft)	0	0	6
Queue Length 95th (ft)	54	51	28
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	3054	3200	1050
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.28	0.04

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	197	141	2205	161	1512
v/c Ratio	0.32	0.58	0.53	0.90	0.56	0.60
Control Delay	12.3	26.9	35.8	26.5	35.5	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	26.9	35.8	26.5	35.5	16.1
Queue Length 50th (ft)	17	59	50	262	57	140
Queue Length 95th (ft)	50	121	118	#605	131	300
Internal Link Dist (ft)	437	497		1067		634
Turn Bay Length (ft)			205		195	
Base Capacity (vph)	559	469	602	2459	602	2518
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.42	0.23	0.90	0.27	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	199	28	316	2336	69	1630
v/c Ratio	0.33	0.56	0.15	0.87	0.69	0.53	0.63
Control Delay	54.7	12.7	1.7	71.0	17.2	72.3	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	54.7	12.7	1.7	71.0	17.5	72.3	22.8
Queue Length 50th (ft)	38	0	0	240	393	52	300
Queue Length 95th (ft)	68	39	0	#560	791	120	530
Internal Link Dist (ft)	1071		146		597		1067
Turn Bay Length (ft)				55		105	
Base Capacity (vph)	475	671	202	364	3569	172	2991
Starvation Cap Reductn	0	0	0	0	582	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.30	0.14	0.87	0.78	0.40	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	333	929	1967	557	1078
v/c Ratio	0.79	0.70	0.96	0.87	0.33
Control Delay	43.8	19.7	35.3	48.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	19.7	35.3	48.0	7.3
Queue Length 50th (ft)	162	207	306	137	66
Queue Length 95th (ft)	244	253	#618	#274	158
Internal Link Dist (ft)	599		487		597
Turn Bay Length (ft)		105		295	
Base Capacity (vph)	433	1437	2301	810	3769
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.65	0.85	0.69	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	851	1184	73
v/c Ratio	0.35	0.45	0.20
Control Delay	5.9	6.7	17.5
Queue Delay	0.0	0.0	0.0
Total Delay	5.9	6.7	17.5
Queue Length 50th (ft)	42	65	19
Queue Length 95th (ft)	143	216	42
Internal Link Dist (ft)	599	192	305
Turn Bay Length (ft)			
Base Capacity (vph)	2448	2615	811
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.35	0.45	0.09

Intersection Summary