TRAFFIC OPERATIONS ANALYSIS REPORT

ALAMEDA SR 61 FEASIBILITY STUDY

JULY 2022

PREPARED FOR:

Caltrans

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DKS

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1 INTRODUCTION

The California Department of Transportation (Caltrans) is conducting a feasibility study of implementing "complete streets" improvements along State Route (SR) 61/Otis Drive in the City of Alameda, as per Deputy Directive DD-64-R2. The project proposes to convert the four-lane sections of SR 61/Otis Drive to include one through lane and one Class II bicycle lane in each direction between Fernside Boulevard and Broadway (PM 18.9 to PM 19.44), with a Two-Way Left Turn Lane (TWLTL) between Fountain Street and Broadway (PM 19.1 to PM 19.44). The conversion is proposed within the existing roadway and right-of-way.

Traffic operations analysis was conducted for the existing Year of 2022 and the future horizon year of 2045 to evaluate the feasibility of the project. This memorandum presents the results and findings of the traffic operations analysis. The report also details the analysis methodology used to conduct the traffic operations analysis.

1.1 STUDY AREA DESCRIPTION

SR 61/ Otis Drive is an east-west state facility serving local and intercity traffic between Oakland, the City of Alameda, Oakland International Airport, and the San Leandro area. The project limit is between Fernside Boulevard and Broadway. The project corridor is a four-lane section with nine cross-street intersections (Intersections 1-9). The study area also includes intersections on Central Avenue and Encinal Avenue to evaluate the project's impact on proximate intersections (Intersection 10-13). The study intersections are listed in **Table 1** and illustrated in **Figure 1**.

TABLE 1: STUDY AREA INTERSECTIONS

INTX NO.	STUDY INTERSECTIONS	CONTROL TYPE[1]
1	Broadway at Otis Street	Signal
2	Pearl Street at Otis Street	TWSC
3	Versailles Avenue at Otis Street	TWSC
4	Mound Street at Otis Street	TWSC
5	Court Street at Otis Street	TWSC
6	Fountain Street at Otis Street	TWSC
7	High Street/Bayview at Otis Street	Signal
8	Peach Street at Otis Street	TWSC
9	Fernside Boulevard at Otis Street	Signal
10	Fernside Boulevard at Encinal Avenue	Signal
11	Fernside Boulevard at Central Avenue	Signal
12	High Street at Central Avenue	AWSC
13	High Street at Encinal Avenue	Signal

Note:

1. TWSC = Two-Way Stop-Controlled, AWSC = All-Way Stop-Controlled

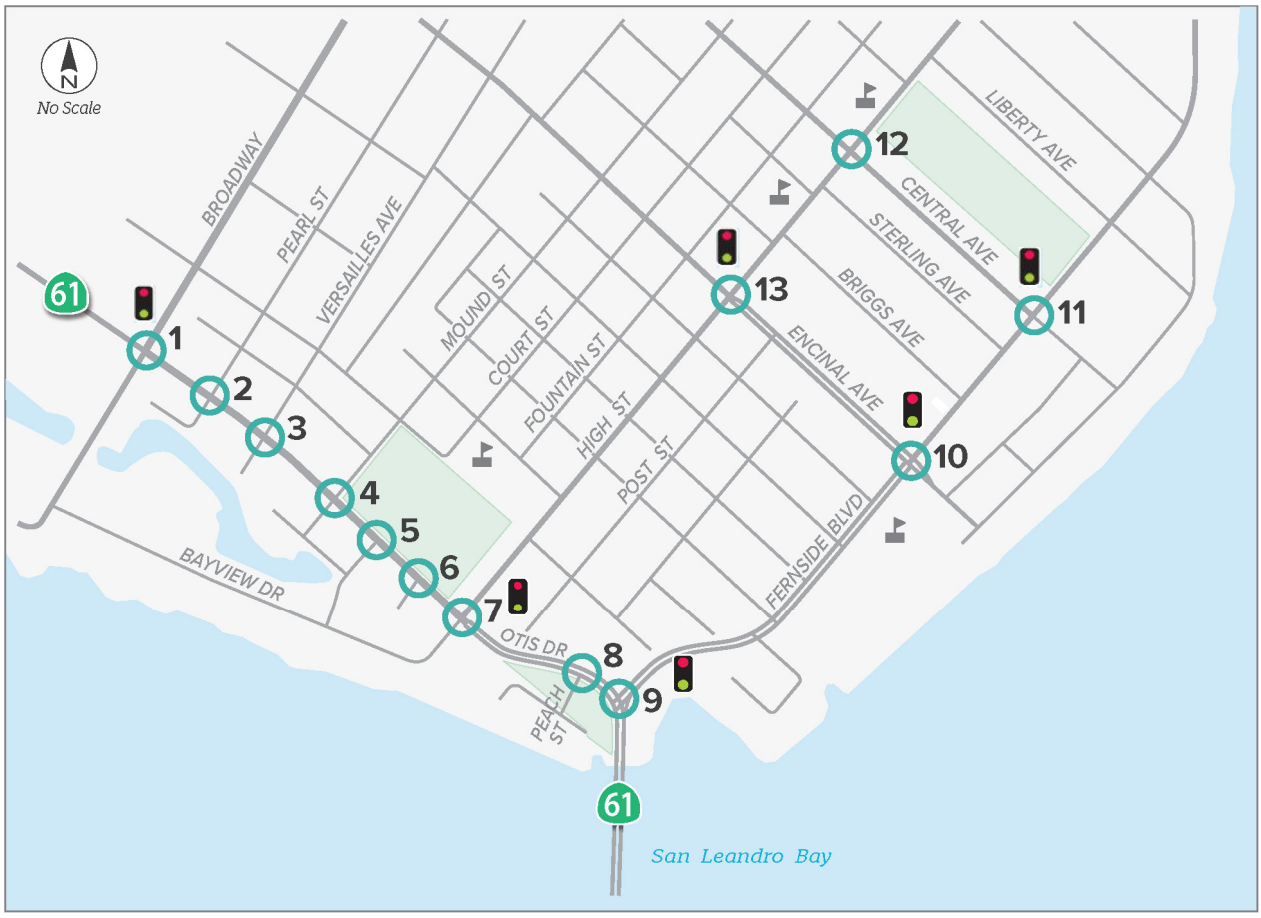


FIGURE 1: PROJECT AREA AND STUDY INTERSECTION

1.2 REPORT ORGANIZATION

The TOAR document includes the following sections:

1) **Introduction** – Includes the descriptions of the project purpose and study area
2) **Analysis Methodology** – Summarizes the analysis methods, technical tools, and performance measures used in the study
3) **Existing Conditions** – Summarizes the current AM and PM peak operations conditions within the project study area
4) **Proposed Project Design** – Described the change in geometry at the study intersections.
5) **Travel Demand Forecasts** – Summarizes the horizon year traffic forecasts for the corridor.
6) **Traffic Operations Analysis** – Describes the existing Build and future year AM and PM peak traffic operations within the project study area.
7) **Conclusions** – Summarizes the findings and provides recommendations for the feasibility study.

2 ANALYSIS METHODOLOGY

This section provides an overview of the tools, methods, and procedures used in conducting the operational analysis for the project. In general, this analysis looks at:

- Existing conditions
- No-Build and one project alternative
- Future horizon year of 2045
- AM and PM peak-hour

The analyses described in this report are comprised of two key components:

- Forecasting of future year travel demands
- Detailed operational analyses

The methodologies used in performing these components are described in the following sections.

2.1 FORECASTING METHODOLOGY

The latest available version of the Alameda County Transportation Commission (Alameda CTC) travel demand model was utilized to develop project forecasts. Regional travel demand models like the ACTC Travel Demand Model are developed and validated at the regional scale. Therefore, the model validation for the study area was reviewed, and limited network calibration was conducted to better validate the model for the study area. In addition, the model's performance for the 1-hour AM and PM peaks were reviewed using the validation criteria outlined in the California Transportation Commission's *"2017 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies".* The model review, refinement, and validation checks are described in the technical memorandum, "Alameda SR 61 Project Travel Demand Model Validation Memo", provided in **Appendix A**.

A summary of the forecasting methodology is provided in the following section. In addition, a more detailed description is presented in the "Alameda SR 61 Project Travel Demand Model Forecasts Memo", provided in **Appendix B.**

2.1.1 FUTURE YEAR VOLUME DEVELOPMENT

The general approach used to determine forecast volumes for operational analysis involves using the travel demand model to forecast link volume changes rather than using the forecast volume directly from the model. The methodology to derive the future year forecasts is described below.

The future year volumes are required for the following four scenarios:

- 2022 Build Conditions
- 2045 No Build Conditions
- 2045 Build Conditions

Comparatively, the Alameda CTC model forecast years are:

- 2020 scenario year (calibrated/validated to 2022 count)
- 2040 consistent with Plan Bay Area Horizon Year

The 2020 model scenario year was calibrated and validated to 2022 counts and is assumed to represent the 2022 existing conditions. The model estimated link growth between the 2020 and 2040 scenario year forecast model was extrapolated to develop the 2045 volumes forecasts. The model forecasts were checked for reasonableness, and manual adjustments were applied to address any model-forecasted negative growth. A manual adjustment was made to zero out the decrease in forecasted demand unless a reasonable shift in travel patterns explained the drop in volume. Manual adjustments on adjacent links were made to ensure the demands in the network were balanced.

The 2045 link forecast volumes were calculated by adding the appropriate model estimated annual growth to the 2022 counts.

2045 Forecast Volume = Existing 2022 Traffic Count + 23/20 (2040 Model Volume – 2020 Model Volume)

The Build condition link volumes were then calculated by applying the change in link volume between the No-Build and Build model estimates to the adjusted No-Build volumes, as shown below.

Build Forecast Volume = No-Build Forecast Volume + (Build Raw Model Volume –No-Build Raw Model Volume)

The intersection turning movement forecasts for each scenario were then calculated based on the future Year approach/departure link forecasts, existing turning movement counts, and the Frater/Furness method, consistent with the NCHRP 765: Analytical Travel Forecasting Approaches for Project Level Planning and Design.

The peak hour traffic assignments from the Alameda CTC model are assumed to be the highest hour in the corresponding four-hour peak period rather than a specific period. For the operational analysis, this is defined as 7:45 to 8:45 am and 4:45 to 5:45 pm, based on observed traffic patterns.

2.2 OPERATIONAL ANALYSIS METHODOLOGY

The operations analysis for this TOAR was conducted using Synchro Ver 10.1. The intersection operations in Synchro were analyzed using the Highway Capacity Manual 6th Edition (HCM 6) methodologies. Performance measures used for this analysis include 95th percentile queues, seconds of control delay, and levels of service (LOS). Signalized intersection LOS is based on the average delay per vehicle for all vehicles entering an intersection. Two-Way Stop-Controlled (TWSC) intersection LOS is defined as the average vehicle delay of an individual movement(s). This is because the performance of a TWSC intersection is more closely reflected in terms of its individual (minor) movements rather than its performance overall. **Table 2** presents the average control delay thresholds for each LOS grade for signalized and unsignalized intersections.

Key inputs for the operations analysis include peak hour turn movement volumes, Peak Hour Factor (PHF), and signal timing, where applicable. The AM and PM peak hour turn movement volumes were derived from traffic counts conducted in January 2022. These counts were also used to determine the PHF. For AM, the PHF lies between 0.87-0.92; for PM, the PHF ranges between 0.90-0.98. Signal timing data was obtained from the City of Alameda for the six signalized intersections. The other intersections are TWSC except for the all-way stop-controlled intersection at Fernside Boulevard and Central Avenue.

TABLE 2: INTERSECTION LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (SECONDS/VEHICLE) [A]	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤ 10.0	≤ 10.0
B	10.0 > and ≤ 20.0	10.0 > and ≤ 15.0
C	20.0 > and ≤ 35.0	15.0 > and ≤ 25.0
D	35.0 > and ≤ 55.0	25.0 > and ≤ 35.0
E	55.0 > and ≤ 80.0	35.0 > and ≤ 50.0
F	> 80.0	> 50.0

Note:

A. Control Delay per Vehicle (in seconds per vehicle), Sources: Chapter 19: Signalized Intersections, Chapter 20: Two-Way Stop-Controlled Intersections, Highway Capacity Manual – 6th Edition (Transportation Research Board 2018).

3 EXISTING CONDITIONS

The following section presents the existing conditions, traffic volume, and AM and PM peak operations in the project study area.

3.1 OBSERVED CONDITIONS

In the AM peak, a westbound queue was observed approaching the Broadway and SR 61/Otis Drive intersection starting around 7:35 am due to the traffic signal. The resulting queue extends upstream to Versailles Avenue and occasionally extends past Mound Street. A westbound queue was also observed approaching the High Street and SR 61/Otis Drive intersection at about 8 am due to the traffic signal, which merges with the slowdown at the horizontal curve between High Street and Fernside Boulevard by around 8:15 am. The queue does not extend upstream through the Fernside Boulevard intersection. The traffic signal at Fernside Boulevard and SR 61/Otis Drive results in a westbound queue that extends over the San Leandro Bay Bridge.

In the eastbound direction, an AM peak slowdown was observed between High Street and Fernside due to the horizontal curve. The slowdown/queue is limited to the area between the intersections. The signalized intersection at High Street and SR 61/Otis Drive results in an eastbound queue that

extends past Court Street. Minor eastbound queues (5 – 10 vehicles) were observed due to the traffic signal at Broadway and SR 61/Otis Drive and at Fernside Boulevard and SR 61/Otis Drive.

In the PM peak, the Broadway and SR 61/Otis Drive intersection results in a westbound queue that extends to Versailles Avenue and, on occasion, extends past Mound Steet. The signalized intersection at High Street and SR 61/Otis Drive results in a westbound queue that extends to Fernside Boulevard. Transit busses were observed making a tight westbound right onto High Street, resulting in vehicles slowing, allowing the bus to make a wide turn. Additionally, a minor westbound queue (5 vehicles) was observed approaching Fernside Boulevard and SR 61/Otis Drive.

In the eastbound direction during the PM peak, vehicle queuing was observed approaching the Fernside Boulevard and SR 61/Otis Drive intersection, with the queue extending past Peach Street on occasion (around 10 vehicles). Minor eastbound queues (5-8 vehicles) were observed due to traffic signals at High Street and Otis Drive and at Broadway and Otis Drive. Queuing was also observed on the southbound approach of Fernside Avenue (5-10 vehicles) around 4:15 pm and lasts till around 6:00 pm.

3.2 FIELD DATA COLLECTION

Turning movement counts were conducted at the 13 study intersections during weekday peak periods. The counts were conducted for 3-hour AM (7:00 am to 10:00 am) and PM (4:00 pm to 7:00 pm) peak periods for three weekdays from January 25, 2022 (Tuesday) to January 27, 2022 (Thursday). Based on the review of the count data, Thursday, January 27, was selected as the representative day for the count data. The peak hours were observed to be 7:45 to 8:45 am and 4:45–5:45 pm for AM and PM peak, respectively. The peak hour count data for the representative day is presented in **Figure** 2**.** The traffic collection data memo is presented in **Appendix C.**

Existing Turning Movement Counts
Data Collection Date: January 27, 2022 (Thursday)

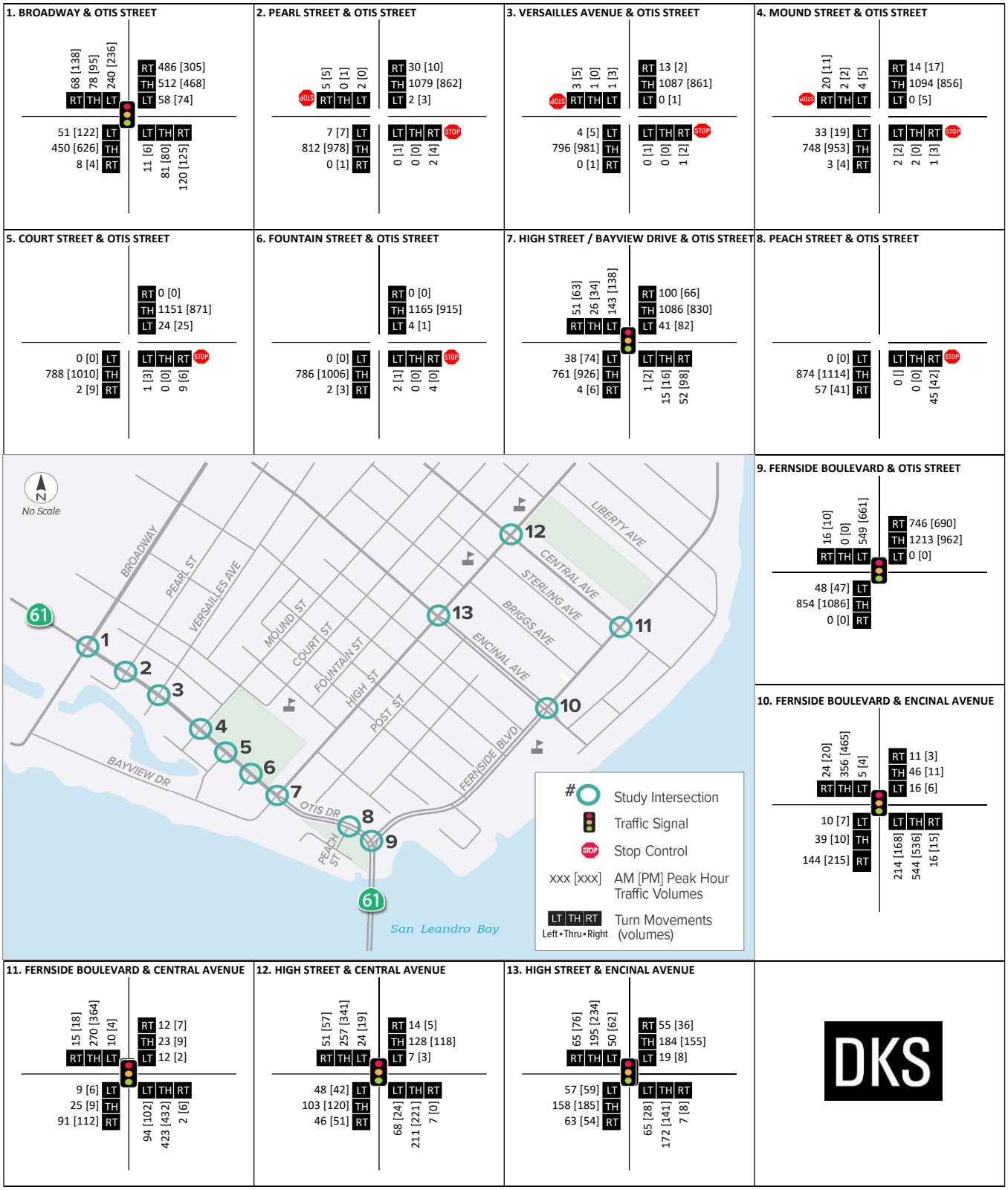


FIGURE 2: PEAK HOUR INTERSECTION VOLUME - THURSDAY, JANUARY 27

3.3 EXISTING CONDITIONS OPERATIONS ANALYSIS

Intersection operations were analyzed for the existing (2022) scenario under peak hour conditions. **Table 3** shows the intersection LOS and delay under existing conditions for the weekday AM and PM peak hours. For signal-controlled and all-way stop control (AWSC) intersections, the average delay is shown. For TWSC intersections, the average delay for the worst movement is reported. **Table 4** summarizes the 95th percentile queue lengths at the study area intersections. The TWSC intersections with minor approach queue less than 25 feet (1 vehicle) were not reported in the table. In cases where the 95th percentile volume exceeds capacity (highlighted in red), the queues are expected to be longer and spill back into upstream intersections.

TABLE 3: EXISTING CONDITIONS INTERSECTION DELAY AND LOS

INTERSECTION NAME	AM PEAK HOUR			PM PEAK HOUR		
	DELAY	LOS	APP [1]	DELAY	LOS	APP [1]
BROADWAY & OTIS DR (SIGNAL)	52.3	D	-	30.4	C	
PEARL ST & OTIS DR (TWSC)	30.5	D	SB	21.4	C	SB
VERSAILLES AVE & OTIS DR (TWSC)	38.8	E	SB	26.6	D	SB
MOUND ST & OTIS DR (TWSC)	75.0	F	NB	31.7	D	NB
COURT ST & OTIS DR (TWSC)	14.9	B	NB	24.0	C	NB
FOUNTAIN ST & OTIS DR (TWSC)	20.6	C	NB	29.6	E	NB
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	17.5	B	-	15.2	B	-
PEACH ST & OTIS DR (TWSC)	13.0	B	NB	14.2	B	NB
FERNSIDE BLVD & OTIS DR (SIGNAL)	69.4	E	-	22.9	C	-
HIGH ST & CENTRAL AVE (SIGNAL)	7.5	A	-	8.2	A	-
HIGH ST & ENCINAL AVE (SIGNAL)	8.4	A	-	8.0	A	-
FERNSIDE BLVD & CENTRAL AVE (AWSC)	19.8	C	-	21.9	C	-
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	13.8	B	-	15.3	B	-

Note:

Intersection average/approach delay based on HCM 6th edition, except Fernside Blvd. & Otis Dr., which is based on HCM 2000 (HCM 6 in Synchro is not able to calculate the LOS for an approach with an exclusive and shared lane).

1. App = Approach
2. The queue from the downstream intersection extends through this intersection. Therefore, the delay could be higher.

TABLE 4: EXISTING CONDITIONS INTERSECTION 95TH PERCENTILE QUEUE LENGTHS (FT)

INTERSECTION NAME	PEAK	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
BROADWAY & OTIS DR (SIGNAL)	AM		179		253	90	19	75	209		82	665*	145
	PM		167		243	105	51	144	283		97	584*	71
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	AM		31			146		46	233		49	482*	
	PM		39			147		72	288		77	269	
FERNSIDE BLVD & OTIS DR (SIGNAL)	AM				202			60	167			915*	
	PM				227			47	228			649*	
HIGH ST & CENTRAL AVE (SIGNAL)	AM		116			124			81			63	
	PM		88			154			90			58	
HIGH ST & ENCINAL AVE (SIGNAL)	AM		108			130			102	19		93	18
	PM		71			153			109	17		71	14
FERNSIDE BLVD & CENTRAL AVE (AWSC)	AM		218			68			25			25	
	PM		238			108			25			25	
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	AM	239	318			356			64	47		81	
	PM	180	298			429			27	56		29	

Note:

* 95th percentile volume exceeds capacity; the queue may be longer than reported. The queue shown is the maximum after two cycles (as calculated by Synchro). TWSC intersections with minor approach queue less than 25 feet (1 vehicle) were not reported in the table

Based on the existing conditions operations analysis, the following observation can be made:

- All signalized intersections operate at LOS D or better, except Fernside Boulevard & Otis Drive, which operate at LOS E in the AM peak.
- The northbound approach to the Mound Street and Otis Drive intersection operates at LOS F during the AM peak hour due to minor street traffic experiencing lengthy delays waiting to find a gap in Otis Drive traffic. However, the northbound AM peak hour volume is only 5 vehicles, with queues typically limited to a single vehicle.
- Queuing occurs westbound on Otis Drive approaching the Broadway & Otis Drive, High Street & Otis Drive, and Fernside Boulevard & Otis Drive intersections. These findings are consistent with the field observations.
    - The westbound queue at Broadway & Otis Drive (584 to 665 feet) extends beyond Pearl Street. However, because Synchro is a deterministic software (i.e., intersection delay is calculated in isolation of adjacent intersections), this may not represent the full extent of the queueing. For example, queues may extend beyond Versailles Ave, as identified in the field observations. Additionally, if the queue blocks the TWSC intersections (e.g., Pearl St. and Versailles Ave.), the delay would likely be higher for the side street.

- The westbound queue at High Street and Otis Drive (482 ft) extends to Court Street during the AM peak.
- The westbound queue at Fernside Boulevard extends over the bridge (649 to 915 feet).

4 PROPOSED PROJECT DESIGN

The project proposes converting sections of Otis Drive/SR 61 to include one through lane and one Class II bicycle lane in each direction between Fernside Boulevard and Broadway (PM 18.9 to PM 19.44), a Two-Way Left Turn Lane (TWLTL) between Fountain Street and just east of Broadway (PM 19.1 to PM 19.44), and eliminating the eastbound left-turn lane at Fernside Boulevard. The proposed design is presented in **Figure 3**.

The proposed design requires changing the intersection approach configuration for vehicular traffic at the following intersections:

- Broadway and Otis Drive – Westbound approach from one through, one right, and one left to one through/right and one left-turn lane.
- One through/right and one through/left lane to one through/right and a TWLTL for the eastbound and westbound approaches at the following intersection:
  - Pearl Street and Otis Drive
  - Versailles and Otis Drive
  - Mound Street and Otis Drive
  - Court Street and Otis Drive
- Fountain Street and Otis Drive – Eastbound approach from one through and one through/right lane to one through/right and a TWLTL. Westbound approach from one through and one through/right lane to one through and one left-turn lane.
- Bayview Drive/High Street and Otis Drive – Eastbound approach from one through, one through/right, and one left-turn lane to one through/right and one left-turn lane. Westbound approach from one through, one through/right, and one left-turn lane to one through/right lane and one left-turn lane.
- Fernside Boulevard and Otis Drive – Eastbound approach from two through and one left-turn lane to one through and one through/left lane.

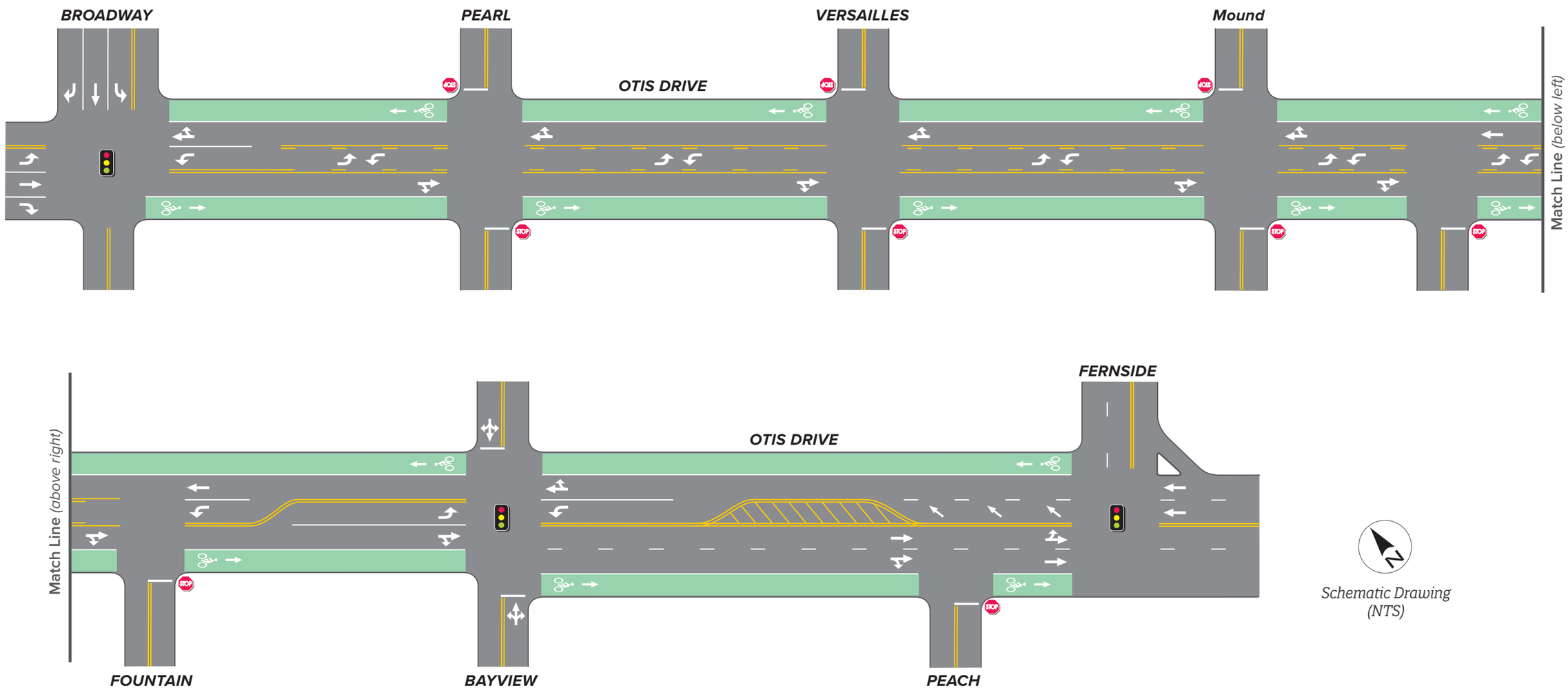


figure **3**

COMPLETE STREET — CONCEPT DRAWING

OTIS DRIVE ***(from Broadway to Fernside Boulevard)***

June - 2022

5 TRAVEL DEMAND FORECASTS

The Alameda CTC travel demand model was used to develop the project forecasts. The traffic forecast methodology adopted for the project is presented in section 2 and described in the "Alameda SR 61 Project Travel Demand Forecast Memo" in **Appendix B.** This section summarizes the project alternatives' turning movement volumes.

Figure 4 and **Figure 5** present the 2022 No-Build and the 2045 No-Build turning movement volumes for AM and PM Peak hours, respectively. Future year land use review shows limited population and employment growth around the study area between 2020 and 2040. Therefore, the change in volume on SR 61 is dictated by the broader region rather than the study area Traffic Analysis Zones (TAZs). In the AM, the model projects (or "forecasts") an increase in volume on SR 61 eastbound (42 % - 55 %) with little change westbound (< 2 %). However, the westbound volume on SR 61 entering the study area (east of Fernside) is forecasted to decrease, primarily due to land use-induced traffic patterns in the region. In the PM, the SR 61 volume increases 4 – 12 % eastbound and 18 – 44 % westbound.

Figure 6 and **Figure 7** present the 2022 No-Build and Build turning movement volumes for the AM and PM Peak hours, respectively. **Figure 8** and **Figure 9** illustrate the 2045 No-Build and Build turning movement volumes for AM and PM Peak hours, respectively. Under the Build conditions, the project reduces capacity along SR 61 by converting one lane in each direction to a bike lane. This results in trips diverting to parallel roadways, such as Encinal Avenue and Central Avenue, and a drop in volumes on SR 61.

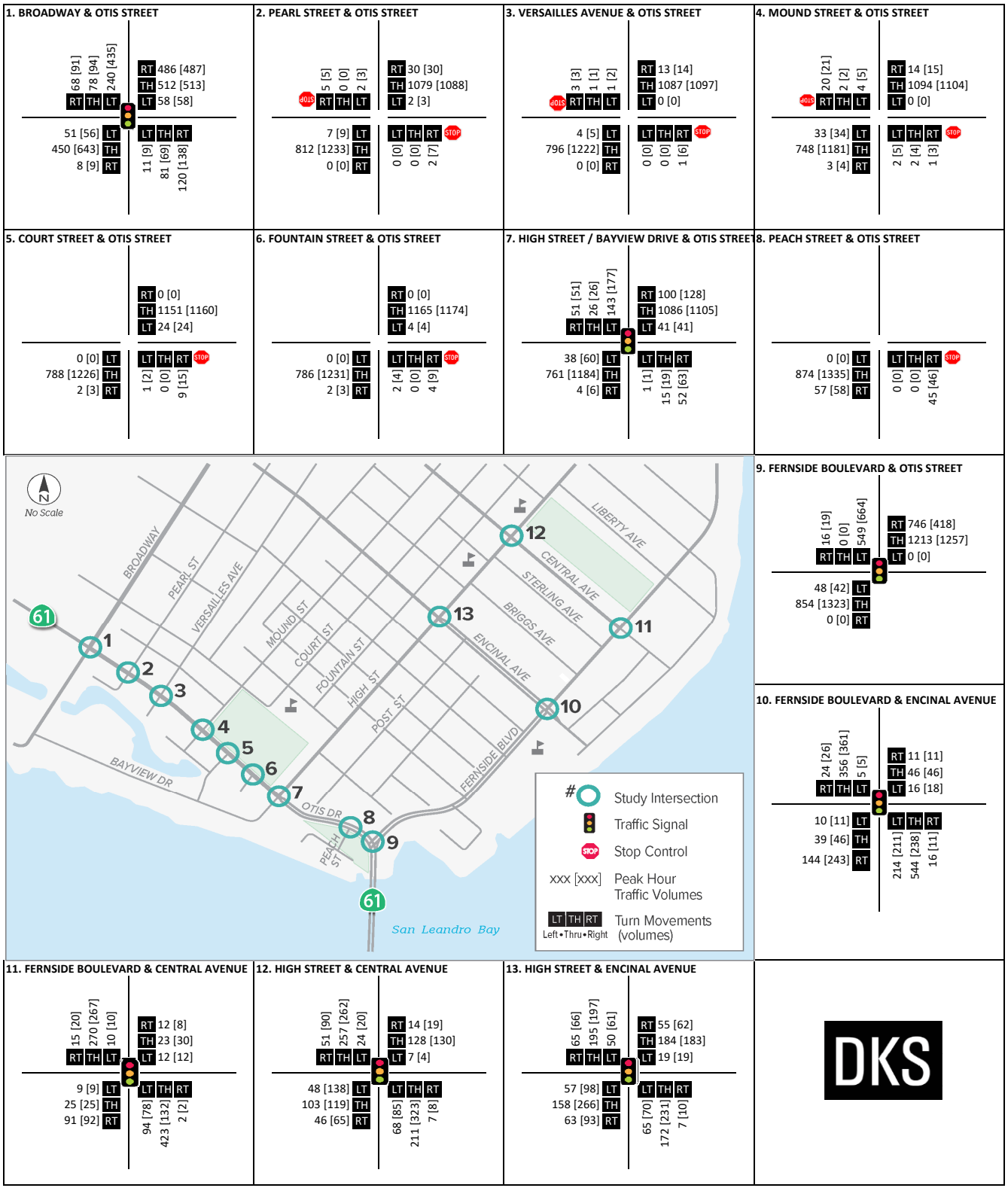


FIGURE 4: AM 2022 NO-BUILD AND 2045 NO-BUILD TURNING MOVEMENT VOLUME – 2022 NOBUILD [2045 NO-BUILD]

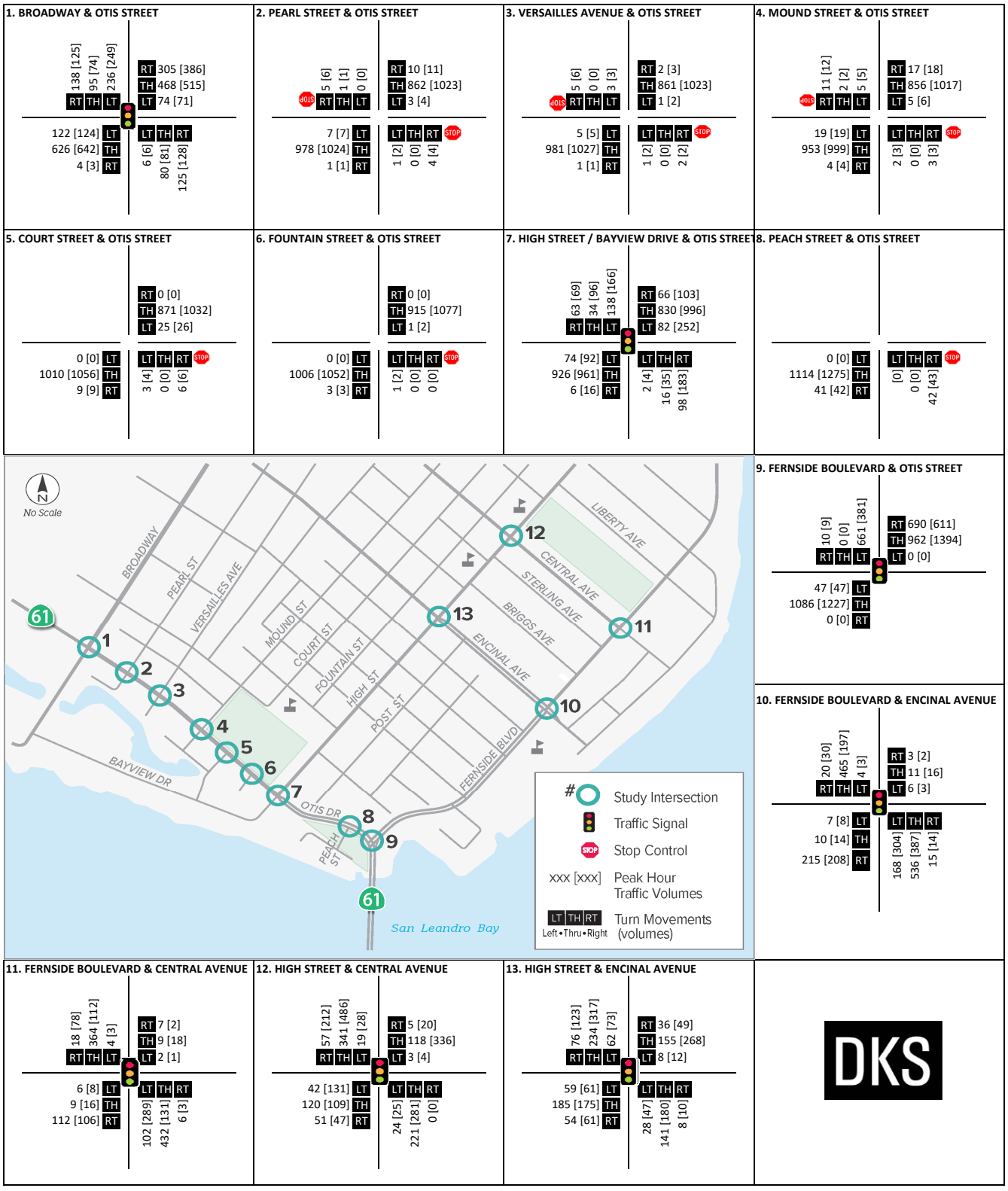


FIGURE 5: PM 2022 NO-BUILD AND 2045 NO-BUILD TURNING MOVEMENT VOLUME – 2022 NOBUILD [2045 NO-BUILD]

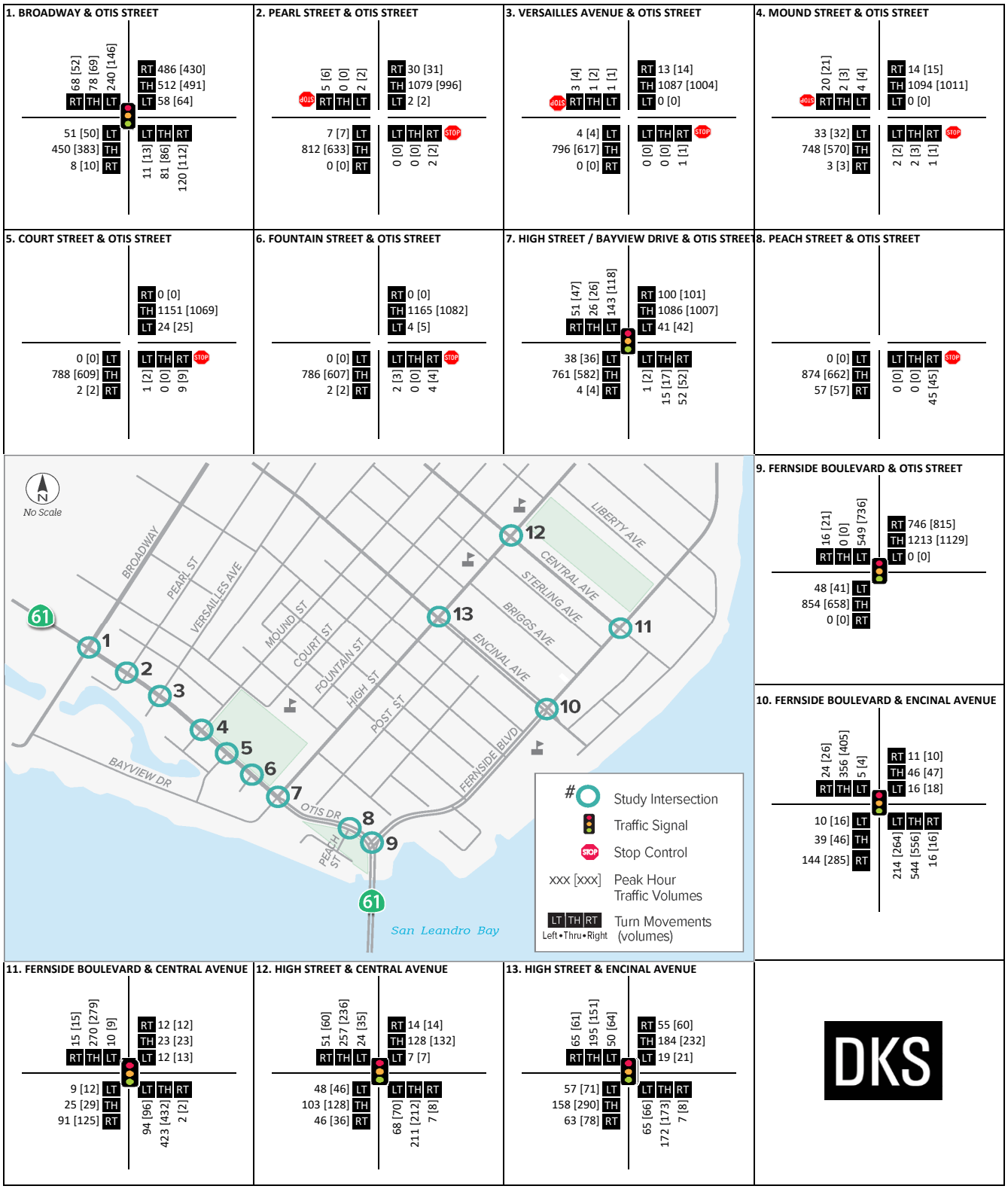


FIGURE 6: AM 2022 NO-BUILD VS. 2022 BUILD TURNING MOVEMENT VOLUME – NO-BUILD[BUILD]

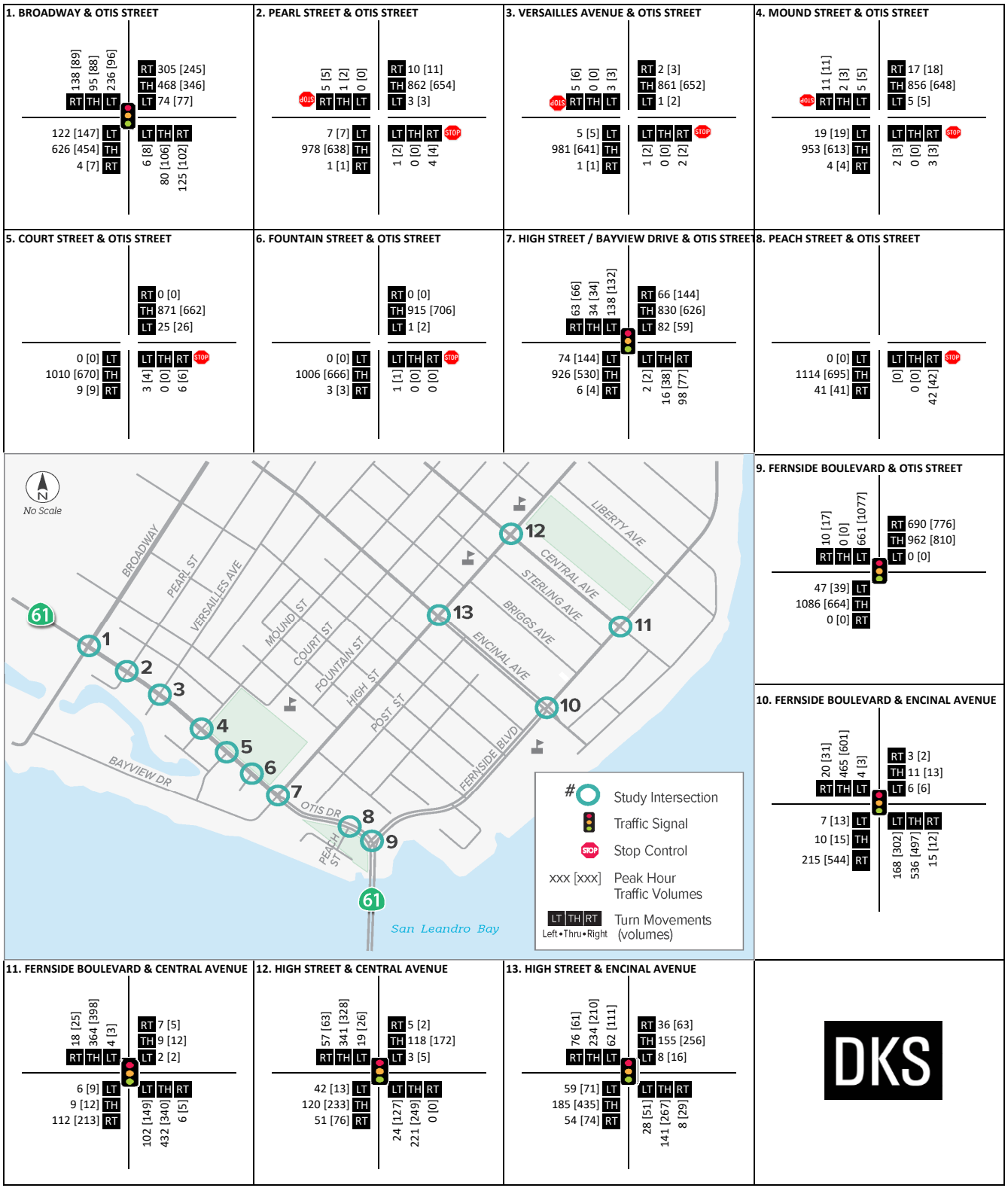


FIGURE 7: AM 2022 NO-BUILD VS. 2022 BUILD TURNING MOVEMENT VOLUME – NO-BUILD[BUILD]

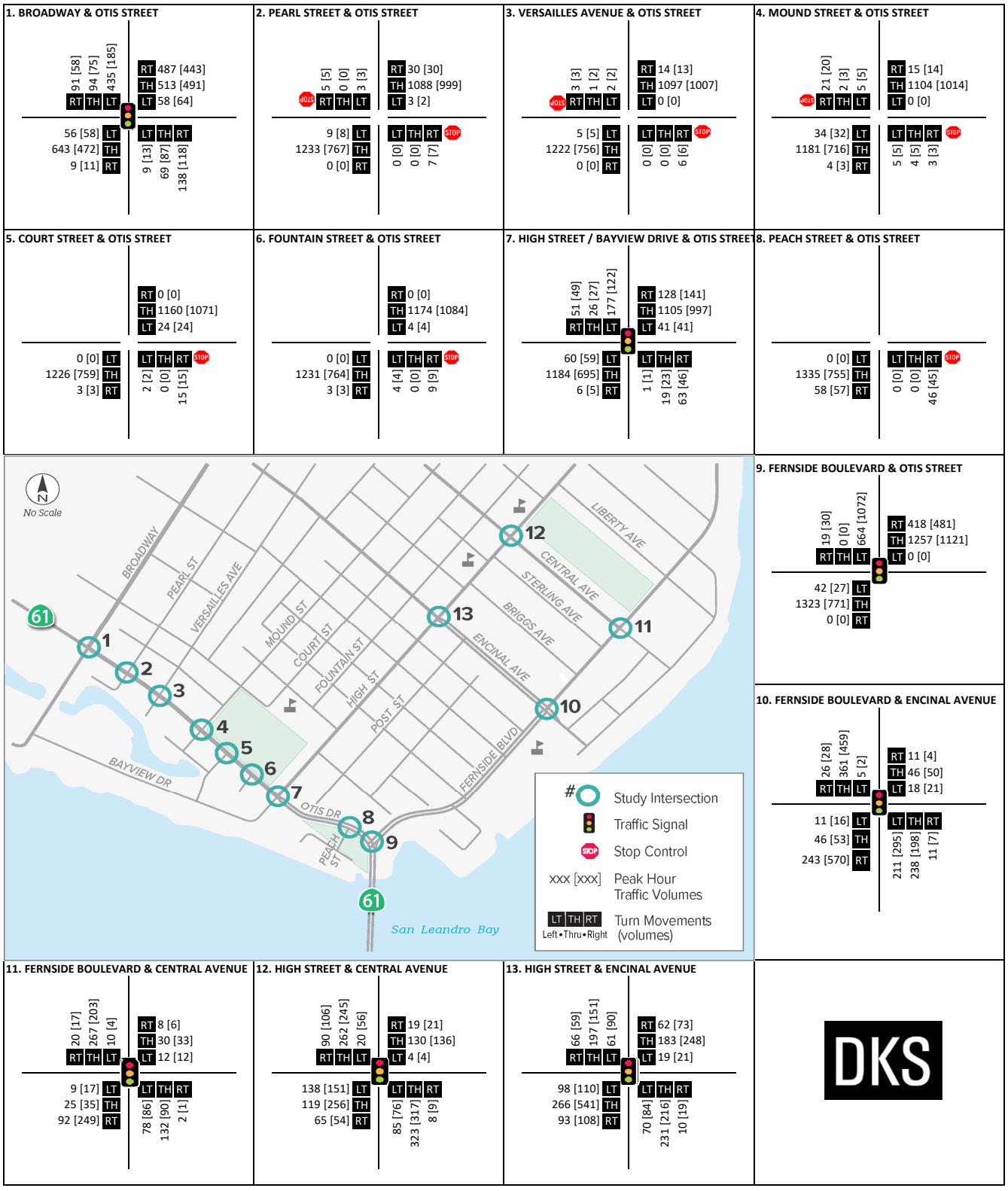


FIGURE 8: AM 2045 NO-BUILD VS. 2045 BUILD TURNING MOVEMENT VOLUME – NO-BUILD[BUILD]

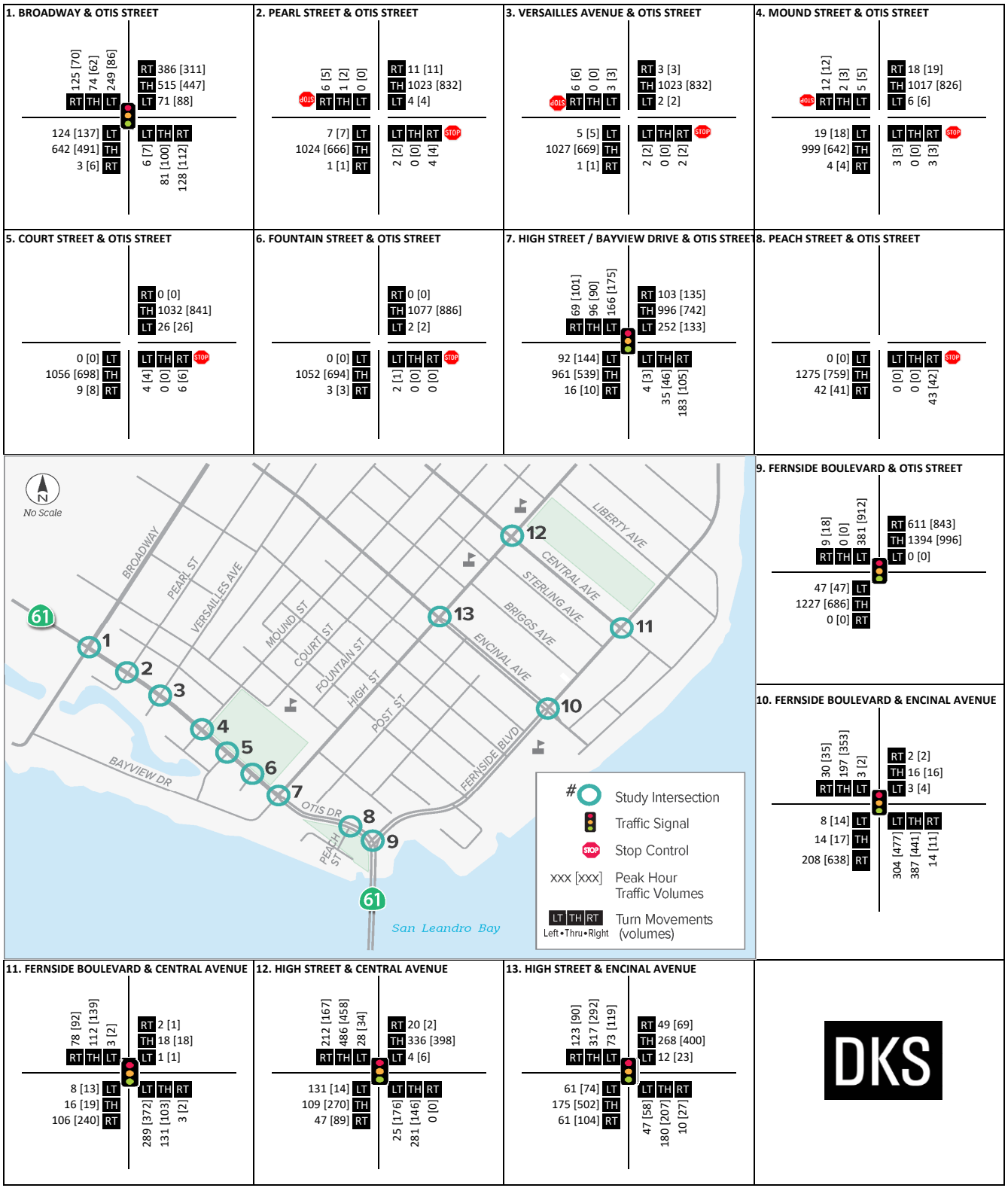


FIGURE 9: PM 2045 NO-BUILD VS. 2045 BUILD TURNING MOVEMENT VOLUME – NO-BUILD[BUILD]

6 TRAFFIC OPERATIONS ANALYSIS

This section summarizes the project scenarios' AM and PM peak hour traffic operations. Performance measures reported include 95th percentile queues, seconds of control delay, and LOS. For signal-controlled and AWSC intersections, the average delay is shown. For TWSC intersections, the average delay for the worst movement is reported. The Synchro analysis output files are presented in **Appendix D**.

6.1 EXISTING PLUS BUILD OPERATIONS ANALYSIS

Table 5 and **Table 6** show the intersection LOS and delays under existing (2022 No-Build) and existing plus Build (2022 Build) conditions for the weekday AM and PM peak hours.

Table 7 and **Table 8** summarize the 95th percentile queue lengths at the study area intersections. The table did not report the TWSC intersections with minor approach queues of less than 25 feet (1 vehicle). In cases where the 95th percentile volume exceeds capacity (highlighted in red), the queues are expected to be longer and spill back into upstream intersections. In such cases, the delay and the LOS at the upstream intersections could be worse than reported. The upstream intersections where queue spillback could impact the delay and LOS are identied in the following Tables 5 and Table 6.

The cycle length and signal timing were optimized to improve the intersection efficiency under the Build conditions. It should be noted that this could result in better intersection operation than existing conditions but longer queue lengths, as the optimization process is meant to distribute delay and queues more evenly.

TABLE 5: 2022 NO-BUILD AND 2022 BUILD INTERSECTION OPERATING CONDITION – AM PEAK HOUR

INTERSECTION NAME	2022 NO-BUILD			2022 BUILD		
	DELAY	LOS	APP [1]	DELAY	LOS	APP [1]
BROADWAY & OTIS DR (SIGNAL)	52.3	D	-	110.6	F	-
PEARL ST & OTIS DR (TWSC)	30.5 [2]	D	SB	36.5 [2]	E	SB
VERSAILLES AVE & OTIS DR (TWSC)	38.8	E	SB	37.9 [2]	E	SB
MOUND ST & OTIS DR (TWSC)	75.0	F	NB	67.7 [2]	F	NB
COURT ST & OTIS DR (TWSC)	14.9	B	NB	14.2	B	NB
FOUNTAIN ST & OTIS DR (TWSC)	20.6	C	NB	16.4 [2]	C	NB
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	17.5	B	-	50.5	D	-
PEACH ST & OTIS DR (TWSC)	13.0	B	NB	11.6	B	NB
FERNSIDE BLVD & OTIS DR (SIGNAL)	69.4	E	-	60.8 [2]	E	-
HIGH ST & CENTRAL AVE (SIGNAL)	7.5	A	-	7.0	A	-
HIGH ST & ENCINAL AVE (SIGNAL)	8.4	A	-	9.0	A	-
FERNSIDE BLVD & CENTRAL AVE (AWSC)	19.8	C	-	23.1	C	-
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	13.8	B	-	36.8	D	-

Note:
Intersection average/approach delay based on HCM 6th edition, except Fernside Blvd. & Otis Dr., which is based on HCM 2000 (HCM 6 in Synchro is not able to calculate the LOS for an approach with an exclusive and shared lane)

1. App = Approach
2. The queue from the downstream intersection extends through this intersection. Therefore, the delay could be higher.

TABLE 6: 2022 NO-BUILD AND 2022 BUILD INTERSECTION OPERATING CONDITION – PM PEAK HOUR

INTERSECTION NAME	2022 NO-BUILD			2022 BUILD		
	DELAY	LOS	APP [1]	DELAY	LOS	APP [1]
BROADWAY & OTIS DR (SIGNAL)	30.4	C		43.1	D	-
PEARL ST & OTIS DR (TWSC)	21.4 [2]	C	SB	23.1 [2]	C	NB
VERSAILLES AVE & OTIS DR (TWSC)	26.6	D	SB	27.9	D	NB
MOUND ST & OTIS DR (TWSC)	31.7	D	NB	30.7	D	NB
COURT ST & OTIS DR (TWSC)	24.0	C	NB	16.0	C	NB
FOUNTAIN ST & OTIS DR (TWSC)	29.6	E	NB	18.3	C	NB
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	15.2	B	-	30.6	C	-
PEACH ST & OTIS DR (TWSC)	14.2	B	NB	11.7	B	NB
FERNSIDE BLVD & OTIS DR (SIGNAL)	22.9	C	-	30.5	C	-
HIGH ST & CENTRAL AVE (SIGNAL)	8.2	A	-	9.1	A	-
HIGH ST & ENCINAL AVE (SIGNAL)	8.0	A	-	13.5	B	-
FERNSIDE BLVD & CENTRAL AVE (AWSC)	21.9	C	-	28.3	D	-
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	15.3	B	-	114.2	F	-

Note:
Intersection average/approach delay based on HCM 6th edition, except Fernside Blvd. & Otis Dr., which is based on HCM 2000 (HCM 6 in Synchro is not able to calculate the LOS for an approach with an exclusive and shared lane)
1. App = Approach
2. The queue from the downstream intersection extends through this intersection. Therefore, the delay could be higher.

TABLE 7: 2022 NO-BUILD AND 2022 BUILD INTERSECTION 95TH PERCENTILE QUEUE LENGTHS (FT)– AM PEAK HOUR

INTERSECTION NAME	SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
BROADWAY & OTIS DR (SIGNAL)	2022 No-Build		179		253	90	19	75	209		82	665*	145
	2022 Build		179		153	81	5	77	383*	0	103	1291*	
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	2022 No-Build		31			146		46	233		49	482*	
	2022 Build		45			184		57	407*		65	1247*	
FERNSIDE BLVD & OTIS DR (SIGNAL)	2022 No-Build				202			60	167			915*	
	2022 Build				354*				206			1056*	
HIGH ST & CENTRAL AVE (SIGNAL)	2022 No-Build		116			124			81			63	
	2022 Build		111			118			85			63	
HIGH ST & ENCINAL AVE (SIGNAL)	2022 No-Build		108			130			102	19		93	18
	2022 Build		114			121			176	20		114	18
FERNSIDE BLVD & CENTRAL AVE (AWSC)	2022 No-Build		218			68			25			25	
	2022 Build		255			75			35			25	
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	2022 No-Build	239	318			356			64	47		81	
	2022 Build	296	326			407			76	59		82	

Note: * 95th percentile volume exceeds capacity; the queue may be longer than reported. The queue shown is the maximum after two cycles (as calculated by Synchro).

TABLE 8: 2022 NO-BUILD AND 2022 BUILD INTERSECTION 95TH PERCENTILE QUEUE LENGTHS (FT) – PM PEAK HOUR

INTERSECTION NAME	SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
BROADWAY & OTIS DR (SIGNAL)	2022 No-Build		167		243	105	51	144	283		97	584*	71
	2022 Build		237		127	117	47	269*	461	0	140	766*	
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	2022 No-Build		39			147		72	288		77	269	
	2022 Build		61			118		220*	368		78	730*	
FERNSIDE BLVD & OTIS DR (SIGNAL)	2022 No-Build				227			47	228			649*	
	2022 Build				414*				376*			510*	
HIGH ST & CENTRAL AVE (SIGNAL)	2022 No-Build		88			154			90			58	
	2022 Build		177			166			168			96	
HIGH ST & ENCINAL AVE (SIGNAL)	2022 No-Build		71			153			109	17		71	14
	2022 Build		164			200			316*	20		124	19
FERNSIDE BLVD & CENTRAL AVE (AWSC)	2022 No-Build		238			108			25			25	
	2022 Build		268			180			60			25	
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	2022 No-Build	180	298			429			27	56		29	
	2022 Build	486*	290			580*	8		34	417*		27	

Note: * 95th percentile volume exceeds capacity; the queue may be longer than reported. The queue shown is the maximum after two cycles (as calculated by Synchro)

The project reduces capacity along SR 61 and diverts traffic to Fernside Boulevard, Encinal Avenue, and Central Avenue. This results in additional intersection delays and queues along those streets. Despite reduced volumes, the conditions worsen along Otis Drive due to reduced capacity.

The following observations can be made regarding the 2022 Build traffic operations:

- Broadway & Otis Drive deteriorates from LOS D under Existing conditions to LOS F under Build conditions during the AM peak, an increase of over one-minute average delay per vehicle. In the PM peak, the intersection operations deteriorate from LOS C under Existing conditions to LOS D under the Build condition, an increase of 13 seconds of delay per vehicle.
- High Street & Otis Drive deteriorates from LOS B under Existing conditions to LOS D under Build conditions in the AM peak, an increase of 33 seconds of delay per vehicle. In the PM peak, the intersection operates at LOS B under Existing conditions and LOS C under Build conditions, increasing by 15 seconds of delay per vehicle.
- Fernside Boulevard & Encinal Avenue deteriorates from LOS B under Existing conditions to LOS F under Build conditions during the PM peak, an increase of over 1.5 minutes of delay per vehicle. In the AM peak, the intersection operates at LOS B under Existing conditions and LOS D under Build conditions, increasing by 23 seconds of delay per vehicle.
- Fernside Boulevard & Otis Drive operates at LOS E under Existing and Build conditions in the AM peak. While the Build conditions intersection operations are slightly better than Existing due

to signal optimization, the queue spillback from High Street would likely result in worse operations at Fernside Boulevard & Otis Drive.

- All the TWSC intersections operate the same or better in the Build conditions. In some cases, side-street delays approaching unsignalized intersections are reduced by up to 10 seconds per vehicle, as the TWLTL allows for a two-stage crossing (i.e., a vehicle only needs to yield to one direction to enter the TWLTL, and then the other direction to enter through vehicles). However, it should be noted that when the westbound/eastbound queues are expected to block the intersections in the Build conditions, the side street delay is expected to be higher than reported.

- The Build conditions are expected to result in an increase and extensive queueing approaching the Fernside Boulevard & Encinal Avenue intersection from most directions, as well as at the signalized intersections along SR 61/Otis Drive.

    - Compared to Existing queuing, the northbound left and eastbound right turn queues at Fernside Boulevard & Encinal Avenue are expected to increase by over 300 feet under Build conditions during the PM peak. While the Existing northbound left-turn queue just exceeds the 150 feet of available storage (180 feet), under Build conditions, the increase in queue length is expected to block the through lane, resulting in longer northbound queues at this intersection than reported. This is not likely to extend back to SR 61/Otis Drive (~2,000 feet) but could extend beyond some of the unsignalized intersections along Fernside Boulevard. Additionally, the southbound queue is expected to increase by approximately 150 feet between the Existing and the Build.

    - Southbound queues during the PM peak approaching Fernside Boulevard and Otis Drive are expected to double in length (an increase of approximately 200 feet).

    - Eastbound and westbound queues approaching Broadway & Otis Drive are expected to double in length, with the westbound queue in the AM peak extending beyond Mound Street (1291 ft.), compared to Pearl Street under Existing conditions (665 ft.). The westbound queue would block all side streets between Broadway and Mound Street, likely resulting in higher side street delays at those intersections than reported. This is not captured in Synchro, as it is a deterministic model that calculates intersection delay and queuing in isolation of adjacent intersections. As highlighted in **Table 6** (delay),

    - **Table** 7 and **Table 8** (queues), since the westbound queues extend past upstream intersections, the queue in the westbound approach is anticipated to be longer than reported.

    - Westbound queues approaching High Street/Bayview Drive & Otis Drive in the AM peak are expected to extend about 1200 ft., compared to 500 ft. in the existing conditions. In the PM peak, the westbound queue is expected to extend 730 ft. compared to 269 ft. under Existing conditions. In both AM and PM peaks, the westbound queues are expected

to extend beyond Fernside under Build conditions. The westbound queues at Fernside Boulevard & Otis Drive would therefore likely be longer than those reported from Synchro, as there could be instances when westbound vehicles are unable to proceed through the intersection during the green time.

6.2 FUTURE YEAR (2045) NO-BUILD OPERATIONS ANALYSIS

Table 9 and **Table 10** show the intersection LOS and delays under the existing and future year (2045) No-Build conditions for the weekday AM and PM peak hours**. Table 11** and **Table 12** summarizes the 95th percentile queue lengths at the study area intersections. It should be noted that the cycle length and signal timing were optimized under the future Year (2045) No-Build conditions.

TABLE 9: 2022 NO-BUILD AND 2045 NO-BUILD INTERSECTION OPERATING CONDITION – AM PEAK HOUR

INTERSECTION NAME	2022 NO-BUILD			2045 NO-BUILD		
	DELAY	LOS	APP [1]	DELAY	LOS	APP [1]
BROADWAY & OTIS DR (SIGNAL)	52.3	D	-	65.3	E	-
PEARL ST & OTIS DR (TWSC)	30.5 [2]	D	SB	55.5 [2]	F	SB
VERSAILLES AVE & OTIS DR (TWSC)	38.8	E	SB	77.9	F	SB
MOUND ST & OTIS DR (TWSC)	75.0	F	NB	274.7	F	NB
COURT ST & OTIS DR (TWSC)	14.9	B	NB	25.6	D	NB
FOUNTAIN ST & OTIS DR (TWSC)	20.6	C	NB	36.3	E	NB
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	17.5	B	-	25.6	C	-
PEACH ST & OTIS DR (TWSC)	13.0	B	NB	17.6	C	NB
FERNSIDE BLVD & OTIS DR (SIGNAL)	69.4	E	-	26.4	C	-
HIGH ST & CENTRAL AVE (SIGNAL)	7.5	A	-	9.3	A	-
HIGH ST & ENCINAL AVE (SIGNAL)	8.4	A	-	9.9	A	-
FERNSIDE BLVD & CENTRAL AVE (AWSC)	19.8	C	-	10.4	B	-
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	13.8	B	-	30.6	C	-

Note:

Intersection average/approach delay based on HCM 6th edition, except Fernside Blvd. & Otis Dr., which is based on HCM 2000 (HCM 6 in Synchro is not able to calculate the LOS for an approach with an exclusive and shared lane).

1. App = Approach
2. The queue from the downstream intersection extends through this intersection. Therefore, the delay could be higher.

TABLE 10: 2022 NO-BUILD AND 2045 NO-BUILD INTERSECTION OPERATING CONDITION – PM PEAK HOUR

INTERSECTION NAME	2022 NO-BUILD			2045 NO-BUILD		
	DELAY	LOS	APP [1]	DELAY	LOS	APP [1]
BROADWAY & OTIS DR (SIGNAL)	30.4	C		43.8	D	-
PEARL ST & OTIS DR (TWSC)	21.4 [2]	C	SB	35.4 [2]	E	NB
VERSAILLES AVE & OTIS DR (TWSC)	26.6	D	SB	46.1	E	NB
MOUND ST & OTIS DR (TWSC)	31.7	D	NB	56.2	F	NB
COURT ST & OTIS DR (TWSC)	24.0	C	NB	35.5	E	NB
FOUNTAIN ST & OTIS DR (TWSC)	29.6	E	NB	53.1 [2]	F	NB
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	15.2	B	-	34.3	C	-
PEACH ST & OTIS DR (TWSC)	14.2	B	NB	16.6	C	NB
FERNSIDE BLVD & OTIS DR (SIGNAL)	22.9	C	-	28.0	C	-
HIGH ST & CENTRAL AVE (SIGNAL)	8.2	A	-	14.9	B	-
HIGH ST & ENCINAL AVE (SIGNAL)	8.0	A	-	11.4	B	-
FERNSIDE BLVD & CENTRAL AVE (AWSC)	21.9	C	-	12.8	B	-
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	15.3	B	-	25.8	C	-

Note:

Intersection average/approach delay based on HCM 6th edition, except Fernside Blvd. & Otis Dr., which is based on HCM 2000 (HCM 6 in Synchro is not able to calculate the LOS for an approach with an exclusive and shared lane).

1. App = Approach
2. The queue from the downstream intersection extends through this intersection. Therefore, the delay could be higher.

TABLE 11: 2022 NO-BUILD AND 2045 NO-BUILD INTERSECTION 95TH PERCENTILE QUEUE LENGTHS (FT)– AM PEAK HOUR

INTERSECTION NAME	SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
BROADWAY & OTIS DR (SIGNAL)	2022 NB		179		253	90	19	75	209		82	665*	145
	2045 NB		211		603*	110	43	96*	333		95	680*	187
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	2022 NB		31			146		46	233		49	482*	
	2045 NB		36			178		64	484*		50	528*	
FERNSIDE BLVD & OTIS DR (SIGNAL)	2022 NB				202			60	167			915*	
	2045 NB				316			69	382			861*	
HIGH ST & CENTRAL AVE (SIGNAL)	2022 NB		116			124			81			63	
	2045 NB		181			138			215*			80	
HIGH ST & ENCINAL AVE (SIGNAL)	2022 NB		108			130			102	19		93	18
	2045 NB		149			148			184	22		92	18
FERNSIDE BLVD & CENTRAL AVE (AWSC)	2022 NB		218			68			25			25	
	2045 NB		50			75			25			25	
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	2022 NB	239	318			356			64	47		81	
	2045 NB	236	117			361	0		72	56		85	

Note:* 95th percentile volume exceeds capacity; the queue may be longer than reported. The queue shown is the maximum after two cycles (as calculated by Synchro).

TABLE 12: 2022 NO-BUILD AND 2045 NO-BUILD INTERSECTION 95TH PERCENTILE QUEUE LENGTHS (FT) – PM PEAK HOUR

INTERSECTION NAME	SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
BROADWAY & OTIS DR (SIGNAL)	2022 NB		167		243	105	51	144	283		97	584*	71
	2045 NB		184		288*	89	51	154	310		98	706*	123
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	2022 NB		39			147		72	288		77	269	
	2045 NB		67			256*		92	426*		253*	457*	
FERNSIDE BLVD & OTIS DR (SIGNAL)	2022 NB				227			47	228			649*	
	2045 NB				195			76	252			1039*	
HIGH ST & CENTRAL AVE (SIGNAL)	2022 NB		88			154			90			58	
	2045 NB		120			451*			246*			197	
HIGH ST & ENCINAL AVE (SIGNAL)	2022 NB		71			153			109	17		71	14
	2045 NB		103			300*			112	19		128	17
FERNSIDE BLVD & CENTRAL AVE (AWSC)	2022 NB		238			108			25			25	
	2045 NB		125			25			25			25	
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	2022 NB	180	298			429			27	56		29	
	2045 NB	350*	203			188			35	54		31	

Note: * 95th percentile volume exceeds capacity; the queue may be longer than reported. The queue shown is the maximum after two cycles (as calculated by Synchro).

In the existing conditions, queuing can be observed in the westbound direction at all signalized intersections in the project corridor. The increase in traffic under future No-Build conditions results in additional intersection approach queues compared to existing conditions. The queues are expected to extend to upstream intersections both eastbound and westbound, deteriorating the overall corridor operations. The following observations can be made regarding the future Year (2045) No-Build conditions traffic operations:

- The westbound volume on SR 61 entering the study area (east of Fernside) and northbound on Fernside Boulevard is forecasted to decrease, primarily due to land use-induced traffic patterns in the region. The drop in volume under future conditions and the signal timing optimization results in the Fernside Boulevard & Otis Drive intersection operating with a lower average intersection delay than the Existing conditions during the AM peak period. The drop in volume northbound on Fernside in the AM peak also results in Fernside Boulevard & Central operating better than under Existing conditions.
- Broadway & Otis Drive deteriorates from LOS D under Existing conditions to LOS E under the future No-Build conditions in the AM peak, an increase of over 13 seconds of delay per vehicle. In the PM peak, the intersection deteriorates from LOS C in the Existing conditions to LOS D under the future No-Build conditions, an increase of 13 seconds of average delay per vehicle.

- High Street & Otis Drive deteriorate from LOS B under Existing conditions to LOS C under the future No-Build condition in both the AM and PM peak; an increase in 10 to 19 seconds of delay per vehicle.
- Fernside Boulevard & Encinal Avenue deteriorates from LOS B under Existing conditions to LOS C under the future No-Build condition in both the AM and PM peak; an increase in 10 to 17 seconds of delay per vehicle.
- The side-street delay between Broadway and Fountain Street is expected to increase significantly with the forecasted growth in volume along SR 61/Otis Drive, west of Fernside Boulevard, which results in limited gaps for the side-street movements to cross both directions of traffic.
- With the optimization of the cycle length and signal timing for future year (2045) No-Build conditions, most westbound queues are projected to increase by only 100 to 200 feet (4 to 8 vehicles) compared to Existing. Additional queuing at the study intersections is described below.
    - The northbound left-turn queue length is expected to double at Fernside Boulevard & Encinal Avenue in the PM peak (additional 200 feet), as the volume nearly doubles for this movement between the Existing (170 vehicles) and future year (305 vehicles) No-Build. 400 vehicles is typically the capacity for a single left-turn lane (depending on intersection volumes). As this exceeds the left storage length (150 feet), the queue will extend beyond the storage lane blocking the through lane, resulting in northbound queues at this intersection longer than reported.
    - Westbound volumes at Fernside Boulevard & Otis Drive increase by over 400 vehicles, resulting in an increase of approximately 400 ft compared to Existing conditions in the PM peak. In the AM peak, eastbound volumes are projected to increase by approximately 150 vehicles, resulting in an increase in a queue length of 200 feet (6 to 9 vehicles).
    - Westbound, eastbound, and southbound queues at High Steet & Otis Drive increased by 150 feet to 300 feet during the AM and the PM peaks. This is a result of an increase in the volume of 170 (westbound), 420 (eastbound), and 100 (southbound) vehicles to those movements.
    - The southbound left-turn queue at Broadway & Otis is projected to increase by 350 feet in the AM peak due to an overall increase in intersection volume, but also a near doubling in volume for this movement between the Existing (240 vehicles) and future year No-Build (435 vehicles). 400 vehicles typically exceed the capacity for a single left-turn lane.

6.3 FUTURE YEAR (2045) BUILD OPERATIONS ANALYSIS

Table 13 and **Table 14** show the intersection LOS and delays under the future Year (2045) No-Build and Build conditions for the weekday AM and PM peak hours. **Table 15** and Table 16 summarizes the 95th percentile queue lengths at the study area intersections. As in the Existing Build scenario, the cycle length and signal timing were optimized to improve the intersection efficiency under the future Year (2045) Build conditions.

TABLE 13: 2045 NO-BUILD AND 2045 BUILD INTERSECTION OPERATING CONDITION – AM PEAK HOUR

INTERSECTION NAME	2045 NO-BUILD			2045 BUILD		
	DELAY	LOS	APP [1]	DELAY	LOS	APP [1]
BROADWAY & OTIS DR (SIGNAL)	65.3	E	-	127.1	F	-
PEARL ST & OTIS DR (TWSC)	55.5 [2]	F	SB	52.2 [2]	F	SB
VERSAILLES AVE & OTIS DR (TWSC)	77.9	F	SB	58.5 [2]	F	SB
MOUND ST & OTIS DR (TWSC)	274.7	F	NB	107.1 [2]	F	NB
COURT ST & OTIS DR (TWSC)	25.6	D	NB	16.8	C	NB
FOUNTAIN ST & OTIS DR (TWSC)	36.3	E	NB	18.5	C	NB
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	25.6	C	-	68.3	E	-
PEACH ST & OTIS DR (TWSC)	17.6	C	NB	12.2	B	NB
FERNSIDE BLVD & OTIS DR (SIGNAL)	26.4	C	-	34.0 [2]	C	-
HIGH ST & CENTRAL AVE (SIGNAL)	9.3	A	-	11.3	B	-
HIGH ST & ENCINAL AVE (SIGNAL)	9.9	A	-	17.3	B	-
FERNSIDE BLVD & CENTRAL AVE (AWSC)	10.4	B	-	11.1	B	-
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	30.6	C	-	104.2	F	-

Note:

Intersection average/approach delay based on HCM 6th edition, except Fernside Blvd. & Otis Dr., which is based on HCM 2000 (HCM 6 in Synchro is not able to calculate the LOS for an approach with an exclusive and shared lane).

1. App = Approach
2. The queue from the downstream intersection extends through this intersection. Therefore, the delay could be higher.

TABLE 14: 2045 NO-BUILD AND 2045 BUILD INTERSECTION OPERATING CONDITION – PM PEAK HOUR

INTERSECTION NAME	2045 NO-BUILD			2045 BUILD		
	DELAY	LOS	APP [1]	DELAY	LOS	APP [1]
BROADWAY & OTIS DR (SIGNAL)	43.8	D	-	67.4	E	-
PEARL ST & OTIS DR (TWSC)	35.4 [2]	E	NB	29.6 [2]	D	NB
VERSAILLES AVE & OTIS DR (TWSC)	46.1	E	NB	37.0 [2]	E	NB
MOUND ST & OTIS DR (TWSC)	56.2	F	NB	42.4	E	NB
COURT ST & OTIS DR (TWSC)	35.5	E	NB	17.4	C	NB
FOUNTAIN ST & OTIS DR (TWSC)	53.1 [2]	F	NB	20.9 [2]	C	NB
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	34.3	C	-	62.5	E	-
PEACH ST & OTIS DR (TWSC)	16.6	C	NB	12.1	B	NB
FERNSIDE BLVD & OTIS DR (SIGNAL)	28.0	C	-	50.3 [2]	D	-
HIGH ST & CENTRAL AVE (SIGNAL)	14.9	B	-	13.9	B	-
HIGH ST & ENCINAL AVE (SIGNAL)	11.4	B	-	20.8	C	-
FERNSIDE BLVD & CENTRAL AVE (AWSC)	12.8	B	-	20.1	C	-
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	25.8	C	-	160.4	F	-

Note:

Intersection average/approach delay based on HCM 6th edition, except Fernside Blvd. & Otis Dr., which is based on HCM 2000 (HCM 6 in Synchro is not able to calculate the LOS for an approach with an exclusive and shared lane).

1. App = Approach
2. The queue from the downstream intersection extends through this intersection. Therefore, the delay could be higher.

TABLE 15: 2045 NO-BUILD AND BUILD INTERSECTION 95TH PERCENTILE QUEUE LENGTHS (FT)– AM PEAK HOUR

INTERSECTION NAME	SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
BROADWAY & OTIS DR (SIGNAL)	2045 No-Build		211		603*	110	43	96*	333		95	680*	187
	2045 Build		231		230	102*	18	102	475	0	124*	1376*	
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	2045 No-Build		36			178		64	484*		50	528*	
	2045 Build		49			193		84	553		65	1305*	
FERNSIDE BLVD & OTIS DR (SIGNAL)	2045 No-Build				316			69	382			861*	
	2045 Build				418*				386*			560*	
HIGH ST & CENTRAL AVE (SIGNAL)	2045 No-Build		181			138			215*			80	
	2045 Build		174			161			353*			83	
HIGH ST & ENCINAL AVE (SIGNAL)	2045 No-Build		149			148			184	22		92	18
	2045 Build		155			142			465*	24		127	20
FERNSIDE BLVD & CENTRAL AVE (AWSC)	2045 No-Build		50			75			25			25	
	2045 Build		50			50			75			25	
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	2045 No-Build	236	117			361	0		72	56		85	
	2045 Build	418*	99			420	8		76	367		80	

Note: * 95th percentile volume exceeds capacity; the queue may be longer than reported. The queue shown is the maximum after two cycles (as calculated by Synchro).

TABLE 16: 2045 NO-BUILD AND BUILD INTERSECTION 95TH PERCENTILE QUEUE LENGTHS (FT)– PM PEAK HOUR

INTERSECTION NAME	SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
BROADWAY & OTIS DR (SIGNAL)	2045 No-Build		184		288*	89	51	154	310		98	706*	123
	2045 Build		236		116	88	31	276	515	0	163*	1061*	
HIGH ST/BAYVIEW & OTIS DR (SIGNAL)	2045 No-Build		67			256*		92	426*		253*	457*	
	2045 Build		90			508*		253	469		194*	1009*	
FERNSIDE BLVD & OTIS DR (SIGNAL)	2045 No-Build				195			76	252			1039*	
	2045 Build				301*				455*			664*	
HIGH ST & CENTRAL AVE (SIGNAL)	2045 No-Build		120			451*			246*			197	
	2045 Build		249*			390*			201			242*	
HIGH ST & ENCINAL AVE (SIGNAL)	2045 No-Build		103			300*			112	19		128	17
	2045 Build		139			333*			403*	24		214	19
FERNSIDE BLVD & CENTRAL AVE (AWSC)	2045 No-Build		125			25			25			25	
	2045 Build		200			50			75			25	
FERNSIDE BLVD & ENCINAL AVE (SIGNAL)	2045 No-Build	350*	203			188	0		35	54		31	
	2045 Build	695*	238			348	17		45	390*		34	

Note: * 95th percentile volume exceeds capacity; the queue may be longer than reported. The queue shown is the maximum after two cycles (as calculated by Synchro).

Similar to the Existing plus Build scenario, the reduction in capacity on SR 61 results in vehicles diverting to Fernside Boulevard & Encinal Avenue, worsening conditions along those streets. Despite reduced volumes, the conditions worsen along Otis Drive due to the reduction in capacity.

The following observations can be made regarding the future year Build conditions traffic operations:

- Broadway & Otis Drive deteriorates from LOS D to LOS E in the PM peak (over 25 seconds increase in average delay). In the AM peak, the intersection deteriorates from LOS E (unacceptable LOS in No-Build) to LOS F with over 1 minutes increase in average delay.
- High Street & Otis Drive deteriorates from LOS C to LOS E in both the AM and PM peaks, with over 30 seconds of additional delay compared to No-Build.
- Fernside Boulevard & Encinal Avenue deteriorates from LOS C to LOS F in both the AM and PM peaks, with an increase in an average delay of over 1.5 to 2 minutes compared to No-Build.
- The Build conditions are expected to result in an increase and extensive queueing approaching the Fernside Boulevard & Encinal Avenue intersection from most directions, as well as at the signalized intersections along SR 61/Otis Drive.
    - Compared to No-Build, the northbound left-turn queue at Fernside Boulevard & Encinal Avenue is projected to increase by 500 feet during the PM peak due to an overall increase in intersection volume, but also an additional 175 vehicles for the northbound left-turn volume between the Year 2045 No-Build (305 vehicles) and Build

(475 vehicles). 400 vehicles typically exceed the capacity for a single left-turn lane. Additionally, this exceeds the left storage length (150 feet), with queues extending beyond the storage lane and blocking the through lane, resulting in northbound queues at this intersection longer than reported. As in Existing, this is not likely to extend back to SR 61/Otis Drive (~2,000 feet), but could extend beyond some of the unsignalized intersections along Fernside Boulevard.

  - Westbound queues approaching Broadway & Otis Drive are expected to exceed 1,000 feet during the AM and PM peaks (compared to 700 feet in No-Build), with the queue in the AM peak extending beyond Mound Street. As in the Existing plus Build, this queue would block side streets between Broadway and Mound Street, resulting in higher side street delays at those intersections than reported.
  - Westbound queues are expected to increase significantly (by about 600 ft) approaching the High Street/Bayview Drive & Otis Drive intersection during the AM and PMpeaks, with queues extending beyond Fernside Boulevard. Therefore, the queue results at Fernside Boulevard & Otis Drive would likely be longer than reported. Eastbound queues also increase by about 250 feet in the PM peak.
  - With optimizing signal timing at Fernside Boulevard and Otis Drive, the intersection is projected to operate at an average LOS D or better. Queues ranging from 300 to 700 feet are projected for the eastbound, westbound, and southbound directions during the AM and PM peak hours.

- Side-street delay at unsignalized intersections would likely be reduced with the Build condition due to the TWLTL as it allows for a two-stage crossing, with the delay at Mound Street & Otis Drive decreasing by almost three minutes in the AM peak. However, it should be noted that when the SR 61 queues extend beyond the upstream intersections, the side street (unsignalized) and overall (signal) delay would likely be higher than reported.

7 CONCLUSIONS

The TOAR presented the traffic analysis results for the following scenarios:

- Existing Conditions
- Existing plus Build Conditions
- Future year (2045) No-Build Conditions
- Future Year (2045) Build Conditions

In the existing conditions, queuing can be observed in the westbound direction at all signalized intersections in the project corridor. The increase in traffic under future No-Build conditions results in additional intersection approach queues compared to existing conditions. The queues are expected to extend to upstream intersections both eastbound and westbound, deteriorating the overall corridor operations.

Under the Build conditions (Existing and Future), the reduction in capacity on SR 61 results in vehicles diverting to Fernside Boulevard & Encinal Avenue, worsening conditions along those streets. In addition, despite reduced volumes, the conditions worsen along Otis Drive due to reduced capacity. The project's impact on the study intersection delay and the queues are presented in sections 6.1 and 6.3.

The change in the lane configuration on SR 61 with the proposed project results in multiple intersections operating below the acceptable LOS standard (LOS D), with queues at several intersections extending to upstream intersections. Maintaining the existing approach configuration at the following intersections would potentially achieve acceptable operation along SR 61.

- Broadway & Otis Drive westbound (left, through, and right-turn lanes)
- High Street & Otis Street
- Fernside Boulevard & Otis Drive eastbound (left and two through lanes)

Results for the TWSC intersection show side-street delay at unsignalized intersections would be reduced (at minor approach) in the Build condition compared to No Build, with the delay at Mound Street & Otis Drive decreasing by almost three minutes. This is because the TWLTL allows vehicles from minor approaches to only need to yield to one direction of traffic on SR 61/Otis Drive at a time. However, the minor street left-turn volume is less than 20 vehicles during the peak hour and, in most cases, provides limited benefits compared to the increase in delay and queues along Otis Drive and Fernside Boulevard. However, it should be noted that when the SR 61 queues block the intersections, the side street delay is expected to be higher than reported.

Based on the above analysis and results, the project is expected to have a significant impact on operations along SR 61 and Fernside Avenue and is therefore not feasible from a traffic operations perspective.

APPENDIX A

ALAMEDA SR 61 TRAVEL DEMAND MODEL CALIBRATION AND VALIDATION MEMO

DKS 8950 CAL CENTER DRIVE, SUITE 340, SACRAMENTO, CA 95826 • 916.368.2000 • DKSASSOCIATES.COM

MEMORANDUM

DATE: May 3rd, 2022

TO: Phil Cox, Mike Kerns, Tiffany Centeno| Caltrans

FROM: Udit Molakatalla| DKS Associates

SUBJECT: Alameda SR 61 Model Calibration & Validation Memo Project #P21201-003

Caltrans is evaluating the feasibility of converting the four-lane sections of Otis Drive/ SR 61 to include one through lane, and one Class II bicycle lane in each direction with a TWLTL between Fernside Blvd. and Broadway (PM 18.9 to PM 19.44) within the existing roadway and right of way. The latest available version of the Alameda County Transportation Commission (Alameda CTC) travel demand model will be utilized to develop project forecasts. The regional travel demand models like the ACTC travel demand model are developed and validated at the regional scale. The model validation for the study area was reviewed, and limited network calibration was conducted to better validate the model for the study area. The memorandum describes the validation of the Alameda CTC travel demand model to the 2022 traffic count data.

VALIDATION CRITERIA

The performance of the base year model for the 1-hour AM and PM peak periods has been evaluated using both static validation tests. The static evaluation uses the following validation criteria outlined in the California Transportation Commission's *"2017 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies:"*

- At least 75 % of the roadway links with traffic counts should be within the Caltrans deviation threshold, which differs based on the magnitude of the count.
- Estimate of correlation between the model estimates and observed counts should be at least 0.88
- Percent root mean square error (RMSE) for the roadway links with counts in the project study area should not exceed 40%.

In addition, to typical Caltrans validation guidelines, the following criteria were also evaluated for the study intersections approach links:

- 75 percent of the model-estimated street approach links within 30 percent of actual counts
- 50 percent of the model-estimated street approach links within 15 percent of actual counts

BASE YEAR MODEL REVIEW AND REFINEMENT

Calibration involved iterations of runs of the base-year model and refinements to bring model-predicted volumes closer to 1-hour peak volume. Refinements focused on the TAZ structure, centroid connectors, model link speeds, and capacities in the study corridor and proximate roadways

The following steps were taken to prepare a base year model:

- DKS started with the latest version of the Alameda CTC travel demand model for the 2020 assumed Base Year.
- DKS reviewed the model network near SR 61 and adjusted network attributes, including free-flow speeds and lane capacity, to reflect existing conditions.
- Traffic Analysis Zones (TAZs) structure and the centroids were reviewed and adjusted to provide a better spatial resolution of travel choices on roads tributary within the study area. Centroid location was adjusted to better reflect network loading.
- Adjust the time of day factors for the PM peak hour.

STATIC VALIDATION RESULTS

Caltrans guidelines for model validation utilize FHWA's "desirable deviation" curve to define thresholds for the model volume deviation from traffic counts. The larger the actual traffic volume, the lower the desirable deviation. The FHWA curve was designed to evaluate daily volumes. The focus of the validation for SR 61, however, is the peak periods. DKS used an accepted method to scale the FHWA daily volume curve to a 1-hour volume curve using a ratio of 1-hour to daily volumes, based on daily and peak period counts available from Caltrans Traffic Census Program.

Based on discussion with Caltrans staff, the model validation is limited to approach links with a count volume greater than 100 vehicles in the peak hour. Approach links with less than 100 vehicles are local roadways with an expected high margin of error in a regional travel demand model. **Table 1** shows the model to count comparison at major study intersections. **Figure 1** shows the deviation of model volumes to counts compared to the "desirable deviation" curve. **Table 2** presents the key measures for evaluating model validation identified in the Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies and additional checks proposed by Caltrans.

TABLE 1: MODEL TO COUNT COMPARISON

	LOCATION	PEAK HOUR Count		PEAK HOUR Model Volume		MODEL-TO-COUNT RATIO	
		AM	PM	AM	PM	AM	PM
1	Broadway & Otis - NB	212	211	173	84	0.82	0.40
2	Broadway & Otis - SB	386	469	450	477	1.17	1.02
3	Broadway & Otis - EB	509	752	543	651	1.07	0.87
4	Broadway & Otis - WB	1056	847	953	777	0.90	0.92
5	High Street / Bayview Drive - SB	220	235	213	118	0.97	0.50
6	High Street / Bayview Drive - EB	803	1006	944	957	1.18	0.95
7	High Street / Bayview Drive - WB	1227	978	1023	912	0.83	0.93
8	Fernside and Otis - SB	565	671	651	560	1.15	0.83
9	Fernside and Otis - EB	902	1133	1115	998	1.24	0.88
10	Fernside and Otis - WB	1959	1652	1690	1825	0.86	1.10
11	High and Encinal - NB	244	177	48	47	0.20	0.27
12	High and Encinal - SB	310	372	207	236	0.67	0.63
13	High and Encinal - EB	278	298	108	126	0.39	0.42
14	High and Encinal - WB	258	199	151	300	0.59	1.51
15	Fernside and Encinal - NB	774	719	643	881	0.83	1.23
16	Fernside and Encinal - SB	385	489	569	517	1.48	1.06
17	Fernside and Encinal - EB	193	232	41	20	0.21	0.09
18	High and Central - NB	286	245	163	116	0.57	0.47
19	High and Central - SB	332	417	276	354	0.83	0.85
20	High and Central - EB	197	213	84	112	0.43	0.53
21	High and Central - WB	149	126	136	172	0.91	1.37
22	Fernside and Central - NB	519	540	635	640	1.22	1.19
23	Fernside and Central - SB	295	386	594	504	2.01	1.31
24	Fernside and Central - EB	125	127	37	17	0.30	0.13

NOTE: EXCEEDS MAXIMUM DESIRABLE DEVIATION: LOW, HIGH

FIGURE 1: PEAK HOUR MODEL VOLUME DEVIATION FROM DESIRABLE THRESHOLDS

TABLE 2: KEY VALIDATION MEASURES

MEASURES	AM 3 HOUR	PM 3 HOUR	TARGET	TARGET MET
APPROACH LINKS WITHIN DESIRABLE DEVIATION	19	19		
APPROACH LINKS OUTSIDE DESIRABLE DEVIATION	5	6		
TOTAL SEGMENTS	24	24		
PERCENT WITHIN	79%	75%	>75%	Yes
CORRELATION	0.94	0.97	>0.88	Yes
RMSE	29%	22%	<40%	Yes
AVERAGE MODEL/COUNT	0.94	0.91		
APPROACH LINKS WITHIN 30 % OF COUNTS	63%	54%	>75%	No
APPROACH LINKS WITHIN 15 % OF COUNTS	46%	42%	>50%	No

Conclusions that can be reached from the results of the static validation tests include:

- For SR 61 study area, most of the approach links are within the desirable deviation during both the AM and PM peak hours, and the percent root mean square error is within acceptable limits. The correlation between the model estimated and observed counts exceeds the recommended target value of 0.88.
- The approach limits do not meet the additional validation criteria proposed by Caltrans. As shown in **Table 1**, the model estimates trend lower on low volume local streets compared to counts, which is not unusual in the regional travel demand model. All the high-volume intersections on SR 61/Otis Drive satisfy the percent deviation validation checks.

The best practice is to use the model to forecast the change in traffic volumes rather than using the forecast volume directly from the model. To account for model error, future year forecasts will be developed using the "delta method," which accounts for errors between base year model estimates and observed counts. Based on the above validation statistics, it can be concluded that the SR 61 model area adequately validates existing conditions and can be used in the process of forecasting future traffic volumes. The adjusted model forecasts for the study intersection will be presented in a separate deliverable.

APPENDIX B

ALAMEDA SR 61 TRAFFIC FORECAST MEMO

DKS 8950 CAL CENTER DRIVE, SUITE 340, SACRAMENTO, CA 95826 • 916.368.2000 • DKSASSOCIATES.COM

MEMORANDUM

DATE: May 31th, 2022

TO: Phil Cox, Mike Kerns, Tiffany Centeno| Caltrans

FROM: Udit Molakatalla| DKS Associates

SUBJECT: Alameda SR 61 Model Forecasts Memo Project #P21201-003

Caltrans is evaluating the feasibility of converting the four-lane sections of Otis Drive/ SR 61 to include one through lane, and one Class II bicycle lane in each direction with a TWLTL between Fernside Blvd. and Broadway (PM 18.9 to PM 19.44) within the existing roadway and right of way. The latest available version of the Alameda County Transportation Commission (Alameda CTC) travel demand model will be utilized to develop project forecasts. The memorandum describes the forecast methodology and the project forecasts.

ALAMEDA CTC COUNTYWIDE TRAVEL DEMAND MODEL

The Alameda CTC model is a four-step travel demand model that includes trip generation, trip distribution, mode choice, and transit and highway assignment components. It is based on the prior trip-based MTC regional travel model but has been adjusted to provide consistent results with the newer MTC activity-based Model One used for the evaluation of Plan Bay Area 2040. The current model version incorporates the Plan Bay Area 2040 transportation investments and land use and includes 2010 as the base year and 2020 and 2040 as two future years. The land use allocations were reviewed by the local jurisdictions and modified within certain limitations to maintain overall regional consistency. The Alameda Countywide model produces forecasts that are generally consistent with the travel demand forecasts that MTC has produced for Plan Bay Area 2040 for the Plan horizon year of 2040 and meets the regional model consistency requirements.

MODEL VALIDATION CRITERIA

The performance of the model for the 1-hour AM and PM peak periods has been evaluated using the validation criteria outlined in the California Transportation Commission's *"2017 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies:"*

- At least 75 % of the roadway links with traffic counts should be within the Caltrans deviation threshold, which differs based on the magnitude of the count.
- Estimate of correlation between the model estimates and observed counts should be at least 0.88

- Percent root mean square error (RMSE) for the roadway links with counts in the project study area should not exceed 40%.

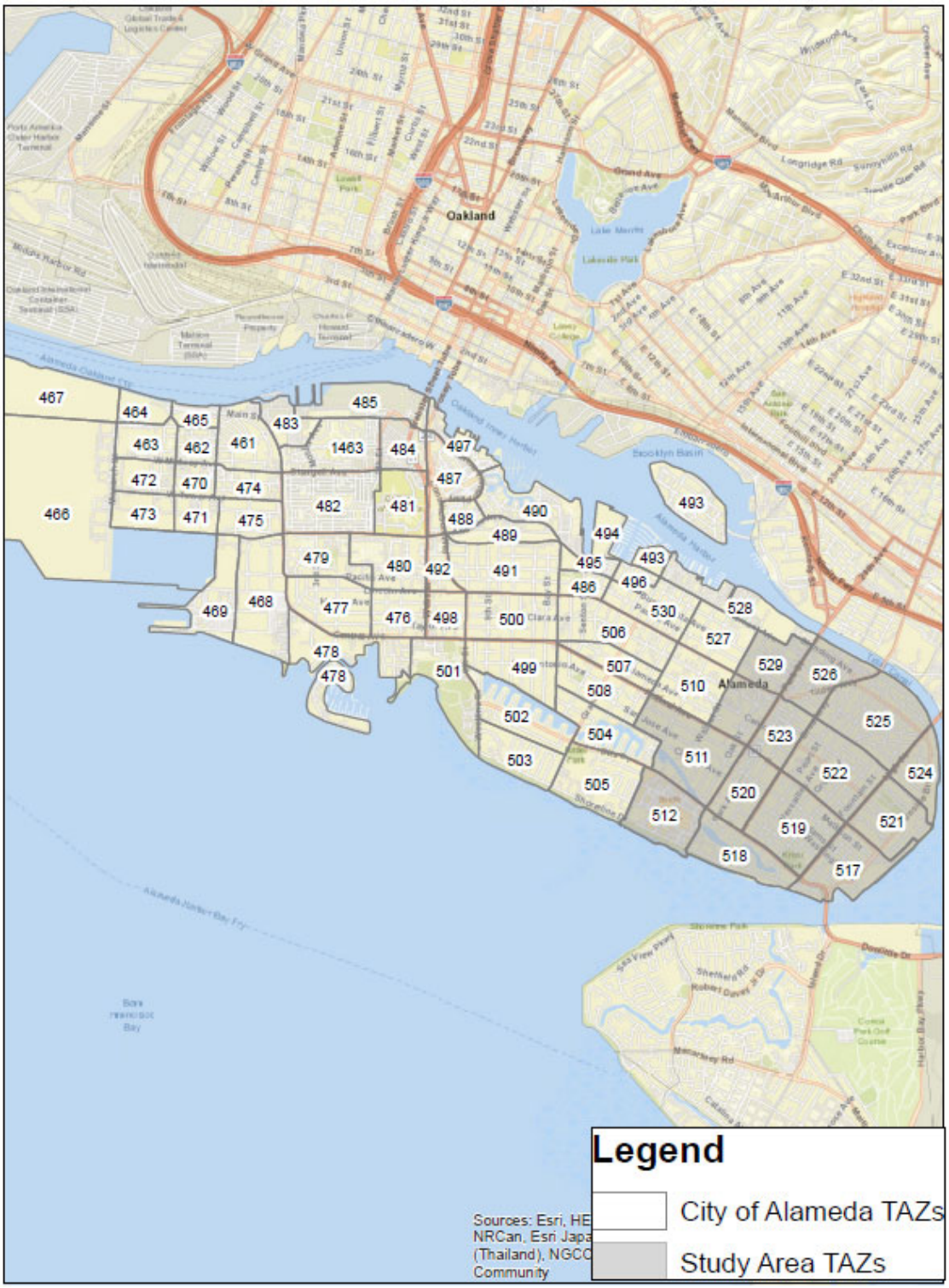
In addition, to typical Caltrans validation guidelines, the following criteria were also evaluated for the study intersections approach links:

- 75 percent of the model-estimated street approach links within 30 percent of actual counts
- 50 percent of the model-estimated street approach links within 15 percent of actual counts

The Alameda SR 61 Model Calibration & Validation Memo presents the details on the model calibration and validation. Based on the key validation measures, the model the SR 61 model area adequately validates existing conditions.

POPULATION AND EMPLOYMENT GROWTH

Much of the traffic carried by SR 61 in the study area is generated in the wider region, serving travel between Oakland, the City of Alameda, Oakland International Airport, and the San Leandro area. The Traffic Analysis Zones (TAZs) in the City of Alameda were reviewed for traffic forecasting, presented in **Figure 1**. **Table 1** summarizes the population and employment input assumptions for the City of Alameda, east of Webster St., for the years 2020 and 2040. Growth in population and employment was also examined for the TAZs in the vicinity of the project to confirm local traffic growth. The majority of the population growth in the City of Alameda is in zones 528 and 494, the Naval Air Station Alameda with future redevelopment plans. The TAZs proximate to the project (highlighted) shows limited population growth and employment between 2020 and 2040.



Source: DKS Associates, 2022

FIGURE 1: CITY OF ALAMEDA AND STUDY AREA TRAFFIC ANALYSIS ZONES (TAZS)

TABLE 1: POPULATION AND EMPLOYMENT GROWTH (2020-2040)

TAZ	2020 POPULATION	2020 EMPLOYMENT	2040 POPULATION	2040 EMPLOYMENT	CHANGE IN DEMOGRAPHICS 2020-2040	
					Population	Employment
486	602	37	620	37	18	0
487	372	981	383	987	11	6
488	277	745	285	749	8	4
490	607	1444	626	1472	19	28
491	2270	204	2339	209	69	5
493	110	494	114	504	4	10
494	323	84	1701	283	1378	199
496	236	327	243	333	7	6
497	328	191	1082	206	754	15
498	1157	218	1191	222	34	4
499	1317	117	1356	119	39	2
500	2233	186	2299	189	66	3
501	652	208	676	212	24	4
502	1010	108	1048	110	38	2
503	1661	155	1725	158	64	3
504	752	161	778	164	26	3
505	2474	251	2556	256	82	5
506	2552	634	2636	647	84	13
507	1081	155	1117	158	36	3
508	1001	60	1034	61	33	1
509	618	3243	636	3308	18	65
510	2341	479	2408	488	67	9
511	3962	1509	4121	1539	159	30
512	479	818	498	835	19	17
517	1093	161	1125	164	32	3
518	1519	157	1564	160	45	3
519	1924	153	1980	156	56	3
520	1843	101	1897	104	54	3
521	1269	127	1306	129	37	2
522	2153	618	2216	631	63	13
523	1303	601	1341	613	38	12
524	815	72	844	73	29	1
525	2147	273	2225	278	78	5
526	764	835	791	851	27	16
527	1463	742	1462	757	-1	15
528	298	1004	3117	1004	2819	0
529	985	551	1019	562	34	11
530	1497	1007	1549	1027	52	20

Source: DKS Associates, 2022

FORECAST METHODOLOGY

The general approach used to determine forecast volumes for operational analysis involves first using the travel demand model to forecast link volumes and then utilizing the resulting volumes to determine the future year turning movements for the operational models. The best practice is to use the model to forecast traffic volume changes rather than using the forecast volume directly from the model. The methodology to derive the future year turning movement forecasts for the operations analysis is described below.

The mainline SR 61 and the intersection turning movement forecasts are required for the following four alternatives.

- 2022 Base Year No Build Conditions
- 2022 Base Year Build Conditions
- 2045 Future Year No Build Conditions
- 2045 Future Year Build Conditions.

Comparatively, the Alameda CTC model forecast years are:

- 2020 Interim Year
- 2040 consistent with Plan Bay Area Horizon Year

The 2020 model was validated against the 2022 counts and assumed to represent the project's existing/construction year. The 2040 scenario year Alameda CTC model was used to determine the growth between the Year 2020 and Year 2040. To reduce the influence of model error, the future year model volumes were adjusted using the "delta method," which adjusts model output forecasts by adding incremental growth to the existing conditions:

2040 Forecast Volume = Existing Traffic Count + (2040 Raw Model Volume – 2020 Raw Model Volume)

The 2045 future year forecasts were calculated by extrapolating the link-level growth between 2020 and 2040. Any negative growth between the 2020 and 2045 model estimated link volumes was adjusted to zero unless a reasonable shift in travel patterns explained the drop in volume. The change in volume on centroid connectors was reviewed to inform the growth on local streets not represented in the model.

The Build conditions link volumes were calculated by applying the change in link volume between the No-Build and Build model estimates to the adjusted No-Build volumes, as shown below.

Build Volume = No-Build Volume + (Build Raw Model Volume –No-Build Raw Model Volume)

The peak hour traffic assignments from the Alameda CTC travel demand model are assumed to be the highest hour in the corresponding three-hour peak period rather than a specific time period. For the operational analysis, this is defined as 7:45 to 8:45 a.m. and 4:45-5:45 p.m., based on observed traffic patterns. The link volume forecasts were used to develop the turning movement forecasts based on the existing turning movement counts and the Frater/Furness method, consistent with the methodology recommended in NCHRP 765: Analytical Travel Forecasting Approaches for Project Level Planning and Design.

PROJECT FORECAST

Figure 2 and **Figure 3** present the 2022 No-Build and Build turning movement volumes for AM and PM Peak hours, respectively. In the AM and PM periods, the change in capacity along SR 61 under the Build conditions results in a lower volume on SR 61 in both directions. An increase in volume is observed on Encinal Avenue and Fernside Boulevard.

Figure 4 and **Figure 5** present the 2022 No-Build and the 2045 No-Build turning movement volumes for AM and PM Peak hours, respectively. In the AM, the model presents an increase in volume on SR 61 in the eastbound direction with negligible change in the westbound direction. The westbound SR 61 volume entering the study area reduced in the future year, primarily due to a shift in travel patterns. In the PM period, the SR 61 volume increases in both the eastbound and westbound directions.

Figure 6 and Figure 7 present the 2045 No-Build and Build turning movement volumes for AM and PM Peak hours, respectively. Similar to the existing year, the change in capacity along SR 61 under the Build conditions results in a lower volume on SR 61 in both directions. An increase in volume is observed on Encinal Avenue and Fernside Boulevard.

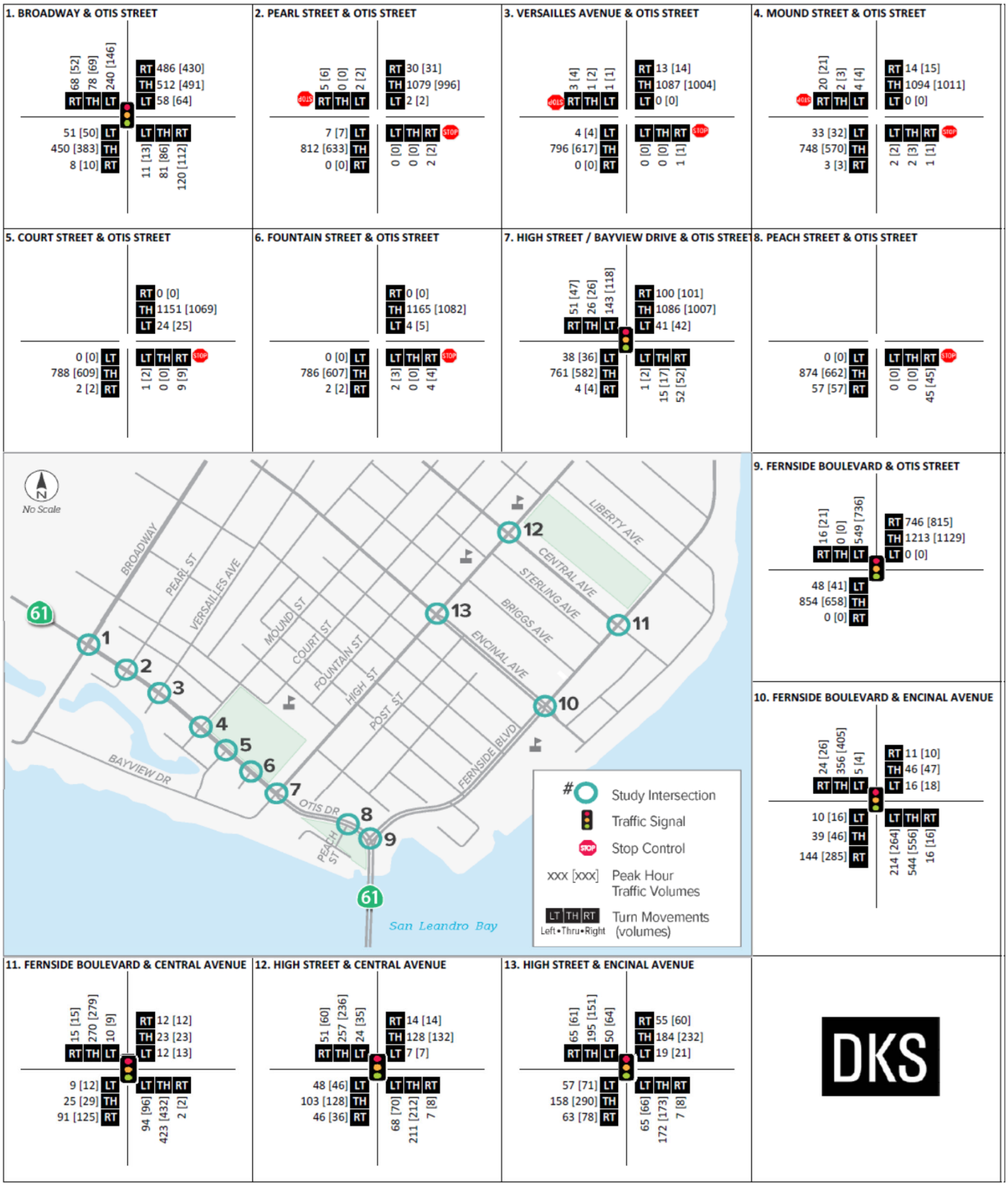


FIGURE 2: AM 2022 NO BUILD VS. BUILD TURNING MOVEMENT VOLUME – NO-BUILD[BUILD]

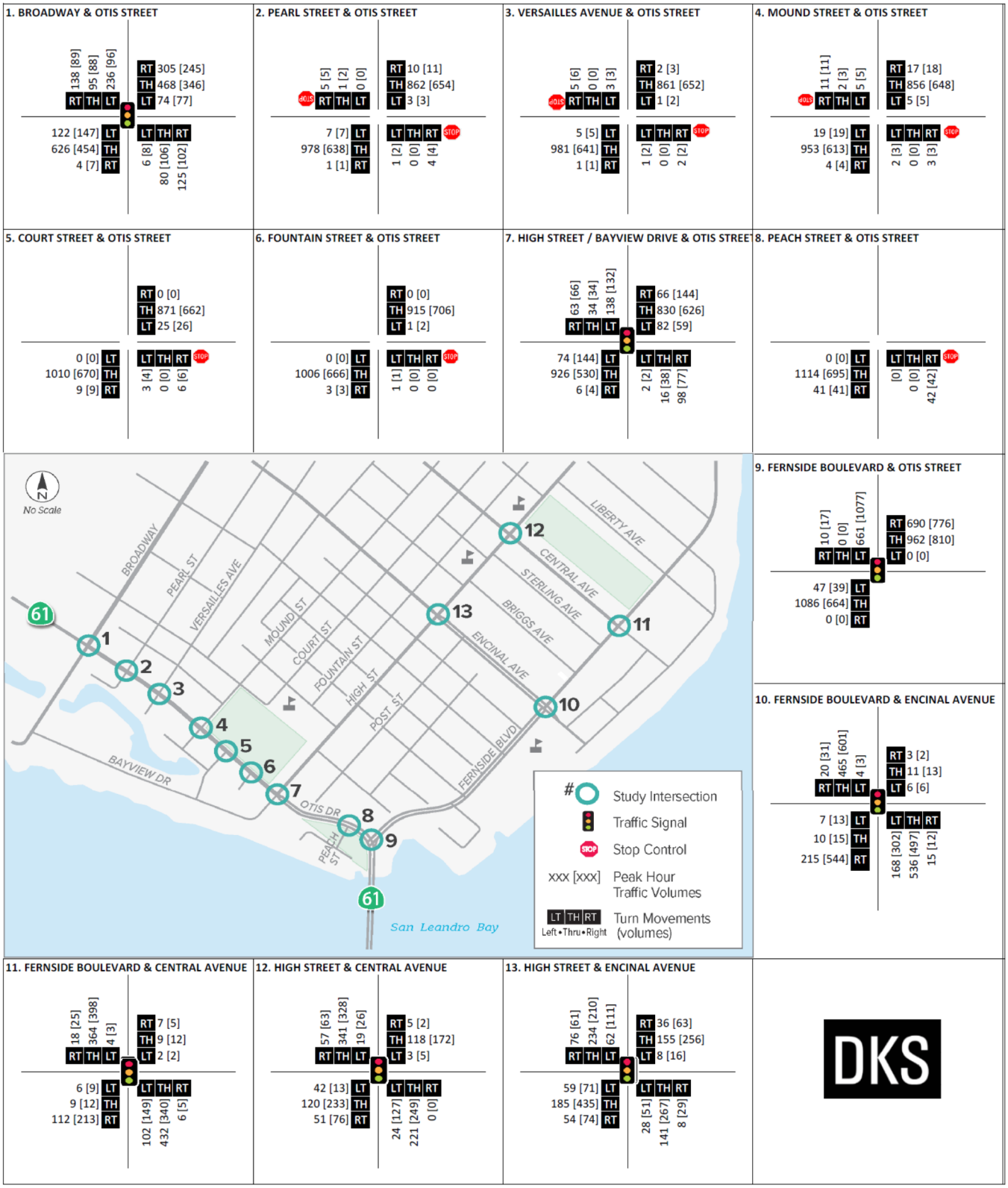


FIGURE 3: PM 2022 NO BUILD VS. BUILD TURNING MOVEMENT VOLUME – NO-BUILD[BUILD]

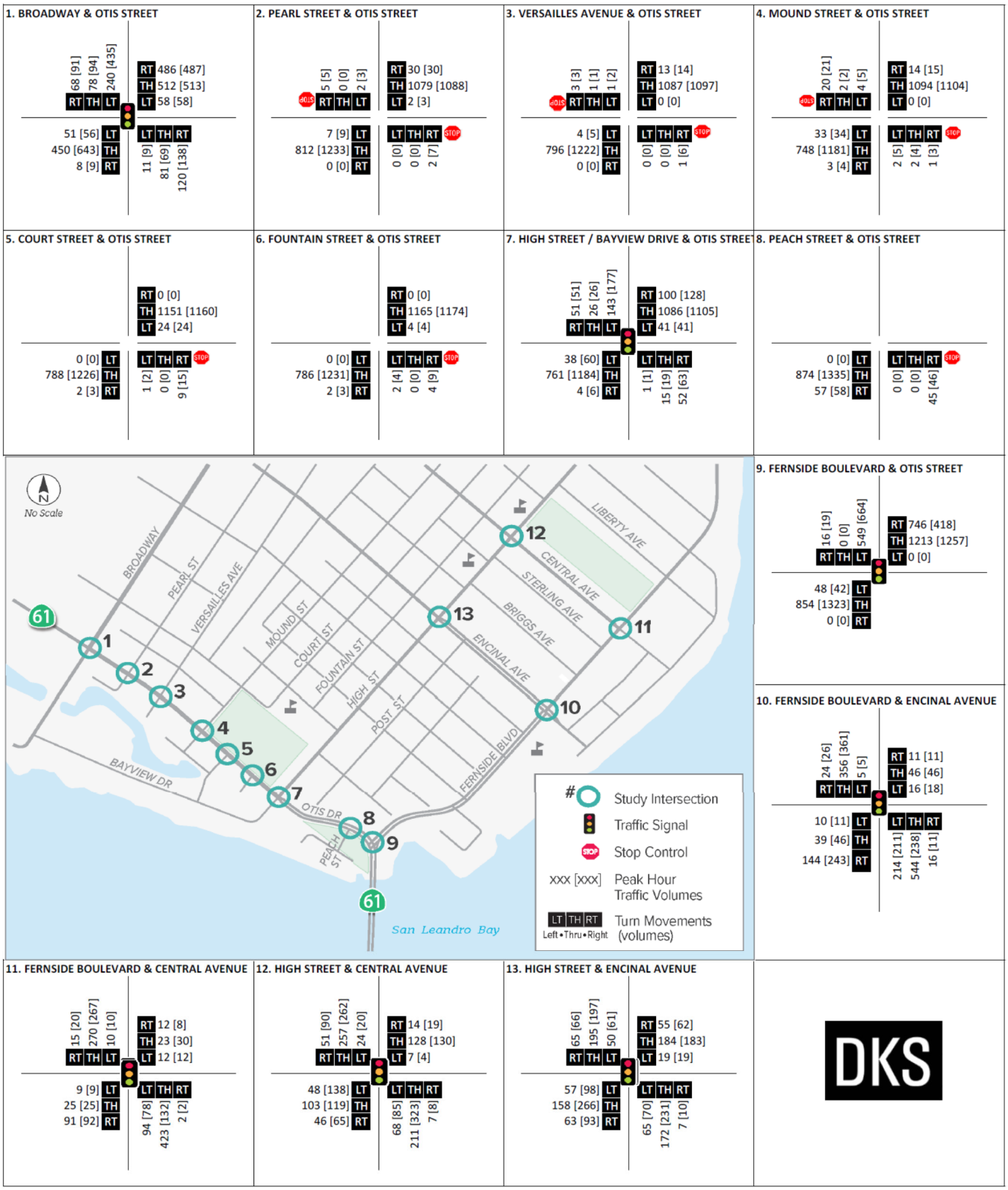


FIGURE 4: AM 2022 NO-BUILD AND 2045 NO-BUILD TURNING MOVEMENT VOLUME – 2022 NO-BUILD[2045 NO-BUILD]

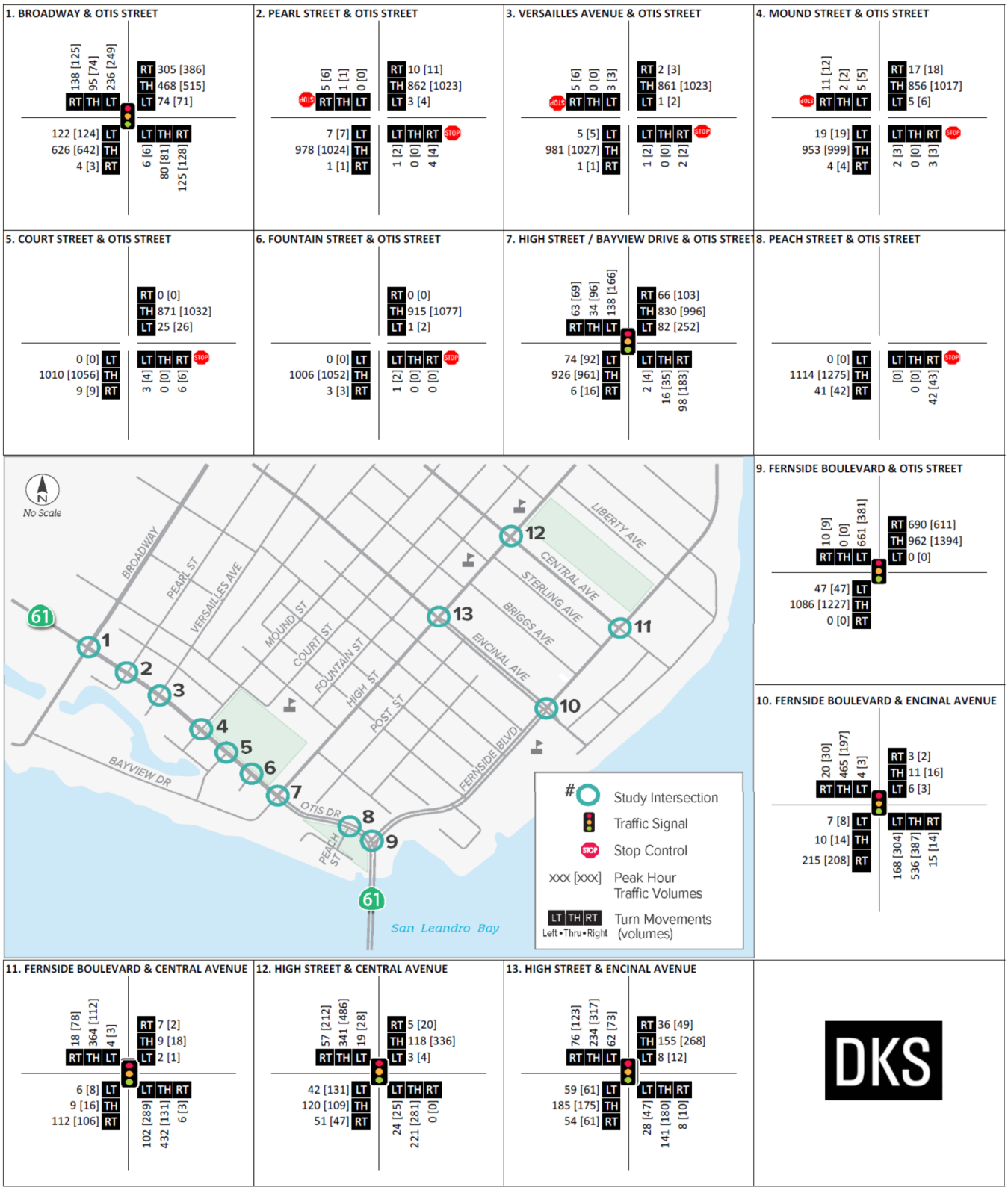


FIGURE 5: PM 2022 NO-BUILD AND 2045 NO-BUILD TURNING MOVEMENT VOLUME – 2022 NO-BUILD [2045 NO-BUILD]

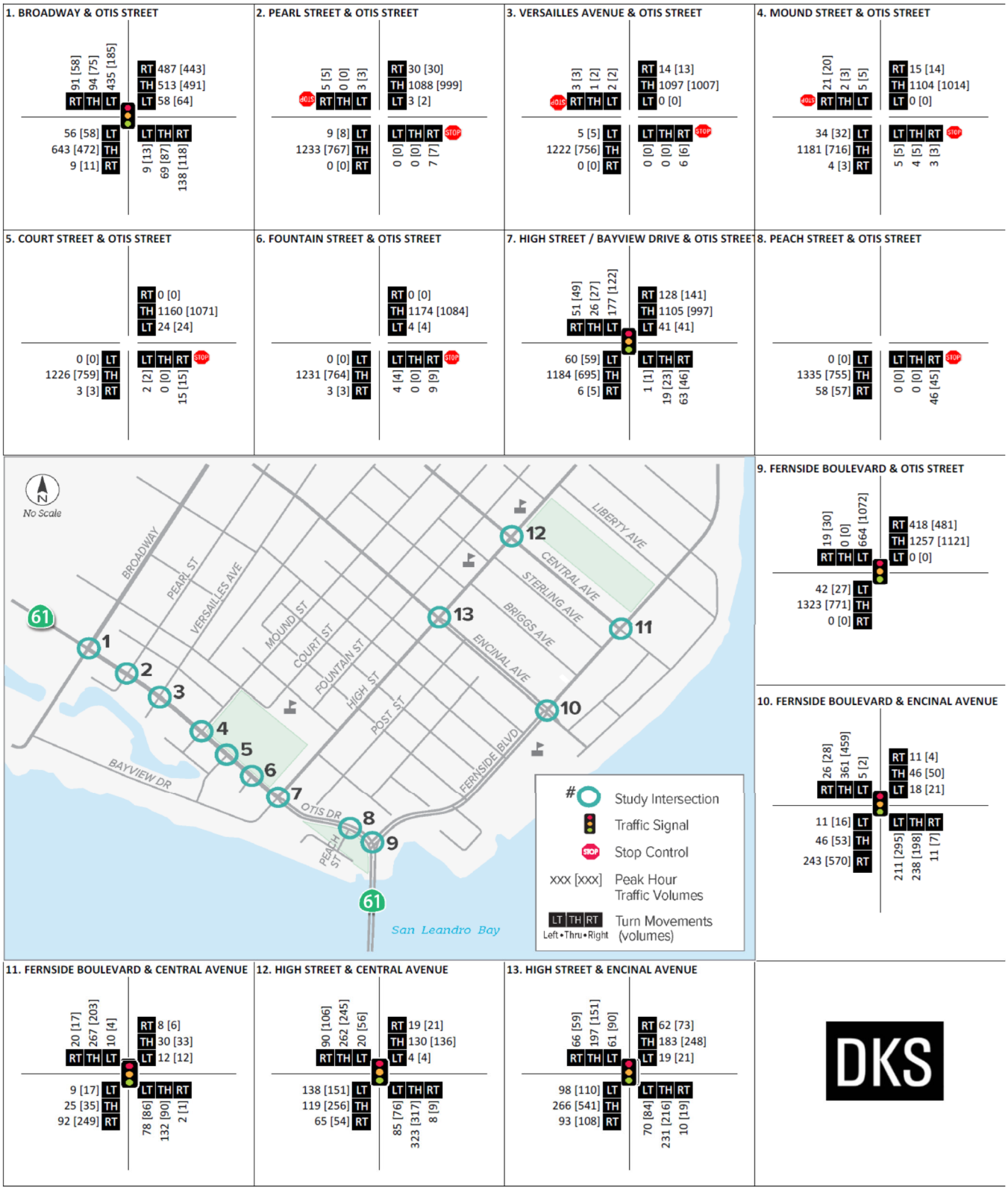


FIGURE 6: AM 2045 NO-BUILD VS. BUILD TURNING MOVEMENT VOLUME – NO BUILD[BUILD]

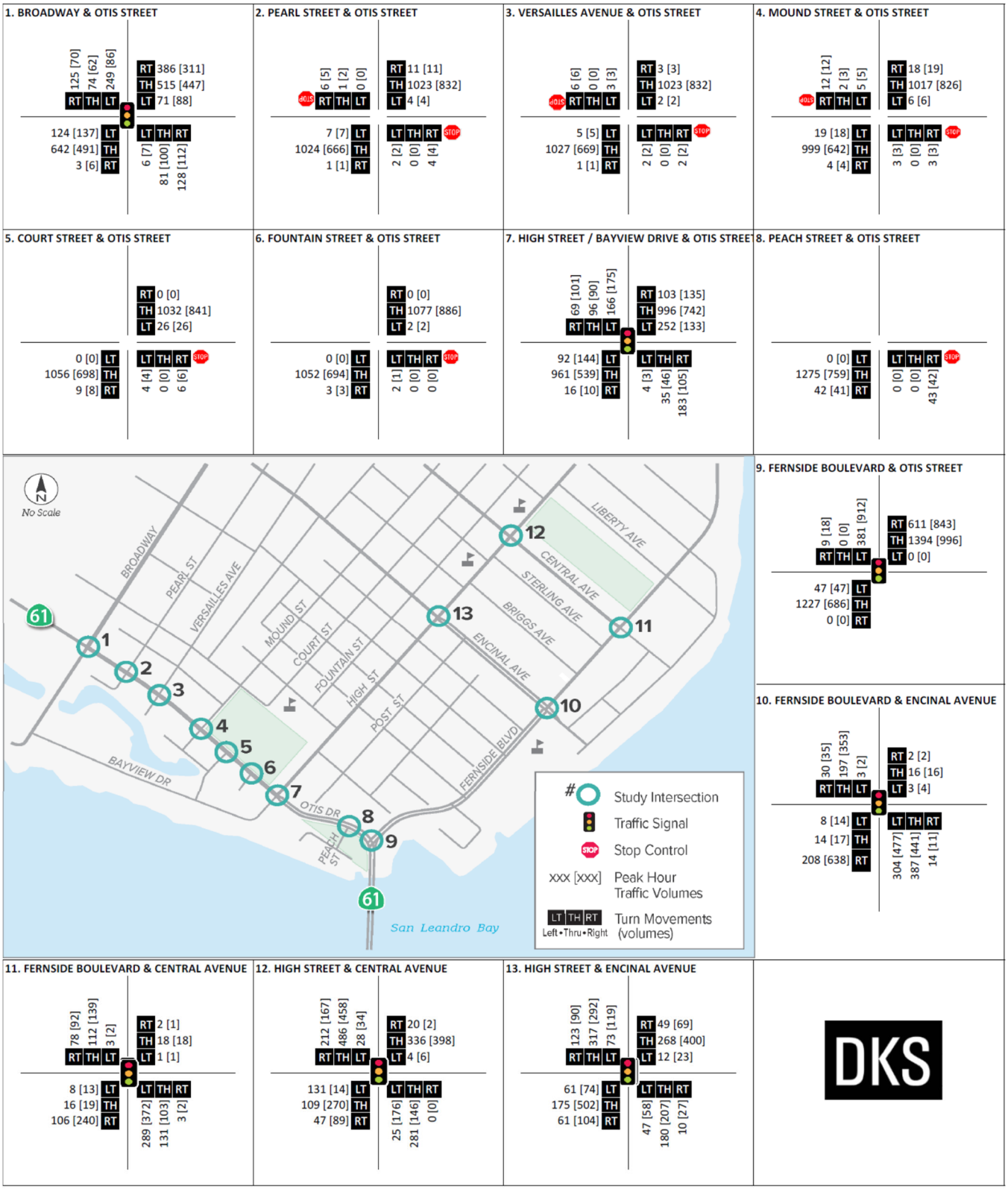


FIGURE 7: PM 2045 NO-BUILD VS. BUILD TURNING MOVEMENT VOLUME – NO BUILD[BUILD]

APPENDIX C

ALAMEDA SR 61 TRAFFIC DATA MEMO

DKS 1970 BROADWAY, SUITE 740, OAKLAND, CA 94612 • 510.763.2061 • DKSASSOCIATES.COM

TRAFFIC DATA COLLECTION MEMO

DATE: March 28th, 2022

TO: Mike Kerns | Caltrans

Tiffany Centeno| Caltrans

FROM: Udit Molakatalla | DKS

SUBJECT: State Road 61 Data Collection and Operational Analysis Project #21201-003

INTRODUCTION

The California Department of Transportation (Caltrans) is conducting a feasibility study of converting the four-lane sections of Otis Drive/ State Route (SR) 61 to include one through lane and one Class II bicycle lane in each direction with a Two-Way Left Turn Lane (TWLTL) between Fernside Blvd. and Broadway (PM 18.9 to PM 19.44) within the existing roadway and right of way. To support the study, turning movement count information was collected along SR 61 and intersections in the vicinity of SR 61. The data collected was independently reviewed by DKS staff upon completion of the field data collection for completeness and reliability. This report presents the complied field data and the data summary. The information will support the modeling and analysis for the feasibility study.

DATA COLLECTION

Turning movement counts were conducted at 9 intersections on SR 61 and 4 intersections in the vicinity of SR 61 during weekday peak periods. The counts were conducted for 3-hour AM (7:00 AM to 10:00 AM) and PM (4:00 PM to 7:00 PM) peak periods for three weekdays from January 25, 2022 (Tuesday) to January 27, 2022 (Thursday). All counts were recorded in 15-minute intervals. The data collection count sheets are presented in **Appendix A**.

The study intersections are listed below and illustrated in **Figure 1**:

1. Broadway at Otis Street
2. Pearl Street at Otis Street
3. Versailles Avenue at Otis Street
4. Mound Street at Otis Street

5. Court Street at Otis Street
6. Fountain Street at Otis Street
7. High Street/Bayview at Otis Street
8. Peach Street at Otis Street
9. Fernside Boulevard at Otis Street
10. Fernside Boulevard at Encinal Avenue
11. Fernside Boulevard at Central Avenue
12. High Street at Central Avenue
13. High Street at Encinal Avenue

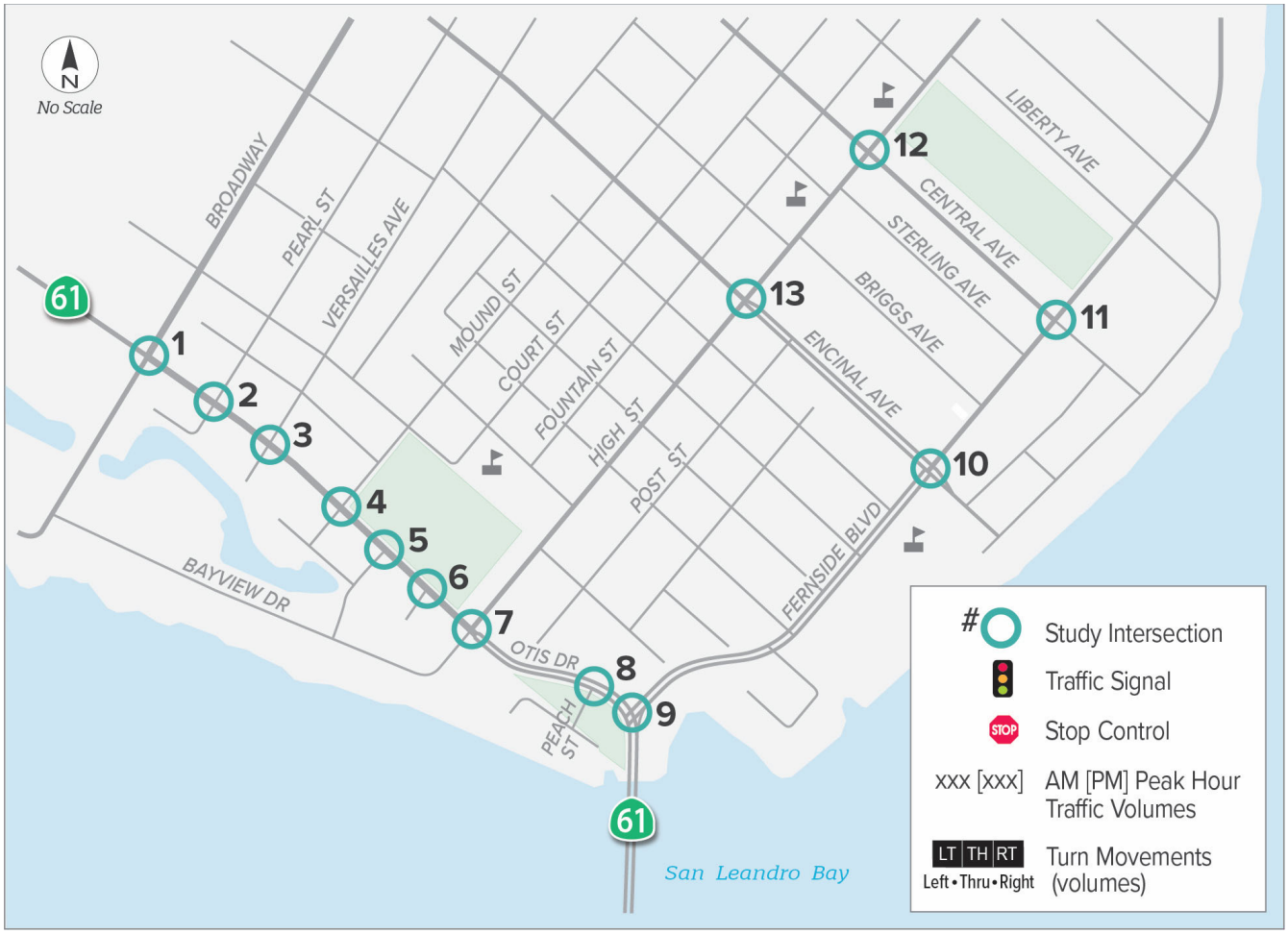


FIGURE 1: PROJECT AREA AND STUDY INTERSECTION

DATA COLLECTION SUMMARY

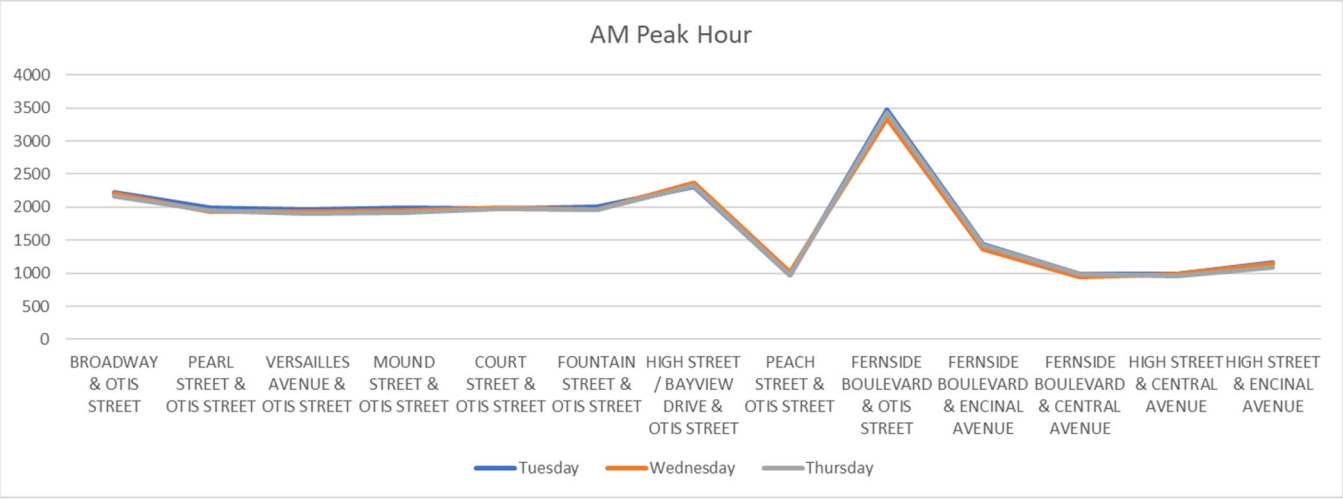
The data was collected over three days to avoid a bad count day and pick the most representative of the three days for project analysis. In addition, the count data was reviewed for differences in volume by day, the difference in peak hour by day, and any potential incidents that may have impacted the count data. **Table 1** summarizes the peak hour at each intersection for each day.

TABLE 1: AM AND PM PEAK HOUR VARIATION BY DAY

INTERSECTION	AM PEAK HOUR			PM PEAK HOUR		
	Tue Jan-25	Wed Jan-26	Thu Jan-27	Tue Jan-25	Wed Jan-26	Thu Jan-27
BROADWAY & OTIS ST	*8:00-9:00*	7:45-8:45	7:45-8:45	4:45-5:45	*4:30-5:30*	4:45-5:45
PEARL ST & OTIS ST	7:45-8:45	7:45-8:45	7:45-8:45	4:45-5:45	4:45-5:45	4:45-5:45
VERSAILLES AVE & OTIS ST	7:45-8:45	7:45-8:45	*8:00-9:00*	*4:30-5:30*	4:45-5:45	4:45-5:45
MOUND ST & OTIS ST	7:45-8:45	7:45-8:45	7:45-8:45	4:45-5:45	4:45-5:45	4:45-5:45
COURT ST & OTIS ST	7:45-8:45	7:45-8:45	7:45-8:45	*4:30-5:30*	*5:00-6:00*	*4:45-5:45*
FOUNTAIN ST & OTIS ST	7:45-8:45	7:45-8:45	7:45-8:45	4:45-5:45	4:45-5:45	4:45-5:45
HIGH ST/BAYVIEW & OTIS ST	7:45-8:45	7:45-8:45	7:45-8:45	4:45-5:45	*4:30-5:30*	4:45-5:45
PEACH ST & OTIS ST	8:00-9:00	8:00-9:00	8:00-9:00	4:45-5:45	4:45-5:45	4:45-5:45
FERNSIDE BLVD & OTIS ST	7:45-8:45	7:45-8:45	7:45-8:45	4:45-5:45	4:45-5:45	4:45-5:45
FERNSIDE BLVD & ENCINAL AVE	7:45-8:45	*8:00-9:00*	7:45-8:45	4:30-5:30	4:30-5:30	*4:45-5:45*
FERNSIDE BLVD & CENTRAL AVE	7:45-8:45	*8:00-9:00*	7:45-8:45	4:30-5:30	4:45-5:45	4:45-5:45
HIGH ST & CENTRAL AVE	7:45-8:45	7:45-8:45	7:45-8:45	4:30-5:30	4:30-5:30	*4:45-5:45*
HIGH ST & ENCINAL AVE	7:45-8:45	7:45-8:45	7:45-8:45	4:45-5:45	*4:30-5:30*	4:45-5:45

While peak hour varies between intersections, it is important to use a consistent hour to balance volumes between intersections. Therefore, based on the data presented in Table 1, AM and PM peak hour is identified to be 7:45-8:45 AM and 4:45-5:45, respectively. Thursday shows a more consistent peak hour for the PM period.

Figure 2 presents the variation in combined intersection volume at the study intersections over the three days.



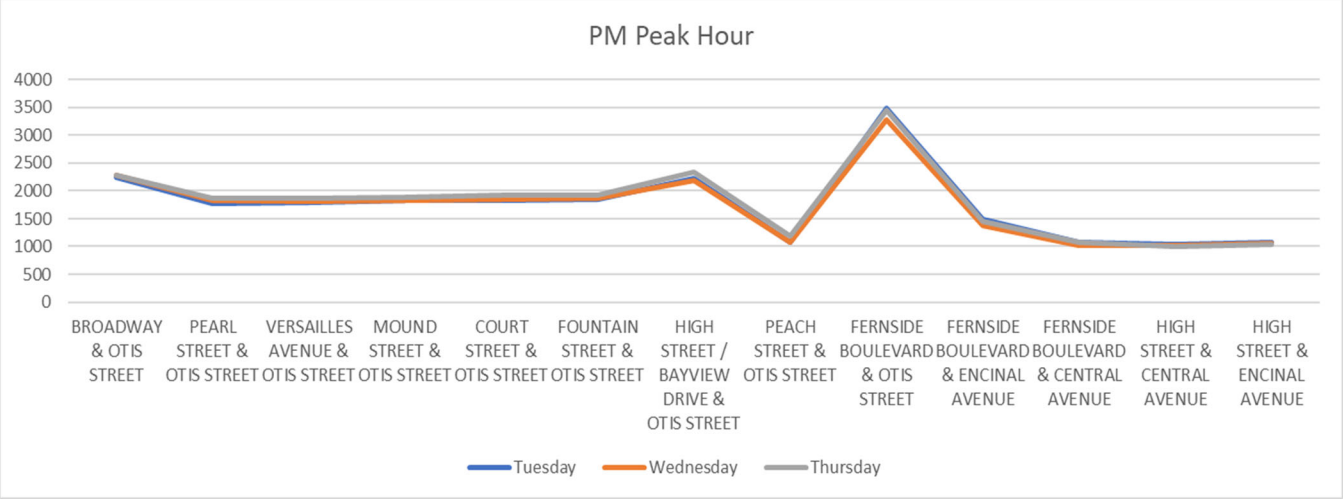


FIGURE 2: PEAK HOUR INTERSECTION VOLUME VARIATION BY DAY

Figure 3 and **Figure 4** present the variation in approach volume on SR 61/Otis St. by direction over the three days.

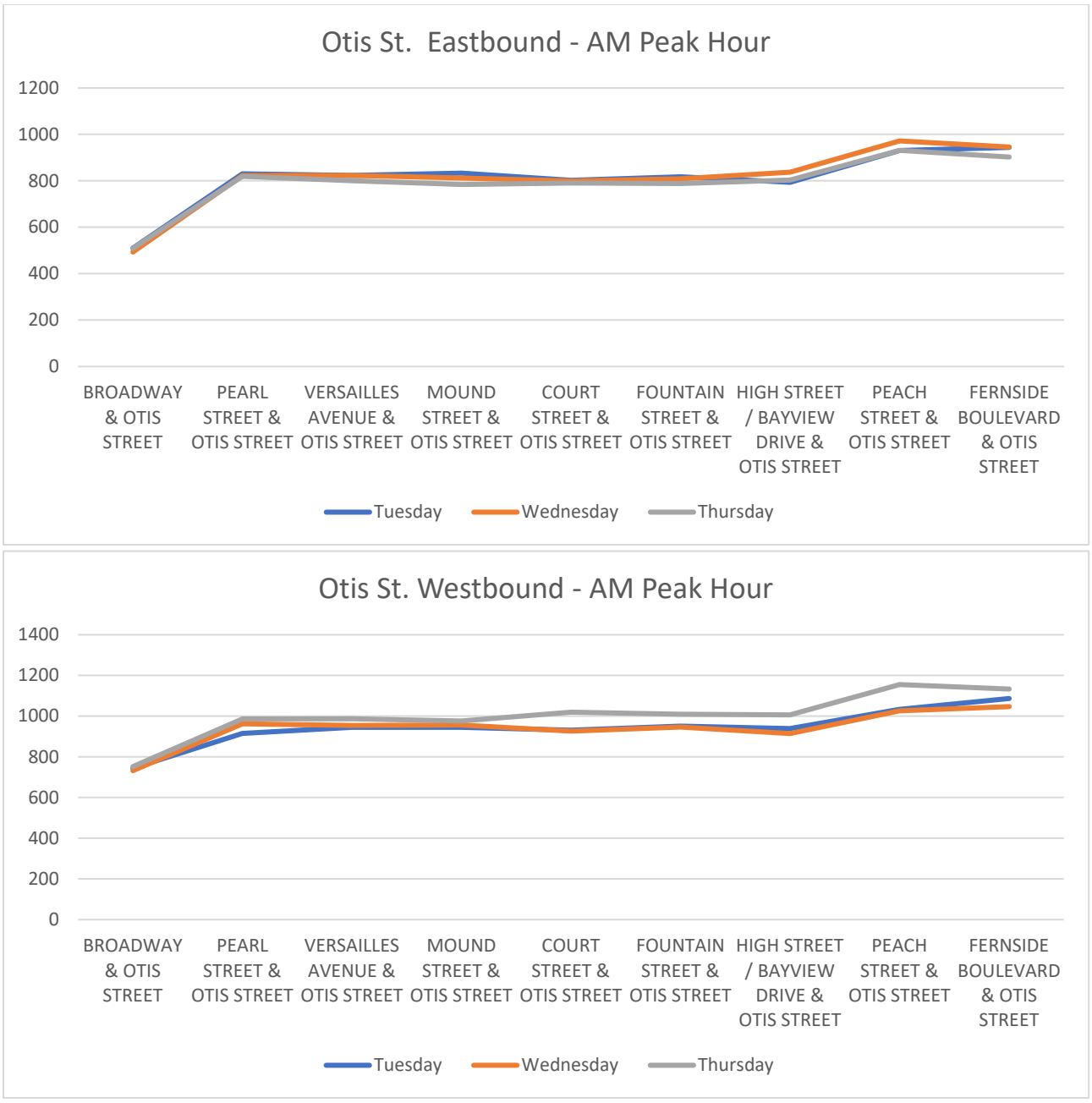


FIGURE 3: AM PEAK HOUR SR 61/OTIS ST. APPROACH VOLUME VARIATION BY DAY

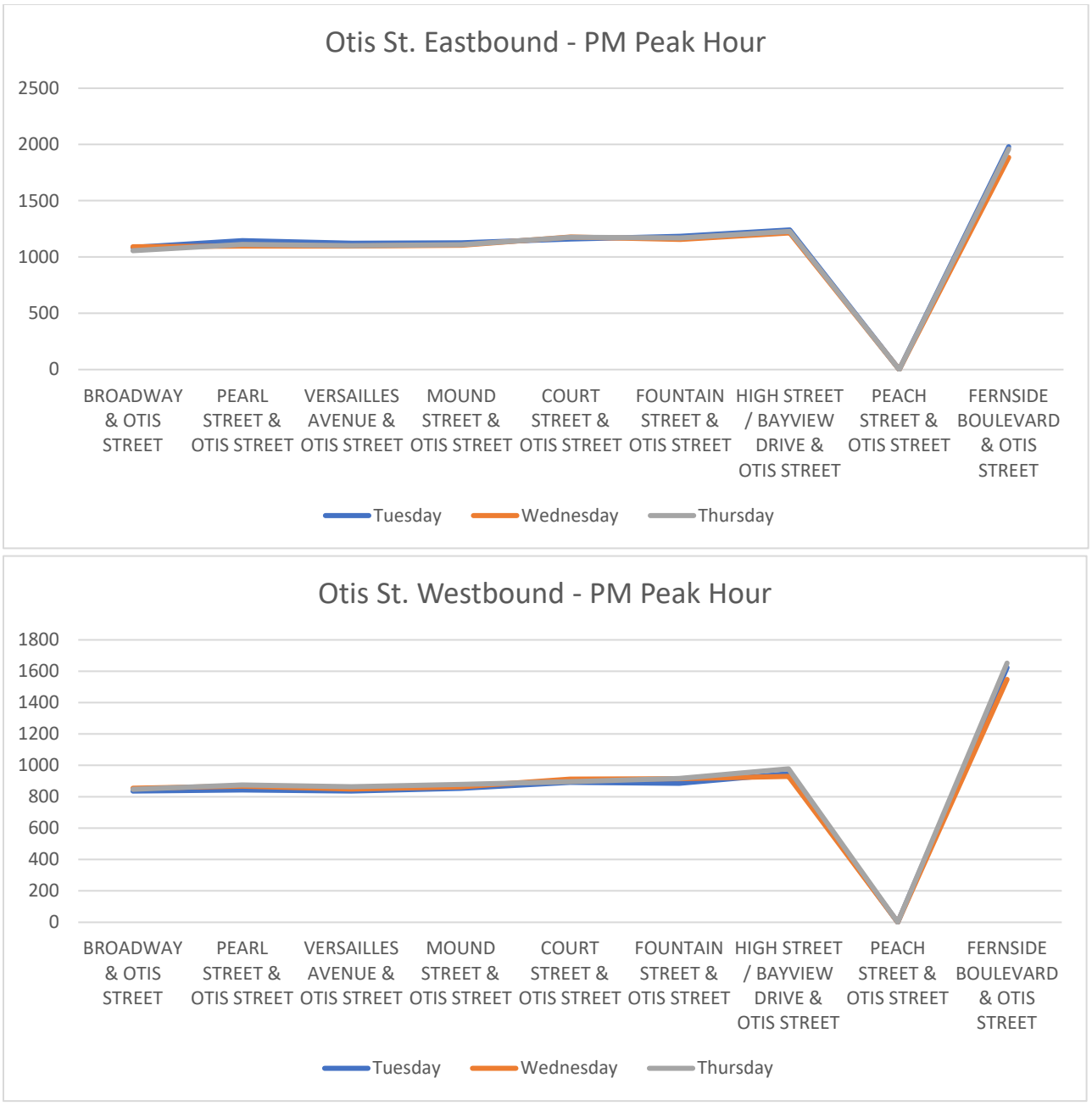


FIGURE 4: PM PEAK HOUR SR 61/OTIS ST. APPROACH VOLUME VARIATION BY DAY

The intersection counts show consistent traffic counts with normal fluctuation for each movement at each intersection over three days of data collection. Despite the similarities, the goal was to select one day of the three to avoid inherent rounding errors or inconsistencies that would arise from averaging multiple days. Based on the volume data presented in Figure 3 and Figure 4, Thursday, January 27th, was selected as the representative day for the count data. The peak hour count data for the representative day is presented in **Figure 5**.

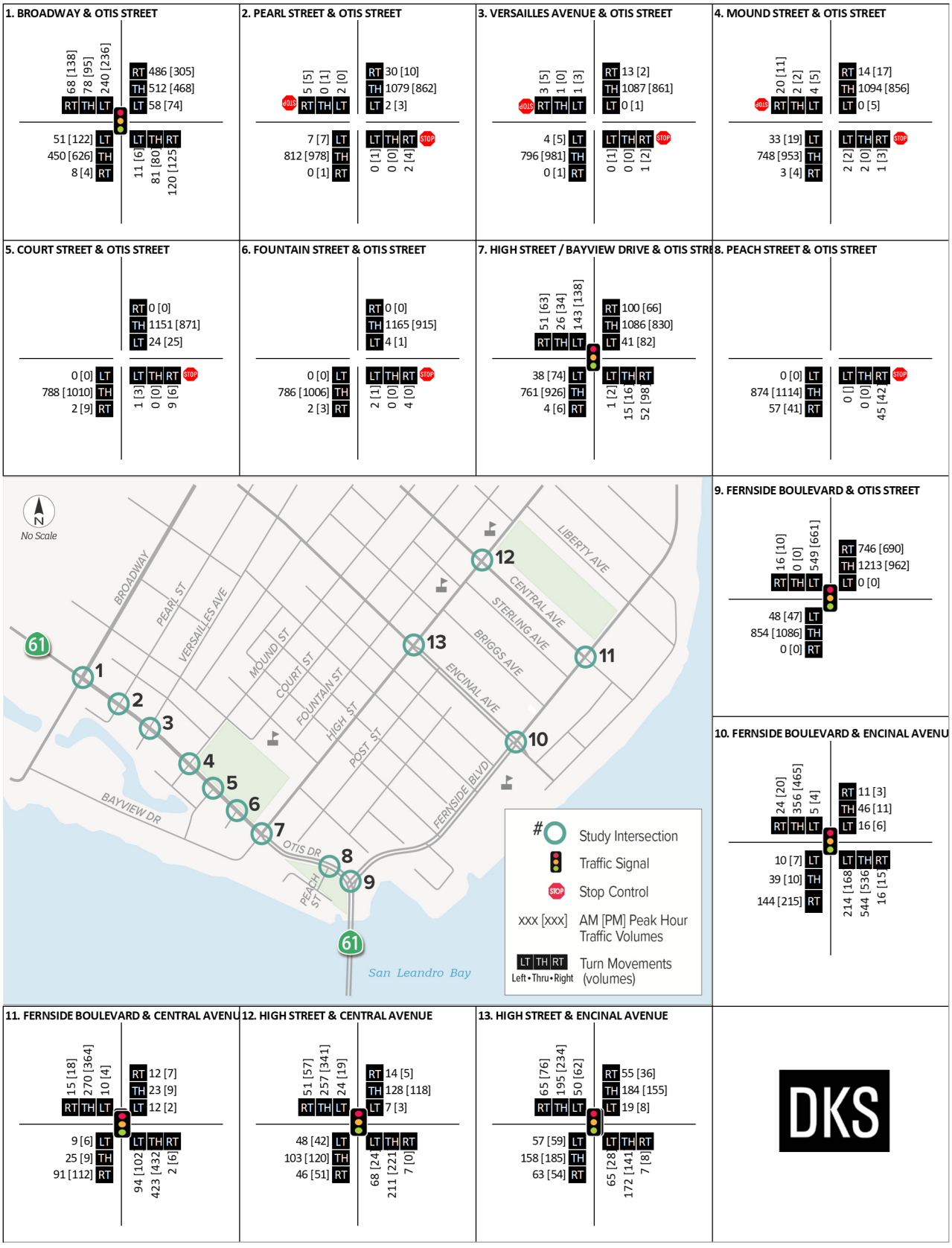


FIGURE 5: PEAK HOUR INTERSECTION VOLUME - THURSDAY, JANUARY 27TH

APPENDIX A

CONTENTS

TRAFFIC DATA COLLECTION SHEETS

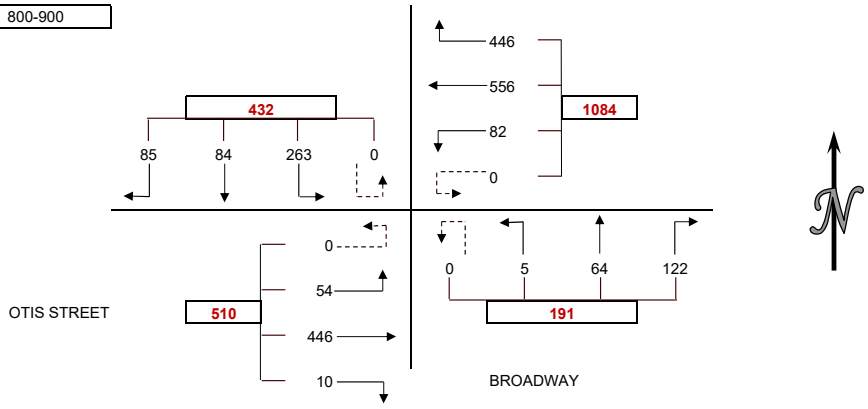
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BROADWAY
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	8	8	14	0	23	83	12	0	14	3	2	0	0	52	5	0	224
715-730	6	7	31	0	29	67	12	0	17	10	0	0	1	59	2	0	241
730-745	12	10	28	0	39	113	11	0	23	12	1	0	0	85	8	0	342
745-800	21	14	48	0	91	152	15	0	32	17	1	0	1	98	6	0	496
800-815	13	18	53	0	127	151	10	0	45	22	2	0	3	141	13	0	598
815-830	22	20	79	0	110	125	22	0	28	17	1	0	2	113	10	0	549
830-845	21	21	45	0	96	143	24	0	28	14	1	0	3	113	15	0	524
845-900	29	25	86	0	113	137	26	0	21	11	1	0	2	79	16	0	546
900-915	23	13	26	0	50	131	14	0	27	10	0	0	3	74	17	0	388
915-930	23	15	25	0	32	76	4	0	26	12	1	0	1	95	14	0	324
930-945	23	13	18	0	53	135	19	0	21	16	1	0	0	60	13	0	372
945-1000	21	17	34	0	36	99	12	0	20	13	0	0	0	91	15	0	358
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	47	39	121	0	182	415	50	0	86	42	4	0	2	294	21	0	1303
715-815	52	49	160	0	286	483	48	0	117	61	4	0	5	383	29	0	1677
730-830	68	62	208	0	367	541	58	0	128	68	5	0	6	437	37	0	1985
745-845	77	73	225	0	424	571	71	0	133	70	5	0	9	465	44	0	2167
800-900	85	84	263	0	446	556	82	0	122	64	5	0	10	446	54	0	2217
815-915	95	79	236	0	369	536	86	0	104	52	3	0	10	379	58	0	2007
830-930	96	74	182	0	291	487	68	0	102	47	3	0	9	361	62	0	1782
845-945	98	66	155	0	248	479	63	0	95	49	3	0	6	308	60	0	1630
900-1000	90	58	103	0	171	441	49	0	94	51	2	0	4	320	59	0	1442

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	3	1	6
715-730	0	0	2	1	3
730-745	2	2	5	2	11
745-800	0	0	8	2	10
800-815	8	8	4	2	22
815-830	2	2	2	0	6
830-845	2	2	6	1	11
845-900	2	2	2	0	6
900-915	0	0	3	0	3
915-930	2	2	5	1	10
930-945	1	1	0	2	4
945-1000	0	0	2	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	3	18	6	30
715-815	10	10	19	7	46
730-830	12	12	19	6	49
745-845	12	12	20	5	49
800-900	14	14	14	3	45
815-915	6	6	13	1	26
830-930	6	6	16	2	30
845-945	5	5	10	3	23
900-1000	3	3	10	4	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	1	0	2
715-730	0	2	0	0	2
730-745	0	1	0	0	1
745-800	0	0	0	1	1
800-815	0	2	0	4	6
815-830	1	2	1	0	4
830-845	0	0	0	1	1
845-900	0	0	0	1	1
900-915	0	0	0	1	1
915-930	0	1	0	0	1
930-945	0	0	0	2	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	1	1	6
715-815	0	5	0	5	10
730-830	1	5	1	5	12
745-845	1	4	1	6	12
800-900	1	4	1	6	12
815-915	1	2	1	3	7
830-930	0	1	0	3	4
845-945	0	1	0	4	5
900-1000	0	1	0	3	4

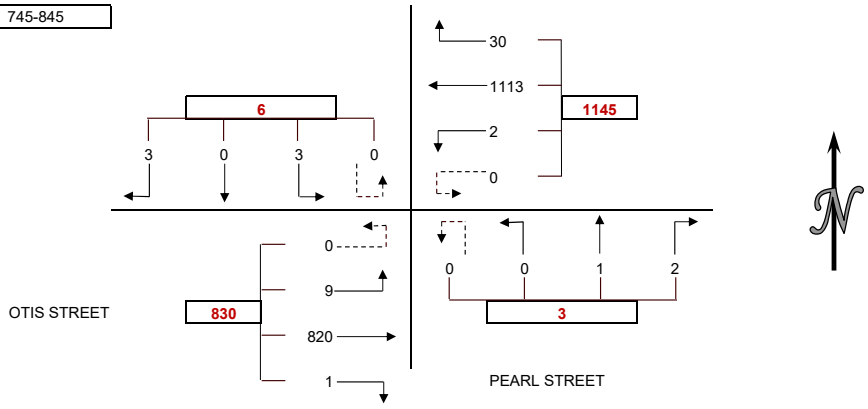
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S PEARL STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	0	0	0	2	101	0	0	0	0	0	0	0	81	1	0	186
715-730	0	0	0	0	1	114	0	0	0	0	0	0	0	109	0	0	224
730-745	2	0	0	0	1	156	0	0	0	0	0	0	0	131	1	0	291
745-800	0	0	0	0	6	272	0	0	0	0	0	0	1	171	0	0	450
800-815	0	0	1	0	4	298	0	0	1	0	0	0	0	230	6	0	540
815-830	1	0	2	0	6	286	1	0	1	1	0	0	0	230	1	0	529
830-845	2	0	0	0	14	257	1	0	0	0	0	0	0	189	2	0	465
845-900	2	0	0	0	9	224	0	0	0	0	0	0	1	150	4	0	390
900-915	2	0	1	0	5	201	0	0	0	0	0	0	0	128	0	0	337
915-930	3	0	0	0	0	100	0	0	0	0	1	0	0	141	3	0	248
930-945	0	0	0	0	0	214	0	0	0	0	0	0	1	104	1	0	320
945-1000	0	0	0	0	4	141	0	0	0	0	2	0	0	136	0	0	283
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	3	0	0	0	10	643	0	0	0	0	0	0	1	492	2	0	1151
715-815	2	0	1	0	12	840	0	0	1	0	0	0	1	641	7	0	1505
730-830	3	0	3	0	17	1012	1	0	2	1	0	0	1	762	8	0	1810
745-845	3	0	3	0	30	1113	2	0	2	1	0	0	1	820	9	0	1984
800-900	5	0	3	0	33	1065	2	0	2	1	0	0	1	799	13	0	1924
815-915	7	0	3	0	34	968	2	0	1	1	0	0	1	697	7	0	1721
830-930	9	0	1	0	28	782	1	0	0	0	1	0	1	608	9	0	1440
845-945	7	0	1	0	14	739	0	0	0	0	1	0	2	523	8	0	1295
900-1000	5	0	1	0	9	656	0	0	0	0	3	0	1	509	4	0	1188

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	3	3	0	1	7
715-730	3	3	0	0	6
730-745	2	2	1	2	7
745-800	0	0	0	1	1
800-815	0	0	0	4	4
815-830	2	2	0	0	4
830-845	2	2	0	1	5
845-900	1	1	0	1	3
900-915	2	2	0	0	4
915-930	2	2	0	2	6
930-945	1	1	0	1	3
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	8	1	4	21
715-815	5	5	1	7	18
730-830	4	4	1	7	16
745-845	4	4	0	6	14
800-900	5	5	0	6	16
815-915	7	7	0	2	16
830-930	7	7	0	4	18
845-945	6	6	0	4	16
900-1000	5	5	0	3	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	2	0	1	0	3
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	1	0	0	0	1
945-1000	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	1	0	2
715-815	0	1	0	0	1
730-830	2	1	1	0	4
745-845	2	0	1	0	3
800-900	2	0	1	0	3
815-915	2	0	1	0	3
830-930	0	0	0	0	0
845-945	1	0	0	0	1
900-1000	2	0	0	0	2

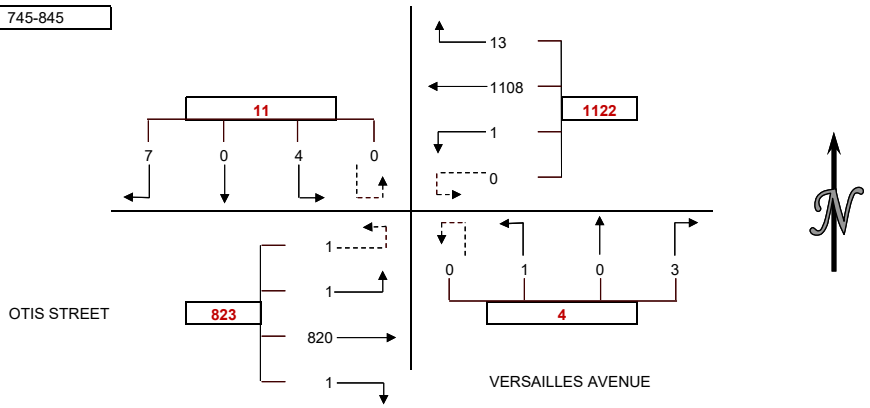
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VERSAILLES AVENUE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	1	0	1	112	0	0	0	0	0	0	0	86	0	0	200
715-730	1	0	1	0	0	112	0	0	0	0	0	0	0	105	0	0	219
730-745	1	0	0	0	1	171	0	0	0	0	0	0	0	131	2	0	306
745-800	1	0	2	0	1	263	0	0	0	0	0	0	0	177	0	0	444
800-815	2	0	0	0	7	288	0	0	1	0	0	0	0	232	0	0	530
815-830	3	0	1	0	3	286	0	0	1	0	0	0	1	226	1	1	523
830-845	1	0	1	0	2	271	1	0	1	0	1	0	0	185	0	0	463
845-900	0	0	0	0	1	220	0	0	0	0	0	0	0	148	1	0	370
900-915	0	0	1	0	1	199	0	0	1	0	1	0	0	127	1	0	331
915-930	0	0	0	0	0	108	0	0	0	0	0	0	1	137	3	0	249
930-945	2	0	0	0	1	194	0	0	0	0	0	0	0	101	0	0	298
945-1000	1	0	0	0	0	148	0	0	0	0	1	0	0	141	0	0	291
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	3	0	4	0	3	658	0	0	0	0	0	0	0	499	2	0	1169
715-815	5	0	3	0	9	834	0	0	1	0	0	0	0	645	2	0	1499
730-830	7	0	3	0	12	1008	0	0	2	0	0	0	1	766	3	1	1803
745-845	7	0	4	0	13	1108	1	0	3	0	1	0	1	820	1	1	1960
800-900	6	0	2	0	13	1065	1	0	3	0	1	0	1	791	2	1	1886
815-915	4	0	3	0	7	976	1	0	3	0	2	0	1	686	3	1	1687
830-930	1	0	2	0	4	798	1	0	2	0	2	0	1	597	5	0	1413
845-945	2	0	1	0	3	721	0	0	1	0	1	0	1	513	5	0	1248
900-1000	3	0	1	0	2	649	0	0	1	0	2	0	1	506	4	0	1169

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	0	1	5
715-730	0	0	0	0	0
730-745	3	3	0	1	7
745-800	0	0	0	1	1
800-815	2	2	0	3	7
815-830	3	3	0	0	6
830-845	1	1	0	1	3
845-900	0	0	0	1	1
900-915	0	0	0	1	1
915-930	2	2	0	2	6
930-945	0	0	0	1	1
945-1000	4	4	0	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	5	0	3	13
715-815	5	5	0	5	15
730-830	8	8	0	5	21
745-845	6	6	0	5	17
800-900	6	6	0	5	17
815-915	4	4	0	3	11
830-930	3	3	0	5	11
845-945	2	2	0	5	9
900-1000	6	6	0	4	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	2	0	2
815-830	4	0	1	0	5
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	2	0	2
730-830	4	0	3	0	7
745-845	4	0	3	0	7
800-900	4	0	3	0	7
815-915	4	0	1	0	5
830-930	0	0	0	0	0
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

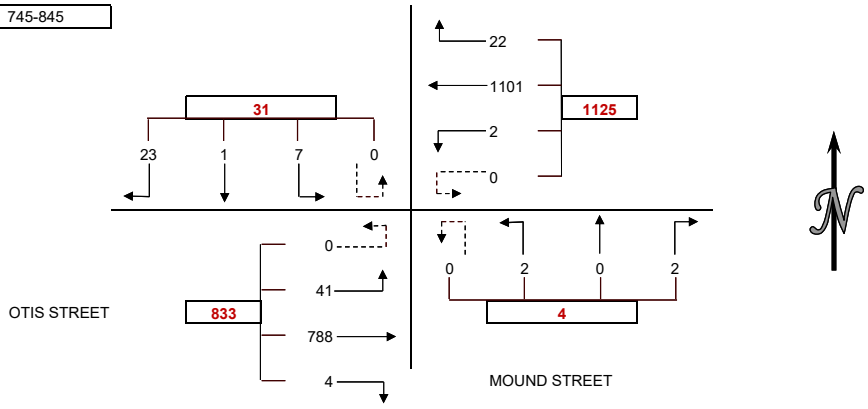
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S MOUND STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	0	0	0	1	117	0	0	0	0	0	0	0	83	0	0	202
715-730	2	0	0	0	2	113	0	0	0	1	1	0	0	109	1	0	229
730-745	0	0	3	0	3	170	0	0	2	1	0	0	0	125	2	0	306
745-800	3	0	3	0	5	263	1	0	1	0	0	0	0	171	5	0	452
800-815	5	0	2	0	3	294	0	0	0	0	1	0	0	224	18	0	547
815-830	8	0	1	0	10	284	0	0	0	0	0	0	2	208	13	0	526
830-845	7	1	1	0	4	260	1	0	1	0	1	0	2	185	5	0	468
845-900	4	0	1	0	4	210	0	0	0	0	2	0	0	149	2	0	372
900-915	1	0	1	0	2	210	1	0	0	0	1	0	0	128	1	0	345
915-930	2	0	0	0	1	113	0	0	0	0	0	0	0	132	4	0	252
930-945	7	0	2	0	7	205	1	0	0	0	0	0	0	106	1	0	329
945-1000	0	0	2	0	3	107	0	0	0	0	1	0	0	124	1	0	238
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	6	0	6	0	11	663	1	0	3	2	1	0	0	488	8	0	1189
715-815	10	0	8	0	13	840	1	0	3	2	2	0	0	629	26	0	1534
730-830	16	0	9	0	21	1011	1	0	3	1	1	0	2	728	38	0	1831
745-845	23	1	7	0	22	1101	2	0	2	0	2	0	4	788	41	0	1993
800-900	24	1	5	0	21	1048	1	0	1	0	4	0	4	766	38	0	1913
815-915	20	1	4	0	20	964	2	0	1	0	4	0	4	670	21	0	1711
830-930	14	1	3	0	11	793	2	0	1	0	4	0	2	594	12	0	1437
845-945	14	0	4	0	14	738	2	0	0	0	3	0	0	515	8	0	1298
900-1000	10	0	5	0	13	635	2	0	0	0	2	0	0	490	7	0	1164

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	0	0	4
715-730	0	0	1	1	2
730-745	3	3	3	2	11
745-800	0	0	3	3	6
800-815	3	3	8	5	19
815-830	7	7	1	1	16
830-845	1	1	1	0	3
845-900	0	0	1	1	2
900-915	0	0	0	3	3
915-930	2	2	2	0	6
930-945	3	3	3	0	9
945-1000	1	1	2	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	5	7	6	23
715-815	6	6	15	11	38
730-830	13	13	15	11	52
745-845	11	11	13	9	44
800-900	11	11	11	7	40
815-915	8	8	3	5	24
830-930	3	3	4	4	14
845-945	5	5	6	4	20
900-1000	6	6	7	3	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	3	0	1	0	4
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	1	0	1
730-830	3	0	2	0	5
745-845	3	0	2	0	5
800-900	3	0	2	0	5
815-915	3	0	1	0	4
830-930	0	0	0	0	0
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

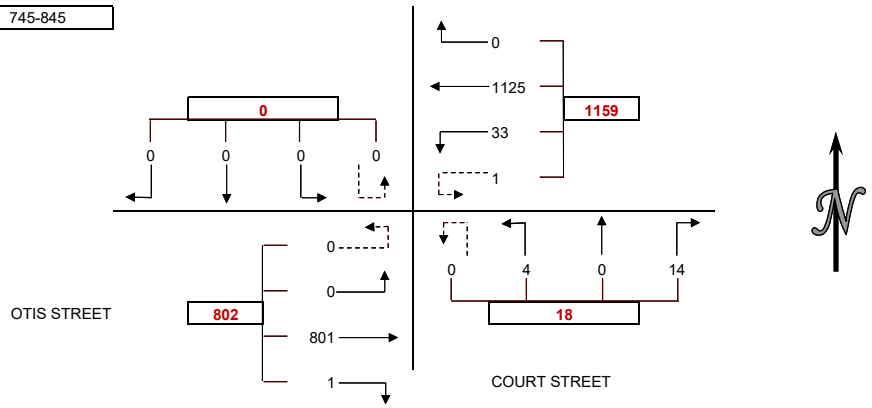
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S COURT STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	113	1	0	2	0	1	0	1	82	0	0	200
715-730	0	0	0	0	0	113	7	0	0	0	2	0	0	106	0	0	228
730-745	0	0	0	0	0	162	3	0	1	0	0	0	2	135	0	0	303
745-800	0	0	0	0	0	269	8	0	2	0	2	0	0	178	0	0	459
800-815	0	0	0	0	0	317	5	1	2	0	1	0	0	217	0	0	543
815-830	0	0	0	0	0	279	9	0	6	0	1	0	1	223	0	0	519
830-845	0	0	0	0	0	260	11	0	4	0	0	0	0	183	0	0	458
845-900	0	0	0	0	0	220	6	1	2	0	0	0	1	150	0	0	380
900-915	0	0	0	0	0	198	4	0	1	0	1	0	1	127	0	0	332
915-930	0	0	0	0	0	100	5	0	1	0	0	0	0	134	0	0	240
930-945	0	0	0	0	0	197	4	0	0	0	1	0	1	118	0	0	321
945-1000	0	0	0	0	0	152	1	0	0	0	2	0	2	120	0	0	277
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	657	19	0	5	0	5	0	3	501	0	0	1190
715-815	0	0	0	0	0	861	23	1	5	0	5	0	2	636	0	0	1533
730-830	0	0	0	0	0	1027	25	1	11	0	4	0	3	753	0	0	1824
745-845	0	0	0	0	0	1125	33	1	14	0	4	0	1	801	0	0	1979
800-900	0	0	0	0	0	1076	31	2	14	0	2	0	2	773	0	0	1900
815-915	0	0	0	0	0	957	30	1	13	0	2	0	3	683	0	0	1689
830-930	0	0	0	0	0	778	26	1	8	0	1	0	2	594	0	0	1410
845-945	0	0	0	0	0	715	19	1	4	0	2	0	3	529	0	0	1273
900-1000	0	0	0	0	0	647	14	0	2	0	4	0	4	499	0	0	1170

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	2	2
730-745	0	0	0	1	1
745-800	0	0	0	3	3
800-815	0	0	0	3	3
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	1	1
930-945	0	0	0	3	3
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	7	7
715-815	0	0	0	9	9
730-830	0	0	0	8	8
745-845	0	0	0	7	7
800-900	0	0	0	4	4
815-915	0	0	0	1	1
830-930	0	0	0	1	1
845-945	0	0	0	4	4
900-1000	0	0	0	4	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	2	0	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	0	0	0
730-830	0	0	2	0	2
745-845	0	0	2	0	2
800-900	0	0	2	0	2
815-915	0	0	2	0	2
830-930	0	0	0	0	0
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

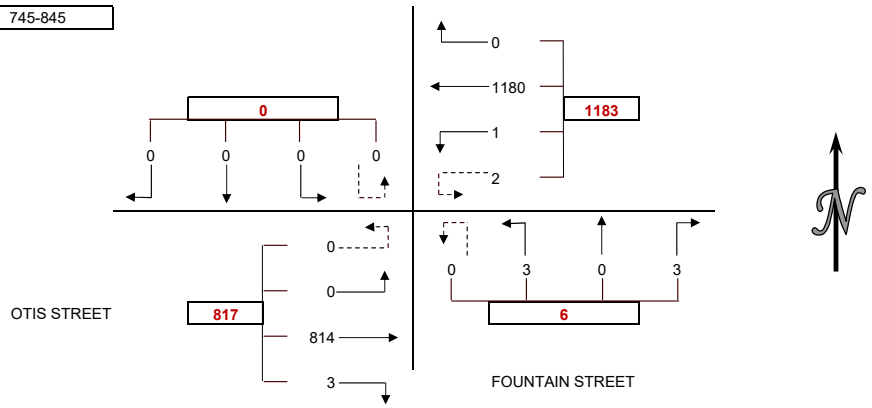
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FOUNTAIN STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	116	0	0	0	0	0	0	0	86	0	0	202
715-730	0	0	0	0	0	115	0	1	0	0	0	0	0	104	0	0	220
730-745	0	0	0	0	0	168	0	0	1	0	0	0	1	131	0	0	301
745-800	0	0	0	0	0	289	0	1	0	0	0	0	0	176	0	0	466
800-815	0	0	0	0	0	329	0	0	0	0	1	0	1	217	0	0	548
815-830	0	0	0	0	0	291	1	1	2	0	1	0	0	225	0	0	521
830-845	0	0	0	0	0	271	0	0	1	0	1	0	2	196	0	0	471
845-900	0	0	0	0	0	235	0	0	1	0	1	0	1	156	0	0	394
900-915	0	0	0	0	0	213	0	0	0	0	1	0	2	124	0	0	340
915-930	0	0	0	0	0	110	0	0	0	0	0	0	0	134	0	0	244
930-945	0	0	0	0	0	204	0	0	0	0	0	0	0	108	0	0	312
945-1000	0	0	0	0	0	148	0	1	0	0	0	0	0	134	0	0	283
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	688	0	2	1	0	0	0	1	497	0	0	1189
715-815	0	0	0	0	0	901	0	2	1	0	1	0	2	628	0	0	1535
730-830	0	0	0	0	0	1077	1	2	3	0	2	0	2	749	0	0	1836
745-845	0	0	0	0	0	1180	1	2	3	0	3	0	3	814	0	0	2006
800-900	0	0	0	0	0	1126	1	1	4	0	4	0	4	794	0	0	1934
815-915	0	0	0	0	0	1010	1	1	4	0	4	0	5	701	0	0	1726
830-930	0	0	0	0	0	829	0	0	2	0	3	0	5	610	0	0	1449
845-945	0	0	0	0	0	762	0	0	1	0	2	0	3	522	0	0	1290
900-1000	0	0	0	0	0	675	0	1	0	0	1	0	2	500	0	0	1179

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	1	1
730-745	0	0	0	1	1
745-800	0	0	0	5	5
800-815	0	0	0	1	1
815-830	0	0	0	4	4
830-845	0	0	0	0	0
845-900	0	0	0	1	1
900-915	0	0	0	1	1
915-930	0	0	0	2	2
930-945	0	0	0	2	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	8	8
715-815	0	0	0	8	8
730-830	0	0	0	11	11
745-845	0	0	0	10	10
800-900	0	0	0	6	6
815-915	0	0	0	6	6
830-930	0	0	0	4	4
845-945	0	0	0	6	6
900-1000	0	0	0	5	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	2	0	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	2	0	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	0	0	0
730-830	0	0	2	0	2
745-845	0	0	2	0	2
800-900	0	0	2	0	2
815-915	0	0	2	0	2
830-930	0	0	0	0	0
845-945	0	0	2	0	2
900-1000	0	0	2	0	2

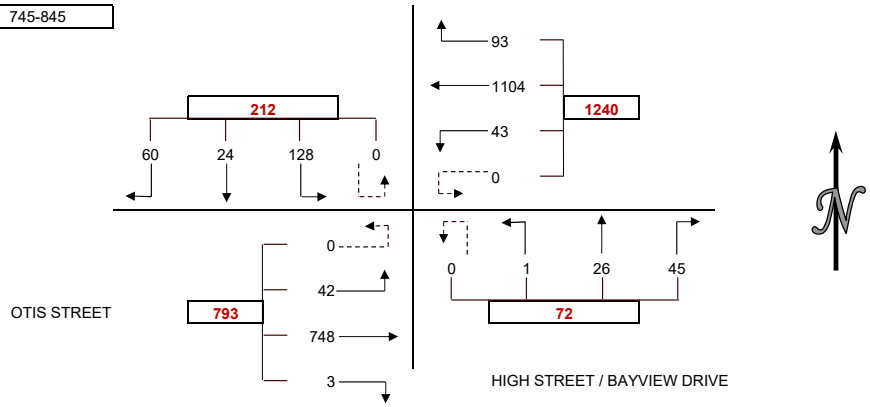
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		DISTRICT 4 - ALAMEDA
DATE:		**TUESDAY JANUARY 25, 2022**
PERIOD:		**7:00 AM TO 10:00 AM**
INTERSECTION:	**N/S**	**HIGH STREET / BAYVIEW DRIVE**
	E/W	**OTIS STREET**
CITY:		ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	8	2	5	0	1	117	1	0	2	1	0	0	0	84	3	0	224
715-730	7	3	12	0	6	116	1	0	7	5	0	0	0	99	5	0	261
730-745	9	1	14	0	12	167	2	0	9	3	0	0	1	121	7	0	346
745-800	13	3	22	0	22	253	5	0	13	2	1	0	1	157	14	0	506
800-815	15	4	29	0	23	292	10	0	17	7	0	0	1	203	12	0	613
815-830	19	11	34	0	28	287	11	0	7	10	0	0	1	198	11	0	617
830-845	13	6	43	0	20	272	17	0	8	7	0	0	0	190	5	0	581
845-900	14	3	30	0	14	213	9	0	10	1	2	0	1	153	7	0	457
900-915	20	2	22	0	6	183	3	0	7	2	0	0	0	112	9	0	366
915-930	8	6	12	0	4	107	4	0	6	1	0	0	1	120	16	0	285
930-945	14	2	14	0	8	186	3	0	7	4	0	0	1	88	17	0	344
945-1000	18	2	14	0	8	133	6	0	7	3	1	0	0	128	7	0	327
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	37	9	53	0	41	653	9	0	31	11	1	0	2	461	29	0	1337
715-815	44	11	77	0	63	828	18	0	46	17	1	0	3	580	38	0	1726
730-830	56	19	99	0	85	999	28	0	46	22	1	0	4	679	44	0	2082
745-845	60	24	128	0	93	1104	43	0	45	26	1	0	3	748	42	0	2317
800-900	61	24	136	0	85	1064	47	0	42	25	2	0	3	744	35	0	2268
815-915	66	22	129	0	68	955	40	0	32	20	2	0	2	653	32	0	2021
830-930	55	17	107	0	44	775	33	0	31	11	2	0	2	575	37	0	1689
845-945	56	13	78	0	32	689	19	0	30	8	2	0	3	473	49	0	1452
900-1000	60	12	62	0	26	609	16	0	27	10	1	0	2	448	49	0	1322

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	3	1	6
715-730	0	0	0	0	0
730-745	0	0	0	1	1
745-800	1	1	0	4	6
800-815	4	4	9	2	19
815-830	3	3	6	3	15
830-845	3	3	5	5	16
845-900	2	2	2	1	7
900-915	2	2	3	0	7
915-930	0	0	1	2	3
930-945	0	0	1	3	4
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	3	6	13
715-815	5	5	9	7	26
730-830	8	8	15	10	41
745-845	11	11	20	14	56
800-900	12	12	22	11	57
815-915	10	10	16	9	45
830-930	7	7	11	8	33
845-945	4	4	7	6	21
900-1000	2	2	5	5	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	2	2
745-800	0	0	0	0	0
800-815	0	1	0	1	2
815-830	1	0	0	2	3
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	1	0	0	1
930-945	0	0	2	0	2
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	2	3
715-815	0	1	0	3	4
730-830	1	1	0	5	7
745-845	1	1	0	3	5
800-900	1	1	0	3	5
815-915	1	0	0	2	3
830-930	0	1	0	0	1
845-945	0	1	2	0	3
900-1000	0	2	2	0	4

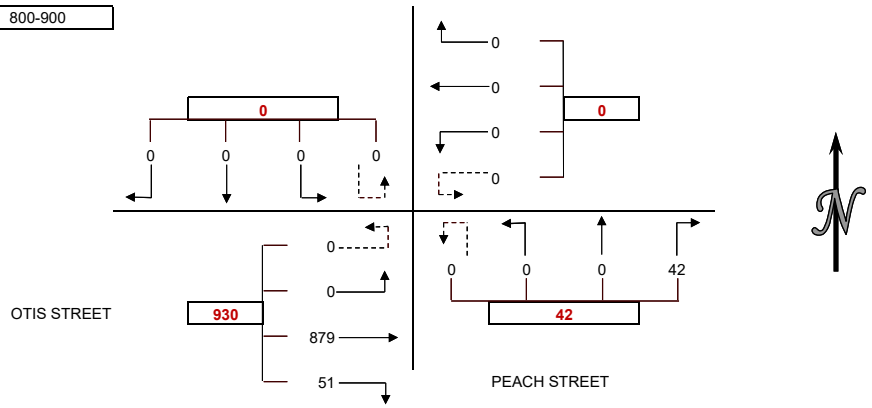
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S PEACH STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	96	0	0	96
715-730	0	0	0	0	0	0	0	0	1	0	0	0	1	117	0	0	119
730-745	0	0	0	0	0	0	0	0	3	0	0	0	2	141	0	0	146
745-800	0	0	0	0	0	0	0	0	1	0	0	0	2	195	0	0	198
800-815	0	0	0	0	0	0	0	0	3	0	0	0	6	244	0	0	253
815-830	0	0	0	0	0	0	0	0	3	0	0	0	12	247	0	0	262
830-845	0	0	0	0	0	0	0	0	15	0	0	0	15	218	0	0	248
845-900	0	0	0	0	0	0	0	0	21	0	0	0	18	170	0	0	209
900-915	0	0	0	0	0	0	0	0	4	0	0	0	2	139	0	0	145
915-930	0	0	0	0	0	0	0	0	2	0	0	0	0	131	0	0	133
930-945	0	0	0	0	0	0	0	0	0	0	0	0	0	111	0	0	111
945-1000	0	0	0	0	0	0	0	0	2	0	0	0	4	145	0	0	151
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	0	0	0	5	0	0	0	5	549	0	0	559
715-815	0	0	0	0	0	0	0	0	8	0	0	0	11	697	0	0	716
730-830	0	0	0	0	0	0	0	0	10	0	0	0	22	827	0	0	859
745-845	0	0	0	0	0	0	0	0	22	0	0	0	35	904	0	0	961
800-900	0	0	0	0	0	0	0	0	42	0	0	0	51	879	0	0	972
815-915	0	0	0	0	0	0	0	0	43	0	0	0	47	774	0	0	864
830-930	0	0	0	0	0	0	0	0	42	0	0	0	35	658	0	0	735
845-945	0	0	0	0	0	0	0	0	27	0	0	0	20	551	0	0	598
900-1000	0	0	0	0	0	0	0	0	8	0	0	0	6	526	0	0	540

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	2	2
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	1	2
800-815	0	0	0	0	0
815-830	0	0	0	2	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	1	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	3	4
715-815	0	0	1	1	2
730-830	0	0	1	3	4
745-845	0	0	1	3	4
800-900	0	0	0	2	2
815-915	0	0	0	2	2
830-930	0	0	0	1	1
845-945	0	0	0	1	1
900-1000	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	1	0	1
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	1	0	1
730-830	0	0	1	0	1
745-845	0	0	1	0	1
800-900	0	0	1	0	1
815-915	0	0	0	0	0
830-930	0	0	1	0	1
845-945	0	0	2	0	2
900-1000	0	0	2	0	2

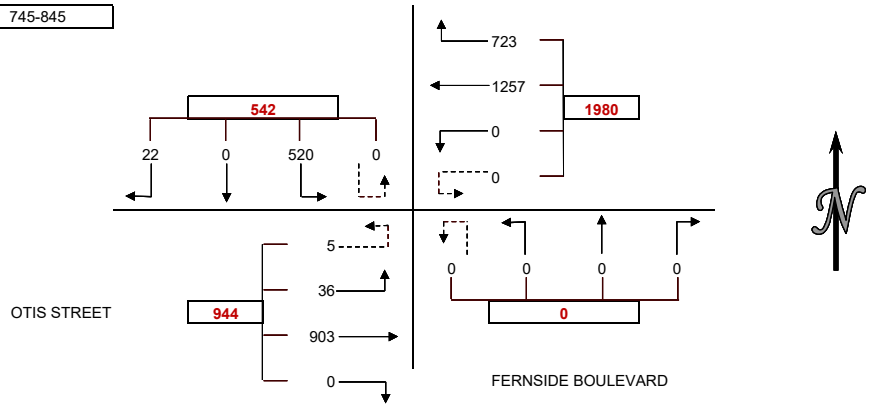
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	59	0	83	107	0	0	0	0	0	0	0	95	1	0	345
715-730	2	0	57	0	85	117	0	0	0	0	0	0	0	119	0	0	380
730-745	2	0	92	0	140	186	0	0	0	0	0	0	0	137	2	0	559
745-800	3	0	102	0	186	301	0	0	0	0	0	0	0	196	3	0	791
800-815	2	0	110	0	178	352	0	0	0	0	0	0	0	237	10	1	890
815-830	6	0	156	0	195	308	0	0	0	0	0	0	0	250	11	1	927
830-845	11	0	152	0	164	296	0	0	0	0	0	0	0	220	12	3	858
845-900	0	0	102	0	127	232	0	0	0	0	0	0	0	184	11	6	662
900-915	1	0	107	0	112	192	0	0	0	0	0	0	0	138	3	4	557
915-930	2	0	77	1	82	107	0	0	0	0	0	0	0	129	5	2	405
930-945	1	0	73	0	147	207	0	0	0	0	0	0	0	108	5	0	541
945-1000	2	0	62	0	108	142	0	0	0	0	0	0	0	143	3	1	461
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	7	0	310	0	494	711	0	0	0	0	0	0	0	547	6	0	2075
715-815	9	0	361	0	589	956	0	0	0	0	0	0	0	689	15	1	2620
730-830	13	0	460	0	699	1147	0	0	0	0	0	0	0	820	26	2	3167
745-845	22	0	520	0	723	1257	0	0	0	0	0	0	0	903	36	5	3466
800-900	19	0	520	0	664	1188	0	0	0	0	0	0	0	891	44	11	3337
815-915	18	0	517	0	598	1028	0	0	0	0	0	0	0	792	37	14	3004
830-930	14	0	438	1	485	827	0	0	0	0	0	0	0	671	31	15	2482
845-945	4	0	359	1	468	738	0	0	0	0	0	0	0	559	24	12	2165
900-1000	6	0	319	1	449	648	0	0	0	0	0	0	0	518	16	7	1964

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	1	0	0	0	1
930-945	1	0	0	1	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	1	1
730-830	0	0	0	1	1
745-845	0	0	0	1	1
800-900	0	0	0	1	1
815-915	0	0	0	0	0
830-930	1	0	0	0	1
845-945	2	0	0	1	3
900-1000	2	0	0	1	3

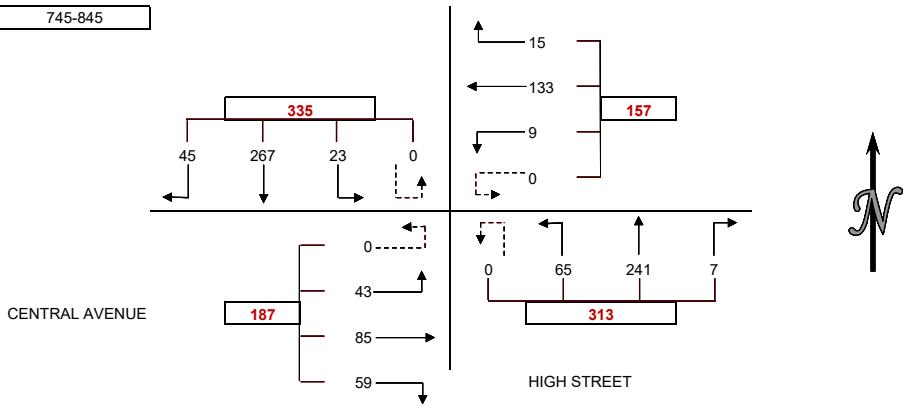
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	26	0	0	2	6	0	0	0	29	5	0	3	2	4	0	78
715-730	6	29	4	0	2	14	0	0	1	27	1	0	2	6	8	0	100
730-745	12	49	1	0	3	9	1	0	0	42	8	0	2	8	5	0	140
745-800	14	63	4	0	6	22	4	0	2	50	4	0	16	10	17	0	212
800-815	7	68	4	0	4	46	5	0	2	59	19	0	17	20	10	0	261
815-830	9	66	8	0	4	36	0	0	3	73	21	0	18	37	9	0	284
830-845	15	70	7	0	1	29	0	0	0	59	21	0	8	18	7	0	235
845-900	7	65	1	0	1	21	2	0	0	47	7	0	3	15	6	0	175
900-915	8	66	2	0	4	15	1	0	1	40	10	0	5	18	10	0	180
915-930	5	46	1	0	1	25	0	0	1	35	11	0	7	6	7	0	145
930-945	6	36	2	0	0	25	1	0	1	42	7	0	4	9	8	0	141
945-1000	6	58	1	0	1	14	0	0	2	35	3	0	5	9	4	0	138
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	33	167	9	0	13	51	5	0	3	148	18	0	23	26	34	0	530
715-815	39	209	13	0	15	91	10	0	5	178	32	0	37	44	40	0	713
730-830	42	246	17	0	17	113	10	0	7	224	52	0	53	75	41	0	897
745-845	45	267	23	0	15	133	9	0	7	241	65	0	59	85	43	0	992
800-900	38	269	20	0	10	132	7	0	5	238	68	0	46	90	32	0	955
815-915	39	267	18	0	10	101	3	0	4	219	59	0	34	88	32	0	874
830-930	35	247	11	0	7	90	3	0	2	181	49	0	23	57	30	0	735
845-945	26	213	6	0	6	86	4	0	3	164	35	0	19	48	31	0	641
900-1000	25	206	6	0	6	79	2	0	5	152	31	0	21	42	29	0	604

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	0	3
715-730	2	2	2	1	7
730-745	3	3	7	6	19
745-800	3	3	1	5	12
800-815	9	9	3	10	31
815-830	2	2	3	5	12
830-845	6	6	2	5	19
845-900	7	7	1	5	20
900-915	0	0	3	2	5
915-930	2	2	1	0	5
930-945	1	1	2	3	7
945-1000	0	0	4	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	8	13	12	41
715-815	17	17	13	22	69
730-830	17	17	14	26	74
745-845	20	20	9	25	74
800-900	24	24	9	25	82
815-915	15	15	9	17	56
830-930	15	15	7	12	49
845-945	10	10	7	10	37
900-1000	3	3	10	7	23

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	2	0	2
730-745	0	0	2	0	2
745-800	0	0	1	0	1
800-815	0	0	2	0	2
815-830	0	0	3	0	3
830-845	0	0	1	0	1
845-900	0	0	2	0	2
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	2	0	2
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	5	0	5
715-815	0	0	7	0	7
730-830	0	0	8	0	8
745-845	0	0	7	0	7
800-900	0	0	8	0	8
815-915	0	0	6	0	6
830-930	0	0	3	0	3
845-945	0	0	4	0	4
900-1000	0	0	3	0	3

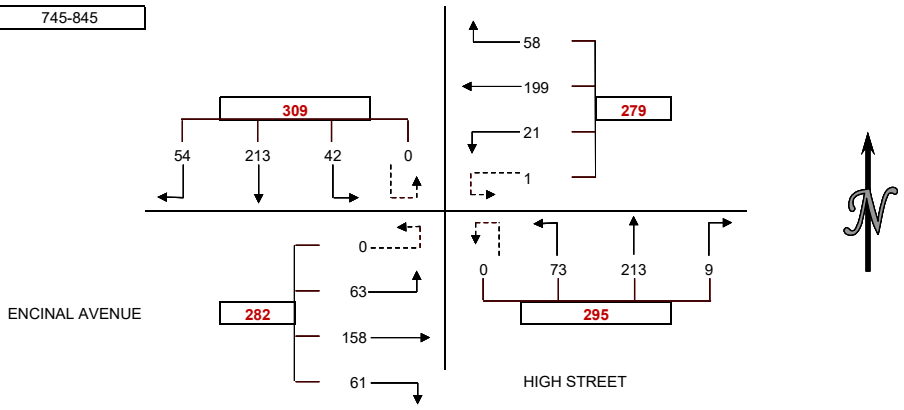
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	9	10	4	0	6	8	1	0	1	11	2	0	1	8	10	0	71
715-730	7	22	2	0	7	20	1	0	1	10	4	0	2	17	8	0	101
730-745	8	37	6	0	6	31	1	0	0	29	7	0	4	15	13	0	157
745-800	8	49	5	0	18	44	1	0	2	33	12	0	15	23	13	0	223
800-815	19	51	15	0	8	60	3	0	1	95	33	0	14	25	14	0	338
815-830	16	52	7	0	17	55	10	1	6	54	23	0	20	62	26	0	349
830-845	11	61	15	0	15	40	7	0	0	31	5	0	12	48	10	0	255
845-900	12	50	5	0	7	31	1	0	0	24	1	0	5	25	11	0	172
900-915	13	48	8	0	10	17	1	0	0	29	4	0	4	17	5	0	156
915-930	15	36	5	0	6	13	2	0	0	40	10	0	5	16	10	0	158
930-945	9	31	5	0	9	33	2	0	2	35	3	0	3	22	16	0	170
945-1000	9	33	6	0	6	29	1	0	0	25	8	0	2	15	8	0	142
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	32	118	17	0	37	103	4	0	4	83	25	0	22	63	44	0	552
715-815	42	159	28	0	39	155	6	0	4	167	56	0	35	80	48	0	819
730-830	51	189	33	0	49	190	15	1	9	211	75	0	53	125	66	0	1067
745-845	54	213	42	0	58	199	21	1	9	213	73	0	61	158	63	0	1165
800-900	58	214	42	0	47	186	21	1	7	204	62	0	51	160	61	0	1114
815-915	52	211	35	0	49	143	19	1	6	138	33	0	41	152	52	0	932
830-930	51	195	33	0	38	101	11	0	0	124	20	0	26	106	36	0	741
845-945	49	165	23	0	32	94	6	0	2	128	18	0	17	80	42	0	656
900-1000	46	148	24	0	31	92	6	0	2	129	25	0	14	70	39	0	626

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	4	4	4	0	12
730-745	1	1	2	0	4
745-800	6	6	6	3	21
800-815	18	18	21	9	66
815-830	13	13	20	3	49
830-845	4	4	8	1	17
845-900	2	2	7	1	12
900-915	2	2	2	0	6
915-930	3	3	6	0	12
930-945	2	2	5	4	13
945-1000	4	4	4	1	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	11	13	3	38
715-815	29	29	33	12	103
730-830	38	38	49	15	140
745-845	41	41	55	16	153
800-900	37	37	56	14	144
815-915	21	21	37	5	84
830-930	11	11	23	2	47
845-945	9	9	20	5	43
900-1000	11	11	17	5	44

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	1	0	0	0	1
800-815	6	0	2	0	8
815-830	7	2	1	0	10
830-845	0	2	1	0	3
845-900	2	0	0	0	2
900-915	0	0	0	0	0
915-930	1	0	0	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	0	0	0	1
715-815	7	0	2	0	9
730-830	14	2	3	0	19
745-845	14	4	4	0	22
800-900	15	4	4	0	23
815-915	9	4	2	0	15
830-930	3	2	1	0	6
845-945	3	0	0	0	3
900-1000	1	0	0	0	1

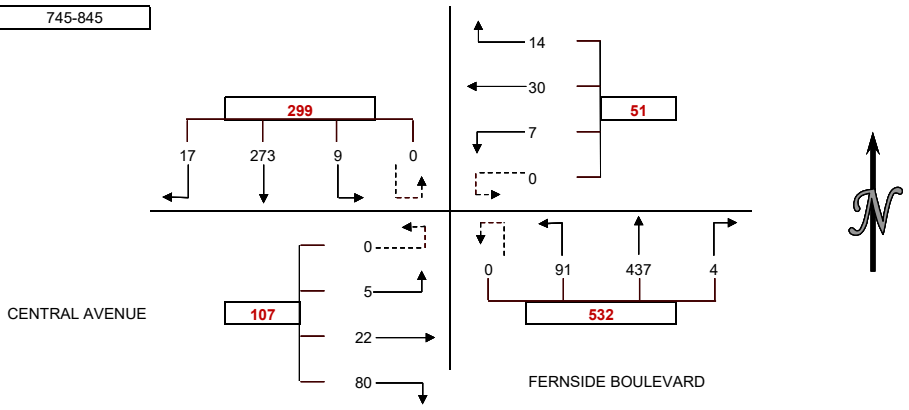
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	40	2	0	1	0	0	0	1	62	8	0	2	0	0	0	116
715-730	1	45	2	0	2	1	1	0	0	55	15	0	5	2	1	0	130
730-745	1	57	1	0	2	3	1	0	0	100	6	0	8	1	0	0	180
745-800	4	64	0	0	3	3	0	0	1	117	21	0	9	3	0	0	225
800-815	6	68	0	0	4	10	2	0	0	90	29	0	18	2	1	0	230
815-830	2	78	5	0	3	11	3	0	1	101	20	0	30	10	2	0	266
830-845	5	63	4	0	4	6	2	0	2	129	21	0	23	7	2	0	268
845-900	4	60	4	0	1	2	2	0	0	84	15	0	14	2	0	0	188
900-915	3	58	1	0	2	0	0	0	0	80	14	0	17	2	4	0	181
915-930	2	47	1	0	4	2	1	0	0	51	18	0	4	1	1	0	132
930-945	6	45	0	0	1	3	1	0	0	110	18	0	8	1	1	0	194
945-1000	2	52	0	0	2	0	1	0	0	76	10	0	11	1	0	0	155
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	6	206	5	0	8	7	2	0	2	334	50	0	24	6	1	0	651
715-815	12	234	3	0	11	17	4	0	1	362	71	0	40	8	2	0	765
730-830	13	267	6	0	12	27	6	0	2	408	76	0	65	16	3	0	901
745-845	17	273	9	0	14	30	7	0	4	437	91	0	80	22	5	0	989
800-900	17	269	13	0	12	29	9	0	3	404	85	0	85	21	5	0	952
815-915	14	259	14	0	10	19	7	0	3	394	70	0	84	21	8	0	903
830-930	14	228	10	0	11	10	5	0	2	344	68	0	58	12	7	0	769
845-945	15	210	6	0	8	7	4	0	0	325	65	0	43	6	6	0	695
900-1000	13	202	2	0	9	5	3	0	0	317	60	0	40	5	6	0	662

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	2	0	4
715-730	1	1	0	0	2
730-745	0	0	2	5	7
745-800	0	0	0	3	3
800-815	1	1	3	3	8
815-830	1	1	4	1	7
830-845	0	0	3	1	4
845-900	2	2	1	1	6
900-915	2	2	3	3	10
915-930	2	2	7	2	13
930-945	1	1	3	1	6
945-1000	0	0	2	3	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	4	8	16
715-815	2	2	5	11	20
730-830	2	2	9	12	25
745-845	2	2	10	8	22
800-900	4	4	11	6	25
815-915	5	5	11	6	27
830-930	6	6	14	7	33
845-945	7	7	14	7	35
900-1000	5	5	15	9	34

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	1	2
715-730	0	0	0	2	2
730-745	2	1	0	1	4
745-800	1	5	2	7	15
800-815	9	2	4	6	21
815-830	5	1	6	7	19
830-845	0	1	4	0	5
845-900	0	1	1	4	6
900-915	0	3	0	2	5
915-930	0	1	0	1	2
930-945	0	0	0	0	0
945-1000	0	1	1	1	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	7	2	11	23
715-815	12	8	6	16	42
730-830	17	9	12	21	59
745-845	15	9	16	20	60
800-900	14	5	15	17	51
815-915	5	6	11	13	35
830-930	0	6	5	7	18
845-945	0	5	1	7	13
900-1000	0	5	1	4	10

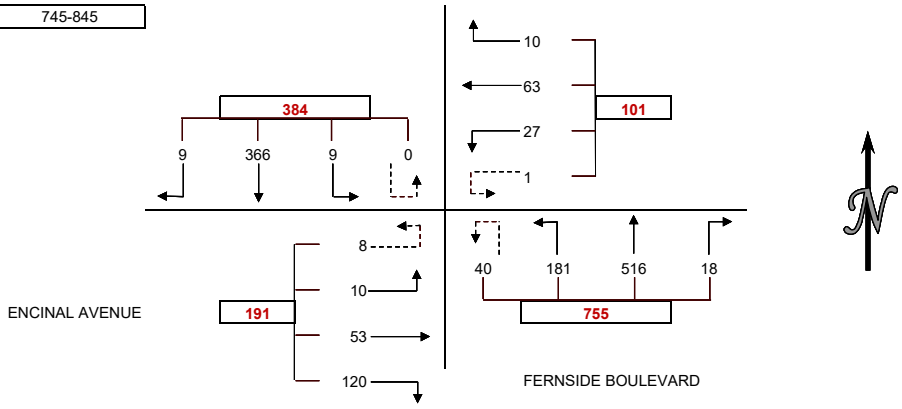
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	54	0	0	1	0	1	0	0	67	15	1	8	0	2	0	149
715-730	1	38	1	0	0	2	3	1	0	69	15	0	16	2	0	1	149
730-745	1	72	1	0	0	0	1	0	0	114	32	0	19	3	0	0	243
745-800	2	79	2	0	0	11	7	0	4	139	44	3	23	1	2	0	317
800-815	1	88	1	0	1	16	6	0	1	111	54	9	26	10	2	1	327
815-830	3	115	3	0	5	15	1	1	7	125	44	16	35	25	3	5	403
830-845	3	84	3	0	4	21	13	0	6	141	39	12	36	17	3	2	384
845-900	1	72	1	0	1	10	1	0	3	90	35	0	18	4	3	0	239
900-915	1	69	1	0	0	3	3	0	2	99	27	1	21	2	1	0	230
915-930	1	61	1	0	1	5	3	0	0	73	21	0	17	0	1	1	185
930-945	0	57	0	0	0	3	3	1	3	127	30	1	12	2	0	0	239
945-1000	1	53	1	0	0	5	2	0	1	85	15	1	12	3	1	0	180
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	4	243	4	0	1	13	12	1	4	389	106	4	66	6	4	1	858
715-815	5	277	5	0	1	29	17	1	5	433	145	12	84	16	4	2	1036
730-830	7	354	7	0	6	42	15	1	12	489	174	28	103	39	7	6	1290
745-845	9	366	9	0	10	63	27	1	18	516	181	40	120	53	10	8	1431
800-900	8	359	8	0	11	62	21	1	17	467	172	37	115	56	11	8	1353
815-915	8	340	8	0	10	49	18	1	18	455	145	29	110	48	10	7	1256
830-930	6	286	6	0	6	39	20	0	11	403	122	13	92	23	8	3	1038
845-945	3	259	3	0	2	21	10	1	8	389	113	2	68	8	5	1	893
900-1000	3	240	3	0	1	16	11	1	6	384	93	3	62	7	3	1	834

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	3	0	5
715-730	5	5	3	0	13
730-745	1	1	1	0	3
745-800	4	4	0	3	11
800-815	5	5	3	3	16
815-830	7	7	9	25	48
830-845	1	1	1	22	25
845-900	2	2	1	0	5
900-915	3	3	7	1	14
915-930	0	0	3	1	4
930-945	3	3	0	1	7
945-1000	0	0	4	3	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	11	11	7	3	32
715-815	15	15	7	6	43
730-830	17	17	13	31	78
745-845	17	17	13	53	100
800-900	15	15	14	50	94
815-915	13	13	18	48	92
830-930	6	6	12	24	48
845-945	8	8	11	3	30
900-1000	6	6	14	6	32

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	0	2
715-730	0	2	0	0	2
730-745	1	1	0	1	3
745-800	0	3	1	0	4
800-815	2	11	5	2	20
815-830	4	6	2	4	16
830-845	0	6	3	0	9
845-900	1	3	0	1	5
900-915	0	2	0	0	2
915-930	1	1	1	1	4
930-945	1	2	0	1	4
945-1000	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	8	1	1	11
715-815	3	17	6	3	29
730-830	7	21	8	7	43
745-845	6	26	11	6	49
800-900	7	26	10	7	50
815-915	5	17	5	5	32
830-930	2	12	4	2	20
845-945	3	8	1	3	15
900-1000	2	6	1	2	11

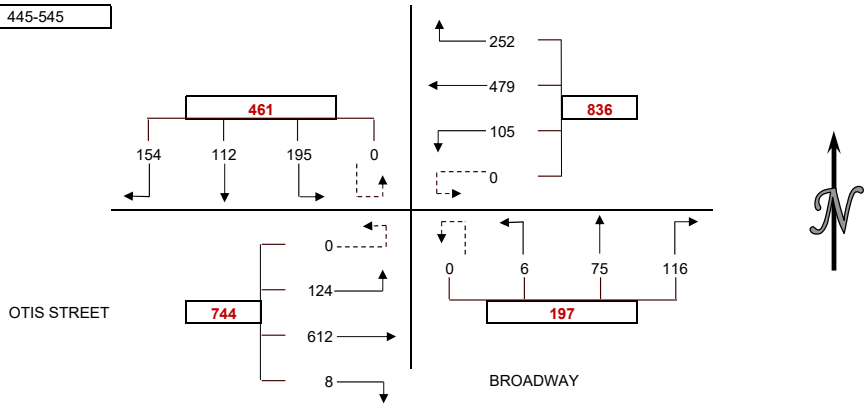
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S BROADWAY
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	28	18	33	0	58	132	18	0	32	25	1	0	3	179	24	0	551
415-430	23	19	47	0	46	124	30	0	27	10	1	0	2	129	36	0	494
430-445	31	24	36	0	60	122	21	0	43	23	2	0	0	154	26	0	542
445-500	39	26	55	0	71	112	18	0	26	22	1	0	1	146	34	0	551
500-515	32	33	57	0	36	115	30	0	28	15	3	0	2	156	43	0	550
515-530	42	30	49	0	82	122	25	0	39	23	1	0	1	152	25	0	591
530-545	41	23	34	0	63	130	32	0	23	15	1	0	4	158	22	0	546
545-600	36	19	38	0	61	121	16	0	32	19	1	0	3	130	30	0	506
600-615	42	29	43	0	52	129	26	0	27	15	1	0	3	129	36	0	532
615-630	28	22	35	0	43	133	18	0	16	14	0	0	0	117	30	0	456
630-645	33	25	23	0	43	107	14	0	16	14	2	0	2	112	43	0	434
645-700	21	13	20	0	31	98	11	0	16	14	2	0	2	90	23	0	341
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	121	87	171	0	235	490	87	0	128	80	5	0	6	608	120	0	2138
415-515	125	102	195	0	213	473	99	0	124	70	7	0	5	585	139	0	2137
430-530	144	113	197	0	249	471	94	0	136	83	7	0	4	608	128	0	2234
445-545	154	112	195	0	252	479	105	0	116	75	6	0	8	612	124	0	2238
500-600	151	105	178	0	242	488	103	0	122	72	6	0	10	596	120	0	2193
515-615	161	101	164	0	258	502	99	0	121	72	4	0	11	569	113	0	2175
530-630	147	93	150	0	219	513	92	0	98	63	3	0	10	534	118	0	2040
545-645	139	95	139	0	199	490	74	0	91	62	4	0	8	488	139	0	1928
600-700	124	89	121	0	169	467	69	0	75	57	5	0	7	448	132	0	1763

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	6	1	0	13
415-430	1	1	1	2	5
430-445	2	2	5	5	14
445-500	2	2	5	6	15
500-515	2	2	6	3	13
515-530	1	1	4	4	10
530-545	2	2	5	2	11
545-600	1	1	3	3	8
600-615	0	0	3	1	4
615-630	1	1	1	0	3
630-645	1	1	1	0	3
645-700	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	11	12	13	47
415-515	7	7	17	16	47
430-530	7	7	20	18	52
445-545	7	7	20	15	49
500-600	6	6	18	12	42
515-615	4	4	15	10	33
530-630	4	4	12	6	26
545-645	3	3	8	4	18
600-700	2	2	6	1	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	1	1	1	1	4
430-445	0	0	0	0	0
445-500	0	2	0	1	3
500-515	0	0	1	1	2
515-530	2	0	0	0	2
530-545	1	1	1	0	3
545-600	0	0	1	0	1
600-615	0	0	0	4	4
615-630	0	0	0	0	0
630-645	0	3	0	0	3
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	4	1	2	8
415-515	1	3	2	3	9
430-530	2	2	1	2	7
445-545	3	3	2	2	10
500-600	3	1	3	1	8
515-615	3	1	2	4	10
530-630	1	1	2	4	8
545-645	0	3	1	4	8
600-700	0	3	0	4	7

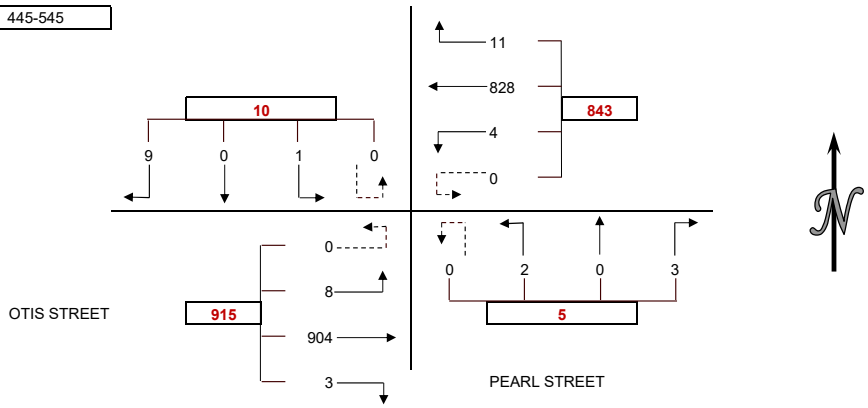
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S PEARL STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	1	0	3	194	0	0	0	0	0	0	1	227	4	0	430
415-430	0	0	0	0	2	208	0	0	0	0	0	0	1	207	2	0	420
430-445	0	0	0	0	4	214	0	0	0	0	0	0	0	214	4	0	436
445-500	2	0	0	0	3	199	0	0	1	0	0	0	0	227	2	0	434
500-515	3	0	1	0	3	178	2	0	0	0	1	0	1	235	1	0	425
515-530	2	0	0	0	3	227	2	0	2	0	1	0	2	236	2	0	477
530-545	2	0	0	0	2	224	0	0	0	0	0	0	0	206	3	0	437
545-600	2	0	0	0	2	195	2	0	3	0	0	0	0	189	0	0	393
600-615	4	0	1	0	2	195	0	0	0	0	0	0	0	184	1	0	387
615-630	3	0	2	0	1	201	0	0	1	0	0	0	0	174	0	0	382
630-645	3	1	1	0	1	155	0	0	0	1	0	0	0	139	0	1	302
645-700	3	0	0	0	1	139	1	0	1	0	0	0	0	137	2	0	284
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	2	0	1	0	12	815	0	0	1	0	0	0	2	875	12	0	1720
415-515	5	0	1	0	12	799	2	0	1	0	1	0	2	883	9	0	1715
430-530	7	0	1	0	13	818	4	0	3	0	2	0	3	912	9	0	1772
445-545	9	0	1	0	11	828	4	0	3	0	2	0	3	904	8	0	1773
500-600	9	0	1	0	10	824	6	0	5	0	2	0	3	866	6	0	1732
515-615	10	0	1	0	9	841	4	0	5	0	1	0	2	815	6	0	1694
530-630	11	0	3	0	7	815	2	0	4	0	0	0	0	753	4	0	1599
545-645	12	1	4	0	6	746	2	0	4	1	0	0	0	686	1	1	1464
600-700	13	1	4	0	5	690	1	0	2	1	0	0	0	634	3	1	1355

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	8	8	0	0	16
415-430	1	1	0	4	6
430-445	1	1	0	6	8
445-500	1	1	0	6	8
500-515	3	3	0	2	8
515-530	0	0	0	3	3
530-545	2	2	0	6	10
545-600	4	4	0	3	11
600-615	0	0	0	4	4
615-630	0	0	0	0	0
630-645	1	1	0	2	4
645-700	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	11	0	16	38
415-515	6	6	0	18	30
430-530	5	5	0	17	27
445-545	6	6	0	17	29
500-600	9	9	0	14	32
515-615	6	6	0	16	28
530-630	6	6	0	13	25
545-645	5	5	0	9	19
600-700	2	2	0	6	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	1	0	1
515-530	0	0	0	0	0
530-545	1	0	1	0	2
545-600	0	0	1	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	1	0	2	0	3
500-600	1	0	3	0	4
515-615	1	0	2	0	3
530-630	1	0	2	0	3
545-645	0	0	1	0	1
600-700	0	0	0	0	0

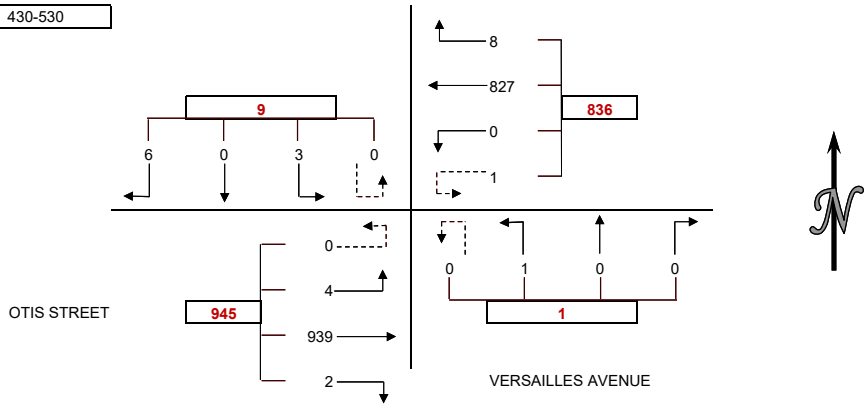
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S VERSAILLES AVENUE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	3	0	0	0	0	193	0	0	0	0	0	0	0	241	0	0	437
415-430	0	0	0	0	2	200	1	0	0	0	0	0	0	203	2	0	408
430-445	4	0	0	0	1	210	0	0	0	0	1	0	0	215	1	0	432
445-500	1	0	0	0	2	199	0	0	0	0	0	0	0	233	2	0	437
500-515	1	0	1	0	3	187	0	0	0	0	0	0	2	236	1	0	431
515-530	0	0	2	0	2	231	0	1	0	0	0	0	0	255	0	0	491
530-545	3	0	0	0	2	207	1	0	0	0	0	0	0	203	0	0	416
545-600	1	0	0	0	1	220	0	1	1	1	0	0	0	213	1	0	439
600-615	1	0	0	0	1	198	0	0	0	0	0	0	0	176	2	1	379
615-630	1	0	3	0	0	190	0	0	0	0	0	0	0	179	2	0	375
630-645	0	0	1	0	0	152	0	0	0	0	0	0	0	149	1	0	303
645-700	5	0	0	0	3	136	0	1	0	0	0	0	0	126	5	0	276
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	8	0	0	0	5	802	1	0	0	0	1	0	0	892	5	0	1714
415-515	6	0	1	0	8	796	1	0	0	0	1	0	2	887	6	0	1708
430-530	6	0	3	0	8	827	0	1	0	0	1	0	2	939	4	0	1791
445-545	5	0	3	0	9	824	1	1	0	0	0	0	2	927	3	0	1775
500-600	5	0	3	0	8	845	1	2	1	1	0	0	2	907	2	0	1777
515-615	5	0	2	0	6	856	1	2	1	1	0	0	0	847	3	1	1725
530-630	6	0	3	0	4	815	1	1	1	1	0	0	0	771	5	1	1609
545-645	3	0	4	0	2	760	0	1	1	1	0	0	0	717	6	1	1496
600-700	7	0	4	0	4	676	0	1	0	0	0	0	0	630	10	1	1333

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	4	0	3	11
415-430	1	1	0	3	5
430-445	3	3	0	5	11
445-500	1	1	2	4	8
500-515	2	2	0	5	9
515-530	0	0	0	1	1
530-545	2	2	0	5	9
545-600	3	3	0	2	8
600-615	0	0	0	2	2
615-630	0	0	0	1	1
630-645	1	1	0	2	4
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	9	2	15	35
415-515	7	7	2	17	33
430-530	6	6	2	15	29
445-545	5	5	2	15	27
500-600	7	7	0	13	27
515-615	5	5	0	10	20
530-630	5	5	0	10	20
545-645	4	4	0	7	15
600-700	1	1	0	6	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	1	0	1
515-530	0	0	1	0	1
530-545	0	0	2	0	2
545-600	0	0	1	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	1	0	1
430-530	0	0	2	0	2
445-545	0	0	4	0	4
500-600	0	0	5	0	5
515-615	0	0	4	0	4
530-630	0	0	3	0	3
545-645	0	0	1	0	1
600-700	0	0	0	0	0

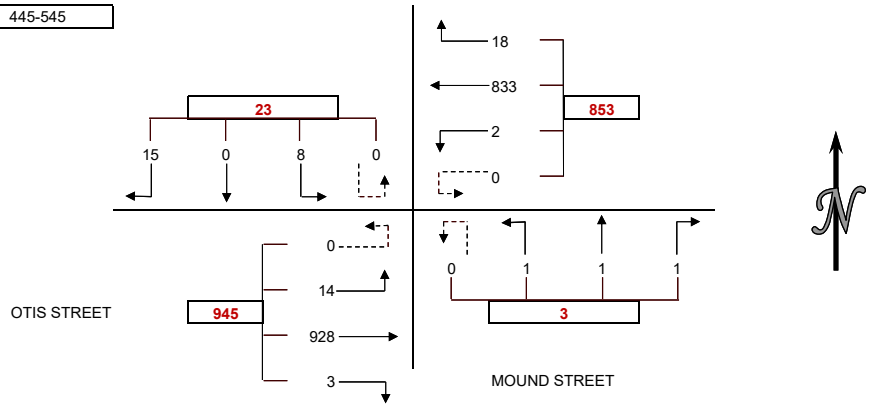
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S MOUND STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	1	0	0	0	9	189	1	0	0	0	0	0	0	227	4	0	431
415-430	6	1	0	0	0	202	1	0	0	0	0	0	1	205	4	0	420
430-445	6	0	2	0	8	200	0	0	1	0	0	0	0	200	8	0	425
445-500	2	0	0	0	6	206	1	0	1	0	0	0	0	232	6	0	454
500-515	4	0	1	0	2	192	0	0	0	1	1	0	2	238	2	0	443
515-530	2	0	2	0	4	230	1	0	0	0	0	0	1	251	4	0	495
530-545	7	0	5	0	6	205	0	0	0	0	0	0	0	207	2	0	432
545-600	5	0	0	0	1	216	0	0	0	0	0	0	0	206	6	0	434
600-615	0	0	0	0	2	195	0	0	0	0	0	0	0	183	2	0	382
615-630	4	0	1	0	3	191	0	0	0	0	0	0	0	178	5	0	382
630-645	4	0	0	0	5	151	0	0	1	0	1	0	0	140	2	0	304
645-700	0	1	3	0	2	138	0	0	0	0	0	0	1	130	1	0	276
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	15	1	2	0	23	797	3	0	2	0	0	0	1	864	22	0	1730
415-515	18	1	3	0	16	800	2	0	2	1	1	0	3	875	20	0	1742
430-530	14	0	5	0	20	828	2	0	2	1	1	0	3	921	20	0	1817
445-545	15	0	8	0	18	833	2	0	1	1	1	0	3	928	14	0	1824
500-600	18	0	8	0	13	843	1	0	0	1	1	0	3	902	14	0	1804
515-615	14	0	7	0	13	846	1	0	0	0	0	0	1	847	14	0	1743
530-630	16	0	6	0	12	807	0	0	0	0	0	0	0	774	15	0	1630
545-645	13	0	1	0	11	753	0	0	1	0	1	0	0	707	15	0	1502
600-700	8	1	4	0	12	675	0	0	1	0	1	0	1	631	10	0	1344

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	3	2	3	11
415-430	1	1	9	8	19
430-445	1	1	7	-4	5
445-500	2	2	0	3	7
500-515	3	3	2	2	10
515-530	3	3	4	1	11
530-545	2	2	4	5	13
545-600	5	5	1	1	12
600-615	0	0	1	1	2
615-630	0	0	1	0	1
630-645	1	1	0	2	4
645-700	0	0	3	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	7	18	10	42
415-515	7	7	18	9	41
430-530	9	9	13	2	33
445-545	10	10	10	11	41
500-600	13	13	11	9	46
515-615	10	10	10	8	38
530-630	7	7	7	7	28
545-645	6	6	3	4	19
600-700	1	1	5	4	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	1	0	1
445-500	0	0	0	0	0
500-515	0	0	1	0	1
515-530	0	0	0	0	0
530-545	0	2	2	0	4
545-600	0	0	1	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	0	1
415-515	0	0	2	0	2
430-530	0	0	2	0	2
445-545	0	2	3	0	5
500-600	0	2	4	0	6
515-615	0	2	3	0	5
530-630	0	2	3	0	5
545-645	0	0	1	0	1
600-700	0	0	0	0	0

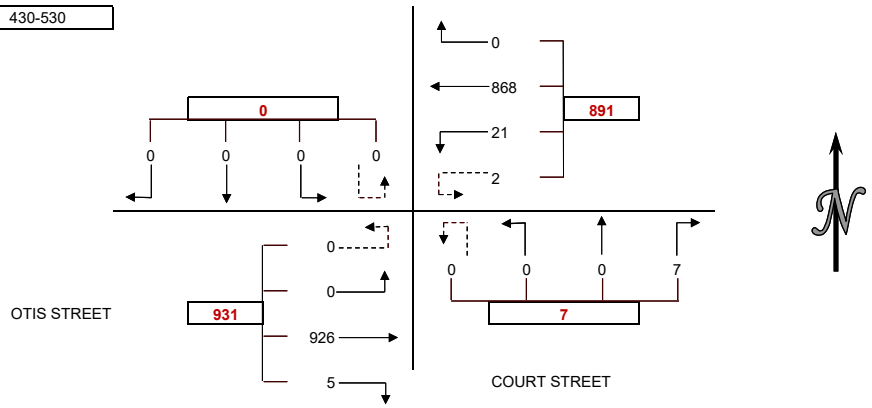
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S COURT STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	190	3	0	1	0	1	0	1	226	0	0	422
415-430	0	0	0	0	0	206	6	0	1	0	0	0	1	189	0	0	403
430-445	0	0	0	0	0	228	8	1	0	0	0	0	1	217	0	0	455
445-500	0	0	0	0	0	210	3	0	2	0	0	0	1	229	0	0	445
500-515	0	0	0	0	0	195	4	0	4	0	0	0	2	227	0	0	432
515-530	0	0	0	0	0	235	6	1	1	0	0	0	1	253	0	0	497
530-545	0	0	0	0	0	215	8	1	1	0	0	0	2	198	0	0	425
545-600	0	0	0	0	0	200	6	0	0	0	0	0	3	206	0	0	415
600-615	0	0	0	0	0	186	4	0	0	0	0	0	0	172	0	0	362
615-630	0	0	0	0	0	208	2	0	1	0	0	0	1	183	0	0	395
630-645	0	0	0	0	0	152	5	2	1	0	2	0	2	148	0	0	312
645-700	0	0	0	0	0	130	0	0	1	0	1	0	0	139	0	0	271
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	834	20	1	4	0	1	0	4	861	0	0	1725
415-515	0	0	0	0	0	839	21	1	7	0	0	0	5	862	0	0	1735
430-530	0	0	0	0	0	868	21	2	7	0	0	0	5	926	0	0	1829
445-545	0	0	0	0	0	855	21	2	8	0	0	0	6	907	0	0	1799
500-600	0	0	0	0	0	845	24	2	6	0	0	0	8	884	0	0	1769
515-615	0	0	0	0	0	836	24	2	2	0	0	0	6	829	0	0	1699
530-630	0	0	0	0	0	809	20	1	2	0	0	0	6	759	0	0	1597
545-645	0	0	0	0	0	746	17	2	2	0	2	0	6	709	0	0	1484
600-700	0	0	0	0	0	676	11	2	3	0	3	0	3	642	0	0	1340

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	4	4
415-430	0	0	0	2	2
430-445	0	0	0	1	1
445-500	0	0	0	3	3
500-515	0	0	0	3	3
515-530	0	0	0	0	0
530-545	0	0	0	5	5
545-600	0	0	0	1	1
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	1	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	10	10
415-515	0	0	0	9	9
430-530	0	0	0	7	7
445-545	0	0	0	11	11
500-600	0	0	0	9	9
515-615	0	0	0	7	7
530-630	0	0	0	7	7
545-645	0	0	0	3	3
600-700	0	0	0	2	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	2	0	2
545-600	0	0	1	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	2	0	2
500-600	0	0	3	0	3
515-615	0	0	3	0	3
530-630	0	0	3	0	3
545-645	0	0	1	0	1
600-700	0	0	0	0	0

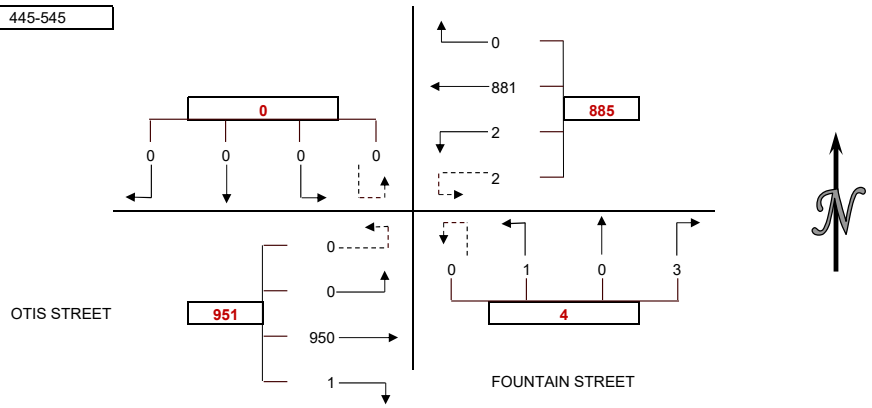
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FOUNTAIN STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	196	0	0	1	0	0	0	0	233	0	0	430
415-430	0	0	0	0	0	219	1	1	1	0	0	0	0	208	0	0	430
430-445	0	0	0	0	0	219	1	1	0	0	1	0	0	200	0	0	422
445-500	0	0	0	0	0	218	0	0	0	0	0	0	0	243	0	0	461
500-515	0	0	0	0	0	204	1	1	1	0	1	0	0	233	0	0	441
515-530	0	0	0	0	0	249	1	1	1	0	0	0	0	259	0	0	511
530-545	0	0	0	0	0	210	0	0	1	0	0	0	1	215	0	0	427
545-600	0	0	0	0	0	218	0	0	0	0	0	0	0	185	0	0	403
600-615	0	0	0	0	0	212	0	-1	0	0	0	0	0	174	0	0	385
615-630	0	0	0	0	0	193	0	0	1	0	0	0	0	194	0	0	388
630-645	0	0	0	0	0	159	1	1	0	0	0	0	0	139	0	0	300
645-700	0	0	0	0	0	138	0	0	0	0	0	0	0	133	0	0	271
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	852	2	2	2	0	1	0	0	884	0	0	1743
415-515	0	0	0	0	0	860	3	3	2	0	2	0	0	884	0	0	1754
430-530	0	0	0	0	0	890	3	3	2	0	2	0	0	935	0	0	1835
445-545	0	0	0	0	0	881	2	2	3	0	1	0	1	950	0	0	1840
500-600	0	0	0	0	0	881	2	2	3	0	1	0	1	892	0	0	1782
515-615	0	0	0	0	0	889	1	0	2	0	0	0	1	833	0	0	1726
530-630	0	0	0	0	0	833	0	-1	2	0	0	0	1	768	0	0	1603
545-645	0	0	0	0	0	782	1	0	1	0	0	0	0	692	0	0	1476
600-700	0	0	0	0	0	702	1	0	1	0	0	0	0	640	0	0	1344

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	5	5
415-430	0	0	0	2	2
430-445	0	0	0	1	1
445-500	0	0	0	3	3
500-515	0	0	0	7	7
515-530	0	0	0	0	0
530-545	0	0	0	3	3
545-600	0	0	0	3	3
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	11	11
415-515	0	0	0	13	13
430-530	0	0	0	11	11
445-545	0	0	0	13	13
500-600	0	0	0	13	13
515-615	0	0	0	6	6
530-630	0	0	0	6	6
545-645	0	0	0	3	3
600-700	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	1	0	1
515-530	0	0	0	0	0
530-545	0	0	2	0	2
545-600	0	0	1	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	1	0	1
430-530	0	0	1	0	1
445-545	0	0	3	0	3
500-600	0	0	4	0	4
515-615	0	0	3	0	3
530-630	0	0	3	0	3
545-645	0	0	1	0	1
600-700	0	0	0	0	0

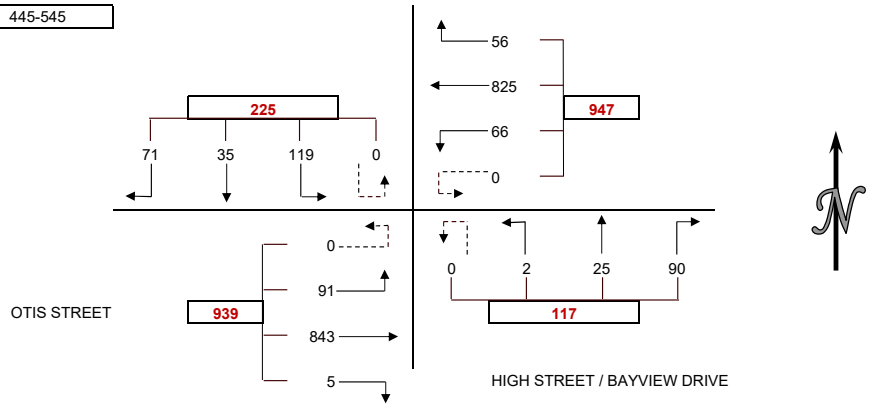
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET / BAYVIEW DRIVE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	18	5	37	0	9	174	7	0	16	5	1	0	0	201	20	0	493
415-430	15	8	23	0	13	197	16	0	19	7	0	0	0	195	14	0	507
430-445	18	12	31	0	10	220	13	0	6	6	0	0	1	184	15	0	516
445-500	16	6	30	0	13	207	11	0	28	6	0	0	1	228	22	0	568
500-515	18	10	39	0	15	173	17	0	22	5	0	0	2	206	23	0	530
515-530	14	13	26	0	14	236	18	0	21	8	0	0	1	229	25	0	605
530-545	23	6	24	0	14	209	20	0	19	6	2	0	1	180	21	0	525
545-600	14	7	14	0	10	210	9	0	23	4	0	0	1	189	17	0	498
600-615	18	2	17	0	7	177	10	0	12	2	0	0	1	157	20	0	423
615-630	24	6	18	0	7	175	11	0	8	5	0	0	2	165	23	0	444
630-645	19	3	10	0	4	141	4	0	11	3	0	0	1	121	16	0	333
645-700	19	6	10	0	1	126	4	0	9	4	0	0	0	115	15	0	309
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	67	31	121	0	45	798	47	0	69	24	1	0	2	808	71	0	2084
415-515	67	36	123	0	51	797	57	0	75	24	0	0	4	813	74	0	2121
430-530	66	41	126	0	52	836	59	0	77	25	0	0	5	847	85	0	2219
445-545	71	35	119	0	56	825	66	0	90	25	2	0	5	843	91	0	2228
500-600	69	36	103	0	53	828	64	0	85	23	2	0	5	804	86	0	2158
515-615	69	28	81	0	45	832	57	0	75	20	2	0	4	755	83	0	2051
530-630	79	21	73	0	38	771	50	0	62	17	2	0	5	691	81	0	1890
545-645	75	18	59	0	28	703	34	0	54	14	0	0	5	632	76	0	1698
600-700	80	17	55	0	19	619	29	0	40	14	0	0	4	558	74	0	1509

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	3	3	8
415-430	3	3	1	2	9
430-445	6	6	0	1	13
445-500	3	3	1	5	12
500-515	0	0	5	5	10
515-530	0	0	2	4	6
530-545	1	1	2	2	6
545-600	2	2	3	2	9
600-615	0	0	1	0	1
615-630	0	0	2	0	2
630-645	0	0	1	0	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	13	5	11	42
415-515	12	12	7	13	44
430-530	9	9	8	15	41
445-545	4	4	10	16	34
500-600	3	3	12	13	31
515-615	3	3	8	8	22
530-630	3	3	8	4	18
545-645	2	2	7	2	13
600-700	0	0	4	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	0	0	0	2
415-430	0	0	0	2	2
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	1	0	1
600-615	0	3	0	0	3
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	0	0	2	4
415-515	0	0	0	2	2
430-530	0	0	0	0	0
445-545	0	0	1	0	1
500-600	0	0	2	0	2
515-615	0	3	2	0	5
530-630	0	3	2	0	5
545-645	0	3	1	0	4
600-700	0	3	0	0	3

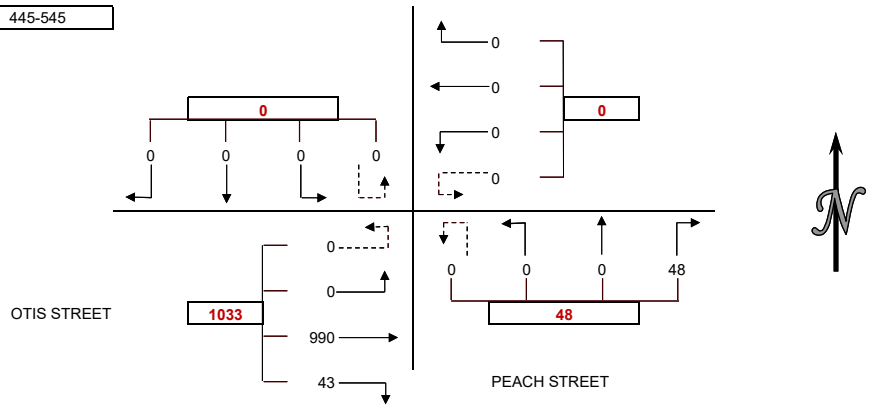
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S PEACH STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	0	0	0	8	0	0	0	2	253	0	0	263
415-430	0	0	0	0	0	0	0	0	2	0	0	0	4	225	0	0	231
430-445	0	0	0	0	0	0	0	0	3	0	0	0	5	204	0	0	212
445-500	0	0	0	0	0	0	0	0	2	0	0	0	10	268	0	0	280
500-515	0	0	0	0	0	0	0	0	20	0	0	0	21	238	0	0	279
515-530	0	0	0	0	0	0	0	0	20	0	0	0	11	258	0	0	289
530-545	0	0	0	0	0	0	0	0	6	0	0	0	1	226	0	0	233
545-600	0	0	0	0	0	0	0	0	3	0	0	0	0	203	0	0	206
600-615	0	0	0	0	0	0	0	0	1	0	0	0	1	181	0	0	183
615-630	0	0	0	0	0	0	0	0	0	0	0	0	2	177	0	0	179
630-645	0	0	0	0	0	0	0	0	1	0	0	0	3	148	0	0	152
645-700	0	0	0	0	0	0	0	0	0	0	0	0	1	140	0	0	141
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	0	0	0	15	0	0	0	21	950	0	0	986
415-515	0	0	0	0	0	0	0	0	27	0	0	0	40	935	0	0	1002
430-530	0	0	0	0	0	0	0	0	45	0	0	0	47	968	0	0	1060
445-545	0	0	0	0	0	0	0	0	48	0	0	0	43	990	0	0	1081
500-600	0	0	0	0	0	0	0	0	49	0	0	0	33	925	0	0	1007
515-615	0	0	0	0	0	0	0	0	30	0	0	0	13	868	0	0	911
530-630	0	0	0	0	0	0	0	0	10	0	0	0	4	787	0	0	801
545-645	0	0	0	0	0	0	0	0	5	0	0	0	6	709	0	0	720
600-700	0	0	0	0	0	0	0	0	2	0	0	0	7	646	0	0	655

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	3	3
415-430	0	0	0	1	1
430-445	0	0	0	1	1
445-500	0	0	0	3	3
500-515	0	0	0	1	1
515-530	0	0	0	0	0
530-545	0	0	0	1	1
545-600	0	0	0	1	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	8	8
415-515	0	0	0	6	6
430-530	0	0	0	5	5
445-545	0	0	0	5	5
500-600	0	0	0	3	3
515-615	0	0	0	2	2
530-630	0	0	0	2	2
545-645	0	0	0	1	1
600-700	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	2	0	2
530-545	0	0	1	0	1
545-600	0	0	2	0	2
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	0	1
415-515	0	0	1	0	1
430-530	0	0	2	0	2
445-545	0	0	3	0	3
500-600	0	0	5	0	5
515-615	0	0	5	0	5
530-630	0	0	3	0	3
545-645	0	0	2	0	2
600-700	0	0	0	0	0

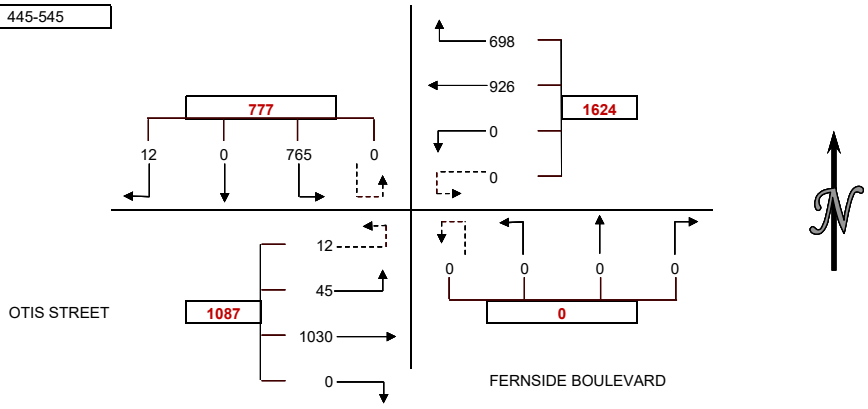
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	1	0	184	0	157	192	0	0	0	0	0	0	0	253	10	5	802
415-430	3	0	131	0	135	225	1	0	0	0	0	0	0	236	4	1	736
430-445	4	0	159	0	189	235	0	0	0	0	0	0	0	215	7	0	809
445-500	5	0	163	0	180	215	0	0	0	0	0	0	0	261	4	0	828
500-515	2	0	192	0	210	217	0	0	0	0	0	0	0	250	17	7	895
515-530	1	0	170	0	187	265	0	0	0	0	0	0	0	279	14	3	919
530-545	4	0	240	0	121	229	0	0	0	0	0	0	0	240	10	2	846
545-600	4	0	175	0	127	208	0	0	0	0	0	0	0	217	2	1	734
600-615	3	0	149	0	137	205	0	0	0	0	0	0	0	185	4	0	683
615-630	5	0	159	0	89	194	0	0	0	0	0	0	0	183	2	0	632
630-645	3	0	108	0	103	137	0	0	0	0	0	0	0	146	3	0	500
645-700	0	0	92	0	69	129	0	0	0	0	0	0	0	131	1	1	423
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	13	0	637	0	661	867	1	0	0	0	0	0	0	965	25	6	3175
415-515	14	0	645	0	714	892	1	0	0	0	0	0	0	962	32	8	3268
430-530	12	0	684	0	766	932	0	0	0	0	0	0	0	1005	42	10	3451
445-545	12	0	765	0	698	926	0	0	0	0	0	0	0	1030	45	12	3488
500-600	11	0	777	0	645	919	0	0	0	0	0	0	0	986	43	13	3394
515-615	12	0	734	0	572	907	0	0	0	0	0	0	0	921	30	6	3182
530-630	16	0	723	0	474	836	0	0	0	0	0	0	0	825	18	3	2895
545-645	15	0	591	0	456	744	0	0	0	0	0	0	0	731	11	1	2549
600-700	11	0	508	0	398	665	0	0	0	0	0	0	0	645	10	1	2238

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	1	1	0	0	2
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	1	0	0	2
415-515	1	1	0	0	2
430-530	1	1	0	0	2
445-545	1	1	0	0	2
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	1	1
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	0	0	1	1
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	2	2
415-515	0	0	0	2	2
430-530	0	0	0	2	2
445-545	0	0	0	1	1
500-600	0	0	0	2	2
515-615	0	0	0	3	3
530-630	0	0	0	2	2
545-645	0	0	0	2	2
600-700	0	0	0	1	1

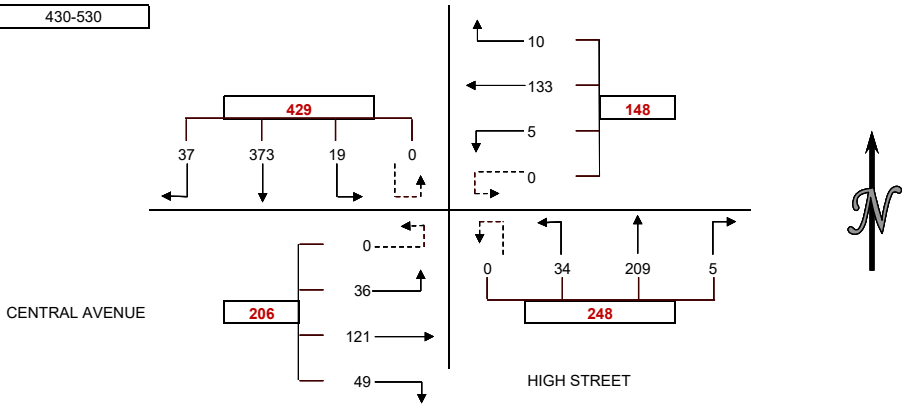
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	8	84	3	0	4	24	0	0	0	61	9	0	12	19	8	0	232
415-430	7	58	5	0	1	22	1	0	1	37	6	0	9	22	8	0	177
430-445	5	85	3	0	4	33	4	0	1	48	11	0	13	27	14	0	248
445-500	13	108	8	0	2	35	0	0	2	58	8	0	5	20	6	0	265
500-515	8	90	4	0	2	32	1	0	2	48	10	0	19	36	11	0	263
515-530	11	90	4	0	2	33	0	0	0	55	5	0	12	38	5	0	255
530-545	14	67	8	0	1	24	1	0	2	67	11	0	5	21	11	0	232
545-600	13	74	7	0	2	28	1	0	0	50	3	0	8	16	7	0	209
600-615	7	75	4	0	3	23	2	0	0	43	7	0	5	22	9	0	200
615-630	11	65	5	0	3	13	0	0	1	50	2	0	10	21	7	0	188
630-645	6	49	2	0	4	14	0	0	0	35	4	0	10	8	5	0	137
645-700	5	61	1	0	1	12	0	0	1	22	3	0	7	7	7	0	127
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	33	335	19	0	11	114	5	0	4	204	34	0	39	88	36	0	922
415-515	33	341	20	0	9	122	6	0	6	191	35	0	46	105	39	0	953
430-530	37	373	19	0	10	133	5	0	5	209	34	0	49	121	36	0	1031
445-545	46	355	24	0	7	124	2	0	6	228	34	0	41	115	33	0	1015
500-600	46	321	23	0	7	117	3	0	4	220	29	0	44	111	34	0	959
515-615	45	306	23	0	8	108	4	0	2	215	26	0	30	97	32	0	896
530-630	45	281	24	0	9	88	4	0	3	210	23	0	28	80	34	0	829
545-645	37	263	18	0	12	78	3	0	1	178	16	0	33	67	28	0	734
600-700	29	250	12	0	11	62	2	0	2	150	16	0	32	58	28	0	652

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	5	8	13
415-430	5	5	5	4	19
430-445	5	5	12	8	30
445-500	4	4	6	5	19
500-515	1	1	3	3	8
515-530	6	6	0	2	14
530-545	2	2	12	6	22
545-600	1	1	0	0	2
600-615	1	1	3	0	5
615-630	1	1	3	0	5
630-645	0	0	4	0	4
645-700	1	1	3	3	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	14	14	28	25	81
415-515	15	15	26	20	76
430-530	16	16	21	18	71
445-545	13	13	21	16	63
500-600	10	10	15	11	46
515-615	10	10	15	8	43
530-630	5	5	18	6	34
545-645	3	3	10	0	16
600-700	3	3	13	3	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	1	2
415-430	1	0	1	0	2
430-445	0	0	0	0	0
445-500	0	1	0	0	1
500-515	0	0	1	0	1
515-530	0	1	2	0	3
530-545	1	0	2	0	3
545-600	1	0	0	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	2	2	0	4
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	1	2	1	5
415-515	1	1	2	0	4
430-530	0	2	3	0	5
445-545	1	2	5	0	8
500-600	2	1	5	0	8
515-615	2	1	4	0	7
530-630	2	0	2	0	4
545-645	1	2	2	0	5
600-700	0	2	2	0	4

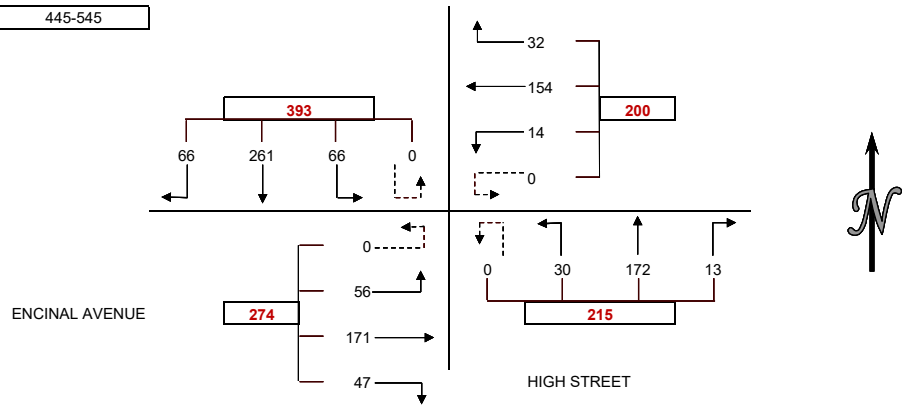
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	8	57	16	0	7	34	1	0	2	43	8	0	8	30	24	0	238
415-430	13	50	14	0	4	21	6	0	4	24	6	0	7	30	11	0	190
430-445	19	61	16	0	3	32	3	0	5	51	4	0	11	35	13	0	253
445-500	22	73	23	0	10	29	2	0	3	39	7	0	12	40	16	0	276
500-515	14	66	18	0	3	34	0	0	2	46	3	0	9	43	17	0	255
515-530	14	68	15	0	15	49	4	0	5	41	8	0	9	42	11	0	281
530-545	16	54	10	0	4	42	8	0	3	46	12	0	17	46	12	0	270
545-600	19	48	17	0	6	21	2	0	2	34	7	0	5	39	10	0	210
600-615	25	44	18	0	6	37	1	0	0	31	4	0	13	37	10	0	226
615-630	21	40	12	0	2	23	3	0	1	30	6	0	11	46	15	0	210
630-645	21	39	7	0	6	13	4	0	1	24	6	0	7	28	11	0	167
645-700	14	42	6	0	1	17	1	0	1	20	5	0	4	25	5	0	141
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	62	241	69	0	24	116	12	0	14	157	25	0	38	135	64	0	957
415-515	68	250	71	0	20	116	11	0	14	160	20	0	39	148	57	0	974
430-530	69	268	72	0	31	144	9	0	15	177	22	0	41	160	57	0	1065
445-545	66	261	66	0	32	154	14	0	13	172	30	0	47	171	56	0	1082
500-600	63	236	60	0	28	146	14	0	12	167	30	0	40	170	50	0	1016
515-615	74	214	60	0	31	149	15	0	10	152	31	0	44	164	43	0	987
530-630	81	186	57	0	18	123	14	0	6	141	29	0	46	168	47	0	916
545-645	86	171	54	0	20	94	10	0	4	119	23	0	36	150	46	0	813
600-700	81	165	43	0	15	90	9	0	3	105	21	0	35	136	41	0	744

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	5	8	0	18
415-430	2	2	4	4	12
430-445	6	6	10	3	25
445-500	8	8	13	1	30
500-515	3	3	10	4	20
515-530	6	6	9	2	23
530-545	6	6	11	5	28
545-600	6	6	9	1	22
600-615	6	6	10	0	22
615-630	3	3	6	2	14
630-645	2	2	6	0	10
645-700	2	2	5	0	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	21	21	35	8	85
415-515	19	19	37	12	87
430-530	23	23	42	10	98
445-545	23	23	43	12	101
500-600	21	21	39	12	93
515-615	24	24	39	8	95
530-630	21	21	36	8	86
545-645	17	17	31	3	68
600-700	13	13	27	2	55

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	2	0	1	3
430-445	0	0	0	0	0
445-500	0	1	1	0	2
500-515	1	1	0	0	2
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	2	0	0	2
615-630	2	0	0	0	2
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	3	1	1	5
415-515	1	4	1	1	7
430-530	1	2	1	0	4
445-545	1	2	1	0	4
500-600	1	1	0	0	2
515-615	0	2	0	0	2
530-630	2	2	0	0	4
545-645	2	2	0	0	4
600-700	2	2	0	0	4

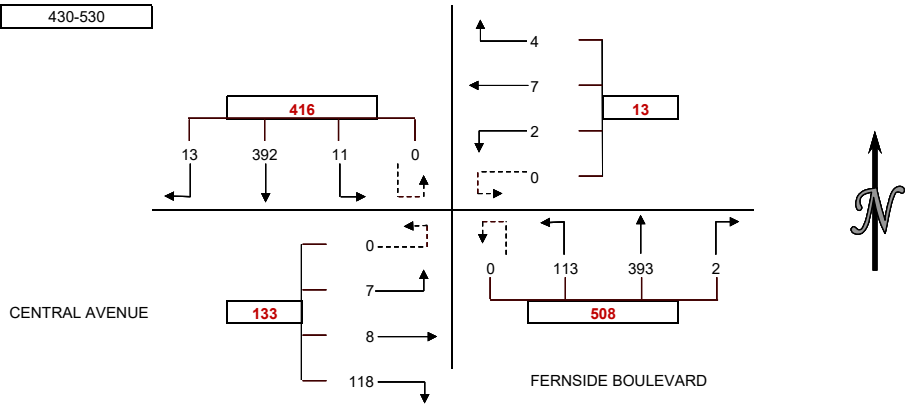
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	3	90	1	0	4	5	0	0	1	97	17	0	22	2	2	0	244
415-430	3	87	0	0	0	0	0	0	0	81	24	0	23	3	0	0	221
430-445	4	107	4	0	1	2	0	0	1	83	35	0	21	1	2	0	261
445-500	2	97	1	0	0	2	2	0	1	99	24	0	31	0	0	0	259
500-515	3	99	0	0	0	2	0	0	0	100	35	0	34	3	2	0	278
515-530	4	89	6	0	3	1	0	0	0	111	19	0	32	4	3	0	272
530-545	3	92	0	0	0	1	1	0	2	99	30	0	20	4	5	0	257
545-600	2	83	0	0	0	1	1	0	0	76	23	0	24	2	1	0	213
600-615	2	90	2	0	0	2	0	0	1	71	20	0	17	6	0	0	211
615-630	2	92	0	0	0	1	0	0	1	73	14	0	15	3	3	0	204
630-645	2	64	4	0	0	1	0	0	0	58	13	0	8	0	0	0	150
645-700	0	59	0	0	0	1	2	0	0	43	13	0	5	1	2	0	126
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	12	381	6	0	5	9	2	0	3	360	100	0	97	6	4	0	985
415-515	12	390	5	0	1	6	2	0	2	363	118	0	109	7	4	0	1019
430-530	13	392	11	0	4	7	2	0	2	393	113	0	118	8	7	0	1070
445-545	12	377	7	0	3	6	3	0	3	409	108	0	117	11	10	0	1066
500-600	12	363	6	0	3	5	2	0	2	386	107	0	110	13	11	0	1020
515-615	11	354	8	0	3	5	2	0	3	357	92	0	93	16	9	0	953
530-630	9	357	2	0	0	5	2	0	4	319	87	0	76	15	9	0	885
545-645	8	329	6	0	0	5	1	0	2	278	70	0	64	11	4	0	778
600-700	6	305	6	0	0	5	2	0	2	245	60	0	45	10	5	0	691

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	6	4	1	17
415-430	1	1	3	1	6
430-445	1	1	6	4	12
445-500	1	1	3	4	9
500-515	1	1	3	1	6
515-530	1	1	1	3	6
530-545	4	4	0	4	12
545-600	6	6	1	1	14
600-615	0	0	2	1	3
615-630	1	1	1	0	3
630-645	0	0	3	1	4
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	9	16	10	44
415-515	4	4	15	10	33
430-530	4	4	13	12	33
445-545	7	7	7	12	33
500-600	12	12	5	9	38
515-615	11	11	4	9	35
530-630	11	11	4	6	32
545-645	7	7	7	3	24
600-700	1	1	6	3	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	1	3	5
415-430	0	1	3	1	5
430-445	1	3	0	2	6
445-500	0	0	2	2	4
500-515	0	2	0	1	3
515-530	0	2	1	3	6
530-545	0	0	0	3	3
545-600	0	0	0	6	6
600-615	0	0	0	4	4
615-630	1	0	0	0	1
630-645	2	0	0	1	3
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	5	6	8	20
415-515	1	6	5	6	18
430-530	1	7	3	8	19
445-545	0	4	3	9	16
500-600	0	4	1	13	18
515-615	0	2	1	16	19
530-630	1	0	0	13	14
545-645	3	0	0	11	14
600-700	3	0	0	5	8

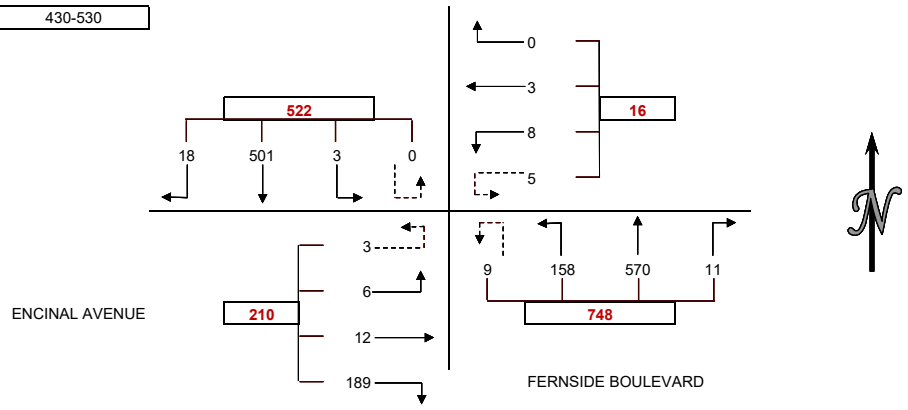
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: TUESDAY JANUARY 25, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	5	120	0	0	0	1	1	0	3	134	30	1	43	5	1	1	345
415-430	4	94	2	0	0	0	2	6	2	124	25	11	39	3	4	0	316
430-445	3	122	2	0	0	0	2	1	0	140	39	2	40	1	1	0	353
445-500	6	131	1	0	0	1	2	1	1	146	34	4	48	3	2	1	381
500-515	6	128	0	0	0	2	1	2	6	135	37	3	49	2	2	1	374
515-530	3	120	0	0	0	0	3	1	4	149	48	0	52	6	1	1	388
530-545	10	115	0	0	0	0	5	4	2	117	34	0	47	5	5	0	344
545-600	1	100	0	0	0	0	1	0	1	88	36	0	42	3	1	0	273
600-615	3	106	0	0	0	0	0	2	0	92	42	2	44	5	3	1	300
615-630	2	104	1	0	0	1	2	1	1	82	21	0	40	5	4	1	265
630-645	0	75	0	0	0	1	0	1	1	100	15	1	34	1	0	1	230
645-700	3	66	0	0	0	1	0	1	3	27	17	0	26	1	2	1	148
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	18	467	5	0	0	2	7	8	6	544	128	18	170	12	8	2	1395
415-515	19	475	5	0	0	3	7	10	9	545	135	20	176	9	9	2	1424
430-530	18	501	3	0	0	3	8	5	11	570	158	9	189	12	6	3	1496
445-545	25	494	1	0	0	3	11	8	13	547	153	7	196	16	10	3	1487
500-600	20	463	0	0	0	2	10	7	13	489	155	3	190	16	9	2	1379
515-615	17	441	0	0	0	0	9	7	7	446	160	2	185	19	10	2	1305
530-630	16	425	1	0	0	1	8	7	4	379	133	2	173	18	13	2	1182
545-645	6	385	1	0	0	2	3	4	3	362	114	3	160	14	8	3	1068
600-700	8	351	1	0	0	3	2	5	5	301	95	3	144	12	9	4	943

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	9	9	5	3	26
415-430	0	0	2	1	3
430-445	2	2	8	0	12
445-500	5	5	9	1	20
500-515	3	3	0	5	11
515-530	4	4	4	1	13
530-545	0	0	3	4	7
545-600	3	3	2	0	8
600-615	0	0	4	1	5
615-630	1	1	5	0	7
630-645	0	0	1	0	1
645-700	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	16	16	24	5	61
415-515	10	10	19	7	46
430-530	14	14	21	7	56
445-545	12	12	16	11	51
500-600	10	10	9	10	39
515-615	7	7	13	6	33
530-630	4	4	14	5	27
545-645	4	4	12	1	21
600-700	1	1	11	1	14

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	2	0	5
415-430	0	3	0	1	4
430-445	0	6	0	2	8
445-500	1	4	1	2	8
500-515	0	2	0	2	4
515-530	0	1	0	2	3
530-545	0	1	0	4	5
545-600	1	3	0	2	6
600-615	0	0	1	2	3
615-630	0	1	0	0	1
630-645	0	0	0	1	1
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	16	3	5	25
415-515	1	15	1	7	24
430-530	1	13	1	8	23
445-545	1	8	1	10	20
500-600	1	7	0	10	18
515-615	1	5	1	10	17
530-630	1	5	1	8	15
545-645	1	4	1	5	11
600-700	0	1	1	4	6

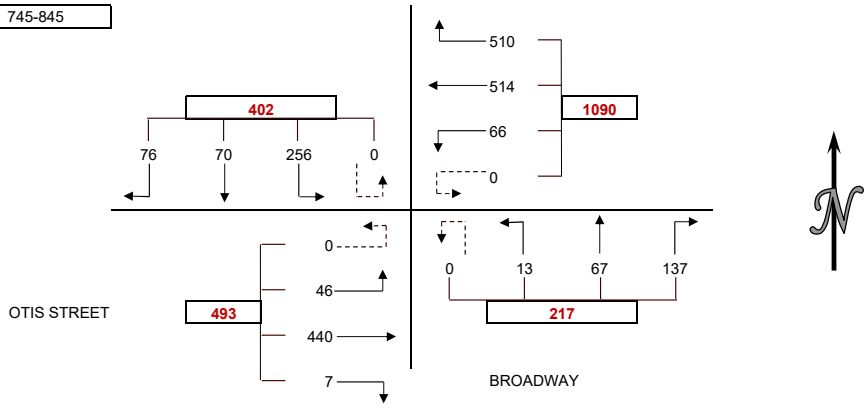
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BROADWAY
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	8	11	21	0	26	86	10	0	12	3	1	0	1	65	6	0	250
715-730	7	6	29	0	40	79	8	0	22	5	0	0	0	71	1	0	268
730-745	16	10	30	0	50	117	13	0	26	11	1	0	1	91	10	0	376
745-800	20	11	44	0	105	132	12	0	26	13	2	0	3	101	11	0	480
800-815	20	17	66	0	159	128	14	0	43	14	4	0	1	127	12	0	605
815-830	16	15	84	0	152	126	16	0	35	26	4	0	1	121	12	0	608
830-845	20	27	62	0	94	128	24	0	33	14	3	0	2	91	11	0	509
845-900	20	16	47	0	73	130	18	0	29	16	2	0	3	92	13	0	459
900-915	21	18	29	0	48	105	17	0	20	8	0	0	0	82	22	0	370
915-930	21	12	24	0	30	130	20	0	26	12	1	0	0	94	12	0	382
930-945	25	16	23	0	36	81	14	0	28	4	1	0	1	95	24	0	348
945-1000	18	13	18	0	47	109	15	0	15	20	1	0	4	79	17	0	356
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	51	38	124	0	221	414	43	0	86	32	4	0	5	328	28	0	1374
715-815	63	44	169	0	354	456	47	0	117	43	7	0	5	390	34	0	1729
730-830	72	53	224	0	466	503	55	0	130	64	11	0	6	440	45	0	2069
745-845	76	70	256	0	510	514	66	0	137	67	13	0	7	440	46	0	2202
800-900	76	75	259	0	478	512	72	0	140	70	13	0	7	431	48	0	2181
815-915	77	76	222	0	367	489	75	0	117	64	9	0	6	386	58	0	1946
830-930	82	73	162	0	245	493	79	0	108	50	6	0	5	359	58	0	1720
845-945	87	62	123	0	187	446	69	0	103	40	4	0	4	363	71	0	1559
900-1000	85	59	94	0	161	425	66	0	89	44	3	0	5	350	75	0	1456

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	3	0	5
715-730	0	0	2	1	3
730-745	0	0	4	2	6
745-800	3	3	4	3	13
800-815	5	5	10	4	24
815-830	1	1	3	3	8
830-845	0	0	3	4	7
845-900	1	1	0	0	2
900-915	3	3	2	3	11
915-930	0	0	3	4	7
930-945	1	1	1	2	5
945-1000	5	5	7	3	20
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	4	13	6	27
715-815	8	8	20	10	46
730-830	9	9	21	12	51
745-845	9	9	20	14	52
800-900	7	7	16	11	41
815-915	5	5	8	10	28
830-930	4	4	8	11	27
845-945	5	5	6	9	25
900-1000	9	9	13	12	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	3	1	0	4
715-730	0	0	0	1	1
730-745	0	0	0	0	0
745-800	0	0	0	1	1
800-815	0	1	0	0	1
815-830	1	2	2	2	7
830-845	0	3	0	2	5
845-900	0	0	0	1	1
900-915	0	2	0	4	6
915-930	0	1	0	0	1
930-945	0	0	1	0	1
945-1000	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	3	1	2	6
715-815	0	1	0	2	3
730-830	1	3	2	3	9
745-845	1	6	2	5	14
800-900	1	6	2	5	14
815-915	1	7	2	9	19
830-930	0	6	0	7	13
845-945	0	3	1	5	9
900-1000	1	4	1	4	10

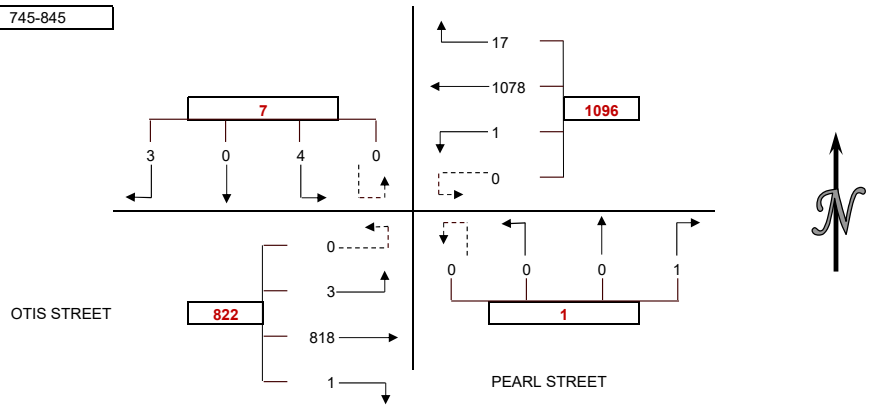
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S PEARL STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	0	0	0	2	117	0	0	0	0	0	0	0	94	1	0	215
715-730	0	0	0	0	1	128	0	0	0	0	0	0	0	119	0	0	248
730-745	1	0	0	0	1	182	0	0	0	0	0	0	0	144	0	0	328
745-800	0	0	1	0	1	243	0	0	0	0	0	0	0	160	0	0	405
800-815	0	0	0	0	4	302	0	0	0	0	0	0	0	231	1	0	538
815-830	0	0	2	0	5	292	0	0	1	0	0	0	0	239	1	0	540
830-845	3	0	1	0	7	241	1	0	0	0	0	0	1	188	1	0	443
845-900	2	0	0	0	5	216	1	0	1	0	0	0	0	162	1	0	388
900-915	1	0	1	0	1	166	0	0	0	0	0	0	0	126	1	1	297
915-930	1	0	0	0	2	168	0	1	2	0	0	0	0	145	4	0	323
930-945	2	0	0	0	1	144	0	0	0	0	0	0	0	138	2	0	287
945-1000	0	0	2	0	1	167	0	0	0	0	0	0	1	109	3	1	284
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	2	0	1	0	5	670	0	0	0	0	0	0	0	517	1	0	1196
715-815	1	0	1	0	7	855	0	0	0	0	0	0	0	654	1	0	1519
730-830	1	0	3	0	11	1019	0	0	1	0	0	0	0	774	2	0	1811
745-845	3	0	4	0	17	1078	1	0	1	0	0	0	1	818	3	0	1926
800-900	5	0	3	0	21	1051	2	0	2	0	0	0	1	820	4	0	1909
815-915	6	0	4	0	18	915	2	0	2	0	0	0	1	715	4	1	1668
830-930	7	0	2	0	15	791	2	1	3	0	0	0	1	621	7	1	1451
845-945	6	0	1	0	9	694	1	1	3	0	0	0	0	571	8	1	1295
900-1000	4	0	3	0	5	645	0	1	2	0	0	0	1	518	10	2	1191

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	0	0	4
715-730	0	0	0	1	1
730-745	0	0	0	3	3
745-800	2	2	0	2	6
800-815	1	1	0	1	3
815-830	1	1	0	1	3
830-845	1	1	0	2	4
845-900	2	2	0	0	4
900-915	2	2	0	1	5
915-930	0	0	0	3	3
930-945	3	3	0	2	8
945-1000	6	6	0	1	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	4	0	6	14
715-815	3	3	0	7	13
730-830	4	4	0	7	15
745-845	5	5	0	6	16
800-900	5	5	0	4	14
815-915	6	6	0	4	16
830-930	5	5	0	6	16
845-945	7	7	0	6	20
900-1000	11	11	0	7	29

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	3	0	1	0	4
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	1	0	1	0	2
945-1000	0	1	1	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	0	0	0
730-830	3	0	1	0	4
745-845	3	0	1	0	4
800-900	3	0	1	0	4
815-915	3	0	1	0	4
830-930	0	0	0	0	0
845-945	1	0	1	0	2
900-1000	1	1	2	0	4

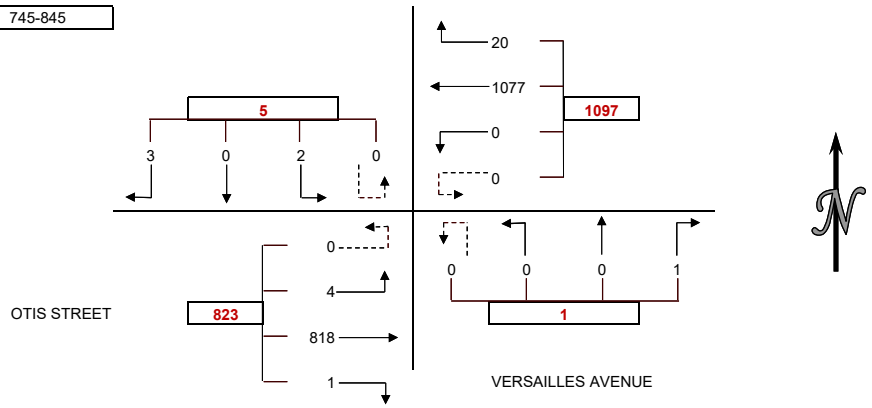
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VERSAILLES AVENUE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	1	115	0	0	0	0	0	0	0	95	1	0	212
715-730	0	0	0	0	0	124	0	0	0	0	0	0	0	121	0	0	245
730-745	1	0	0	0	0	178	0	0	0	0	0	0	0	146	1	0	326
745-800	2	0	2	0	1	240	0	0	1	0	0	0	0	157	2	0	405
800-815	0	0	0	0	6	307	0	0	0	0	0	0	0	225	1	0	539
815-830	0	0	0	0	8	282	0	0	0	0	0	0	0	245	1	0	536
830-845	1	0	0	0	5	248	0	0	0	0	0	0	1	191	0	0	446
845-900	3	0	0	0	2	215	0	0	0	0	0	0	0	163	1	0	384
900-915	2	0	0	0	2	160	0	0	0	0	0	0	0	123	1	0	288
915-930	1	0	0	0	1	172	0	0	0	0	0	0	0	149	2	0	325
930-945	2	0	0	0	1	127	0	0	0	0	0	0	0	138	4	0	272
945-1000	1	0	1	0	0	165	0	0	0	0	1	0	0	109	0	0	277
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	3	0	2	0	2	657	0	0	1	0	0	0	0	519	4	0	1188
715-815	3	0	2	0	7	849	0	0	1	0	0	0	0	649	4	0	1515
730-830	3	0	2	0	15	1007	0	0	1	0	0	0	0	773	5	0	1806
745-845	3	0	2	0	20	1077	0	0	1	0	0	0	1	818	4	0	1926
800-900	4	0	0	0	21	1052	0	0	0	0	0	0	1	824	3	0	1905
815-915	6	0	0	0	17	905	0	0	0	0	0	0	1	722	3	0	1654
830-930	7	0	0	0	10	795	0	0	0	0	0	0	1	626	4	0	1443
845-945	8	0	0	0	6	674	0	0	0	0	0	0	0	573	8	0	1269
900-1000	6	0	1	0	4	624	0	0	0	0	1	0	0	519	7	0	1162

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	0	0	2
715-730	0	0	0	1	1
730-745	0	0	0	3	3
745-800	2	2	0	2	6
800-815	0	0	0	1	1
815-830	1	1	0	1	3
830-845	0	0	0	2	2
845-900	2	2	0	0	4
900-915	1	1	0	1	3
915-930	0	0	0	3	3
930-945	1	1	0	2	4
945-1000	3	3	0	1	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	3	0	6	12
715-815	2	2	0	7	11
730-830	3	3	0	7	13
745-845	3	3	0	6	12
800-900	3	3	0	4	10
815-915	4	4	0	4	12
830-930	3	3	0	6	12
845-945	4	4	0	6	14
900-1000	5	5	0	7	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	2	0	2
815-830	3	0	1	0	4
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	2	0	2
730-830	3	0	3	0	6
745-845	3	0	3	0	6
800-900	3	0	3	0	6
815-915	3	0	1	0	4
830-930	0	0	0	0	0
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

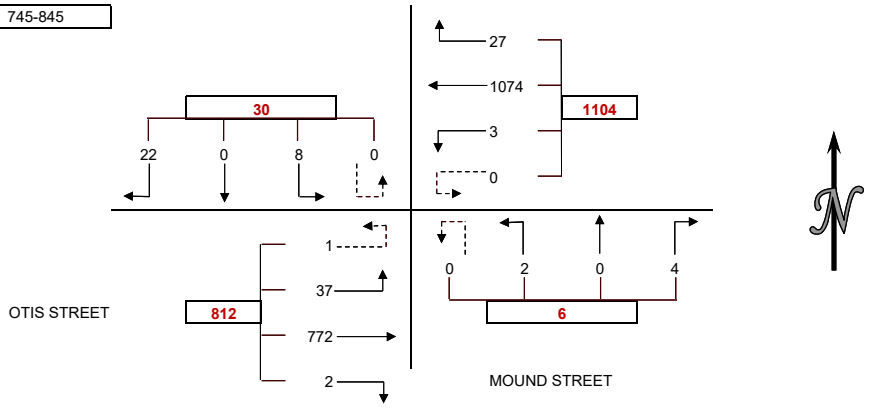
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S MOUND STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	1	3	0	1	117	0	0	0	0	0	0	0	91	0	0	214
715-730	1	0	1	0	2	128	0	0	0	1	0	0	0	113	0	0	246
730-745	1	0	2	0	1	180	0	0	0	0	0	0	0	140	3	0	327
745-800	2	0	1	0	2	237	0	0	1	0	0	0	0	162	5	1	411
800-815	6	0	4	0	9	308	0	0	1	0	1	0	1	207	13	0	550
815-830	12	0	1	0	9	278	1	0	1	0	0	0	1	224	14	0	541
830-845	2	0	2	0	7	251	2	0	1	0	1	0	0	179	5	0	450
845-900	2	0	1	0	3	209	0	0	0	0	2	0	0	155	2	0	374
900-915	2	0	1	0	4	163	0	0	0	0	0	0	1	133	1	0	305
915-930	3	0	2	0	0	168	0	0	1	0	1	0	1	132	5	0	313
930-945	3	0	0	0	2	137	0	0	0	0	0	0	0	139	4	0	285
945-1000	4	1	4	0	3	157	1	0	0	0	1	0	0	108	3	0	282
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	5	1	7	0	6	662	0	0	1	1	0	0	0	506	8	1	1198
715-815	10	0	8	0	14	853	0	0	2	1	1	0	1	622	21	1	1534
730-830	21	0	8	0	21	1003	1	0	3	0	1	0	2	733	35	1	1829
745-845	22	0	8	0	27	1074	3	0	4	0	2	0	2	772	37	1	1952
800-900	22	0	8	0	28	1046	3	0	3	0	4	0	2	765	34	0	1915
815-915	18	0	5	0	23	901	3	0	2	0	3	0	2	691	22	0	1670
830-930	9	0	6	0	14	791	2	0	2	0	4	0	2	599	13	0	1442
845-945	10	0	4	0	9	677	0	0	1	0	3	0	2	559	12	0	1277
900-1000	12	1	7	0	9	625	1	0	1	0	2	0	2	512	13	0	1185

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	0	0	2
715-730	1	1	0	1	3
730-745	0	0	2	1	3
745-800	0	0	2	2	4
800-815	0	0	6	4	10
815-830	4	4	2	2	12
830-845	2	2	1	2	7
845-900	2	2	0	0	4
900-915	1	1	0	1	3
915-930	0	0	2	5	7
930-945	0	0	0	0	0
945-1000	1	1	2	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	4	4	12
715-815	1	1	10	8	20
730-830	4	4	12	9	29
745-845	6	6	11	10	33
800-900	8	8	9	8	33
815-915	9	9	3	5	26
830-930	5	5	3	8	21
845-945	3	3	2	6	14
900-1000	2	2	4	7	15

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	1	1	0	2
800-815	0	2	2	0	4
815-830	3	2	1	1	7
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	2	0	3
715-815	0	3	3	0	6
730-830	3	5	4	1	13
745-845	3	5	4	1	13
800-900	3	4	3	1	11
815-915	3	2	1	1	7
830-930	0	0	0	0	0
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

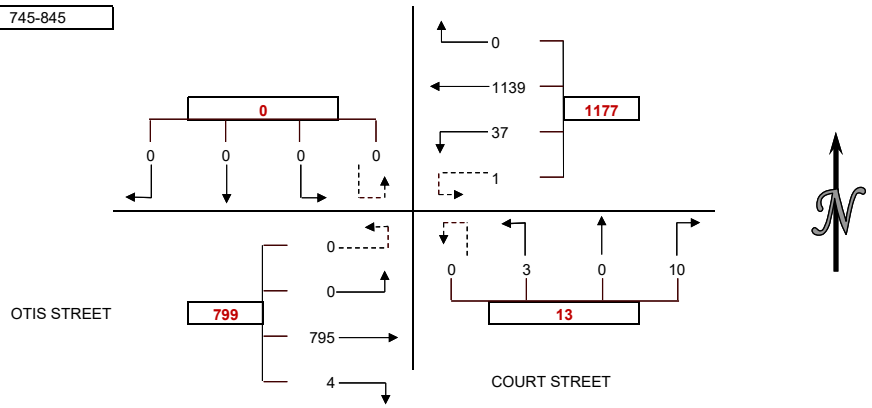
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S COURT STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	110	2	0	0	0	0	0	0	96	0	1	209
715-730	0	0	0	0	0	130	3	0	0	0	1	0	0	120	0	0	254
730-745	0	0	0	0	0	187	6	0	2	0	0	0	1	144	0	0	340
745-800	0	0	0	0	0	253	11	0	0	0	0	0	2	159	0	0	425
800-815	0	0	0	0	0	304	8	0	3	0	1	0	0	213	0	0	529
815-830	0	0	0	0	0	271	12	1	5	0	0	0	1	238	0	0	528
830-845	0	0	0	0	0	311	6	0	2	0	2	0	1	185	0	0	507
845-900	0	0	0	0	0	202	4	0	2	0	0	0	0	160	0	0	368
900-915	0	0	0	0	0	180	4	0	1	0	0	0	0	133	0	0	318
915-930	0	0	0	0	0	167	5	0	0	0	0	0	4	136	0	0	312
930-945	0	0	0	0	0	120	1	0	2	0	0	0	1	136	0	0	260
945-1000	0	0	0	0	0	174	1	0	1	0	0	0	0	111	0	0	287
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	680	22	0	2	0	1	0	3	519	0	1	1228
715-815	0	0	0	0	0	874	28	0	5	0	2	0	3	636	0	0	1548
730-830	0	0	0	0	0	1015	37	1	10	0	1	0	4	754	0	0	1822
745-845	0	0	0	0	0	1139	37	1	10	0	3	0	4	795	0	0	1989
800-900	0	0	0	0	0	1088	30	1	12	0	3	0	2	796	0	0	1932
815-915	0	0	0	0	0	964	26	1	10	0	2	0	2	716	0	0	1721
830-930	0	0	0	0	0	860	19	0	5	0	2	0	5	614	0	0	1505
845-945	0	0	0	0	0	669	14	0	5	0	0	0	5	565	0	0	1258
900-1000	0	0	0	0	0	641	11	0	4	0	0	0	5	516	0	0	1177

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	2	2
730-745	0	0	0	1	1
745-800	0	0	0	1	1
800-815	0	0	0	1	1
815-830	0	0	0	3	3
830-845	0	0	0	2	2
845-900	0	0	0	0	0
900-915	0	0	0	1	1
915-930	0	0	0	3	3
930-945	0	0	0	0	0
945-1000	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	5	5
715-815	0	0	0	5	5
730-830	0	0	0	6	6
745-845	0	0	0	7	7
800-900	0	0	0	6	6
815-915	0	0	0	6	6
830-930	0	0	0	6	6
845-945	0	0	0	4	4
900-1000	0	0	0	5	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	0	0	0	0	0
815-830	0	2	0	0	2
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	1	0	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	1	0	0	1
715-815	0	1	0	0	1
730-830	0	3	0	0	3
745-845	0	3	0	0	3
800-900	0	2	0	0	2
815-915	0	2	0	0	2
830-930	0	0	0	0	0
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

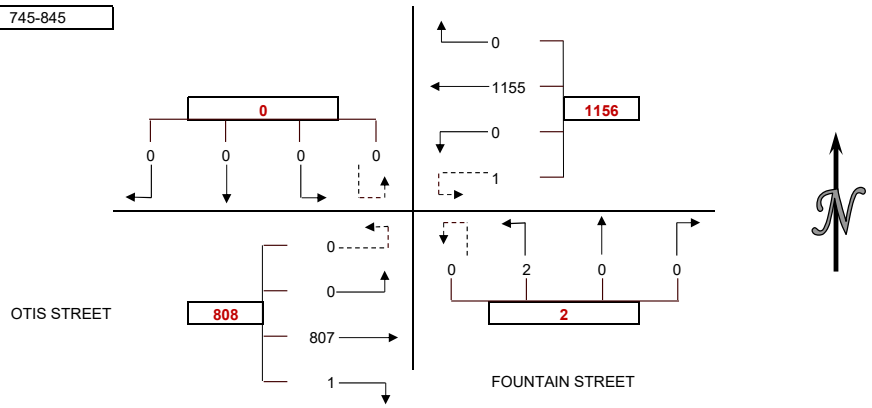
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FOUNTAIN STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	116	0	0	0	0	0	0	0	100	0	0	216
715-730	0	0	0	0	0	128	1	0	0	0	1	0	0	110	0	0	240
730-745	0	0	0	0	0	198	0	0	1	0	0	0	0	148	0	0	347
745-800	0	0	0	0	0	255	0	0	0	0	0	0	0	155	0	0	410
800-815	0	0	0	0	0	324	0	0	0	0	2	0	1	215	0	0	542
815-830	0	0	0	0	0	313	0	1	0	0	0	0	0	242	0	0	556
830-845	0	0	0	0	0	263	0	0	0	0	0	0	0	195	0	0	458
845-900	0	0	0	0	0	220	0	0	1	0	1	0	0	162	0	0	384
900-915	0	0	0	0	0	176	0	0	0	0	0	0	2	140	0	0	318
915-930	0	0	0	0	0	176	0	0	0	0	1	0	1	138	0	0	316
930-945	0	0	0	0	0	148	0	0	0	0	0	0	0	134	0	0	282
945-1000	0	0	0	0	0	165	0	1	0	0	0	0	0	118	0	0	284
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	697	1	0	1	0	1	0	0	513	0	0	1213
715-815	0	0	0	0	0	905	1	0	1	0	3	0	1	628	0	0	1539
730-830	0	0	0	0	0	1090	0	1	1	0	2	0	1	760	0	0	1855
745-845	0	0	0	0	0	1155	0	1	0	0	2	0	1	807	0	0	1966
800-900	0	0	0	0	0	1120	0	1	1	0	3	0	1	814	0	0	1940
815-915	0	0	0	0	0	972	0	1	1	0	1	0	2	739	0	0	1716
830-930	0	0	0	0	0	835	0	0	1	0	2	0	3	635	0	0	1476
845-945	0	0	0	0	0	720	0	0	1	0	2	0	3	574	0	0	1300
900-1000	0	0	0	0	0	665	0	1	0	0	1	0	3	530	0	0	1200

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	2	2
745-800	0	0	0	0	0
800-815	0	0	0	1	1
815-830	0	0	0	5	5
830-845	0	0	0	2	2
845-900	0	0	0	1	1
900-915	0	0	0	1	1
915-930	0	0	0	0	0
930-945	0	0	1	1	2
945-1000	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	3	3
715-815	0	0	0	4	4
730-830	0	0	0	8	8
745-845	0	0	0	8	8
800-900	0	0	0	9	9
815-915	0	0	0	9	9
830-930	0	0	0	4	4
845-945	0	0	1	3	4
900-1000	0	0	1	3	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	3	0	3
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	0	2
715-815	0	0	1	0	1
730-830	0	0	4	0	4
745-845	0	0	4	0	4
800-900	0	0	3	0	3
815-915	0	0	3	0	3
830-930	0	0	0	0	0
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

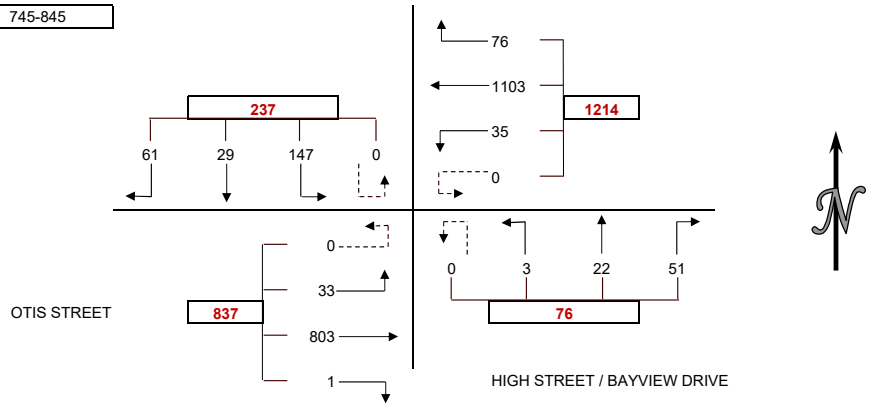
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET / BAYVIEW DRIVE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	9	4	2	0	2	98	0	0	3	1	1	0	0	88	1	0	209
715-730	8	3	8	0	7	124	1	0	4	5	0	0	0	107	7	0	274
730-745	6	1	15	0	27	172	2	0	11	3	0	0	0	138	9	0	384
745-800	18	9	20	0	21	250	1	0	11	5	0	0	0	158	6	0	499
800-815	11	4	35	0	22	322	9	0	18	6	2	0	1	216	8	0	654
815-830	17	10	40	0	24	293	12	0	13	6	1	0	0	243	8	0	667
830-845	15	6	52	0	9	238	13	0	9	5	0	0	0	186	11	0	544
845-900	10	4	15	0	6	186	5	0	9	4	0	0	0	143	6	0	388
900-915	11	2	15	0	11	172	10	0	5	2	0	0	0	130	11	0	369
915-930	18	3	16	0	7	154	6	0	12	1	0	0	0	121	11	0	349
930-945	16	4	16	0	5	107	6	0	4	3	0	0	2	125	14	0	302
945-1000	15	2	20	0	11	157	4	0	8	5	0	0	0	101	14	0	337
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	41	17	45	0	57	644	4	0	29	14	1	0	0	491	23	0	1366
715-815	43	17	78	0	77	868	13	0	44	19	2	0	1	619	30	0	1811
730-830	52	24	110	0	94	1037	24	0	53	20	3	0	1	755	31	0	2204
745-845	61	29	147	0	76	1103	35	0	51	22	3	0	1	803	33	0	2364
800-900	53	24	142	0	61	1039	39	0	49	21	3	0	1	788	33	0	2253
815-915	53	22	122	0	50	889	40	0	36	17	1	0	0	702	36	0	1968
830-930	54	15	98	0	33	750	34	0	35	12	0	0	0	580	39	0	1650
845-945	55	13	62	0	29	619	27	0	30	10	0	0	2	519	42	0	1408
900-1000	60	11	67	0	34	590	26	0	29	11	0	0	2	477	50	0	1357

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	1	2	3
730-745	0	0	0	1	1
745-800	2	2	1	0	5
800-815	1	1	5	1	8
815-830	9	9	10	5	33
830-845	3	3	4	3	13
845-900	1	1	1	2	5
900-915	0	0	1	1	2
915-930	1	1	0	0	2
930-945	0	0	3	2	5
945-1000	2	2	2	1	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	2	3	9
715-815	3	3	7	4	17
730-830	12	12	16	7	47
745-845	15	15	20	9	59
800-900	14	14	20	11	59
815-915	13	13	16	11	53
830-930	5	5	6	6	22
845-945	2	2	5	5	14
900-1000	3	3	6	4	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	1	0	3	4
815-830	0	0	3	13	16
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	0	2
715-815	0	1	1	3	5
730-830	0	1	4	16	21
745-845	0	1	4	16	21
800-900	0	1	3	16	20
815-915	0	0	3	13	16
830-930	0	0	0	0	0
845-945	0	0	1	0	1
900-1000	0	0	1	2	3

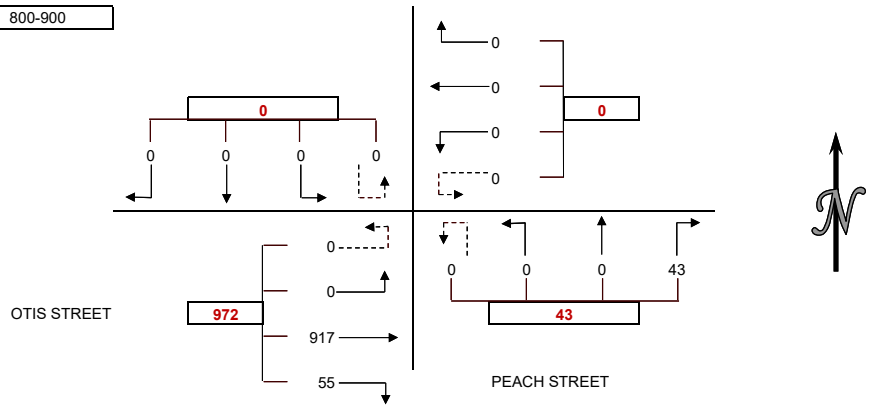
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S PEACH STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	0	0	0	1	103	0	0	104
715-730	0	0	0	0	0	0	0	0	0	0	0	0	1	117	0	0	118
730-745	0	0	0	0	0	0	0	0	1	0	0	0	1	151	0	0	153
745-800	0	0	0	0	0	0	0	0	1	0	0	0	4	181	0	0	186
800-815	0	0	0	0	0	0	0	0	3	0	0	0	10	247	0	0	260
815-830	0	0	0	0	0	0	0	0	3	0	0	0	10	273	0	0	286
830-845	0	0	0	0	0	0	0	0	17	0	0	0	17	231	0	0	265
845-900	0	0	0	0	0	0	0	0	20	0	0	0	18	166	0	0	204
900-915	0	0	0	0	0	0	0	0	3	0	0	0	2	150	0	0	155
915-930	0	0	0	0	0	0	0	0	1	0	0	0	0	154	0	0	155
930-945	0	0	0	0	0	0	0	0	2	0	0	0	1	125	0	0	128
945-1000	0	0	0	0	0	0	0	0	3	0	0	0	2	143	0	0	148
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	0	0	0	2	0	0	0	7	552	0	0	561
715-815	0	0	0	0	0	0	0	0	5	0	0	0	16	696	0	0	717
730-830	0	0	0	0	0	0	0	0	8	0	0	0	25	852	0	0	885
745-845	0	0	0	0	0	0	0	0	24	0	0	0	41	932	0	0	997
800-900	0	0	0	0	0	0	0	0	43	0	0	0	55	917	0	0	1015
815-915	0	0	0	0	0	0	0	0	43	0	0	0	47	820	0	0	910
830-930	0	0	0	0	0	0	0	0	41	0	0	0	37	701	0	0	779
845-945	0	0	0	0	0	0	0	0	26	0	0	0	21	595	0	0	642
900-1000	0	0	0	0	0	0	0	0	9	0	0	0	5	572	0	0	586

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	1	1
930-945	0	0	0	0	0
945-1000	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	1	1
715-815	0	0	0	0	0
730-830	0	0	0	1	1
745-845	0	0	0	1	1
800-900	0	0	0	1	1
815-915	0	0	0	1	1
830-930	0	0	0	1	1
845-945	0	0	0	1	1
900-1000	0	0	0	2	2

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	0	2	0	2
730-830	0	0	2	0	2
745-845	0	0	2	0	2
800-900	0	0	1	0	1
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

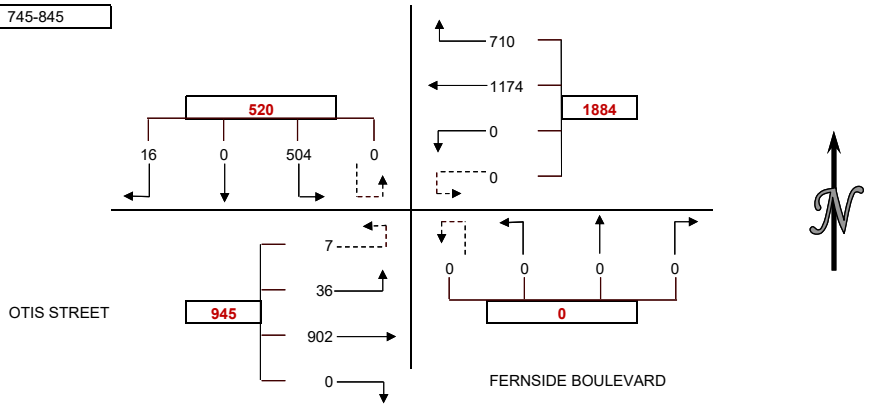
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	67	0	68	110	0	0	0	0	0	0	0	108	1	0	354
715-730	0	0	72	0	98	127	0	1	0	0	0	0	0	113	0	0	411
730-745	2	0	78	0	152	192	0	0	0	0	0	0	0	151	1	0	576
745-800	0	0	104	0	164	268	0	0	0	0	0	0	0	178	5	0	719
800-815	3	0	116	0	189	339	0	0	0	0	0	0	0	236	9	1	893
815-830	6	0	127	0	183	307	0	0	0	0	0	0	0	267	8	0	898
830-845	7	0	157	0	174	260	0	0	0	0	0	0	0	221	14	6	839
845-900	6	0	131	0	136	204	0	1	0	0	0	0	0	174	15	5	672
900-915	0	0	78	0	115	189	0	0	0	0	0	0	0	149	3	3	537
915-930	2	0	97	0	105	172	0	0	0	0	0	0	0	146	4	1	527
930-945	3	0	68	0	89	120	0	0	0	0	0	0	0	116	2	1	399
945-1000	3	0	100	0	130	167	0	0	0	0	0	0	0	146	3	0	549
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	2	0	321	0	482	697	0	1	0	0	0	0	0	550	7	0	2060
715-815	5	0	370	0	603	926	0	1	0	0	0	0	0	678	15	1	2599
730-830	11	0	425	0	688	1106	0	0	0	0	0	0	0	832	23	1	3086
745-845	16	0	504	0	710	1174	0	0	0	0	0	0	0	902	36	7	3349
800-900	22	0	531	0	682	1110	0	1	0	0	0	0	0	898	46	12	3302
815-915	19	0	493	0	608	960	0	1	0	0	0	0	0	811	40	14	2946
830-930	15	0	463	0	530	825	0	1	0	0	0	0	0	690	36	15	2575
845-945	11	0	374	0	445	685	0	1	0	0	0	0	0	585	24	10	2135
900-1000	8	0	343	0	439	648	0	0	0	0	0	0	0	557	12	5	2012

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	0	0	0	0	0
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

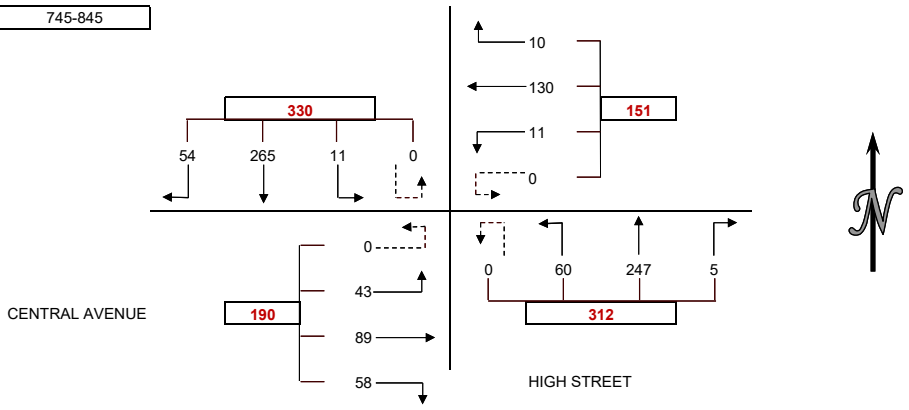
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	4	19	0	0	0	5	0	0	0	33	1	0	0	7	2	0	71
715-730	4	32	3	0	4	7	0	0	0	28	5	0	1	2	6	0	92
730-745	11	40	1	0	5	14	1	0	1	40	1	0	6	10	8	0	138
745-800	14	93	2	0	3	26	3	0	0	55	11	0	19	13	13	0	252
800-815	11	50	1	0	3	39	5	0	2	60	14	0	15	18	11	0	229
815-830	11	60	6	0	1	35	2	0	2	72	13	0	18	35	8	0	263
830-845	18	62	2	0	3	30	1	0	1	60	22	0	6	23	11	0	239
845-900	7	43	4	0	2	24	2	0	0	48	13	0	5	18	7	0	173
900-915	5	45	3	0	2	20	0	0	2	38	8	0	8	7	7	0	145
915-930	5	52	1	0	2	19	0	0	1	37	8	0	7	12	5	0	149
930-945	7	54	1	0	0	16	0	0	0	42	6	0	8	9	10	0	153
945-1000	7	55	0	0	6	15	1	0	0	46	4	0	9	14	9	0	166
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	33	184	6	0	12	52	4	0	1	156	18	0	26	32	29	0	553
715-815	40	215	7	0	15	86	9	0	3	183	31	0	41	43	38	0	711
730-830	47	243	10	0	12	114	11	0	5	227	39	0	58	76	40	0	882
745-845	54	265	11	0	10	130	11	0	5	247	60	0	58	89	43	0	983
800-900	47	215	13	0	9	128	10	0	5	240	62	0	44	94	37	0	904
815-915	41	210	15	0	8	109	5	0	5	218	56	0	37	83	33	0	820
830-930	35	202	10	0	9	93	3	0	4	183	51	0	26	60	30	0	706
845-945	24	194	9	0	6	79	2	0	3	165	35	0	28	46	29	0	620
900-1000	24	206	5	0	10	70	1	0	3	163	26	0	32	42	31	0	613

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	0	2	4
715-730	0	0	2	0	2
730-745	3	3	3	3	12
745-800	4	4	2	6	16
800-815	7	7	6	12	32
815-830	4	4	2	6	16
830-845	9	9	4	4	26
845-900	0	0	2	3	5
900-915	1	1	4	1	7
915-930	1	1	2	0	4
930-945	1	1	3	0	5
945-1000	0	0	4	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	8	7	11	34
715-815	14	14	13	21	62
730-830	18	18	13	27	76
745-845	24	24	14	28	90
800-900	20	20	14	25	79
815-915	14	14	12	14	54
830-930	11	11	12	8	42
845-945	3	3	11	4	21
900-1000	3	3	13	3	22

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	2	1	4
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	2	0	1	0	3
800-815	8	1	5	1	15
815-830	7	1	2	0	10
830-845	2	0	3	0	5
845-900	1	0	1	0	2
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	1	0	5	0	6
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	1	3	1	7
715-815	10	1	6	1	18
730-830	17	2	8	1	28
745-845	19	2	11	1	33
800-900	18	2	11	1	32
815-915	10	1	6	0	17
830-930	3	0	4	0	7
845-945	2	0	6	0	8
900-1000	1	0	5	0	6

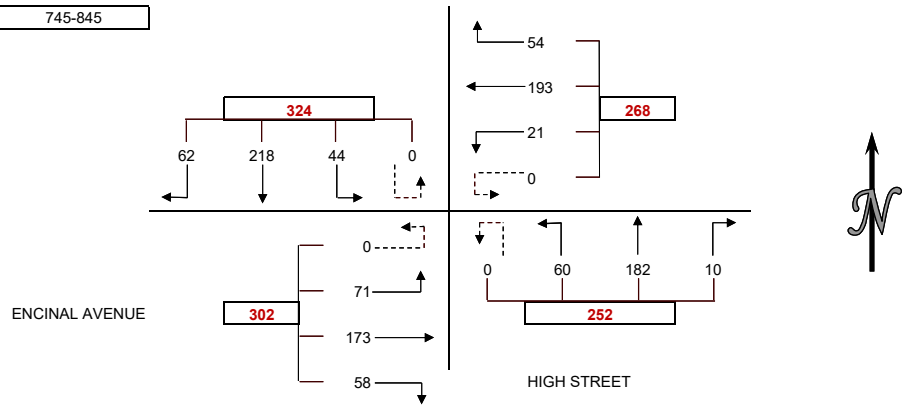
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	7	23	3	0	5	9	0	0	0	13	1	0	0	8	9	0	78
715-730	8	30	0	0	3	13	2	0	0	15	3	0	0	15	12	0	101
730-745	6	33	1	0	5	24	1	0	1	21	11	0	5	13	12	0	133
745-800	16	54	12	0	16	41	1	0	2	39	9	0	10	28	21	0	249
800-815	16	55	14	0	10	54	4	0	3	40	15	0	16	27	21	0	275
815-830	13	63	8	0	12	62	7	0	3	57	28	0	18	62	19	0	352
830-845	17	46	10	0	16	36	9	0	2	46	8	0	14	56	10	0	270
845-900	10	34	6	0	11	36	1	0	3	34	8	0	4	21	12	0	180
900-915	10	35	7	0	1	21	0	1	2	33	5	0	8	26	10	0	159
915-930	13	38	10	0	6	22	1	0	1	23	1	0	4	20	11	0	150
930-945	13	41	8	0	2	18	2	0	0	32	5	0	3	23	11	0	158
945-1000	16	47	8	0	3	21	2	0	1	36	2	0	4	12	10	0	162
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	37	140	16	0	29	87	4	0	3	88	24	0	15	64	54	0	561
715-815	46	172	27	0	34	132	8	0	6	115	38	0	31	83	66	0	758
730-830	51	205	35	0	43	181	13	0	9	157	63	0	49	130	73	0	1009
745-845	62	218	44	0	54	193	21	0	10	182	60	0	58	173	71	0	1146
800-900	56	198	38	0	49	188	21	0	11	177	59	0	52	166	62	0	1077
815-915	50	178	31	0	40	155	17	1	10	170	49	0	44	165	51	0	961
830-930	50	153	33	0	34	115	11	1	8	136	22	0	30	123	43	0	759
845-945	46	148	31	0	20	97	4	1	6	122	19	0	19	90	44	0	647
900-1000	52	161	33	0	12	82	5	1	4	124	13	0	19	81	42	0	629

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	8	8	7	0	23
730-745	1	1	1	1	4
745-800	8	8	9	1	26
800-815	9	9	16	6	40
815-830	10	10	12	5	37
830-845	6	6	10	7	29
845-900	5	5	4	1	15
900-915	2	2	2	0	6
915-930	2	2	2	0	6
930-945	2	2	5	1	10
945-1000	2	2	2	2	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	17	17	17	2	53
715-815	26	26	33	8	93
730-830	28	28	38	13	107
745-845	33	33	47	19	132
800-900	30	30	42	19	121
815-915	23	23	28	13	87
830-930	15	15	18	8	56
845-945	11	11	13	2	37
900-1000	8	8	11	3	30

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	3	1	1	4	9
815-830	4	0	0	0	4
830-845	2	2	0	0	4
845-900	1	0	1	0	2
900-915	0	0	0	0	0
915-930	1	0	0	0	1
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	1	2
715-815	3	1	2	4	10
730-830	7	1	2	4	14
745-845	9	3	2	4	18
800-900	10	3	2	4	19
815-915	7	2	1	0	10
830-930	4	2	1	0	7
845-945	2	0	1	0	3
900-1000	1	0	0	0	1

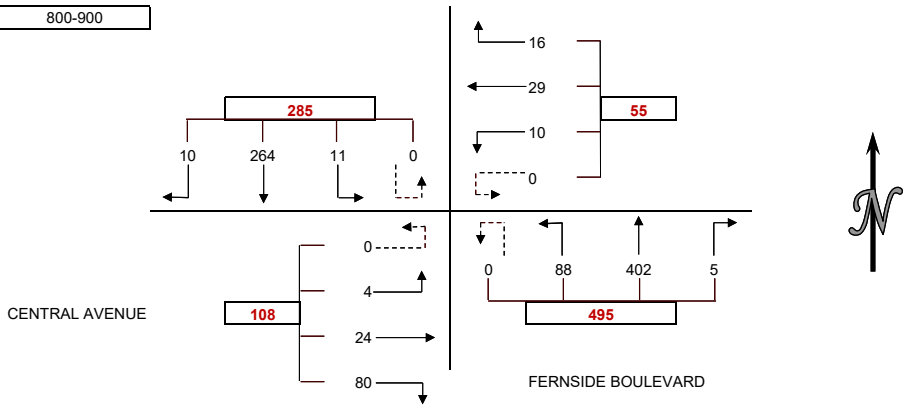
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	2	43	0	0	2	0	0	0	0	60	3	0	8	0	0	0	118
715-730	0	53	0	0	0	1	1	0	0	65	9	0	5	0	0	0	134
730-745	0	58	1	0	2	4	1	0	0	105	16	0	11	1	0	0	199
745-800	3	67	0	0	0	6	1	0	0	96	23	0	8	2	0	0	206
800-815	4	67	0	0	3	9	4	0	1	85	24	0	16	6	1	0	220
815-830	2	55	8	0	7	8	1	0	0	84	25	0	26	10	1	0	227
830-845	2	69	3	0	3	5	3	0	3	122	24	0	23	6	1	0	264
845-900	2	73	0	0	3	7	2	0	1	111	15	0	15	2	1	0	232
900-915	1	44	1	0	0	0	0	0	0	68	14	0	13	0	1	0	142
915-930	1	56	1	0	1	2	3	0	1	76	21	0	11	1	1	0	175
930-945	1	57	1	0	2	3	1	0	1	73	12	0	9	1	0	0	161
945-1000	2	50	0	0	4	2	0	0	2	74	18	0	16	1	0	0	169
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	5	221	1	0	4	11	3	0	0	326	51	0	32	3	0	0	657
715-815	7	245	1	0	5	20	7	0	1	351	72	0	40	9	1	0	759
730-830	9	247	9	0	12	27	7	0	1	370	88	0	61	19	2	0	852
745-845	11	258	11	0	13	28	9	0	4	387	96	0	73	24	3	0	917
800-900	10	264	11	0	16	29	10	0	5	402	88	0	80	24	4	0	943
815-915	7	241	12	0	13	20	6	0	4	385	78	0	77	18	4	0	865
830-930	6	242	5	0	7	14	8	0	5	377	74	0	62	9	4	0	813
845-945	5	230	3	0	6	12	6	0	3	328	62	0	48	4	3	0	710
900-1000	5	207	3	0	7	7	4	0	4	291	65	0	49	3	2	0	647

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	3	2	7
715-730	0	0	1	0	1
730-745	2	2	1	0	5
745-800	2	2	2	5	11
800-815	2	2	0	0	4
815-830	3	3	8	5	19
830-845	0	0	3	1	4
845-900	4	4	4	2	14
900-915	1	1	5	3	10
915-930	1	1	1	2	5
930-945	0	0	2	0	2
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	5	7	7	24
715-815	6	6	4	5	21
730-830	9	9	11	10	39
745-845	7	7	13	11	38
800-900	9	9	15	8	41
815-915	8	8	20	11	47
830-930	6	6	13	8	33
845-945	6	6	12	7	31
900-1000	2	2	8	5	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	1	0	2
715-730	0	0	0	0	0
730-745	0	1	0	1	2
745-800	1	5	1	3	10
800-815	6	8	5	6	25
815-830	2	3	6	10	21
830-845	1	3	3	3	10
845-900	0	5	0	0	5
900-915	0	1	0	0	1
915-930	0	0	0	1	1
930-945	0	2	0	1	3
945-1000	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	1	7	2	4	14
715-815	7	14	6	10	37
730-830	9	17	12	20	58
745-845	10	19	15	22	66
800-900	9	19	14	19	61
815-915	3	12	9	13	37
830-930	1	9	3	4	17
845-945	0	8	0	2	10
900-1000	1	4	0	2	7

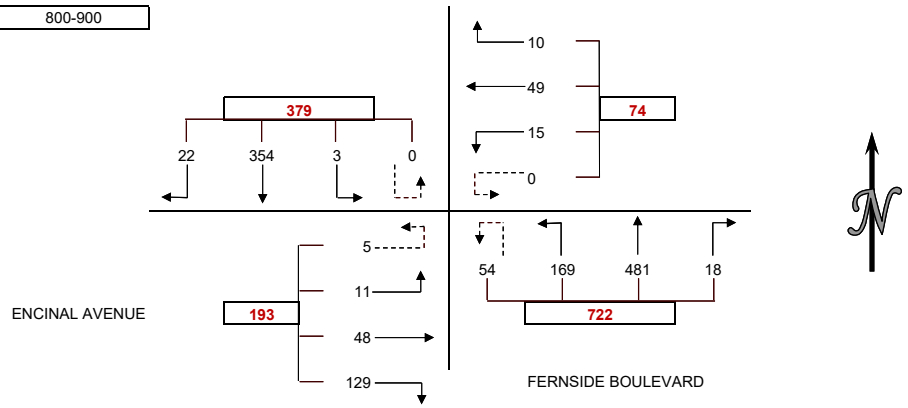
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	60	0	0	0	1	0	0	0	62	12	0	9	0	2	0	147
715-730	0	53	0	0	0	3	0	0	1	78	17	1	12	2	0	0	167
730-745	4	69	0	0	0	0	3	0	2	125	23	2	16	0	1	0	245
745-800	4	74	0	0	0	4	2	0	1	116	45	2	30	1	0	0	279
800-815	8	87	0	0	2	10	3	0	4	107	46	11	26	8	2	0	314
815-830	6	80	1	0	3	19	5	0	4	109	54	24	42	20	4	4	375
830-845	2	100	2	0	5	18	5	0	7	144	35	18	39	17	1	1	394
845-900	6	87	0	0	0	2	2	0	3	121	34	1	22	3	4	0	285
900-915	3	61	0	0	1	0	0	0	1	92	18	0	20	3	5	0	204
915-930	5	66	1	0	0	1	3	0	0	88	22	0	21	0	3	0	210
930-945	2	67	0	0	1	0	2	0	0	76	17	1	19	1	3	0	189
945-1000	2	61	0	0	0	2	1	0	5	98	25	0	15	4	2	0	215
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	9	256	0	0	0	8	5	0	4	381	97	5	67	3	3	0	838
715-815	16	283	0	0	2	17	8	0	8	426	131	16	84	11	3	0	1005
730-830	22	310	1	0	5	33	13	0	11	457	168	39	114	29	7	4	1213
745-845	20	341	3	0	10	51	15	0	16	476	180	55	137	46	7	5	1362
800-900	22	354	3	0	10	49	15	0	18	481	169	54	129	48	11	5	1368
815-915	17	328	3	0	9	39	12	0	15	466	141	43	123	43	14	5	1258
830-930	16	314	3	0	6	21	10	0	11	445	109	19	102	23	13	1	1093
845-945	16	281	1	0	2	3	7	0	4	377	91	2	82	7	15	0	888
900-1000	12	255	1	0	2	3	6	0	6	354	82	1	75	8	13	0	818

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	3	3	3	2	11
730-745	9	9	2	1	21
745-800	2	2	2	1	7
800-815	2	2	0	4	8
815-830	6	6	0	25	37
830-845	6	6	5	18	35
845-900	3	3	4	3	13
900-915	1	1	2	1	5
915-930	0	0	2	0	2
930-945	3	3	0	0	6
945-1000	1	1	1	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	14	7	4	39
715-815	16	16	7	8	47
730-830	19	19	4	31	73
745-845	16	16	7	48	87
800-900	17	17	9	50	93
815-915	16	16	11	47	90
830-930	10	10	13	22	55
845-945	7	7	8	4	26
900-1000	5	5	5	1	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	2	0	1	3
715-730	0	0	0	0	0
730-745	0	3	0	4	7
745-800	0	6	0	4	10
800-815	7	12	3	8	30
815-830	2	6	5	6	19
830-845	2	6	2	2	12
845-900	0	4	0	6	10
900-915	0	0	0	3	3
915-930	0	0	0	5	5
930-945	0	2	0	2	4
945-1000	0	1	0	2	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	11	0	9	20
715-815	7	21	3	16	47
730-830	9	27	8	22	66
745-845	11	30	10	20	71
800-900	11	28	10	22	71
815-915	4	16	7	17	44
830-930	2	10	2	16	30
845-945	0	6	0	16	22
900-1000	0	3	0	12	15

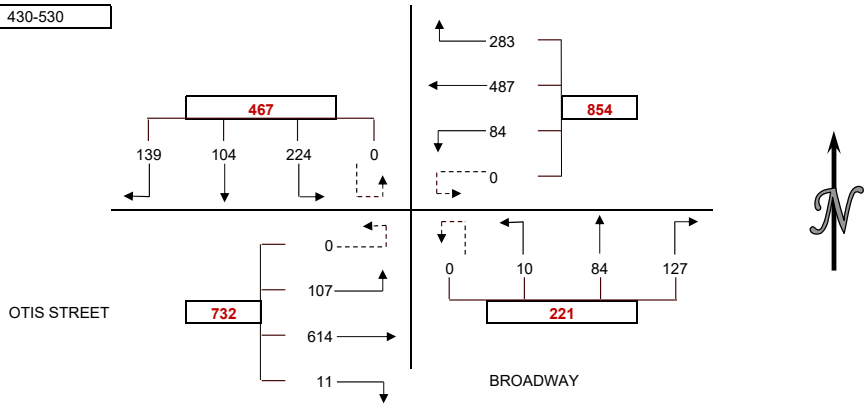
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S BROADWAY
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	28	23	44	0	45	106	21	0	39	22	1	0	2	141	32	0	504
415-430	35	24	48	0	53	121	17	0	26	20	2	0	0	132	29	0	507
430-445	30	32	50	0	61	122	16	0	31	23	4	0	1	153	25	0	548
445-500	48	22	65	0	70	120	25	0	22	22	1	0	5	143	38	0	581
500-515	28	22	49	0	70	124	26	0	35	20	3	0	2	146	23	0	548
515-530	33	28	60	0	82	121	17	0	39	19	2	0	3	172	21	0	597
530-545	34	22	46	0	61	123	11	0	24	22	0	0	2	157	24	0	526
545-600	30	23	48	0	83	134	22	0	25	21	0	0	3	130	29	0	548
600-615	33	15	55	0	46	130	16	0	24	20	3	0	3	129	27	0	501
615-630	27	15	39	0	-52	102	20	0	25	14	0	0	1	131	28	0	350
630-645	27	18	39	0	133	107	12	0	13	18	4	0	2	99	23	0	495
645-700	29	15	27	0	23	86	8	0	17	8	2	0	3	98	19	0	335
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	141	101	207	0	229	469	79	0	118	87	8	0	8	569	124	0	2140
415-515	141	100	212	0	254	487	84	0	114	85	10	0	8	574	115	0	2184
430-530	139	104	224	0	283	487	84	0	127	84	10	0	11	614	107	0	2274
445-545	143	94	220	0	283	488	79	0	120	83	6	0	12	618	106	0	2252
500-600	125	95	203	0	296	502	76	0	123	82	5	0	10	605	97	0	2219
515-615	130	88	209	0	272	508	66	0	112	82	5	0	11	588	101	0	2172
530-630	124	75	188	0	138	489	69	0	98	77	3	0	9	547	108	0	1925
545-645	117	71	181	0	210	473	70	0	87	73	7	0	9	489	107	0	1894
600-700	116	63	160	0	150	425	56	0	79	60	9	0	9	457	97	0	1681

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	3	4	4	14
415-430	2	2	3	0	7
430-445	5	5	3	1	14
445-500	0	0	2	4	6
500-515	4	4	4	2	14
515-530	2	2	5	0	9
530-545	7	7	2	4	20
545-600	0	0	7	6	13
600-615	1	1	0	2	4
615-630	1	1	3	2	7
630-645	0	0	1	1	2
645-700	2	2	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	10	10	12	9	41
415-515	11	11	12	7	41
430-530	11	11	14	7	43
445-545	13	13	13	10	49
500-600	13	13	18	12	56
515-615	10	10	14	12	46
530-630	9	9	12	14	44
545-645	2	2	11	11	26
600-700	4	4	5	5	18

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	0	1
415-430	0	0	0	0	0
430-445	0	3	0	0	3
445-500	1	1	0	1	3
500-515	1	1	0	2	4
515-530	0	2	2	0	4
530-545	0	2	0	0	2
545-600	1	0	0	1	2
600-615	0	1	1	1	3
615-630	0	1	0	1	2
630-645	1	1	1	0	3
645-700	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	5	0	1	7
415-515	2	5	0	3	10
430-530	2	7	2	3	14
445-545	2	6	2	3	13
500-600	2	5	2	3	12
515-615	1	5	3	2	11
530-630	1	4	1	3	9
545-645	2	3	2	3	10
600-700	1	4	2	2	9

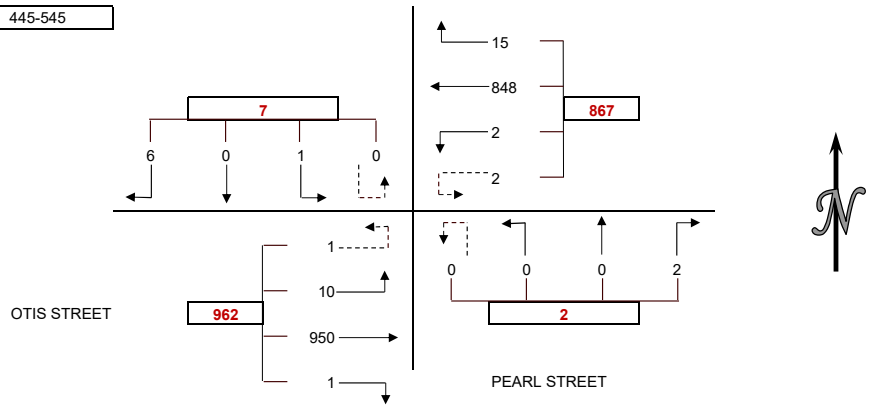
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S PEARL STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	2	0	1	0	3	182	0	0	1	0	0	0	1	217	1	0	408
415-430	0	0	1	0	5	187	0	0	0	0	1	0	1	210	6	0	411
430-445	3	0	0	0	2	199	0	0	1	0	0	0	1	228	3	0	437
445-500	2	0	0	0	4	211	0	0	1	0	0	0	0	232	2	0	452
500-515	3	0	0	0	3	217	0	0	0	0	0	0	0	219	3	1	446
515-530	0	0	1	0	6	224	1	1	0	0	0	0	1	265	3	0	502
530-545	1	0	0	0	2	196	1	1	1	0	0	0	0	234	2	0	438
545-600	2	0	0	0	2	230	2	2	1	0	1	0	1	195	5	0	441
600-615	0	0	0	0	4	183	0	0	0	0	0	0	0	191	2	0	380
615-630	0	0	0	0	2	173	0	0	0	1	0	0	0	195	2	0	373
630-645	2	0	0	0	2	149	0	0	0	0	0	0	0	150	3	0	306
645-700	0	0	0	0	0	120	0	0	1	0	0	0	0	138	2	0	261
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	7	0	2	0	14	779	0	0	3	0	1	0	3	887	12	0	1708
415-515	8	0	1	0	14	814	0	0	2	0	1	0	2	889	14	1	1746
430-530	8	0	1	0	15	851	1	1	2	0	0	0	2	944	11	1	1837
445-545	6	0	1	0	15	848	2	2	2	0	0	0	1	950	10	1	1838
500-600	6	0	1	0	13	867	4	4	2	0	1	0	2	913	13	1	1827
515-615	3	0	1	0	14	833	4	4	2	0	1	0	2	885	12	0	1761
530-630	3	0	0	0	10	782	3	3	2	1	1	0	1	815	11	0	1632
545-645	4	0	0	0	10	735	2	2	1	1	1	0	1	731	12	0	1500
600-700	2	0	0	0	8	625	0	0	1	1	0	0	0	674	9	0	1320

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	2	4
415-430	1	1	0	1	3
430-445	0	0	0	2	2
445-500	1	1	0	1	3
500-515	12	12	0	2	26
515-530	2	2	0	1	5
530-545	7	7	0	4	18
545-600	1	1	0	6	8
600-615	7	7	0	3	17
615-630	0	0	0	3	3
630-645	0	0	0	1	1
645-700	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	3	0	6	12
415-515	14	14	0	6	34
430-530	15	15	0	6	36
445-545	22	22	0	8	52
500-600	22	22	0	13	57
515-615	17	17	0	14	48
530-630	15	15	0	16	46
545-645	8	8	0	13	29
600-700	8	8	0	7	23

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	1	0	0	0	1
430-445	0	0	0	0	0
445-500	2	0	1	0	3
500-515	0	0	0	0	0
515-530	0	0	3	0	3
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	2	0	1	0	3
615-630	0	0	0	0	0
630-645	0	0	1	0	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	2	0	5
415-515	3	0	1	0	4
430-530	2	0	4	0	6
445-545	2	0	4	0	6
500-600	0	0	3	0	3
515-615	2	0	4	0	6
530-630	2	0	1	0	3
545-645	2	0	2	0	4
600-700	2	0	2	0	4

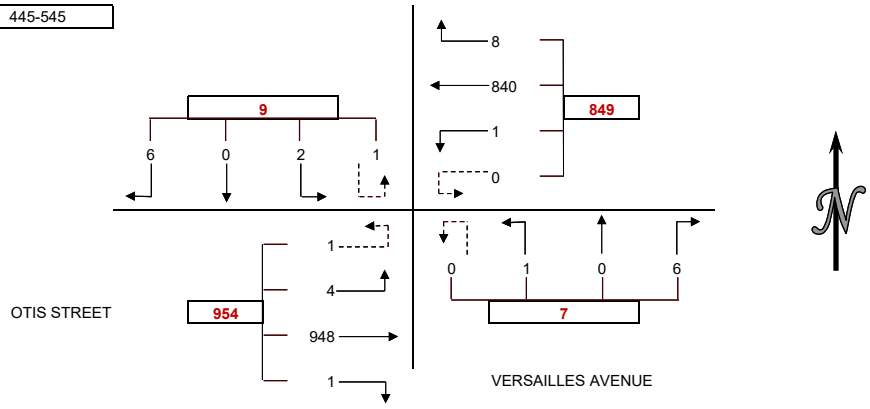
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S VERSAILLES AVENUE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	2	0	0	0	1	168	2	1	0	0	1	0	1	219	2	0	397
415-430	2	0	0	0	3	187	1	0	1	0	0	0	1	207	1	0	403
430-445	3	0	0	0	1	205	0	0	0	0	1	0	1	222	0	0	433
445-500	0	0	0	0	2	210	0	0	3	0	0	0	1	233	1	0	450
500-515	1	0	0	0	0	205	0	0	0	0	0	0	0	220	0	0	426
515-530	0	0	2	1	4	224	0	0	2	0	0	0	0	165	0	0	398
530-545	5	0	0	0	2	201	1	0	1	0	1	0	0	330	3	1	545
545-600	1	0	0	0	1	228	0	1	2	0	0	0	1	201	0	1	436
600-615	2	0	0	0	1	179	0	0	0	0	1	0	3	184	2	1	373
615-630	1	0	1	0	3	166	0	0	0	0	0	0	1	189	1	0	362
630-645	1	0	1	0	3	152	0	0	0	0	0	0	0	148	2	0	307
645-700	1	0	2	0	0	114	0	0	0	0	0	0	0	139	0	0	256
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	7	0	0	0	7	770	3	1	4	0	2	0	4	881	4	0	1683
415-515	6	0	0	0	6	807	1	0	4	0	1	0	3	882	2	0	1712
430-530	4	0	2	1	7	844	0	0	5	0	1	0	2	840	1	0	1707
445-545	6	0	2	1	8	840	1	0	6	0	1	0	1	948	4	1	1819
500-600	7	0	2	1	7	858	1	1	5	0	1	0	1	916	3	2	1805
515-615	8	0	2	1	8	832	1	1	5	0	2	0	4	880	5	3	1752
530-630	9	0	1	0	7	774	1	1	3	0	2	0	5	904	6	3	1716
545-645	5	0	2	0	8	725	0	1	2	0	1	0	5	722	5	2	1478
600-700	5	0	4	0	7	611	0	0	0	0	1	0	4	660	5	1	1298

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	0	2	6
415-430	2	2	0	1	5
430-445	0	0	0	3	3
445-500	4	4	0	0	8
500-515	8	8	0	2	18
515-530	1	1	0	0	2
530-545	4	4	0	4	12
545-600	2	2	0	7	11
600-615	7	7	0	1	15
615-630	0	0	0	0	0
630-645	0	0	0	1	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	8	0	6	22
415-515	14	14	0	6	34
430-530	13	13	0	5	31
445-545	17	17	0	6	40
500-600	15	15	0	13	43
515-615	14	14	0	12	40
530-630	13	13	0	12	38
545-645	9	9	0	9	27
600-700	7	7	0	2	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	0	1	0	2
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	3	0	3
530-545	0	0	1	0	1
545-600	0	0	1	0	1
600-615	0	0	2	1	3
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	0	1	0	2
415-515	0	0	0	0	0
430-530	0	0	3	0	3
445-545	0	0	4	0	4
500-600	0	0	5	0	5
515-615	0	0	7	1	8
530-630	0	0	4	1	5
545-645	0	0	3	1	4
600-700	0	0	2	1	3

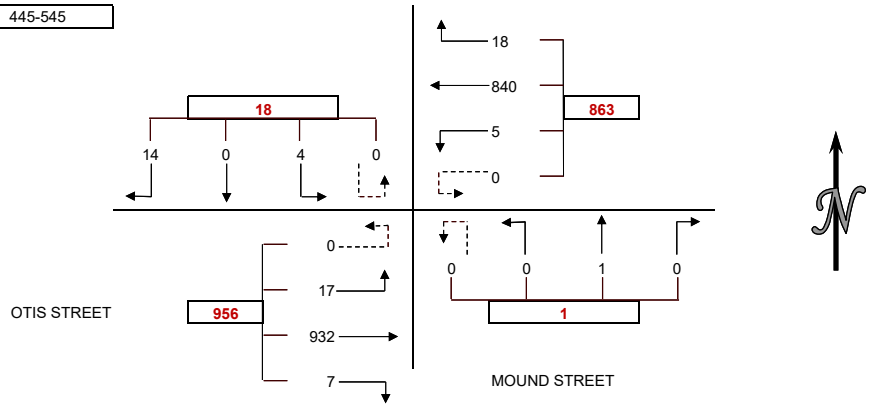
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S MOUND STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	4	0	0	0	2	175	0	0	0	0	1	0	1	232	2	0	417
415-430	4	0	1	0	3	189	0	0	1	0	0	0	2	201	4	0	405
430-445	1	0	2	0	2	211	0	0	0	0	0	0	1	221	4	0	442
445-500	1	0	2	0	4	204	2	0	0	0	0	0	1	228	5	0	447
500-515	4	0	0	0	3	212	2	0	0	0	0	0	2	201	7	0	431
515-530	1	0	1	0	6	224	0	0	0	0	0	0	0	277	2	0	511
530-545	8	0	1	0	5	200	1	0	0	1	0	0	4	226	3	0	449
545-600	2	0	5	0	6	223	0	0	0	0	0	0	0	181	3	0	420
600-615	4	0	0	0	1	170	0	0	0	0	2	0	0	187	2	0	366
615-630	1	0	0	0	0	168	0	0	0	0	0	0	0	186	2	0	357
630-645	4	0	0	0	2	144	0	0	0	0	1	0	0	148	2	0	301
645-700	0	0	0	0	0	116	0	0	0	0	0	0	0	143	2	0	261
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	10	0	5	0	11	779	2	0	1	0	1	0	5	882	15	0	1711
415-515	10	0	5	0	12	816	4	0	1	0	0	0	6	851	20	0	1725
430-530	7	0	5	0	15	851	4	0	0	0	0	0	4	927	18	0	1831
445-545	14	0	4	0	18	840	5	0	0	1	0	0	7	932	17	0	1838
500-600	15	0	7	0	20	859	3	0	0	1	0	0	6	885	15	0	1811
515-615	15	0	7	0	18	817	1	0	0	1	2	0	4	871	10	0	1746
530-630	15	0	6	0	12	761	1	0	0	1	2	0	4	780	10	0	1592
545-645	11	0	5	0	9	705	0	0	0	0	3	0	0	702	9	0	1444
600-700	9	0	0	0	3	598	0	0	0	0	3	0	0	664	8	0	1285

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	2	1	7
415-430	1	1	2	1	5
430-445	0	0	2	2	4
445-500	0	0	6	2	8
500-515	7	7	7	2	23
515-530	5	5	9	1	20
530-545	4	4	4	5	17
545-600	7	7	4	4	22
600-615	1	1	1	0	3
615-630	0	0	1	1	2
630-645	0	0	0	2	2
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	3	12	6	24
415-515	8	8	17	7	40
430-530	12	12	24	7	55
445-545	16	16	26	10	68
500-600	23	23	24	12	82
515-615	17	17	18	10	62
530-630	12	12	10	10	44
545-645	8	8	6	7	29
600-700	1	1	2	4	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	1	0	5
415-430	0	0	0	1	1
430-445	0	1	0	0	1
445-500	0	3	1	0	4
500-515	0	0	0	0	0
515-530	1	2	3	0	6
530-545	1	1	0	0	2
545-600	1	1	0	0	2
600-615	0	0	1	0	1
615-630	0	0	2	0	2
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	6	2	1	11
415-515	0	4	1	1	6
430-530	1	6	4	0	11
445-545	2	6	4	0	12
500-600	3	4	3	0	10
515-615	3	4	4	0	11
530-630	2	2	3	0	7
545-645	1	1	3	0	5
600-700	0	0	3	0	3

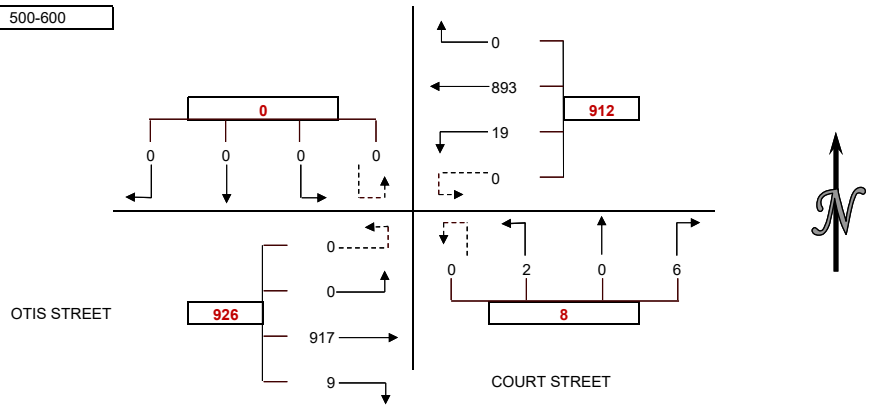
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S COURT STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	182	3	0	2	0	0	0	5	216	0	0	408
415-430	0	0	0	0	0	192	3	0	0	0	1	0	1	201	0	0	398
430-445	0	0	0	0	0	214	4	0	1	0	0	0	0	221	0	0	440
445-500	0	0	0	0	0	195	4	0	2	0	0	0	1	225	0	0	427
500-515	0	0	0	0	0	229	7	0	3	0	1	0	3	211	0	0	454
515-530	0	0	0	0	0	222	5	0	1	0	1	0	2	274	0	0	505
530-545	0	0	0	0	0	221	4	0	2	0	0	0	2	224	0	0	453
545-600	0	0	0	0	0	221	3	0	0	0	0	0	2	208	0	0	434
600-615	0	0	0	0	0	184	4	0	0	0	0	0	2	179	0	0	369
615-630	0	0	0	0	0	168	4	0	1	0	1	0	0	199	0	0	373
630-645	0	0	0	0	0	149	2	0	1	0	0	0	2	140	0	0	294
645-700	0	0	0	0	0	114	3	0	0	0	0	0	0	137	0	0	254
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	783	14	0	5	0	1	0	7	863	0	0	1673
415-515	0	0	0	0	0	830	18	0	6	0	2	0	5	858	0	0	1719
430-530	0	0	0	0	0	860	20	0	7	0	2	0	6	931	0	0	1826
445-545	0	0	0	0	0	867	20	0	8	0	2	0	8	934	0	0	1839
500-600	0	0	0	0	0	893	19	0	6	0	2	0	9	917	0	0	1846
515-615	0	0	0	0	0	848	16	0	3	0	1	0	8	885	0	0	1761
530-630	0	0	0	0	0	794	15	0	3	0	1	0	6	810	0	0	1629
545-645	0	0	0	0	0	722	13	0	2	0	1	0	6	726	0	0	1470
600-700	0	0	0	0	0	615	13	0	2	0	1	0	4	655	0	0	1290

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	2	2
445-500	0	0	0	0	0
500-515	0	0	0	4	4
515-530	0	0	0	1	1
530-545	0	0	0	3	3
545-600	0	0	0	3	3
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	2	2
415-515	0	0	0	6	6
430-530	0	0	0	7	7
445-545	0	0	0	8	8
500-600	0	0	0	11	11
515-615	0	0	0	7	7
530-630	0	0	0	6	6
545-645	0	0	0	3	3
600-700	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	1	0	1
445-500	0	0	0	1	1
500-515	0	0	0	0	0
515-530	0	0	3	0	3
530-545	0	0	0	0	0
545-600	0	0	1	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	2	1	3
415-515	0	0	2	1	3
430-530	0	0	4	1	5
445-545	0	0	3	1	4
500-600	0	0	4	0	4
515-615	0	0	4	0	4
530-630	0	0	1	0	1
545-645	0	0	1	0	1
600-700	0	0	0	0	0

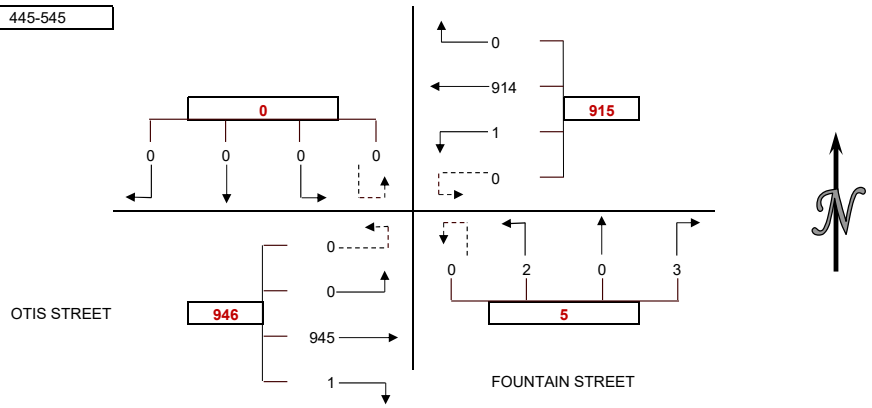
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FOUNTAIN STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	187	0	0	0	0	0	0	2	227	0	0	416
415-430	0	0	0	0	0	193	0	0	1	0	0	0	1	194	0	0	389
430-445	0	0	0	0	0	213	0	0	0	0	1	0	2	209	0	0	425
445-500	0	0	0	0	0	212	0	0	1	0	1	0	0	246	0	0	460
500-515	0	0	0	0	0	234	0	0	0	0	1	0	0	205	0	0	440
515-530	0	0	0	0	0	246	0	0	2	0	0	0	0	274	0	0	522
530-545	0	0	0	0	0	222	1	0	0	0	0	0	1	220	0	0	444
545-600	0	0	0	0	0	234	0	0	0	0	0	0	0	195	0	0	429
600-615	0	0	0	0	0	186	0	0	1	0	0	0	1	180	0	0	368
615-630	0	0	0	0	0	187	0	0	1	0	0	0	1	184	0	0	373
630-645	0	0	0	0	0	154	0	0	1	0	0	0	0	152	0	0	307
645-700	0	0	0	0	0	116	1	1	0	0	0	0	0	132	0	0	250
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	805	0	0	2	0	2	0	5	876	0	0	1690
415-515	0	0	0	0	0	852	0	0	2	0	3	0	3	854	0	0	1714
430-530	0	0	0	0	0	905	0	0	3	0	3	0	2	934	0	0	1847
445-545	0	0	0	0	0	914	1	0	3	0	2	0	1	945	0	0	1866
500-600	0	0	0	0	0	936	1	0	2	0	1	0	1	894	0	0	1835
515-615	0	0	0	0	0	888	1	0	3	0	0	0	2	869	0	0	1763
530-630	0	0	0	0	0	829	1	0	2	0	0	0	3	779	0	0	1614
545-645	0	0	0	0	0	761	0	0	3	0	0	0	2	711	0	0	1477
600-700	0	0	0	0	0	643	1	1	3	0	0	0	2	648	0	0	1298

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	4	4
515-530	0	0	1	0	1
530-545	0	0	0	3	3
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	4	4
430-530	0	0	1	4	5
445-545	0	0	1	7	8
500-600	0	0	1	7	8
515-615	0	0	1	3	4
530-630	0	0	0	3	3
545-645	0	0	0	0	0
600-700	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	1	0	1
500-515	0	0	0	0	0
515-530	0	0	3	0	3
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	0	1
415-515	0	0	1	0	1
430-530	0	0	4	0	4
445-545	0	0	4	0	4
500-600	0	0	3	0	3
515-615	0	0	3	0	3
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0

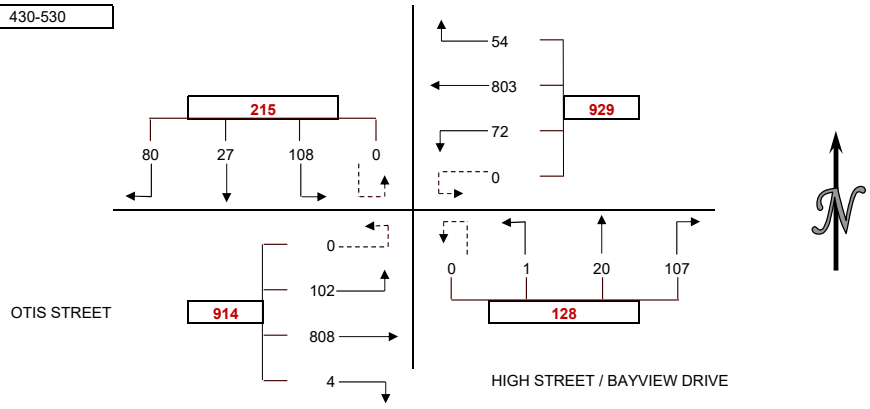
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET / BAYVIEW DRIVE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	13	5	26	0	12	160	9	0	21	3	0	0	3	204	19	0	475
415-430	23	10	24	0	6	179	15	0	21	6	0	0	3	177	21	0	485
430-445	23	5	21	0	12	199	17	0	19	8	1	0	1	188	27	0	521
445-500	25	7	28	0	18	174	13	0	23	2	0	0	0	208	22	0	520
500-515	15	6	32	0	9	203	24	0	32	5	0	0	1	168	26	0	521
515-530	17	9	27	0	15	227	18	0	33	5	0	0	2	244	27	0	624
530-545	22	5	22	0	14	195	14	0	20	6	0	0	2	193	23	0	516
545-600	20	13	21	0	7	192	9	0	17	4	0	0	2	165	23	0	473
600-615	12	3	22	0	6	159	3	0	15	6	1	0	1	158	17	0	403
615-630	18	4	11	0	6	152	6	0	18	4	0	0	2	162	24	0	407
630-645	18	4	17	0	7	129	7	0	4	1	0	0	3	134	9	0	333
645-700	20	3	9	0	11	97	3	0	3	6	0	0	0	118	16	0	286
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	84	27	99	0	48	712	54	0	84	19	1	0	7	777	89	0	2001
415-515	86	28	105	0	45	755	69	0	95	21	1	0	5	741	96	0	2047
430-530	80	27	108	0	54	803	72	0	107	20	1	0	4	808	102	0	2186
445-545	79	27	109	0	56	799	69	0	108	18	0	0	5	813	98	0	2181
500-600	74	33	102	0	45	817	65	0	102	20	0	0	7	770	99	0	2134
515-615	71	30	92	0	42	773	44	0	85	21	1	0	7	760	90	0	2016
530-630	72	25	76	0	33	698	32	0	70	20	1	0	7	678	87	0	1799
545-645	68	24	71	0	26	632	25	0	54	15	1	0	8	619	73	0	1616
600-700	68	14	59	0	30	537	19	0	40	17	1	0	6	572	66	0	1429

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	0	2
415-430	1	1	2	0	4
430-445	0	0	3	1	4
445-500	1	1	0	0	2
500-515	1	1	2	3	7
515-530	0	0	1	5	6
530-545	0	0	1	1	2
545-600	0	0	4	3	7
600-615	0	0	3	1	4
615-630	0	0	0	0	0
630-645	1	1	2	1	5
645-700	0	0	2	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	3	5	1	12
415-515	3	3	7	4	17
430-530	2	2	6	9	19
445-545	2	2	4	9	17
500-600	1	1	8	12	22
515-615	0	0	9	10	19
530-630	0	0	8	5	13
545-645	1	1	9	5	16
600-700	1	1	7	2	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	0	3	0	0	3
430-445	0	0	2	0	2
445-500	0	0	0	1	1
500-515	0	1	0	0	1
515-530	0	0	3	3	6
530-545	0	0	0	0	0
545-600	0	1	0	3	4
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	1	0	0	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	3	2	2	7
415-515	0	4	2	1	7
430-530	0	1	5	4	10
445-545	0	1	3	4	8
500-600	0	2	3	6	11
515-615	0	1	3	6	10
530-630	0	1	0	3	4
545-645	0	2	0	3	5
600-700	0	1	0	0	1

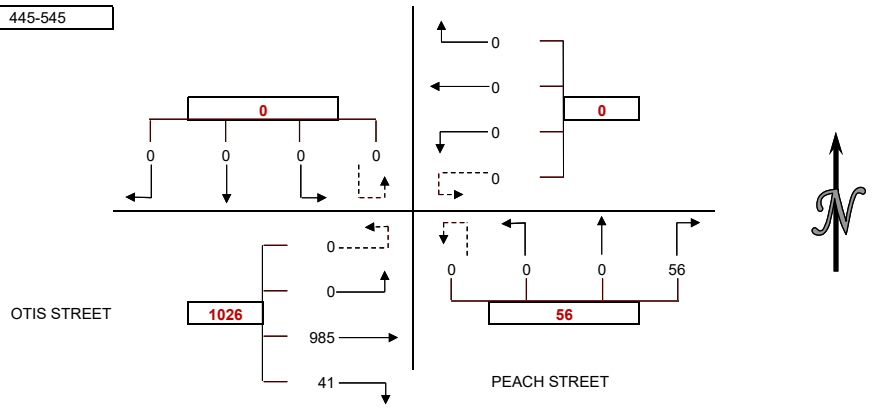
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S PEACH STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	0	0	0	11	0	0	0	2	249	0	0	262
415-430	0	0	0	0	0	0	0	0	1	0	0	0	0	212	0	0	213
430-445	0	0	0	0	0	0	0	0	0	0	0	0	3	220	0	0	223
445-500	0	0	0	0	0	0	0	0	8	0	0	0	11	252	0	0	271
500-515	0	0	0	0	0	0	0	0	19	0	0	0	18	219	0	0	256
515-530	0	0	0	0	0	0	0	0	18	0	0	0	9	290	0	0	317
530-545	0	0	0	0	0	0	0	0	11	0	0	0	3	224	0	0	238
545-600	0	0	0	0	0	0	0	0	2	0	0	0	2	207	0	0	211
600-615	0	0	0	0	0	0	0	0	0	0	0	0	4	203	0	0	207
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	192	0	0	192
630-645	0	0	0	0	0	0	0	0	0	0	0	0	2	155	0	0	157
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	135	0	0	135
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	0	0	0	20	0	0	0	16	933	0	0	969
415-515	0	0	0	0	0	0	0	0	28	0	0	0	32	903	0	0	963
430-530	0	0	0	0	0	0	0	0	45	0	0	0	41	981	0	0	1067
445-545	0	0	0	0	0	0	0	0	56	0	0	0	41	985	0	0	1082
500-600	0	0	0	0	0	0	0	0	50	0	0	0	32	940	0	0	1022
515-615	0	0	0	0	0	0	0	0	31	0	0	0	18	924	0	0	973
530-630	0	0	0	0	0	0	0	0	13	0	0	0	9	826	0	0	848
545-645	0	0	0	0	0	0	0	0	2	0	0	0	8	757	0	0	767
600-700	0	0	0	0	0	0	0	0	0	0	0	0	6	685	0	0	691

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	1	1
530-630	0	0	0	1	1
545-645	0	0	0	1	1
600-700	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	1	0	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	2	0	2
415-515	0	0	2	0	2
430-530	0	0	2	0	2
445-545	0	0	1	0	1
500-600	0	0	1	0	1
515-615	0	0	1	0	1
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0

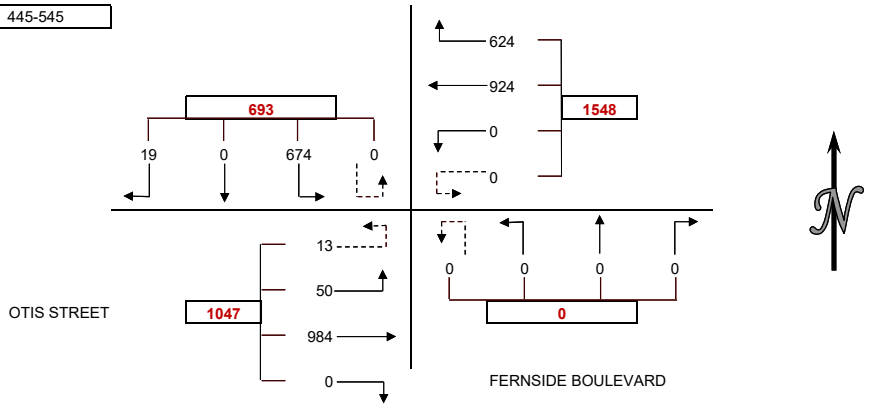
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH
400-415	2	0	142	0	150	180	0	0	0	0	0	0	0	238
415-430	2	0	148	0	166	192	0	0	0	0	0	0	0	219
430-445	3	0	127	0	156	220	0	0	0	0	0	0	0	222
445-500	6	0	160	0	161	207	0	0	0	0	0	0	0	240
500-515	4	0	169	0	165	247	0	0	0	0	0	0	0	222
515-530	4	0	184	0	178	246	0	0	0	0	0	0	0	291
530-545	5	0	161	0	120	224	0	0	0	0	0	0	0	231
545-600	3	0	139	0	136	214	0	1	0	0	0	0	0	213
600-615	2	0	149	0	113	174	0	0	0	0	0	0	0	206
615-630	3	0	119	0	103	175	0	1	0	0	0	0	0	188
630-645	3	0	122	0	99	143	0	0	0	0	0	0	0	159
645-700	3	0	74	0	74	108	0	0	0	0	0	0	0	128
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH
400-500	13	0	577	0	633	799	0	0	0	0	0	0	0	919
415-515	15	0	604	0	648	866	0	0	0	0	0	0	0	903
430-530	17	0	640	0	660	920	0	0	0	0	0	0	0	975
445-545	19	0	674	0	624	924	0	0	0	0	0	0	0	984
500-600	16	0	653	0	599	931	0	1	0	0	0	0	0	957
515-615	14	0	633	0	547	858	0	1	0	0	0	0	0	941
530-630	13	0	568	0	472	787	0	2	0	0	0	0	0	838
545-645	11	0	529	0	451	706	0	2	0	0	0	0	0	766
600-700	11	0	464	0	389	600	0	1	0	0	0	0	0	681

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	2	2
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	1	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	3	3
415-515	0	0	0	3	3
430-530	0	0	0	1	1
445-545	0	0	0	0	0
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	1	1
600-700	0	0	0	1	1

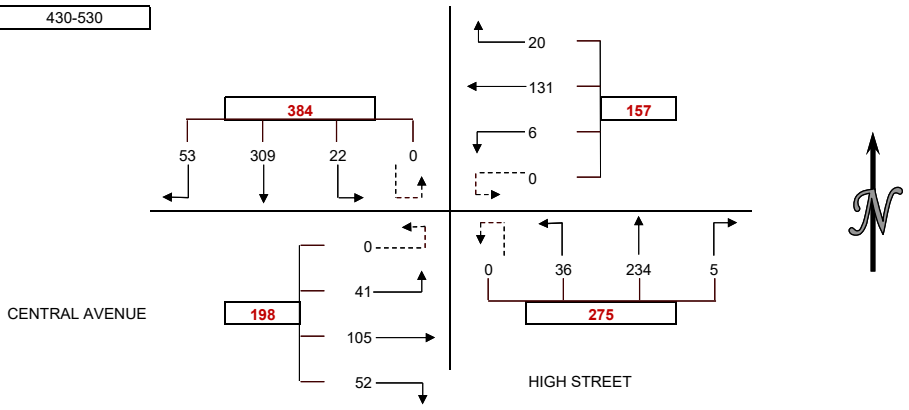
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	16	81	7	0	2	25	0	0	1	49	10	0	10	21	14	0	236
415-430	9	85	4	0	6	21	0	0	2	57	12	0	16	25	5	0	242
430-445	12	73	5	0	6	31	2	0	3	63	8	0	11	14	6	0	234
445-500	14	78	2	0	7	32	2	0	0	66	12	0	16	30	8	0	267
500-515	16	76	8	0	2	32	0	0	1	55	7	0	11	27	13	0	248
515-530	11	82	7	0	5	36	2	0	1	50	9	0	14	34	14	0	265
530-545	5	76	2	0	4	18	0	0	0	56	6	0	7	29	9	0	212
545-600	10	76	7	0	1	16	3	0	0	49	8	0	10	16	7	0	203
600-615	9	67	4	0	4	20	2	0	1	55	5	0	8	18	11	0	204
615-630	6	69	4	0	2	15	1	0	2	52	2	0	6	14	7	0	180
630-645	7	52	4	0	4	9	0	0	1	43	3	0	5	12	8	0	148
645-700	7	64	2	0	1	15	0	0	1	37	3	0	4	7	5	0	146
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	51	317	18	0	21	109	4	0	6	235	42	0	53	90	33	0	979
415-515	51	312	19	0	21	116	4	0	6	241	39	0	54	96	32	0	991
430-530	53	309	22	0	20	131	6	0	5	234	36	0	52	105	41	0	1014
445-545	46	312	19	0	18	118	4	0	2	227	34	0	48	120	44	0	992
500-600	42	310	24	0	12	102	5	0	2	210	30	0	42	106	43	0	928
515-615	35	301	20	0	14	90	7	0	2	210	28	0	39	97	41	0	884
530-630	30	288	17	0	11	69	6	0	3	212	21	0	31	77	34	0	799
545-645	32	264	19	0	11	60	6	0	4	199	18	0	29	60	33	0	735
600-700	29	252	14	0	11	59	3	0	5	187	13	0	23	51	31	0	678

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	6	4	12
415-430	3	3	2	6	14
430-445	6	6	4	3	19
445-500	3	3	5	4	15
500-515	0	0	9	6	15
515-530	2	2	7	1	12
530-545	1	1	10	4	16
545-600	6	6	4	0	16
600-615	3	3	3	0	9
615-630	0	0	1	0	1
630-645	0	0	1	0	1
645-700	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	13	13	17	17	60
415-515	12	12	20	19	63
430-530	11	11	25	14	61
445-545	6	6	31	15	58
500-600	9	9	30	11	59
515-615	12	12	24	5	53
530-630	10	10	18	4	42
545-645	9	9	9	0	27
600-700	4	4	5	0	13

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	3	0	0	1	4
415-430	0	1	0	0	1
430-445	2	1	1	1	5
445-500	0	0	0	1	1
500-515	4	1	2	0	7
515-530	2	1	0	0	3
530-545	1	0	0	0	1
545-600	1	0	0	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	3	2	5
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	2	1	3	11
415-515	6	3	3	2	14
430-530	8	3	3	2	16
445-545	7	2	2	1	12
500-600	8	2	2	0	12
515-615	4	1	0	0	5
530-630	2	0	0	0	2
545-645	1	0	3	2	6
600-700	0	0	3	2	5

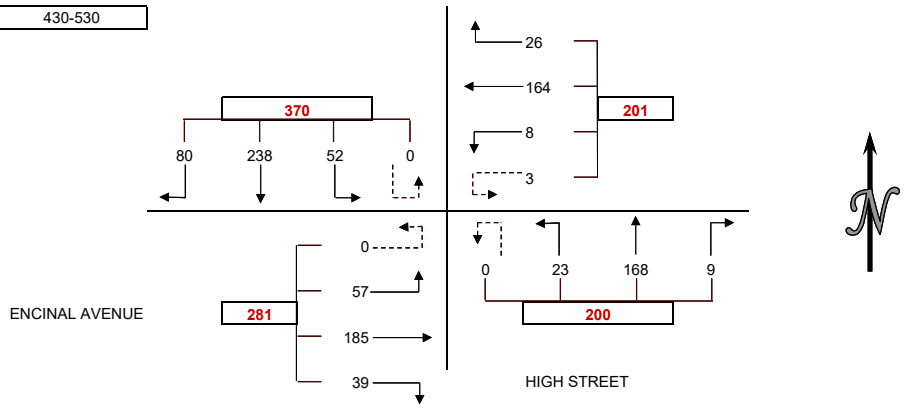
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	19	45	12	0	2	28	2	0	1	42	4	0	8	43	10	0	216
415-430	21	76	21	0	11	34	3	0	1	35	5	0	7	31	17	0	262
430-445	21	53	11	0	5	34	1	0	0	46	5	0	11	43	13	0	243
445-500	19	69	10	0	10	35	3	3	4	43	7	0	8	48	22	0	281
500-515	22	57	9	0	2	45	4	0	1	43	9	0	10	46	11	0	259
515-530	18	59	22	0	9	50	0	0	4	36	2	0	10	48	11	0	269
530-545	22	50	11	0	11	26	3	0	2	39	7	0	13	44	11	0	239
545-600	18	58	16	0	5	28	1	0	1	32	5	0	6	30	12	0	212
600-615	15	50	17	0	7	29	2	1	5	30	3	0	7	43	12	0	221
615-630	21	45	12	0	3	22	0	0	2	44	3	0	7	37	7	1	204
630-645	15	43	8	0	3	28	0	0	1	24	4	0	3	20	15	0	164
645-700	15	37	8	0	3	10	0	2	0	27	1	0	3	25	5	0	136
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	80	243	54	0	28	131	9	3	6	166	21	0	34	165	62	0	1002
415-515	83	255	51	0	28	148	11	3	6	167	26	0	36	168	63	0	1045
430-530	80	238	52	0	26	164	8	3	9	168	23	0	39	185	57	0	1052
445-545	81	235	52	0	32	156	10	3	11	161	25	0	41	186	55	0	1048
500-600	80	224	58	0	27	149	8	0	8	150	23	0	39	168	45	0	979
515-615	73	217	66	0	32	133	6	1	12	137	17	0	36	165	46	0	941
530-630	76	203	56	0	26	105	6	1	10	145	18	0	33	154	42	1	876
545-645	69	196	53	0	18	107	3	1	9	130	15	0	23	130	46	1	801
600-700	66	175	45	0	16	89	2	3	8	125	11	0	20	125	39	1	725

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	4	0	8
415-430	3	3	6	0	12
430-445	1	1	8	3	13
445-500	3	3	3	1	10
500-515	2	2	7	1	12
515-530	9	9	14	2	34
530-545	4	4	15	2	25
545-600	0	0	6	6	12
600-615	4	4	6	3	17
615-630	2	2	3	1	8
630-645	3	3	4	2	12
645-700	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	9	21	4	43
415-515	9	9	24	5	47
430-530	15	15	32	7	69
445-545	18	18	39	6	81
500-600	15	15	42	11	83
515-615	17	17	41	13	88
530-630	10	10	30	12	62
545-645	9	9	19	12	49
600-700	9	9	14	6	38

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	2	0	2
415-430	0	0	0	0	0
430-445	1	1	0	0	2
445-500	1	0	0	2	3
500-515	0	0	1	0	1
515-530	0	0	1	0	1
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	1	0	1
645-700	0	1	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	2	1	2	2	7
415-515	2	1	1	2	6
430-530	2	1	2	2	7
445-545	1	0	2	2	5
500-600	0	0	2	0	2
515-615	0	0	1	0	1
530-630	0	0	0	0	0
545-645	0	0	1	0	1
600-700	0	1	1	0	2

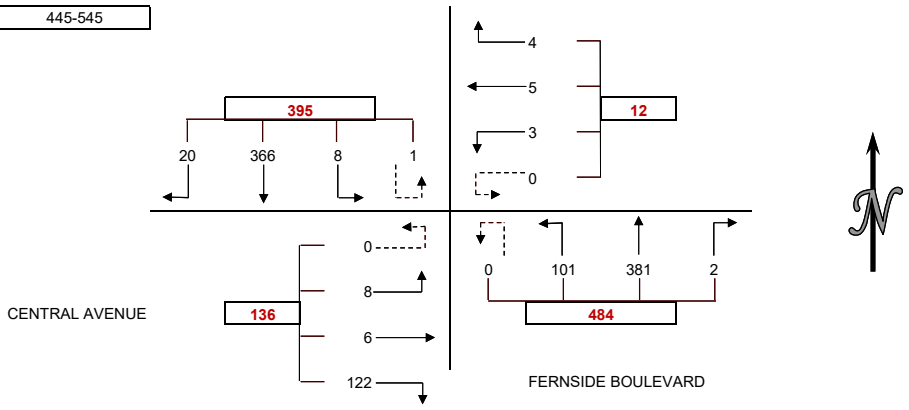
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	3	74	2	0	2	2	0	0	0	107	23	0	20	3	2	0	238
415-430	0	95	0	0	2	1	1	0	0	98	21	0	23	4	3	0	248
430-445	10	83	2	0	1	1	1	0	0	82	28	0	12	4	1	0	225
445-500	3	85	1	1	0	2	0	0	0	93	29	0	27	0	5	0	246
500-515	8	106	2	0	1	0	0	0	0	103	24	0	28	1	0	0	273
515-530	8	93	4	0	1	3	1	0	1	97	29	0	33	3	2	0	275
530-545	1	82	1	0	2	0	2	0	1	88	19	0	34	2	1	0	233
545-600	4	94	2	0	0	0	0	0	0	82	16	0	15	1	2	0	216
600-615	3	91	1	0	0	2	2	0	2	84	17	0	14	5	1	0	222
615-630	4	73	0	0	2	0	0	0	0	65	11	0	13	1	3	0	172
630-645	1	78	1	0	0	1	0	0	0	29	4	0	8	3	2	0	127
645-700	1	54	2	0	0	2	0	0	0	91	15	0	6	1	0	0	172
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	16	337	5	1	5	6	2	0	0	380	101	0	82	11	11	0	957
415-515	21	369	5	1	4	4	2	0	0	376	102	0	90	9	9	0	992
430-530	29	367	9	1	3	6	2	0	1	375	110	0	100	8	8	0	1019
445-545	20	366	8	1	4	5	3	0	2	381	101	0	122	6	8	0	1027
500-600	21	375	9	0	4	3	3	0	2	370	88	0	110	7	5	0	997
515-615	16	360	8	0	3	5	5	0	4	351	81	0	96	11	6	0	946
530-630	12	340	4	0	4	2	4	0	3	319	63	0	76	9	7	0	843
545-645	12	336	4	0	2	3	2	0	2	260	48	0	50	10	8	0	737
600-700	9	296	4	0	2	5	2	0	2	269	47	0	41	10	6	0	693

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	1	1	6
415-430	5	5	1	0	11
430-445	2	2	0	0	4
445-500	6	6	2	1	15
500-515	2	2	1	1	6
515-530	5	5	1	3	14
530-545	4	4	0	3	11
545-600	1	1	1	2	5
600-615	3	3	2	0	8
615-630	0	0	2	0	2
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	15	15	4	2	36
415-515	15	15	4	2	36
430-530	15	15	4	5	39
445-545	17	17	4	8	46
500-600	12	12	3	9	36
515-615	13	13	4	8	38
530-630	8	8	5	5	26
545-645	4	4	5	2	15
600-700	3	3	4	0	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	1	0	2	3
415-430	0	4	0	2	6
430-445	1	4	1	1	7
445-500	0	2	1	3	6
500-515	2	0	0	4	6
515-530	3	11	0	1	15
530-545	0	3	0	2	5
545-600	0	1	0	4	5
600-615	1	0	0	2	3
615-630	0	1	0	3	4
630-645	0	0	0	0	0
645-700	0	1	2	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	1	11	2	8	22
415-515	3	10	2	10	25
430-530	6	17	2	9	34
445-545	5	16	1	10	32
500-600	5	15	0	11	31
515-615	4	15	0	9	28
530-630	1	5	0	11	17
545-645	1	2	0	9	12
600-700	1	2	2	5	10

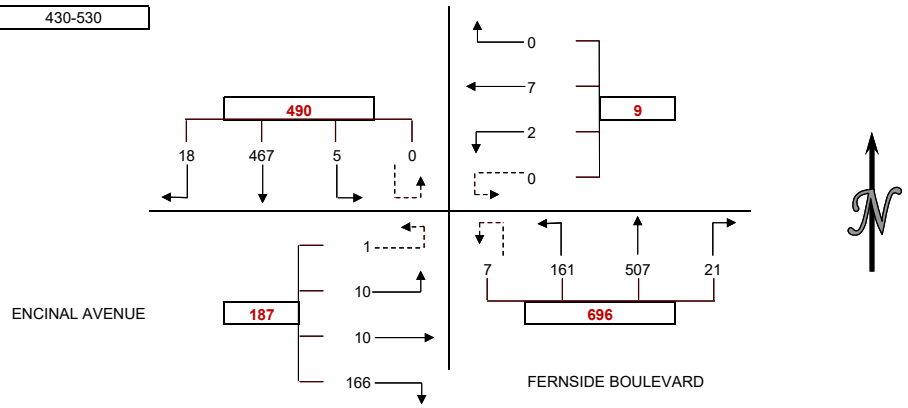
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: WEDNESDAY JANUARY 26, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	2	99	1	0	0	1	5	0	2	132	24	0	39	2	3	0	310
415-430	6	117	0	0	0	0	3	0	2	123	38	1	41	2	0	0	333
430-445	6	91	2	0	0	2	0	0	5	122	36	3	28	3	5	0	303
445-500	3	113	1	0	0	1	0	0	6	121	40	4	44	5	1	0	339
500-515	2	138	1	0	0	2	0	0	5	127	40	0	40	1	1	1	358
515-530	7	125	1	0	0	2	2	0	5	137	45	0	54	1	3	0	382
530-545	6	115	0	0	2	4	2	0	3	94	25	0	37	3	0	2	293
545-600	1	118	0	0	0	0	0	0	0	106	38	0	27	2	6	1	299
600-615	4	103	1	0	0	3	4	0	4	93	24	2	40	5	2	0	285
615-630	3	91	0	0	0	1	3	0	0	77	23	0	30	4	0	0	232
630-645	4	87	0	0	0	1	1	0	3	78	24	0	26	2	0	0	226
645-700	3	56	0	0	2	0	1	0	1	67	10	2	23	1	0	0	166
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	17	420	4	0	0	4	8	0	15	498	138	8	152	12	9	0	1285
415-515	17	459	4	0	0	5	3	0	18	493	154	8	153	11	7	1	1333
430-530	18	467	5	0	0	7	2	0	21	507	161	7	166	10	10	1	1382
445-545	18	491	3	0	2	9	4	0	19	479	150	4	175	10	5	3	1372
500-600	16	496	2	0	2	8	4	0	13	464	148	0	158	7	10	4	1332
515-615	18	461	2	0	2	9	8	0	12	430	132	2	158	11	11	3	1259
530-630	14	427	1	0	2	8	9	0	7	370	110	2	134	14	8	3	1109
545-645	12	399	1	0	0	5	8	0	7	354	109	2	123	13	8	1	1042
600-700	14	337	1	0	2	5	9	0	8	315	81	4	119	12	2	0	909

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	4	4	5	2	15
415-430	0	0	3	0	3
430-445	7	7	5	2	21
445-500	3	3	5	1	12
500-515	6	6	5	2	19
515-530	5	5	3	0	13
530-545	4	4	2	7	17
545-600	0	0	3	3	6
600-615	1	1	1	0	3
615-630	2	2	0	0	4
630-645	1	1	0	0	2
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	14	14	18	5	51
415-515	16	16	18	5	55
430-530	21	21	18	5	65
445-545	18	18	15	10	61
500-600	15	15	13	12	55
515-615	10	10	9	10	39
530-630	7	7	6	10	30
545-645	4	4	4	3	15
600-700	4	4	1	0	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	3	0	3	6
415-430	2	5	2	1	10
430-445	0	1	2	2	5
445-500	1	4	0	1	6
500-515	0	5	0	1	6
515-530	1	6	1	4	12
530-545	0	0	1	2	3
545-600	3	5	0	3	11
600-615	0	1	0	0	1
615-630	0	1	0	1	2
630-645	0	2	1	0	3
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	13	4	7	27
415-515	3	15	4	5	27
430-530	2	16	3	8	29
445-545	2	15	2	8	27
500-600	4	16	2	10	32
515-615	4	12	2	9	27
530-630	3	7	1	6	17
545-645	3	9	1	4	17
600-700	0	4	1	1	6

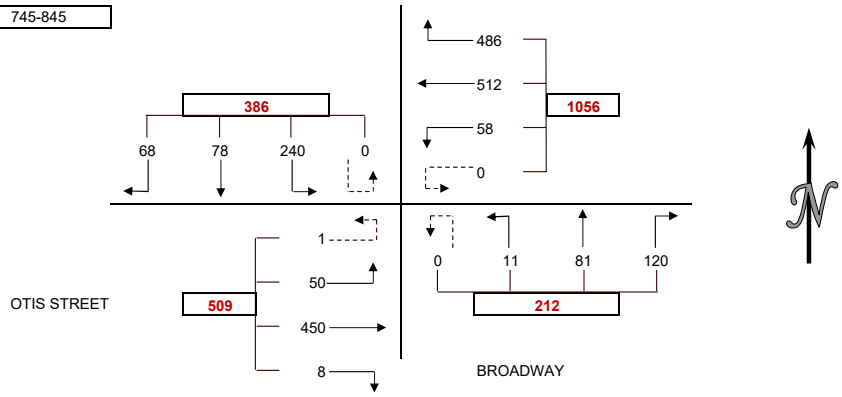
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BROADWAY
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	4	6	17	0	24	64	10	0	16	3	1	0	0	63	2	0	210
715-730	11	8	15	0	25	91	16	0	10	12	0	0	0	62	9	0	259
730-745	10	5	25	0	42	113	10	0	20	7	1	0	0	88	8	0	329
745-800	16	12	44	0	76	126	17	0	26	18	2	0	3	102	10	1	453
800-815	19	25	52	0	149	129	8	0	39	31	3	0	1	132	13	0	601
815-830	18	22	79	0	165	128	22	0	25	19	3	0	2	102	10	0	595
830-845	15	19	65	0	96	129	11	0	30	13	3	0	2	114	17	0	514
845-900	23	16	42	0	71	143	16	0	26	11	0	0	0	83	11	0	442
900-915	17	11	28	0	47	128	15	0	20	18	0	0	1	94	15	0	394
915-930	22	19	22	0	46	114	18	0	22	13	0	0	1	103	22	0	402
930-945	18	14	28	0	37	99	14	0	23	10	0	0	1	71	12	0	327
945-1000	20	10	27	0	22	102	10	0	20	11	1	0	2	94	16	0	335
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	41	31	101	0	167	394	53	0	72	40	4	0	3	315	29	1	1251
715-815	56	50	136	0	292	459	51	0	95	68	6	0	4	384	40	1	1642
730-830	63	64	200	0	432	496	57	0	110	75	9	0	6	424	41	1	1978
745-845	68	78	240	0	486	512	58	0	120	81	11	0	8	450	50	1	2163
800-900	75	82	238	0	481	529	57	0	120	74	9	0	5	431	51	0	2152
815-915	73	68	214	0	379	528	64	0	101	61	6	0	5	393	53	0	1945
830-930	77	65	157	0	260	514	60	0	98	55	3	0	4	394	65	0	1752
845-945	80	60	120	0	201	484	63	0	91	52	0	0	3	351	60	0	1565
900-1000	77	54	105	0	152	443	57	0	85	52	1	0	5	362	65	0	1458

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	3	2	5
715-730	1	1	3	1	6
730-745	1	1	5	4	11
745-800	2	2	7	2	13
800-815	10	10	8	1	29
815-830	4	4	6	1	15
830-845	0	0	4	3	7
845-900	0	0	3	4	7
900-915	0	0	0	2	2
915-930	1	1	4	3	9
930-945	1	1	4	4	10
945-1000	2	2	1	2	7
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	4	18	9	35
715-815	14	14	23	8	59
730-830	17	17	26	8	68
745-845	**16**	**16**	**25**	**7**	**64**
800-900	14	14	21	9	58
815-915	4	4	13	10	31
830-930	1	1	11	12	25
845-945	2	2	11	13	28
900-1000	4	4	9	11	28

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	2	0	0	2
730-745	0	1	0	1	2
745-800	0	1	1	1	3
800-815	0	1	1	3	5
815-830	1	2	1	0	4
830-845	0	0	1	0	1
845-900	0	0	0	1	1
900-915	0	1	1	0	2
915-930	0	0	0	0	0
930-945	0	1	0	2	3
945-1000	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	4	2	2	8
715-815	0	5	2	5	12
730-830	1	5	3	5	14
745-845	**1**	**4**	**4**	**4**	**13**
800-900	1	3	3	4	11
815-915	1	3	3	1	8
830-930	0	1	2	1	4
845-945	0	2	1	3	6
900-1000	0	3	1	3	7

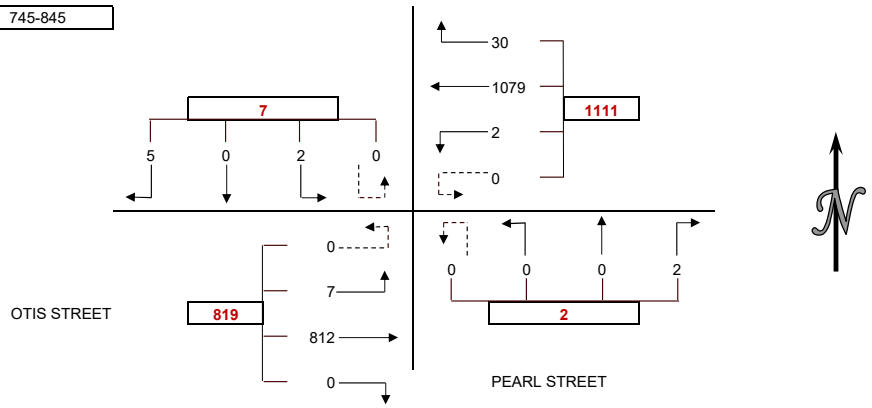
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S PEARL STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	0	0	0	1	92	0	0	0	0	0	0	0	94	1	0	189
715-730	0	0	0	0	0	134	0	0	0	0	0	0	0	88	1	0	223
730-745	0	0	0	0	1	158	0	0	0	0	0	0	0	134	0	0	293
745-800	0	0	0	0	0	237	1	0	0	0	0	0	0	172	3	0	413
800-815	0	0	0	0	7	304	0	0	2	0	0	0	0	225	2	0	540
815-830	3	0	2	0	12	313	0	0	0	0	0	0	0	204	1	0	535
830-845	2	0	0	0	11	225	1	0	0	0	0	0	0	211	1	0	451
845-900	1	0	1	0	5	240	0	0	0	0	0	0	0	159	1	0	407
900-915	1	0	0	0	4	182	1	0	1	0	1	0	1	146	3	0	340
915-930	2	0	0	0	1	176	0	0	0	0	0	0	0	141	2	0	322
930-945	3	0	0	0	1	161	0	0	1	0	0	0	0	112	1	0	279
945-1000	2	0	1	0	1	131	1	0	0	0	1	0	0	140	2	0	279
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	1	0	0	0	2	621	1	0	0	0	0	0	0	488	5	0	1118
715-815	0	0	0	0	8	833	1	0	2	0	0	0	0	619	6	0	1469
730-830	3	0	2	0	20	1012	1	0	2	0	0	0	0	735	6	0	1781
745-845	5	0	2	0	30	1079	2	0	2	0	0	0	0	812	7	0	1939
800-900	6	0	3	0	35	1082	1	0	2	0	0	0	0	799	5	0	1933
815-915	7	0	3	0	32	960	2	0	1	0	1	0	1	720	6	0	1733
830-930	6	0	1	0	21	823	2	0	1	0	1	0	1	657	7	0	1520
845-945	7	0	1	0	11	759	1	0	2	0	1	0	1	558	7	0	1348
900-1000	8	0	1	0	7	650	2	0	2	0	2	0	1	539	8	0	1220

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	3	3	0	0	6
730-745	2	2	0	2	6
745-800	3	3	0	0	6
800-815	0	0	0	1	1
815-830	2	2	0	1	5
830-845	2	2	0	2	6
845-900	0	0	0	4	4
900-915	1	1	0	1	3
915-930	1	1	0	2	4
930-945	2	2	0	2	6
945-1000	2	2	0	2	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	8	8	0	3	19
715-815	8	8	0	3	19
730-830	7	7	0	4	18
745-845	**7**	**7**	**0**	**4**	**18**
800-900	4	4	0	8	16
815-915	5	5	0	8	18
830-930	4	4	0	9	17
845-945	4	4	0	9	17
900-1000	6	6	0	7	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	1	0	1
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	4	0	0	0	4
830-845	1	0	1	0	2
845-900	0	0	0	0	0
900-915	0	0	1	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	0	3
715-815	0	0	2	0	2
730-830	4	0	1	0	5
745-845	**5**	**0**	**2**	**0**	**7**
800-900	5	0	1	0	6
815-915	5	0	2	0	7
830-930	1	0	2	0	3
845-945	0	0	1	0	1
900-1000	0	0	1	0	1

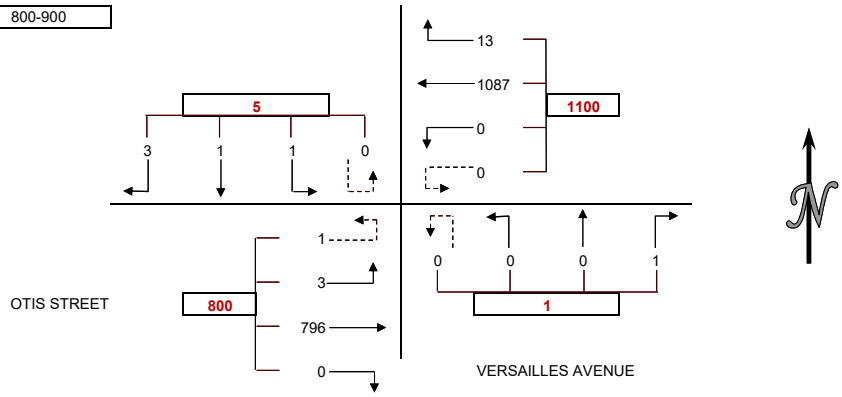
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VERSAILLES AVENUE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	1	100	0	0	0	0	0	0	0	95	1	0	197
715-730	1	0	0	0	0	129	0	0	0	0	0	0	0	83	0	0	213
730-745	1	0	0	0	0	163	0	0	1	0	0	0	0	140	0	0	305
745-800	1	0	1	0	0	232	0	0	0	0	0	0	0	161	0	0	395
800-815	1	0	0	0	2	309	0	0	0	0	0	0	0	202	1	0	515
815-830	1	0	0	0	8	307	0	0	0	0	0	0	0	221	0	1	538
830-845	1	1	1	0	2	231	0	0	0	0	0	0	0	205	2	0	443
845-900	0	0	0	0	1	240	0	0	1	0	0	0	0	168	0	0	410
900-915	2	0	0	0	1	185	0	0	0	0	0	0	0	144	0	0	332
915-930	2	0	0	0	1	167	0	0	1	0	0	0	0	134	2	0	307
930-945	0	0	0	0	0	157	0	1	0	0	0	0	0	122	0	0	280
945-1000	0	0	0	0	1	131	0	0	0	0	0	0	0	144	0	0	276
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	3	0	1	0	1	624	0	0	1	0	0	0	0	479	1	0	1110
715-815	4	0	1	0	2	833	0	0	1	0	0	0	0	586	1	0	1428
730-830	4	0	1	0	10	1011	0	0	1	0	0	0	0	724	1	1	1753
745-845	4	1	2	0	12	1079	0	0	0	0	0	0	0	789	3	1	1891
800-900	3	1	1	0	13	1087	0	0	1	0	0	0	0	796	3	1	1906
815-915	4	1	1	0	12	963	0	0	1	0	0	0	0	738	2	1	1723
830-930	5	1	1	0	5	823	0	0	2	0	0	0	0	651	4	0	1492
845-945	4	0	0	0	3	749	0	1	2	0	0	0	0	568	2	0	1329
900-1000	4	0	0	0	3	640	0	1	1	0	0	0	0	544	2	0	1195

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	1	1	0	0	2
730-745	0	0	0	2	2
745-800	2	2	0	0	4
800-815	1	1	0	1	3
815-830	1	1	0	0	2
830-845	1	1	0	4	6
845-900	0	0	0	2	2
900-915	0	0	0	1	1
915-930	1	1	0	2	4
930-945	1	1	0	1	3
945-1000	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	3	0	3	9
715-815	4	4	0	3	11
730-830	4	4	0	3	11
745-845	5	5	0	5	15
800-900	**3**	**3**	**0**	**7**	**13**
815-915	2	2	0	7	11
830-930	2	2	0	9	13
845-945	2	2	0	6	10
900-1000	2	2	0	6	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	1	0	1
745-800	0	0	2	0	2
800-815	0	0	1	0	1
815-830	0	0	1	0	1
830-845	1	0	1	0	2
845-900	0	0	0	0	0
900-915	1	0	0	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	4	0	4
715-815	0	0	4	0	4
730-830	0	0	5	0	5
745-845	1	0	5	0	6
800-900	**1**	**0**	**3**	**0**	**4**
815-915	2	0	2	0	4
830-930	2	0	1	0	3
845-945	1	0	0	0	1
900-1000	1	0	0	0	1

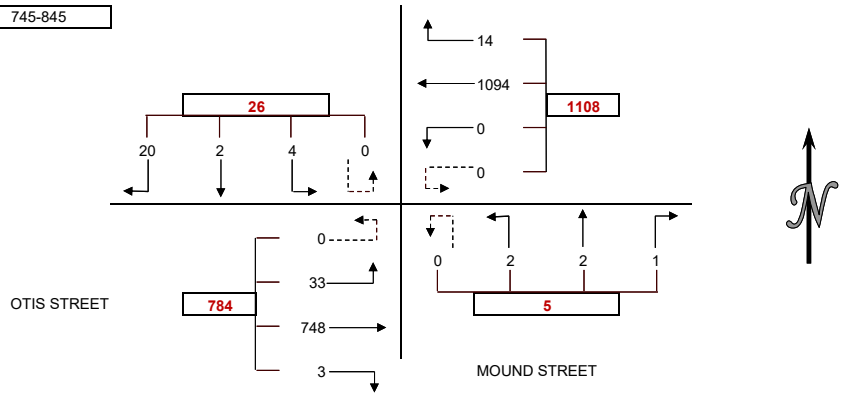
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: **DISTRICT 4 - ALAMEDA**
DATE: **THURSDAY JANUARY 27, 2022**
PERIOD: **7:00 AM TO 10:00 AM**
INTERSECTION: **N/S** **MOUND STREET**
E/W **OTIS STREET**
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	0	2	0	2	103	0	0	0	0	1	0	0	98	1	0	208
715-730	1	0	2	0	2	126	0	0	0	1	0	0	1	85	0	0	218
730-745	1	0	1	0	1	167	0	0	0	0	1	0	0	140	1	1	313
745-800	1	0	1	0	2	237	0	0	1	2	0	0	0	155	9	0	408
800-815	4	0	1	0	4	311	0	0	0	0	1	0	2	182	9	0	514
815-830	7	2	1	0	5	309	0	0	0	0	1	0	0	204	12	0	541
830-845	8	0	1	0	3	237	0	0	0	0	0	0	1	207	3	0	460
845-900	2	0	1	0	2	233	0	0	0	0	0	0	0	160	3	0	401
900-915	1	0	0	0	1	183	0	0	0	1	1	0	0	151	1	0	339
915-930	0	1	0	0	1	179	0	0	0	0	0	0	0	136	2	0	319
930-945	0	0	1	0	4	159	0	0	1	0	1	0	0	118	3	0	287
945-1000	6	0	3	0	3	123	0	0	1	0	0	0	0	133	4	0	273
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	4	0	6	0	7	633	0	0	1	3	2	0	1	478	11	1	1147
715-815	7	0	5	0	9	841	0	0	1	3	2	0	3	562	19	1	1453
730-830	13	2	4	0	12	1024	0	0	1	2	3	0	2	681	31	1	1776
745-845	20	2	4	0	14	1094	0	0	1	2	2	0	3	748	33	0	1923
800-900	21	2	4	0	14	1090	0	0	0	0	2	0	3	753	27	0	1916
815-915	18	2	3	0	11	962	0	0	0	1	2	0	1	722	19	0	1741
830-930	11	1	2	0	7	832	0	0	0	1	1	0	1	654	9	0	1519
845-945	3	1	2	0	8	754	0	0	1	1	2	0	0	565	9	0	1346
900-1000	7	1	4	0	9	644	0	0	2	1	2	0	0	538	10	0	1218

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	2	0	4
715-730	1	1	2	0	4
730-745	0	0	0	2	2
745-800	2	2	2	0	6
800-815	2	2	5	5	14
815-830	4	4	3	1	12
830-845	1	1	4	3	9
845-900	0	0	1	2	3
900-915	0	0	0	1	1
915-930	2	2	1	2	7
930-945	0	0	0	1	1
945-1000	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	4	6	2	16
715-815	5	5	9	7	26
730-830	8	8	10	8	34
745-845	**9**	**9**	**14**	**9**	**41**
800-900	7	7	13	11	38
815-915	5	5	8	7	25
830-930	3	3	6	8	20
845-945	2	2	2	6	12
900-1000	2	2	1	6	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	2	0	2
800-815	0	0	0	0	0
815-830	4	0	0	0	4
830-845	1	0	0	0	1
845-900	0	0	0	0	0
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	3	0	3
715-815	0	0	2	0	2
730-830	4	0	2	0	6
745-845	**5**	**0**	**2**	**0**	**7**
800-900	5	0	0	0	5
815-915	5	1	0	0	6
830-930	1	1	0	0	2
845-945	0	1	0	0	1
900-1000	0	1	0	0	1

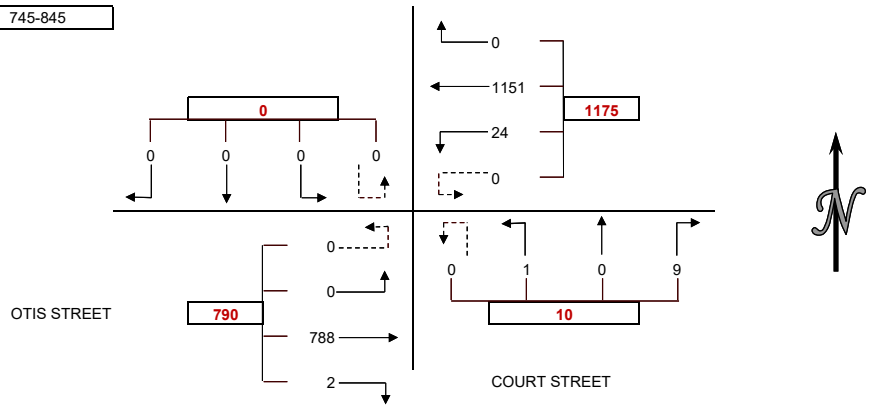
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S COURT STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	99	3	0	1	0	0	0	0	93	0	0	196
715-730	0	0	0	0	0	131	8	0	0	0	1	0	0	92	0	0	232
730-745	0	0	0	0	0	173	7	0	2	0	1	0	0	136	0	0	319
745-800	0	0	0	0	0	250	7	0	2	0	0	0	0	158	0	0	417
800-815	0	0	0	0	0	318	8	0	3	0	0	0	0	204	0	0	533
815-830	0	0	0	0	0	318	5	0	1	0	1	0	1	216	0	0	542
830-845	0	0	0	0	0	265	4	0	3	0	0	0	1	210	0	0	483
845-900	0	0	0	0	0	225	2	1	0	0	0	0	1	157	0	0	386
900-915	0	0	0	0	0	190	3	0	2	0	0	0	0	153	0	0	348
915-930	0	0	0	0	0	174	3	0	2	0	0	0	1	133	0	0	313
930-945	0	0	0	0	0	163	1	0	1	0	0	0	1	116	0	0	282
945-1000	0	0	0	0	0	145	2	0	3	0	0	0	2	134	0	0	286
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	653	25	0	5	0	2	0	0	479	0	0	1164
715-815	0	0	0	0	0	872	30	0	7	0	2	0	0	590	0	0	1501
730-830	0	0	0	0	0	1059	27	0	8	0	2	0	1	714	0	0	1811
745-845	0	0	0	0	0	1151	24	0	9	0	1	0	2	788	0	0	1975
800-900	0	0	0	0	0	1126	19	1	7	0	1	0	3	787	0	0	1944
815-915	0	0	0	0	0	998	14	1	6	0	1	0	3	736	0	0	1759
830-930	0	0	0	0	0	854	12	1	7	0	0	0	3	653	0	0	1530
845-945	0	0	0	0	0	752	9	1	5	0	0	0	3	559	0	0	1329
900-1000	0	0	0	0	0	672	9	0	8	0	0	0	4	536	0	0	1229

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	2	2
730-745	0	0	0	2	2
745-800	0	0	0	1	1
800-815	0	0	0	0	0
815-830	0	0	0	1	1
830-845	0	0	0	3	3
845-900	0	0	0	1	1
900-915	0	0	0	1	1
915-930	0	0	0	1	1
930-945	0	0	0	1	1
945-1000	0	0	0	2	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	5	6
715-815	0	0	0	5	5
730-830	0	0	0	4	4
745-845	**0**	**0**	**0**	**5**	**5**
800-900	0	0	0	5	5
815-915	0	0	0	6	6
830-930	0	0	0	6	6
845-945	0	0	0	4	4
900-1000	0	0	0	5	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	2	0	2
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	0	2
715-815	0	0	1	0	1
730-830	0	0	3	0	3
745-845	**0**	**0**	**4**	**0**	**4**
800-900	0	0	3	0	3
815-915	0	0	3	0	3
830-930	0	0	1	0	1
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

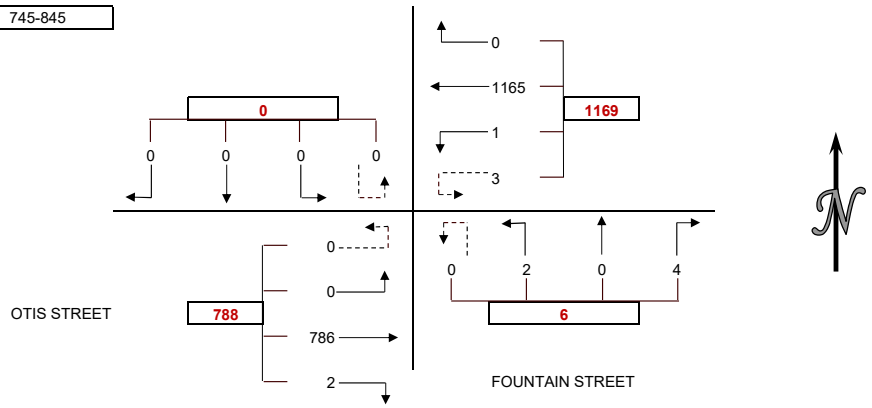
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FOUNTAIN STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	102	0	0	0	0	0	0	0	105	0	0	207
715-730	0	0	0	0	0	133	0	0	0	0	0	0	0	88	0	0	221
730-745	0	0	0	0	0	165	0	0	0	0	0	0	0	139	0	0	304
745-800	0	0	0	0	0	266	0	0	1	0	0	0	0	168	0	0	435
800-815	0	0	0	0	0	318	0	0	0	0	1	0	2	205	0	0	526
815-830	0	0	0	0	0	329	1	2	2	0	1	0	0	201	0	0	536
830-845	0	0	0	0	0	252	0	1	1	0	0	0	0	212	0	0	466
845-900	0	0	0	0	0	234	0	0	0	0	1	0	0	171	0	0	406
900-915	0	0	0	0	0	192	0	0	0	0	0	0	1	157	0	0	350
915-930	0	0	0	0	0	180	0	0	0	0	0	0	0	132	0	0	312
930-945	0	0	0	0	0	167	0	0	0	0	0	0	0	124	0	0	291
945-1000	0	0	0	0	0	134	0	0	0	0	0	0	1	145	0	1	281
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	666	0	0	1	0	0	0	0	500	0	0	1167
715-815	0	0	0	0	0	882	0	0	1	0	1	0	2	600	0	0	1486
730-830	0	0	0	0	0	1078	1	2	3	0	2	0	2	713	0	0	1801
745-845	0	0	0	0	0	1165	1	3	4	0	2	0	2	786	0	0	1963
800-900	0	0	0	0	0	1133	1	3	3	0	3	0	2	789	0	0	1934
815-915	0	0	0	0	0	1007	1	3	3	0	2	0	1	741	0	0	1758
830-930	0	0	0	0	0	858	0	1	1	0	1	0	1	672	0	0	1534
845-945	0	0	0	0	0	773	0	0	0	0	1	0	1	584	0	0	1359
900-1000	0	0	0	0	0	673	0	0	0	0	0	0	2	558	0	1	1234

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	1	1
730-745	0	0	0	3	3
745-800	0	0	0	3	3
800-815	0	0	0	0	0
815-830	0	0	0	3	3
830-845	0	0	0	3	3
845-900	0	0	0	1	1
900-915	0	0	0	1	1
915-930	0	0	0	1	1
930-945	0	0	0	1	1
945-1000	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	7	7
715-815	0	0	0	7	7
730-830	0	0	0	9	9
745-845	**0**	**0**	**0**	**9**	**9**
800-900	0	0	0	7	7
815-915	0	0	0	8	8
830-930	0	0	0	6	6
845-945	0	0	0	4	4
900-1000	0	0	0	4	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	1	0	1
800-815	0	0	0	0	0
815-830	0	0	2	0	2
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	2	0	2
715-815	0	0	1	0	1
730-830	0	0	3	0	3
745-845	**0**	**0**	**4**	**0**	**4**
800-900	0	0	3	0	3
815-915	0	0	3	0	3
830-930	0	0	1	0	1
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

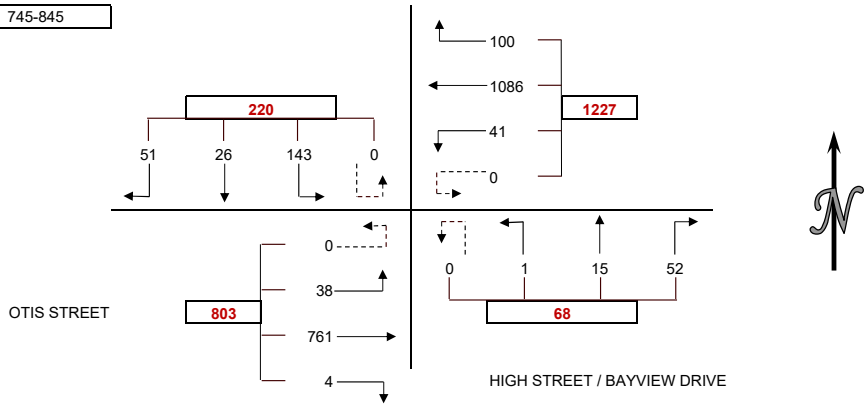
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET / BAYVIEW DRIVE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	5	1	12	0	5	96	1	0	6	1	1	0	0	96	4	0	228
715-730	13	6	13	0	6	135	2	0	7	7	0	0	0	81	6	0	276
730-745	11	1	15	0	20	159	5	0	12	4	0	0	0	132	9	0	368
745-800	10	3	26	0	25	244	6	0	14	1	0	0	2	163	4	0	498
800-815	16	6	35	0	23	295	5	0	12	7	0	0	1	193	9	0	602
815-830	19	12	38	0	30	304	17	0	14	3	1	0	1	193	12	0	644
830-845	6	5	44	0	22	243	13	0	12	4	0	0	0	212	13	0	574
845-900	12	7	25	0	9	228	11	0	14	2	1	0	1	151	9	0	470
900-915	15	4	11	0	6	167	8	0	10	4	1	0	0	153	5	0	384
915-930	12	5	8	0	5	170	3	0	9	2	0	0	1	125	13	0	353
930-945	11	5	19	0	9	151	7	0	4	1	0	0	1	108	13	0	329
945-1000	16	3	22	0	3	121	5	0	6	3	1	0	0	135	9	0	324
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	39	11	66	0	56	634	14	0	39	13	1	0	2	472	23	0	1370
715-815	50	16	89	0	74	833	18	0	45	19	0	0	3	569	28	0	1744
730-830	56	22	114	0	98	1002	33	0	52	15	1	0	4	681	34	0	2112
745-845	51	26	143	0	100	1086	41	0	52	15	1	0	4	761	38	0	2318
800-900	53	30	142	0	84	1070	46	0	52	16	2	0	3	749	43	0	2290
815-915	52	28	118	0	67	942	49	0	50	13	3	0	2	709	39	0	2072
830-930	45	21	88	0	42	808	35	0	45	12	2	0	2	641	40	0	1781
845-945	50	21	63	0	29	716	29	0	37	9	2	0	3	537	40	0	1536
900-1000	54	17	60	0	23	609	23	0	29	10	2	0	2	521	40	0	1390

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	1	3	6
715-730	0	0	0	2	2
730-745	0	0	1	2	3
745-800	1	1	2	4	8
800-815	4	4	8	0	16
815-830	3	3	6	3	15
830-845	1	1	1	2	5
845-900	0	0	0	1	1
900-915	2	2	3	1	8
915-930	2	2	3	1	8
930-945	0	0	0	2	2
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	4	11	19
715-815	5	5	11	8	29
730-830	8	8	17	9	42
745-845	**9**	**9**	**17**	**9**	**44**
800-900	8	8	15	6	37
815-915	6	6	10	7	29
830-930	5	5	7	5	22
845-945	4	4	6	5	19
900-1000	4	4	7	4	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	1	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	1	0	0	1
815-830	1	0	2	2	5
830-845	1	0	0	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	1	0	1
715-815	0	1	0	0	1
730-830	1	1	2	2	6
745-845	**2**	**1**	**2**	**2**	**7**
800-900	2	1	2	2	7
815-915	2	0	2	2	6
830-930	1	0	0	0	1
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

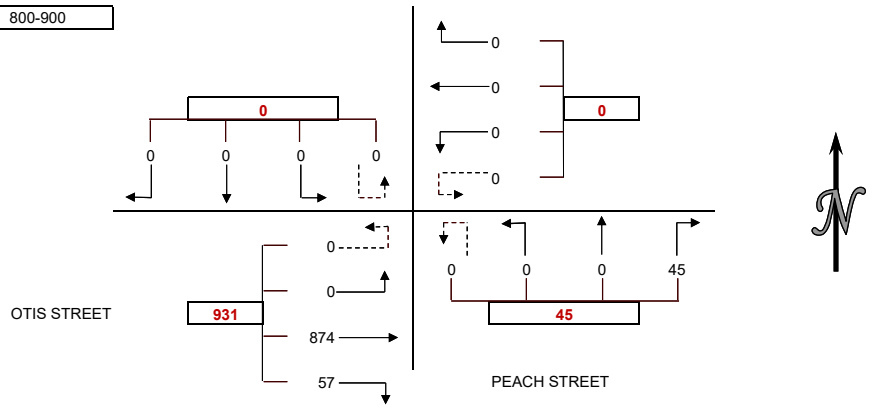
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S PEACH STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	0	0	0	0	0	0	0	0	0	0	0	0	2	110	0	0	112
715-730	0	0	0	0	0	0	0	0	1	0	0	0	3	103	0	0	107
730-745	0	0	0	0	0	0	0	0	2	0	0	0	3	152	0	0	157
745-800	0	0	0	0	0	0	0	0	1	0	0	0	2	188	0	0	191
800-815	0	0	0	0	0	0	0	0	5	0	0	0	6	229	0	0	240
815-830	0	0	0	0	0	0	0	0	3	0	0	0	12	225	0	0	240
830-845	0	0	0	0	0	0	0	0	16	0	0	0	21	237	0	0	274
845-900	0	0	0	0	0	0	0	0	21	0	0	0	18	183	0	0	222
900-915	0	0	0	0	0	0	0	0	6	0	0	0	1	171	0	0	178
915-930	0	0	0	0	0	0	0	0	2	0	0	0	3	132	0	0	137
930-945	0	0	0	0	0	0	0	0	2	0	0	0	3	129	0	0	134
945-1000	0	0	0	0	0	0	0	0	3	0	0	0	5	155	0	0	163
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	0	0	0	0	0	0	0	0	4	0	0	0	10	553	0	0	567
715-815	0	0	0	0	0	0	0	0	9	0	0	0	14	672	0	0	695
730-830	0	0	0	0	0	0	0	0	11	0	0	0	23	794	0	0	828
745-845	0	0	0	0	0	0	0	0	25	0	0	0	41	879	0	0	945
800-900	0	0	0	0	0	0	0	0	45	0	0	0	57	874	0	0	976
815-915	0	0	0	0	0	0	0	0	46	0	0	0	52	816	0	0	914
830-930	0	0	0	0	0	0	0	0	45	0	0	0	43	723	0	0	811
845-945	0	0	0	0	0	0	0	0	31	0	0	0	25	615	0	0	671
900-1000	0	0	0	0	0	0	0	0	13	0	0	0	12	587	0	0	612

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	2	2
730-745	0	0	0	2	2
745-800	0	0	0	1	1
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	1	1
915-930	0	0	0	0	0
930-945	0	0	0	1	1
945-1000	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	5	5
715-815	0	0	0	5	5
730-830	0	0	0	3	3
745-845	0	0	0	1	1
800-900	**0**	**0**	**0**	**0**	**0**
815-915	0	0	0	1	1
830-930	0	0	0	1	1
845-945	0	0	0	2	2
900-1000	0	0	0	3	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	1	0	1
815-830	0	0	0	0	0
830-845	0	0	1	0	1
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	1	0	1
730-830	0	0	1	0	1
745-845	0	0	2	0	2
800-900	**0**	**0**	**2**	**0**	**2**
815-915	0	0	1	0	1
830-930	0	0	1	0	1
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

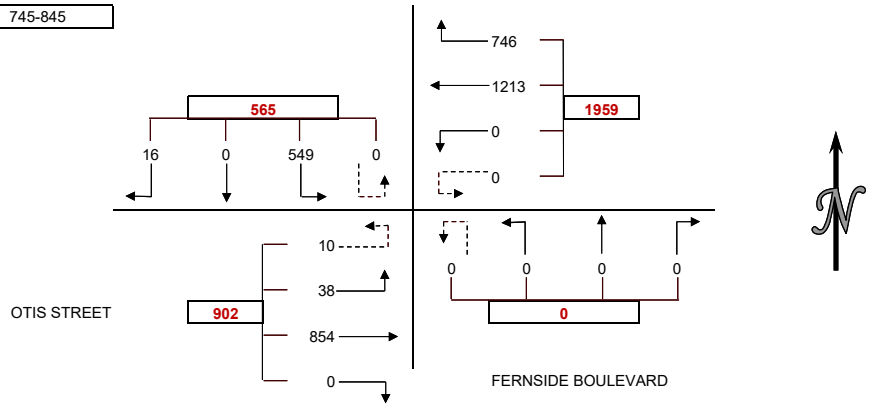
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	2	0	45	0	93	99	0	0	0	0	0	0	0	110	1	0	350
715-730	0	0	77	0	97	139	0	0	0	0	0	0	0	102	1	1	417
730-745	0	0	68	0	135	176	0	0	0	0	0	0	0	138	1	2	520
745-800	1	0	117	0	174	274	0	0	0	0	0	0	0	189	3	1	759
800-815	1	0	118	0	199	337	0	0	0	0	0	0	0	203	8	4	870
815-830	7	0	137	0	209	340	0	0	0	0	0	0	0	222	12	1	928
830-845	7	0	177	0	164	262	0	0	0	0	0	0	0	240	15	4	869
845-900	6	0	111	0	122	242	0	0	0	0	0	0	0	186	13	4	684
900-915	3	0	135	0	121	180	0	0	0	0	0	0	0	179	3	1	622
915-930	0	0	60	0	115	181	0	0	0	0	0	0	0	124	3	1	484
930-945	1	0	84	0	130	171	0	0	0	0	0	0	0	132	4	0	522
945-1000	4	0	84	0	96	123	0	0	0	0	0	0	0	148	5	1	461
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	3	0	307	0	499	688	0	0	0	0	0	0	0	539	6	4	2046
715-815	2	0	380	0	605	926	0	0	0	0	0	0	0	632	13	8	2566
730-830	9	0	440	0	717	1127	0	0	0	0	0	0	0	752	24	8	3077
745-845	16	0	549	0	746	1213	0	0	0	0	0	0	0	854	38	10	3426
800-900	21	0	543	0	694	1181	0	0	0	0	0	0	0	851	48	13	3351
815-915	23	0	560	0	616	1024	0	0	0	0	0	0	0	827	43	10	3103
830-930	16	0	483	0	522	865	0	0	0	0	0	0	0	729	34	10	2659
845-945	10	0	390	0	488	774	0	0	0	0	0	0	0	621	23	6	2312
900-1000	8	0	363	0	462	655	0	0	0	0	0	0	0	583	15	3	2089

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	**0**	**0**	**0**	**0**	**0**
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	0	0	0	0
715-815	0	0	0	0	0
730-830	0	0	0	0	0
745-845	**0**	**0**	**0**	**0**	**0**
800-900	0	0	0	0	0
815-915	0	0	0	0	0
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	1	1

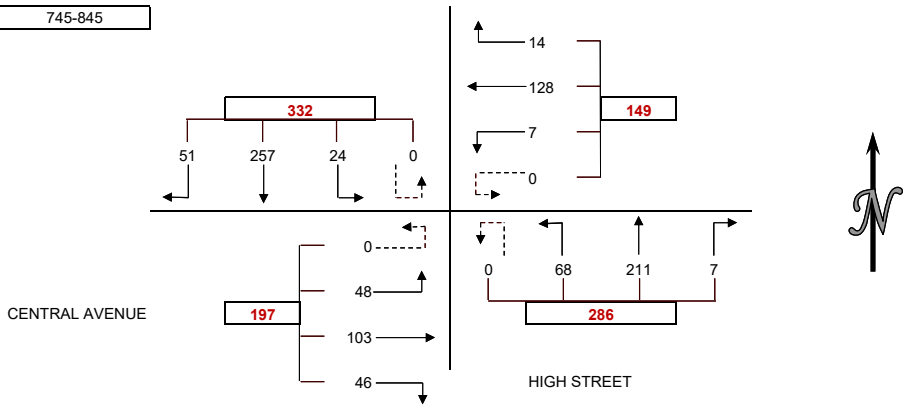
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	34	1	0	2	8	0	0	0	20	1	0	1	4	3	0	75
715-730	6	45	4	0	3	12	1	0	0	35	2	0	1	5	5	0	119
730-745	10	41	1	0	1	9	2	0	1	51	4	0	8	8	8	0	144
745-800	16	65	2	0	1	25	5	0	2	42	8	0	12	15	15	0	208
800-815	11	72	6	0	4	46	2	0	1	62	14	0	10	24	13	0	265
815-830	8	63	6	0	5	33	0	0	2	49	25	0	14	41	4	0	250
830-845	16	57	10	0	4	24	0	0	2	58	21	0	10	23	16	0	241
845-900	4	69	3	0	2	28	1	0	1	46	8	0	3	11	1	0	177
900-915	5	47	1	0	1	25	0	0	0	31	4	0	13	11	6	0	144
915-930	4	37	3	0	2	21	0	0	0	46	5	0	1	11	4	0	134
930-945	7	50	0	0	2	23	0	0	2	28	4	0	5	7	8	0	136
945-1000	8	55	3	0	1	18	1	0	1	32	9	0	5	10	7	0	150
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	33	185	8	0	7	54	8	0	3	148	15	0	22	32	31	0	546
715-815	43	223	13	0	9	92	10	0	4	190	28	0	31	52	41	0	736
730-830	45	241	15	0	11	113	9	0	6	204	51	0	44	88	40	0	867
745-845	51	257	24	0	14	128	7	0	7	211	68	0	46	103	48	0	964
800-900	39	261	25	0	15	131	3	0	6	215	68	0	37	99	34	0	933
815-915	33	236	20	0	12	110	1	0	5	184	58	0	40	86	27	0	812
830-930	29	210	17	0	9	98	1	0	3	181	38	0	27	56	27	0	696
845-945	20	203	7	0	7	97	1	0	3	151	21	0	22	40	19	0	591
900-1000	24	189	7	0	6	87	1	0	3	137	22	0	24	39	25	0	564

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	1	3	8
715-730	3	3	3	1	10
730-745	2	2	1	0	5
745-800	2	2	7	5	16
800-815	7	7	4	3	21
815-830	2	2	2	5	11
830-845	3	3	4	0	10
845-900	1	1	1	3	6
900-915	1	1	4	0	6
915-930	0	0	2	2	4
930-945	0	0	9	0	9
945-1000	3	3	5	2	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	9	9	12	9	39
715-815	14	14	15	9	52
730-830	13	13	14	13	53
745-845	**14**	**14**	**17**	**13**	**58**
800-900	13	13	11	11	48
815-915	7	7	11	8	33
830-930	5	5	11	5	26
845-945	2	2	16	5	25
900-1000	4	4	20	4	32

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	1	1	0	3
715-730	0	0	0	0	0
730-745	1	0	1	0	2
745-800	3	0	4	0	7
800-815	4	0	2	0	6
815-830	8	0	5	0	13
830-845	2	1	1	1	5
845-900	0	0	2	0	2
900-915	2	0	4	0	6
915-930	0	0	1	0	1
930-945	1	0	0	0	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	5	1	6	0	12
715-815	8	0	7	0	15
730-830	16	0	12	0	28
745-845	**17**	**1**	**12**	**1**	**31**
800-900	14	1	10	1	26
815-915	12	1	12	1	26
830-930	4	1	8	1	14
845-945	3	0	7	0	10
900-1000	3	0	5	0	8

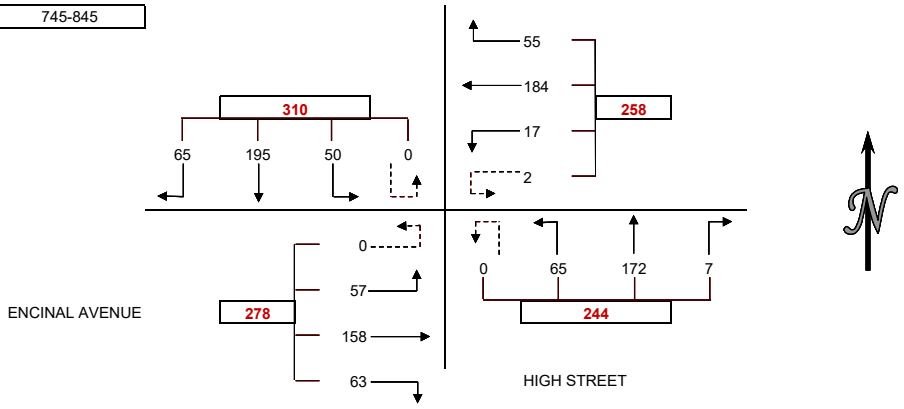
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S HIGH STREET
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	8	19	5	0	3	10	0	0	1	12	2	0	2	13	4	0	79
715-730	5	35	5	0	5	16	1	0	0	18	5	0	1	17	6	0	114
730-745	8	27	3	0	8	23	1	1	1	28	15	0	4	9	17	0	145
745-800	13	32	11	0	18	37	2	1	1	36	14	0	14	24	12	0	215
800-815	23	64	16	0	8	54	3	0	3	32	17	0	20	32	23	0	295
815-830	16	50	13	0	13	51	6	1	1	50	21	0	13	52	12	0	299
830-845	13	49	10	0	16	42	6	0	2	54	13	0	16	50	10	0	281
845-900	12	45	12	0	8	22	1	0	3	27	9	0	5	22	14	0	180
900-915	11	39	13	0	6	21	0	0	0	22	3	0	1	16	6	0	138
915-930	13	24	6	0	8	25	1	0	0	27	1	0	5	25	14	0	149
930-945	12	32	9	0	2	19	2	0	1	23	5	0	3	22	9	0	139
945-1000	19	44	6	0	9	20	1	0	1	17	3	0	2	13	14	0	149
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	34	113	24	0	34	86	4	2	3	94	36	0	21	63	39	0	553
715-815	49	158	35	0	39	130	7	2	5	114	51	0	39	82	58	0	769
730-830	60	173	43	0	47	165	12	3	6	146	67	0	51	117	64	0	954
745-845	65	195	50	0	55	184	17	2	7	172	65	0	63	158	57	0	1090
800-900	64	208	51	0	45	169	16	1	9	163	60	0	54	156	59	0	1055
815-915	52	183	48	0	43	136	13	1	6	153	46	0	35	140	42	0	898
830-930	49	157	41	0	38	110	8	0	5	130	26	0	27	113	44	0	748
845-945	48	140	40	0	24	87	4	0	4	99	18	0	14	85	43	0	606
900-1000	55	139	34	0	25	85	4	0	2	89	12	0	11	76	43	0	575

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	1	1	1	0	3
730-745	4	4	5	2	15
745-800	9	9	9	0	27
800-815	8	8	8	4	28
815-830	11	11	20	1	43
830-845	5	5	7	0	17
845-900	6	6	8	3	23
900-915	1	1	5	2	9
915-930	6	6	10	2	24
930-945	7	7	6	-1	19
945-1000	2	2	4	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	14	14	15	2	45
715-815	22	22	23	6	73
730-830	32	32	42	7	113
745-845	**33**	**33**	**44**	**5**	**115**
800-900	30	30	43	8	111
815-915	23	23	40	6	92
830-930	18	18	30	7	73
845-945	20	20	29	6	75
900-1000	16	16	25	3	60

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	0	0	0	2
745-800	1	0	1	2	4
800-815	4	0	1	0	5
815-830	9	4	1	1	15
830-845	1	3	1	3	8
845-900	1	0	0	0	1
900-915	0	0	1	0	1
915-930	1	0	0	0	1
930-945	0	0	0	1	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	1	2	6
715-815	7	0	2	2	11
730-830	16	4	3	3	26
745-845	**15**	**7**	**4**	**6**	**32**
800-900	15	7	3	4	29
815-915	11	7	3	4	25
830-930	3	3	2	3	11
845-945	2	0	1	1	4
900-1000	1	0	1	1	3

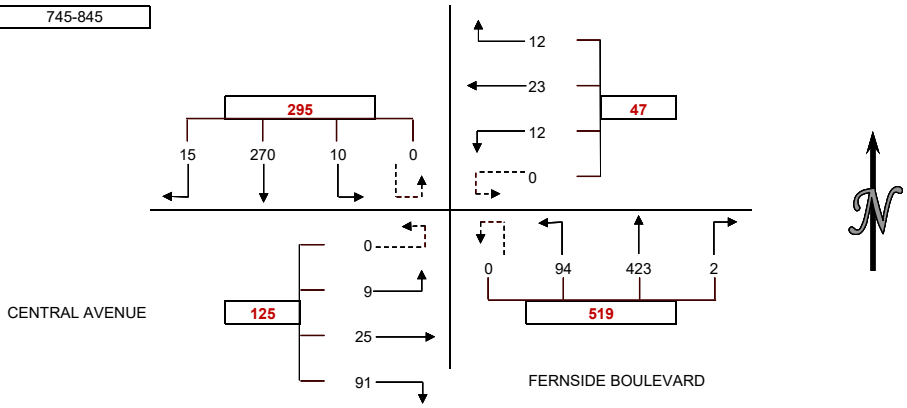
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	33	0	0	2	1	1	0	0	69	7	0	8	0	1	0	123
715-730	1	42	1	0	0	3	2	0	0	62	15	0	5	2	0	0	133
730-745	1	45	1	0	2	3	0	0	0	101	7	0	9	1	0	0	170
745-800	6	72	0	0	2	7	0	0	0	95	22	0	13	0	2	0	219
800-815	0	60	1	0	5	8	5	0	0	105	29	0	19	8	2	0	242
815-830	4	62	8	0	5	6	2	0	0	92	25	0	30	11	2	0	247
830-845	5	76	1	0	0	2	5	0	2	131	18	0	29	6	3	0	278
845-900	5	63	1	0	3	0	3	0	2	88	20	0	10	0	1	0	196
900-915	1	60	0	0	1	1	2	0	1	86	24	0	10	0	1	0	187
915-930	0	54	0	0	1	0	1	0	0	79	20	0	10	1	0	0	166
930-945	2	53	0	0	0	2	1	0	0	94	20	0	8	2	0	0	182
945-1000	2	54	0	0	4	1	0	0	0	70	12	0	10	2	1	0	156
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	9	192	2	0	6	14	3	0	0	327	51	0	35	3	3	0	645
715-815	8	219	3	0	9	21	7	0	0	363	73	0	46	11	4	0	764
730-830	11	239	10	0	14	24	7	0	0	393	83	0	71	20	6	0	878
745-845	15	270	10	0	12	23	12	0	2	423	94	0	91	25	9	0	986
800-900	14	261	11	0	13	16	15	0	4	416	92	0	88	25	8	0	963
815-915	15	261	10	0	9	9	12	0	5	397	87	0	79	17	7	0	908
830-930	11	253	2	0	5	3	11	0	5	384	82	0	59	7	5	0	827
845-945	8	230	1	0	5	3	7	0	3	347	84	0	38	3	2	0	731
900-1000	5	221	0	0	6	4	4	0	1	329	76	0	38	5	2	0	691

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	3	2	9
715-730	4	4	3	0	11
730-745	1	1	0	0	2
745-800	3	3	7	4	17
800-815	4	4	2	0	10
815-830	1	1	0	0	2
830-845	4	4	4	1	13
845-900	0	0	0	2	2
900-915	1	1	1	1	4
915-930	0	0	0	2	2
930-945	2	2	2	2	8
945-1000	0	0	1	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	10	10	13	6	39
715-815	12	12	12	4	40
730-830	9	9	9	4	31
745-845	**12**	**12**	**13**	**5**	**42**
800-900	9	9	6	3	27
815-915	6	6	5	4	21
830-930	5	5	5	6	21
845-945	3	3	3	7	16
900-1000	3	3	4	6	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	1	1
715-730	0	2	0	1	3
730-745	1	4	1	0	6
745-800	3	5	0	7	15
800-815	2	7	1	11	21
815-830	5	4	8	9	26
830-845	0	3	3	3	9
845-900	0	4	0	0	4
900-915	0	0	0	2	2
915-930	0	0	0	1	1
930-945	0	1	0	0	1
945-1000	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	4	11	1	9	25
715-815	6	18	2	19	45
730-830	11	20	10	27	68
745-845	**10**	**19**	**12**	**30**	**71**
800-900	7	18	12	23	60
815-915	5	11	11	14	41
830-930	0	7	3	6	16
845-945	0	5	0	3	8
900-1000	0	2	0	4	6

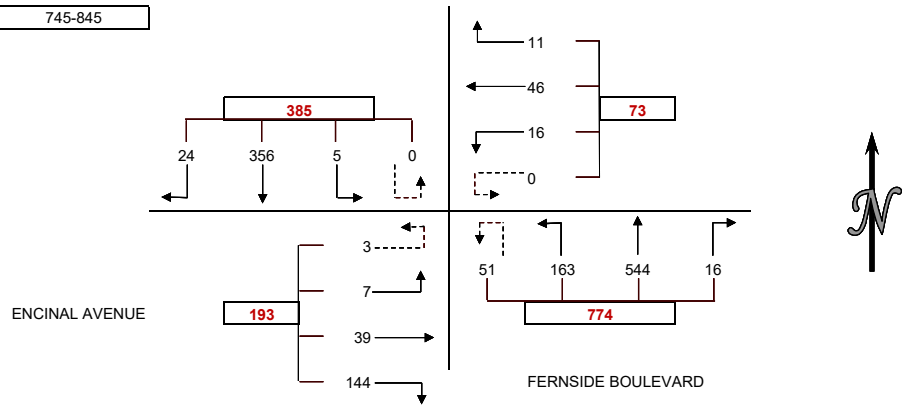
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-715	1	39	0	0	0	1	0	0	0	79	10	0	14	1	1	0	146
715-730	4	50	0	0	0	3	1	0	1	75	17	0	20	2	0	0	173
730-745	5	53	0	0	0	3	0	0	3	106	26	2	11	2	0	0	211
745-800	2	85	0	0	0	3	5	0	0	128	46	4	27	1	0	0	301
800-815	12	76	2	0	3	8	3	0	3	133	42	11	31	10	2	0	336
815-830	7	89	2	0	2	16	3	0	6	136	40	17	40	14	3	2	377
830-845	3	106	1	0	6	19	5	0	7	147	35	19	46	14	2	1	411
845-900	1	81	1	0	0	2	4	0	2	92	25	3	21	2	3	0	237
900-915	5	76	0	0	0	2	3	0	2	106	22	1	20	0	1	0	238
915-930	2	63	0	0	1	0	2	0	1	99	24	0	20	2	3	0	217
930-945	0	57	0	0	0	2	3	0	2	107	19	0	18	1	1	0	210
945-1000	1	66	0	0	0	1	0	0	2	75	18	1	13	4	0	0	181
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
700-800	12	227	0	0	0	10	6	0	4	388	99	6	72	6	1	0	831
715-815	23	264	2	0	3	17	9	0	7	442	131	17	89	15	2	0	1021
730-830	26	303	4	0	5	30	11	0	12	503	154	34	109	27	5	2	1225
745-845	24	356	5	0	11	46	16	0	16	544	163	51	144	39	7	3	1425
800-900	23	352	6	0	11	45	15	0	18	508	142	50	138	40	10	3	1361
815-915	16	352	4	0	8	39	15	0	17	481	122	40	127	30	9	3	1263
830-930	11	326	2	0	7	23	14	0	12	444	106	23	107	18	9	1	1103
845-945	8	277	1	0	1	6	12	0	7	404	90	4	79	5	8	0	902
900-1000	8	262	0	0	1	5	8	0	7	387	83	2	71	7	5	0	846

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	2	2	1	0	5
730-745	1	1	2	0	4
745-800	0	0	2	2	4
800-815	2	2	3	9	16
815-830	3	3	13	26	45
830-845	9	9	11	14	43
845-900	5	5	5	0	15
900-915	3	3	3	0	9
915-930	0	0	1	1	2
930-945	0	0	1	0	1
945-1000	2	2	1	0	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	3	5	2	13
715-815	5	5	8	11	29
730-830	6	6	20	37	69
745-845	**14**	**14**	**29**	**51**	**108**
800-900	19	19	32	49	119
815-915	20	20	32	40	112
830-930	17	17	20	15	69
845-945	8	8	10	1	27
900-1000	5	5	6	1	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	1	0	1	2
715-730	0	2	0	1	3
730-745	0	5	0	3	8
745-800	0	2	1	7	10
800-815	0	6	1	12	19
815-830	0	5	0	7	12
830-845	0	3	2	3	8
845-900	0	4	0	1	5
900-915	0	0	0	5	5
915-930	0	0	0	2	2
930-945	0	2	0	0	2
945-1000	0	1	0	1	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	0	10	1	12	23
715-815	0	15	2	23	40
730-830	0	18	2	29	49
745-845	**0**	**16**	**4**	**29**	**49**
800-900	0	18	3	23	44
815-915	0	12	2	16	30
830-930	0	7	2	11	20
845-945	0	6	0	8	14
900-1000	0	3	0	8	11

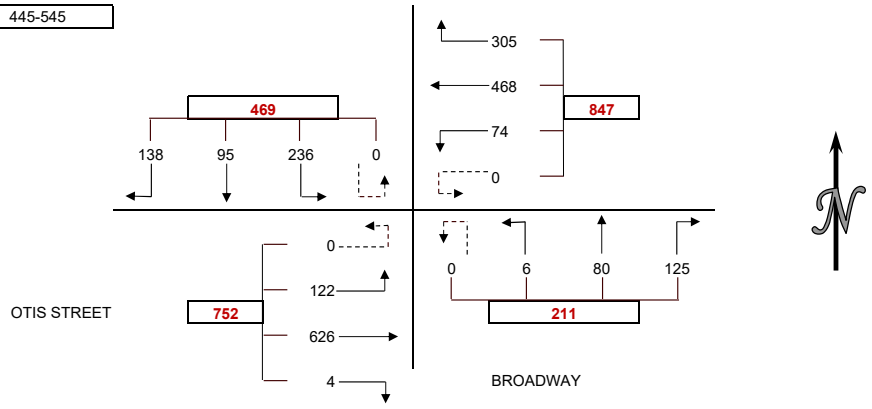
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S BROADWAY
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	28	14	48	0	67	112	18	0	29	18	1	0	2	156	26	0	519
415-430	33	21	70	0	60	122	19	0	36	18	1	0	3	127	19	0	529
430-445	29	32	62	0	61	115	17	0	29	20	1	0	4	127	29	0	526
445-500	31	20	66	0	90	119	21	0	26	29	1	0	1	164	33	0	601
500-515	37	27	58	0	74	117	20	0	37	15	0	0	2	167	32	0	586
515-530	39	24	47	0	63	124	16	0	31	21	3	0	1	146	30	0	545
530-545	31	24	65	0	78	108	17	0	31	15	2	0	0	149	27	0	547
545-600	31	16	53	0	61	125	27	0	27	18	2	0	1	137	23	0	521
600-615	32	12	50	0	38	110	12	0	30	22	1	0	4	136	32	0	479
615-630	33	8	59	0	45	136	19	0	16	11	0	0	1	143	24	0	495
630-645	26	15	29	0	30	119	14	0	22	12	1	0	2	117	37	0	424
645-700	32	17	34	0	33	115	14	0	12	7	2	0	1	103	19	0	389
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	121	87	246	0	278	468	75	0	120	85	4	0	10	574	107	0	2175
415-515	130	100	256	0	285	473	77	0	128	82	3	0	10	585	113	0	2242
430-530	136	103	233	0	288	475	74	0	123	85	5	0	8	604	124	0	2258
445-545	138	95	236	0	305	468	74	0	125	80	6	0	4	626	122	0	2279
500-600	138	91	223	0	276	474	80	0	126	69	7	0	4	599	112	0	2199
515-615	133	76	215	0	240	467	72	0	119	76	8	0	6	568	112	0	2092
530-630	127	60	227	0	222	479	75	0	104	66	5	0	6	565	106	0	2042
545-645	122	51	191	0	174	490	72	0	95	63	4	0	8	533	116	0	1919
600-700	123	52	172	0	146	480	59	0	80	52	4	0	8	499	112	0	1787

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	5	2	7	19
415-430	3	3	7	2	15
430-445	1	1	6	1	9
445-500	0	0	10	1	11
500-515	4	4	5	2	15
515-530	7	7	9	1	24
530-545	2	2	10	4	18
545-600	3	3	4	4	14
600-615	0	0	1	1	2
615-630	0	0	1	1	2
630-645	1	1	1	1	4
645-700	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	9	9	25	11	54
415-515	8	8	28	6	50
430-530	12	12	30	5	59
445-545	**13**	**13**	**34**	**8**	**68**
500-600	16	16	28	11	71
515-615	12	12	24	10	58
530-630	5	5	16	10	36
545-645	4	4	7	7	22
600-700	1	1	4	3	9

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	0	2
415-430	1	4	0	1	6
430-445	2	3	1	0	6
445-500	0	0	0	3	3
500-515	0	0	0	2	2
515-530	0	2	0	4	6
530-545	0	1	1	0	2
545-600	0	0	0	1	1
600-615	0	1	0	0	1
615-630	0	0	0	1	1
630-645	0	0	0	1	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	8	1	4	17
415-515	3	7	1	6	17
430-530	2	5	1	9	17
445-545	**0**	**3**	**1**	**9**	**13**
500-600	0	3	1	7	11
515-615	0	4	1	5	10
530-630	0	2	1	2	5
545-645	0	1	0	3	4
600-700	0	1	0	2	3

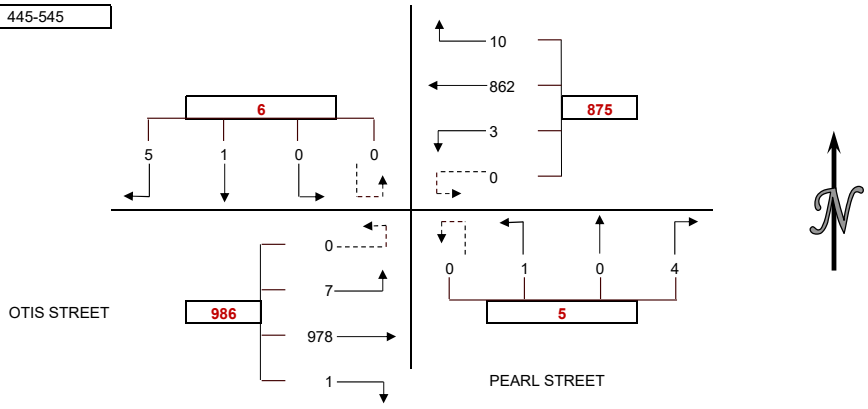
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S PEARL STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	1	0	2	184	0	0	0	0	0	0	0	231	3	0	421
415-430	0	0	0	0	2	195	0	0	0	0	0	0	1	236	1	0	435
430-445	2	0	1	0	6	207	0	0	1	0	0	0	2	206	3	0	428
445-500	0	0	0	0	1	229	0	0	1	0	0	0	1	255	0	0	487
500-515	1	1	0	0	2	220	3	0	1	0	1	0	0	253	4	0	486
515-530	1	0	0	0	5	211	0	0	2	0	0	0	0	228	0	0	447
530-545	3	0	0	0	2	202	0	0	0	0	0	0	0	242	3	0	452
545-600	5	0	0	0	0	198	1	0	0	2	0	0	1	196	2	0	405
600-615	1	0	0	0	3	158	0	0	0	0	1	0	0	224	4	0	391
615-630	1	0	1	0	3	200	0	0	0	0	0	0	0	213	0	1	419
630-645	1	0	0	0	0	171	0	0	0	0	0	0	0	168	5	0	345
645-700	1	0	0	0	1	159	2	0	0	0	0	0	1	141	2	0	307
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	2	0	2	0	11	815	0	0	2	0	0	0	4	928	7	0	1771
415-515	3	1	1	0	11	851	3	0	3	0	1	0	4	950	8	0	1836
430-530	4	1	1	0	14	867	3	0	5	0	1	0	3	942	7	0	1848
445-545	5	1	0	0	10	862	3	0	4	0	1	0	1	978	7	0	1872
500-600	10	1	0	0	9	831	4	0	3	2	1	0	1	919	9	0	1790
515-615	10	0	0	0	10	769	1	0	2	2	1	0	1	890	9	0	1695
530-630	10	0	1	0	8	758	1	0	0	2	1	0	1	875	9	1	1667
545-645	8	0	1	0	6	727	1	0	0	2	1	0	1	801	11	1	1560
600-700	4	0	1	0	7	688	2	0	0	0	1	0	1	746	11	1	1462

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	0	6	10
415-430	1	1	0	0	2
430-445	6	6	0	0	12
445-500	3	3	0	0	6
500-515	3	3	0	2	8
515-530	6	6	0	0	12
530-545	0	0	0	2	2
545-600	10	10	0	3	23
600-615	0	0	0	3	3
615-630	1	1	0	0	2
630-645	0	0	0	0	0
645-700	1	1	0	0	2
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	12	12	0	6	30
415-515	13	13	0	2	28
430-530	18	18	0	2	38
445-545	**12**	**12**	**0**	**4**	**28**
500-600	19	19	0	7	45
515-615	16	16	0	8	40
530-630	11	11	0	8	30
545-645	11	11	0	6	28
600-700	2	2	0	3	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	4	0	1	0	5
445-500	0	0	1	0	1
500-515	0	0	2	0	2
515-530	1	0	1	0	2
530-545	0	0	1	0	1
545-600	1	0	0	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	0	3	0	7
415-515	4	0	5	0	9
430-530	5	0	5	0	10
445-545	**1**	**0**	**5**	**0**	**6**
500-600	2	0	4	0	6
515-615	2	0	2	0	4
530-630	1	0	1	0	2
545-645	1	0	0	0	1
600-700	0	0	0	0	0

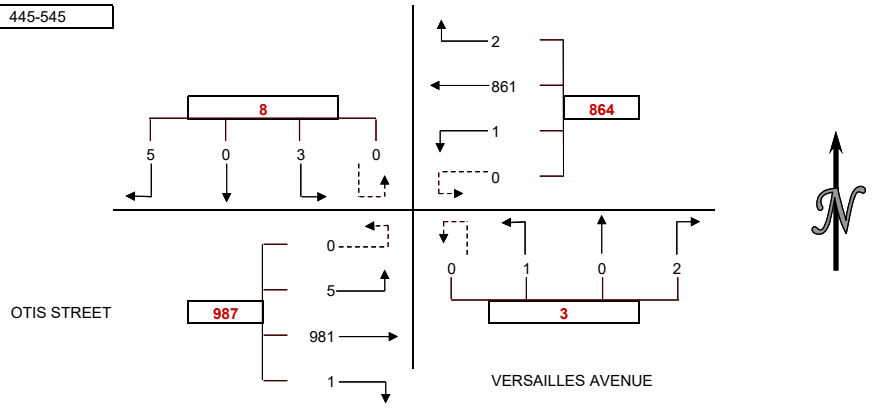
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S VERSAILLES AVENUE
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	1	0	1	0	2	196	1	0	1	0	0	0	3	216	2	0	423
415-430	0	0	1	0	2	200	0	0	1	0	0	0	0	231	0	0	435
430-445	0	0	0	0	2	203	0	0	0	0	0	0	0	217	2	0	424
445-500	2	0	0	0	0	231	0	0	0	0	1	0	0	237	1	0	472
500-515	0	0	1	0	0	220	1	0	1	0	0	0	0	273	1	0	497
515-530	1	0	0	0	1	210	0	0	0	0	0	0	0	228	2	0	442
530-545	2	0	2	0	1	200	0	0	1	0	0	0	1	243	1	0	451
545-600	2	0	1	0	1	197	1	0	0	0	1	0	1	185	0	0	389
600-615	1	0	0	0	2	164	0	0	1	0	0	0	0	211	0	0	379
615-630	4	0	1	0	1	203	0	0	0	0	0	0	0	215	1	0	425
630-645	1	0	0	0	1	157	0	0	0	0	0	0	0	148	3	0	310
645-700	1	0	0	0	1	169	0	0	1	0	0	0	1	153	0	0	326
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	3	0	2	0	6	830	1	0	2	0	1	0	3	901	5	0	1754
415-515	2	0	2	0	4	854	1	0	2	0	1	0	0	958	4	0	1828
430-530	3	0	1	0	3	864	1	0	1	0	1	0	0	955	6	0	1835
445-545	5	0	3	0	2	861	1	0	2	0	1	0	1	981	5	0	1862
500-600	5	0	4	0	3	827	2	0	2	0	1	0	2	929	4	0	1779
515-615	6	0	3	0	5	771	1	0	2	0	1	0	2	867	3	0	1661
530-630	9	0	4	0	5	764	1	0	2	0	1	0	2	854	2	0	1644
545-645	8	0	2	0	5	721	1	0	1	0	1	0	1	759	4	0	1503
600-700	7	0	1	0	5	693	0	0	2	0	0	0	1	727	4	0	1440

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	5	5
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	7	7	1	0	15
500-515	2	2	0	1	5
515-530	5	5	0	0	10
530-545	0	0	0	2	2
545-600	8	8	0	2	18
600-615	1	1	0	6	8
615-630	0	0	0	0	0
630-645	0	0	0	1	1
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	7	1	5	20
415-515	9	9	1	1	20
430-530	14	14	1	1	30
445-545	**14**	**14**	**1**	**3**	**32**
500-600	15	15	0	5	35
515-615	14	14	0	10	38
530-630	9	9	0	10	28
545-645	9	9	0	9	27
600-700	1	1	0	8	10

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	2	0	2
445-500	3	0	1	0	4
500-515	-1	0	1	0	0
515-530	0	0	2	0	2
530-545	2	1	0	0	3
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	3	0	4	0	7
415-515	2	0	5	0	7
430-530	2	0	6	0	8
445-545	**4**	**1**	**4**	**0**	**9**
500-600	1	1	3	0	5
515-615	2	1	2	0	5
530-630	2	1	0	0	3
545-645	0	0	0	0	0
600-700	0	0	0	0	0

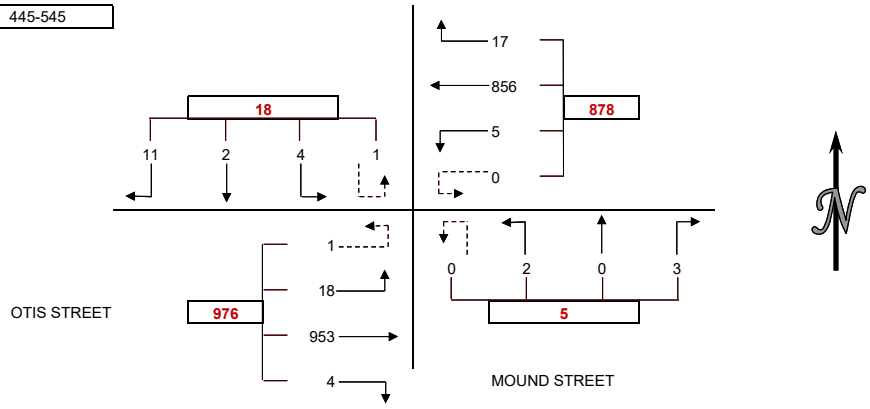
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S MOUND STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	2	0	1	0	5	212	2	0	1	1	0	0	1	209	4	0	438
415-430	3	0	0	0	6	188	0	0	0	0	1	0	0	231	3	0	432
430-445	5	0	0	0	5	199	0	0	0	0	0	0	1	202	2	0	414
445-500	0	0	1	1	2	246	3	0	0	0	0	0	1	240	6	0	500
500-515	3	1	0	0	6	212	0	0	1	0	0	0	0	259	4	0	486
515-530	5	1	1	0	6	208	1	0	0	0	2	0	0	216	3	1	444
530-545	3	0	2	0	3	190	1	0	2	0	0	0	3	238	5	0	447
545-600	4	0	1	0	1	195	0	0	0	0	1	0	1	214	4	0	421
600-615	2	0	2	0	5	165	0	0	0	0	1	0	0	209	4	0	388
615-630	2	0	1	0	3	201	0	0	0	0	0	0	1	217	5	0	430
630-645	1	0	0	0	5	163	0	1	1	0	1	0	1	164	4	0	341
645-700	2	0	0	0	2	165	0	0	0	1	1	0	0	133	2	0	306
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	10	0	2	1	18	845	5	0	1	1	1	0	3	882	15	0	1784
415-515	11	1	1	1	19	845	3	0	1	0	1	0	2	932	15	0	1832
430-530	13	2	2	1	19	865	4	0	1	0	2	0	2	917	15	1	1844
445-545	11	2	4	1	17	856	5	0	3	0	2	0	4	953	18	1	1877
500-600	15	2	4	0	16	805	2	0	3	0	3	0	4	927	16	1	1798
515-615	14	1	6	0	15	758	2	0	2	0	4	0	4	877	16	1	1700
530-630	11	0	6	0	12	751	1	0	2	0	2	0	5	878	18	0	1686
545-645	9	0	4	0	14	724	0	1	1	0	3	0	3	804	17	0	1580
600-700	7	0	3	0	15	694	0	1	1	1	3	0	2	723	15	0	1465

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	3	4	7
415-430	0	0	8	2	10
430-445	4	4	3	0	11
445-500	4	4	2	0	10
500-515	0	0	7	1	8
515-530	6	6	7	2	21
530-545	0	0	1	2	3
545-600	7	7	4	1	19
600-615	3	3	0	2	8
615-630	0	0	0	1	1
630-645	2	2	2	3	9
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	8	16	6	38
415-515	8	8	20	3	39
430-530	14	14	19	3	50
445-545	**10**	**10**	**17**	**5**	**42**
500-600	13	13	19	6	51
515-615	16	16	12	7	51
530-630	10	10	5	6	31
545-645	12	12	6	7	37
600-700	5	5	2	7	19

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	2	0	2
445-500	0	0	1	0	1
500-515	0	0	1	0	1
515-530	0	0	3	1	4
530-545	1	0	1	0	2
545-600	2	0	0	0	2
600-615	0	1	0	0	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	4	0	4
415-515	0	0	5	0	5
430-530	0	0	7	1	8
445-545	**1**	**0**	**6**	**1**	**8**
500-600	3	0	5	1	9
515-615	3	1	4	1	9
530-630	3	1	1	0	5
545-645	2	1	0	0	3
600-700	1	1	0	0	2

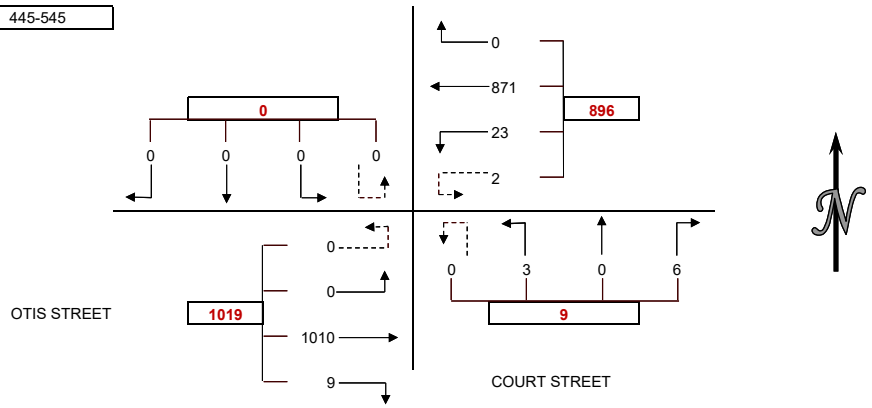
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S COURT STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	207	4	0	2	0	0	0	1	222	0	0	436
415-430	0	0	0	0	0	214	9	1	2	0	1	0	0	223	0	0	450
430-445	0	0	0	0	0	211	6	0	3	0	0	0	2	217	0	0	439
445-500	0	0	0	0	0	237	6	0	3	0	2	0	2	258	0	0	508
500-515	0	0	0	0	0	209	8	1	1	0	0	0	1	267	0	0	487
515-530	0	0	0	0	0	224	5	0	1	0	1	0	1	233	0	0	465
530-545	0	0	0	0	0	201	4	1	1	0	0	0	5	252	0	0	464
545-600	0	0	0	0	0	188	6	0	1	0	0	0	2	205	0	0	402
600-615	0	0	0	0	0	189	3	0	3	0	0	0	0	215	0	0	410
615-630	0	0	0	0	0	220	2	0	2	0	0	0	3	213	0	0	440
630-645	0	0	0	0	0	162	5	2	3	0	1	0	2	161	0	0	336
645-700	0	0	0	0	0	162	4	0	1	0	2	0	2	137	0	0	308
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	869	25	1	10	0	3	0	5	920	0	0	1833
415-515	0	0	0	0	0	871	29	2	9	0	3	0	5	965	0	0	1884
430-530	0	0	0	0	0	881	25	1	8	0	3	0	6	975	0	0	1899
445-545	0	0	0	0	0	871	23	2	6	0	3	0	9	1010	0	0	1924
500-600	0	0	0	0	0	822	23	2	4	0	1	0	9	957	0	0	1818
515-615	0	0	0	0	0	802	18	1	6	0	1	0	8	905	0	0	1741
530-630	0	0	0	0	0	798	15	1	7	0	0	0	10	885	0	0	1716
545-645	0	0	0	0	0	759	16	2	9	0	1	0	7	794	0	0	1588
600-700	0	0	0	0	0	733	14	2	9	0	3	0	7	726	0	0	1494

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	2	3
415-430	0	0	0	2	2
430-445	0	0	0	3	3
445-500	0	0	0	0	0
500-515	0	0	0	1	1
515-530	0	0	1	3	4
530-545	0	0	2	1	3
545-600	0	0	0	0	0
600-615	0	0	0	2	2
615-630	0	0	0	0	0
630-645	0	0	0	1	1
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	1	7	8
415-515	0	0	0	6	6
430-530	0	0	1	7	8
445-545	**0**	**0**	**3**	**5**	**8**
500-600	0	0	3	5	8
515-615	0	0	3	6	9
530-630	0	0	2	3	5
545-645	0	0	0	3	3
600-700	0	0	0	4	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	1	0	1
415-430	0	0	2	0	2
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	2	0	2
530-545	0	0	4	0	4
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	3	0	3
415-515	0	0	2	0	2
430-530	0	0	2	0	2
445-545	**0**	**0**	**6**	**0**	**6**
500-600	0	0	6	0	6
515-615	0	0	6	0	6
530-630	0	0	4	0	4
545-645	0	0	0	0	0
600-700	0	0	0	0	0

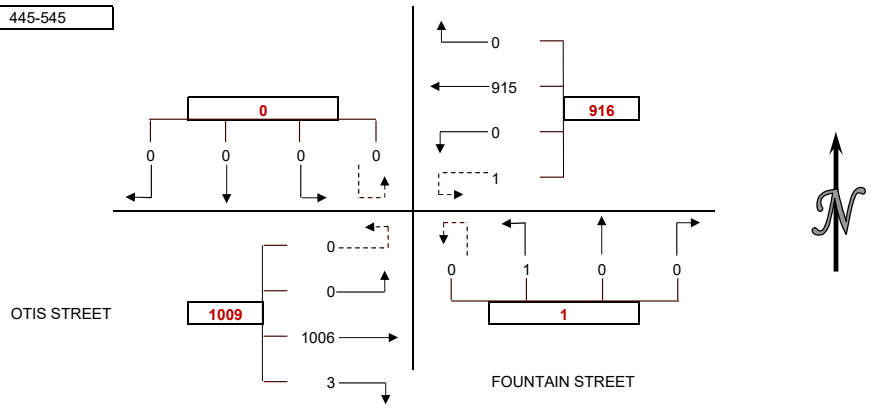
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FOUNTAIN STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	231	0	0	0	0	0	0	0	231	0	0	462
415-430	0	0	0	0	0	204	0	0	0	0	0	0	0	235	0	0	439
430-445	0	0	0	0	0	216	1	0	0	0	0	0	0	209	0	0	426
445-500	0	0	0	0	0	250	0	0	0	0	0	0	0	255	0	0	505
500-515	0	0	0	0	0	240	0	0	0	0	0	0	1	266	0	0	507
515-530	0	0	0	0	0	219	0	1	0	0	1	0	0	234	0	0	455
530-545	0	0	0	0	0	206	0	0	0	0	0	0	2	251	0	0	459
545-600	0	0	0	0	0	201	0	0	0	0	0	0	1	208	0	0	410
600-615	0	0	0	0	0	182	0	0	0	0	0	0	0	216	0	0	398
615-630	0	0	0	0	0	217	0	0	0	0	0	0	1	218	0	1	437
630-645	0	0	0	0	0	170	1	0	1	0	2	0	0	164	0	0	338
645-700	0	0	0	0	0	172	0	0	0	0	1	0	1	139	0	0	313
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	901	1	0	0	0	0	0	0	930	0	0	1832
415-515	0	0	0	0	0	910	1	0	0	0	0	0	1	965	0	0	1877
430-530	0	0	0	0	0	925	1	1	0	0	1	0	1	964	0	0	1893
445-545	0	0	0	0	0	915	0	1	0	0	1	0	3	1006	0	0	1926
500-600	0	0	0	0	0	866	0	1	0	0	1	0	4	959	0	0	1831
515-615	0	0	0	0	0	808	0	1	0	0	1	0	3	909	0	0	1722
530-630	0	0	0	0	0	806	0	0	0	0	0	0	4	893	0	1	1704
545-645	0	0	0	0	0	770	1	0	1	0	2	0	2	806	0	1	1583
600-700	0	0	0	0	0	741	1	0	1	0	3	0	2	737	0	1	1486

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	1	1
415-430	0	0	0	2	2
430-445	0	0	0	3	3
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	2	2
530-545	0	0	0	2	2
545-600	0	0	0	1	1
600-615	0	0	0	1	1
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	6	6
415-515	0	0	0	5	5
430-530	0	0	0	5	5
445-545	**0**	**0**	**0**	**4**	**4**
500-600	0	0	0	5	5
515-615	0	0	0	6	6
530-630	0	0	0	4	4
545-645	0	0	0	2	2
600-700	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	1	0	1
430-445	0	0	1	0	1
445-500	0	0	0	0	0
500-515	0	0	2	0	2
515-530	0	0	2	0	2
530-545	0	0	3	0	3
545-600	0	0	1	0	1
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	2	0	2
415-515	0	0	4	0	4
430-530	0	0	5	0	5
445-545	**0**	**0**	**7**	**0**	**7**
500-600	0	0	8	0	8
515-615	0	0	6	0	6
530-630	0	0	4	0	4
545-645	0	0	1	0	1
600-700	0	0	0	0	0

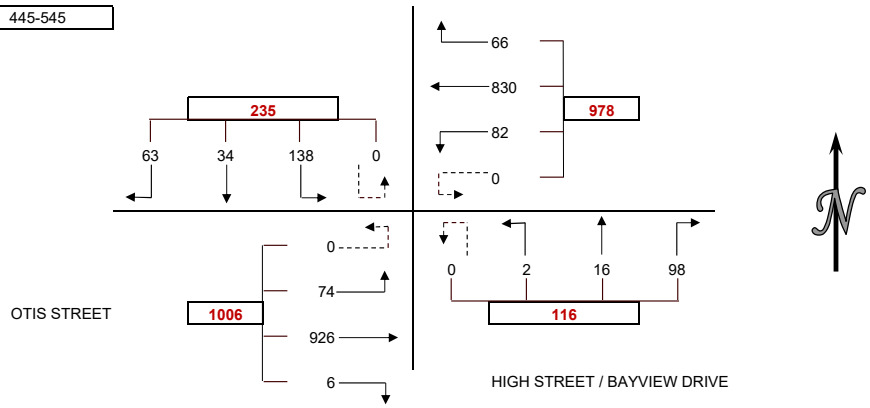
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		DISTRICT 4 - ALAMEDA
DATE:		**THURSDAY JANUARY 27, 2022**
PERIOD:		**4:00 PM TO 7:00 PM**
INTERSECTION:	**N/S**	**HIGH STREET / BAYVIEW DRIVE**
	E/W	**OTIS STREET**
CITY:		ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	24	5	30	0	7	195	12	0	21	2	0	0	2	218	11	0	527
415-430	16	8	14	0	5	198	10	0	18	3	0	0	0	227	21	0	520
430-445	14	5	18	0	14	211	12	0	12	6	2	0	2	192	16	0	504
445-500	17	14	42	0	19	214	13	0	26	3	1	0	1	235	16	0	601
500-515	18	5	35	0	15	211	24	0	25	5	0	0	1	249	15	0	603
515-530	14	6	32	0	16	208	25	0	21	6	0	0	2	216	24	0	570
530-545	14	9	29	0	16	197	20	0	26	2	1	0	2	226	19	0	561
545-600	11	6	24	0	12	176	13	0	15	5	1	0	1	190	16	0	470
600-615	14	4	12	0	5	157	8	0	12	2	0	0	1	186	24	0	425
615-630	26	5	17	0	4	197	11	0	14	4	0	0	2	205	19	0	504
630-645	16	3	18	0	7	152	4	0	15	10	1	0	2	138	23	0	389
645-700	26	9	17	0	4	137	3	0	4	2	0	0	4	124	17	0	347
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	71	32	104	0	45	818	47	0	77	14	3	0	5	872	64	0	2152
415-515	65	32	109	0	53	834	59	0	81	17	3	0	4	903	68	0	2228
430-530	63	30	127	0	64	844	74	0	84	20	3	0	6	892	71	0	2278
445-545	63	34	138	0	66	830	82	0	98	16	2	0	6	926	74	0	2335
500-600	57	26	120	0	59	792	82	0	87	18	2	0	6	881	74	0	2204
515-615	53	25	97	0	49	738	66	0	74	15	2	0	6	818	83	0	2026
530-630	65	24	82	0	37	727	52	0	67	13	2	0	6	807	78	0	1960
545-645	67	18	71	0	28	682	36	0	56	21	2	0	6	719	82	0	1788
600-700	82	21	64	0	20	643	26	0	45	18	1	0	9	653	83	0	1665

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	0	1	3
415-430	1	1	2	5	9
430-445	0	0	1	1	2
445-500	3	3	2	0	8
500-515	0	0	2	0	2
515-530	4	4	1	2	11
530-545	2	2	1	1	6
545-600	1	1	0	1	3
600-615	0	0	0	2	2
615-630	0	0	3	0	3
630-645	0	0	1	1	2
645-700	0	0	3	1	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	5	5	5	7	22
415-515	4	4	7	6	21
430-530	7	7	6	3	23
445-545	**9**	**9**	**6**	**3**	**27**
500-600	7	7	4	4	22
515-615	7	7	2	6	22
530-630	3	3	4	4	14
545-645	1	1	4	4	10
600-700	0	0	7	4	11

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	2	1	3
430-445	0	1	0	3	4
445-500	0	0	0	0	0
500-515	0	0	2	1	3
515-530	0	1	1	0	2
530-545	0	2	1	0	3
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	1	2	4	7
415-515	0	1	4	5	10
430-530	0	2	3	4	9
445-545	**0**	**3**	**4**	**1**	**8**
500-600	0	3	4	1	8
515-615	0	3	2	0	5
530-630	0	2	1	0	3
545-645	0	0	0	0	0
600-700	0	0	0	0	0

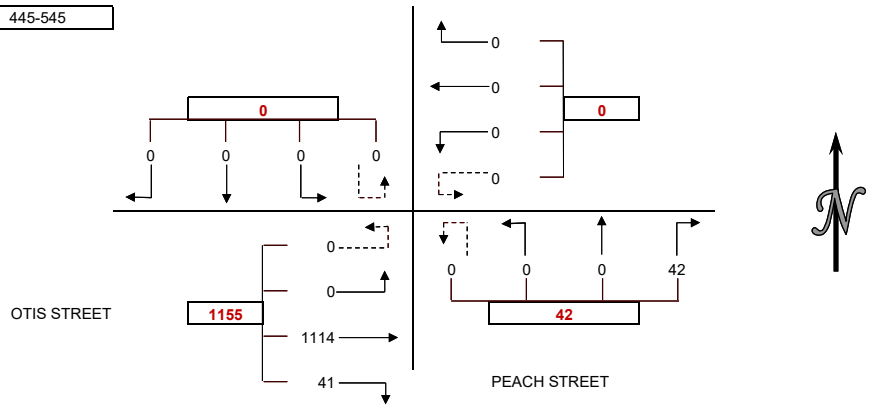
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S PEACH STREET
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	0	0	0	0	0	0	0	0	12	0	0	0	2	265	0	0	279
415-430	0	0	0	0	0	0	0	0	4	0	0	0	1	251	0	0	256
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	225	0	0	225
445-500	0	0	0	0	0	0	0	0	2	0	0	0	13	291	0	0	306
500-515	0	0	0	0	0	0	0	0	13	0	0	0	13	292	0	0	318
515-530	0	0	0	0	0	0	0	0	19	0	0	0	12	251	0	0	282
530-545	0	0	0	0	0	0	0	0	8	0	0	0	3	280	0	0	291
545-600	0	0	0	0	0	0	0	0	10	0	0	0	3	246	0	0	259
600-615	0	0	0	0	0	0	0	0	2	0	0	0	0	220	0	0	222
615-630	0	0	0	0	0	0	0	0	1	0	0	0	1	240	0	0	242
630-645	0	0	0	0	0	0	0	0	0	0	0	0	2	168	0	0	170
645-700	0	0	0	0	0	0	0	0	1	0	0	0	1	140	0	0	142
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	0	0	0	0	0	0	0	0	18	0	0	0	16	1032	0	0	1066
415-515	0	0	0	0	0	0	0	0	19	0	0	0	27	1059	0	0	1105
430-530	0	0	0	0	0	0	0	0	34	0	0	0	38	1059	0	0	1131
445-545	0	0	0	0	0	0	0	0	42	0	0	0	41	1114	0	0	1197
500-600	0	0	0	0	0	0	0	0	50	0	0	0	31	1069	0	0	1150
515-615	0	0	0	0	0	0	0	0	39	0	0	0	18	997	0	0	1054
530-630	0	0	0	0	0	0	0	0	21	0	0	0	7	986	0	0	1014
545-645	0	0	0	0	0	0	0	0	13	0	0	0	6	874	0	0	893
600-700	0	0	0	0	0	0	0	0	4	0	0	0	4	768	0	0	776

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	3	3
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	1	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	3	3
415-515	0	0	0	3	3
430-530	0	0	0	0	0
445-545	**0**	**0**	**0**	**0**	**0**
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	1	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	2	0	2
530-545	0	0	1	0	1
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	2	0	2
445-545	**0**	**0**	**3**	**0**	**3**
500-600	0	0	3	0	3
515-615	0	0	3	0	3
530-630	0	0	1	0	1
545-645	0	0	0	0	0
600-700	0	0	0	0	0

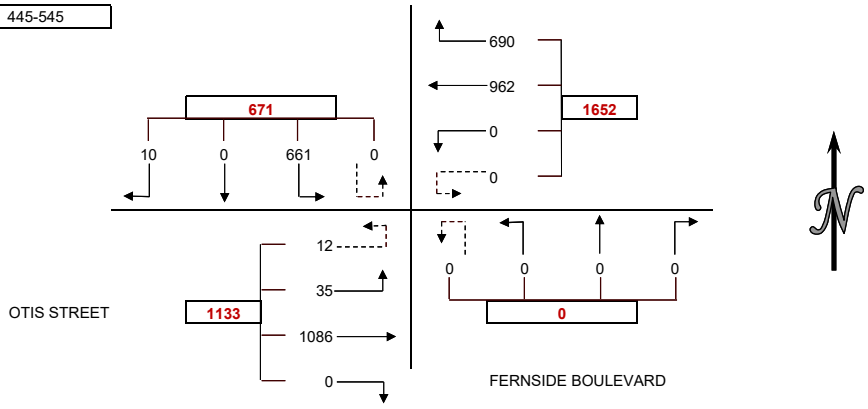
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W OTIS STREET
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	3	0	185	0	156	214	0	0	0	0	0	0	0	254	14	3	829
415-430	4	0	162	0	127	212	0	0	0	0	0	0	0	256	8	2	771
430-445	3	0	144	0	168	238	0	1	0	0	0	0	0	223	2	0	779
445-500	2	0	161	0	181	244	0	0	0	0	0	0	0	267	6	3	864
500-515	1	0	155	0	180	243	0	0	0	0	0	0	0	293	7	2	881
515-530	5	0	194	0	176	230	0	0	0	0	0	0	0	250	14	5	874
530-545	2	0	151	0	153	245	0	0	0	0	0	0	0	276	8	2	837
545-600	1	0	134	0	128	190	0	0	0	0	0	0	0	242	3	4	702
600-615	2	0	137	0	105	171	0	0	0	0	0	0	0	205	4	0	624
615-630	3	0	119	0	110	207	0	0	0	0	0	0	0	247	3	0	689
630-645	3	0	147	0	112	166	0	0	0	0	0	0	0	154	7	0	589
645-700	1	0	101	0	97	142	0	0	0	0	0	0	0	136	4	1	482
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	12	0	652	0	632	908	0	1	0	0	0	0	0	1000	30	8	3243
415-515	10	0	622	0	656	937	0	1	0	0	0	0	0	1039	23	7	3295
430-530	11	0	654	0	705	955	0	1	0	0	0	0	0	1033	29	10	3398
445-545	10	0	661	0	690	962	0	0	0	0	0	0	0	1086	35	12	3456
500-600	9	0	634	0	637	908	0	0	0	0	0	0	0	1061	32	13	3294
515-615	10	0	616	0	562	836	0	0	0	0	0	0	0	973	29	11	3037
530-630	8	0	541	0	496	813	0	0	0	0	0	0	0	970	18	6	2852
545-645	9	0	537	0	455	734	0	0	0	0	0	0	0	848	17	4	2604
600-700	9	0	504	0	424	686	0	0	0	0	0	0	0	742	18	1	2384

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	0	0
415-515	0	0	0	0	0
430-530	0	0	0	0	0
445-545	**0**	**0**	**0**	**0**	**0**
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	0	0	0	0	0
415-430	0	0	0	0	0
430-445	0	0	0	1	1
445-500	0	0	0	0	0
500-515	0	0	0	0	0
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	0	0	0	1	1
415-515	0	0	0	1	1
430-530	0	0	0	1	1
445-545	**0**	**0**	**0**	**0**	**0**
500-600	0	0	0	0	0
515-615	0	0	0	0	0
530-630	0	0	0	0	0
545-645	0	0	0	0	0
600-700	0	0	0	0	0

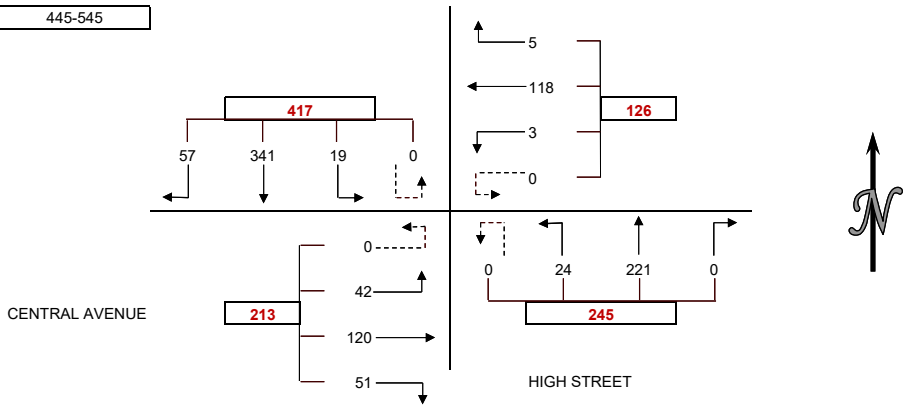
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	8	91	3	0	5	28	0	0	1	50	6	0	12	27	12	0	243
415-430	8	64	6	0	2	26	1	0	2	60	11	0	13	28	5	0	226
430-445	9	74	6	0	2	36	0	0	1	52	11	0	12	19	10	0	232
445-500	13	85	3	0	1	35	2	0	0	48	12	0	14	21	13	0	247
500-515	17	79	1	0	1	33	0	0	0	46	5	0	15	30	6	0	233
515-530	16	86	6	0	0	36	1	0	0	60	6	0	8	31	7	0	257
530-545	11	91	9	0	3	14	0	0	0	67	1	0	14	38	16	0	264
545-600	7	53	7	0	2	16	2	0	2	45	8	0	10	29	13	0	194
600-615	11	54	5	0	2	23	2	0	0	46	4	0	10	23	14	0	194
615-630	10	65	3	0	3	18	3	0	0	41	7	0	8	23	9	0	190
630-645	11	58	4	0	0	21	0	0	4	47	3	0	10	19	4	0	181
645-700	6	80	2	0	1	20	0	0	0	46	3	0	9	17	8	0	192
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	38	314	18	0	10	125	3	0	4	210	40	0	51	95	40	0	948
415-515	47	302	16	0	6	130	3	0	3	206	39	0	54	98	34	0	938
430-530	55	324	16	0	4	140	3	0	1	206	34	0	49	101	36	0	969
445-545	57	341	19	0	5	118	3	0	0	221	24	0	51	120	42	0	1001
500-600	51	309	23	0	6	99	3	0	2	218	20	0	47	128	42	0	948
515-615	45	284	27	0	7	89	5	0	2	218	19	0	42	121	50	0	909
530-630	39	263	24	0	10	71	7	0	2	199	20	0	42	113	52	0	842
545-645	39	230	19	0	7	78	7	0	6	179	22	0	38	94	40	0	759
600-700	38	257	14	0	6	82	5	0	4	180	17	0	37	82	35	0	757

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	1	1	2	8	12
415-430	3	3	6	3	15
430-445	2	2	10	4	18
445-500	11	11	7	2	31
500-515	2	2	3	6	13
515-530	6	6	11	2	25
530-545	4	4	13	4	25
545-600	6	6	6	1	19
600-615	0	0	5	1	6
615-630	1	1	4	3	9
630-645	2	2	7	3	14
645-700	2	2	3	2	9
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	17	17	25	17	76
415-515	18	18	26	15	77
430-530	21	21	31	14	87
445-545	**23**	**23**	**34**	**14**	**94**
500-600	18	18	33	13	82
515-615	16	16	35	8	75
530-630	11	11	28	9	59
545-645	9	9	22	8	48
600-700	5	5	19	9	38

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	0	0	4
415-430	0	1	1	1	3
430-445	2	1	3	3	9
445-500	0	1	4	0	5
500-515	2	0	0	0	2
515-530	4	1	0	2	7
530-545	3	0	0	0	3
545-600	2	1	0	0	3
600-615	0	0	0	0	0
615-630	1	0	1	0	2
630-645	0	0	0	1	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	5	8	4	21
415-515	4	3	8	4	19
430-530	8	3	7	5	23
445-545	**9**	**2**	**4**	**2**	**17**
500-600	11	2	0	2	15
515-615	9	2	0	2	13
530-630	6	1	1	0	8
545-645	3	1	1	1	6
600-700	1	0	1	1	3

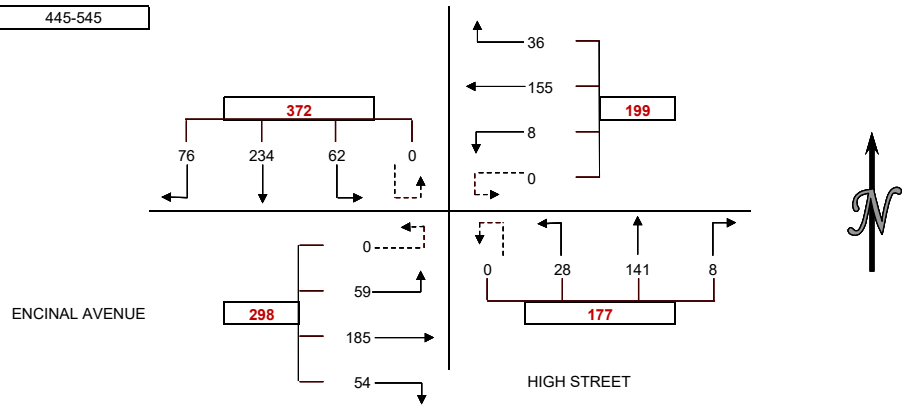
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S HIGH STREET
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	14	66	21	0	4	33	3	0	3	35	6	0	8	51	18	0	262
415-430	16	42	22	0	8	32	1	0	3	31	4	0	9	44	17	0	229
430-445	19	48	16	0	8	33	2	0	5	40	6	0	7	35	13	0	232
445-500	16	66	16	0	12	34	0	0	1	30	3	0	10	59	16	0	263
500-515	17	65	16	0	6	38	2	0	3	31	8	0	14	39	14	0	253
515-530	18	55	21	0	8	44	0	0	1	37	6	0	16	38	14	0	258
530-545	25	48	9	0	10	39	6	0	3	43	11	0	14	49	15	0	272
545-600	17	42	12	0	3	31	1	0	2	32	9	0	5	31	14	0	199
600-615	19	39	10	0	1	35	2	0	0	32	4	0	4	28	15	0	189
615-630	18	45	11	0	3	20	1	0	1	29	1	0	12	57	15	0	213
630-645	16	49	10	0	5	23	1	0	0	39	4	0	8	35	7	0	197
645-700	20	57	12	0	5	26	4	0	3	32	2	0	5	26	12	0	204
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	65	222	75	0	32	132	6	0	12	136	19	0	34	189	64	0	986
415-515	68	221	70	0	34	137	5	0	12	132	21	0	40	177	60	0	977
430-530	70	234	69	0	34	149	4	0	10	138	23	0	47	171	57	0	1006
445-545	76	234	62	0	36	155	8	0	8	141	28	0	54	185	59	0	1046
500-600	77	210	58	0	27	152	9	0	9	143	34	0	49	157	57	0	982
515-615	79	184	52	0	22	149	9	0	6	144	30	0	39	146	58	0	918
530-630	79	174	42	0	17	125	10	0	6	136	25	0	35	165	59	0	873
545-645	70	175	43	0	12	109	5	0	3	132	18	0	29	151	51	0	798
600-700	73	190	43	0	14	104	8	0	4	132	11	0	29	146	49	0	803

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	5	13	2	25
415-430	4	4	9	1	18
430-445	7	7	14	1	29
445-500	5	5	5	1	16
500-515	9	9	11	6	35
515-530	9	9	12	1	31
530-545	2	2	10	3	17
545-600	4	4	8	1	17
600-615	8	8	9	1	26
615-630	1	1	5	2	9
630-645	3	3	3	0	9
645-700	3	3	5	2	13
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	21	21	41	5	88
415-515	25	25	39	9	98
430-530	30	30	42	9	111
445-545	**25**	**25**	**38**	**11**	**99**
500-600	24	24	41	11	100
515-615	23	23	39	6	91
530-630	15	15	32	7	69
545-645	16	16	25	4	61
600-700	15	15	22	5	57

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	5	3	1	0	9
415-430	2	1	2	2	7
430-445	1	1	0	1	3
445-500	0	0	0	0	0
500-515	1	0	1	0	2
515-530	0	0	0	1	1
530-545	0	0	0	0	0
545-600	0	1	0	0	1
600-615	1	0	0	0	1
615-630	0	0	0	0	0
630-645	1	2	0	0	3
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	8	5	3	3	19
415-515	4	2	3	3	12
430-530	2	1	1	2	6
445-545	**1**	**0**	**1**	**1**	**3**
500-600	1	1	1	1	4
515-615	1	1	0	1	3
530-630	1	1	0	0	2
545-645	2	3	0	0	5
600-700	2	2	0	0	4

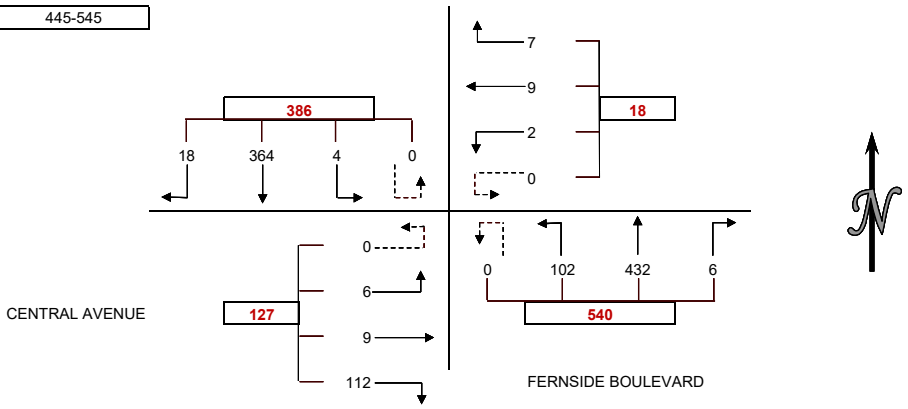
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W CENTRAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	5	95	2	0	3	3	0	0	1	120	23	0	26	1	0	0	279
415-430	4	90	1	0	1	0	0	0	1	86	21	0	29	2	2	0	237
430-445	3	93	0	0	0	2	1	0	3	87	24	0	21	1	4	0	239
445-500	6	83	1	0	1	2	0	0	1	103	33	0	20	1	0	0	251
500-515	7	103	2	0	3	4	1	0	3	106	21	0	28	4	2	0	284
515-530	4	105	0	0	2	2	0	0	2	113	32	0	32	2	2	0	296
530-545	1	73	1	0	1	1	1	0	0	110	16	0	32	2	2	0	240
545-600	1	74	2	0	1	0	0	0	0	77	18	0	30	6	3	0	212
600-615	3	86	1	0	0	2	0	0	0	65	20	0	20	3	0	0	200
615-630	2	70	2	0	1	3	0	0	1	80	16	0	18	2	4	0	199
630-645	1	96	1	0	2	1	0	0	0	70	19	0	17	1	3	0	211
645-700	5	64	1	0	0	2	0	0	0	65	14	0	13	2	4	0	170
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	18	361	4	0	5	7	1	0	6	396	101	0	96	5	6	0	1006
415-515	20	369	4	0	5	8	2	0	8	382	99	0	98	8	8	0	1011
430-530	20	384	3	0	6	10	2	0	9	409	110	0	101	8	8	0	1070
445-545	18	364	4	0	7	9	2	0	6	432	102	0	112	9	6	0	1071
500-600	13	355	5	0	7	7	2	0	5	406	87	0	122	14	9	0	1032
515-615	9	338	4	0	4	5	1	0	2	365	86	0	114	13	7	0	948
530-630	7	303	6	0	3	6	1	0	1	332	70	0	100	13	9	0	851
545-645	7	326	6	0	4	6	0	0	1	292	73	0	85	12	10	0	822
600-700	11	316	5	0	3	8	0	0	1	280	69	0	68	8	11	0	780

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	2	2	1	7
415-430	2	2	3	2	9
430-445	3	3	1	1	8
445-500	4	4	1	3	12
500-515	3	3	1	3	10
515-530	4	4	4	0	12
530-545	2	2	3	0	7
545-600	4	4	3	0	11
600-615	0	0	0	0	0
615-630	0	0	0	1	1
630-645	0	0	0	1	1
645-700	2	2	2	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	11	11	7	7	36
415-515	12	12	6	9	39
430-530	14	14	7	7	42
445-545	**13**	**13**	**9**	**6**	**41**
500-600	13	13	11	3	40
515-615	10	10	10	0	30
530-630	6	6	6	1	19
545-645	4	4	3	2	13
600-700	2	2	2	2	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	1	0	2	5
415-430	3	5	2	6	16
430-445	0	3	0	2	5
445-500	2	4	1	2	9
500-515	1	2	2	4	9
515-530	4	4	0	1	9
530-545	0	2	0	4	6
545-600	1	2	0	1	4
600-615	0	0	0	0	0
615-630	0	2	0	1	3
630-645	0	0	0	1	1
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	7	13	3	12	35
415-515	6	14	5	14	39
430-530	7	13	3	9	32
445-545	**7**	**12**	**3**	**11**	**33**
500-600	6	10	2	10	28
515-615	5	8	0	6	19
530-630	1	6	0	6	13
545-645	1	4	0	3	8
600-700	0	2	0	2	4

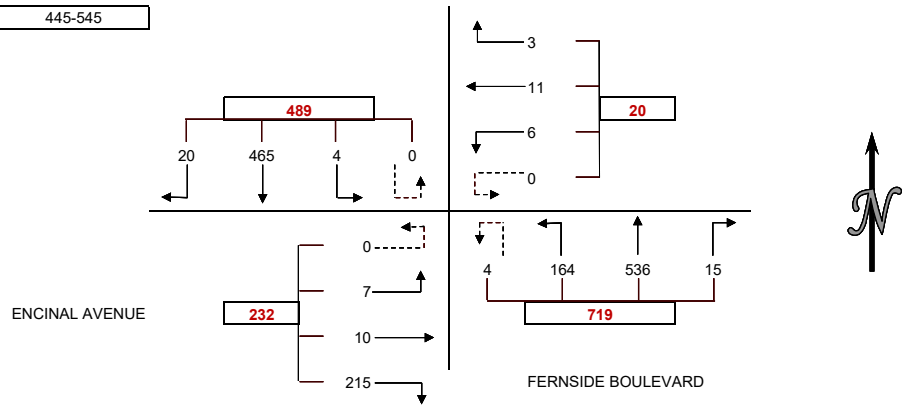
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: DISTRICT 4 - ALAMEDA
DATE: THURSDAY JANUARY 27, 2022
PERIOD: 4:00 PM TO 7:00 PM
INTERSECTION: N/S FERNSIDE BOULEVARD
E/W ENCINAL AVENUE
CITY: ALAMEDA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-415	1	118	0	0	2	1	4	0	4	142	36	10	62	3	3	0	386
415-430	3	137	1	0	0	2	6	0	4	99	36	3	61	4	3	1	360
430-445	6	102	1	0	1	4	2	0	2	116	34	2	45	5	2	1	323
445-500	3	106	1	0	0	3	1	0	8	141	38	1	66	2	2	0	372
500-515	6	131	1	0	0	3	0	0	3	138	38	1	46	3	2	0	372
515-530	5	132	2	0	2	1	3	0	2	138	42	2	53	4	1	0	387
530-545	6	96	0	0	1	4	2	0	2	119	46	0	50	1	2	0	329
545-600	4	99	0	0	0	1	0	0	6	97	34	0	40	2	1	2	286
600-615	5	109	1	0	0	1	0	0	3	86	25	0	34	2	0	1	267
615-630	2	92	0	0	1	0	1	0	2	88	21	0	48	2	5	3	265
630-645	2	117	0	0	0	0	2	0	2	92	22	0	39	1	2	1	280
645-700	9	67	0	0	2	4	1	0	1	76	30	0	31	1	3	0	225
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
400-500	13	463	3	0	3	10	13	0	18	498	144	16	234	14	10	2	1441
415-515	18	476	4	0	1	12	9	0	17	494	146	7	218	14	9	2	1427
430-530	20	471	5	0	3	11	6	0	15	533	152	6	210	14	7	1	1454
445-545	20	465	4	0	3	11	6	0	15	536	164	4	215	10	7	0	1460
500-600	21	458	3	0	3	9	5	0	13	492	160	3	189	10	6	2	1374
515-615	20	436	3	0	3	7	5	0	13	440	147	2	177	9	4	3	1269
530-630	17	396	1	0	2	6	3	0	13	390	126	0	172	7	8	6	1147
545-645	13	417	1	0	1	2	3	0	13	363	102	0	161	7	8	7	1098
600-700	18	385	1	0	3	5	4	0	8	342	98	0	152	6	10	5	1037

PEAK HOUR	445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	6	6	6	2	20
415-430	6	6	4	1	17
430-445	5	5	3	1	14
445-500	5	5	3	0	13
500-515	6	6	1	1	14
515-530	0	0	1	1	2
530-545	4	4	5	2	15
545-600	2	2	0	0	4
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	2	3	5
645-700	1	1	1	0	3
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	22	22	16	4	64
415-515	22	22	11	3	58
430-530	16	16	8	3	43
445-545	**15**	**15**	**10**	**4**	**44**
500-600	12	12	7	4	35
515-615	6	6	6	3	21
530-630	6	6	5	2	19
545-645	2	2	2	3	9
600-700	1	1	3	3	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-415	2	5	1	2	10
415-430	0	6	1	7	14
430-445	2	5	1	3	11
445-500	0	6	2	2	10
500-515	0	4	0	3	7
515-530	0	8	0	3	11
530-545	0	1	0	2	3
545-600	0	2	0	0	2
600-615	0	1	0	2	3
615-630	0	3	0	1	4
630-645	0	2	0	0	2
645-700	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
400-500	4	22	5	14	45
415-515	2	21	4	15	42
430-530	2	23	3	11	39
445-545	**0**	**19**	**2**	**10**	**31**
500-600	0	15	0	8	23
515-615	0	12	0	7	19
530-630	0	7	0	5	12
545-645	0	8	0	3	11
600-700	0	6	0	3	9

APPENDIX D

SYNCHRO ANALYSIS OUTPUT FILES

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	450	8	58	512	486	11	81	120	240	78	68
Future Volume (veh/h)	51	450	8	58	512	486	11	81	120	240	78	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	500	9	64	569	540	12	90	133	267	87	76
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1166	21	118	601	479	17	126	186	333	350	284
Arrive On Green	0.07	0.33	0.33	0.07	0.32	0.32	0.20	0.20	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1781	3567	64	1781	1870	1491	84	633	935	1781	1870	1519
Grp Volume(v), veh/h	57	249	260	64	569	540	235	0	0	267	87	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1854	1781	1870	1491	1652	0	0	1781	1870	1519
Q Serve(g_s), s	2.5	8.9	8.9	2.8	24.0	26.0	10.7	0.0	0.0	11.6	3.2	3.5
Cycle Q Clear(g_c), s	2.5	8.9	8.9	2.8	24.0	26.0	10.7	0.0	0.0	11.6	3.2	3.5
Prop In Lane	1.00		0.03	1.00		1.00	0.05		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	127	581	606	118	601	479	328	0	0	333	350	284
V/C Ratio(X)	0.45	0.43	0.43	0.54	0.95	1.13	0.72	0.00	0.00	0.80	0.25	0.27
Avail Cap(c_a), veh/h	330	581	606	330	601	479	490	0	0	441	463	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	21.3	21.3	36.6	26.8	27.4	30.3	0.0	0.0	31.4	28.0	28.1
Incr Delay (d2), s/veh	0.9	0.4	0.4	1.5	24.0	80.5	6.1	0.0	0.0	5.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.7	3.8	1.3	14.3	19.6	4.8	0.0	0.0	5.4	1.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	21.7	21.7	38.0	50.8	107.9	36.4	0.0	0.0	37.1	28.2	28.3
LnGrp LOS	D	C	C	D	D	F	D	A	A	D	C	C
Approach Vol, veh/h		566			1173			235			430	
Approach Delay, s/veh		23.2			76.4			36.4			33.7	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	30.6		20.7	9.4	31.0		19.7				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	15.0	26.0		24.0	15.0	26.0		20.0				
Max Q Clear Time (g_c+I1), s	4.5	28.0		12.7	4.8	10.9		13.6				
Green Ext Time (p_c), s	0.0	0.0		1.8	0.0	2.3		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		52.3	
HCM 6th LOS		D	

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	812	0	2	1079	30	0	0	2	2	0	5
Future Vol, veh/h	7	812	0	2	1079	30	0	0	2	2	0	5
Conflicting Peds, #/hr	7	0	0	0	0	7	4	0	7	7	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	902	0	2	1199	33	0	0	2	2	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1239	0	0	902	0	0	1526	2161	458	1701	2145	627
Stage 1	-	-	-	-	-	-	918	918	-	1227	1227	-
Stage 2	-	-	-	-	-	-	608	1243	-	474	918	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	558	-	-	749	-	-	81	47	550	60	48	426
Stage 1	-	-	-	-	-	-	292	349	-	189	249	-
Stage 2	-	-	-	-	-	-	450	245	-	540	349	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	554	-	-	749	-	-	77	45	546	57	46	422
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	45	-	57	46	-
Stage 1	-	-	-	-	-	-	284	339	-	182	245	-
Stage 2	-	-	-	-	-	-	438	241	-	519	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	11.6	30.5
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	554	-	-	749	-	-	149
HCM Lane V/C Ratio	0.004	0.014	-	-	0.003	-	-	0.052
HCM Control Delay (s)	11.6	11.6	0.2	-	9.8	0	-	30.5
HCM Lane LOS	B	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	796	0	0	1087	13	1	0	2	1	1	3
Future Vol, veh/h	4	796	0	0	1087	13	1	0	2	1	1	3
Conflicting Peds, #/hr	3	0	0	0	0	3	7	0	3	3	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	894	0	0	1221	15	1	0	2	1	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1239	0	0	894	0	0	1520	2141	450	1690	2134	628
Stage 1	-	-	-	-	-	-	902	902	-	1232	1232	-
Stage 2	-	-	-	-	-	-	618	1239	-	458	902	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	558	-	-	755	-	-	81	48	556	61	49	426
Stage 1	-	-	-	-	-	-	299	355	-	188	248	-
Stage 2	-	-	-	-	-	-	443	246	-	552	355	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	556	-	-	755	-	-	78	47	554	60	48	422
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	47	-	60	48	-
Stage 1	-	-	-	-	-	-	295	350	-	185	247	-
Stage 2	-	-	-	-	-	-	435	245	-	541	350	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	25	38.8
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	556	-	-	755	-	-	112
HCM Lane V/C Ratio	0.018	0.008	-	-	-	-	-	0.05
HCM Control Delay (s)	25	11.5	0.1	-	0	-	-	38.8
HCM Lane LOS	D	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	748	3	0	1094	14	2	2	1	4	2	20
Future Vol, veh/h	33	748	3	0	1094	14	2	2	1	4	2	20
Conflicting Peds, #/hr	9	0	14	14	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	840	3	0	1229	16	2	2	1	4	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1254	0	0	857	0	0	1555	2184	445	1750	2177	641
Stage 1	-	-	-	-	-	-	930	930	-	1246	1246	-
Stage 2	-	-	-	-	-	-	625	1254	-	504	931	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	551	-	-	779	-	-	77	45	561	55	46	417
Stage 1	-	-	-	-	-	-	287	344	-	184	244	-
Stage 2	-	-	-	-	-	-	439	242	-	518	344	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	546	-	-	769	-	-	61	38	549	47	39	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	38	-	47	39	-
Stage 1	-	-	-	-	-	-	247	296	-	159	242	-
Stage 2	-	-	-	-	-	-	408	240	-	444	296	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	75	37.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	546	-	-	769	-	-	140
HCM Lane V/C Ratio	0.099	0.068	-	-	-	-	-	0.209
HCM Control Delay (s)	75	12.1	0.7	-	0	-	-	37.4
HCM Lane LOS	F	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	2	24	1151	1	9
Future Vol, veh/h	788	2	24	1151	1	9
Conflicting Peds, #/hr	0	0	0	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	866	2	26	1265	1	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	868	0	1557	434
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	690	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	772	-	103	570
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	772	-	91	570
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	-	-	772	-
HCM Lane V/C Ratio	0.029	-	-	0.034	-
HCM Control Delay (s)	14.9	-	-	9.8	0.5
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

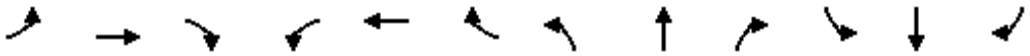
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	786	2	4	1165	2	4
Future Vol, veh/h	786	2	4	1165	2	4
Conflicting Peds, #/hr	0	0	0	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	854	2	4	1266	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	856	0	1505	428
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	650	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	780	-	112	575
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	780	-	109	575
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	469	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	780	-
HCM Lane V/C Ratio	0.028	-	-	0.006	-
HCM Control Delay (s)	20.6	-	-	9.6	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	761	4	41	1086	100	1	15	52	143	26	51
Future Volume (veh/h)	38	761	4	41	1086	100	1	15	52	143	26	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	846	4	46	1207	111	1	17	58	159	29	57
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	1591	8	131	1453	133	69	92	299	321	63	83
Arrive On Green	0.07	0.44	0.44	0.07	0.44	0.44	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3626	17	1781	3277	301	4	377	1230	869	260	342
Grp Volume(v), veh/h	42	415	435	46	653	665	76	0	0	245	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1801	1612	0	0	1470	0	0
Q Serve(g_s), s	1.2	9.2	9.2	1.3	17.5	17.6	0.0	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	1.2	9.2	9.2	1.3	17.5	17.6	2.0	0.0	0.0	7.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.17	0.01		0.76	0.65		0.23
Lane Grp Cap(c), veh/h	123	780	819	131	788	799	459	0	0	467	0	0
V/C Ratio(X)	0.34	0.53	0.53	0.35	0.83	0.83	0.17	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	560	822	863	560	822	833	811	0	0	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	11.1	11.1	23.8	13.2	13.3	16.2	0.0	0.0	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.7	0.6	7.0	7.2	0.2	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.3	3.4	0.6	7.4	7.6	0.7	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	11.8	11.8	24.4	20.3	20.4	16.5	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	C	B	B	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		892			1364			76			245	
Approach Delay, s/veh		12.4			20.5			16.5			19.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	28.6		17.7	8.0	28.3		17.7				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	17.0	25.0		25.0	17.0	25.0		25.0				
Max Q Clear Time (g_c+I1), s	3.2	19.6		4.0	3.3	11.2		9.9				
Green Ext Time (p_c), s	0.0	4.1		0.4	0.0	5.5		1.5				

Intersection Summary			
HCM 6th Ctrl Delay		17.5	
HCM 6th LOS		B	

Notes

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

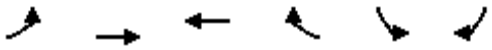
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	874	57	0	0	0	45
Future Vol, veh/h	874	57	0	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	982	64	0	0	0	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	523
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	499
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	499
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

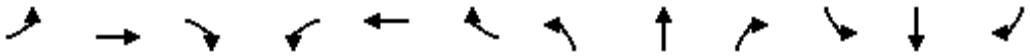
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	499	-	-	-
HCM Lane V/C Ratio	0.101	-	-	-
HCM Control Delay (s)	13	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	48	854	1213	746	549	16
Future Volume (vph)	48	854	1213	746	549	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.1	5.1		4.8	
Lane Util. Factor	1.00	0.95	0.95		0.97	
Frt	1.00	1.00	0.94		1.00	
Flt Protected	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1770	3539	3337		3432	
Flt Permitted	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1770	3539	3337		3432	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	928	1318	811	597	17
RTOR Reduction (vph)	0	0	76	0	2	0
Lane Group Flow (vph)	52	928	2053	0	612	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)	4.9	48.0	38.9		17.1	
Effective Green, g (s)	4.9	48.0	38.9		17.1	
Actuated g/C Ratio	0.07	0.64	0.52		0.23	
Clearance Time (s)	4.2	5.1	5.1		4.8	
Vehicle Extension (s)	1.5	2.8	2.8		1.8	
Lane Grp Cap (vph)	115	2264	1730		782	
v/s Ratio Prot	0.03	c0.26	c0.62		c0.18	
v/s Ratio Perm						
v/c Ratio	0.45	0.41	1.19		0.78	
Uniform Delay, d1	33.8	6.6	18.1		27.2	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.0	0.1	90.3		4.7	
Delay (s)	34.8	6.7	108.3		31.9	
Level of Service	C	A	F		C	
Approach Delay (s)		8.2	108.3		31.9	
Approach LOS		A	F		C	

Intersection Summary			
HCM 2000 Control Delay	69.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



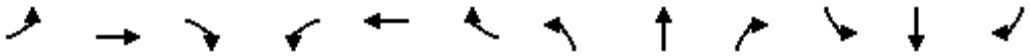
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	103	46	7	128	14	68	211	7	24	257	51
Future Volume (veh/h)	48	103	46	7	128	14	68	211	7	24	257	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.93	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	113	51	8	141	15	75	232	8	26	282	56
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	296	113	145	472	48	251	518	16	159	534	101
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	242	1011	385	33	1609	165	247	1397	43	57	1441	272
Grp Volume(v), veh/h	217	0	0	164	0	0	315	0	0	364	0	0
Grp Sat Flow(s),veh/h/ln	1637	0	0	1807	0	0	1687	0	0	1770	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.0	0.0	0.0	3.6	0.0	0.0	4.4	0.0	0.0
Prop In Lane	0.24		0.24	0.05		0.09	0.24		0.03	0.07		0.15
Lane Grp Cap(c), veh/h	640	0	0	665	0	0	785	0	0	794	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.25	0.00	0.00	0.40	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	1301	0	0	1416	0	0	1881	0	0	2008	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	7.7	0.0	0.0	6.7	0.0	0.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.3	0.0	0.0	7.9	0.0	0.0	7.0	0.0	0.0	7.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		217			164			315			364	
Approach Delay, s/veh		8.3			7.9			7.0			7.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.2		12.8		15.2		12.8				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		6.4		4.0		5.6		4.8				
Green Ext Time (p_c), s		2.6		0.8		2.3		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		7.5
HCM 6th LOS		A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	158	63	19	184	55	65	172	7	50	195	65
Future Volume (vph)	57	158	63	19	184	55	65	172	7	50	195	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.94		1.00	0.94		1.00			0.99	
Flpb, ped/bikes		0.99	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		1.00			0.97	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1829	1490		1850	1486		1827			1780	
Flt Permitted		0.87	1.00		0.96	1.00		0.85			0.92	
Satd. Flow (perm)		1611	1490		1784	1486		1567			1647	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	63	174	69	21	202	60	71	189	8	55	214	71
RTOR Reduction (vph)	0	0	45	0	0	39	0	2	0	0	16	0
Lane Group Flow (vph)	0	237	24	0	223	21	0	266	0	0	324	0
Confl. Peds. (#/hr)	33		44	44		33	5		33	33		5
Confl. Bikes (#/hr)			4			15			7			6
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		13.4	13.4		13.4	13.4		16.9			16.9	
Effective Green, g (s)		13.4	13.4		13.4	13.4		16.9			16.9	
Actuated g/C Ratio		0.35	0.35		0.35	0.35		0.44			0.44	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		560	518		620	517		687			722	
v/s Ratio Prot												
v/s Ratio Perm		c0.15	0.02		0.12	0.01		0.17			c0.20	
v/c Ratio		0.42	0.05		0.36	0.04		0.39			0.45	
Uniform Delay, d1		9.6	8.3		9.4	8.3		7.3			7.5	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.2	0.0		0.1	0.0		0.1			0.2	
Delay (s)		9.8	8.3		9.5	8.3		7.4			7.7	
Level of Service		A	A		A	A		A			A	
Approach Delay (s)		9.5			9.2			7.4			7.7	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	38.5	Sum of lost time (s)	8.2
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

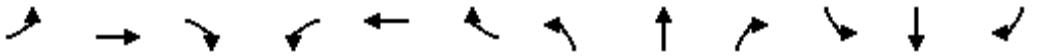
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	19.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	25	91	12	23	12	94	423	2	10	270	15
Future Vol, veh/h	9	25	91	12	23	12	94	423	2	10	270	15
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	28	102	13	26	13	106	475	2	11	303	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	10.2	26.5	13.3
HCM LOS	B	B	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	7%	26%	3%
Vol Thru, %	82%	20%	49%	92%
Vol Right, %	0%	73%	26%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	519	125	47	295
LT Vol	94	9	12	10
Through Vol	423	25	23	270
RT Vol	2	91	12	15
Lane Flow Rate	583	140	53	331
Geometry Grp	1	1	1	1
Degree of Util (X)	0.816	0.23	0.095	0.488
Departure Headway (Hd)	5.04	5.894	6.452	5.3
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	717	607	553	679
Service Time	3.076	3.953	4.521	3.345
HCM Lane V/C Ratio	0.813	0.231	0.096	0.487
HCM Control Delay	26.5	10.7	10.2	13.3
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	8.7	0.9	0.3	2.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	39	144	16	46	11	214	544	16	5	356	24
Future Volume (veh/h)	10	39	144	16	46	11	214	544	16	5	356	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.92	0.94		0.92	1.00		0.96	0.97		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	45	166	18	53	13	246	625	18	6	409	28
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	294	261	110	222	46	314	1174	34	68	745	596
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.65	0.65	0.40	0.40	0.40
Sat Flow, veh/h	152	1642	1457	175	1242	259	1781	1806	52	6	1855	1484
Grp Volume(v), veh/h	56	0	166	84	0	0	246	0	643	415	0	28
Grp Sat Flow(s),veh/h/ln	1794	0	1457	1676	0	0	1781	0	1858	1861	0	1484
Q Serve(g_s), s	0.0	0.0	5.9	0.0	0.0	0.0	7.3	0.0	10.3	0.0	0.0	0.6
Cycle Q Clear(g_c), s	1.4	0.0	5.9	2.2	0.0	0.0	7.3	0.0	10.3	9.5	0.0	0.6
Prop In Lane	0.20		1.00	0.21		0.15	1.00		0.03	0.01		1.00
Lane Grp Cap(c), veh/h	399	0	261	379	0	0	314	0	1208	813	0	596
V/C Ratio(X)	0.14	0.00	0.64	0.22	0.00	0.00	0.78	0.00	0.53	0.51	0.00	0.05
Avail Cap(c_a), veh/h	400	0	262	380	0	0	962	0	1539	902	0	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	21.1	19.6	0.0	0.0	21.9	0.0	5.2	12.8	0.0	10.1
Incr Delay (d2), s/veh	0.2	0.0	5.0	0.3	0.0	0.0	4.3	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.2	0.9	0.0	0.0	3.2	0.0	2.7	3.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	26.1	19.9	0.0	0.0	26.1	0.0	5.3	13.0	0.0	10.1
LnGrp LOS	B	A	C	B	A	A	C	A	A	B	A	B
Approach Vol, veh/h		222			84			889			443	
Approach Delay, s/veh		24.4			19.9			11.1			12.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.8	27.2		14.5		41.0		14.5				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	30.0	25.0		10.0		* 46		10.0				
Max Q Clear Time (g_c+I1), s	9.3	11.5		4.2		12.3		7.9				
Green Ext Time (p_c), s	0.7	1.6		0.2		3.3		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		13.8	
HCM 6th LOS		B	

Notes

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

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	57	509	64	569	540	235	267	87	76
v/c Ratio	0.30	0.45	0.36	0.95	0.67	0.63	0.76	0.23	0.19
Control Delay	44.3	27.4	45.6	60.3	9.2	32.2	48.1	32.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	27.4	45.6	60.3	9.2	32.2	48.1	32.4	4.0
Queue Length 50th (ft)	30	116	34	~316	20	88	136	40	0
Queue Length 95th (ft)	75	209	82	#665	145	179	253	90	19
Internal Link Dist (ft)		355		400		582		438	
Turn Bay Length (ft)	110		130				185		185
Base Capacity (vph)	326	1138	326	597	811	540	444	468	469
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.45	0.20	0.95	0.67	0.44	0.60	0.19	0.16

Intersection Summary

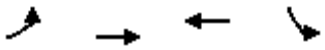
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	42	850	46	1318	76	245
v/c Ratio	0.17	0.52	0.19	0.74	0.16	0.66
Control Delay	28.5	15.5	28.5	19.6	8.1	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	15.5	28.5	19.6	8.1	27.2
Queue Length 50th (ft)	14	125	15	143	5	74
Queue Length 95th (ft)	46	233	49	#482	31	146
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125		125			
Base Capacity (vph)	522	1662	522	1771	747	602
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	0.08	0.51	0.09	0.74	0.10	0.41

Intersection Summary

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



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	52	928	2129	614
v/c Ratio	0.23	0.42	1.15	0.76
Control Delay	35.8	7.9	96.2	33.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.8	7.9	96.2	33.5
Queue Length 50th (ft)	24	101	~689	146
Queue Length 95th (ft)	60	167	#915	202
Internal Link Dist (ft)		154	784	153
Turn Bay Length (ft)	310			
Base Capacity (vph)	494	3031	1845	1249
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.31	1.15	0.49

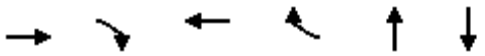
Intersection Summary

~ 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	NBT	SBT
Lane Group Flow (vph)	217	164	315	364
v/c Ratio	0.44	0.29	0.39	0.40
Control Delay	11.7	10.5	9.7	9.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	10.5	9.7	9.1
Queue Length 50th (ft)	22	17	34	37
Queue Length 95th (ft)	81	63	116	124
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	990	1131	1391	1554
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.15	0.23	0.23

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	237	69	223	60	268	340
v/c Ratio	0.33	0.10	0.28	0.09	0.40	0.48
Control Delay	11.2	3.8	10.6	3.9	12.5	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	3.8	10.6	3.9	12.5	12.5
Queue Length 50th (ft)	31	0	28	0	58	70
Queue Length 95th (ft)	102	19	93	18	108	130
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	1114	1042	1233	1044	910	967
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	0.21	0.07	0.18	0.06	0.29	0.35

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	56	166	84	246	643	415	28
v/c Ratio	0.12	0.32	0.18	0.62	0.49	0.57	0.04
Control Delay	29.8	7.1	27.5	43.6	11.1	29.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	7.1	27.5	43.6	11.1	29.0	0.1
Queue Length 50th (ft)	28	0	37	164	242	225	0
Queue Length 95th (ft)	64	47	81	239	318	356	0
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	467	519	457	760	1443	828	705
Starvation Cap Reductn	0	0	0	0	0	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	0.12	0.32	0.18	0.32	0.45	0.50	0.04

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	626	4	74	468	305	6	80	125	236	95	138
Future Volume (veh/h)	122	626	4	74	468	305	6	80	125	236	95	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	659	4	78	493	321	6	84	132	248	100	145
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	1180	7	131	566	453	9	119	187	320	336	272
Arrive On Green	0.10	0.33	0.33	0.07	0.30	0.30	0.19	0.19	0.19	0.18	0.18	0.18
Sat Flow, veh/h	1781	3619	22	1781	1870	1496	45	624	981	1781	1870	1515
Grp Volume(v), veh/h	128	323	340	78	493	321	222	0	0	248	100	145
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1870	1496	1649	0	0	1781	1870	1515
Q Serve(g_s), s	5.4	11.7	11.7	3.3	19.4	14.8	9.8	0.0	0.0	10.3	3.6	6.8
Cycle Q Clear(g_c), s	5.4	11.7	11.7	3.3	19.4	14.8	9.8	0.0	0.0	10.3	3.6	6.8
Prop In Lane	1.00		0.01	1.00		1.00	0.03		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	172	579	608	131	566	453	315	0	0	320	336	272
V/C Ratio(X)	0.75	0.56	0.56	0.60	0.87	0.71	0.70	0.00	0.00	0.78	0.30	0.53
Avail Cap(c_a), veh/h	343	594	623	343	625	500	509	0	0	458	481	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	21.6	21.6	34.9	25.7	24.1	29.4	0.0	0.0	30.4	27.7	29.0
Incr Delay (d2), s/veh	2.4	0.9	0.9	1.6	11.5	3.7	6.0	0.0	0.0	3.0	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.9	5.1	1.5	10.1	5.5	4.3	0.0	0.0	4.6	1.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	22.5	22.5	36.6	37.2	27.8	35.4	0.0	0.0	33.4	27.8	29.6
LnGrp LOS	D	C	C	D	D	C	D	A	A	C	C	C
Approach Vol, veh/h		791			892			222			493	
Approach Delay, s/veh		24.8			33.8			35.4			31.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	28.2		19.5	9.8	30.0		18.6				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	15.0	26.0		24.0	15.0	26.0		20.0				
Max Q Clear Time (g_c+I1), s	7.4	21.4		11.8	5.3	13.7		12.3				
Green Ext Time (p_c), s	0.1	1.7		1.8	0.1	2.9		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		30.4	
HCM 6th LOS		C	

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	978	1	3	862	10	1	0	4	0	1	5
Future Vol, veh/h	7	978	1	3	862	10	1	0	4	0	1	5
Conflicting Peds, #/hr	12	0	0	0	0	12	4	0	12	12	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1019	1	3	898	10	1	0	4	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	920	0	0	1020	0	0	1494	1960	522	1457	1955	470
Stage 1	-	-	-	-	-	-	1034	1034	-	921	921	-
Stage 2	-	-	-	-	-	-	460	926	-	536	1034	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	738	-	-	676	-	-	85	63	499	91	63	540
Stage 1	-	-	-	-	-	-	248	308	-	291	347	-
Stage 2	-	-	-	-	-	-	551	346	-	496	308	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	730	-	-	676	-	-	81	60	493	86	60	532
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	60	-	86	60	-
Stage 1	-	-	-	-	-	-	243	301	-	281	340	-
Stage 2	-	-	-	-	-	-	537	339	-	475	301	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	20.1	21.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	244	730	-	-	676	-	-	226
HCM Lane V/C Ratio	0.021	0.01	-	-	0.005	-	-	0.027
HCM Control Delay (s)	20.1	10	0.1	-	10.3	0	-	21.4
HCM Lane LOS	C	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	981	1	1	861	2	1	0	2	3	0	5
Future Vol, veh/h	5	981	1	1	861	2	1	0	2	3	0	5
Conflicting Peds, #/hr	14	0	1	1	0	14	3	0	14	14	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1044	1	1	916	2	1	0	2	3	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	932	0	0	1046	0	0	1519	1990	538	1479	1989	476
Stage 1	-	-	-	-	-	-	1056	1056	-	933	933	-
Stage 2	-	-	-	-	-	-	463	934	-	546	1056	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	730	-	-	661	-	-	82	60	488	87	60	535
Stage 1	-	-	-	-	-	-	241	300	-	286	343	-
Stage 2	-	-	-	-	-	-	548	343	-	490	300	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	720	-	-	660	-	-	80	58	481	83	58	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	58	-	83	58	-
Stage 1	-	-	-	-	-	-	237	295	-	277	338	-
Stage 2	-	-	-	-	-	-	539	338	-	473	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	25.4	26.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	180	720	-	-	660	-	-	175
HCM Lane V/C Ratio	0.018	0.007	-	-	0.002	-	-	0.049
HCM Control Delay (s)	25.4	10	0.1	-	10.5	0	-	26.6
HCM Lane LOS	D	B	A	-	B	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	953	4	5	856	17	2	0	3	4	2	11
Future Vol, veh/h	18	953	4	5	856	17	2	0	3	4	2	11
Conflicting Peds, #/hr	10	0	17	17	0	10	5	0	10	10	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1014	4	5	911	18	2	0	3	4	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	939	0	0	1035	0	0	1543	2020	536	1495	2013	480
Stage 1	-	-	-	-	-	-	1071	1071	-	940	940	-
Stage 2	-	-	-	-	-	-	472	949	-	555	1073	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	726	-	-	667	-	-	78	58	489	85	58	532
Stage 1	-	-	-	-	-	-	236	295	-	283	340	-
Stage 2	-	-	-	-	-	-	542	337	-	484	295	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	719	-	-	656	-	-	68	52	477	78	52	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	52	-	78	52	-
Stage 1	-	-	-	-	-	-	218	273	-	263	331	-
Stage 2	-	-	-	-	-	-	516	328	-	447	273	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	31.7	31.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	140	719	-	-	656	-	-	154
HCM Lane V/C Ratio	0.038	0.027	-	-	0.008	-	-	0.117
HCM Control Delay (s)	31.7	10.1	0.3	-	10.5	0.1	-	31.5
HCM Lane LOS	D	B	A	-	B	A	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1010	9	23	871	3	6
Future Vol, veh/h	1010	9	23	871	3	6
Conflicting Peds, #/hr	0	3	3	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1063	9	24	917	3	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1075	0	1583	539
Stage 1	-	-	-	-	1071	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	644	-	99	487
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	642	-	91	486
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	522	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	199	-	-	642	-
HCM Lane V/C Ratio	0.048	-	-	0.038	-
HCM Control Delay (s)	24	-	-	10.8	0.4
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1006	3	0	915	1	0
Future Vol, veh/h	1006	3	0	915	1	0
Conflicting Peds, #/hr	0	0	0	0	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1059	3	0	963	1	0

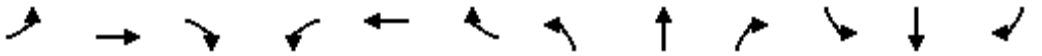
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1062	0	1547	531
Stage 1	-	-	-	-	1061	-
Stage 2	-	-	-	-	486	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	652	-	105	493
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	652	-	105	493
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	39.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	105	-	-	652	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	39.6	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Summary
7: Bayview Dr & Otis Dr

Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	926	6	82	830	66	2	16	98	138	34	63
Future Volume (veh/h)	74	926	6	82	830	66	2	16	98	138	34	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	955	6	85	856	68	2	16	101	142	35	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1402	9	196	1312	104	74	56	325	300	78	97
Arrive On Green	0.10	0.39	0.39	0.11	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3619	23	1781	3331	265	7	233	1344	774	322	403
Grp Volume(v), veh/h	76	469	492	85	457	467	119	0	0	242	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1865	1781	1777	1819	1584	0	0	1499	0	0
Q Serve(g_s), s	2.0	11.1	11.1	2.3	10.6	10.6	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	2.0	11.1	11.1	2.3	10.6	10.6	3.1	0.0	0.0	7.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.15	0.02		0.85	0.59		0.27
Lane Grp Cap(c), veh/h	185	688	722	196	700	716	456	0	0	476	0	0
V/C Ratio(X)	0.41	0.68	0.68	0.43	0.65	0.65	0.26	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	598	877	920	598	877	897	852	0	0	827	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.3	12.9	12.9	21.1	12.5	12.5	15.7	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	1.7	1.6	0.6	1.4	1.4	0.4	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.1	4.3	0.9	3.9	4.0	1.1	0.0	0.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	14.6	14.6	21.6	13.9	13.9	16.1	0.0	0.0	18.0	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1037			1009			119			242	
Approach Delay, s/veh		15.1			14.6			16.1			18.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	24.6		16.9	9.6	24.2		16.9				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	17.0	25.0		25.0	17.0	25.0		25.0				
Max Q Clear Time (g_c+I1), s	4.0	12.6		5.1	4.3	13.1		9.0				
Green Ext Time (p_c), s	0.1	5.7		0.7	0.1	5.8		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.2	
HCM 6th LOS		B	

Notes

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

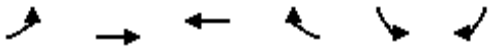
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1114	41	0	0	0	42
Future Vol, veh/h	1114	41	0	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1185	44	0	0	0	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	615
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	434
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	434
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

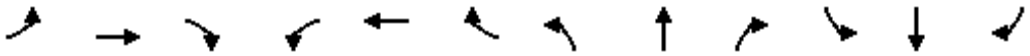
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	434	-	-	-
HCM Lane V/C Ratio	0.103	-	-	-
HCM Control Delay (s)	14.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	1086	962	690	661	10
Future Volume (vph)	35	1086	962	690	661	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.1	5.1		4.8	
Lane Util. Factor	1.00	0.95	0.95		0.97	
Frt	1.00	1.00	0.94		1.00	
Flt Protected	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1770	3539	3318		3436	
Flt Permitted	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1770	3539	3318		3436	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	36	1108	982	704	674	10
RTOR Reduction (vph)	0	0	106	0	1	0
Lane Group Flow (vph)	36	1108	1580	0	683	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)	4.8	47.9	38.9		18.9	
Effective Green, g (s)	4.8	47.9	38.9		18.9	
Actuated g/C Ratio	0.06	0.62	0.51		0.25	
Clearance Time (s)	4.2	5.1	5.1		4.8	
Vehicle Extension (s)	1.5	2.8	2.8		1.8	
Lane Grp Cap (vph)	110	2210	1682		846	
v/s Ratio Prot	0.02	c0.31	c0.48		c0.20	
v/s Ratio Perm						
v/c Ratio	0.33	0.50	0.94		0.81	
Uniform Delay, d1	34.4	7.9	17.8		27.2	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.6	0.2	10.6		5.4	
Delay (s)	35.0	8.0	28.4		32.6	
Level of Service	D	A	C		C	
Approach Delay (s)		8.9	28.4		32.6	
Approach LOS		A	C		C	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	76.7	Sum of lost time (s)	14.1
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	120	51	3	118	5	24	221	0	19	341	57
Future Volume (veh/h)	42	120	51	3	118	5	24	221	0	19	341	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.92	0.96		0.92	0.99		1.00	0.98		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	126	54	3	124	5	25	233	0	20	359	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	329	122	116	539	21	150	705	0	128	617	100
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.41	0.41	0.00	0.41	0.41	0.41
Sat Flow, veh/h	182	1076	400	12	1761	70	73	1729	0	32	1513	245
Grp Volume(v), veh/h	224	0	0	132	0	0	258	0	0	439	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1843	0	0	1801	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	1.8	0.0	0.0	3.1	0.0	0.0	6.2	0.0	0.0
Prop In Lane	0.20		0.24	0.02		0.04	0.10		0.00	0.05		0.14
Lane Grp Cap(c), veh/h	639	0	0	676	0	0	855	0	0	845	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.20	0.00	0.00	0.30	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1120	0	0	1228	0	0	1719	0	0	1733	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	8.5	0.0	0.0	6.7	0.0	0.0	7.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.6	0.0	0.0	0.9	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.0	0.0	8.7	0.0	0.0	6.9	0.0	0.0	8.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		224			132			258			439	
Approach Delay, s/veh		9.4			8.7			6.9			8.1	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.2		14.7		18.2		14.7				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		8.2		3.8		5.1		5.3				
Green Ext Time (p_c), s		3.1		0.6		1.7		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	185	54	8	155	36	28	141	8	62	234	76
Future Volume (vph)	59	185	54	8	155	36	28	141	8	62	234	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.95		1.00	0.96		1.00			0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		0.99			0.97	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1834	1506		1857	1521		1833			1782	
Flt Permitted		0.89	1.00		0.98	1.00		0.92			0.93	
Satd. Flow (perm)		1647	1506		1825	1521		1696			1665	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	61	193	56	8	161	38	29	147	8	65	244	79
RTOR Reduction (vph)	0	0	39	0	0	26	0	3	0	0	15	0
Lane Group Flow (vph)	0	254	17	0	169	12	0	181	0	0	373	0
Confl. Peds. (#/hr)	25		38	38		25	11		25	25		11
Confl. Bikes (#/hr)			1			1						1
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		10.8	10.8		10.8	10.8		16.3			16.3	
Effective Green, g (s)		10.8	10.8		10.8	10.8		16.3			16.3	
Actuated g/C Ratio		0.31	0.31		0.31	0.31		0.46			0.46	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		503	460		558	465		783			768	
v/s Ratio Prot												
v/s Ratio Perm		c0.15	0.01		0.09	0.01		0.11			c0.22	
v/c Ratio		0.50	0.04		0.30	0.03		0.23			0.49	
Uniform Delay, d1		10.1	8.6		9.4	8.6		5.7			6.6	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.3	0.0		0.1	0.0		0.1			0.2	
Delay (s)		10.3	8.6		9.5	8.6		5.8			6.8	
Level of Service		B	A		A	A		A			A	
Approach Delay (s)		10.0			9.3			5.8			6.8	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	35.3	Sum of lost time (s)	8.2
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

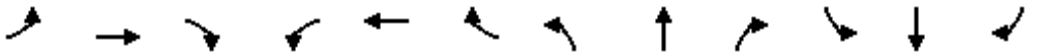
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	21.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	9	112	2	9	7	102	432	6	4	364	18
Future Vol, veh/h	6	9	112	2	9	7	102	432	6	4	364	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	10	124	2	10	8	113	480	7	4	404	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	9.9	28.9	16.4
HCM LOS	B	A	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	5%	11%	1%
Vol Thru, %	80%	7%	50%	94%
Vol Right, %	1%	88%	39%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	540	127	18	386
LT Vol	102	6	2	4
Through Vol	432	9	9	364
RT Vol	6	112	7	18
Lane Flow Rate	600	141	20	429
Geometry Grp	1	1	1	1
Degree of Util (X)	0.841	0.232	0.037	0.619
Departure Headway (Hd)	5.048	5.922	6.607	5.199
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	720	604	539	695
Service Time	3.08	3.977	4.677	3.235
HCM Lane V/C Ratio	0.833	0.233	0.037	0.617
HCM Control Delay	28.9	10.8	9.9	16.4
HCM Lane LOS	D	B	A	C
HCM 95th-tile Q	9.5	0.9	0.1	4.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	10	215	6	11	3	164	536	15	4	465	20
Future Volume (veh/h)	7	10	215	6	11	3	164	536	15	4	465	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.94	0.97		0.96	1.00		0.96	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	11	229	6	12	3	174	570	16	4	495	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	233	277	135	215	44	311	1145	32	70	713	577
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.17	0.63	0.63	0.38	0.38	0.38
Sat Flow, veh/h	448	1248	1486	256	1150	234	1781	1808	51	3	1863	1508
Grp Volume(v), veh/h	18	0	229	21	0	0	174	0	586	499	0	21
Grp Sat Flow(s),veh/h/ln	1695	0	1486	1641	0	0	1781	0	1859	1866	0	1508
Q Serve(g_s), s	0.0	0.0	7.8	0.0	0.0	0.0	4.7	0.0	8.9	0.0	0.0	0.5
Cycle Q Clear(g_c), s	0.4	0.0	7.8	0.5	0.0	0.0	4.7	0.0	8.9	11.8	0.0	0.5
Prop In Lane	0.39		1.00	0.29		0.14	1.00		0.03	0.01		1.00
Lane Grp Cap(c), veh/h	411	0	277	394	0	0	311	0	1177	783	0	577
V/C Ratio(X)	0.04	0.00	0.83	0.05	0.00	0.00	0.56	0.00	0.50	0.64	0.00	0.04
Avail Cap(c_a), veh/h	416	0	282	398	0	0	1013	0	1620	952	0	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	20.6	17.7	0.0	0.0	19.9	0.0	5.2	13.7	0.0	10.2
Incr Delay (d2), s/veh	0.0	0.0	17.8	0.1	0.0	0.0	1.6	0.0	0.1	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.9	0.2	0.0	0.0	2.0	0.0	2.4	4.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	38.4	17.7	0.0	0.0	21.5	0.0	5.3	14.2	0.0	10.2
LnGrp LOS	B	A	D	B	A	A	C	A	A	B	A	B
Approach Vol, veh/h		247			21			760			520	
Approach Delay, s/veh		36.9			17.7			9.0			14.0	
Approach LOS		D			B			A			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.2	25.1		14.4		38.3		14.4				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	30.0	25.0		10.0		* 46		10.0				
Max Q Clear Time (g_c+I1), s	6.7	13.8		2.5		10.9		9.8				
Green Ext Time (p_c), s	0.5	1.8		0.0		2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		15.3	
HCM 6th LOS		B	

Notes

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

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

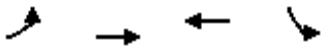
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	128	663	78	493	321	222	248	100	145
v/c Ratio	0.58	0.53	0.43	0.88	0.47	0.62	0.76	0.29	0.36
Control Delay	49.9	27.9	48.1	50.6	6.3	31.8	50.4	34.6	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	27.9	48.1	50.6	6.3	31.8	50.4	34.6	8.7
Queue Length 50th (ft)	67	156	41	257	0	78	129	47	0
Queue Length 95th (ft)	144	283	97	#584	71	167	243	105	51
Internal Link Dist (ft)		355		400		582		438	
Turn Bay Length (ft)	110		130				185		185
Base Capacity (vph)	308	1257	308	562	679	520	420	443	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.53	0.25	0.88	0.47	0.43	0.59	0.23	0.31

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	76	961	85	924	119	242
v/c Ratio	0.29	0.66	0.31	0.58	0.24	0.62
Control Delay	30.1	19.4	30.2	16.5	7.1	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	19.4	30.2	16.5	7.1	26.0
Queue Length 50th (ft)	26	147	30	138	5	72
Queue Length 95th (ft)	72	288	77	269	39	147
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125		125			
Base Capacity (vph)	532	1572	532	1699	771	640
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	0.14	0.61	0.16	0.54	0.15	0.38

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	36	1108	1686	684
v/c Ratio	0.17	0.51	0.92	0.79
Control Delay	36.1	9.7	28.0	34.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.1	9.7	28.0	34.0
Queue Length 50th (ft)	17	141	~407	168
Queue Length 95th (ft)	47	228	#649	227
Internal Link Dist (ft)		154	784	153
Turn Bay Length (ft)	310			
Base Capacity (vph)	483	2984	1824	1220
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.07	0.37	0.92	0.56

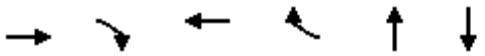
Intersection Summary

~ 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	NBT	SBT
Lane Group Flow (vph)	224	132	258	439
v/c Ratio	0.47	0.25	0.32	0.53
Control Delay	13.5	11.7	8.6	10.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.5	11.7	8.6	10.5
Queue Length 50th (ft)	27	17	27	50
Queue Length 95th (ft)	90	58	88	154
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	895	1007	1415	1444
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.13	0.18	0.30

Intersection Summary

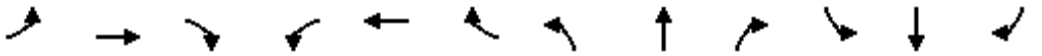


Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	254	56	169	38	184	388
v/c Ratio	0.38	0.09	0.23	0.06	0.25	0.52
Control Delay	12.2	4.1	10.7	4.5	9.4	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	4.1	10.7	4.5	9.4	11.7
Queue Length 50th (ft)	29	0	18	0	16	37
Queue Length 95th (ft)	109	17	71	14	71	153
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	1245	1141	1380	1153	1047	1035
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	0.20	0.05	0.12	0.03	0.18	0.37

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	18	229	21	174	586	499	21
v/c Ratio	0.05	0.46	0.06	0.49	0.49	0.72	0.03
Control Delay	24.6	7.4	22.6	31.8	8.2	26.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	7.4	22.6	31.8	8.2	26.2	0.1
Queue Length 50th (ft)	5	0	5	50	76	135	0
Queue Length 95th (ft)	27	56	29	180	298	429	0
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	350	494	353	870	1708	816	716
Starvation Cap Reductn	0	0	0	0	0	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	0.05	0.46	0.06	0.20	0.34	0.61	0.03

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	383	10	63	490	430	13	85	111	146	69	52
Future Volume (veh/h)	50	383	10	63	490	430	13	85	111	146	69	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	426	11	70	544	478	14	94	123	162	77	58
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	853	687	106	405	356	19	126	164	249	261	202
Arrive On Green	0.06	0.46	0.46	0.06	0.45	0.45	0.19	0.19	0.18	0.14	0.14	0.14
Sat Flow, veh/h	1781	1870	1506	1781	895	787	99	664	869	1781	1870	1449
Grp Volume(v), veh/h	56	426	11	70	0	1022	231	0	0	162	77	58
Grp Sat Flow(s),veh/h/ln	1781	1870	1506	1781	0	1682	1631	0	0	1781	1870	1449
Q Serve(g_s), s	3.1	16.5	0.4	4.0	0.0	46.7	13.8	0.0	0.0	8.9	3.8	3.7
Cycle Q Clear(g_c), s	3.1	16.5	0.4	4.0	0.0	46.7	13.8	0.0	0.0	8.9	3.8	3.7
Prop In Lane	1.00		1.00	1.00		0.47	0.06		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	112	853	687	106	0	762	309	0	0	249	261	202
V/C Ratio(X)	0.50	0.50	0.02	0.66	0.00	1.34	0.75	0.00	0.00	0.65	0.29	0.29
Avail Cap(c_a), veh/h	140	853	687	178	0	762	405	0	0	408	428	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	19.7	15.4	47.4	0.0	28.3	39.6	0.0	0.0	42.0	39.8	39.8
Incr Delay (d2), s/veh	1.3	0.3	0.0	2.6	0.0	162.6	8.6	0.0	0.0	1.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.2	0.1	1.8	0.0	52.6	6.3	0.0	0.0	4.0	1.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	20.1	15.4	50.0	0.0	191.0	48.3	0.0	0.0	43.1	40.0	40.0
LnGrp LOS	D	C	B	D	A	F	D	A	A	D	D	D
Approach Vol, veh/h		493			1092			231			297	
Approach Delay, s/veh		23.2			181.9			48.3			41.7	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	50.7		23.5	10.2	51.0		18.4				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	8.0	46.1		25.0	10.2	43.9		23.0				
Max Q Clear Time (g_c+I1), s	5.1	48.7		15.8	6.0	18.5		10.9				
Green Ext Time (p_c), s	0.0	0.0		1.5	0.0	2.4		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		110.6	
HCM 6th LOS		F	

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	632	0	2	996	30	0	0	2	2	0	5
Future Vol, veh/h	7	632	0	2	996	30	0	0	2	2	0	5
Conflicting Peds, #/hr	7	0	0	0	0	7	4	0	7	7	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	702	0	2	1107	33	0	0	2	2	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1147	0	0	702	0	0	1853	1869	709	1861	1853	1135
Stage 1	-	-	-	-	-	-	718	718	-	1135	1135	-
Stage 2	-	-	-	-	-	-	1135	1151	-	726	718	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	609	-	-	895	-	-	57	72	434	56	74	246
Stage 1	-	-	-	-	-	-	420	433	-	246	277	-
Stage 2	-	-	-	-	-	-	246	272	-	416	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	605	-	-	895	-	-	55	70	431	54	72	243
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	70	-	54	72	-
Stage 1	-	-	-	-	-	-	415	427	-	241	275	-
Stage 2	-	-	-	-	-	-	239	270	-	406	427	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.4	36.5
HCM LOS			B	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	431	605	-	-	895	-	-	122
HCM Lane V/C Ratio	0.005	0.013	-	-	0.002	-	-	0.064
HCM Control Delay (s)	13.4	11	-	-	9	-	-	36.5
HCM Lane LOS	B	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	569	3	0	1011	15	2	2	1	4	2	20
Future Vol, veh/h	32	569	3	0	1011	15	2	2	1	4	2	20
Conflicting Peds, #/hr	9	0	14	14	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	639	3	0	1136	17	2	2	1	4	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1162	0	0	656	0	0	1893	1889	664	1877	1882	1163
Stage 1	-	-	-	-	-	-	727	727	-	1154	1154	-
Stage 2	-	-	-	-	-	-	1166	1162	-	723	728	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	601	-	-	931	-	-	53	70	461	55	71	237
Stage 1	-	-	-	-	-	-	415	429	-	240	272	-
Stage 2	-	-	-	-	-	-	236	269	-	417	429	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	596	-	-	919	-	-	44	64	451	50	65	233
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	64	-	50	65	-
Stage 1	-	-	-	-	-	-	385	398	-	224	270	-
Stage 2	-	-	-	-	-	-	210	267	-	385	398	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	67.7	39.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	63	596	-	-	919	-	-	132
HCM Lane V/C Ratio	0.089	0.06	-	-	-	-	-	0.221
HCM Control Delay (s)	67.7	11.4	-	-	0	-	-	39.9
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	608	2	24	1068	1	9
Future Vol, veh/h	608	2	24	1068	1	9
Conflicting Peds, #/hr	0	0	0	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	668	2	26	1174	1	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	670	0	1900	669
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	1231	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	920	-	76	458
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	920	-	73	458
Mov Cap-2 Maneuver	-	-	-	-	73	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	267	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	300	-	-	920	-
HCM Lane V/C Ratio	0.037	-	-	0.029	-
HCM Control Delay (s)	17.5	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

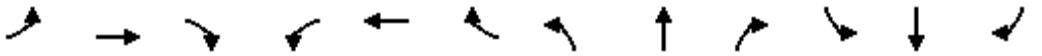
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	606	2	4	1082	2	4
Future Vol, veh/h	606	2	4	1082	2	4
Conflicting Peds, #/hr	0	0	0	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	659	2	4	1176	2	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	661	0	1853	660
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	1193	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	927	-	81	463
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	288	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	927	-	80	463
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	284	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	322	-	-	927	-
HCM Lane V/C Ratio	0.02	-	-	0.005	-
HCM Control Delay (s)	16.4	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	581	4	41	1006	100	1	16	52	118	26	47
Future Volume (veh/h)	35	581	4	41	1006	100	1	16	52	118	26	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.97	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	646	4	46	1118	111	1	18	58	131	29	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1120	7	110	1016	101	43	78	240	239	51	72
Arrive On Green	0.06	0.60	0.60	0.06	0.61	0.60	0.20	0.20	0.19	0.20	0.20	0.19
Sat Flow, veh/h	1781	1856	11	1781	1668	166	5	393	1213	870	255	366
Grp Volume(v), veh/h	39	0	650	46	0	1229	77	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1868	1781	0	1833	1610	0	0	1491	0	0
Q Serve(g_s), s	1.9	0.0	18.6	2.2	0.0	53.4	0.0	0.0	0.0	7.7	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	18.6	2.2	0.0	53.4	3.5	0.0	0.0	11.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.09	0.01		0.75	0.62		0.25
Lane Grp Cap(c), veh/h	100	0	1127	110	0	1117	361	0	0	362	0	0
V/C Ratio(X)	0.39	0.00	0.58	0.42	0.00	1.10	0.21	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	163	0	1138	163	0	1117	529	0	0	511	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.9	0.0	10.6	39.6	0.0	17.2	29.8	0.0	0.0	32.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.8	1.0	0.0	58.8	0.4	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	7.2	1.0	0.0	37.9	1.4	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	11.4	40.6	0.0	76.0	30.2	0.0	0.0	34.3	0.0	0.0
LnGrp LOS	D	A	B	D	A	F	C	A	A	C	A	A
Approach Vol, veh/h		689			1275			77			212	
Approach Delay, s/veh		13.0			74.7			30.2			34.3	
Approach LOS		B			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	57.4		21.4	9.4	56.9		21.4				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	8.0	52.8		26.0	8.0	52.8		26.0				
Max Q Clear Time (g_c+I1), s	3.9	55.4		5.5	4.2	20.6		13.3				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	6.5		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		50.5	
HCM 6th LOS		D	

Notes

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

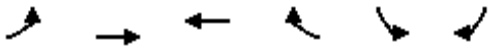
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	662	56	0	0	0	45
Future Vol, veh/h	662	56	0	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	744	63	0	0	0	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	404
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	596
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	596
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

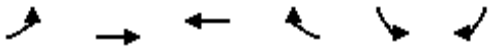
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	596	-	-	-
HCM Lane V/C Ratio	0.085	-	-	-
HCM Control Delay (s)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	657	1129	815	735	20
Future Volume (vph)	41	657	1129	815	735	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		0.97	
Frt		1.00	0.94		1.00	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		3529	3317		3432	
Flt Permitted		0.68	1.00		0.95	
Satd. Flow (perm)		2391	3317		3432	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	714	1227	886	799	22
RTOR Reduction (vph)	0	0	132	0	2	0
Lane Group Flow (vph)	0	759	1981	0	819	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)		62.2	38.0		24.8	
Effective Green, g (s)		63.3	39.1		25.6	
Actuated g/C Ratio		0.65	0.40		0.26	
Clearance Time (s)		5.1	5.1		4.8	
Vehicle Extension (s)		2.8	2.8		1.8	
Lane Grp Cap (vph)		1809	1338		906	
v/s Ratio Prot		c0.09	c0.60		c0.24	
v/s Ratio Perm		0.18				
v/c Ratio		0.42	1.48		0.90	
Uniform Delay, d1		8.0	28.9		34.5	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	220.4		12.0	
Delay (s)		8.2	249.3		46.4	
Level of Service		A	F		D	
Approach Delay (s)		8.2	249.3		46.4	
Approach LOS		A	F		D	

Intersection Summary			
HCM 2000 Control Delay	154.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	96.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

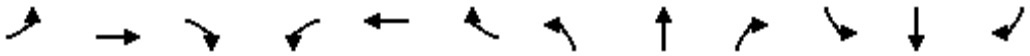
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	657	1129	815	735	20
Future Volume (vph)	41	657	1129	815	735	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		0.97	
Frt		1.00	0.94		1.00	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		3529	3317		3432	
Flt Permitted		0.60	1.00		0.95	
Satd. Flow (perm)		2139	3317		3432	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	714	1227	886	799	22
RTOR Reduction (vph)	0	0	106	0	1	0
Lane Group Flow (vph)	0	759	2007	0	820	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)		77.9	63.7		30.2	
Effective Green, g (s)		79.0	64.8		31.0	
Actuated g/C Ratio		0.67	0.55		0.26	
Clearance Time (s)		5.1	5.1		4.8	
Vehicle Extension (s)		2.8	2.8		1.8	
Lane Grp Cap (vph)		1562	1821		901	
v/s Ratio Prot		c0.05	c0.61		c0.24	
v/s Ratio Perm		0.28				
v/c Ratio		0.49	1.10		0.91	
Uniform Delay, d1		9.6	26.6		42.1	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.2	54.8		12.6	
Delay (s)		9.8	81.4		54.7	
Level of Service		A	F		D	
Approach Delay (s)		9.8	81.4		54.7	
Approach LOS		A	F		D	

Intersection Summary			
HCM 2000 Control Delay	60.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



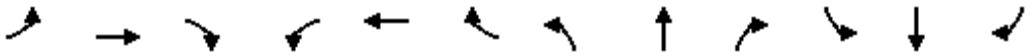
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	127	36	7	131	14	69	211	7	35	235	59
Future Volume (veh/h)	45	127	36	7	131	14	69	211	7	35	235	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.98		0.93	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	140	40	8	144	15	76	232	8	38	258	65
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	368	93	147	510	51	264	544	17	182	523	123
Arrive On Green	0.32	0.32	0.30	0.32	0.32	0.30	0.40	0.40	0.37	0.40	0.40	0.37
Sat Flow, veh/h	221	1159	292	36	1608	162	261	1375	42	99	1322	312
Grp Volume(v), veh/h	229	0	0	167	0	0	316	0	0	361	0	0
Grp Sat Flow(s),veh/h/ln	1672	0	0	1806	0	0	1678	0	0	1734	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	1.9	0.0	0.0	3.4	0.0	0.0	4.3	0.0	0.0
Prop In Lane	0.21		0.17	0.05		0.09	0.24		0.03	0.11		0.18
Lane Grp Cap(c), veh/h	687	0	0	708	0	0	824	0	0	828	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.24	0.00	0.00	0.38	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	1368	0	0	1461	0	0	1939	0	0	2028	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	0.0	0.0	7.2	0.0	0.0	6.1	0.0	0.0	6.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	0.0	0.0	7.3	0.0	0.0	6.4	0.0	0.0	6.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		229			167			316			361	
Approach Delay, s/veh		7.8			7.3			6.4			6.8	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		12.8		15.0		12.8				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		6.3		3.9		5.4		4.8				
Green Ext Time (p_c), s		2.6		0.9		2.3		1.3				

Intersection Summary		
HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	289	77	20	232	59	65	172	7	63	151	61
Future Volume (vph)	70	289	77	20	232	59	65	172	7	63	151	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0			4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.94		1.00	0.94		1.00			0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		1.00			0.97	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1838	1490		1852	1489		1827			1768	
Flt Permitted		0.89	1.00		0.96	1.00		0.85			0.88	
Satd. Flow (perm)		1650	1490		1780	1489		1576			1569	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	77	318	85	22	255	65	71	189	8	69	166	67
RTOR Reduction (vph)	0	0	50	0	0	39	0	2	0	0	18	0
Lane Group Flow (vph)	0	395	35	0	277	26	0	266	0	0	284	0
Confl. Peds. (#/hr)	33		44	44		33	5		33	33		5
Confl. Bikes (#/hr)			4			15			7			6
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		16.0	16.0		16.0	16.0		15.3			15.3	
Effective Green, g (s)		16.1	16.1		16.1	16.1		15.4			15.4	
Actuated g/C Ratio		0.41	0.41		0.41	0.41		0.39			0.39	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		672	607		725	606		614			611	
v/s Ratio Prot												
v/s Ratio Perm		c0.24	0.02		0.16	0.02		0.17			c0.18	
v/c Ratio		0.59	0.06		0.38	0.04		0.43			0.46	
Uniform Delay, d1		9.1	7.1		8.2	7.1		8.8			9.0	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.9	0.0		0.1	0.0		0.2			0.2	
Delay (s)		10.0	7.1		8.3	7.1		9.0			9.2	
Level of Service		A	A		A	A		A			A	
Approach Delay (s)		9.5			8.1			9.0			9.2	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	39.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

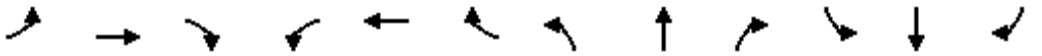
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	23.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	28	125	13	23	12	96	432	2	8	278	14
Future Vol, veh/h	12	28	125	13	23	12	96	432	2	8	278	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	31	140	15	26	13	108	485	2	9	312	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	10.6	32.6	14.5
HCM LOS	B	B	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	7%	27%	3%
Vol Thru, %	82%	17%	48%	93%
Vol Right, %	0%	76%	25%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	530	165	48	300
LT Vol	96	12	13	8
Through Vol	432	28	23	278
RT Vol	2	125	12	14
Lane Flow Rate	596	185	54	337
Geometry Grp	1	1	1	1
Degree of Util (X)	0.866	0.309	0.101	0.518
Departure Headway (Hd)	5.238	5.999	6.719	5.532
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	595	529	647
Service Time	3.29	4.076	4.816	3.596
HCM Lane V/C Ratio	0.863	0.311	0.102	0.521
HCM Control Delay	32.6	11.8	10.6	14.5
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	10.2	1.3	0.3	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	46	284	17	47	9	263	555	16	3	405	26
Future Volume (veh/h)	16	46	284	17	47	9	263	555	16	3	405	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.92	0.96		0.92	1.00		0.96	0.97		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	53	326	20	54	10	302	638	18	3	466	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	277	266	114	224	35	373	1207	34	63	748	596
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.17	0.21	0.67	0.66	0.40	0.40	0.40
Sat Flow, veh/h	237	1517	1459	202	1229	193	1781	1808	51	3	1864	1484
Grp Volume(v), veh/h	71	0	326	84	0	0	302	0	656	469	0	30
Grp Sat Flow(s),veh/h/ln	1754	0	1459	1624	0	0	1781	0	1859	1867	0	1484
Q Serve(g_s), s	0.0	0.0	10.6	0.0	0.0	0.0	9.4	0.0	10.5	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.9	0.0	10.6	2.3	0.0	0.0	9.4	0.0	10.5	11.6	0.0	0.7
Prop In Lane	0.25		1.00	0.24		0.12	1.00		0.03	0.01		1.00
Lane Grp Cap(c), veh/h	398	0	266	373	0	0	373	0	1241	812	0	596
V/C Ratio(X)	0.18	0.00	1.22	0.22	0.00	0.00	0.81	0.00	0.53	0.58	0.00	0.05
Avail Cap(c_a), veh/h	398	0	266	373	0	0	921	0	1479	895	0	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	23.7	20.4	0.0	0.0	21.9	0.0	5.0	13.9	0.0	10.6
Incr Delay (d2), s/veh	0.2	0.0	129.3	0.3	0.0	0.0	4.3	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	13.0	1.0	0.0	0.0	4.1	0.0	2.8	4.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	153.0	20.7	0.0	0.0	26.1	0.0	5.1	14.3	0.0	10.6
LnGrp LOS	C	A	F	C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		397			84			958			499	
Approach Delay, s/veh		129.3			20.7			11.7			14.0	
Approach LOS		F			C			B			B	

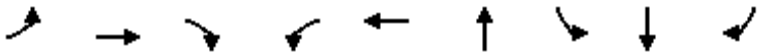
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.1	27.3		14.6		43.4		14.6				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	30.0	25.0		10.0		* 46		10.0				
Max Q Clear Time (g_c+I1), s	11.4	13.6		4.3		12.5		12.6				
Green Ext Time (p_c), s	0.9	1.7		0.2		3.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		36.8	
HCM 6th LOS		D	

Notes

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	56	426	11	70	1022	231	162	77	58
v/c Ratio	0.40	0.50	0.02	0.47	1.28	0.67	0.64	0.29	0.19
Control Delay	59.2	26.3	0.0	60.3	162.7	42.6	55.0	44.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	26.3	0.0	60.3	162.7	42.6	55.0	44.3	3.8
Queue Length 50th (ft)	37	203	0	46	~883	118	105	47	0
Queue Length 95th (ft)	87	378	0	102	#1343	218	182	95	13
Internal Link Dist (ft)		355			400	582		438	
Turn Bay Length (ft)	110			130			185		185
Base Capacity (vph)	141	845	705	179	798	452	412	433	424
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.50	0.02	0.39	1.28	0.51	0.39	0.18	0.14

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	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	39	650	46	1229	77	212
v/c Ratio	0.25	0.56	0.29	1.07	0.20	0.70
Control Delay	45.3	14.6	46.3	69.0	12.8	43.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	14.6	46.3	69.0	12.8	43.5
Queue Length 50th (ft)	22	232	26	~867	9	108
Queue Length 95th (ft)	57	407	65	#1247	45	184
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125		100			
Base Capacity (vph)	159	1164	159	1148	533	427
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	0.25	0.56	0.29	1.07	0.14	0.50

Intersection Summary

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

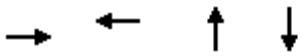
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	759	2113	821
v/c Ratio	0.76	1.44	0.90
Control Delay	20.2	225.5	48.9
Queue Delay	0.0	0.0	0.0
Total Delay	20.2	225.5	48.9
Queue Length 50th (ft)	135	~915	251
Queue Length 95th (ft)	205	#1056	#354
Internal Link Dist (ft)	154	784	153
Turn Bay Length (ft)			
Base Capacity (vph)	999	1470	952
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.76	1.44	0.86

Intersection Summary

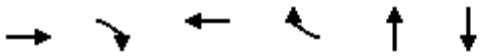
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	229	167	316	361
v/c Ratio	0.41	0.27	0.37	0.39
Control Delay	11.2	9.8	9.0	8.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.2	9.8	9.0	8.5
Queue Length 50th (ft)	24	17	33	35
Queue Length 95th (ft)	85	63	112	118
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	1061	1180	1410	1526
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.14	0.22	0.24

Intersection Summary

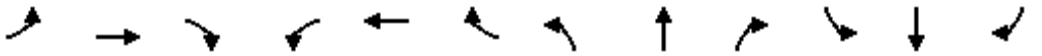


Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	395	85	277	65	268	302
v/c Ratio	0.61	0.13	0.40	0.10	0.45	0.49
Control Delay	15.5	3.6	11.8	3.8	12.7	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	3.6	11.8	3.8	12.7	12.4
Queue Length 50th (ft)	54	0	34	0	35	37
Queue Length 95th (ft)	176	20	114	18	114	121
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	1194	1092	1288	1091	826	834
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	0.08	0.22	0.06	0.32	0.36

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	71	326	84	302	656	469	30
v/c Ratio	0.16	0.52	0.19	0.75	0.55	0.68	0.05
Control Delay	31.0	7.0	29.2	48.9	11.8	33.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	7.0	29.2	48.9	11.8	33.1	0.2
Queue Length 50th (ft)	38	0	41	209	249	278	0
Queue Length 95th (ft)	76	59	82	296	326	407	0
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	436	621	432	668	1456	769	657
Starvation Cap Reductn	0	0	0	0	0	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	0.16	0.52	0.19	0.45	0.45	0.61	0.05

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	454	7	77	346	245	8	106	102	96	88	89
Future Volume (veh/h)	147	454	7	77	346	245	8	106	102	96	88	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	504	8	86	384	272	9	118	113	107	98	99
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	844	680	113	404	286	12	154	147	213	223	171
Arrive On Green	0.11	0.45	0.45	0.06	0.41	0.41	0.19	0.19	0.19	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1505	1781	994	704	62	815	781	1781	1870	1431
Grp Volume(v), veh/h	163	504	8	86	0	656	240	0	0	107	98	99
Grp Sat Flow(s),veh/h/ln	1781	1870	1505	1781	0	1699	1658	0	0	1781	1870	1431
Q Serve(g_s), s	9.0	20.4	0.3	4.8	0.0	37.6	13.8	0.0	0.0	5.7	4.9	6.6
Cycle Q Clear(g_c), s	9.0	20.4	0.3	4.8	0.0	37.6	13.8	0.0	0.0	5.7	4.9	6.6
Prop In Lane	1.00		1.00	1.00		0.41	0.04		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	193	844	680	113	0	690	312	0	0	213	223	171
V/C Ratio(X)	0.84	0.60	0.01	0.76	0.00	0.95	0.77	0.00	0.00	0.50	0.44	0.58
Avail Cap(c_a), veh/h	200	844	680	159	0	722	412	0	0	407	427	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	20.7	15.2	46.4	0.0	28.9	38.8	0.0	0.0	41.6	41.2	42.0
Incr Delay (d2), s/veh	24.5	1.0	0.0	7.5	0.0	21.6	9.7	0.0	0.0	0.7	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	9.0	0.1	2.4	0.0	19.1	6.5	0.0	0.0	2.5	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	21.8	15.2	53.9	0.0	50.6	48.5	0.0	0.0	42.2	41.7	43.1
LnGrp LOS	E	C	B	D	A	D	D	A	A	D	D	D
Approach Vol, veh/h		675			742			240			304	
Approach Delay, s/veh		33.0			50.9			48.5			42.4	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	45.5		23.6	10.5	50.1		16.6				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	11.3	42.8		25.0	9.0	45.1		23.0				
Max Q Clear Time (g_c+I1), s	11.0	39.6		15.8	6.8	22.4		8.6				
Green Ext Time (p_c), s	0.0	1.3		1.6	0.0	2.9		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			43.1									
HCM 6th LOS			D									

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	638	1	3	654	11	2	0	4	0	2	5
Future Vol, veh/h	7	638	1	3	654	11	2	0	4	0	2	5
Conflicting Peds, #/hr	7	0	0	0	0	7	4	0	7	7	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	709	1	3	727	12	2	0	4	0	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	746	0	0	710	0	0	1473	1478	717	1481	1472	744
Stage 1	-	-	-	-	-	-	726	726	-	746	746	-
Stage 2	-	-	-	-	-	-	747	752	-	735	726	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	862	-	-	889	-	-	105	126	430	103	127	415
Stage 1	-	-	-	-	-	-	416	430	-	405	421	-
Stage 2	-	-	-	-	-	-	405	418	-	411	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	856	-	-	889	-	-	101	124	427	100	125	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	124	-	100	125	-
Stage 1	-	-	-	-	-	-	412	426	-	399	417	-
Stage 2	-	-	-	-	-	-	395	414	-	400	426	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	23.1	19.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	206	856	-	-	889	-	-	249
HCM Lane V/C Ratio	0.032	0.009	-	-	0.004	-	-	0.031
HCM Control Delay (s)	23.1	9.2	-	-	9.1	-	-	19.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	641	1	2	652	3	2	0	2	3	0	6
Future Vol, veh/h	5	641	1	2	652	3	2	0	2	3	0	6
Conflicting Peds, #/hr	3	0	0	0	0	3	7	0	3	3	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	720	1	2	733	3	2	0	2	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	739	0	0	721	0	0	1482	1476	724	1479	1475	745
Stage 1	-	-	-	-	-	-	733	733	-	742	742	-
Stage 2	-	-	-	-	-	-	749	743	-	737	733	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	867	-	-	881	-	-	103	126	426	104	126	414
Stage 1	-	-	-	-	-	-	412	426	-	408	422	-
Stage 2	-	-	-	-	-	-	404	422	-	410	426	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	865	-	-	881	-	-	100	124	425	102	124	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	124	-	102	124	-
Stage 1	-	-	-	-	-	-	409	423	-	404	420	-
Stage 2	-	-	-	-	-	-	394	420	-	404	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	27.9	23.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	162	865	-	-	881	-	-	204
HCM Lane V/C Ratio	0.028	0.006	-	-	0.003	-	-	0.05
HCM Control Delay (s)	27.9	9.2	-	-	9.1	-	-	23.6
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	613	4	5	648	18	3	0	3	5	3	11
Future Vol, veh/h	19	613	4	5	648	18	3	0	3	5	3	11
Conflicting Peds, #/hr	9	0	14	14	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	689	4	6	728	20	3	0	3	6	3	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	757	0	0	707	0	0	1514	1516	714	1503	1508	756
Stage 1	-	-	-	-	-	-	747	747	-	759	759	-
Stage 2	-	-	-	-	-	-	767	769	-	744	749	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	854	-	-	891	-	-	98	119	431	100	121	408
Stage 1	-	-	-	-	-	-	405	420	-	399	415	-
Stage 2	-	-	-	-	-	-	395	411	-	407	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	847	-	-	879	-	-	89	113	422	95	115	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	113	-	95	115	-
Stage 1	-	-	-	-	-	-	390	404	-	386	408	-
Stage 2	-	-	-	-	-	-	374	404	-	390	403	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	30.7	27.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	147	847	-	-	879	-	-	179
HCM Lane V/C Ratio	0.046	0.025	-	-	0.006	-	-	0.119
HCM Control Delay (s)	30.7	9.4	-	-	9.1	-	-	27.8
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	670	9	26	662	4	6
Future Vol, veh/h	670	9	26	662	4	6
Conflicting Peds, #/hr	0	0	0	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	736	10	29	727	4	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	746	0	1531	741
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	790	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	862	-	129	416
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	447	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	862	-	124	416
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	430	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	-	-	862	-
HCM Lane V/C Ratio	0.033	-	-	0.033	-
HCM Control Delay (s)	16	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

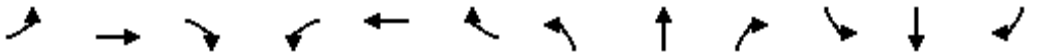
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	666	3	2	706	1	0
Future Vol, veh/h	666	3	2	706	1	0
Conflicting Peds, #/hr	0	0	0	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	724	3	2	767	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	727	0	1506	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	780	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	876	-	133	425
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	876	-	132	425
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	876	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	18.3	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	530	4	59	626	144	2	38	77	132	34	66
Future Volume (veh/h)	144	530	4	59	626	144	2	38	77	132	34	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	589	4	66	696	160	2	42	86	147	38	73
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	989	7	137	744	171	47	124	244	248	61	94
Arrive On Green	0.10	0.53	0.53	0.08	0.51	0.51	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	1855	13	1781	1459	335	6	549	1085	787	269	417
Grp Volume(v), veh/h	160	0	593	66	0	856	130	0	0	258	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1868	1781	0	1794	1640	0	0	1473	0	0
Q Serve(g_s), s	7.1	0.0	17.4	2.8	0.0	35.8	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	17.4	2.8	0.0	35.8	5.3	0.0	0.0	12.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.19	0.02		0.66	0.57		0.28
Lane Grp Cap(c), veh/h	178	0	995	137	0	915	415	0	0	402	0	0
V/C Ratio(X)	0.90	0.00	0.60	0.48	0.00	0.94	0.31	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	178	0	998	178	0	959	577	0	0	540	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.6	0.0	12.8	35.4	0.0	18.4	26.1	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	39.3	0.0	1.1	1.0	0.0	15.6	0.5	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	7.0	1.3	0.0	17.4	2.1	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	0.0	13.9	36.4	0.0	34.0	26.6	0.0	0.0	30.8	0.0	0.0
LnGrp LOS	E	A	B	D	A	C	C	A	A	C	A	A
Approach Vol, veh/h		753			922			130			258	
Approach Delay, s/veh		26.8			34.2			26.6			30.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	45.4		22.6	10.2	47.3		22.6				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	8.0	42.8		26.0	8.0	42.8		26.0				
Max Q Clear Time (g_c+I1), s	9.1	37.8		7.3	4.8	19.4		14.8				
Green Ext Time (p_c), s	0.0	3.0		0.8	0.0	5.2		1.4				

Intersection Summary			
HCM 6th Ctrl Delay		30.6	
HCM 6th LOS		C	

Notes

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

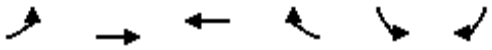
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	695	41	0	0	0	42
Future Vol, veh/h	695	41	0	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	781	46	0	0	0	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	414
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	587
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

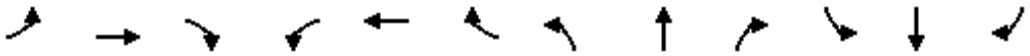
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	587	-	-	-
HCM Lane V/C Ratio	0.08	-	-	-
HCM Control Delay (s)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	664	810	776	1077	17
Future Volume (vph)	39	664	810	776	1077	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1		4.8	
Lane Util. Factor		0.95	0.95		0.97	
Frt		1.00	0.93		1.00	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		3530	3279		3436	
Flt Permitted		0.65	1.00		0.95	
Satd. Flow (perm)		2311	3279		3436	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	722	880	843	1171	18
RTOR Reduction (vph)	0	0	139	0	1	0
Lane Group Flow (vph)	0	764	1584	0	1188	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)		38.0	38.0		26.0	
Effective Green, g (s)		38.0	38.0		26.0	
Actuated g/C Ratio		0.51	0.51		0.35	
Clearance Time (s)		5.1	5.1		4.8	
Vehicle Extension (s)		2.8	2.8		1.8	
Lane Grp Cap (vph)		1188	1686		1208	
v/s Ratio Prot			c0.48		c0.35	
v/s Ratio Perm		0.33				
v/c Ratio		0.64	0.94		0.98	
Uniform Delay, d1		13.0	16.9		23.7	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.1	10.6		21.7	
Delay (s)		14.2	27.4		45.4	
Level of Service		B	C		D	
Approach Delay (s)		14.2	27.4		45.4	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	14.1
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



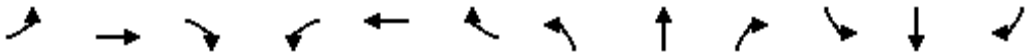
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	233	76	5	172	2	127	249	0	26	328	63
Future Volume (veh/h)	13	233	76	5	172	2	127	249	0	26	328	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.99		0.94	0.99		1.00	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	256	84	5	189	2	140	274	0	29	360	69
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	422	134	114	588	6	308	481	0	134	579	106
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.40	0.40	0.00	0.40	0.40	0.40
Sat Flow, veh/h	27	1307	415	14	1821	19	415	1208	0	51	1455	267
Grp Volume(v), veh/h	354	0	0	196	0	0	414	0	0	458	0	0
Grp Sat Flow(s),veh/h/ln	1749	0	0	1854	0	0	1624	0	0	1774	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	2.7	0.0	0.0	5.9	0.0	0.0	6.9	0.0	0.0
Prop In Lane	0.04		0.24	0.03		0.01	0.34		0.00	0.06		0.15
Lane Grp Cap(c), veh/h	676	0	0	708	0	0	789	0	0	819	0	0
V/C Ratio(X)	0.52	0.00	0.00	0.28	0.00	0.00	0.52	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1144	0	0	1204	0	0	1485	0	0	1675	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	8.6	0.0	0.0	7.9	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.8	0.0	0.0	1.7	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	8.8	0.0	0.0	8.4	0.0	0.0	8.8	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		354			196			414			458	
Approach Delay, s/veh		10.3			8.8			8.4			8.8	
Approach LOS		B			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.2		15.5		18.2		15.5				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		8.9		4.7		7.9		7.7				
Green Ext Time (p_c), s		3.3		1.0		3.3		1.9				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	435	74	16	256	63	51	267	29	111	210	61
Future Volume (vph)	71	435	74	16	256	63	51	267	29	111	210	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.93		1.00	0.93		1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		0.99			0.98	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1844	1478		1855	1480		1819			1780	
Flt Permitted		0.91	1.00		0.96	1.00		0.91			0.80	
Satd. Flow (perm)		1696	1478		1787	1480		1661			1453	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	478	81	18	281	69	56	293	32	122	231	67
RTOR Reduction (vph)	0	0	47	0	0	40	0	6	0	0	12	0
Lane Group Flow (vph)	0	556	34	0	299	29	0	375	0	0	408	0
Confl. Peds. (#/hr)	33		44	44		33	5		33	33		5
Confl. Bikes (#/hr)			4			15			7			6
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		20.0	20.0		20.0	20.0		20.0			20.0	
Effective Green, g (s)		20.0	20.0		20.0	20.0		20.0			20.0	
Actuated g/C Ratio		0.41	0.41		0.41	0.41		0.41			0.41	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		703	613		741	614		689			602	
v/s Ratio Prot												
v/s Ratio Perm		c0.33	0.02		0.17	0.02		0.23			c0.28	
v/c Ratio		0.79	0.05		0.40	0.05		0.54			0.68	
Uniform Delay, d1		12.3	8.4		9.9	8.4		10.7			11.5	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		5.7	0.0		0.1	0.0		0.5			2.4	
Delay (s)		17.9	8.5		10.0	8.4		11.1			13.9	
Level of Service		B	A		B	A		B			B	
Approach Delay (s)		16.7			9.7			11.1			13.9	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	48.2	Sum of lost time (s)	8.2
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

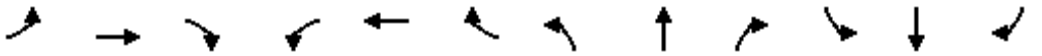
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	28.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	213	2	12	5	149	340	5	3	398	25
Future Vol, veh/h	9	12	213	2	12	5	149	340	5	3	398	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	13	239	2	13	6	167	382	6	3	447	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.4	10.9	37.8	25.6
HCM LOS	B	B	E	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	4%	11%	1%
Vol Thru, %	69%	5%	63%	93%
Vol Right, %	1%	91%	26%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	494	234	19	426
LT Vol	149	9	2	3
Through Vol	340	12	12	398
RT Vol	5	213	5	25
Lane Flow Rate	555	263	21	479
Geometry Grp	1	1	1	1
Degree of Util (X)	0.888	0.454	0.044	0.771
Departure Headway (Hd)	5.762	6.214	7.503	5.796
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	578	475	627
Service Time	3.777	4.258	5.577	3.812
HCM Lane V/C Ratio	0.877	0.455	0.044	0.764
HCM Control Delay	37.8	14.4	10.9	25.6
HCM Lane LOS	E	B	B	D
HCM 95th-tile Q	10.7	2.4	0.1	7.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	15	544	6	13	2	302	497	12	3	601	31
Future Volume (veh/h)	13	15	544	6	13	2	302	497	12	3	601	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.96	0.98		0.96	1.00		0.96	0.97		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	17	625	7	15	2	347	571	14	3	691	36
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	304	508	156	316	39	199	1032	25	37	777	620
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.11	0.57	0.57	0.42	0.42	0.42
Sat Flow, veh/h	688	908	1516	325	943	115	1781	1815	45	1	1867	1488
Grp Volume(v), veh/h	32	0	625	24	0	0	347	0	585	694	0	36
Grp Sat Flow(s),veh/h/ln	1597	0	1516	1383	0	0	1781	0	1860	1868	0	1488
Q Serve(g_s), s	0.0	0.0	33.0	0.0	0.0	0.0	11.0	0.0	19.5	0.5	0.0	1.4
Cycle Q Clear(g_c), s	1.1	0.0	33.0	0.9	0.0	0.0	11.0	0.0	19.5	33.9	0.0	1.4
Prop In Lane	0.47		1.00	0.29		0.08	1.00		0.02	0.00		1.00
Lane Grp Cap(c), veh/h	588	0	508	510	0	0	199	0	1058	815	0	620
V/C Ratio(X)	0.05	0.00	1.23	0.05	0.00	0.00	1.74	0.00	0.55	0.85	0.00	0.06
Avail Cap(c_a), veh/h	588	0	508	510	0	0	199	0	1099	843	0	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	32.8	22.1	0.0	0.0	43.8	0.0	13.4	26.7	0.0	17.2
Incr Delay (d2), s/veh	0.0	0.0	120.1	0.0	0.0	0.0	355.1	0.0	0.3	7.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	28.8	0.4	0.0	0.0	24.5	0.0	7.9	16.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	152.8	22.1	0.0	0.0	398.9	0.0	13.7	34.4	0.0	17.2
LnGrp LOS	C	A	F	C	A	A	F	A	B	C	A	B
Approach Vol, veh/h		657			24			932			730	
Approach Delay, s/veh		146.5			22.1			157.1			33.5	
Approach LOS		F			C			F			C	

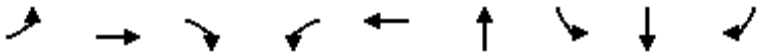
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.9		37.6		60.9		37.6				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	11.0	42.5		33.0		* 58		33.0				
Max Q Clear Time (g_c+I1), s	13.0	35.9		2.9		21.5		35.0				
Green Ext Time (p_c), s	0.0	2.0		0.1		2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		114.2	
HCM 6th LOS		F	

Notes

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	163	504	8	86	656	240	107	98	99
v/c Ratio	0.84	0.58	0.01	0.61	0.91	0.70	0.51	0.45	0.38
Control Delay	82.9	27.2	0.0	67.3	47.0	46.1	52.8	50.1	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.9	27.2	0.0	67.3	47.0	46.1	52.8	50.1	12.7
Queue Length 50th (ft)	106	245	0	55	374	126	68	62	0
Queue Length 95th (ft)	#269	461	0	#140	#766	237	127	117	47
Internal Link Dist (ft)		355			400	582		438	
Turn Bay Length (ft)	110			130			185		185
Base Capacity (vph)	193	868	721	153	723	433	393	414	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.58	0.01	0.56	0.91	0.55	0.27	0.24	0.24

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	160	593	66	856	130	258
v/c Ratio	0.95	0.59	0.39	0.93	0.28	0.80
Control Delay	99.2	18.3	45.1	38.3	11.8	46.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.2	18.3	45.1	38.3	11.8	46.6
Queue Length 50th (ft)	87	219	34	401	18	118
Queue Length 95th (ft)	#220	368	78	#730	61	206
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125					
Base Capacity (vph)	169	1006	169	929	576	413
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	0.95	0.59	0.39	0.92	0.23	0.62

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)	764	1723	1189
v/c Ratio	2.92	0.94	0.98
Control Delay	888.2	26.7	47.5
Queue Delay	0.0	0.0	0.0
Total Delay	888.2	26.7	47.5
Queue Length 50th (ft)	~267	317	272
Queue Length 95th (ft)	#376	#510	#414
Internal Link Dist (ft)	154	784	153
Turn Bay Length (ft)			
Base Capacity (vph)	430	1826	1210
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.78	0.94	0.98

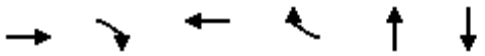
Intersection Summary

~ 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.

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	354	196	414	458
v/c Ratio	0.61	0.33	0.69	0.60
Control Delay	17.4	14.0	16.8	12.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.4	14.0	16.8	12.4
Queue Length 50th (ft)	58	31	67	66
Queue Length 95th (ft)	168	96	177	166
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	919	951	1033	1312
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.21	0.40	0.35

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	556	81	299	69	381	420
v/c Ratio	0.80	0.12	0.41	0.11	0.55	0.69
Control Delay	23.3	3.6	12.4	3.7	15.4	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	3.6	12.4	3.7	15.4	19.5
Queue Length 50th (ft)	105	0	45	0	87	101
Queue Length 95th (ft)	#316	20	124	19	164	200
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	952	864	1003	862	690	610
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	0.58	0.09	0.30	0.08	0.55	0.69

Intersection Summary

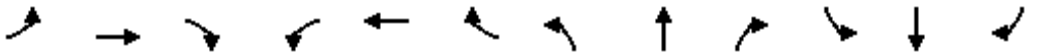
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	32	625	24	347	585	694	36
v/c Ratio	0.06	0.93	0.04	1.58	0.54	0.92	0.06
Control Delay	23.2	38.8	21.7	311.8	14.3	44.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	38.8	21.7	311.8	14.3	44.5	2.0
Queue Length 50th (ft)	14	219	9	~333	212	396	0
Queue Length 95th (ft)	34	#417	27	#486	290	#580	8
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	628	740	647	220	1222	894	732
Starvation Cap Reductn	0	0	0	0	0	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	0.05	0.84	0.04	1.58	0.48	0.78	0.05

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	643	9	58	513	487	9	69	138	435	94	91
Future Volume (veh/h)	56	643	9	58	513	487	9	69	138	435	94	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	714	10	64	570	541	10	77	153	483	104	101
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	1172	16	95	599	477	12	95	188	503	528	434
Arrive On Green	0.06	0.33	0.33	0.05	0.32	0.32	0.18	0.18	0.18	0.28	0.28	0.28
Sat Flow, veh/h	1781	3584	50	1781	1870	1491	68	522	1037	1781	1870	1535
Grp Volume(v), veh/h	62	354	370	64	570	541	240	0	0	483	104	101
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	1781	1870	1491	1626	0	0	1781	1870	1535
Q Serve(g_s), s	3.9	19.2	19.2	4.0	34.2	36.7	16.3	0.0	0.0	30.6	4.8	5.8
Cycle Q Clear(g_c), s	3.9	19.2	19.2	4.0	34.2	36.7	16.3	0.0	0.0	30.6	4.8	5.8
Prop In Lane	1.00		0.03	1.00		1.00	0.04		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	107	581	607	95	599	477	295	0	0	503	528	434
V/C Ratio(X)	0.58	0.61	0.61	0.68	0.95	1.13	0.81	0.00	0.00	0.96	0.20	0.23
Avail Cap(c_a), veh/h	124	581	607	154	599	477	354	0	0	503	528	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	32.4	32.4	53.3	38.1	39.0	45.1	0.0	0.0	40.5	31.2	31.6
Incr Delay (d2), s/veh	1.8	1.6	1.6	3.1	25.3	83.3	14.9	0.0	0.0	29.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.6	8.9	1.9	19.8	24.4	7.8	0.0	0.0	17.5	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	34.1	34.0	56.5	63.4	122.3	60.0	0.0	0.0	70.3	31.3	31.7
LnGrp LOS	D	C	C	E	E	F	E	A	A	E	C	C
Approach Vol, veh/h		786			1175			240			688	
Approach Delay, s/veh		35.6			90.1			60.0			58.7	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	41.3		25.4	10.2	42.1		37.0				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	8.0	36.7		25.0	9.9	34.8		32.4				
Max Q Clear Time (g_c+I1), s	5.9	38.7		18.3	6.0	21.2		32.6				
Green Ext Time (p_c), s	0.0	0.0		1.3	0.0	3.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		65.3	
HCM 6th LOS		E	

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1233	0	3	1088	30	0	0	7	3	0	5
Future Vol, veh/h	9	1233	0	3	1088	30	0	0	7	3	0	5
Conflicting Peds, #/hr	7	0	0	0	0	7	4	0	7	7	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1370	0	3	1209	33	0	0	8	3	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1249	0	0	1370	0	0	2005	2645	692	1951	2629	632
Stage 1	-	-	-	-	-	-	1390	1390	-	1239	1239	-
Stage 2	-	-	-	-	-	-	615	1255	-	712	1390	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	553	-	-	497	-	-	35	23	386	38	23	423
Stage 1	-	-	-	-	-	-	150	208	-	186	246	-
Stage 2	-	-	-	-	-	-	445	241	-	389	208	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	549	-	-	497	-	-	32	21	383	34	21	419
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	21	-	34	21	-
Stage 1	-	-	-	-	-	-	139	192	-	171	239	-
Stage 2	-	-	-	-	-	-	429	234	-	350	192	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	14.6	55.5
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	549	-	-	497	-	-	80
HCM Lane V/C Ratio	0.02	0.018	-	-	0.007	-	-	0.111
HCM Control Delay (s)	14.6	11.7	0.4	-	12.3	0.1	-	55.5
HCM Lane LOS	B	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1222	0	0	1097	14	0	0	6	2	1	3
Future Vol, veh/h	5	1222	0	0	1097	14	0	0	6	2	1	3
Conflicting Peds, #/hr	3	0	0	0	0	3	7	0	3	3	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1373	0	0	1233	16	0	0	7	2	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1252	0	0	1373	0	0	2009	2637	690	1946	2629	635
Stage 1	-	-	-	-	-	-	1385	1385	-	1244	1244	-
Stage 2	-	-	-	-	-	-	624	1252	-	702	1385	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	552	-	-	496	-	-	35	23	388	39	23	421
Stage 1	-	-	-	-	-	-	151	209	-	184	244	-
Stage 2	-	-	-	-	-	-	440	242	-	395	209	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	550	-	-	496	-	-	32	22	387	37	22	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	22	-	37	22	-
Stage 1	-	-	-	-	-	-	144	199	-	175	243	-
Stage 2	-	-	-	-	-	-	432	241	-	369	199	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	14.5	77.9
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	550	-	-	496	-	-	56
HCM Lane V/C Ratio	0.017	0.01	-	-	-	-	-	0.12
HCM Control Delay (s)	14.5	11.6	0.3	-	0	-	-	77.9
HCM Lane LOS	B	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	1181	4	0	1104	15	5	4	3	5	2	21
Future Vol, veh/h	34	1181	4	0	1104	15	5	4	3	5	2	21
Conflicting Peds, #/hr	9	0	14	14	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	1327	4	0	1240	17	6	4	3	6	2	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1266	0	0	1345	0	0	2049	2685	689	2009	2679	647
Stage 1	-	-	-	-	-	-	1419	1419	-	1258	1258	-
Stage 2	-	-	-	-	-	-	630	1266	-	751	1421	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	545	-	-	508	-	-	32	22	388	35	22	414
Stage 1	-	-	-	-	-	-	144	201	-	181	241	-
Stage 2	-	-	-	-	-	-	436	238	-	369	201	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	540	-	-	501	-	-	21	16	380	21	16	407
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	16	-	21	16	-
Stage 1	-	-	-	-	-	-	104	145	-	131	239	-
Stage 2	-	-	-	-	-	-	403	236	-	256	145	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	274.7	97.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	24	540	-	-	501	-	-	68
HCM Lane V/C Ratio	0.562	0.071	-	-	-	-	-	0.463
HCM Control Delay (s)	274.7	12.2	1.6	-	0	-	-	97.2
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0	-	-	1.8

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1226	3	24	1160	2	15
Future Vol, veh/h	1226	3	24	1160	2	15
Conflicting Peds, #/hr	0	0	0	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1347	3	26	1275	2	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1350	0	2044	675
Stage 1	-	-	-	-	1349	-
Stage 2	-	-	-	-	695	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	506	-	49	396
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	506	-	40	396
Mov Cap-2 Maneuver	-	-	-	-	40	-
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	374	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	25.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	193	-	-	506	-
HCM Lane V/C Ratio	0.097	-	-	0.052	-
HCM Control Delay (s)	25.6	-	-	12.5	1.1
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

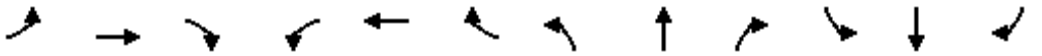
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1231	3	4	1174	4	9
Future Vol, veh/h	1231	3	4	1174	4	9
Conflicting Peds, #/hr	0	0	0	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1338	3	4	1276	4	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1341	0	1995	671
Stage 1	-	-	-	-	1340	-
Stage 2	-	-	-	-	655	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	510	-	53	399
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	510	-	51	399
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	462	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	36.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	-	-	510	-
HCM Lane V/C Ratio	0.11	-	-	0.009	-
HCM Control Delay (s)	36.3	-	-	12.1	0.2
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1184	6	41	1105	128	1	19	63	177	26	51
Future Volume (veh/h)	60	1184	6	41	1105	128	1	19	63	177	26	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1316	7	46	1228	142	1	21	70	197	29	57
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1598	8	128	1349	155	63	100	322	357	51	77
Arrive On Green	0.09	0.44	0.44	0.07	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3624	19	1781	3194	368	3	383	1228	966	195	293
Grp Volume(v), veh/h	67	645	678	46	681	689	92	0	0	283	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1777	1785	1614	0	0	1454	0	0
Q Serve(g_s), s	2.1	18.7	18.7	1.4	21.1	21.3	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	2.1	18.7	18.7	1.4	21.1	21.3	2.6	0.0	0.0	10.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.21	0.01		0.76	0.70		0.20
Lane Grp Cap(c), veh/h	161	784	823	128	750	754	485	0	0	485	0	0
V/C Ratio(X)	0.42	0.82	0.82	0.36	0.91	0.91	0.19	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	516	784	823	516	757	761	749	0	0	712	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.2	14.4	14.4	25.9	15.9	15.9	16.9	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.6	7.3	6.9	0.6	14.7	15.6	0.2	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.1	8.5	0.6	10.5	10.8	0.9	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	21.6	21.3	26.6	30.6	31.5	17.2	0.0	0.0	20.8	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	B	A	A	C	A	A
Approach Vol, veh/h		1390			1416			92			283	
Approach Delay, s/veh		21.7			30.9			17.2			20.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	29.4		20.0	8.2	30.5		20.0				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	17.0	25.0		25.0	17.0	25.0		25.0				
Max Q Clear Time (g_c+I1), s	4.1	23.3		4.6	3.4	20.7		12.2				
Green Ext Time (p_c), s	0.1	1.4		0.5	0.0	3.3		1.7				

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

Notes

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

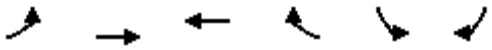
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1335	58	0	0	0	46
Future Vol, veh/h	1335	58	0	0	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1500	65	0	0	0	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	783
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	337
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	337
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

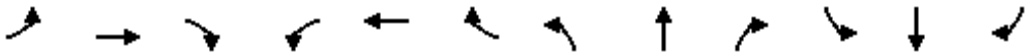
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	337	-	-	-
HCM Lane V/C Ratio	0.153	-	-	-
HCM Control Delay (s)	17.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	42	1323	1257	418	664	19
Future Volume (vph)	42	1323	1257	418	664	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.1	5.1		4.8	
Lane Util. Factor	1.00	0.95	0.95		0.97	
Frt	1.00	1.00	0.96		1.00	
Flt Protected	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1770	3539	3407		3432	
Flt Permitted	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1770	3539	3407		3432	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	1438	1366	454	722	21
RTOR Reduction (vph)	0	0	26	0	2	0
Lane Group Flow (vph)	46	1438	1794	0	741	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)	5.0	65.7	56.5		25.4	
Effective Green, g (s)	5.0	65.7	56.5		25.4	
Actuated g/C Ratio	0.05	0.65	0.56		0.25	
Clearance Time (s)	4.2	5.1	5.1		4.8	
Vehicle Extension (s)	1.5	2.8	2.8		1.8	
Lane Grp Cap (vph)	87	2302	1905		863	
v/s Ratio Prot	0.03	c0.41	c0.53		c0.22	
v/s Ratio Perm						
v/c Ratio	0.53	0.62	0.94		0.86	
Uniform Delay, d1	46.9	10.4	20.7		36.1	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	2.7	0.5	10.0		8.2	
Delay (s)	49.5	10.9	30.7		44.3	
Level of Service	D	B	C		D	
Approach Delay (s)		12.1	30.7		44.3	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	101.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	138	119	65	4	130	19	85	323	8	20	262	90
Future Volume (veh/h)	138	119	65	4	130	19	85	323	8	20	262	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.99		0.94	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	131	71	4	143	21	93	355	9	22	288	99
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	235	104	113	534	77	218	552	13	127	489	161
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	523	689	304	12	1567	226	235	1444	34	39	1281	421
Grp Volume(v), veh/h	354	0	0	168	0	0	457	0	0	409	0	0
Grp Sat Flow(s),veh/h/ln	1516	0	0	1805	0	0	1713	0	0	1741	0	0
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	0.0	2.3	0.0	0.0	7.0	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.43		0.20	0.02		0.12	0.20		0.02	0.05		0.24
Lane Grp Cap(c), veh/h	668	0	0	723	0	0	782	0	0	777	0	0
V/C Ratio(X)	0.53	0.00	0.00	0.23	0.00	0.00	0.58	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	1029	0	0	1169	0	0	1575	0	0	1631	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	8.1	0.0	0.0	8.6	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.7	0.0	0.0	2.1	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	8.3	0.0	0.0	9.3	0.0	0.0	9.0	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		354			168			457			409	
Approach Delay, s/veh		10.1			8.3			9.3			9.0	
Approach LOS		B			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.8		16.2		17.8		16.2				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		8.3		4.3		9.0		8.5				
Green Ext Time (p_c), s		2.9		0.9		3.4		2.0				

Intersection Summary		
HCM 6th Ctrl Delay	9.3	
HCM 6th LOS	A	

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	266	93	19	183	62	70	231	10	61	197	66
Future Volume (vph)	98	266	93	19	183	62	70	231	10	61	197	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.94		1.00	0.94		1.00			0.99	
Flpb, ped/bikes		0.99	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		1.00			0.97	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1827	1485		1850	1486		1830			1778	
Flt Permitted		0.86	1.00		0.95	1.00		0.87			0.89	
Satd. Flow (perm)		1587	1485		1768	1486		1619			1604	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	292	102	21	201	68	77	254	11	67	216	73
RTOR Reduction (vph)	0	0	59	0	0	39	0	2	0	0	17	0
Lane Group Flow (vph)	0	400	43	0	222	29	0	340	0	0	339	0
Confl. Peds. (#/hr)	33		44	44		33	5		33	33		5
Confl. Bikes (#/hr)			4			15			7			6
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		18.2	18.2		18.2	18.2		16.6			16.6	
Effective Green, g (s)		18.2	18.2		18.2	18.2		16.6			16.6	
Actuated g/C Ratio		0.42	0.42		0.42	0.42		0.39			0.39	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		671	628		748	628		625			619	
v/s Ratio Prot												
v/s Ratio Perm		c0.25	0.03		0.13	0.02		0.21			c0.21	
v/c Ratio		0.60	0.07		0.30	0.05		0.54			0.55	
Uniform Delay, d1		9.6	7.4		8.2	7.3		10.3			10.3	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.0	0.0		0.1	0.0		0.5			0.5	
Delay (s)		10.5	7.4		8.3	7.3		10.8			10.8	
Level of Service		B	A		A	A		B			B	
Approach Delay (s)		9.9			8.0			10.8			10.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	43.0	Sum of lost time (s)	8.2
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

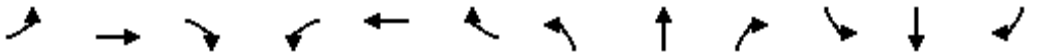
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	25	92	12	30	8	78	132	2	10	267	20
Future Vol, veh/h	9	25	92	12	30	8	78	132	2	10	267	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	28	103	13	34	9	88	148	2	11	300	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	9	10.3	11.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	7%	24%	3%
Vol Thru, %	62%	20%	60%	90%
Vol Right, %	1%	73%	16%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	126	50	297
LT Vol	78	9	12	10
Through Vol	132	25	30	267
RT Vol	2	92	8	20
Lane Flow Rate	238	142	56	334
Geometry Grp	1	1	1	1
Degree of Util (X)	0.323	0.194	0.085	0.434
Departure Headway (Hd)	4.889	4.921	5.428	4.685
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	722	653	764
Service Time	2.959	3.002	3.524	2.749
HCM Lane V/C Ratio	0.326	0.197	0.086	0.437
HCM Control Delay	10.3	9.2	9	11.3
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.4	0.7	0.3	2.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	46	243	18	46	11	211	238	11	5	361	26
Future Volume (veh/h)	11	46	243	18	46	11	211	238	11	5	361	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.92	0.95		0.92	1.00		0.96	0.96		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	53	279	21	53	13	243	274	13	6	415	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	295	262	116	214	44	313	1147	54	68	746	596
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.65	0.65	0.40	0.40	0.40
Sat Flow, veh/h	153	1641	1457	196	1190	244	1781	1767	84	6	1859	1484
Grp Volume(v), veh/h	66	0	279	87	0	0	243	0	287	421	0	30
Grp Sat Flow(s),veh/h/ln	1794	0	1457	1630	0	0	1781	0	1851	1865	0	1484
Q Serve(g_s), s	0.0	0.0	10.0	0.0	0.0	0.0	7.2	0.0	3.6	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.7	0.0	10.0	2.3	0.0	0.0	7.2	0.0	3.6	9.7	0.0	0.7
Prop In Lane	0.20		1.00	0.24		0.15	1.00		0.05	0.01		1.00
Lane Grp Cap(c), veh/h	400	0	262	374	0	0	313	0	1202	815	0	596
V/C Ratio(X)	0.16	0.00	1.06	0.23	0.00	0.00	0.78	0.00	0.24	0.52	0.00	0.05
Avail Cap(c_a), veh/h	400	0	262	374	0	0	962	0	1532	904	0	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	22.8	19.6	0.0	0.0	21.9	0.0	4.0	12.8	0.0	10.2
Incr Delay (d2), s/veh	0.2	0.0	73.5	0.3	0.0	0.0	4.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	8.5	0.9	0.0	0.0	3.2	0.0	0.9	3.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	96.3	20.0	0.0	0.0	26.0	0.0	4.1	13.0	0.0	10.2
LnGrp LOS	B	A	F	B	A	A	C	A	A	B	A	B
Approach Vol, veh/h		345			87			530			451	
Approach Delay, s/veh		81.6			20.0			14.1			12.8	
Approach LOS		F			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.8	27.2		14.6		41.0		14.6				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	30.0	25.0		10.0		* 46		10.0				
Max Q Clear Time (g_c+I1), s	9.2	11.7		4.3		5.6		12.0				
Green Ext Time (p_c), s	0.7	1.6		0.2		1.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		30.6	
HCM 6th LOS		C	

Notes

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

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	62	724	64	570	541	240	483	104	101
v/c Ratio	0.49	0.63	0.48	0.93	0.68	0.71	0.94	0.19	0.19
Control Delay	66.5	36.6	64.6	60.4	11.5	43.9	67.3	33.4	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	36.6	64.6	60.4	11.5	43.9	67.3	33.4	7.6
Queue Length 50th (ft)	45	240	46	409	48	122	351	58	0
Queue Length 95th (ft)	#96	333	95	#680	187	211	#603	110	43
Internal Link Dist (ft)		355		400		582		438	
Turn Bay Length (ft)	110		130				185		185
Base Capacity (vph)	127	1148	158	616	794	425	516	544	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.63	0.41	0.93	0.68	0.56	0.94	0.19	0.19

Intersection Summary

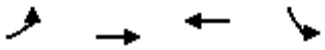
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	67	1323	46	1370	92	283
v/c Ratio	0.26	0.83	0.19	0.88	0.18	0.70
Control Delay	30.0	24.8	29.6	28.1	7.9	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	24.8	29.6	28.1	7.9	29.0
Queue Length 50th (ft)	24	254	16	~271	6	93
Queue Length 95th (ft)	64	#484	50	#528	36	178
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125		125			
Base Capacity (vph)	518	1595	518	1560	749	607
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	0.13	0.83	0.09	0.88	0.12	0.47

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	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	46	1438	1820	743
v/c Ratio	0.28	0.63	0.93	0.84
Control Delay	50.9	12.7	30.9	45.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	50.9	12.7	30.9	45.1
Queue Length 50th (ft)	30	270	600	246
Queue Length 95th (ft)	69	382	#861	316
Internal Link Dist (ft)		154	784	153
Turn Bay Length (ft)	310			
Base Capacity (vph)	162	2492	1966	1097
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.58	0.93	0.68

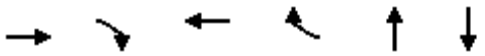
Intersection Summary

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

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	354	168	457	409
v/c Ratio	0.69	0.27	0.68	0.55
Control Delay	21.5	12.4	16.2	11.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.5	12.4	16.2	11.8
Queue Length 50th (ft)	68	27	86	64
Queue Length 95th (ft)	#214	80	181	138
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	716	884	1147	1246
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.19	0.40	0.33

Intersection Summary

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

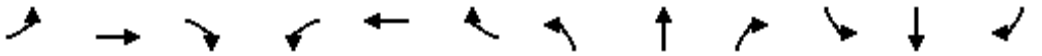


Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	400	102	222	68	342	356
v/c Ratio	0.61	0.15	0.30	0.10	0.56	0.58
Control Delay	15.8	3.4	11.0	3.8	15.7	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	3.4	11.0	3.8	15.7	15.1
Queue Length 50th (ft)	66	0	32	0	78	75
Queue Length 95th (ft)	184	22	92	18	149	148
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	1043	1006	1163	999	781	785
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	0.38	0.10	0.19	0.07	0.44	0.45

Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	66	279	87	243	287	421	30
v/c Ratio	0.15	0.48	0.20	0.66	0.24	0.62	0.05
Control Delay	30.0	7.0	28.1	45.3	8.3	30.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	7.0	28.1	45.3	8.3	30.4	0.2
Queue Length 50th (ft)	33	0	39	161	81	228	0
Queue Length 95th (ft)	72	56	85	236	117	361	0
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	442	584	428	683	1439	763	655
Starvation Cap Reductn	0	0	0	0	0	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	0.15	0.48	0.20	0.36	0.20	0.55	0.05

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	642	3	71	515	386	6	81	128	249	74	125
Future Volume (veh/h)	124	642	3	71	515	386	6	81	128	249	74	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	713	3	79	572	429	7	90	142	277	82	139
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	1207	5	124	572	455	10	122	193	337	354	288
Arrive On Green	0.10	0.33	0.33	0.07	0.31	0.31	0.20	0.20	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1781	3628	15	1781	1870	1488	48	619	977	1781	1870	1520
Grp Volume(v), veh/h	138	349	367	79	572	429	239	0	0	277	82	139
Grp Sat Flow(s),veh/h/ln	1781	1777	1866	1781	1870	1488	1644	0	0	1781	1870	1520
Q Serve(g_s), s	6.5	13.9	13.9	3.7	26.0	23.9	11.6	0.0	0.0	12.7	3.2	6.9
Cycle Q Clear(g_c), s	6.5	13.9	13.9	3.7	26.0	23.9	11.6	0.0	0.0	12.7	3.2	6.9
Prop In Lane	1.00		0.01	1.00		1.00	0.03		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	172	591	621	124	572	455	325	0	0	337	354	288
V/C Ratio(X)	0.80	0.59	0.59	0.64	1.00	0.94	0.73	0.00	0.00	0.82	0.23	0.48
Avail Cap(c_a), veh/h	314	591	621	314	572	455	464	0	0	419	440	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	23.6	23.6	38.5	29.5	28.8	32.0	0.0	0.0	33.1	29.2	30.8
Incr Delay (d2), s/veh	3.3	1.4	1.3	2.0	37.7	28.2	6.9	0.0	0.0	8.4	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.9	6.2	1.7	17.3	11.8	5.2	0.0	0.0	6.2	1.4	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	24.9	24.9	40.5	67.2	57.0	38.9	0.0	0.0	41.5	29.4	31.2
LnGrp LOS	D	C	C	D	F	E	D	A	A	D	C	C
Approach Vol, veh/h		854			1080			239			498	
Approach Delay, s/veh		27.5			61.2			38.9			36.6	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	30.6		21.4	10.0	32.9		20.7				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	15.0	26.0		24.0	15.0	26.0		20.0				
Max Q Clear Time (g_c+I1), s	8.5	28.0		13.6	5.7	15.9		14.7				
Green Ext Time (p_c), s	0.1	0.0		1.8	0.1	2.8		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			43.8									
HCM 6th LOS			D									

Notes

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1024	1	4	1023	11	2	0	4	0	1	6
Future Vol, veh/h	7	1024	1	4	1023	11	2	0	4	0	1	6
Conflicting Peds, #/hr	7	0	0	0	0	7	4	0	7	7	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1138	1	4	1137	12	2	0	4	0	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1156	0	0	1139	0	0	1736	2319	577	1750	2313	586
Stage 1	-	-	-	-	-	-	1155	1155	-	1158	1158	-
Stage 2	-	-	-	-	-	-	581	1164	-	592	1155	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	600	-	-	609	-	-	56	37	460	55	37	454
Stage 1	-	-	-	-	-	-	209	269	-	208	269	-
Stage 2	-	-	-	-	-	-	467	267	-	460	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	596	-	-	609	-	-	51	35	457	52	35	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	35	-	52	35	-
Stage 1	-	-	-	-	-	-	201	259	-	199	262	-
Stage 2	-	-	-	-	-	-	448	260	-	436	259	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	35.4	27.6
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	125	596	-	-	609	-	-	167
HCM Lane V/C Ratio	0.053	0.013	-	-	0.007	-	-	0.047
HCM Control Delay (s)	35.4	11.1	0.2	-	11	0.1	-	27.6
HCM Lane LOS	E	B	A	-	B	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱			↱			↱	
Traffic Vol, veh/h	5	1027	1	2	1023	3	2	0	2	3	0	6
Future Vol, veh/h	5	1027	1	2	1023	3	2	0	2	3	0	6
Conflicting Peds, #/hr	3	0	0	0	0	3	7	0	3	3	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1154	1	2	1149	3	2	0	2	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1155	0	0	1155	0	0	1753	2326	581	1750	2325	586
Stage 1	-	-	-	-	-	-	1167	1167	-	1158	1158	-
Stage 2	-	-	-	-	-	-	586	1159	-	592	1167	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	601	-	-	601	-	-	54	37	457	55	37	454
Stage 1	-	-	-	-	-	-	206	266	-	208	269	-
Stage 2	-	-	-	-	-	-	463	268	-	460	266	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	599	-	-	601	-	-	51	36	456	53	36	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	36	-	53	36	-
Stage 1	-	-	-	-	-	-	200	259	-	202	266	-
Stage 2	-	-	-	-	-	-	449	265	-	444	259	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	46.1	35.3
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	92	599	-	-	601	-	-	129
HCM Lane V/C Ratio	0.049	0.009	-	-	0.004	-	-	0.078
HCM Control Delay (s)	46.1	11.1	0.2	-	11	0	-	35.3
HCM Lane LOS	E	B	A	-	B	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	999	4	6	1017	18	3	0	3	5	2	12
Future Vol, veh/h	19	999	4	6	1017	18	3	0	3	5	2	12
Conflicting Peds, #/hr	9	0	14	14	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	1122	4	7	1143	20	3	0	3	6	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1172	0	0	1140	0	0	1776	2366	586	1788	2358	600
Stage 1	-	-	-	-	-	-	1180	1180	-	1176	1176	-
Stage 2	-	-	-	-	-	-	596	1186	-	612	1182	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	592	-	-	609	-	-	52	35	454	51	35	444
Stage 1	-	-	-	-	-	-	202	262	-	203	263	-
Stage 2	-	-	-	-	-	-	457	260	-	447	262	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	587	-	-	601	-	-	42	30	444	45	30	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	30	-	45	30	-
Stage 1	-	-	-	-	-	-	180	234	-	182	252	-
Stage 2	-	-	-	-	-	-	421	249	-	398	234	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	56.2	54.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	77	587	-	-	601	-	-	93
HCM Lane V/C Ratio	0.088	0.036	-	-	0.011	-	-	0.23
HCM Control Delay (s)	56.2	11.4	0.5	-	11.1	0.2	-	54.9
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1056	9	26	1032	4	6
Future Vol, veh/h	1056	9	26	1032	4	6
Conflicting Peds, #/hr	0	0	0	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1160	10	29	1134	4	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1170	0	1795	585
Stage 1	-	-	-	-	1165	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	593	-	72	454
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	493	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	593	-	62	454
Mov Cap-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	426	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	35.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	-	-	593	-
HCM Lane V/C Ratio	0.085	-	-	0.048	-
HCM Control Delay (s)	35.5	-	-	11.4	0.7
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

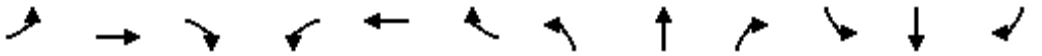
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1052	3	2	1077	2	0
Future Vol, veh/h	1052	3	2	1077	2	0
Conflicting Peds, #/hr	0	0	0	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1143	3	2	1171	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1146	0	1744	573
Stage 1	-	-	-	-	1145	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	605	-	78	463
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	511	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	605	-	77	463
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	53.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	77	-	-	605	-
HCM Lane V/C Ratio	0.028	-	-	0.004	-
HCM Control Delay (s)	53.1	-	-	11	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	962	16	252	966	130	4	34	183	168	94	66
Future Volume (veh/h)	92	962	16	252	966	130	4	34	183	168	94	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	1069	18	280	1073	144	4	38	203	187	104	73
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	1180	20	323	1306	175	51	85	421	268	129	81
Arrive On Green	0.09	0.33	0.33	0.18	0.42	0.42	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	3573	60	1781	3131	419	7	272	1349	625	415	261
Grp Volume(v), veh/h	102	532	555	280	608	609	245	0	0	364	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1856	1781	1777	1773	1628	0	0	1300	0	0
Q Serve(g_s), s	4.1	21.4	21.4	11.4	22.7	22.8	0.0	0.0	0.0	10.9	0.0	0.0
Cycle Q Clear(g_c), s	4.1	21.4	21.4	11.4	22.7	22.8	9.3	0.0	0.0	20.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.24	0.02		0.83	0.51		0.20
Lane Grp Cap(c), veh/h	168	587	613	323	741	740	557	0	0	478	0	0
V/C Ratio(X)	0.61	0.91	0.91	0.87	0.82	0.82	0.44	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	405	594	621	405	741	740	593	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.5	23.9	23.9	29.7	19.3	19.3	20.9	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	17.6	17.0	13.0	7.4	7.6	0.7	0.0	0.0	6.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	11.4	11.8	5.9	10.2	10.3	3.5	0.0	0.0	6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	41.5	40.9	42.7	26.7	26.9	21.6	0.0	0.0	31.3	0.0	0.0
LnGrp LOS	C	D	D	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1189			1497			245			364	
Approach Delay, s/veh		40.6			29.8			21.6			31.3	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	35.8		27.9	17.5	29.3		27.9				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	17.0	25.0		25.0	17.0	25.0		25.0				
Max Q Clear Time (g_c+I1), s	6.1	24.8		11.3	13.4	23.4		22.2				
Green Ext Time (p_c), s	0.1	0.2		1.5	0.2	1.2		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		33.2	
HCM 6th LOS		C	

Notes

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

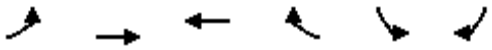
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1275	42	0	0	0	43
Future Vol, veh/h	1275	42	0	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1433	47	0	0	0	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	740
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	359
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	359
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

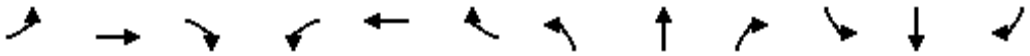
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	359	-	-	-
HCM Lane V/C Ratio	0.135	-	-	-
HCM Control Delay (s)	16.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	1227	1394	611	381	9
Future Volume (vph)	47	1227	1394	611	381	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.1	5.1		4.8	
Lane Util. Factor	1.00	0.95	0.95		0.97	
Frt	1.00	1.00	0.95		1.00	
Flt Protected	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1770	3539	3377		3433	
Flt Permitted	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1770	3539	3377		3433	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	1334	1515	664	414	10
RTOR Reduction (vph)	0	0	33	0	2	0
Lane Group Flow (vph)	51	1334	2146	0	422	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)	6.9	77.5	66.4		16.8	
Effective Green, g (s)	6.9	77.5	66.4		16.8	
Actuated g/C Ratio	0.07	0.74	0.64		0.16	
Clearance Time (s)	4.2	5.1	5.1		4.8	
Vehicle Extension (s)	1.5	2.8	2.8		1.8	
Lane Grp Cap (vph)	117	2632	2151		553	
v/s Ratio Prot	0.03	c0.38	c0.64		c0.12	
v/s Ratio Perm						
v/c Ratio	0.44	0.51	1.00		0.76	
Uniform Delay, d1	46.8	5.5	18.8		41.8	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.9	0.1	18.7		5.6	
Delay (s)	47.7	5.6	37.5		47.4	
Level of Service	D	A	D		D	
Approach Delay (s)		7.2	37.5		47.4	
Approach LOS		A	D		D	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	104.2	Sum of lost time (s)	14.1
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



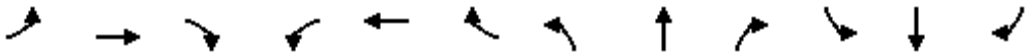
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	109	47	4	336	20	25	281	0	28	486	212
Future Volume (veh/h)	131	109	47	4	336	20	25	281	0	28	486	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.93	1.00		1.00	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	120	52	4	369	22	27	309	0	31	534	233
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	181	65	73	518	31	108	898	0	90	619	262
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.52	0.52	0.00	0.52	0.52	0.52
Sat Flow, veh/h	494	605	217	5	1733	102	62	1737	0	32	1196	506
Grp Volume(v), veh/h	316	0	0	395	0	0	336	0	0	798	0	0
Grp Sat Flow(s),veh/h/ln	1316	0	0	1840	0	0	1799	0	0	1734	0	0
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear(g_c), s	11.2	0.0	0.0	9.8	0.0	0.0	5.4	0.0	0.0	20.9	0.0	0.0
Prop In Lane	0.46		0.16	0.01		0.06	0.08		0.00	0.04		0.29
Lane Grp Cap(c), veh/h	496	0	0	621	0	0	1006	0	0	970	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.64	0.00	0.00	0.33	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	615	0	0	791	0	0	1122	0	0	1090	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	16.0	0.0	0.0	7.3	0.0	0.0	10.9	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0	4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	3.9	0.0	0.0	1.8	0.0	0.0	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	0.0	17.2	0.0	0.0	7.5	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		316			395			336			798	
Approach Delay, s/veh		17.8			17.2			7.5			15.7	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.2		19.9		31.2		19.9				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		22.9		11.8		7.4		13.2				
Green Ext Time (p_c), s		3.5		1.7		2.4		1.3				

Intersection Summary		
HCM 6th Ctrl Delay		14.9
HCM 6th LOS		B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	175	61	12	268	49	47	180	10	73	317	123
Future Volume (vph)	61	175	61	12	268	49	47	180	10	73	317	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.94		1.00	0.93		1.00			0.99	
Flpb, ped/bikes		0.99	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		0.99			0.97	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1830	1481		1857	1480		1829			1772	
Flt Permitted		0.85	1.00		0.98	1.00		0.86			0.92	
Satd. Flow (perm)		1580	1481		1831	1480		1598			1641	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	67	192	67	13	295	54	52	198	11	80	348	135
RTOR Reduction (vph)	0	0	42	0	0	34	0	3	0	0	18	0
Lane Group Flow (vph)	0	259	25	0	308	20	0	258	0	0	545	0
Confl. Peds. (#/hr)	33		44	44		33	5		33	33		5
Confl. Bikes (#/hr)			4			15			7			6
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		16.8	16.8		16.8	16.8		20.3			20.3	
Effective Green, g (s)		16.8	16.8		16.8	16.8		20.3			20.3	
Actuated g/C Ratio		0.37	0.37		0.37	0.37		0.45			0.45	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		585	549		679	548		716			735	
v/s Ratio Prot												
v/s Ratio Perm		0.16	0.02		c0.17	0.01		0.16			c0.33	
v/c Ratio		0.44	0.05		0.45	0.04		0.36			0.74	
Uniform Delay, d1		10.7	9.1		10.8	9.1		8.2			10.3	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.2	0.0		0.2	0.0		0.1			3.5	
Delay (s)		10.9	9.1		11.0	9.1		8.3			13.9	
Level of Service		B	A		B	A		A			B	
Approach Delay (s)		10.6			10.7			8.3			13.9	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	8.2
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

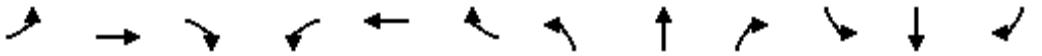
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	16	106	1	18	2	289	131	3	3	112	78
Future Vol, veh/h	8	16	106	1	18	2	289	131	3	3	112	78
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	18	119	1	20	2	325	147	3	3	126	88
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	9.1	15.5	9.6
HCM LOS	A	A	C	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	68%	6%	5%	2%
Vol Thru, %	31%	12%	86%	58%
Vol Right, %	1%	82%	10%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	423	130	21	193
LT Vol	289	8	1	3
Through Vol	131	16	18	112
RT Vol	3	106	2	78
Lane Flow Rate	475	146	24	217
Geometry Grp	1	1	1	1
Degree of Util (X)	0.626	0.206	0.038	0.282
Departure Headway (Hd)	4.744	5.077	5.832	4.684
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	700	618	759
Service Time	2.807	3.161	3.832	2.758
HCM Lane V/C Ratio	0.628	0.209	0.039	0.286
HCM Control Delay	15.5	9.5	9.1	9.6
HCM Lane LOS	C	A	A	A
HCM 95th-tile Q	4.5	0.8	0.1	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	14	208	3	16	2	304	387	14	3	197	30
Future Volume (veh/h)	8	14	208	3	16	2	304	387	14	3	197	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.92		0.91	0.94		0.91	1.00		0.96	0.96		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	16	239	3	18	2	349	445	16	3	226	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	215	241	80	257	26	419	1211	44	62	696	552
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.24	0.68	0.68	0.37	0.37	0.37
Sat Flow, veh/h	394	1294	1447	71	1545	154	1781	1791	64	5	1861	1477
Grp Volume(v), veh/h	25	0	239	23	0	0	349	0	461	229	0	34
Grp Sat Flow(s),veh/h/ln	1688	0	1447	1770	0	0	1781	0	1856	1865	0	1477
Q Serve(g_s), s	0.0	0.0	9.9	0.0	0.0	0.0	11.2	0.0	6.4	0.0	0.0	0.9
Cycle Q Clear(g_c), s	0.7	0.0	9.9	0.6	0.0	0.0	11.2	0.0	6.4	5.3	0.0	0.9
Prop In Lane	0.36		1.00	0.13		0.09	1.00		0.03	0.01		1.00
Lane Grp Cap(c), veh/h	362	0	241	362	0	0	419	0	1254	758	0	552
V/C Ratio(X)	0.07	0.00	0.99	0.06	0.00	0.00	0.83	0.00	0.37	0.30	0.00	0.06
Avail Cap(c_a), veh/h	362	0	241	362	0	0	888	0	1419	835	0	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	25.0	21.2	0.0	0.0	21.9	0.0	4.2	13.4	0.0	12.1
Incr Delay (d2), s/veh	0.1	0.0	56.1	0.1	0.0	0.0	4.3	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	7.0	0.3	0.0	0.0	4.9	0.0	1.7	2.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	81.2	21.2	0.0	0.0	26.2	0.0	4.3	13.5	0.0	12.1
LnGrp LOS	C	A	F	C	A	A	C	A	A	B	A	B
Approach Vol, veh/h		264			23			810			263	
Approach Delay, s/veh		75.5			21.2			13.7			13.3	
Approach LOS		E			C			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.2	27.4		14.6		45.5		14.6				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	30.0	25.0		10.0		* 46		10.0				
Max Q Clear Time (g_c+I1), s	13.2	7.3		2.6		8.4		11.9				
Green Ext Time (p_c), s	1.0	0.9		0.0		2.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		25.8	
HCM 6th LOS		C	

Notes

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

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	138	716	79	572	429	239	277	82	139
v/c Ratio	0.62	0.59	0.45	1.06	0.61	0.64	0.81	0.23	0.34
Control Delay	53.2	30.5	50.3	90.7	9.5	32.9	55.7	34.9	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	30.5	50.3	90.7	9.5	32.9	55.7	34.9	8.7
Queue Length 50th (ft)	77	186	44	~375	18	93	151	39	0
Queue Length 95th (ft)	154	310	98	#706	123	184	#288	89	51
Internal Link Dist (ft)		355		400		582		438	
Turn Bay Length (ft)	110		130				185		185
Base Capacity (vph)	296	1221	296	539	707	503	404	425	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.59	0.27	1.06	0.61	0.48	0.69	0.19	0.30

Intersection Summary

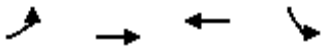
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	102	1087	280	1217	245	364
v/c Ratio	0.47	0.96	0.82	0.83	0.37	0.97
Control Delay	39.8	47.1	51.7	27.8	7.1	69.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	47.1	51.7	27.8	7.1	69.2
Queue Length 50th (ft)	49	282	132	277	15	174
Queue Length 95th (ft)	94	#426	#253	#457	67	#356
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125		125			
Base Capacity (vph)	382	1131	382	1470	655	374
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	0.27	0.96	0.73	0.83	0.37	0.97

Intersection Summary

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



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	51	1334	2179	424
v/c Ratio	0.33	0.51	0.99	0.76
Control Delay	53.3	6.7	36.8	50.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	53.3	6.7	36.8	50.9
Queue Length 50th (ft)	33	164	~818	142
Queue Length 95th (ft)	76	252	#1039	195
Internal Link Dist (ft)		154	784	153
Turn Bay Length (ft)	310			
Base Capacity (vph)	155	2729	2202	1038
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.49	0.99	0.41

Intersection Summary

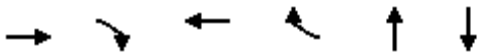
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	316	395	336	798
v/c Ratio	0.89	0.63	0.40	0.91
Control Delay	49.2	21.6	10.8	29.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	49.2	21.6	10.8	29.2
Queue Length 50th (ft)	99	115	68	222
Queue Length 95th (ft)	#241	197	120	#451
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	371	656	913	947
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.85	0.60	0.37	0.84

Intersection Summary

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



Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	259	67	308	54	261	563
v/c Ratio	0.45	0.12	0.46	0.09	0.37	0.76
Control Delay	13.9	4.0	13.6	4.2	11.8	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	4.0	13.6	4.2	11.8	20.0
Queue Length 50th (ft)	39	0	47	0	56	145
Queue Length 95th (ft)	112	19	128	17	103	#300
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	960	923	1112	922	710	745
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	0.27	0.07	0.28	0.06	0.37	0.76

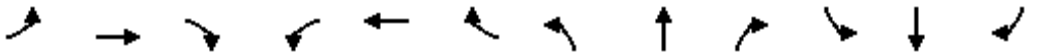
Intersection Summary

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

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	25	239	23	349	461	229	34
v/c Ratio	0.06	0.44	0.05	0.83	0.38	0.35	0.06
Control Delay	31.4	7.2	29.4	53.8	9.4	26.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	7.2	29.4	53.8	9.4	26.9	0.2
Queue Length 50th (ft)	14	0	11	249	150	124	0
Queue Length 95th (ft)	35	54	31	#350	203	188	0
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	417	542	433	657	1458	734	632
Starvation Cap Reductn	0	0	0	0	0	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	0.06	0.44	0.05	0.53	0.32	0.31	0.05

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	472	11	64	491	443	13	87	118	185	75	58
Future Volume (veh/h)	58	472	11	64	491	443	13	87	118	185	75	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	524	12	71	546	492	14	97	131	206	83	64
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	817	657	102	380	343	18	122	165	271	284	221
Arrive On Green	0.06	0.44	0.44	0.06	0.43	0.43	0.19	0.19	0.19	0.15	0.15	0.15
Sat Flow, veh/h	1781	1870	1504	1781	883	796	94	653	882	1781	1870	1457
Grp Volume(v), veh/h	64	524	12	71	0	1038	242	0	0	206	83	64
Grp Sat Flow(s),veh/h/ln	1781	1870	1504	1781	0	1678	1629	0	0	1781	1870	1457
Q Serve(g_s), s	3.7	23.5	0.5	4.2	0.0	46.1	15.2	0.0	0.0	11.9	4.2	4.2
Cycle Q Clear(g_c), s	3.7	23.5	0.5	4.2	0.0	46.1	15.2	0.0	0.0	11.9	4.2	4.2
Prop In Lane	1.00		1.00	1.00		0.47	0.06		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	113	817	657	102	0	723	304	0	0	271	284	221
V/C Ratio(X)	0.57	0.64	0.02	0.69	0.00	1.44	0.80	0.00	0.00	0.76	0.29	0.29
Avail Cap(c_a), veh/h	133	817	657	125	0	723	380	0	0	383	402	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	23.6	17.1	49.5	0.0	30.5	41.6	0.0	0.0	43.5	40.3	40.3
Incr Delay (d2), s/veh	1.6	1.6	0.0	7.8	0.0	204.2	12.3	0.0	0.0	3.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.6	0.2	2.1	0.0	59.1	7.2	0.0	0.0	5.5	2.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	25.2	17.1	57.3	0.0	234.7	53.9	0.0	0.0	46.7	40.5	40.5
LnGrp LOS	D	C	B	E	A	F	D	A	A	D	D	D
Approach Vol, veh/h		600			1109			242			353	
Approach Delay, s/veh		27.7			223.3			53.9			44.1	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	50.7		24.6	10.3	51.4		20.9				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	8.0	46.1		25.0	7.5	46.6		23.0				
Max Q Clear Time (g_c+I1), s	5.7	48.1		17.2	6.2	25.5		13.9				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.0	3.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		127.1	
HCM 6th LOS		F	

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	767	0	2	999	30	0	0	7	3	0	5
Future Vol, veh/h	8	767	0	2	999	30	0	0	7	3	0	5
Conflicting Peds, #/hr	7	0	0	0	0	7	4	0	7	7	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	852	0	2	1110	33	0	0	8	3	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1150	0	0	852	0	0	2008	2024	859	2019	2008	1138
Stage 1	-	-	-	-	-	-	870	870	-	1138	1138	-
Stage 2	-	-	-	-	-	-	1138	1154	-	881	870	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	608	-	-	787	-	-	44	58	356	43	59	245
Stage 1	-	-	-	-	-	-	346	369	-	245	276	-
Stage 2	-	-	-	-	-	-	245	272	-	341	369	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	604	-	-	787	-	-	42	57	354	41	58	242
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	57	-	41	58	-
Stage 1	-	-	-	-	-	-	341	363	-	240	273	-
Stage 2	-	-	-	-	-	-	238	269	-	326	363	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15.4	52.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	354	604	-	-	787	-	-	85
HCM Lane V/C Ratio	0.022	0.015	-	-	0.003	-	-	0.105
HCM Control Delay (s)	15.4	11	-	-	9.6	-	-	52.2
HCM Lane LOS	C	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	756	0	0	1007	13	0	0	6	2	2	3
Future Vol, veh/h	5	756	0	0	1007	13	0	0	6	2	2	3
Conflicting Peds, #/hr	3	0	0	0	0	3	7	0	3	3	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	849	0	0	1131	15	0	0	7	2	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1149	0	0	849	0	0	2009	2010	852	2010	2003	1149
Stage 1	-	-	-	-	-	-	861	861	-	1142	1142	-
Stage 2	-	-	-	-	-	-	1148	1149	-	868	861	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	608	-	-	789	-	-	44	59	359	44	60	242
Stage 1	-	-	-	-	-	-	350	372	-	244	275	-
Stage 2	-	-	-	-	-	-	242	273	-	347	372	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	606	-	-	789	-	-	42	58	358	43	59	240
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	58	-	43	59	-
Stage 1	-	-	-	-	-	-	347	368	-	241	274	-
Stage 2	-	-	-	-	-	-	235	272	-	336	368	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	15.2	58.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	606	-	-	789	-	-	75
HCM Lane V/C Ratio	0.019	0.009	-	-	-	-	-	0.105
HCM Control Delay (s)	15.2	11	-	-	0	-	-	58.5
HCM Lane LOS	C	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	716	3	0	1014	14	5	5	3	5	3	20
Future Vol, veh/h	32	716	3	0	1014	14	5	5	3	5	3	20
Conflicting Peds, #/hr	9	0	14	14	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	804	3	0	1139	16	6	6	3	6	3	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1164	0	0	821	0	0	2061	2056	829	2047	2049	1165
Stage 1	-	-	-	-	-	-	892	892	-	1156	1156	-
Stage 2	-	-	-	-	-	-	1169	1164	-	891	893	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	600	-	-	808	-	-	40	55	370	41	56	236
Stage 1	-	-	-	-	-	-	337	360	-	239	271	-
Stage 2	-	-	-	-	-	-	235	269	-	337	360	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	595	-	-	797	-	-	32	50	362	35	51	232
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	50	-	35	51	-
Stage 1	-	-	-	-	-	-	312	334	-	223	269	-
Stage 2	-	-	-	-	-	-	208	267	-	306	334	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	107.1	59
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	49	595	-	-	797	-	-	97
HCM Lane V/C Ratio	0.298	0.06	-	-	-	-	-	0.324
HCM Control Delay (s)	107.1	11.4	-	-	0	-	-	59
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	1	0.2	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	759	3	24	1071	2	15
Future Vol, veh/h	759	3	24	1071	2	15
Conflicting Peds, #/hr	0	0	0	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	834	3	26	1177	2	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	837	0	2070	836
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	1234	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	797	-	59	367
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	275	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	797	-	57	367
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	265	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	324	-	-	797	-
HCM Lane V/C Ratio	0.058	-	-	0.033	-
HCM Control Delay (s)	16.8	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

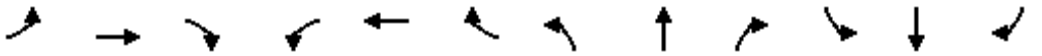
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	764	3	4	1084	4	9
Future Vol, veh/h	764	3	4	1084	4	9
Conflicting Peds, #/hr	0	0	0	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	830	3	4	1178	4	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	833	0	2027	832
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	1195	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	800	-	63	369
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	287	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	800	-	62	369
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	283	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	-	-	800	-
HCM Lane V/C Ratio	0.05	-	-	0.005	-
HCM Control Delay (s)	18.5	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	695	5	41	997	141	1	23	46	122	27	49
Future Volume (veh/h)	59	695	5	41	997	141	1	23	46	122	27	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.97	0.99		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	772	6	46	1108	157	1	26	51	136	30	54
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	1107	9	108	935	132	41	110	209	235	49	71
Arrive On Green	0.07	0.60	0.60	0.06	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	1853	14	1781	1594	226	4	564	1073	876	249	366
Grp Volume(v), veh/h	66	0	778	46	0	1265	78	0	0	220	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1867	1781	0	1820	1641	0	0	1491	0	0
Q Serve(g_s), s	3.2	0.0	25.9	2.2	0.0	52.8	0.0	0.0	0.0	8.6	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	25.9	2.2	0.0	52.8	3.6	0.0	0.0	12.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.12	0.01		0.65	0.62		0.25
Lane Grp Cap(c), veh/h	128	0	1116	108	0	1067	361	0	0	356	0	0
V/C Ratio(X)	0.52	0.00	0.70	0.43	0.00	1.19	0.22	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	158	0	1116	158	0	1067	514	0	0	488	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.3	0.0	12.5	40.8	0.0	18.6	30.6	0.0	0.0	33.8	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	2.0	1.0	0.0	93.0	0.4	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	10.5	1.0	0.0	47.4	1.5	0.0	0.0	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	14.5	41.7	0.0	111.6	31.0	0.0	0.0	35.9	0.0	0.0
LnGrp LOS	D	A	B	D	A	F	C	A	A	D	A	A
Approach Vol, veh/h		844			1311			78			220	
Approach Delay, s/veh		16.6			109.2			31.0			35.9	
Approach LOS		B			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	57.4		22.2	9.5	58.4		22.2				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	8.0	52.8		26.0	8.0	52.8		26.0				
Max Q Clear Time (g_c+I1), s	5.2	54.8		5.6	4.2	27.9		14.2				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	7.8		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		68.3	
HCM 6th LOS		E	

Notes

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

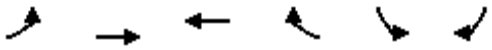
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	755	57	0	0	0	45
Future Vol, veh/h	755	57	0	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	848	64	0	0	0	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	456
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	551
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

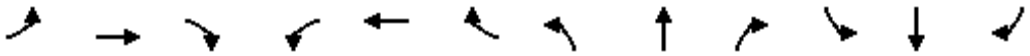
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	551	-	-	-
HCM Lane V/C Ratio	0.092	-	-	-
HCM Control Delay (s)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	771	1121	481	1072	30
Future Volume (vph)	27	771	1121	481	1072	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1		4.8	
Lane Util. Factor		0.95	0.95		0.97	
Frt		1.00	0.95		1.00	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		3533	3380		3432	
Flt Permitted		0.71	1.00		0.95	
Satd. Flow (perm)		2498	3380		3432	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	838	1218	523	1165	33
RTOR Reduction (vph)	0	0	39	0	2	0
Lane Group Flow (vph)	0	867	1702	0	1196	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)		38.0	38.0		26.0	
Effective Green, g (s)		38.0	38.0		26.0	
Actuated g/C Ratio		0.51	0.51		0.35	
Clearance Time (s)		5.1	5.1		4.8	
Vehicle Extension (s)		2.8	2.8		1.8	
Lane Grp Cap (vph)		1284	1738		1207	
v/s Ratio Prot			c0.50		c0.35	
v/s Ratio Perm		0.35				
v/c Ratio		0.68	0.98		0.99	
Uniform Delay, d1		13.4	17.6		23.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.4	16.7		23.6	
Delay (s)		14.7	34.3		47.4	
Level of Service		B	C		D	
Approach Delay (s)		14.7	34.3		47.4	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	14.1
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	151	256	54	4	136	21	76	317	9	56	245	106
Future Volume (veh/h)	151	256	54	4	136	21	76	317	9	56	245	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.99		0.94	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	281	59	4	149	23	84	348	10	62	269	116
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	383	73	96	612	93	190	550	15	156	414	164
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	428	974	185	10	1558	236	223	1477	39	144	1112	440
Grp Volume(v), veh/h	506	0	0	176	0	0	442	0	0	447	0	0
Grp Sat Flow(s),veh/h/ln	1587	0	0	1803	0	0	1739	0	0	1697	0	0
Q Serve(g_s), s	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	11.2	0.0	0.0	2.6	0.0	0.0	7.9	0.0	0.0	8.4	0.0	0.0
Prop In Lane	0.33		0.12	0.02		0.13	0.19		0.02	0.14		0.26
Lane Grp Cap(c), veh/h	743	0	0	801	0	0	754	0	0	734	0	0
V/C Ratio(X)	0.68	0.00	0.00	0.22	0.00	0.00	0.59	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	907	0	0	990	0	0	1355	0	0	1333	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	8.2	0.0	0.0	10.4	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.8	0.0	0.0	2.7	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	0.0	8.3	0.0	0.0	11.1	0.0	0.0	11.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		506			176			442			447	
Approach Delay, s/veh		12.3			8.3			11.1			11.4	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.7		20.3		19.7		20.3				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		10.4		4.6		9.9		13.2				
Green Ext Time (p_c), s		3.2		0.9		3.2		2.1				

Intersection Summary		
HCM 6th Ctrl Delay	11.3	
HCM 6th LOS	B	

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	541	108	21	248	73	84	216	19	90	151	59
Future Volume (vph)	110	541	108	21	248	73	84	216	19	90	151	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.93		1.00	0.94		1.00			0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		0.99			0.97	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1840	1478		1854	1482		1816			1767	
Flt Permitted		0.89	1.00		0.89	1.00		0.84			0.81	
Satd. Flow (perm)		1649	1478		1658	1482		1553			1450	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	121	595	119	23	273	80	92	237	21	99	166	65
RTOR Reduction (vph)	0	0	62	0	0	42	0	5	0	0	17	0
Lane Group Flow (vph)	0	716	57	0	296	38	0	345	0	0	313	0
Confl. Peds. (#/hr)	33		44	44		33	5		33	33		5
Confl. Bikes (#/hr)			4			15			7			6
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		23.2	23.2		23.2	23.2		16.9			16.9	
Effective Green, g (s)		23.2	23.2		23.2	23.2		16.9			16.9	
Actuated g/C Ratio		0.48	0.48		0.48	0.48		0.35			0.35	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		792	709		796	711		543			507	
v/s Ratio Prot												
v/s Ratio Perm		c0.43	0.04		0.18	0.03		c0.22			0.22	
v/c Ratio		0.90	0.08		0.37	0.05		0.64			0.62	
Uniform Delay, d1		11.5	6.8		7.9	6.7		13.1			13.0	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		13.4	0.0		0.1	0.0		1.8			1.6	
Delay (s)		24.9	6.8		8.0	6.7		14.9			14.6	
Level of Service		C	A		A	A		B			B	
Approach Delay (s)		22.3			7.8			14.9			14.6	
Approach LOS		C			A			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)	48.3	Sum of lost time (s)	8.2
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

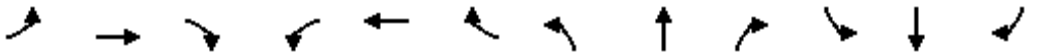
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	35	249	12	33	6	86	90	1	4	203	17
Future Vol, veh/h	17	35	249	12	33	6	86	90	1	4	203	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	39	280	13	37	7	97	101	1	4	228	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	9.3	10.8	11.2
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	6%	24%	2%
Vol Thru, %	51%	12%	65%	91%
Vol Right, %	1%	83%	12%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	301	51	224
LT Vol	86	17	12	4
Through Vol	90	35	33	203
RT Vol	1	249	6	17
Lane Flow Rate	199	338	57	252
Geometry Grp	1	1	1	1
Degree of Util (X)	0.3	0.449	0.09	0.365
Departure Headway (Hd)	5.426	4.782	5.645	5.218
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	662	758	634	690
Service Time	3.462	2.782	3.69	3.252
HCM Lane V/C Ratio	0.301	0.446	0.09	0.365
HCM Control Delay	10.8	11.6	9.3	11.2
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.3	2.3	0.3	1.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	53	570	21	50	4	295	198	7	2	459	28
Future Volume (veh/h)	16	53	570	21	50	4	295	198	7	2	459	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.95	0.98		0.95	1.00		0.96	0.95		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	61	655	24	57	5	339	228	8	2	528	32
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	443	470	138	308	25	336	1074	38	35	696	550
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.19	0.60	0.60	0.37	0.37	0.37
Sat Flow, veh/h	308	1423	1511	302	989	80	1781	1793	63	1	1868	1477
Grp Volume(v), veh/h	79	0	655	86	0	0	339	0	236	530	0	32
Grp Sat Flow(s),veh/h/ln	1731	0	1511	1371	0	0	1781	0	1856	1870	0	1477
Q Serve(g_s), s	0.0	0.0	33.0	0.0	0.0	0.0	20.0	0.0	6.2	0.0	0.0	1.5
Cycle Q Clear(g_c), s	3.2	0.0	33.0	3.6	0.0	0.0	20.0	0.0	6.2	26.3	0.0	1.5
Prop In Lane	0.23		1.00	0.28		0.06	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	581	0	470	470	0	0	336	0	1112	731	0	550
V/C Ratio(X)	0.14	0.00	1.39	0.18	0.00	0.00	1.01	0.00	0.21	0.73	0.00	0.06
Avail Cap(c_a), veh/h	581	0	470	470	0	0	336	0	1194	801	0	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	36.5	26.4	0.0	0.0	43.0	0.0	9.8	29.1	0.0	21.3
Incr Delay (d2), s/veh	0.1	0.0	189.3	0.2	0.0	0.0	51.3	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	36.8	1.6	0.0	0.0	13.6	0.0	2.5	12.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	225.8	26.6	0.0	0.0	94.3	0.0	9.8	31.5	0.0	21.3
LnGrp LOS	C	A	F	C	A	A	F	A	A	C	A	C
Approach Vol, veh/h		734			86			575			562	
Approach Delay, s/veh		204.3			26.6			59.6			30.9	
Approach LOS		F			C			E			C	

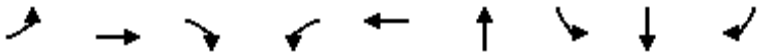
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	24.0	44.4		37.6		68.4		37.6				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	20.0	43.5		33.0		* 68		33.0				
Max Q Clear Time (g_c+I1), s	22.0	28.3		5.6		8.2		35.0				
Green Ext Time (p_c), s	0.0	2.2		0.5		1.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		104.2
HCM 6th LOS		F

Notes

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	64	524	12	71	1038	242	206	83	64
v/c Ratio	0.47	0.63	0.02	0.57	1.35	0.71	0.75	0.29	0.21
Control Delay	63.7	29.9	0.0	70.4	192.7	46.2	62.0	44.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	29.9	0.0	70.4	192.7	46.2	62.0	44.1	4.8
Queue Length 50th (ft)	44	287	0	49	~969	131	140	52	0
Queue Length 95th (ft)	#102	475	0	#124	#1376	231	230	102	18
Internal Link Dist (ft)		355			400	582		438	
Turn Bay Length (ft)	110			130			185		185
Base Capacity (vph)	136	835	697	127	770	434	391	412	407
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.63	0.02	0.56	1.35	0.56	0.53	0.20	0.16

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	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	66	778	46	1265	78	220
v/c Ratio	0.43	0.67	0.30	1.16	0.21	0.74
Control Delay	51.4	18.0	47.4	106.7	14.8	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	18.0	47.4	106.7	14.8	47.4
Queue Length 50th (ft)	38	320	26	~930	13	113
Queue Length 95th (ft)	84	553	65	#1305	49	193
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125					
Base Capacity (vph)	154	1157	154	1087	510	408
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	0.43	0.67	0.30	1.16	0.15	0.54

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	SBL
Lane Group Flow (vph)	867	1741	1198
v/c Ratio	2.42	0.98	0.99
Control Delay	662.8	35.5	49.2
Queue Delay	0.0	0.0	0.0
Total Delay	662.8	35.5	49.2
Queue Length 50th (ft)	~271	371	275
Queue Length 95th (ft)	#386	#560	#418
Internal Link Dist (ft)	154	784	153
Turn Bay Length (ft)			
Base Capacity (vph)	588	1776	1210
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.47	0.98	0.99

Intersection Summary

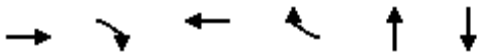
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	506	176	442	447
v/c Ratio	0.79	0.23	0.72	0.69
Control Delay	27.4	11.6	19.6	16.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.4	11.6	19.6	16.8
Queue Length 50th (ft)	114	28	99	89
Queue Length 95th (ft)	#352	82	175	161
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	640	760	989	1024
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.79	0.23	0.45	0.44

Intersection Summary

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



Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	716	119	296	80	350	330
v/c Ratio	0.92	0.16	0.38	0.11	0.65	0.64
Control Delay	34.8	3.2	11.6	3.5	19.3	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	3.2	11.6	3.5	19.3	18.5
Queue Length 50th (ft)	160	0	46	0	86	76
Queue Length 95th (ft)	#464	24	126	20	155	142
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	937	890	942	876	650	618
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	0.76	0.13	0.31	0.09	0.54	0.53

Intersection Summary

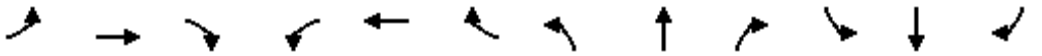
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	79	655	86	339	236	530	32
v/c Ratio	0.17	0.91	0.19	0.86	0.20	0.81	0.06
Control Delay	28.3	29.7	27.8	62.3	8.9	38.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	29.7	27.8	62.3	8.9	38.6	2.3
Queue Length 50th (ft)	40	159	42	~255	66	311	0
Queue Length 95th (ft)	76	#367	80	#418	99	420	8
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	638	817	617	393	1378	900	729
Starvation Cap Reductn	0	0	0	0	0	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	0.12	0.80	0.14	0.86	0.17	0.59	0.04

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	491	6	88	447	311	7	100	112	86	62	70
Future Volume (veh/h)	137	491	6	88	447	311	7	100	112	86	62	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	546	7	98	497	346	8	111	124	96	69	78
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	857	690	123	443	308	10	142	159	193	203	154
Arrive On Green	0.09	0.46	0.46	0.07	0.44	0.44	0.19	0.19	0.19	0.11	0.11	0.11
Sat Flow, veh/h	1781	1870	1506	1781	1004	699	54	751	839	1781	1870	1419
Grp Volume(v), veh/h	152	546	7	98	0	843	243	0	0	96	69	78
Grp Sat Flow(s),veh/h/ln	1781	1870	1506	1781	0	1702	1643	0	0	1781	1870	1419
Q Serve(g_s), s	8.7	22.9	0.3	5.6	0.0	45.2	14.4	0.0	0.0	5.2	3.5	5.3
Cycle Q Clear(g_c), s	8.7	22.9	0.3	5.6	0.0	45.2	14.4	0.0	0.0	5.2	3.5	5.3
Prop In Lane	1.00		1.00	1.00		0.41	0.03		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	155	857	690	123	0	751	311	0	0	193	203	154
V/C Ratio(X)	0.98	0.64	0.01	0.79	0.00	1.12	0.78	0.00	0.00	0.50	0.34	0.51
Avail Cap(c_a), veh/h	155	857	690	158	0	751	401	0	0	400	420	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	21.2	15.1	47.0	0.0	28.7	39.5	0.0	0.0	43.1	42.3	43.1
Incr Delay (d2), s/veh	66.9	1.4	0.0	14.6	0.0	72.2	10.7	0.0	0.0	0.7	0.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	10.2	0.1	3.0	0.0	32.9	6.8	0.0	0.0	2.3	1.6	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.6	22.7	15.1	61.6	0.0	100.9	50.2	0.0	0.0	43.8	42.7	44.1
LnGrp LOS	F	C	B	E	A	F	D	A	A	D	D	D
Approach Vol, veh/h		705			941			243			243	
Approach Delay, s/veh		42.2			96.8			50.2			43.6	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	49.8		24.0	11.2	51.6		15.7				
Change Period (Y+Rc), s	4.1	4.6		4.6	4.1	4.6		4.6				
Max Green Setting (Gmax), s	8.9	45.2		25.0	9.1	45.0		23.0				
Max Q Clear Time (g_c+I1), s	10.7	47.2		16.4	7.6	24.9		7.3				
Green Ext Time (p_c), s	0.0	0.0		1.6	0.0	3.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		67.4	
HCM 6th LOS		E	

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	666	1	4	832	11	2	0	4	0	2	5
Future Vol, veh/h	7	666	1	4	832	11	2	0	4	0	2	5
Conflicting Peds, #/hr	7	0	0	0	0	7	4	0	7	7	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	740	1	4	924	12	2	0	4	0	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	943	0	0	741	0	0	1703	1708	748	1711	1702	941
Stage 1	-	-	-	-	-	-	757	757	-	945	945	-
Stage 2	-	-	-	-	-	-	946	951	-	766	757	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	727	-	-	866	-	-	72	91	412	71	92	319
Stage 1	-	-	-	-	-	-	400	416	-	314	340	-
Stage 2	-	-	-	-	-	-	314	338	-	395	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	722	-	-	866	-	-	68	89	409	68	90	316
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	89	-	68	90	-
Stage 1	-	-	-	-	-	-	396	411	-	308	336	-
Stage 2	-	-	-	-	-	-	304	334	-	384	411	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	29.6	25.4
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	722	-	-	866	-	-	184
HCM Lane V/C Ratio	0.044	0.011	-	-	0.005	-	-	0.042
HCM Control Delay (s)	29.6	10	-	-	9.2	-	-	25.4
HCM Lane LOS	D	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	669	1	2	832	3	2	0	2	3	0	6
Future Vol, veh/h	5	669	1	2	832	3	2	0	2	3	0	6
Conflicting Peds, #/hr	3	0	0	0	0	3	7	0	3	3	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	752	1	2	935	3	2	0	2	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	941	0	0	753	0	0	1716	1710	756	1713	1709	947
Stage 1	-	-	-	-	-	-	765	765	-	944	944	-
Stage 2	-	-	-	-	-	-	951	945	-	769	765	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	729	-	-	857	-	-	71	91	408	71	91	317
Stage 1	-	-	-	-	-	-	396	412	-	315	341	-
Stage 2	-	-	-	-	-	-	312	340	-	394	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	727	-	-	857	-	-	68	90	407	70	90	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	90	-	70	90	-
Stage 1	-	-	-	-	-	-	393	409	-	312	339	-
Stage 2	-	-	-	-	-	-	303	338	-	387	409	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	37	31.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	727	-	-	857	-	-	145
HCM Lane V/C Ratio	0.038	0.008	-	-	0.003	-	-	0.07
HCM Control Delay (s)	37	10	-	-	9.2	-	-	31.7
HCM Lane LOS	E	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	642	4	6	826	19	3	0	3	5	3	12
Future Vol, veh/h	18	642	4	6	826	19	3	0	3	5	3	12
Conflicting Peds, #/hr	9	0	14	14	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	721	4	7	928	21	3	0	3	6	3	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	958	0	0	739	0	0	1747	1749	746	1736	1741	957
Stage 1	-	-	-	-	-	-	777	777	-	962	962	-
Stage 2	-	-	-	-	-	-	970	972	-	774	779	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	718	-	-	867	-	-	67	86	413	69	87	313
Stage 1	-	-	-	-	-	-	390	407	-	308	334	-
Stage 2	-	-	-	-	-	-	304	331	-	391	406	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	712	-	-	855	-	-	59	81	404	65	82	308
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	81	-	65	82	-
Stage 1	-	-	-	-	-	-	374	390	-	297	328	-
Stage 2	-	-	-	-	-	-	283	325	-	374	389	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	42.4	38.1
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	103	712	-	-	855	-	-	131
HCM Lane V/C Ratio	0.065	0.028	-	-	0.008	-	-	0.172
HCM Control Delay (s)	42.4	10.2	-	-	9.2	-	-	38.1
HCM Lane LOS	E	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	698	8	26	841	4	6
Future Vol, veh/h	698	8	26	841	4	6
Conflicting Peds, #/hr	0	0	0	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	767	9	29	924	4	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	776	0	1759	772
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	987	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	840	-	93	400
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	361	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	840	-	89	400
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	347	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	301	-	-	840	-
HCM Lane V/C Ratio	0.037	-	-	0.034	-
HCM Control Delay (s)	17.4	-	-	9.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

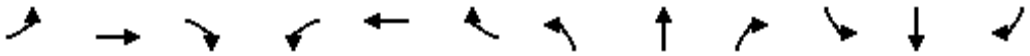
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	694	3	2	886	1	0
Future Vol, veh/h	694	3	2	886	1	0
Conflicting Peds, #/hr	0	0	0	0	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	754	3	2	963	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	757	0	1732	756
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	976	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	854	-	97	408
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	365	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	854	-	96	408
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	361	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	228	-	-	854	-
HCM Lane V/C Ratio	0.005	-	-	0.003	-
HCM Control Delay (s)	20.9	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	540	9	133	742	135	3	45	105	175	90	101
Future Volume (veh/h)	139	540	9	133	742	135	3	45	105	175	90	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	600	10	148	824	150	3	50	117	194	100	112
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	888	15	176	767	140	36	154	344	236	101	110
Arrive On Green	0.08	0.48	0.48	0.10	0.50	0.50	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	1833	31	1781	1529	278	8	519	1162	633	339	370
Grp Volume(v), veh/h	154	0	610	148	0	974	170	0	0	406	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1863	1781	0	1807	1688	0	0	1342	0	0
Q Serve(g_s), s	9.0	0.0	27.6	9.0	0.0	55.2	0.0	0.0	0.0	23.6	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	27.6	9.0	0.0	55.2	9.0	0.0	0.0	32.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.15	0.02		0.69	0.48		0.28
Lane Grp Cap(c), veh/h	146	0	903	176	0	907	534	0	0	446	0	0
V/C Ratio(X)	1.06	0.00	0.68	0.84	0.00	1.07	0.32	0.00	0.00	0.91	0.00	0.00
Avail Cap(c_a), veh/h	146	0	903	211	0	907	534	0	0	446	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.5	0.0	21.7	48.7	0.0	27.4	30.4	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	90.4	0.0	2.1	19.0	0.0	51.8	0.4	0.0	0.0	22.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	12.4	5.0	0.0	35.9	3.6	0.0	0.0	13.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.9	0.0	23.9	67.7	0.0	79.2	30.8	0.0	0.0	62.3	0.0	0.0
LnGrp LOS	F	A	C	E	A	F	C	A	A	E	A	A
Approach Vol, veh/h		764			1122			170			406	
Approach Delay, s/veh		47.5			77.7			30.8			62.3	
Approach LOS		D			E			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	59.8		37.2	14.9	57.9		37.2				
Change Period (Y+Rc), s	4.0	4.6		4.6	4.0	4.6		4.6				
Max Green Setting (Gmax), s	9.0	55.2		32.6	13.0	51.2		32.6				
Max Q Clear Time (g_c+I1), s	11.0	57.2		11.0	11.0	29.6		34.6				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	5.3		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		62.5	
HCM 6th LOS		E	

Notes

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

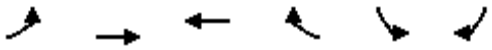
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	759	41	0	0	0	42
Future Vol, veh/h	759	41	0	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	853	46	0	0	0	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	450
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	556
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	556
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

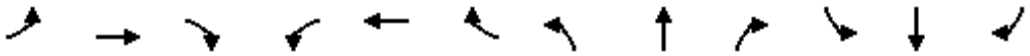
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	556	-	-	-
HCM Lane V/C Ratio	0.085	-	-	-
HCM Control Delay (s)	12.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	47	686	996	843	912	18
Future Volume (vph)	47	686	996	843	912	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1		4.8	
Lane Util. Factor		0.95	0.95		0.97	
Frt		1.00	0.93		1.00	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		3528	3296		3435	
Flt Permitted		0.59	1.00		0.95	
Satd. Flow (perm)		2084	3296		3435	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	746	1083	916	991	20
RTOR Reduction (vph)	0	0	123	0	1	0
Lane Group Flow (vph)	0	797	1876	0	1010	0
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases						
Actuated Green, G (s)		38.0	38.0		26.0	
Effective Green, g (s)		38.0	38.0		26.0	
Actuated g/C Ratio		0.51	0.51		0.35	
Clearance Time (s)		5.1	5.1		4.8	
Vehicle Extension (s)		2.8	2.8		1.8	
Lane Grp Cap (vph)		1071	1694		1208	
v/s Ratio Prot			c0.57		c0.29	
v/s Ratio Perm		0.38				
v/c Ratio		0.74	1.11		0.84	
Uniform Delay, d1		14.1	18.0		22.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		2.8	57.5		4.9	
Delay (s)		16.9	75.4		26.9	
Level of Service		B	E		C	
Approach Delay (s)		16.9	75.4		26.9	
Approach LOS		B	E		C	

Intersection Summary			
HCM 2000 Control Delay	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	14.1
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



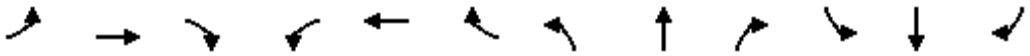
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	270	89	6	398	2	176	146	0	34	458	167
Future Volume (veh/h)	14	270	89	6	398	2	176	146	0	34	458	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.94	0.99		0.93	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	297	98	7	437	2	193	160	0	37	503	184
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	415	133	80	585	3	320	233	0	102	619	219
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.48	0.48	0.00	0.48	0.48	0.48
Sat Flow, veh/h	25	1308	419	9	1843	8	418	481	0	46	1279	452
Grp Volume(v), veh/h	410	0	0	446	0	0	353	0	0	724	0	0
Grp Sat Flow(s),veh/h/ln	1752	0	0	1860	0	0	899	0	0	1777	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	0.0	10.1	0.0	0.0	17.2	0.0	0.0	16.6	0.0	0.0
Prop In Lane	0.04		0.24	0.02		0.00	0.55		0.00	0.05		0.25
Lane Grp Cap(c), veh/h	635	0	0	668	0	0	553	0	0	940	0	0
V/C Ratio(X)	0.65	0.00	0.00	0.67	0.00	0.00	0.64	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	813	0	0	860	0	0	707	0	0	1198	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	14.5	0.0	0.0	10.0	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	4.0	0.0	0.0	2.5	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	0.0	15.9	0.0	0.0	11.3	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		410			446			353			724	
Approach Delay, s/veh		15.6			15.9			11.3			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.7		19.6		27.7		19.6				
Change Period (Y+Rc), s		* 4.8		4.6		* 4.8		4.6				
Max Green Setting (Gmax), s		* 30		20.0		* 30		20.0				
Max Q Clear Time (g_c+I1), s		18.6		12.1		19.2		11.7				
Green Ext Time (p_c), s		4.4		1.9		2.3		1.8				

Intersection Summary		
HCM 6th Ctrl Delay	13.9	
HCM 6th LOS	B	

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	502	104	23	400	69	58	207	27	119	292	90
Future Volume (vph)	74	502	104	23	400	69	58	207	27	119	292	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Frpb, ped/bikes		1.00	0.93		1.00	0.93		0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00			1.00	
Frt		1.00	0.85		1.00	0.85		0.99			0.98	
Flt Protected		0.99	1.00		1.00	1.00		0.99			0.99	
Satd. Flow (prot)		1847	1475		1856	1479		1811			1779	
Flt Permitted		0.85	1.00		0.91	1.00		0.85			0.84	
Satd. Flow (perm)		1584	1475		1698	1479		1547			1520	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	81	552	114	25	440	76	64	227	30	131	321	99
RTOR Reduction (vph)	0	0	64	0	0	43	0	7	0	0	14	0
Lane Group Flow (vph)	0	633	50	0	465	33	0	314	0	0	537	0
Confl. Peds. (#/hr)	33		44	44		33	5		33	33		5
Confl. Bikes (#/hr)			4			15			7			6
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2		2	4			4		
Actuated Green, G (s)		22.1	22.1		22.1	22.1		19.9			19.9	
Effective Green, g (s)		22.1	22.1		22.1	22.1		19.9			19.9	
Actuated g/C Ratio		0.44	0.44		0.44	0.44		0.40			0.40	
Clearance Time (s)		4.1	4.1		4.1	4.1		4.1			4.1	
Vehicle Extension (s)		2.0	2.0		2.0	2.0		2.0			2.0	
Lane Grp Cap (vph)		697	649		747	651		613			602	
v/s Ratio Prot												
v/s Ratio Perm		c0.40	0.03		0.27	0.02		0.20			c0.35	
v/c Ratio		0.91	0.08		0.62	0.05		0.51			0.89	
Uniform Delay, d1		13.1	8.1		10.8	8.0		11.5			14.1	
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00	
Incremental Delay, d2		15.3	0.0		1.2	0.0		0.3			15.1	
Delay (s)		28.4	8.2		12.0	8.1		11.8			29.3	
Level of Service		C	A		B	A		B			C	
Approach Delay (s)		25.3			11.4			11.8			29.3	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	50.2	Sum of lost time (s)	8.2
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		

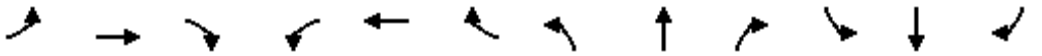
c Critical Lane Group

Intersection	
Intersection Delay, s/veh	20.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	19	240	1	18	1	372	103	2	2	139	92
Future Vol, veh/h	13	19	240	1	18	1	372	103	2	2	139	92
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	21	270	1	20	1	418	116	2	2	156	103
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.6	10.2	28	12.2
HCM LOS	B	B	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	78%	5%	5%	1%
Vol Thru, %	22%	7%	90%	60%
Vol Right, %	0%	88%	5%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	477	272	20	233
LT Vol	372	13	1	2
Through Vol	103	19	18	139
RT Vol	2	240	1	92
Lane Flow Rate	536	306	22	262
Geometry Grp	1	1	1	1
Degree of Util (X)	0.813	0.472	0.043	0.4
Departure Headway (Hd)	5.462	5.559	6.857	5.498
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	659	645	525	652
Service Time	3.516	3.629	4.857	3.566
HCM Lane V/C Ratio	0.813	0.474	0.042	0.402
HCM Control Delay	28	13.6	10.2	12.2
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	8.4	2.5	0.1	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	17	638	4	16	2	477	441	11	2	353	35
Future Volume (veh/h)	14	17	638	4	16	2	477	441	11	2	353	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.95	0.98		0.95	1.00		0.96	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	20	733	5	18	2	548	507	13	2	406	40
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	273	431	98	331	34	463	1145	29	32	628	493
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.26	0.63	0.63	0.34	0.34	0.34
Sat Flow, veh/h	650	954	1505	211	1158	119	1781	1813	46	2	1867	1465
Grp Volume(v), veh/h	36	0	733	25	0	0	548	0	520	408	0	40
Grp Sat Flow(s),veh/h/ln	1603	0	1505	1487	0	0	1781	0	1860	1869	0	1465
Q Serve(g_s), s	0.0	0.0	33.0	0.0	0.0	0.0	30.0	0.0	16.5	0.0	0.0	2.1
Cycle Q Clear(g_c), s	1.6	0.0	33.0	1.1	0.0	0.0	30.0	0.0	16.5	21.3	0.0	2.1
Prop In Lane	0.44		1.00	0.20		0.08	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	504	0	431	463	0	0	463	0	1174	660	0	493
V/C Ratio(X)	0.07	0.00	1.70	0.05	0.00	0.00	1.18	0.00	0.44	0.62	0.00	0.08
Avail Cap(c_a), veh/h	504	0	431	463	0	0	463	0	1261	736	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	41.2	29.8	0.0	0.0	42.7	0.0	10.9	32.5	0.0	26.1
Incr Delay (d2), s/veh	0.1	0.0	325.8	0.0	0.0	0.0	102.3	0.0	0.1	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	51.1	0.5	0.0	0.0	26.4	0.0	6.6	9.8	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	0.0	366.9	29.8	0.0	0.0	145.0	0.0	11.0	33.2	0.0	26.1
LnGrp LOS	C	A	F	C	A	A	F	A	B	C	A	C
Approach Vol, veh/h		769			25			1068			448	
Approach Delay, s/veh		351.2			29.8			79.7			32.6	
Approach LOS		F			C			E			C	

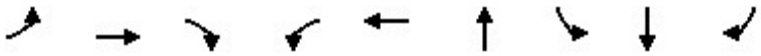
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	34.0	43.7		37.6		77.7		37.6				
Change Period (Y+Rc), s	4.0	4.9		4.6		* 4.9		4.6				
Max Green Setting (Gmax), s	30.0	43.5		33.0		* 78		33.0				
Max Q Clear Time (g_c+I1), s	32.0	23.3		3.1		18.5		35.0				
Green Ext Time (p_c), s	0.0	1.8		0.1		2.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		160.4
HCM 6th LOS		F

Notes

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	152	546	7	98	843	243	96	69	78
v/c Ratio	0.99	0.66	0.01	0.67	1.10	0.71	0.48	0.33	0.31
Control Delay	122.1	30.0	0.0	70.9	92.1	45.3	51.8	47.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.1	30.0	0.0	70.9	92.1	45.3	51.8	47.1	9.3
Queue Length 50th (ft)	100	270	0	62	~603	124	60	43	0
Queue Length 95th (ft)	#276	515	0	#163	#1061	236	116	88	31
Internal Link Dist (ft)		355			400	582		438	
Turn Bay Length (ft)	110			130			185		185
Base Capacity (vph)	153	823	689	156	767	435	395	416	410
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.66	0.01	0.63	1.10	0.56	0.24	0.17	0.19

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	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	154	610	148	974	170	406
v/c Ratio	1.07	0.69	0.78	1.07	0.30	1.08
Control Delay	143.5	27.9	74.4	77.0	14.0	106.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.5	27.9	74.4	77.0	14.0	106.8
Queue Length 50th (ft)	~120	333	102	~759	35	~313
Queue Length 95th (ft)	#253	469	#194	#1009	90	#508
Internal Link Dist (ft)		210		616	180	2038
Turn Bay Length (ft)	125					
Base Capacity (vph)	144	884	209	913	562	375
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	1.07	0.69	0.71	1.07	0.30	1.08

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	SBL
Lane Group Flow (vph)	797	1999	1011
v/c Ratio	5.46	1.10	0.84
Control Delay	2031.1	72.4	29.7
Queue Delay	0.0	0.0	0.0
Total Delay	2031.1	72.4	29.7
Queue Length 50th (ft)	~344	~526	214
Queue Length 95th (ft)	#455	#664	#301
Internal Link Dist (ft)	154	784	153
Turn Bay Length (ft)			
Base Capacity (vph)	239	1817	1209
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	3.33	1.10	0.84

Intersection Summary

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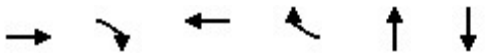
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	410	446	353	724
v/c Ratio	0.71	0.75	0.86	0.83
Control Delay	23.0	26.3	35.9	21.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.0	26.3	35.9	21.8
Queue Length 50th (ft)	114	136	99	188
Queue Length 95th (ft)	201	#242	#249	#390
Internal Link Dist (ft)	803	1170	874	801
Turn Bay Length (ft)				
Base Capacity (vph)	705	727	495	1039
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.58	0.61	0.71	0.70

Intersection Summary

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



Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	633	114	465	76	321	551
v/c Ratio	0.91	0.16	0.63	0.11	0.52	0.90
Control Delay	35.6	3.3	16.1	3.5	15.6	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	3.3	16.1	3.5	15.6	35.9
Queue Length 50th (ft)	134	0	81	0	76	~189
Queue Length 95th (ft)	#403	24	214	19	139	#333
Internal Link Dist (ft)	806		1156		2038	874
Turn Bay Length (ft)		130		100		
Base Capacity (vph)	844	839	905	825	616	613
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	0.75	0.14	0.51	0.09	0.52	0.90

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	SBT	SBR
Lane Group Flow (vph)	36	733	25	548	520	408	40
v/c Ratio	0.09	0.95	0.06	1.08	0.42	0.65	0.08
Control Delay	32.5	33.0	30.1	103.8	10.3	36.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	33.0	30.1	103.8	10.3	36.1	5.3
Queue Length 50th (ft)	20	158	13	~515	179	256	0
Queue Length 95th (ft)	45	#390	34	#695	238	348	17
Internal Link Dist (ft)	1156		408		1068	876	
Turn Bay Length (ft)		100		155			100
Base Capacity (vph)	525	838	555	507	1366	772	627
Starvation Cap Reductn	0	0	0	0	0	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	0.07	0.87	0.05	1.08	0.38	0.53	0.06

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.