

FINAL

School Traffic Congestion Analysis



2023

TABLE OF CONTENTS

Table of Contents	i
Tables	ii
Figures	iii
Executive Summary.....	1
Chapter 1 Introduction.....	4
1.1 Background.....	4
1.2 Project Overview	4
1.3 School Sites and Study Intersections.....	4
Chapter 2 Level Of Service Analysis.....	10
2.1 Methodology.....	10
2.2 Traffic Volumes.....	11
2.3 Level of Service Results	12
Chapter 3 School Site Circulation & Analysis.....	21
3.1 Observed Level of Congestion	21
Bollinger Canyon Elementary School (#1).....	24
Country Club Elementary School (#2).....	26
Coyote Creek Elementary School (#3).....	28
Golden View Elementary School (#4).....	31
Hidden Hills Elementary School (#5).....	34
Live Oak Elementary School (#6).....	36
Montevideo Elementary School (#7).....	38
Quail Run Elementary School (#8).....	40
Gale Ranch Middle School (#9).....	42
Windemere Ranch Middle School (#10).....	44
Dougherty Valley High School (#11).....	46
Twin Creek Elementary School (#12).....	48
Walt Disney Elementary School (#13).....	50
Bella Vista Elementary School (#14).....	52
Iron Horse Middle School (#15).....	55
Pine Valley Middle School (#16).....	57
California High School (#17).....	59
Neil Armstrong Elementary School (#18).....	61
Diablo Vista Middle School (#19).....	63
Sycamore Valley Elementary School (#20).....	65
John Baldwin Elementary School (#21).....	68
Charlotte Wood Middle School (#22).....	70
Montair Elementary School (#23).....	72

San Ramon Valley High School (#24)	74
Vista Grande Elementary School (#25)	76
Green Valley Elementary School (#26)	78
Los Cerros Middle School (#27)	80
Monte Vista High School (#28)	82
Rancho Romero Elementary School (#29)	84
Stone Valley Middle School (#30)	86
Tassajara Hills Elementary School (#31).....	88
Creekside Elementary School (#32)	90
Alamo Elementary School (#33)	93
Chapter 4 Enrollment Trends & Catchment Analysis.....	95
4.1 Enrollment Trends	95
4.2 Bus Catchment Area Maps.....	98
Chapter 5 Traffic Delay with Bus Implementation.....	132
5.1 SimTraffic Methodology	132
5.2 SimTraffic Scenarios.....	133
5.3 SimTraffic Results.....	134
Chapter 6 Summary Of Findings.....	136

TABLES

Table 1: Study School Sites and Intersections	5
Table 2: Signalized Intersection Level of Service Description.....	10
Table 3: Unsignalized Intersection Level of Service Description.....	11
Table 4: 2023 Level of Service Results.....	12
Table 5: 2023 Level of Service Historical Comparison	17
Table 6: Level of Observed Congestion.....	23
Table 7: Enrollment Trends from 2007 to 2027.....	97
Table 8: SimTraffic Percent Delay Reduction Results by School Zone.....	135
Table 9: Point System to Prioritize Schools for Busing.....	136
Table 10 Summary of Results of Each Metric.....	137
Table 11: Prioritization Scores by School.....	140
Table 12: List of Prioritized Schools with Enrollment Trends and Existing TRAFFIX Routes.....	141

FIGURES

Figure 1: Study Intersections and School Sites (South).....	8
Figure 2: Study Intersections and School Site (North).....	9
Figure 3: Level Of Service Results (South)	15
Figure 4: Level of Service Results (North)	16
Figure 5: Bollinger Canyon Elementary School (#1)	99
Figure 6: Country Club Elementary School (#2)	100
Figure 7: Coyote Creek Elementary School (#3).....	101
Figure 8: Golden View Elementary School (#4)	102
Figure 9: Hidden Hills Elementary School (#5)	103
Figure 10: Live Oak Elementary School (#6)	104
Figure 11: Montevideo Elementary School (#7).....	105
Figure 12: Quail Run Elementary School (#8).....	106
Figure 13: Gale Ranch Elementary School (#9).....	107
Figure 14: Windemere Ranch Middle School (#10).....	108
Figure 15: Dougherty Valley High School (#11).....	109
Figure 16: Twin Creeks Elementary School (#12).....	110
Figure 17: Walt Disney Elementary School (#13).....	111
Figure 18: Bella Vista Elementary School (#14)	112
Figure 19:Iron Horse Middle School (#15)	113
Figure 20: Pine Valley Middle School (#16)	114
Figure 21: California High School (#17).....	115
Figure 22: Neil Armstrong Elementary School (#18).....	116
Figure 23: Diablo Vista Middle School (#19)	117
Figure 24: Sycamore Valley Elementary School (#20).....	118
Figure 25: John Baldwin Elementary School (#21)	119
Figure 26: Charlotte Wood Middle School (#22).....	120
Figure 27: Montair Elementary School (#23).....	121

Figure 28: San Ramon Valley High School (#24)	122
Figure 29: Vista Grande Elementary School (#25)	123
Figure 30: Green Valley Elementary School (#26)	124
Figure 31: Los Cerros Middle School (#27)	125
Figure 32: Monte Vista High School (#28)	126
Figure 33: Rancho Romero Elementary School (#29)	127
Figure 34: Stone Valley Middle School (#30)	128
Figure 35: Tassajara Hills Elementary School (#31).....	129
Figure 36: Creekside Elementary School (#32)	130
Figure 37: Alamo Elementary School (#33).....	131

APPENDIX

- Appendix A – Turning Movement Counts
- Appendix B – Level of Service Analysis AM
- Appendix C – Level of Service Analysis PM
- Appendix D – SimTraffic Results – Existing Conditions
- Appendix E - SimTraffic Results – with Busing Conditions

EXECUTIVE SUMMARY

The TRAFFIX School Traffic Congestion Analysis (the “study”) is a traffic study and site analysis aimed at evaluating traffic delay at selected intersections within the vicinity of school sites to assess existing and potential new student bus transportation routes and schools served that would provide the most effective and efficient impacts for reducing traffic congestion. Eleven schools have existing TRAFFIX student bus service, and are highlighted throughout the report with **bold lettering**.

Level of Service

65 intersections in the vicinity of 33 schools were evaluated for level of service (LOS) based on average intersection delay. School-related impacts on LOS of adjacent stop-controlled intersections and roadway delay in the surrounding neighborhood during school peaks are minor with little-to-no impacts based on staff evaluations and known conditions. Considering the deliverables and budget, staff was pragmatic with the selection of the study locations. See Chapter 2 for more details on level of service. Two intersections operate at LOS E and eight intersections operate at LOS F in the a.m. peak hour, and one of those intersections also operate at LOS F in the school p.m. peak hour.

The current LOS results were compared with LOS results from previous studies conducted in 2016, 2011 and 2006. 18 intersections have degraded in LOS in either the AM or PM period when compared to the results from the most recent LOS result available and 29 intersections have improved in either the AM or PM period. Residential development growth in the area can be attributed to increases in overall traffic volume resulting in degraded LOS. However, it is more challenging to determine the reasons for improvements in level of service. Various reasons include implementation of TRAFFIX bus routes, continued traffic pattern shifts due to the lingering impacts from COVID-19, school bell times, and the re-distribution of traffic due to the opening of new schools since 2006.

Traffic Delay Impact with Bus Implementation

The results of the SimTraffic model simulation are presented on **Table 8**. Of the 29 zones analyzed, 14 would experience a reduction of at least 10 percent in total delay as modeled with the addition of two bus routes. Two school zones, **California High School** and Tassajara Hills Elementary School, have model results with increased delay with the addition of busing. The SimTraffic model for **California High School** had challenges with calibration due to excessive queuing and thus has results that do not reflect observed conditions, thus the result can be unpredictable. The SimTraffic model for Tassajara Hills Elementary School reflects observed field conditions thus indicating it is well calibrated. Therefore the minor increased delay could be due to the variation inherent in simulations. Four schools, **Neil Armstrong Elementary School, Green Valley Elementary School, Los Cerros Middle School and Vista Grande Elementary School**, were not analyzed because the existing TRAFFIX routes already cover the school residential zone and therefore there was no reasonable location to implement additional bus routes.

School Site Observations

Comprehensive in-person field observations were conducted at all 33 schools. The observation focused on vehicle and pedestrian patterns on public roadways adjacent to the school as well as on-site through the passenger loading zone and parking lot, noting length of queues and conflict points. In order to quantify the observed level of congestion, a metric was structured to capture this qualitative assessment. The detailed description of the observations at each school includes options to improve traffic congestion as well as enhance safety.

Three schools had severe observed congestion: **Coyote Creek Elementary School**, Dougherty Valley High School and **California High School**. Seven schools had a high level of observed congestion: Rancho Romero Elementary School, **San Ramon Valley High School**, Iron Horse Middle School, Bella Vista Elementary School, Windemere Ranch Middle School, Gale Ranch Middle School and Golden View Elementary School.

Summary of Findings

In an effort to summarize all the findings and determine where to prioritize school bus service with the goal of reducing traffic congestion, a point system was developed for the LOS analysis, SimTraffic percentage delay reduction, and the observed level of congestion. The result is a prioritized list of schools that would have the greatest impact on traffic congestion if bus service were provided.

Tier 1

The following schools are currently served by TRAFFIX and are candidates to be considered for continued TRAFFIX service. The routes and stops for the schools can be re-evaluated to increase efficiency and ridership if a specific route is operating below capacity:

- **Vista Grande Elementary School (#25)**
- **Los Cerros Middle School (#27)**
- **Green Valley Elementary School (#26)**
- **Neil Armstrong Elementary School (#18)**
- **Walt Disney Elementary School (#13)**
- **San Ramon Valley High School (#24)**
- **Country Club Elementary School (#2)**

Tier 2

The following schools are currently served by TRAFFIX and are candidates to be considered for continued student bus service with potential expansion:

- **Monte Vista High School** (#28)
- **Pine Valley Middle School** (#16)
- **Coyote Creek Elementary School** (#3)
- **California High School** (#17)

Tier 3

The following schools are candidates to be considered for new student bus service (listed in priority order):

- Gale Ranch Middle School (#9)
- Golden View Elementary School (#4)
- Rancho Romero Elementary School (#29)
- Dougherty Valley High School (#11)
- Sycamore Valley Elementary School (#20)
- Iron Horse Middle School (#15)
- Windemere Ranch Middle School (#10)

CHAPTER 1 INTRODUCTION

1.1 Background

TRAFFIX is an independent joint powers authority known as the Measure J Traffic Congestion Relief Agency, and is funded by the Contra Costa County Measure J half-cent transportation sales tax approved by voters in 2004. One of the programs identified in the measure is for Safe Transportation for Children: School Bus Program in Southwest County.

TRAFFIX first began bus operations in 2009 and currently operates a 24-bus student transportation service at three high schools, two middle schools and six elementary schools within the San Ramon Valley Unified School District (SRVUSD). The SRVUSD is comprised of the City of San Ramon, Town of Danville and the unincorporated communities of Alamo, Blackhawk and Diablo in the Contra Costa County.

The TRAFFIX Board of Directors consists of a total of seven representatives. Day to day program administration is provided by an Administrative Coordinator, who is a City of San Ramon employee, with oversight by the City of San Ramon Transportation Division Manager, a Technical Advisory Group (TAG) and a Citizen Advisory Committee.

1.2 Project Overview

The School Traffic Congestion Analysis (the "study") is a traffic study and site analysis that evaluates traffic delay at identified intersections within school study areas as a means to assist in prioritizing student bus transportation with the goal of reducing traffic congestion. Previous LOS studies were conducted in 2006, 2011 and 2016 with the goal of conducting the assessment every five years.

The purpose of the report is to present the following:

- Existing intersection level of service (LOS) based on average intersection delay,
- Impact on traffic delay reduction with the implementation of bus service at each school,
- Results of school site observations during drop-off and pick-up times,
- Evaluation of potential bus route catchment areas
- Prioritized list of schools that would have the greatest impact on reducing traffic congestion

1.3 School Sites and Study Intersections

The TAG identified the schools and intersections to be evaluated for this report. This report analyzes 33 school sites and 65 intersections for level of service. The school sites and corresponding intersections selected for the study are listed in Table 1 below and illustrated in Figure 1 and 2. Schools that already have TRAFFIX student bus service are highlighted with bold lettering in the following table and throughout the report.

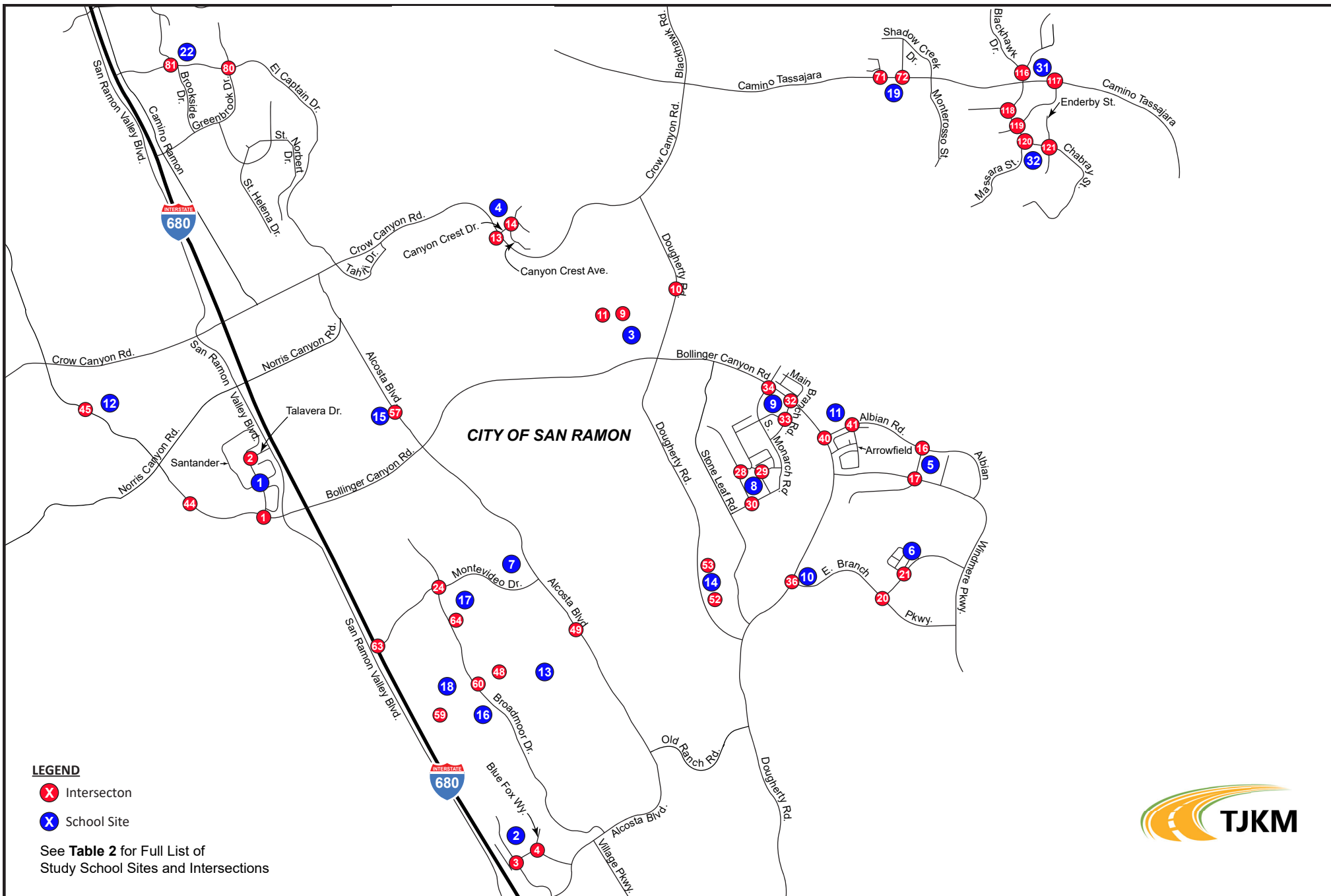
Table 1: Study School Sites and Intersections

School No.	School Name	School Currently Served by TRAFFIX	Jurisdiction	Intersection No.	Intersection in School Analysis Zone
1	Bollinger Canyon ES	no	San Ramon	1	Bollinger Canyon Rd & Talavera Dr
			San Ramon	2	Santander Dr & Talavera Dr
2	Country Club ES	yes	San Ramon	5	Davona Dr & Blue Fox Way
			San Ramon	6	Brockton Ave & Blue Fox Way
3	Coyote Creek ES	yes	San Ramon	9	North Gale Ridge Rd & Lilac Ridge Rd
			San Ramon	10	North Gale Ridge Rd & Dougherty Rd
			San Ramon	11	North Gale Ridge Rd & Lantana Way
4	Golden View ES	no	San Ramon	13	Crow Canyon Rd & Canyon Crest Dr (East)
			San Ramon	14	Canyon Crest Ave & Canyon Crest Dr / Driveway In
5	Hidden Hills ES	no	San Ramon	16	Albion Rd & Harcourt Way
			San Ramon	17	Windemere Parkway & Harcourt Way
6	Live Oak ES	no	San Ramon	20	East Branch Parkway & Sherwood Dr
			San Ramon	21	Melbourne Way & Sherwood Dr
7	Montevideo ES	no	San Ramon	24	Broadmoor Dr & Montevideo Dr
8	Quail Run ES	no	San Ramon	28	Goldenbay Ave & Cinnamon Ridge Rd
			San Ramon	29	Goldenbay Ave & Applewood Dr
			San Ramon	30	Goldenbay Ave & Ivy Leaf Springs
9	Gale Ranch MS	no	San Ramon	32	Bollinger Canyon Rd & Main Branch
			San Ramon	33	S. Monarch Rd & Bayleaf Dr
			San Ramon	34	Bollinger Canyon Rd & S. Monarch Rd
10	Windemere Ranch MS	no	San Ramon	36	Bollinger Canyon Rd & East Branch Parkway
11	Dougherty Valley HS	no	San Ramon	40	Bollinger Canyon Rd & Albion Rd
			San Ramon	41	Albion Rd & Arrowfield Way / Driveway
12	Twin Creeks ES	no	San Ramon	44	Bollinger Canyon Rd & Marsh Dr
			San Ramon	45	Bollinger Canyon Rd & Dos Rios Dr
13	Walt Disney ES	yes	San Ramon	48	Pine Valley Rd & Del Mar Dr
			San Ramon	49	Pine Valley Rd & Alcosta Blvd
14	Bella Vista ES	no	San Ramon	52	Trumpet Vine Lane & Hibiscus Rd
			San Ramon	53	Trumpet Vine Lane & Trefoil Dr
15	Iron Horse MS	no	San Ramon	57	Alcosta Boulevard & Woodland

School No.	School Name	School Currently Served by TRAFFIX	Jurisdiction	Intersection No.	Intersection in School Analysis Zone
16	Pine Valley MS	yes	San Ramon	59	Davona Dr & Pine Valley Rd
			San Ramon	60	Broadmoor Dr & Pine Valley Rd
17	Cal HS	yes	San Ramon	63	San Ramon Valley Blvd & Montevideo Dr
			San Ramon	64	Broadmoor Dr & Millbridge Dr
18	Neil Armstrong ES	yes	San Ramon	59	Davona Dr & Pine Valley Rd
19	Diablo Vista MS	no	Danville	71	Camino Tassajara & Lawrence Rd
			Danville	72	Camino Tassajara & Hansen Lane
20	Sycamore Valley ES	no	Danville	73	Camino Tassajara & Holbrook Dr
			Danville	74	Camino Tassajara & Alta Vista Way
21	John Baldwin ES	no	Danville	75	Brookside Dr & Timberline Court
			Danville	76	Brookside Dr & Paraiso Dr
			Danville	77	Brookside Dr & Sycamore Valley Rd
22	Charlotte Wood MS	no	Danville	80	El Capitan Dr & Greenbrook Dr
			Danville	81	El Capitan Dr & Orange Blossom Way
23	Montair ES	no	Danville	84	Linda Mesa & Esther Lane
			Danville	85	Quinterra Lane & Estates Dr
24	San Ramon Valley HS	yes	Danville	87	Danville Blvd & Railroad Ave
			Danville	88	Danville Blvd & El Cerro Blvd
			Danville	89	El Cerro Blvd & La Gonda Way
25	Vista Grande ES	yes	Danville	95	Camino Tassajara & Diablo Rd
26	Green Valley ES	yes	Danville	98	Diablo Rd & Green Valley Rd / McCauley
			Danville	99	Diablo Rd & Matadera Way
			Danville	101	Green Valley Rd & Blemer Rd
			Danville	104	Green Valley Rd & Stone Valley Rd
27	Los Cerros MS	yes	Danville	101	Green Valley Rd & Blemer Rd
			Danville	104	Green Valley Rd & Stone Valley Rd
			Danville	98	Diablo Rd & Green Valley Rd / McCauley
			Danville	99	Diablo Rd & Matadera Way
28	Monte Vista HS	yes	Danville	104	Green Valley Rd & Stone Valley Rd
			Danville	105	Stone Valley Rd & MVHS Entry / Monte Sereno
			Danville	98	Diablo Rd & Green Valley Rd / McCauley

School No.	School Name	School Currently Served by TRAFFIX	Jurisdiction	Intersection No.	Intersection in School Analysis Zone
			Danville	99	Diablo Rd & Matadera Way
			Danville	101	Green Valley Rd & Blemer Rd
29	Rancho Romero ES	no	County	108	Danville Blvd & Hemme Ave
			County	109	Danville Blvd & La Serena Ave
30	Stone Valley MS	no	County	112	Danville Blvd & Stone Valley Rd
			County	113	Miranda Ave & Granite Dr
31	Tassajara Hills ES	no	County	116	Camino Tassajara & Charbray Street
			County	117	Camino Tassajara & Tassajara Hills School Entry
32	Creekside ES	no	County	118	Charbray Street & Casablanca Street
			County	119	Lusitano Street & Charbray Street
			County	120	Massara Street & Charbray Street
			County	121	Enderby street & Charbray Street
33	Alamo ES	no	County	124	Livorna Rd & Wilson Way

Bold indicates school with existing TRAFFIX service



LEGEND

- X Intersection
- X School Site

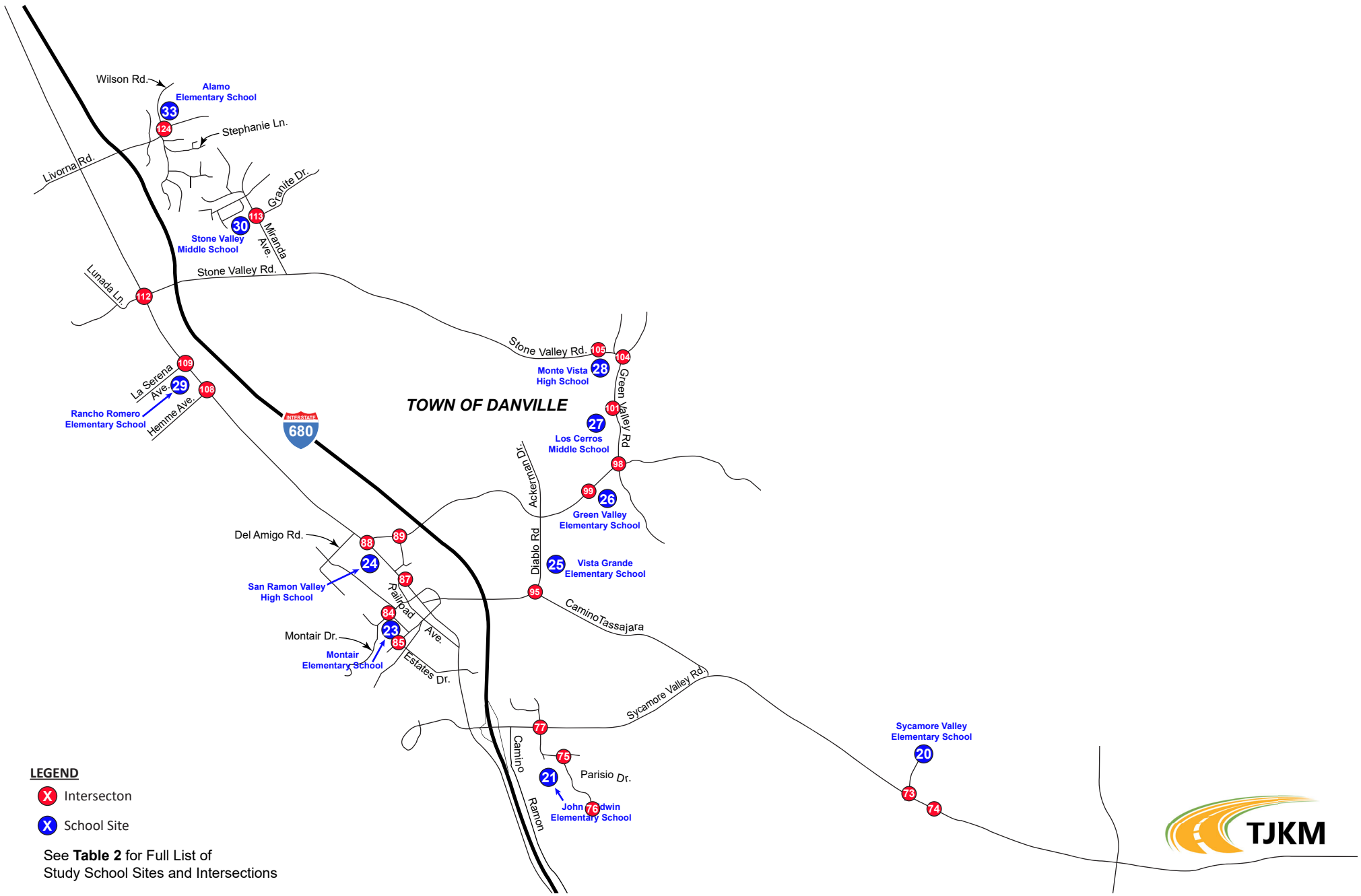
See **Table 2** for Full List of Study School Sites and Intersections





FIGURE 1: STUDY INTERSECTIONS & SCHOOL SITES
SCHOOL TRAFFIC COUNTS & ANALYSIS PROJECT



Map not to scale.



LEGEND

-  Intersection
-  School Site

See **Table 2** for Full List of Study School Sites and Intersections



FIGURE 2: STUDY INTERSECTIONS & SCHOOL SITES



Map not to scale.

CHAPTER 2 LEVEL OF SERVICE ANALYSIS

Level of service was evaluated for a.m. and school p.m. peak hours at 65 study intersections in the vicinity of the 33 schools.

2.1 Methodology

Traffic impacts on study intersections are quantified through the determination of level of service (LOS), a qualitative measure describing average delay at an intersection. LOS describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. LOS generally describes these conditions in terms of delay. There are six levels of service defined for signalized and unsignalized (i.e. stop controlled) intersections with letter designations ranging from A to F with LOS A representing free flow traffic conditions with little or no delay and LOS F representing conditions with excessive average delay and long back-ups.

The study intersections were analyzed using the Highway Capacity Manual 2000 (HCM 2000) methodology contained in the Synchro 11 software. The following tables present the levels of service and their descriptions.

Table 2: Signalized Intersection Level of Service Description

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

Source: Highway Capacity Manual

Table 3: Unsignalized Intersection Level of Service Description

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

Source: Highway Capacity Manual

2.2 Traffic Volumes

In order to calculate the level of service, the number of vehicles making each turning movement is required at each intersection. Turning movement counts were collected at each of the 65 study intersections in March and April 2023, for the 7 - 9 AM and school PM (1:30-3:30 PM) peak periods. Please note that the PM period analysis is different from the PM commuter period which is usually 4 – 6 PM. The counts were conducted on a typical weekday Tuesday through Thursday, excluding days with inclement weather and holidays. The traffic counts included vehicles as well as pedestrian and bicyclist counts, as well as trucks.

It should be noted that at some locations, the turning movement counts do not reflect actual demand due to upstream congestion which limits the vehicle movement through the intersection. This impacts the level of service results such that the calculated average delay may not reflect the actual average delay at the intersection.

Level of service analysis is based on a peak hour evaluation, however, the duration of the school traffic ranges from approximately 15 to 30 minutes. In order to account for the worst peak within the hour, a peak hour factor is used to increase the traffic volumes in the analysis to mimic the shorter peak over the course of the analysis peak hour. This peak hour factor is unique to each intersection and is measured based on the evaluation of the traffic counts which were collected in 15 minute increments.

2.3 Level of Service Results

Table 4 shows the a.m. and p.m. level of service results for the 65 study intersections. Two intersections operate at LOS E and eight intersections operate at LOS F in the a.m. peak hour, and one of those intersections also operate at LOS F in the school p.m. peak hour.

Table 4: 2023 Level of Service Results

Intersection No.	Intersection Name	2023	
		AM	PM
		LOS	LOS
1	Bollinger Canyon Rd & Talavera Dr	C	C
2	Santander Dr & Talavera Dr	A	A
5	Davona Dr & Blue Fox Way	B	A
6	Brockton Ave & Blue Fox Way	A	A
9	North Gale Ridge Rd & Lilac Ridge Rd	F	D
10	North Gale Ridge Rd & Dougherty Rd	C	C
11	North Gale Ridge Rd & Lantana Way	B	B
13	Crow Canyon Rd & Canyon Crest Dr (East)	F	B
14	Canyon Crest Ave & Canyon Crest Dr / Driveway In	E	C
16	Albion Rd & Harcourt Way	C	C
17	Windemere Parkway & Harcourt Way	D	C
20	East Branch Parkway & Sherwood Dr	C	C
21	Melbourne Way & Sherwood Dr	A	A
24	Broadmoor Dr & Montevideo Dr	C	B
28	Goldenbay Ave & Cinnamon Ridge Rd	C	B
29	Goldenbay Ave & Applewood Dr	B	B
30	Goldenbay Ave & Ivy Leaf Springs	B	A
32	Bollinger Canyon Rd & Main Branch	D	D
33	S. Monarch Rd & Bayleaf Dr	F	F
34	Bollinger Canyon Rd & S. Monarch Rd	C	C
36	Bollinger Canyon Rd & East Branch Parkway	C	B
40	Bollinger Canyon Rd & Albion Rd	D	C
41	Albion Rd & Arrowfield Way / Driveway	D	C
44	Bollinger Canyon Rd & Marsh Dr	C	B
45	Bollinger Canyon Rd & Dos Rios Dr	B	B
48	Pine Valley Rd & Del Mar Dr	A	A

Intersection No.	Intersection Name	2023	
		AM	PM
		LOS	LOS
49	Pine Valley Rd & Alcosta Blvd	C	B
52	Trumpet Vine Lane & Hibiscus Rd	C	B
53	Trumpet Vine Lane & Trefoil Dr	B	A
57	Alcosta Boulevard & Woodland	C	C
59	Davona Dr & Pine Valley Rd	F	B
60	Broadmoor Dr & Pine Valley Rd	D	B
63	San Ramon Valley Blvd & Montevideo Dr	D	D
64	Broadmoor Dr & Millbridge Dr	C	B
71	Camino Tassajara & Lawrence Rd	D	C
72	Camino Tassajara & Hansen Lane	C	B
73	Camino Tassajara & Holbrook Dr	F	C
74	Camino Tassajara & Alta Vista Way	B	B
75	Brookside Dr & Timberline Court	A	A
76	Brookside Dr & Paraiso Dr	A	A
77	Brookside Dr & Sycamore Valley Rd	B	B
80	El Capitan Dr & Greenbrook Dr	B	B
81	El Capitan Dr & Orange Blossom Way	B	B
84	Linda Mesa & Esther Lane	A	A
85	Quinterra Lane & Estates Dr	B	A
87	Danville Blvd & Railroad Ave	B	B
88	Danville Blvd & El Cerro Blvd	C	C
89	El Cerro Blvd & La Gonda Way	C	C
95	Camino Tassajara & Diablo Rd	C	D
98	Diablo Rd & Green Valley Rd / McCauley	E	D
99	Diablo Rd & Matadera Way	B	B
101	Green Valley Rd & Blemer Rd	C	B
104	Green Valley Rd & Stone Valley Rd	F	C
105	Stone Valley Rd & MVHS Entry / Monte Sereno	F	D
108	Danville Blvd & Hemme Ave	D	C
109	Danville Blvd & La Serena Ave	F	D
112	Danville Blvd & Stone Valley Rd	D	D
113	Miranda Ave & Granite Dr	B	A
116	Camino Tassajara & Charbray Street	C	B
117	Camino Tassajara & Tassajara Hills School Entry	C	B

Intersection No.	Intersection Name	2023	
		AM	PM
		LOS	LOS
118	Charbray Street & Casablanca Street	B	B
119	Lusitano Street & Charbray Street	D	B
120	Massara Street & Charbray Street	B	B
121	Enderby street & Charbray Street	A	A
124	Livorna Rd & Wilson Way	C	C

Yellow indicates LOS C

Orange indicates LOS D

Brown indicates LOS E

Red indicates LOS F

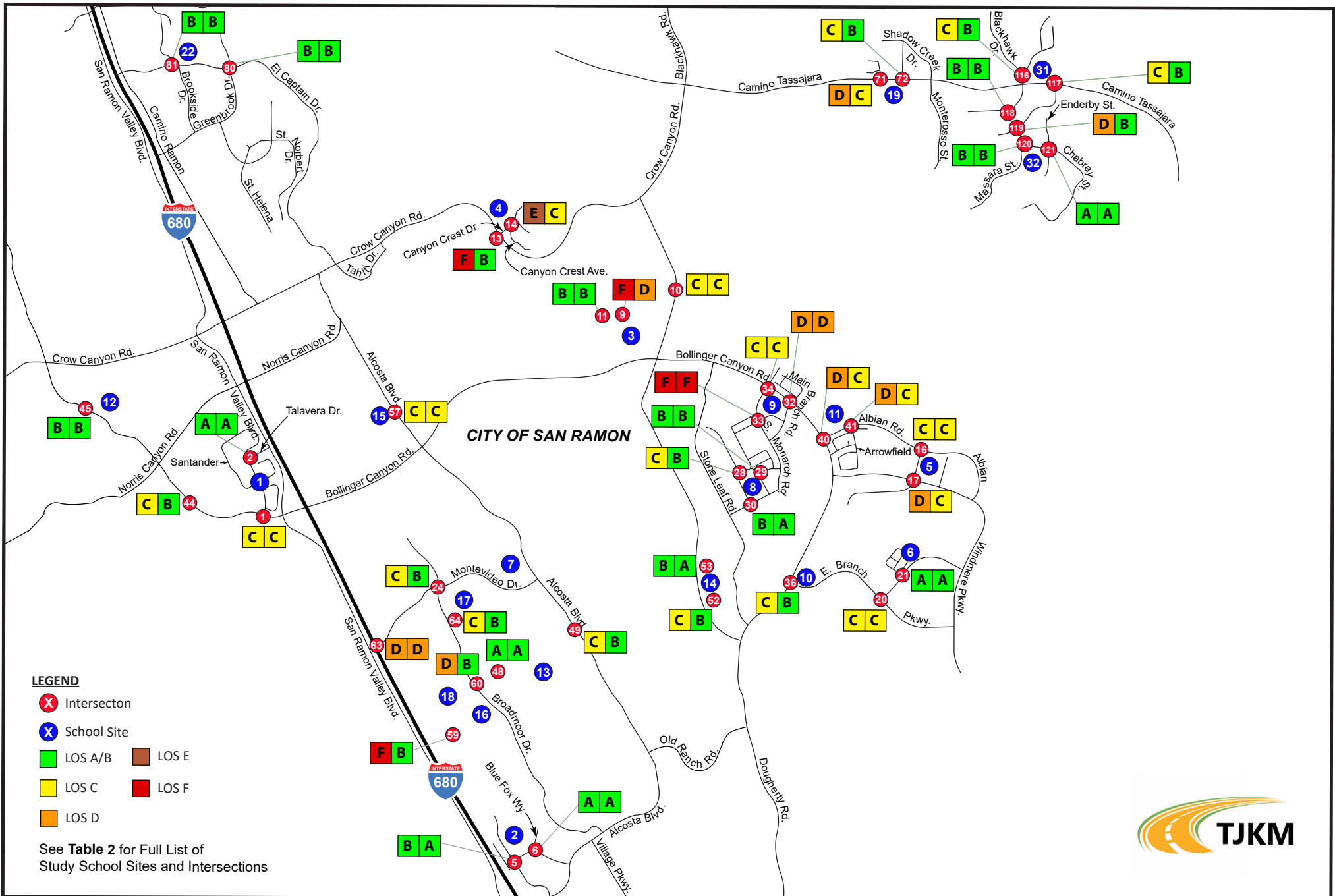


FIGURE 3: LOCATION OF LEVEL OF SERVICES RESULTS (SOUTH)



Map not to scale.

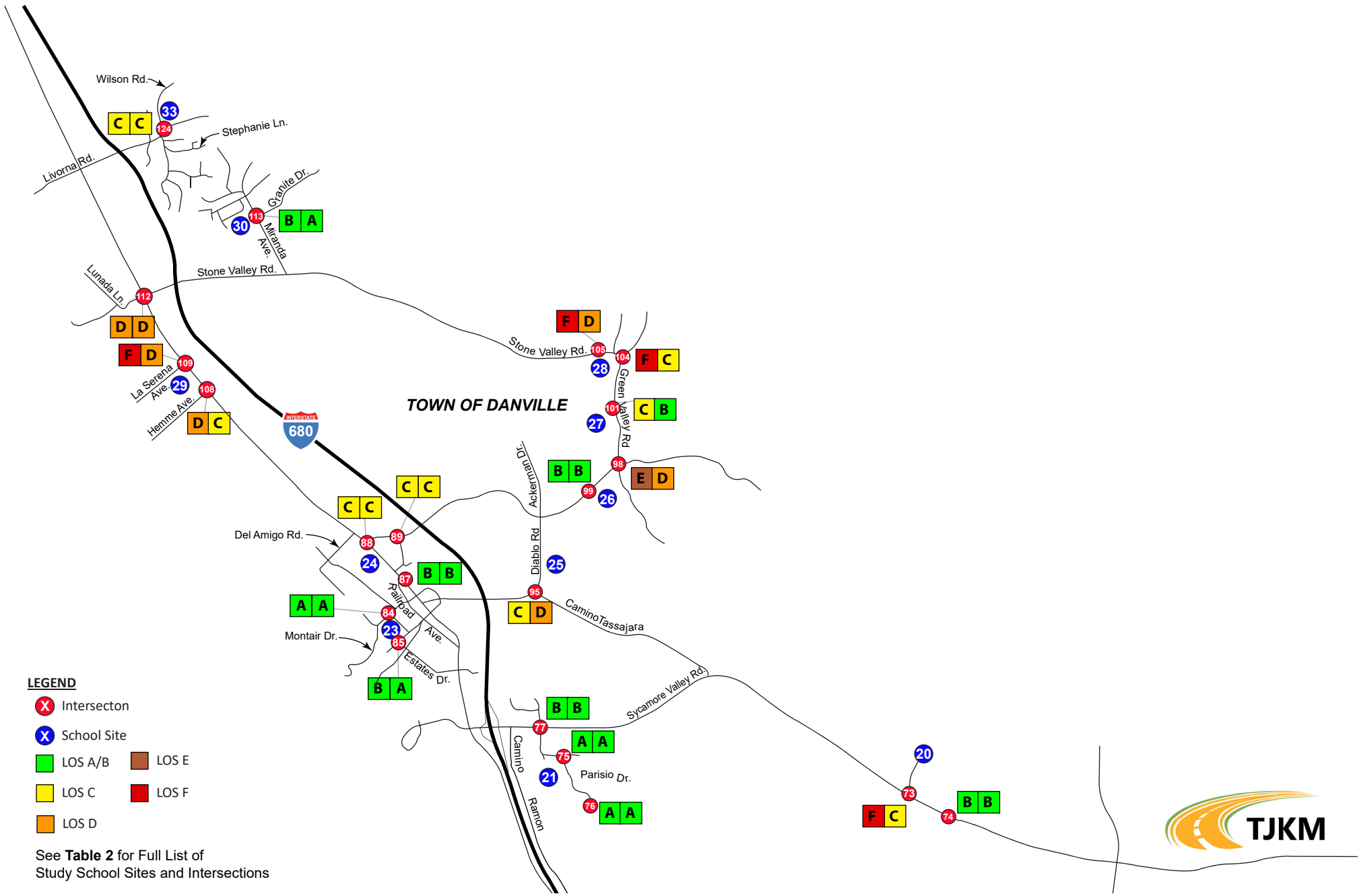


Table 5: 2023 Level of Service Historical Comparison

Inter-section No.	Intersection Name	2006		2011		2016		2023	
		AM	PM	AM	PM	AM	PM	AM	PM
		LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS
1	Bollinger Canyon Rd & Talavera Dr	C	B	C	C	C	C	C	C
2	Santander Dr & Talavera Dr	A	A	A	A	A	A	A	A
5	Davona Dr & Blue Fox Way	B	B	B	A	B	A	B	A
6	Brockton Ave & Blue Fox Way	A	A	A	A	A	A	A	A
9	North Gale Ridge Rd & Lilac Ridge Rd	F	B	C	B	-	-	F	D
10	North Gale Ridge Rd & Dougherty Rd	C	C	C	C	-	-	C	C
11	North Gale Ridge Rd & Lantana Way	-	-	-	-	-	-	B	B
13	Crow Canyon Rd & Canyon Crest Dr (East)	B	A	B	B	C	B	F	B
14	Canyon Crest Ave & Canyon Crest Dr / Driveway	-	-	-	-	F	C	E	C
16	Albion Rd & Harcourt Way	B	B	C	C	D	C	C	C
17	Windemere Parkway & Harcourt Way	C	C	C	B	D	C	D	C
20	East Branch Parkway & Sherwood Dr	-	-	C	C	D	B	C	C
21	Melbourne Way & Sherwood Dr	-	-	-	-	C	C	A	A
24	Broadmoor Dr & Montevideo Dr	F	E	C	C	F	F	C	B
28	Goldenbay Ave & Cinnamon Ridge Rd	-	-	-	-	D	C	C	B
29	Goldenbay Ave & Applewood Dr	-	-	-	-	C	B	B	B
30	Goldenbay Ave & Ivy Leaf Springs (south)	-	-	C	B	C	B	B	A
32	Bollinger Canyon Rd & Main Branch	-	-	D	B	E	D	D	D
33	S. Monarch Rd & Bayleaf Dr	-	-	-	-	-	-	F	F
34	Bollinger Canyon Rd & S. Monarch Rd	-	-	C	C	F	D	C	C
36	Bollinger Canyon Rd & East Branch Parkway	C	C	C	C	D	D	C	B
40	Bollinger Canyon Rd & Albion Rd	-	-	-	-	D	E	D	C

Inter-section No.	Intersection Name	2006		2011		2016		2023	
		AM	PM	AM	PM	AM	PM	AM	PM
		LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS
41	Albion Rd & Arrowfield Way / Driveway	-	-	-	-	C	C	D	C
44	Bollinger Canyon Rd & Marsh Dr	C	B	C	B	-	-	C	B
45	Bollinger Canyon Rd & Dos Rios Dr	C	B	C	B	-	-	B	B
48	Pine Valley Rd & Del Mar Dr	B	A	A	B	-	-	A	A
49	Pine Valley Rd & Alcosta Blvd	C	B	B	B	-	-	C	B
52	Trumpet Vine Lane & Hibiscus Rd	-	-	-	-	-	-	C	B
53	Trumpet Vine Lane & Trefoil Dr	-	-	-	-	-	-	B	A
57	Alcosta Boulevard & Woodland	C	C	C	C	-	-	C	C
59	Davona Dr & Pine Valley Rd	F	B	C	B	-	-	F	B
60	Broadmoor Dr & Pine Valley Rd	C	C	C	B	-	-	D	B
63	San Ramon Valley Blvd & Montevideo Dr	-	-	-	-	-	-	D	D
64	Broadmoor Dr & Millbridge Dr	-	-	-	-	-	-	C	B
71	Camino Tassajara & Lawrence Rd	C	C	B	A	C	B	D	C
72	Camino Tassajara & Hansen Lane	C	C	B	A	C	B	C	B
73	Camino Tassajara & Holbrook Dr	E	C	B	B	B	B	F	C
74	Camino Tassajara & Alta Vista Way	-	-	-	-	-	-	B	B
75	Brookside Dr & Timberline Court	-	-	-	-	A	A	A	A
76	Brookside Dr & Paraiso Dr	-	-	-	-	B	B	A	A
77	Brookside Dr & Sycamore Valley Rd	C	B	B	A	B	B	B	B
80	El Capitan Dr & Greenbrook Dr	B	B	-	-	C	B	B	B
81	El Capitan Dr & Orange Blossom Way	-	-	-	-	C	B	B	B
84	Linda Mesa & Esther Lane	-	-	-	-	B	B	A	A
85	Quinterra Lane & Estates Dr	-	-	-	-	A	B	B	A

Inter-section No.	Intersection Name	2006		2011		2016		2023	
		AM	PM	AM	PM	AM	PM	AM	PM
		LOS	LOS	LOS	LOS	LOS	LOS	LOS	LOS
87	Danville Blvd & Railroad Ave	B	B	B	B	C	C	B	B
88	Danville Blvd & El Cerro Blvd	C	C	C	C	B	B	C	C
89	El Cerro Blvd & La Gonda Way	C	D	B	B	E	F	C	C
95	Camino Tassajara & Diablo Rd	C	D	D	C	C	C	C	D
98	Diablo Rd & Green Valley Rd / McCauley	E	E	D	-	D	C	E	D
99	Diablo Rd & Matadera Way	-	-	-	-	A	A	B	B
101	Green Valley Rd & Blemer Rd	E	E	C	B	C	C	C	B
104	Green Valley Rd & Stone Valley Rd	C	A	F	E	F	C	F	C
105	Stone Valley Rd & MVHS Entry / Monte Sereno		-	-	-	D	D	F	D
108	Danville Blvd & Hemme Ave	E	C	C	B	B	A	D	C
109	Danville Blvd & La Serena Ave	-	-	-	-	F	F	F	D
112	Danville Blvd & Stone Valley Rd	-	-	-	-	E	D	D	D
113	Miranda Ave & Granite Dr	A	A	B	A	B	A	B	A
116	Camino Tassajara & Charbray Street	-	-	-	-	E	D	C	B
117	Camino Tassajara & Tassajara Hills School Entry	C	C	C	C	D	C	C	B
118	Charbray Street & Casablanca Street	-	-	-	-	C	B	B	B
119	Lusitano Street & Charbray Street	-	-	-	-	C	C	D	B
120	Massara Street & Charbray Street	-	-	-	-	B	B	B	B
121	Enderby street & Charbray Street	-	-	-	-	B	B	A	A
124	Livorna Rd & Wilson Way	F	C	D	C	B	B	C	C

Blue shading indicates degradation in LOS compared to most recent results

Green shading indicates improvement in LOS compared to most recent results

Blue LOS letter grade with blue shading indicates worst LOS recorded

Green LOS letter grade with green shading indicates best LOS recorded

Table 5 contains the LOS results of 2023 compared to all previous studies which were conducted in 2016, 2011 and 2006. If the LOS result in 2023 is different from previous years, the result is shaded blue if the LOS has degraded or it is shaded green if the LOS has improved.

Eighteen (18) intersections have degraded in LOS when compared to the previous year with available data whereas 29 intersections have improved in either the AM or PM period. Residential development growth in the area can be attributed to increases in overall traffic volume resulting in degraded LOS. However, it is more challenging to determine the reasons for improvements in level of service. Various reasons include implementation of TRAFFIX bus routes, continued traffic pattern shifts due to the lingering impacts from COVID-19, the re-distribution of traffic due to the opening of new schools and the change in school bell times.

Of the eight (8) intersections that have an LOS F result, three (3) intersections experienced LOS F for the first time, four (4) intersections have a history of LOS F, and one (1) intersection has no comparison data.

CHAPTER 3 SCHOOL SITE CIRCULATION & ANALYSIS

This section provides the analysis of the on-site circulation at each of the 33 schools evaluated. This includes the 11 schools currently served by TRAFFIX, as well as schools that may be served in the future. Comprehensive field observations were conducted on typical non-holiday weekdays Tuesday through Thursday, eliminating teacher work days, and parent-teacher conference days. The observation focused on vehicle and pedestrian patterns on public roadways adjacent to the school as well as ingress and egress on-site at the driveways and within the school passenger loading zones and school parking lot.

Observations included:

- Vehicle queue lengths at school driveway ingress and egress as well as approximate duration
- Vehicle queue lengths along the roadway visible from the school frontage
- Conflict points, including pedestrian crossings
- Passenger loading zone efficiency and drop-off and pick-up procedures
- Quality of vehicular driver behavior and adherence to traffic regulations
- Approximate duration of traffic queues and congestion.
- Length of the passenger vehicle loading zones, both on-site and roadside
- Potential location(s) for school bus loading zone

Based on the attributes evaluated, when there is an opportunity to facilitate traffic flow or enhance traffic safety, suggested changes or improvements are recommended.

3.1 Observed Level of Congestion

In order to quantify the observed level of congestion, a metric was structured to capture this qualitative assessment. Factors considered in defining the level of congestion include:

- Observed length of vehicle queues and amount in public roadway
- Through traffic on public roadway blocked by queue
- Duration of queue
- Number and severity of conflict points
- Vehicular driver behavior, including adherence to traffic regulations

There are five categories of the level of observed congestion and they are defined as follows:

Low

In this condition, there is little to no queuing on the public roadway and the flow of traffic is smooth. Through traffic is not impeded by any queuing. If there is a little queue, the duration is momentary. The number of conflict points are minimal and vehicular driver behavior is normal with adherence to traffic regulations.

Mild

There is some queuing on the public roadway and the duration is less than a few minutes. Or if the duration of the queue is long, the queue is relatively short. Through traffic is minimal and rarely blocked by queuing. There are some conflict points that are successfully managed and low pressure for the motorist. Vehicular driver behavior is normal and with adherence to traffic regulations.

Moderate

In this condition, there is some queuing in the public roadway that lasts for more than ten minutes. Through traffic may be blocked although the through traffic volumes are low. There are conflict points that require a high level of attention by the motorist. Vehicular driver behavior is normal although there may be instances of erratic behavior.

High

In this condition, there is a significant amount of queuing in the public roadway, possibly in several approaches, which last for more than 10 minutes. Through traffic may be blocked although the through traffic volumes are low. Or if through traffic is high, there is space for the vehicles to bypass the queue. There are multiple conflict points that require a high level of attention by the motorist. Vehicular driver behavior is a mix of normal and erratic.

Severe

In this condition, this is similar to the High category, except that through traffic is more heavily impacted as there is no way to bypass the queue.

Table 6: Level of Observed Congestion

School No.	School Name	Level of Observed Congestion
1	Bollinger Canyon ES	Mild
2	Country Club ES	Moderate
3	Coyote Creek ES	Severe
4	Golden View ES	High
5	Hidden Hills ES	Low
6	Live Oak ES	Mild
7	Montevideo ES	Low
8	Quail Run ES	Mild
9	Gale Ranch MS	High
10	Windemere Ranch MS	High
11	Dougherty Valley HS	Severe
12	Twin Creeks ES	Mild
13	Walt Disney ES	Moderate
14	Bella Vista ES	High
15	Iron Horse MS	High
16	Pine Valley MS	Moderate
17	Cal HS	Severe
18	Neil Armstrong ES	Low
19	Diablo Vista MS	Moderate
20	Sycamore Valley ES	Moderate
21	John Baldwin ES	Mild
22	Charlotte Wood MS	Moderate
23	Montair ES	Moderate
24	San Ramon Valley HS	High
25	Vista Grande ES	Moderate
26	Green Valley ES	Mild
27	Los Cerros MS	Low
28	Monte Vista HS	Moderate
29	Rancho Romero ES	High
30	Stone Valley MS	Moderate
31	Tassajara Hills ES	Moderate
32	Creekside ES	Mild
33	Alamo ES	Low

Bollinger Canyon Elementary School (#1)

Bollinger Canyon Elementary School, in the City of San Ramon, is located in a residential area bordered by Talavera Drive to east, Bollinger Canyon Road to the south, open space to the west and residences to the north. There is one ingress driveway to access the main loading zone in front of the school and one egress driveway accessed on Talavera Drive. Talavera Drive is a two-lane residential street with on-street parking.

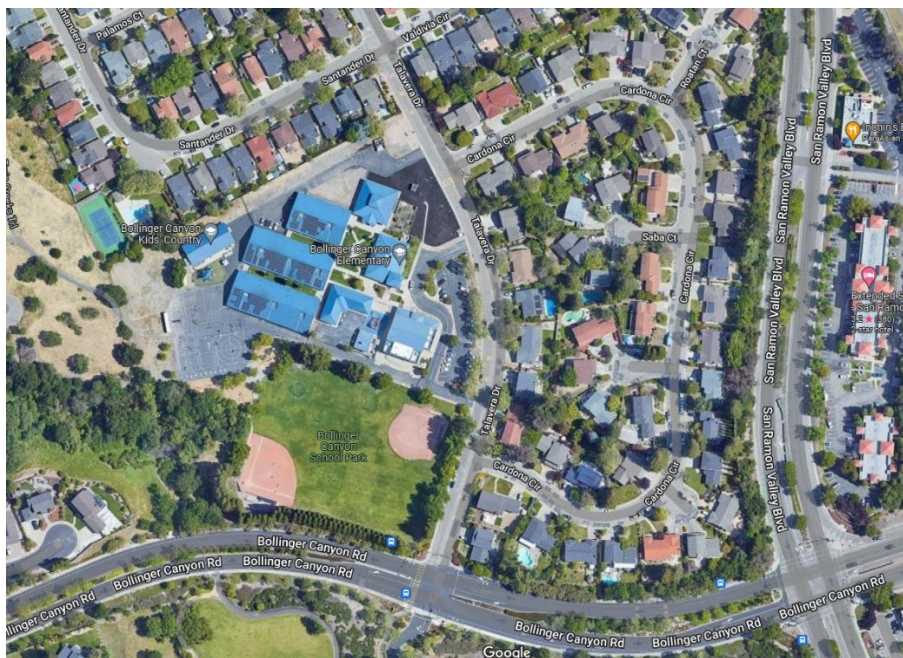
2022/23 Enrollment: 497 Students

Length of Loading Zone

The loading zone in front of the school is 150 feet long and consists of two lanes. The ingress stacking distance is 100 feet and the egress stacking distance is 200 feet.

Potential Bus Loading Zone

The front of the loading zone is currently utilized by four small buses. The geometry of the loading zone precludes a full-length school bus from being accommodated within the loading zone. Additionally, this would not be recommended as it will impede function of the loading zone. A bus loading zone can be accommodated on-street either in front of the school, or just south of the school in front of the school park. The school park location would provide a space for students to wait for the bus, as well allow pedestrian access to the school that doesn't conflict with the loading zone.



School access was observed on Thursday April 20th, 2023 from 7:50 a.m. – 8:05 a.m. with a 8:00 a.m. beginning bell and from 12:40 p.m. to 1:00 p.m. with a 12:50 p.m. dismissal bell.

Morning Observation

Two staff members were observed assisting students and directing vehicles forward at the loading zone. Loading zone activities were efficient and vehicles moved through quickly. Conflicts with pedestrians were minor. Four small buses dropped off students using the half of the loading zone closest to the egress driveway. The ingress queue at the driveway was only right turns in as left turns into the driveway was prohibited. The queue at the driveway varied up to 8 vehicles. At 7:53 a.m. there was a westbound right turn queue on Bollinger Canyon Road and would clear with each cycle. The choke point for this queue was the heavily marked crosswalk at the intersection of Talavera Drive and Cardona Circle. This crosswalk was also the choke point for the loading zone egressing traffic due to a steady trickle of pedestrian crossings.

Afternoon Observation

At 12:50 p.m. the right turn queue into the loading zone driveway extended for 12 vehicles on Talavera Drive and through vehicles were able to pass. Many students exited the school by the park to the south where parents were waiting to pick up. By 1:00 p.m. the queue on Talavera Drive was clear and all loading zone activities were complete by 1:01 p.m. No observed queues, other than the short ingress right turn queue.

Level of Observed Congestion

Mild. Although there is some observed queuing, it does not impede through traffic and clears less than 10 minutes.

Recommendations

Consider providing a crossing guard at the crosswalk at the intersection of Talavera Drive and Cardona Circle to help meter pedestrian crossings.

Country Club Elementary School (#2)

Country Club Elementary School, in the City of San Ramon, is bordered by Blue Fox Way on the south and residences on all other sides. There is one ingress and one egress driveway for the circular loading zone which also contains the staff parking lot on Blue Fox Way. The school is currently serviced by two TRAFFIX school buses.

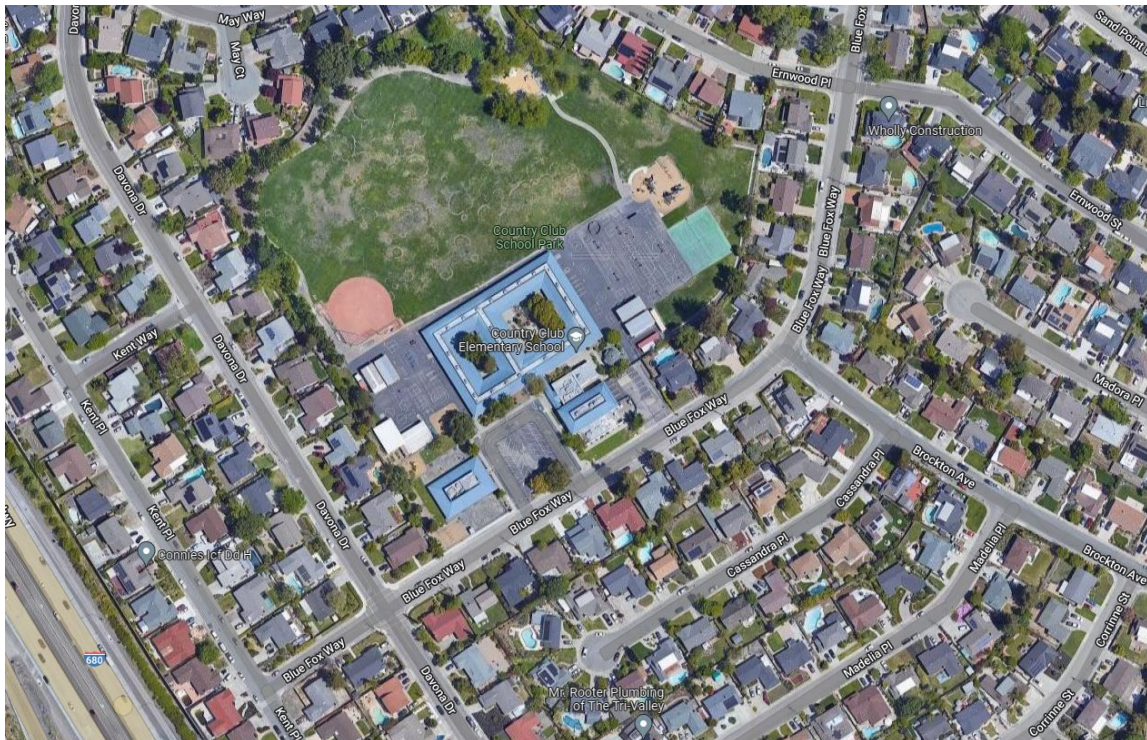
2022/23 Enrollment: 529 Students

Length of Loading Zone

The loading zone in the circular driveway is approximately 300 feet with the last 100 feet reserved for parking for two small buses.

Potential Bus Loading Zone

This school is currently served by two buses and the 120-foot bus zone is located curbside on the street directly east of the ingress driveway. There are no other ideal options for an additional bus. The circular driveway is too narrow and busy to accommodate a large bus. There are no other curbside locations to accommodate the bus with a space for queuing students.



School traffic patterns was observed from 8:10 a.m. – 8:35 a.m. and from 2:55-3:15 p.m. on Thursday, March 16, 2023.

Morning Observation

At 8:22 an ingress queue began to form on Blue Fox Way. A staff member controlled traffic at the ingress driveway and another staff member assisted vehicles in the loading zone. An egress queue extended into the loading zone. The egress queue was formed due to the all-way stop sign controlled-intersection of Blue Fox Way at Davona Drive. There was vehicle traffic demand and pedestrian crossings at all four legs of this intersection. The egress queue blocked the flow of vehicles to access the loading zone. Buses were stuck in the westbound queue. At 8:26, the ingress queue extended for at least 10 to 12 vehicles. Westbound through traffic on Blue Fox Way was unable to pass the queuing vehicles. The bell was at 8:30 a.m. At 8:31, the ingress queue cleared the road, but the egress queue remained for another 3 minutes.

Afternoon Observation

At 2:55 p.m., the roadway was fully parked and the loading zone was full of vehicles waiting in the loading zone. There were three westbound vehicles in the roadway waiting to make a right turn into the loading zone driveway. The dismissal bell was at 3:00 p.m. and there were nine westbound vehicles queued to make a right turn into the driveway, and one eastbound vehicle queued to make a left turn. The traffic control staff at the ingress driveway is key in maintaining orderly access from both the east and westbound directions as well as directing vehicles to make space for the buses. At 3:04 p.m. the end of the westbound queue was not visible, and there were five eastbound vehicles in a queue. At 3:07 p.m. there are only five westbound vehicles in the queue. One bus arrives in the westbound queue and waits for approximately four minutes to get access to the loading zone. At 3:09 p.m. the queue in the street is clear.

Level of Observed Congestion

Moderate. Overall, the traffic congestion level was moderate for a short amount of time and through traffic is unable to bypass school traffic for less than 10 minutes. There is one main conflict point that requires a high level of attention.

Recommendations

Additional bus service is not recommended due to lack of bus loading zones. Some traffic congestion during the morning drop-off procedure could be alleviated with a trained crossing guard at the intersection of Blue Fox Way and Davona Drive, to minimize the conflicts for egressing vehicles. To minimize conflicts at the ingress driveway, consider restricting left turns into the driveway.

Coyote Creek Elementary School (#3)

Coyote Creek Elementary School, in the City of San Ramon, is bordered by N. Gale Ridge Road on the north side, residential neighborhood on the west side and open space areas to the south and east. There is one circular driveway in front of the school on N. Gale Ridge Road. The main school entrance driveway provides access to a staff parking lot on the west side of the school, three lanes through the loading zone in front of the school, and a second staff parking lot on the east side of the school.

There are two high visibility crosswalks across N. Gale Ridge Road at Lilac Ridge Road and Lantana Way. The signalized intersection of N. Gale Ridge Road and Dougherty Road is approximately 1300 feet to the east of the school entrance driveway. Parking is mostly allowed on-street in the vicinity of the school.

2022/23 Enrollment: 674 Students

Length of Loading Zone

The loading zone in front of the school is approximately 200 feet.

Potential Bus Loading Zone

Two buses currently serve this school. The bus loading zone is the front half of the loading zone. Another potential location for bus loading is the on-street curb in front of the school, which is 160 feet and can accommodate three buses and includes a grassy area for student staging.



School access was observed from 8:13 – 8:35 a.m. and from 2:55-3:15 p.m. on Thursday, February 23, 2023.

Morning Observation

At 8:13 a.m. vehicles were already queuing in all directions at the entrance driveway with the westbound queue 19 vehicles long. At 8:20 the westbound queue was observed to be 28 vehicles. Through vehicles were able to pass to the right of the queue as parking was restricted on the north side of N. Gale Ridge Road. There was one staff person directing all traffic at the school entrance and this is a high pressure position as there are lot of competing movements including pedestrians. There is also a staff person at the mid-block crosswalk in the parking lot at the school entrance. There were student volunteers assisting students out of their vehicles. There was little direction for vehicles to move forward and most of the time, only the first half of the loading zone was utilized. Additionally, vehicles were observed to linger in the loading zone.

Both buses waited in the westbound queue and arrived at the loading zone at 8:26. There was no egress queue due to low volume of vehicles that are able to access loading zone at one time and all vehicles turned right at the egress driveway. At 8:30 a.m. there were still ten vehicles in the westbound queue.

Afternoon Observation

The dismissal bell was 3:00 p.m. and at 2:55 p.m. vehicles were queued in every direction. At 2:59 p.m., the westbound queue on N. Gale Ridge Road was 25 vehicles. At 3:04, the westbound queue started to very slowly move as the dwell time at the loading zone decreased as the students made their way to the waiting area. At 3:04, the school buses arrived from the eastbound direction and occupied half of the loading zone, which allowed four to five vehicles to load at one time. At 3:07, the westbound queue extended to the painted median near Dougherty Road, about 800 feet, which is about 30 vehicles. During this time, a through motorist became stuck and was unable to pass the queue due to two vehicles parked along the curb. The staff at the entrance intersection was effective at directing traffic and kept an eye on the downstream flow, encouraging the staff member at the crosswalk in front of the school to direct vehicles to pull forward after the buses left. At 3:10 the eastbound queue was clear. At 3:17, the westbound queue was clear.

Level of Observed Congestion

Severe. None of the traffic spilled onto Dougherty Road. However, the duration of congestion was more than 20 minutes. There was a moderate number of through vehicles that sometimes became blocked by the queue. Some vehicular drivers expressed erratic behavior. There was a queue at all approaches to the school. The number of conflict points were minimal, however, the main intersection required complete manual traffic control.

Recommendations

Consider relocating the bus loading area to the on-street area in front of the school to free up the entire loading zone. The effective loading zone is only about 100 feet or four to five vehicles at a time with the bus loading zone occupying the other 100 feet. It is possible to have a staff person directing traffic to utilize the full loading zone when buses are not present, but this can be confusing to the motorists about where to be in the loading zone. If the full loading zone is utilized, it is possible to reduce the queue and/or the duration of the queue on N. Gale Ridge Road. The eastbound lane on N. Gale Ridge Road in front of the school is 18 feet wide which can accommodate a bus eight feet wide and a ten-foot travel lane. With most of the vehicles exiting downstream of this potential load zone, this constriction of the through lane impacts few vehicles for a short duration.

Golden View Elementary School (#4)

Golden View Elementary School, in the City of San Ramon, is bordered by Crow Canyon Road and Canyon Crest Drive on the south side, and residential neighborhoods on the north side. There are two circular driveways on Canyon Crest Drive. The north entrance mainly serves as emergency vehicle access where only a few parking spaces are observed, while the south entrance is used as the main entrance to school and also the entrance to staff parking lot. There is also a pedestrian access point through the park at the rear of the school.

In the main entrance parking lot, there are two loading zone areas. There are three lanes at the loading zone in front of the school and there is a single lane loading zone area for pick-ups at the side gate. There are three high visibility school crosswalks with two across Canyon Crest Drive, one on the northeast leg of the intersection at Canyon Crest Avenue and another on the northeast leg of the intersection of Quartermaster Canyon Road and the third is at the signalized intersection across the northwest leg of Crow Canyon Road at Canyon Crest Drive.

2022/23 Enrollment: 662 Students

Length of Loading Zone

Within the main entrance there's a total of 300 feet with 150 feet in front of the school, 150 feet at the side gate. At the north circular drive, there's a total of 60 feet. Along the curb on Canyon Crest Drive between the two circular driveways, there's a loading zone of 80 feet and 60 feet between the entrance and exit driveways for the northern circular driveway.

Potential Bus Loading Zone

The space for a bus loading zone on-campus is limited due to tight turn radii. The recommended location for bus loading is curbside on Canyon Crest Drive, north of the main driveway entrance in the 80-foot loading zone and the 60-foot loading zone. Three to four buses can be accommodated there with lawn areas for the students to stage prior to loading.



School access was observed from 7:40 – 8:05 a.m. and from 2:15-2:45 p.m. on Thursday, February 23, 2023.

Morning Observation

At 7:40 a.m. vehicles began queuing in the loading zones at the two access points, the main entrance and the side gate. Vehicles queued here until 7:45 a.m., which is when the school gates opened. There were four staff members who were actively directing traffic and coordinating with each other. One staff directed traffic at the internal conflict point between the two queues in the main lot. One to two staff assisted with students exiting the vehicles, another staff directed traffic, including left turns into the driveway and assisted pedestrians at the crosswalk at the intersection of Canyon Crest Drive and the main entrance driveway. These positions at the two conflict points require a lot of training and awareness of traffic flow to keep things moving.

At 7:45 a.m., a queue began for westbound right turns on Crow Canyon Road. At 7:50, this queue was eight vehicles in length. These vehicles queued in the bike lane, which still allowed for two through lanes. There was very little queuing in eastbound left turn movement from Crow Canyon. The ingress and egress

were fairly balanced until about 7:55. Egress was delayed due to stacking of the southbound left turn lane on Canyon Crest Drive at Crow Canyon Road. The southbound right turn lane remained accessible, but vehicles at the egress driveway wanting to turn left onto Crow Canyon Road impeded egress. At 7:59, the westbound right turn queue on Crow Canyon Road cleared. The egress friction for southbound left turns is now the control point. All clear at 8:03.

Afternoon Observation

The dismissal bell was 2:30 p.m. and vehicles began queuing at 2:00 p.m. At 2:15 p.m., the queue on Canyon Crest Drive extended from the entrance driveway to Crow Canyon Road. Although vehicles were parked along both side of Canyon Crest Drive, vehicles were able to pass by the queue. Once the queue was full along the block, vehicles from Crow Canyon Drive passed the queue and filled up the on-street parking areas. At 2:30, there were four vehicles in the westbound right turn queue on Crow Canyon Road. At 2:34, this grew to nine vehicles (maximum) and the queue still hadn't moved. At 2:35, there was an egress queue, but it was able to clear in a single signal cycle (approx. 45 sec green). At 2:41, there were four vehicles in the westbound right turn queue and this queue cleared at 2:42. Once all the students were curbside waiting, the control point became the signal cycle for the southbound left turn movement for egress. At 2:45 p.m., the loading activities were complete.

Level of Observed Congestion

High. Most of the congestion was contained on Canyon Crest Drive, which blocked southbound traffic, there was also some queuing on Crow Canyon Road that did not block traffic but stacked in the bike lane. There are multiple conflict points, two of which require skilled traffic control. Without skilled traffic control at the two conflict points, this could easily breakdown into a higher level of congestion.

Recommendations

Consider additional programs to reduce vehicle trips, such as encouraging bike and walk trips and carpools. Consider a few seconds more green time southbound at Crow Canyon Road at Canyon Crest Drive during the a.m. peak. Consider restricting north bound vehicles on Canyon Crest Avenue to turn right only during school hours as these vehicles take capacity for egress vehicles turning left at Crow Canyon. Since Canyon Crest Avenue is a loop, this detour would detour these vehicles just under one mile.

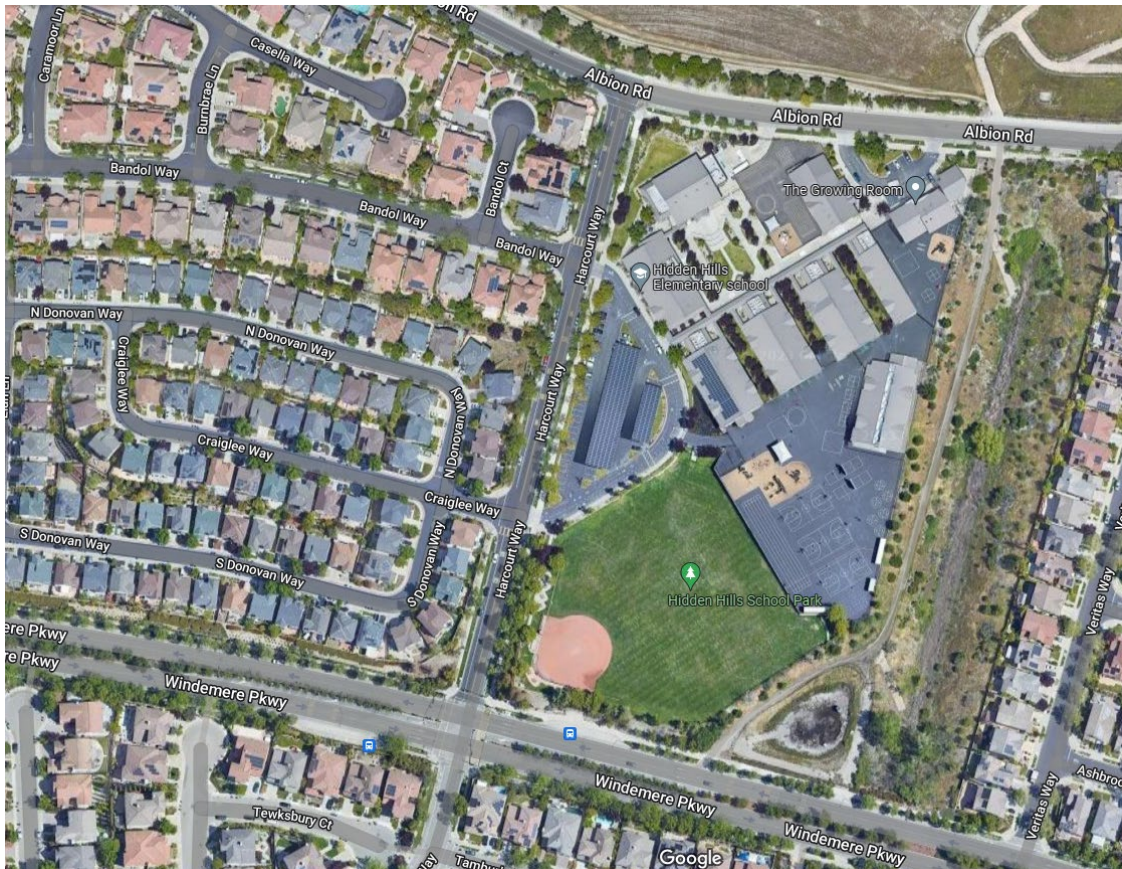
Hidden Hills Elementary School (#5)

Hidden Hills Elementary School, in the City of San Ramon, is bordered by Albion Road to the north, Harcourt Way to the west, Windemere Parkway to the south and residences to the east. There is one ingress and one egress driveway for the circular loading zone which also contains the staff parking lot on Harcourt Way.

2022/23 Enrollment: 543

Length of Loading Zone: The entire loading zone is over 450 feet and the main school entrance is at the middle of the loading zone.

Potential Bus Loading Zone: A bus loading zone can be accommodated within the loading zone. Ideally the designated bus zone should be at the front of the loading zone, especially since this area is less used by vehicles.



School traffic patterns was observed from 7:45 a.m. – 8:00 a.m. with a start bell of 8:00 a.m. and from 2:30-2:45 p.m. with a dismissal bell of 2:30 p.m. on Thursday March 16, 2023.

Morning Observation

There was one crossing guard at the crosswalk across Harcourt Way at the intersection of the egress driveway and Bandol Way. There is a lighted crosswalk across Harcourt Way at the ingress driveway and left turns are prohibited into the ingress driveway. There is a high volume of pedestrians walking to school, with a large concentration crossing Harcourt Way at the crosswalk at the egress driveway. Several staff members were observed to assist the loading zone activities with one person directing vehicles forward. Even with this assistance, the full loading zone was unused due to the main entrance to the school located at the halfway point of the loading zone. The loading zone queue extends into Harcourt Way for short periods and then clears. At 7:52 a.m. the eastbound right turn queue, located in the parking strip, extends to the traffic signal at Windemere Parkway, but clears quickly. Through vehicles are able to pass the queue. The egress queue extends into the loading zone due to right-turning vehicle conflicting with pedestrians. At 8:00 a.m., the ingress queue is clear and the egress queue clears two minutes later.

Afternoon Observation

Staffing is similar to the morning, with the addition of a staff announcing student names as vehicles pull up in the loading zone. At 2:30 p.m. the on-street parking is nearly full and the school parking lot has over 30 vacant parking spots. There is a high concentration of pedestrians crossing Harcourt Way at the egress driveway. At 2:31 p.m. the loading zone queue is contained within the loading zone. At 2:38 p.m., there are four eastbound right-turn vehicles queued on Harcourt Way. At 2:43 p.m. loading zone activities are complete.

Level of Observed Congestion

Low. Vehicles were not observed to impede the flow of traffic. The biggest conflict for vehicle flow were pedestrians crossing Harcourt Way at Bandol Way at the egress driveway for the loading zone.

Recommendations

If school enrollment grows, additional efficiency in the loading zone may be needed. This can be accomplished by encouraging vehicles to use all of the loading zone by providing Pull Forward signs and having multiple staff directing vehicles to pull all the way forward. Additionally, having a highly trained traffic control officer at the egress driveway will help improve pedestrian and vehicles flow through the intersection.

Live Oak Elementary School (#6)

Live Oak Elementary School, in the City of San Ramon, is bordered by Sherwood Way to the west, Enfield Street to the east and San Ramon Sports Park to the south. Sherwood Way is a two-lane residential road with no on-street parking but with bike lanes. There is one ingress driveway and one egress driveway for the loading zone in front of the school. There's also a second loading zone with parking area to the south of the school primarily for the pre-school but can be used by parents who park and walk in.

2022/23 Enrollment: 569 Students

Length of Loading Zone

The designated loading zone is approximately 500 feet. There is 25 feet of stacking distance from the beginning of the loading zone to the ingress driveway and 75 feet of stacking distance from the end of the loading zone to the egress driveway. There are two pedestrian crosswalks within the loading zone connecting to the parking area.

Potential Bus Loading Zone

There is plenty of space to accommodate bus loading within the existing loading zone. Up to 150 feet at the end of the loading zone can be used for three buses.



School access was observed on Thursday April 13th, 2023 from 7:50 a.m. – 8:00 a.m. with an 8:00 a.m. beginning bell and from 2:20 p.m. to 2:40 p.m. with a 2:30 p.m. dismissal bell.

Morning Observation

Two staff were observed assisting the loading zone activities. One was directing traffic to pull forward and another was assisting pedestrians at the crosswalks through the loading zone to the parking lot. The first 200 feet of the loading zone was used as a queuing area. There were traffic cones separating the loading zone lane from the adjacent through lane to minimize vehicles from dropping off students early and leaving the line. There were five distinct drop off spots near the main student entrance to the school. There were student volunteers at these drop off spots. The last 150 feet of the loading zone was unused.

At 7:50 a.m. the ingress queue extended to the ingress driveway and by 7:52 a.m. there were eight southbound vehicles queued on Sherwood Way waiting to turn left into the ingress driveway. A few through vehicles were able to pass by encroaching into the bike lane. For a short time, the southbound queue on Sherwood Way extended over 300 feet past the upstream stop-controlled intersection Mornington Lane. At 8:00 a.m. loading activities were complete.

Afternoon Observation

A similar staffing set-up was observed during pick-up activities, with the addition of a microphone calling out student names of vehicles arriving in the loading zone. At 2:22 p.m. there were five southbound vehicles queued on Sherwood Way waiting to turn left into ingress driveway and four northbound vehicles waiting to turn right. By 2:35 p.m. this grew to 13 vehicles southbound and 7 vehicles northbound queued on Sherwood Way. Through traffic is able to pass, although it is tight in the southbound direction. The loading zone activities starts to move quickly. The parking lot is approximately 90% full with many parents parking and walking in to pick up their student. Loading zone activities are complete by 2:42 p.m.

Level of Observed Congestion

Mild. The traffic queued on Sherwood Way is relatively short and does not block through traffic. The number of conflict points is minimal.

Recommendations

Although loading zone operations currently functions efficiently, the capacity of the loading zone can be increased by increasing the number of functional loading zone spots. The active portion of the loading zone is currently limited to 5 vehicles, and this can be easily doubled within the existing area.

Montevideo Elementary School (#7)

Montevideo Elementary School, in the Town of Danville, is bordered by residences to the south, the Iron Horse Trail to the east, Dunbarton Circle to the north and Broadmoor Drive to the west. The school entrance driveway on Broadmoor provides access to a staff parking lot and two lanes to traffic along the loading zone in front of the school. The egress driveway is on Dunbarton Circle. There are two high visibility crosswalks at Broadmoor Drive and Dunbarton Circle and one across Broadmoor Drive at Ascot Drive. There are also school crosswalks at the all-way stop intersection of Broadmoor Drive and Montevideo Drive.

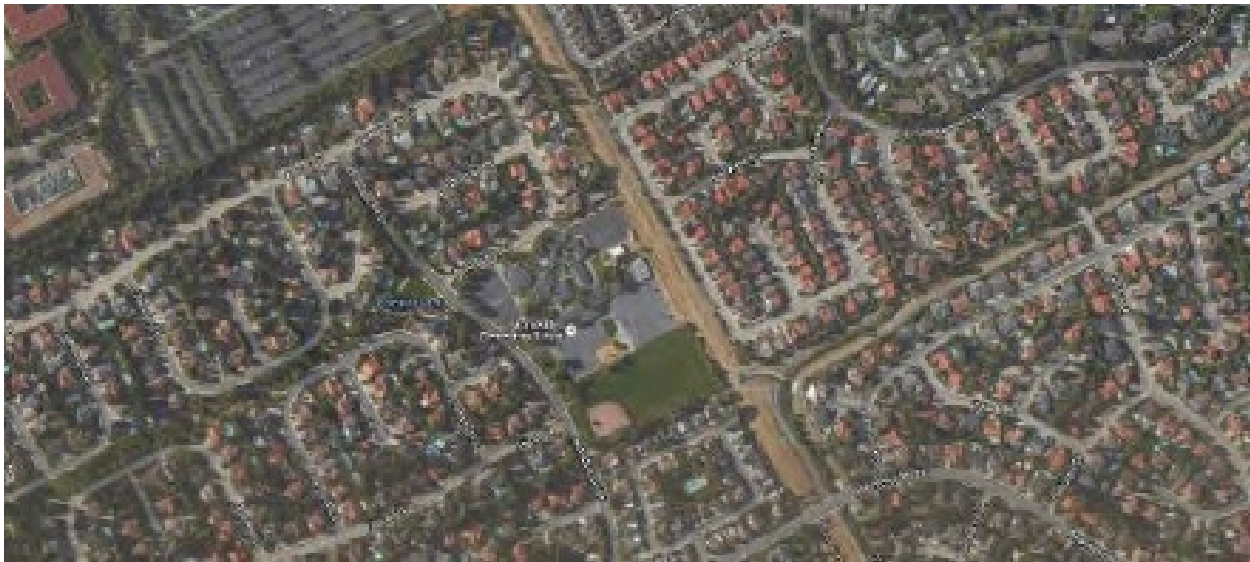
2022/23 Enrollment: 628 Students

Length of Loading Zone

The loading zone in front of the school is approximately 170 feet.

Potential Bus Loading Zone

On Broadmoor Drive in front of the school is a 200-foot parking lane that can be utilized as a bus loading zone for up to four buses. The travel lane is 19 feet wide. The best location is closest to the mid-block crosswalk through the parking lot.



School access was observed from 7:30 a.m. – 8:00 a.m. and from 12:45-1:15 p.m. on Wednesday, February 15, 2023.

Morning Observation

Vehicles began dropping off students at 7:45 in the loading zone. There was one staff member assisting students, providing crossing assistance at the parking lot crosswalk and directing traffic. The queue for the entrance to the loading zone never extended onto Broadmoor Drive. Many parents were observed to drop off their student at the park entrance on Broadmoor Drive near Ascot Drive although there is no loading zone here. Parents would park their vehicle and walk their student either to the pathway or to the gate to the blacktop where the students lined up for the classes. A queue of seven vehicles was observed on southbound on Broadmoor Drive waiting for pedestrians crossing, but this cleared quickly.

Afternoon Observation

The dismissal bell was 12:50 p.m. and there was no observed queue at the school entrance onto Broadmoor Drive. Vehicles were parked on all sides of Broadmoor Drive and Ascot Drive but there were still available spaces. A lot of pedestrians were channeled to the crosswalk at Ascot Drive and there was a northbound queue of seven vehicles at 12:57 due to pedestrians crossing. At 12:58, a queue was observed southbound of about 12 vehicles at the intersection of Broadmoor Drive at Montevideo Drive due to pedestrians crossing. A crossing guard was stationed at this intersection.

Level of Observed Congestion

Low. There was no queue spillover at the loading zone. Many parents parked and walked to pick up their child, which created minor congestion due to pedestrian crossing activity.

Recommendations

No recommendations. Continue to monitor for enrollment changes.

Quail Run Elementary School (#8)

Quail Run Elementary School, in the City of San Ramon, is located in a residential area bordered by Ivy Leaf Springs Road to the south and Goldenbay Avenue on the remaining sides. All roadways in the vicinity are local residential roads with on-street parking. There is one ingress driveway and one egress driveway for the main loading zone in front of the school and one ingress and one egress driveway for a secondary loading zone all accessed on Goldenbay Avenue.

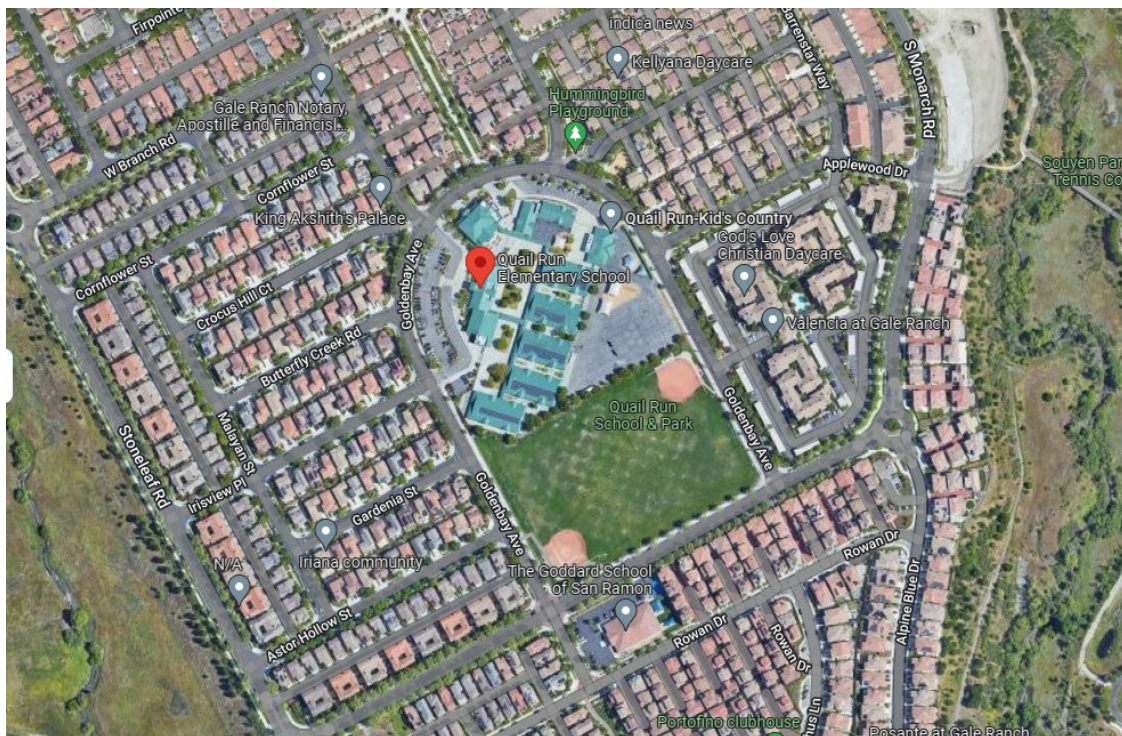
2022/23 Enrollment: 867 Students

Length of Loading Zone

The loading zone in front of the school is 200 feet long and consists of two lanes. The secondary loading zone at the east side of the school is approximately 175 feet long consisting of one lane adjacent to a parking aisle.

Potential Bus Loading Zone

Three buses can be accommodated at the secondary loading zone. Additionally, two buses can be accommodated at the 100 feet past the mid-block crosswalk at the loading zone in the front of the school.



School access was observed on Tuesday April 25th, 2023, from 7:45 a.m. – 8:00 a.m. with an 8:00 a.m. beginning bell and from 2:20 p.m. to 2:36 p.m. with a 2:30 p.m. dismissal bell.

Morning Observation

Three staff were observed providing pedestrian crossing assistance at the mid-block crosswalk in the loading zone, and at the egress intersection of Goldenbay Avenue at Cinnamon Ridge Road and the ingress intersection of Goldenbay Avenue at Irisview Place. The secondary loading zone was not observed. There was also one person directing traffic forward. Because of the entrance gate close to the beginning of the loading zone, the second half of the loading zone was lightly used. Left turns were restricted into the ingress driveway. Queuing was minimal. At 7:59 a.m. a short ingress queue formed but quickly dissipated. There was also a short egress queue due to pedestrians but it cleared quickly. Traffic on Goldenbay Avenue was minimal. Pedestrian traffic was heavy with many students walking to school.

Afternoon Observation

The same staff positions were observed in the afternoon. At 2:30 p.m. there were only four northbound right turn vehicles queued on Goldenbay Avenue. Many parking spaces were available on-street. A heavy stream of pedestrians crossed at the egress driveway which created an egress queue. The secondary loading zone was not observed.

Level of Observed Congestion

Mild. Congestion was not observed on Goldenbay Avenue and conflicts were minimal.

Recommendations

None.

Gale Ranch Middle School (#9)

Gale Ranch Middle School, in the City of San Ramon, is located in a residential area bordered by S. Monarch Road to the northwest, Bollinger Canyon Road to the northeast, Main Branch Road to the southeast and residences to the south. There is one ingress driveway accessed from Main Branch Road that consists of three lanes and one egress driveway accessed from S. Monarch Road that consists of two lanes. Main Branch Road and S. Monarch Road are residential collector streets and Bollinger Canyon Road is a major arterial.

2022/23 Enrollment: 1086 Students

Length of Loading Zone

The loading zone within the parking lot in front of the school is approximately 400 feet and consists of three lanes. There is 185 feet of stacking distance from the beginning of the loading zone to the ingress driveway. There is 270 feet of stacking distance from the end of the loading zone to the egress driveway. There is one crosswalk across the loading zone.

Potential Bus Loading Zone

The last 200 feet of the loading zone would be appropriate to accommodate four buses.



School access was observed on Tuesday April 25th, 2023, from 8:05 a.m. – 8:20 a.m. with an 8:15 a.m. beginning bell and from 2:40 p.m. to 3:00 p.m. with a 2:45 p.m. dismissal bell.

Morning Observation

There were three staff members providing crossing guard duties with one at the mid-block crossing within the loading zone, one at the ingress driveway on Main Branch Road and one at the egress driveway on S. Monarch Road. At 8:05 a.m. the ingress queue extended along Main Branch Road to Bollinger Canyon Road and the end of the queue was not visible. At 8:09 a.m. the egress queue backs up to the loading zone and impedes loading zone operations such that last one-third of the zone is unusable. Pedestrians crossing and cross traffic at the egress driveway is the conflict point that creates the congestion. At 8:09 a.m. the ingress queue persists. The left turns into the ingress driveway clear after pedestrians clear the intersection and a left turn queue did not form.

Afternoon Observation

Staffing was the same as the morning observation. At 2:40 p.m. the right turn ingress queue extended to Bollinger Canyon Road. There were more than 50 parking spots unused in the parking lot. Some vehicles queued in the parking aisles to wait for students. By 2:48 p.m. the egress queue backed up to the last half of the loading zone. A heavy stream of pedestrians exited the school via the sidewalk to the egress driveway at the intersection of S. Monarch Road and Bayleaf Drive. This stream of pedestrians continued for approximately five minutes which reduced vehicle capacity at the intersection greatly, thus the egress queue. The crossing guard did an excellent job of metering pedestrians, however, cross traffic limited egressing vehicles. Once the pedestrian crossing was complete, the egress queue started to clear. By 2:55 p.m. the ingress queue was clear and by 3:00 p.m. the egress queue was clear.

Level of Observed Congestion

High. Ingress queuing along Main Branch Road and Bollinger Canyon Road lasted more than ten minutes. Traffic congestion at the egress driveway at the intersection of S. Monarch Road and Bayleaf Drive resulted in some erratic vehicular driver behavior due to the long delays.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools.

Windemere Ranch Middle School (#10)

Windemere Ranch Middle School, in the City of San Ramon, is bordered by residences to the south and east, open space to the west, and E. Branch Parkway to the north. There is one driveway in and one driveway out on E. Branch Parkway. The driveways create a loop through the loading zone and the exiting driveway is a signalized driveway at the intersection of E. Branch Parkway. There is a westbound left turn lane on E. Branch Parkway into the ingress driveway with a length of 275 feet. There is an eastbound right turn lane on E. Branch Parkway approximately 300 feet.

2022/23 Enrollment: 1,104 Students

Length of Loading Zone

The loading zone is approximately 500 feet (20 vehicles) with 150 feet of stacking distance at the ingress driveway and 300 feet stacking distance at egress. There are two lanes at the ingress stacking area, three lanes through the loading zone and three lanes at the egress.

Potential Bus Loading Zone

Although the loading zone can accommodate many buses, it is recommended that no more than two buses load in the red zone area at the very front of the loading zone since this curbside space is not used by the loading activity.



School access was observed from 9:20 a.m. – 9:42 a.m. and from 2:25 - 3:00 p.m. on Wednesday, March 8, 2023.

Morning Observation

At 9:21, the queue for the ingress driveway extended onto Bollinger Canyon Road. The queue for southbound vehicles on Bollinger Canyon Road waiting to turn left onto E. Branch Parkway extended over 2000 feet near Harcourt Way. It took seven minutes to make the left turn onto E. Branch Parkway. The northbound right turn queue also extended; however, the entire length of the queue was not visible. There was one crossing guard at each of the crosswalks across the loading zone. Drop-offs were also made within the parking lot, which increased the pedestrian conflicts. Vehicles at the egress would clear during each cycle of the traffic signal. Egress was not a factor in the congestion. The bell ring was 9:41 a.m. and the queue was clear at 9:43 a.m.

Afternoon Observation

The dismissal bell was at 2:45 p.m. At 2:25 p.m., the loading zone and parking lot queue extended onto E. Branch Parkway. Vehicles were parking all along E. Branch Parkway in the bike lane, even though there were multiple No Parking signs. There were lots of empty parking spaces in the parking lot, but sometimes access was blocked due to the queue. At 2:41 p.m., there were still 35 parking spaces available in the front lot and many more in the open parking lot. By 2:40, p.m., the queue extended onto Bollinger Canyon Road blocking both the northbound right turn lane and one of the two southbound left turn lanes onto E. Branch Parkway. There were two crossing guards at the loading zone crosswalks. There was a high volume of pedestrians at the second crosswalk due to students walking to parked vehicles along E. Branch Parkway. The loading zone activity was relatively efficient, with the lanes being used appropriately and vehicles utilizing the entirety of the curbside. Egressing vehicles cleared the signalized intersection each cycle, and egress was not contributing to congestion. At 2:56, the westbound left turn queue at the ingress driveway was clear, and the eastbound right turn queue cleared Bollinger Canyon Road. By 3:00, the queue was out of the roadway.

Level of Observed Congestion

High. Overall, the traffic congestion level was high for a moderate amount of time. There are relatively few conflict points, however, the volume of vehicles is high.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools.

Dougherty Valley High School (#11)

Dougherty Valley High School, in the City of San Ramon, is bordered by residences to the east, the Alamo Creek Trail to the north, Bollinger Canyon Road to the west and Albion Road to the south. There are three driveways into the school along Albion Road. The main driveway is a signalized driveway at the intersection of Albion Road and Arrowfield Way. The west driveway allows for left turns into the driveway but only right turns out of the driveway onto Albion Road. The eastern driveway has an eastbound left turn pocket to turn left into the driveway. There is a left turn and right turn lane at the driveway exit.

2022/23 Enrollment: 3,249 Students

Length of Loading Zone

The loading zone is approximately 325 feet (13 vehicles) with 450 feet (18 vehicles) stacking distance at both the ingress and egress. There are two lanes at the ingress stacking area, three lanes through the loading zone and two lanes at the egress.

Potential Bus Loading Zone

This currently does not have bus service. Although the loading zone can accommodate many buses, it is recommended that no more than two buses load in the red zone area at the very front of the loading zone since this curbside space is not used by the loading activity. Additionally, there's extra width in the curbside lane to accommodate two buses. If additional buses are required, it is recommended to remove 18 curbside parking spaces in front of the building to the west of the loading area. These 160 feet could accommodate two to three additional buses.



School access was observed from 8:45 a.m. – 9:15 a.m. and from 3:05-3:20 p.m. on Wednesday, March 8, 2023.

Morning Observation

A steady flow of vehicles was dropping off students as early at 8:45 a.m. in the unstaffed loading zone. There are two raised crosswalks across the loading zone and most vehicles would pull up to the second crosswalk to drop off, leaving the last 50 feet unused. It was observed that vehicles would release students from all three lanes of the loading zone, contributing to congestion. The second crosswalk was the main crosswalk to the school from the student parking lot. By 9:10, the stream of pedestrians was steady which essentially blocked the loading zone traffic for several minutes.

At 8:51 a.m., the loading zone queue extended into the westbound right turn lane on Albion. By 8:57, this queue extended for more than 15 vehicles on Albion Road, blocking the bike lane, and through traffic was able to pass. The eastbound left turn into the ingress loading zone driveway extended to Arrowfield Way. At 9:02 a.m., it was noted there were large platoons of pedestrians on Arrowfield Way, such that all the pedestrians were not able to cross at the signalized intersection of Albion Road in a single cycle.

Afternoon Observation

The dismissal bell was 3:00 p.m. At 3:05 p.m., the queue of vehicles eastbound on Albion Road extended from Arrowfield Way to the northbound right turn lane on Bollinger Canyon Road. The eastbound queue on Albion Road was due to two issues: 1) for the right lane, vehicles turning vehicles onto Arrowfield Way conflicting with heavy pedestrian volumes and congestion on Arrowfield Way, 2) for the left lane, vehicles turning left into the western driveway. The left lane turns into a left turn only late at Arrowfield Way, which was relatively unused. The right lane queue blocked through traffic. At 3:10 p.m. there was no queue overflow onto Albion Road at the ingress driveway for the loading zone. There seemed to be a lot of pick-up activity in the residential neighborhood along Arrowfield Way.

Level of Observed Congestion

Severe. Overall, the traffic congestion level was high for a moderate amount of time and through traffic is unable to bypass school traffic. There were multiple conflict points that required a high level of attention.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Also, consider providing traffic control within the loading zone to keep traffic moving forward and to meter pedestrians at the crosswalks.

Twin Creek Elementary School (#12)

Twin Creek Elementary School, in the City of San Ramon, is bordered by Marsh Drive on the south, Dos Rios Drive to the north and residences on the other sides. There is one ingress and one egress driveway for the circular loading zone which also contains the staff parking lot on Marsh Drive. Although the staff parking lot is separate from the loading zone, vehicles are routed through the staff parking lot to provide egress stacking distance.

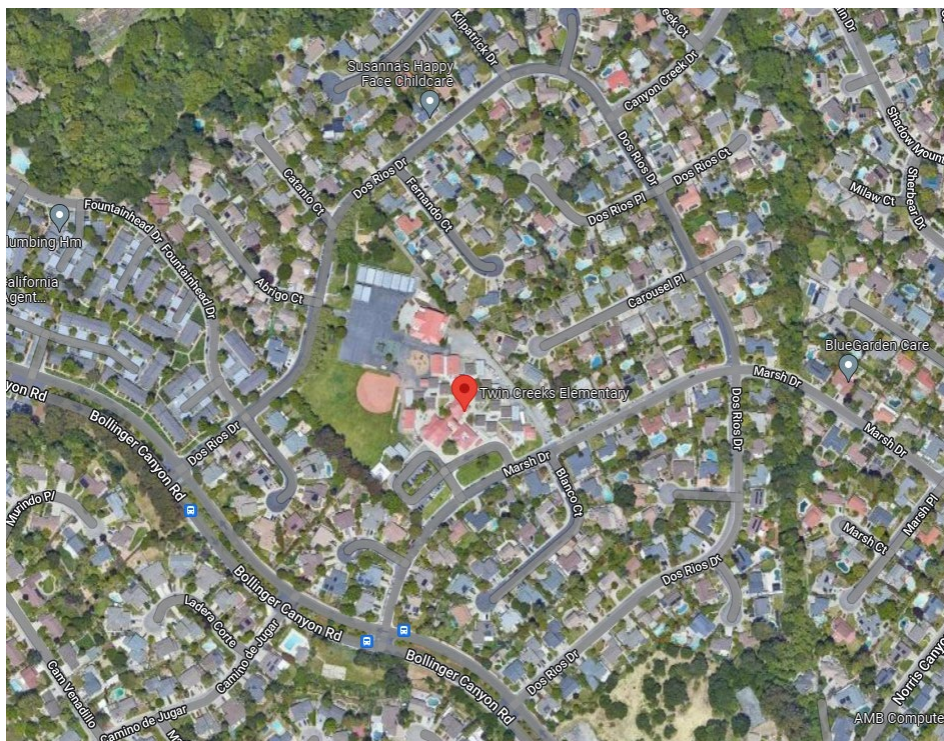
2022/23 Enrollment: 654

Length of Loading Zone

The length of the loading zone in front of the school is approximately 190 feet. There are two lanes through the loading zone.

Potential Bus Loading Zone

The loading zone is fairly short, and it is not recommended that buses use the loading zone as this will have a significant negative impact on the efficiency of the loading zone. The recommended location for the bus loading zone is curbside on Marsh Drive in front of the loading zone. Two to three buses can be accommodated within the 120-foot curb distance.



School traffic patterns was observed from 7:45 a.m. – 8:00 a.m. on Tuesday, April 18, 2023, with a start bell of 8:00 a.m. and from 12:50-1:05 p.m. on Wednesday, April 19, 2023, with a dismissal bell of 12:50 p.m.

Morning Observation

During morning drop-off, a crossing guard was observed at the crosswalks at the intersection of Bollinger Canyon Road and Marsh Drive and at the crosswalk within the loading zone. A short ingress queue was observed intermittently for short periods of time as the loading zone activities flowed smoothly and quickly. At 7:53 a.m. there were six vehicles queued on Marsh Drive waiting to turn left into the ingress driveway. This was the longest left turn queue observed and this queue quickly cleared at 7:54 a.m. Vehicles traveling westbound on Marsh Drive waiting to right-turn into the ingress driveway line up within the on-street parking aisle so that through vehicles are able to pass. The longest observed queue was eight vehicles long.

Afternoon Observation

In addition to the crossing guards at the locations observed in the morning, an additional crossing guard was observed at the ingress driveway and staff was observed directing traffic forward within the loading zone. At 12:35 p.m. the street was full of on-street parking and vehicles making a westbound right-turn into the ingress driveway are queued up along the curb so that through traffic may pass. At 12:50 p.m. many parents have walked and are standing on the lawn area waiting for their student. At 12:54 p.m. the ingress queue moves and at 12:57 p.m. an egress queue forms due to pedestrian crossing at the driveway; however, the queue of vehicles begins to move swiftly and by 1:00 p.m. the ingress queue clears Marsh Drive. By 1:03 p.m. all loading zone activities are complete.

Level of Observed Congestion

Mild. Vehicles were observed to impede the flow of traffic for very short periods of time. The duration of the loading zone activities was relatively short.

Recommendations

No recommendations.

Walt Disney Elementary School (#13)

Walt Disney Elementary School, in the City of San Ramon, is bordered by residences with Pine Valley Road to the north. There is one ingress driveway and one egress driveway for the loading zone in front of the school. There's also a driveway just to the east of the egress driveway for the staff parking lot. Pine Valley Road is a two-lane residential collector street with on-street parking. There is a mid-block crosswalk in front of the school with push-button rapid flashing beacons.

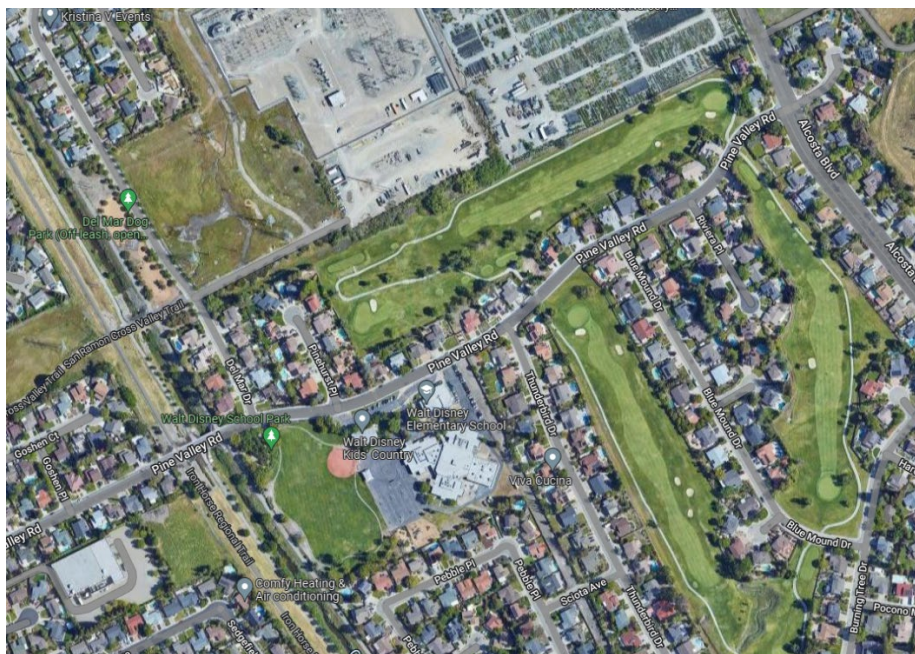
2022/23 Enrollment: 503 Students

Length of Loading Zone

The loading zone is approximately 150 feet. There is 100 feet of stacking distance from the beginning of the loading zone to the ingress driveway and 140 feet of stacking distance from the end of the loading zone to the egress driveway. There is a pedestrian crosswalk within the egress stacking distance. There is also an on-street loading zone in front of the school approximately 100 feet to the west of the mid-block crosswalk and 100 feet to the east of the crosswalk.

Potential Bus Loading Zone

This school is currently served by one TRAFFIX bus which utilizes the on-street loading zone just east of the mid-block crosswalk. An additional three buses can be accommodated by utilizing the on-street loading zone.



School access was observed on Thursday April 13th, 2023, from 8:20 a.m. – 8:30 a.m. with an 8:30 a.m. beginning bell and from 2:55 p.m. to 3:10 p.m. with a 3:00 p.m. dismissal bell.

Morning Observation

There were three staff assisting at the loading zone, one with a whistle directing traffic and one at the crosswalk within the loading zone. There was an additional staff member at the mid-block crosswalk on Pine Valley Road. The loading zone activities were very efficient with traffic moving smoothly through the area with minimal back-up onto Pine Valley Road. At 8:26 a.m. the last-minute drop-off rush saw 12 vehicles queued eastbound on Pine Valley Road to turn right into the ingress driveway. The on-street loading zone had low utilization. There was traffic congestion in the westbound direction due to Pine Valley Middle School downstream. It was observed that a westbound motorist was distracted and nearly collided with the crossing guard at the mid-block crosswalk. When traffic was flowing on Pine Valley Road, vehicle speeds of through traffic seemed to exceed the 25 mph speed limit.

Afternoon Observation

A similar staff was assisting the loading zone and crosswalks. One of the staff had a microphone to announce student names whose vehicles were in the loading zone. There were 13 eastbound vehicles queued in the parking lane to make a right turn into the ingress driveway at 2:56, which grew to 16 vehicles at 3:00 p.m. There were no westbound vehicles queued as this would block through traffic. The eastbound queue cleared at 3:05 p.m., however, westbound traffic was queuing due to a downstream pedestrian crossing at an uncontrolled marked crosswalk. At 3:02 p.m. the bus arrived and parked just east of the mid-block crosswalk. The bus was unable to pull forward enough, such that the last 10 feet of the bus extended into the red zone adjacent to the crosswalk. This made sight distance very difficult for pedestrians crossing from the south to the north side of Pine Valley Road. The loading zone activities were complete at 3:08 p.m.

Level of Observed Congestion

Moderate. The traffic congestion related to **Walt Disney Elementary School** was mild for a short time. However, congestion due to the nearby **Pine Valley Middle School** made conditions more challenging.

Recommendations

There are no specific suggestions to improve traffic congestion at **Walt Disney Elementary School**. Consider traffic calming measures, such as a choker at the mid-block crosswalk to slow vehicle speeds and improve pedestrian visibility. Consider eliminating passenger loading zone to the east of the crosswalk to allow more space for the bus loading zone.

Bella Vista Elementary School (#14)

Bella Vista Elementary School, in the City of San Ramon, is bordered by residences to the north, Trumpet Vine Lane to the east, Hibiscus Road to the south and Dougherty Road to the west. There is one driveway in and one driveway out on Trumpet Vine Lane. The driveways create a loop through the loading zone. Left turns are prohibited at both the ingress and egress driveways.

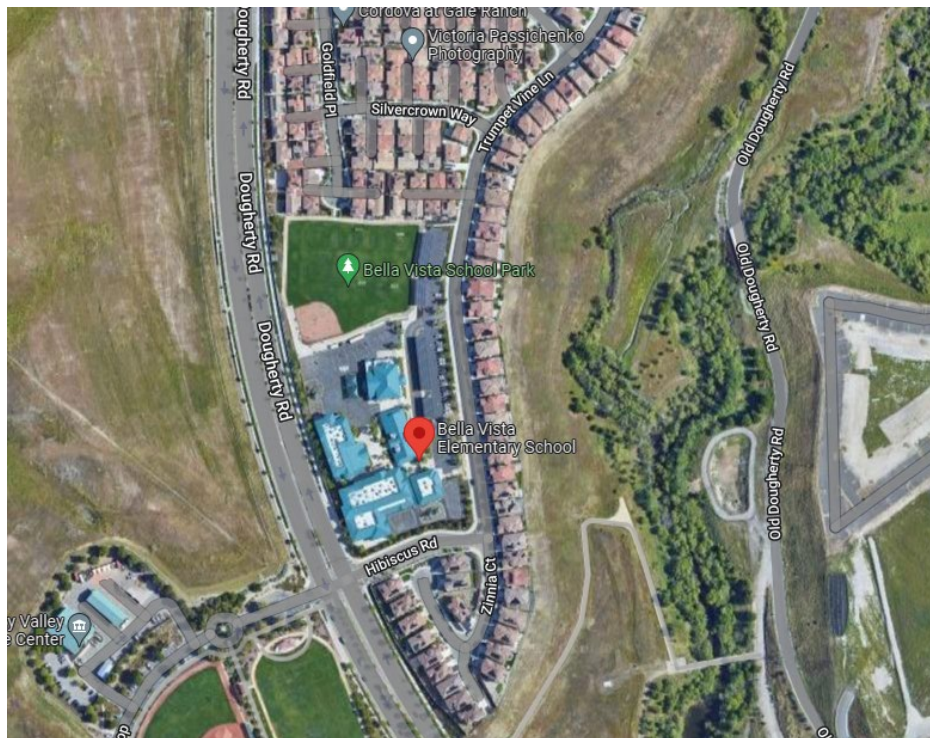
2022/23 Enrollment: 506 Students

Length of Loading Zone

The loading zone is approximately 250 feet (10 vehicles) with 100 feet of stacking distance at both the ingress and egress driveway. There are two lanes at the ingress stacking area, three lanes through the loading zone and two lanes at the egress.

Potential Bus Loading Zone

This school currently does not have bus service. There is only one option for bus loading areas, and that is in the loading zone itself. Although the loading zone can accommodate many buses, it is recommended that no more than one bus load at the very front of the loading zone since this curbside space less used by the loading activity. More than one bus in the loading zone will negatively impact the capacity of the loading zone activities.



School access was observed from 7:45 a.m. – 8:05 a.m. and from 12:40 - 1:05 p.m. on Wednesday, March 8, 2023.

Morning Observation

At 7:45 a.m. the queue on Trumpet Vine Lane for vehicles waiting to turn right into the school ingress driveway extended past Trefoil Road, approximately 800 feet and there were vehicles queued on Trefoil Road and Silvercrown Way waiting to turn onto Trumpet Vine Lane. There was some space for through vehicles to pass if vehicles in the queue were pulled to the curbside where there are no parking signs during school drop off on Trumpet Vine Lane. However, where the queue extended on Trefoil Road and Silvercrown Way, through traffic was blocked.

There were two staff crossing guards, one at the crosswalk within the loading zone and another at the egress driveway. Vehicles were utilizing a majority of the loading zone area, with the exception of the very front. Many parents were parking in the neighborhood, even on Hibiscus Road and dropping off or walking their children into the school.

At 7:50 a.m. it was observed that egressing vehicles was limiting access to the loading zone. The conflict point for the egress queue was the downstream crosswalks at Hibiscus Road and Trumpet Vine Lane. A steady stream of pedestrians constricted the flow of vehicles exiting the area. When the bell rang at 8:00 a.m., there were still vehicles in the ingress queue. At 8:05, loading zone activities were complete.

Afternoon Observation

The dismissal bell was 12:50 p.m. At 12:42, the ingress queue began to form on Trumpet Vine Lane. Vehicles in the queue were pulled curbside to allow through vehicles to pass. On-street parking was full, however, there were several available parking spaces in the parent lot at the time of the dismissal bell. There were two small school buses, as well as two afterschool program buses in the loading zone at the back end. When the loading zone queue began to move, these buses did not move and blocked ingress traffic into the loading zone. The staff that was assisting pedestrians at the crosswalk, left the crosswalk and directed traffic around the buses. The second staff member was directing traffic at the inner parking lot, unlike the morning which was at the egress driveway. At 12:54 p.m., the egress queue extended into the loading zone due to the pedestrian crossing at Hibiscus Road and Trumpet Vine Lane, similar to morning conditions. By 12:58, most pedestrians cleared this crosswalk, and egressing traffic was able to flow. Another area of friction for egressing traffic is that the two loading zone lanes merge into one lane at the driveway.

Level of Observed Congestion

High. Overall, the traffic congestion level was high for a moderate amount of time. There are times when non-school traffic is unable to bypass school traffic, although background traffic is very low. There are relatively few conflict points.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Consider providing trained staff to conduct traffic control at the intersection of Hibiscus Road and Trumpet Vine Lane. Metering pedestrian crossings, and directing vehicle traffic will improve egress flow conditions, thus facilitating the flow of traffic through the loading zone.

Iron Horse Middle School (#15)

Iron Horse Middle School, in the City of San Ramon, is located in a transitional area adjacent to office parks to the west and a residential neighborhood across Alcosta Boulevard, which is an arterial roadway, to the east. The main driveway to access the main loading zone in front of the school is a signalized intersection on Alcosta Boulevard at Woodland Drive. There is also driveway to access the overflow parking lot to the south of the school. Although there is an ingress driveway at the north edge of the school, this driveway is closed at Alcosta Boulevard.

2022/23 Enrollment: 1009 Students

Length of Loading Zone

The loading zone in front of the school is 500 feet long and consists of three lanes. The ingress stacking distance is 800 feet, which allows approximately 40 vehicles to queue before extending onto Alcosta Boulevard.

Potential Bus Loading Zone

The recommended location for a bus loading zone is the front half of the loading zone as it was relatively unused for loading zone activities and the egress queue during the afternoon can back up to this area. This area encompasses the 250 feet of the loading zone closest to the egress driveway and can accommodate up to 5 buses.



School access was observed on Wednesday April 12th, 2023 from 9:20 a.m. – 9:35 a.m. with a 9:34 a.m. beginning bell and from 2:30 p.m. to 3:00 p.m. with a 2:45 p.m. dismissal bell.

Morning Observation

There were two staff assisting the loading zone with one providing pedestrian crossing assistance at the crosswalk through the loading zone to the parking lot, and the other at a midpoint of the loading zone directing staff to move forward. The first half of the loading zone was primarily used, despite staff direction for motorists to pull forward. At 9:17 a.m. the loading zone is full of activity with a queue mid-way through the parking lot. By 9:22 a.m. the queue starts to extend onto Alcosta Boulevard. The southbound right turn on Alcosta Boulevard at the ingress driveway extends along the school frontage, blocking the bike lane, but not impeding through traffic. The northbound left turn queue is approximately 20 vehicles. By 9:27 a.m. the northbound left turn queue clears with the signal cycle and the southbound right turn on Alcosta Boulevard clears. At 9:32 a.m. loading zone activities are complete.

Afternoon Observation

At 2:33, the southbound right turn begins to queue on Alcosta Boulevard. At the bell ring at 2:45 p.m. this queue consists of 17 vehicles on Alcosta Boulevard. There are two entry lanes at the ingress driveway. The right lane is to access the loading zone and the left lane is used to access the overflow parking lot to the south. At the bell ring, the south parking lot is full of motorists (approximately 100 spaces) waiting for their student. Motorists existing the overflow parking lot must use the southern driveway and are limited to make a right turn only. This is very helpful in distributing the egress activities to two points. At 2:53 p.m. the southbound right turn queue clears Alcosta Boulevard. At this time, the egress at the signalized driveway doesn't clear with each cycle and starts to back up into the last half of the loading zone. There's friction within the circle at the signalized driveway with pedestrians crossing and vehicles blocking circulation with pick-ups within the circle. The south parking lot egress queue extends through the south parking lot. By 3:00 p.m. all loading zone activities are complete.

Level of Observed Congestion

High. Queuing on an arterial roadway that blocked the bike lane lasted nearly 20 minutes in the afternoon.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Another consideration is to provide a staff person to direct traffic at the traffic circle at the ingress driveway. A sign that prohibits loading activities within the traffic circle may be helpful. Overall, there were few conflict points and traffic moved as best as it could with the heavy demand that was placed on the network.

Pine Valley Middle School (#16)

Pine Valley Middle School, in the City of San Ramon, is located in a residential area bordered by Pine Valley Road to the north, Broadmoor Drive to the east, Boone Acres Park to the west and residences to the south. There is one ingress driveway and one egress driveway for a three-lane loading zone in front of the school on Pine Valley Road. There's also a parking lot to the south of the school accessed from Broadmoor Drive with one two-way driveway and one egress driveway. This parking lot includes a designated loading zone. All roadways are two-lane local residential roads with on-street parking.

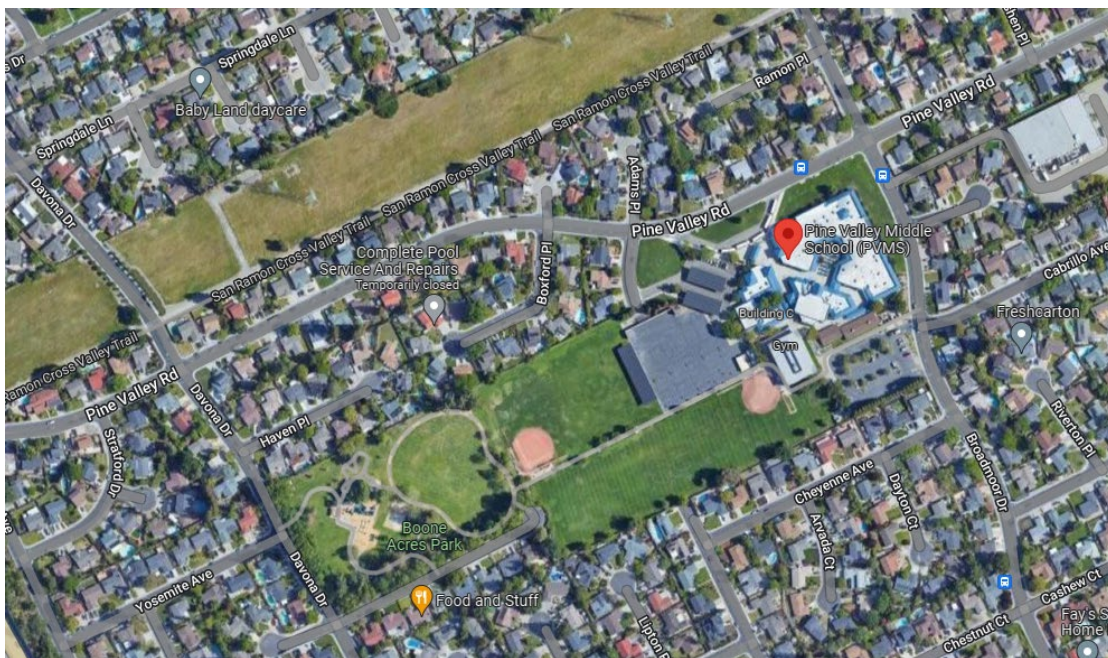
2022/23 Enrollment: 955 Students

Length of Loading Zone

The loading zone in front of the school within the parking lot is approximately 60 feet. There is 170 feet of stacking distance from the beginning of the loading zone to the ingress driveway and 500 feet of stacking distance from the end of the loading zone to the egress driveway. There are few conflicts within the loading zone. The on-street loading zone along the west side of the school is approximately 160 feet, however this loading zone is unattended by staff and parents use this area to park and walk.

Potential Bus Loading Zone

This school is currently served by six TRAFFIX buses which utilizes the main loading zone in front of the school. One additional bus can be accommodated within this loading zone.



School access was observed on Thursday April 27th, 2023, from 7:45 a.m. – 8:03 a.m. with an 8:00 a.m. beginning bell and from 2:20 p.m. to 2:40 p.m. with a 2:30 p.m. dismissal bell.

Morning Observation

There was no staff observed assisting the loading zones in front of the school on Pine Valley Road. The first lane closest to the curb and sometimes the second lane were used the drop-off students, while the third lane was used to by-pass the drop-off zone. There was one crossing guard at the all-way stop-controlled intersection of Pine Valley Road at Broadmoor Drive. By 7:40 a.m. the buses that serve the school had already dropped off the students and left. This allowed the front portion of the loading zone to be used by parents dropping off students. At 7:50 a.m. the ingress queue starts to spill onto Pine Valley Road. Left turns into the ingress driveway used second ingress lane and vehicles weaved to access the curb to drop off students. At 7:55 a.m. an egress queue developed due to congestion at the all-way stop intersection of Pine Valley Road and Broadmoor Drive due to high volume of pedestrian crossing. Loading zone activities are complete by 8:00 and by 8:04 a.m. the queue at the intersection clears.

Afternoon Observation

The loading zone in front of the school along Pine Valley Road is used solely for bus loading activities in the afternoon. Parents were queued at the loading zone at the south parking lot. The parking lot was near capacity with parked vehicles waiting to pick up students. Only two vehicles were queued on Broadmoor Drive for a short period of time. The loading zone activities were complete by 2:37 p.m. Congestion was observed at the intersection of Pine Valley Road and Broadmoor Drive although it was less congestion observed compared to the morning.

Level of Observed Congestion

Moderate. The traffic congestion was observed to be much higher during the morning observation with both an ingress and egress queue. After the morning bell, congestion cleared after four minutes.

Recommendations

Provide additional training for the crossing guard at the intersection of Pine Valley Road and Broadmoor Drive to meter pedestrians to allow more vehicle capacity to reduce congestion. Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools.

California High School (#17)

California High School, in the City of San Ramon, is bordered by residences to the north and south, the Iron Horse Trail to the east, Broadmoor Street to the west and Charbray to the north. There are several driveways into the school. The main driveway into the school is located at the southern edge at the school at the all-way stop intersection with Millbridge Drive. The other entrance driveway is at the two-lane circular driveway at the front of the school. A third driveway is located at the tennis courts to the north and provides access to additional parking and a small loading zone in front of the aquatic center.

2022/23 Enrollment: 2,869 Students

Length of Loading Zone

The loading zone in the circular driveway is approximately 100 feet with 130 feet stacking distance at the ingress and 170 feet stacking at the egress. The south loading zone provides 185 feet.

Potential Bus Loading Zone

This school is currently served by one bus which loads in the red zone just south of the entrance to the circular loading zone. There is 250 feet between the ingress circular driveway and the driveway for the south loading area. This can be converted to bus loading for up to five buses.



School access was observed from 8:10 a.m. – 8:40 a.m. and from 1:50-2:25 p.m. on Wednesday, February 15, 2023.

Morning Observation

Queuing on Broadmoor Street was observed to begin at 8:05 a.m. with nine vehicles queued southbound at Millbridge Drive. The conflicting movements were pedestrians crossing Millbridge Drive, vehicles

westbound exiting the south loading zone. At 8:12 a.m. pedestrians crossing the access road to the student parking lot created a conflict point that queued vehicles through the intersection of Broadmoor Drive at Millbridge Drive. The queue extended past the entire length of the school on Broadmoor Drive. Vehicles were also observed queuing to turn left into the circular loading zone driveway. Some through vehicles were able to drive past this queue depending on where the queue ended and if there were on-street parked vehicles. It was observed that the south loading zone often had unused capacity. The upstream friction limited access. At 8:30 bell, the queue continued to extend the length of the school. A travel time run at 8:30 indicated it took 4 minutes and 45 seconds to go southbound on Broadmoor Drive from Christopher Way to Millbridge Drive.

Afternoon Observation

The dismissal bell is 2:05 p.m. At 2:00 p.m. on-street parking was nearly fully occupied. The loading zones were full, including both lanes of the circular loading zone. The parking lot at the south loading zone was also full of waiting vehicles in the aisles. The bus was waiting for student at the curb. Southbound traffic was blocked by vehicles queued to turn left into circular driveway. At 2:10 p.m. there were seven vehicles queued to turn left into main driveway. There was a queue of five vehicles turning left into the south entrance. The queue at the intersection of Broadmoor Drive and Millbridge Drive was due to the loading zone queue, exiting vehicles and pedestrian crossings. All queues were clear by 2:22 p.m. but the student/staff lot was still emptying. There was a staff person conducting traffic control at the pedestrian crossing of the access road to the student/staff lot. This pedestrian crossing is a key choke point for circulation in the southern area.

Level of Observation Congestion

Severe. Overall, the traffic congestion level was high for a moderate amount of time and through traffic is unable to bypass school traffic. There were multiple conflict points that required a high level of attention.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Also consider implementing the plan that was drafted for the school loading zone by closing the circular driveway entrance and directing all loading zone traffic to the south entrance. This plan would require eliminating the loading zone egress of the southern driveway. An alternative circulation plan would extend the circular driveway loading zone into the parking area to the north of the circle driveway with the exit at the end of the tennis courts. This could reduce congestion by reducing friction at the southern entrance by restricting it to student/staff parking only. However, this alternative would require staff support to direct traffic forward, instead of stopping in front of the school.

Neil Armstrong Elementary School (#18)

Neil Armstrong Elementary School, in the City of San Ramon, is located in a residential area bordered by Calais Drive to the south, Mennet Way to the east, Westchester Drive to the north and Gorham Place to the west. There is one ingress and one egress driveway for the loading zone in front of the school. There's also a loading zone designated curbside on Gorham Place adjacent to a staff parking lot. All roadways are two-lane local residential roads with on-street parking.

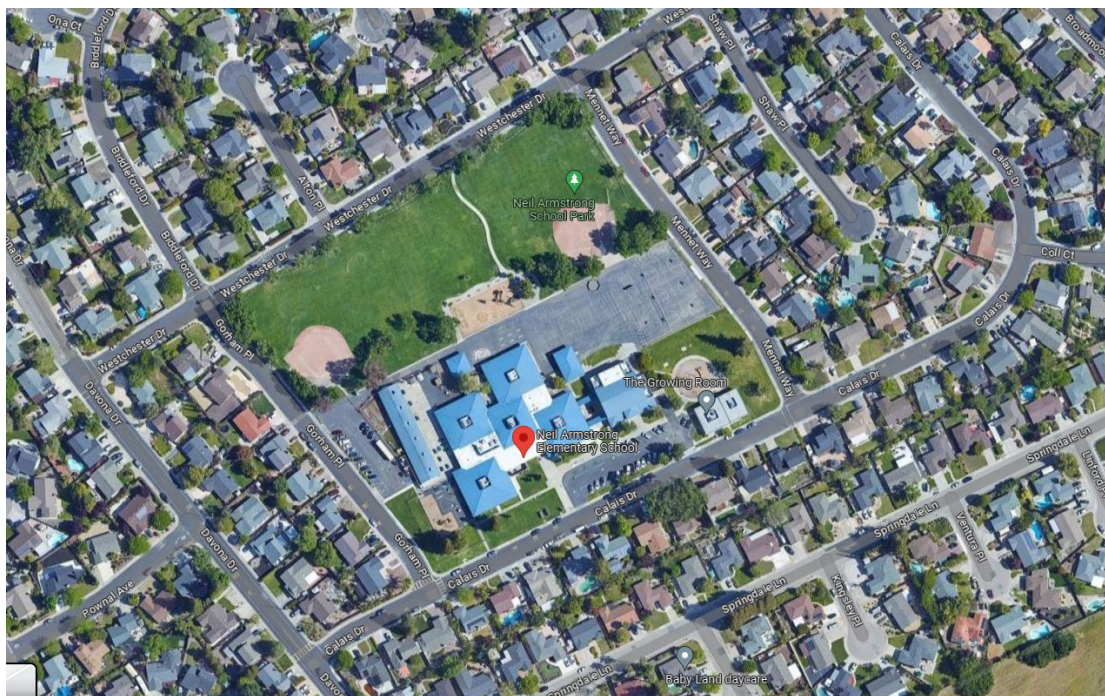
2022/23 Enrollment: 498 Students

Length of Loading Zone

The loading zone in front of the school within the parking lot is approximately 60 feet. There is 170 feet of stacking distance from the beginning of the loading zone to the ingress driveway and 500 feet of stacking distance from the end of the loading zone to the egress driveway. There are few conflicts within the loading zone. The on-street loading zone along the west side of the school is approximately 160 feet, however this loading zone is unattended by staff and parents use this area to park and walk.

Potential Bus Loading Zone

This school is currently served by one TRAFFIX bus which utilizes the on-street curbside along the east side of the school on Mennet Way. An additional four buses can be accommodated by utilizing the on-street loading zone.



School access was observed on Thursday April 27th, 2023, from 8:20 a.m. – 8:30 a.m. with an 8:30 a.m. beginning bell and from 2:55 p.m. to 3:10 p.m. with a 3:00 p.m. dismissal bell.

Morning Observation

There were two staff assisting at the loading zone in front of the school. Traffic volumes were relatively low at this loading zone and a queue never extended out into the roadway. On-street parking spaces were available for parents to park and walk students in. Many parents parked along Gorham Place to drop off their student or walk their student in. Traffic was dispersed throughout the area with no observed conflicts or queues.

Afternoon Observation

A similar staff was assisting the loading zone in the front of the school. At 2:54 p.m. a queue began forming on Calais Drive to enter the loading zone. By 3:00 p.m. this queue blocked through traffic for less than 5 minutes and by 3:05 the loading zone activities were complete. Many parents who parked along the streets were standing around the front entrance and the west side entrance waiting for their student.

Level of Observed Congestion

Low. The traffic congestion was relatively low as many parents parked and walked, and traffic was dispersed at various access points around the school.

RECOMMENDATIONS: None.

Diablo Vista Middle School (#19)

Diablo Vista Middle School, in the Town of Danville, is located on the major arterial of Camino Tassajara that runs through a residential area. The school is bordered by Camino Tassajara to the north, Lawrence Road to the west, Monterosso Street to the east, and residences to the south. There is main driveway at the signalized intersection of Camino Tassajara at Hansen Lane with one lane in and two lanes out. This driveway provides access to the main loading zone in front of the school and the overflow parking lot to the east. Camino Tassajara is a major four-lane roadway with bike lanes and a center median with left turn pockets.

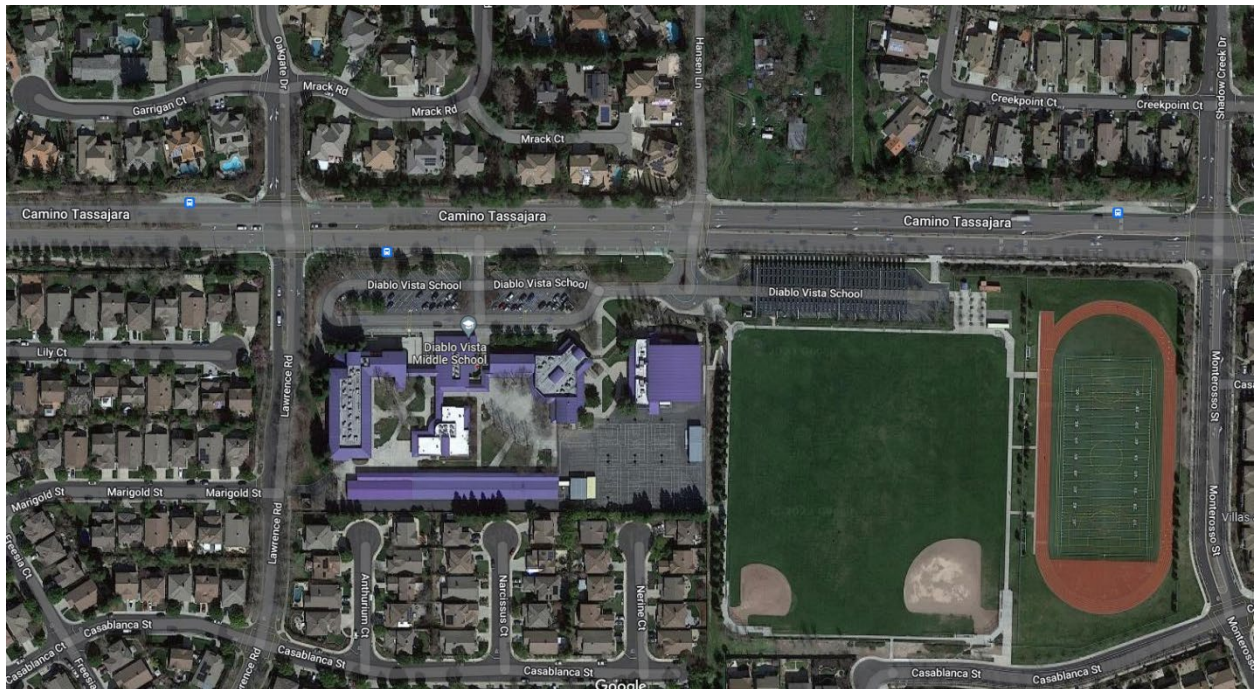
2022/23 Enrollment: 890 Students

Length of Loading Zone

The loading zone in front of the school is 420 feet long and consists of two lanes. The ingress stacking distance is 780 feet and the egress stacking distance is 380 feet.

Potential Bus Loading Zone

The only location feasible for a bus loading zone is within the existing loading zone in front of the school. It is recommended that only up to two buses are accommodated with 100 feet of loading zone to avoid severely impacting the capacity of the loading zone.



School access was observed on Thursday March 30th, 2023, from 8:00 a.m. – 8:15 a.m. with an 8:15 a.m. beginning bell and on Friday March 31st, 2023, from 2:30 p.m. to 3:00 p.m.

Morning Observation

One staff member provided crossing guard assistance at the crosswalk from the loading zone to the parking lot. Although vehicles would queue on Camino Tassajara, the queues would mostly clear with one traffic signal cycle. The loading zone operated smoothly with very little conflict points. There was one signal cycle at 8:09 a.m. where the northbound egress at the signalized intersection could not clear due to a downstream queue westbound on Camino Tassajara. The choke point for the westbound queue on Camino Tassajara was unseen. Overall operations were efficient with lots of capacity on-site and adequate egress capacity.

Afternoon Observation

One staff member provided crossing guard assistance at the crosswalk from the loading zone to the parking lot. The overflow parking lot to the east was fairly full with motorists waiting to pick up students. There was some queueing on Camino Tassajara with the maximum queue being 12 vehicles eastbound on Camino Tassajara. At 2:53, the egress queue extended into the loading zone and into the overflow parking lot. For the next 10 minutes, traffic moved slowly as vehicles exited the school. Conflict points were relatively minor and on-site school traffic moved smoothly. Loading zone activities were complete by 3:00p.m.

Level of Observed Congestion

Moderate. There was some queueing on Camino Tassajara that blocked the bike lane for less than 10 minutes in the morning and approximately 15 minutes in the afternoon. Vehicular driver behavior was normal as there were few conflict points.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Another consideration is to provide a second egress driveway at the east side of the overflow parking lot to distribute the egress traffic in the afternoon across two points.

Sycamore Valley Elementary School (#20)

Sycamore Valley Elementary School, in the Town of Danville, is bordered by Camino Tassajara to the south and open space and residences on the other sides. The driveway to access the school (Holbrook Drive) is the north leg of the signalized intersection of Camino Tassajara and Holbrook Drive/Creekside Avenue. Camino Tassajara is a four-lane major arterial with protected left turn pockets and bike lanes.

2022/23 Enrollment: 588 students

Length of Loading Zone

The loading zone is 320 feet in length. The 100 feet at the rear of the loading zone is located in the 1st travel lane of a total of 3 travel lanes. The remaining 220 feet of loading zone is in a turnout, thus providing four lanes of vehicles directly in front of the school.

Potential Bus Loading Zone

There are limited locations appropriate for a bus loading zone. It is recommended that 100 feet at the front of the loading zone can be utilized as a bus loading zone. This area is less used by vehicles since it is past the school entrance. Two buses can be accommodated at this location.



School traffic patterns was observed from 7:45 a.m. – 8:00 a.m. with a start bell of 8:00 a.m. and from 2:30 - 2:45 p.m. with a dismissal bell of 2:30 p.m. on Tuesday, April 11, 2023.

Morning Observation

At 7:44 a.m. the ingress queue spilled onto Camino Tassajara and the end of the northbound right-turn queue at the signalized intersection of the school driveway and Camino Tassajara is not visible. The queue blocked the bike lane and both through travel lanes were unimpeded. Three staff persons were observed to assist the loading zone activities with two staff at the main crosswalk and one at the crosswalk at the rear of the loading zone. The staff at the main crosswalk were often distracted by talking to each other as well as other adults. The lack of focus on vehicles resulted in vehicles not pulling forward creating inefficiencies in loading zone activities. The parking lot, shared with Sycamore Valley Park, was underutilized. Many vehicles would drop off students in the parking lot, which created more pedestrian crossing of the loading zone. At 7:50 a.m. the egress queue backed up into the parking lot but did not impact efficiency of the loading zone. It is observed that students were not released at the end of the loading zone, near the first crosswalk, and students would wait to exit vehicles until they were within the turnout located directly in front of the school.

Afternoon Observation

The ingress queue did not spill onto Camino Tassajara and was contained on-site. Many vehicles were observed to park in the parking lot and walk in to pick up their student. Staff was not observed assisting students into vehicles nor announcement of student names as vehicles arrived. There was a period of two minutes, from 2:36 p.m. -2:38 p.m., where vehicles were standing in the loading zone and did not move because students were not yet at the loading zone. At 2:40 p.m. the egress queue backed up to the front of the loading zone but did not impede flow. At 2:45 p.m. loading zone activities were complete.

Level of Observed Congestion

Moderate. During the morning peak period, vehicles were queued on a major arterial roadway blocking a bike lane, although the queue did not impede the flow of through traffic.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Create more efficiency in the loading zone operations by utilizing the rear of the loading zone by providing staff to assist students exiting the vehicle. Provide student volunteers to direct students from the rear of the loading zone to the school entrance. It is to be noted that subsequent to the field analysis in preparation of the study, and prior to the start of the 2023-24 school year, the Town collaborated with SRVUSD to implement signing and striping and traffic signal timing measure that have since improved traffic

circulation and intersection/roadway delay. In conjunction, school bell times were changed that have also likely contributed to decreased delay and improved circulation.

John Baldwin Elementary School (#21)

John Baldwin Elementary School is located on Brookside Drive in Danville, California. The school is bordered by Brookside Drive to the east, Iron Horse Regional Trail to the west, Paraiso Drive to the south and residences to the north. Brookside Drive has one travel lane and one parking lane in each direction. There are no bicycle lanes along Brookside Drive. The school entrance and exit are both on Brookside Drive connected by a two-lane counterclockwise driveway with a loading zone and a staff parking lot. Parking on the east side of Brookside Drive is restricted during school hours to allow for vehicles to pass on the right when vehicles are queued for the loading zone. Parking is available on the west side of Brookside Drive for parents to park and walk-in students. A high visibility crosswalk is provided at Brookside Place that allows pedestrian access to the front of the school. This access path is continued with a crosswalk in the parking lot crossing the loading zone.

The other entry point is pedestrian access at the rear of the school through the field, at an entry gate off the Iron Horse Trail.

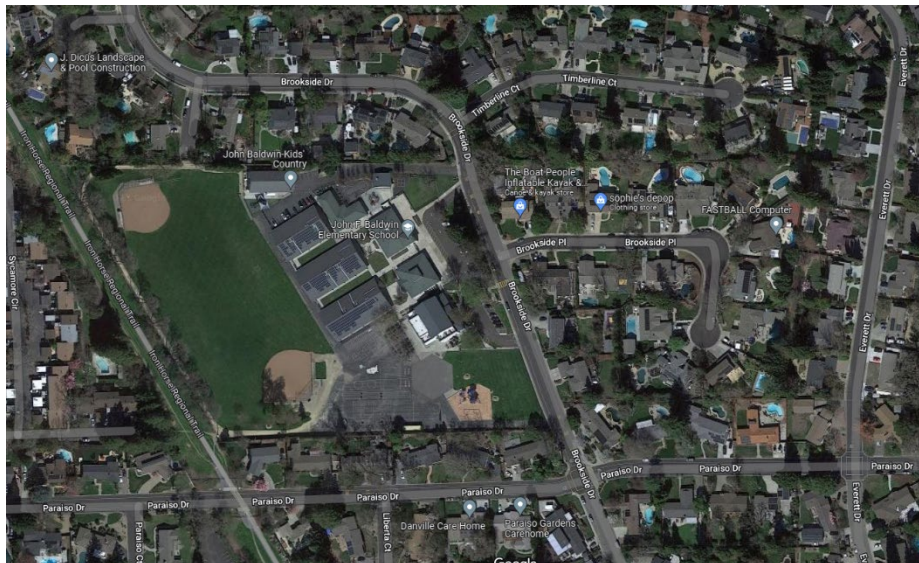
2022/23 Enrollment: 434 Students

Length of Loading Zone

200' north of crosswalk and 100' south of the crosswalk

Potential Bus Loading Zone

Convert the 100' loading zone south of the crosswalk to accommodate up to two buses. Or convert up to 150 feet of on-street parking in front of the school between the entrance and exit driveways to accommodate up to three buses.



School access was observed from 8:00 – 8:30 a.m. and from 1:15 – 1:45 p.m. on Wednesday February 22, 2023.

Morning Observation

It was observed that the loading zone is at capacity around 15 minutes prior to school start bell. The greatest number of vehicles queued up at the ingress driveway was 6 vehicles, 3 of which were southbound turning right into driveway and 3 northbound turning left onto driveway. This queue lasted less than a minute as the loading zone moved forward. For the most part, drivers were pulling forward utilizing the full capacity of the loading zone. Student volunteers assisted students exiting the vehicle along the loading zone. There was a pedestrian crossing guard on-site at the mid-block crosswalk in the parking lot that provided a balanced flow between walk-in drop offs and vehicle flow at the loading zone.

For approximately 3 minutes, an egress queue developed due to a downstream pedestrian crossing conflict at the intersection of Brookside Drive and Paraiso Drive, which is an all-way stop intersection. There is a crossing guard at this location that was observed to prioritize pedestrians upon arrival. Traffic congestion could be slightly reduced if pedestrians were paused and crossed in groups rather than in long drawn-out lines. Overall, the congestion level was low and queuing into the roadways was minimal.

Afternoon Observation

At the dismissal bell at 1:20 p.m., there was a queue that extended into Brookside Drive from the ingress driveway. There were 8 northbound left-turning vehicles and 2 southbound right-turning vehicles queued on Brookside Drive. Through vehicles are able to pass the vehicles queued on Brookside Drive. The peak of the queue occurred at 1:22 p.m. with more than six southbound right-turning vehicles and 13 northbound left-turning vehicles queued on Brookside Drive. At 1:27 there were seven northbound left-turning vehicles queued on Brookside Road that would be clear if the full length of the loading zone was utilized. A staff person provided crossing protection at the mid-block crosswalk in the parking lot and there were student volunteers assisting with students getting into vehicles. However, there was no staff directing the vehicles to move forward. It was observed several times vehicles stopping in front of the school gates instead of pulling forward as much as possible. At 1:29 p.m., the loading activities were complete.

Level of Observed Congestion

Mild. Although there was queuing on Brookside Drive, the background traffic was low and the queues cleared in 10 minutes.

Recommendations

Consider providing a staff member to direct vehicles to pull forward to utilize more of the loading zone.

Charlotte Wood Middle School (#22)

Charlotte Wood Middle School is located on El Capitan Drive in Danville, California, surrounded by residential neighborhoods and Osage Park to the west. The entrance and exit driveways are on El Capitan Drive. The entrance and exit have two lanes with painted red curb for approximately 300 feet on both sides and sidewalks connecting El Capitan Drive to the front of the school. The student loading zone is well defined in front of the school building three lanes wide. Adjacent to the loading zone there is a school parking lot, which is for both school staff and visitors. The loading zone is clearly separated by a landscaped median.

High-visibility school crosswalks are located at intersections of El Capitan Drive and school entrance, and El Capitan Drive and Brookside Drive. El Capitan Drive is a residential collector street with sidewalks. Across from the school entrance is a pedestrian trail that connects throughout the neighborhood to the south.

Another entry point to the school is through Osage Park with paved pedestrian paths leading through the park to the school.

2022/23 Enrollment: 874 Students

Length of Loading Zone

The loading zone is 525 feet continuous along school frontage.

Potential Bus Loading Zone

It is recommended to convert up to 200 feet of the westernmost loading zone up to the first mid-block crosswalk to accommodate up to four buses.



School access was observed from 9:00 – 9:30 a.m. and from 2:40 – 3:10 p.m. on Wednesday February 22, 2023, with a start bell of 9:30 a.m. and a dismissal bell of 2:45 p.m.

Morning Observation

Starting at 17 minutes prior to school start bell, traffic was observed to back up onto El Capitan Drive. It was observed that the first third of the loading zone was utilized, which is the area in front of the main entrance to the school. The stop sign and stop pavement markings at the first mid-block crosswalk seemed to be an indication to drivers as the place to stop to unload passengers, despite temporary signage on the sidewalk further up in the loading zone indicating to pull forward.

There was no support staff at the loading zone area. There was one staff member assisting pedestrians crossing at the first mid-block crosswalk after being dropped off in the parking lot area. Pedestrian crossing from students being dropped off in the parking lot created more friction in the loading zone area. There was very minimal egress queuing, likely due to the upstream friction.

Afternoon Observation

At the dismissal bell at 2:45 p.m., it was observed that the right-turning queue on El Capitan into the school driveway was seven vehicles long. Vehicles lined the curbside lane, as well as the third, outermost lane waiting for students to load. The entire length of the loading zone was utilized. There was one staff member assisting pedestrians at the first mid-block crosswalk. There was no support staff at the loading zone area.

There was a heavy platoon of pedestrians and bicyclists using the crosswalk on El Capitan to access the trail. The steady flow of pedestrians at this crosswalk created a long eastbound queue on El Capitan Drive.

At 2:52 p.m. loading activities were mostly complete with an egress queue of about 300 feet due to the eastbound queue on El Capitan Drive and pedestrians crossing El Capitan at the egress driveway.

Level of Observed Congestion

Moderate. There was significant queuing on El Capitan Drive that lasted approximately 12 minutes. The background traffic on El Capitan Drive was moderate.

Recommendations

Consider providing a crossing guard at the ingress driveway to meter pedestrians crossing El Capitan Drive in the afternoon. Consider providing a staff member to direct morning drop-off traffic to pull forward to utilize more of the loading zone. Lastly, consider prohibiting drop-offs in the parking lot to reduce the number of conflicts with the loading zone at the first mid-block crosswalk.

Montair Elementary School (#23)

Montair Elementary School, in the Town of Danville, is located in a residential area bordered by Quinterra Lane to the south and Esther Lane to the east. All roadways in the vicinity are local residential roads. There is one ingress driveway and one egress driveway for the main loading zone in front of the school from Quinterra Lane, which operates as a one-way street south of Estates Drive.

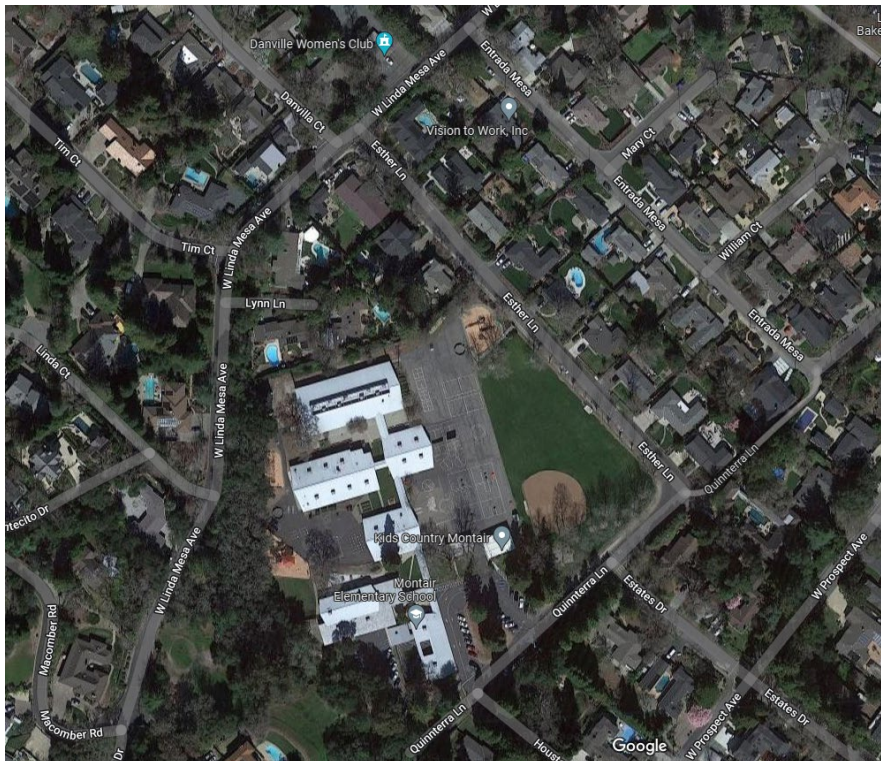
2022/23 Enrollment: 511 Students

Length of Loading Zone

The loading zone in front of the school is 200 feet long and consists of two lanes.

Potential Bus Loading Zone

It is not recommended that the bus loading zone occupy space within the loading zone in front of the school as this will greatly impact the capacity of the loading zone. It is recommended that the bus loading zone be located at the rear/side of the school near the playground on Esther Lane. The section of Esther Lane offers curb and sidewalk and can accommodate four buses for a length of 200 feet within the existing on-street parking area adjacent to the playground.



School access was observed on Thursday April 20th, 2023, from 7:45 a.m. – 8:00 a.m. with an 8:00 a.m. beginning bell and from 2:20 p.m. to 2:45 p.m. with a 2:30 p.m. dismissal bell.

Morning Observation

There were two staff members directing traffic forward at the loading zone. The full loading zone was actively used and there were no pedestrian conflicts through the loading zone. By 7:53 a.m. the ingress queue extended to the intersection of Estates Drive. By 7:55 a.m. there were 12 vehicles queued on Estates Drive. By 7:59 a.m. there were 5 vehicles queued on Estates Drive. By 8:01 a.m. loading zone activities were complete. When traffic is queued on Estates Drive, through traffic are unable to pass. One right-turning vehicles was observed to pass onto on-coming traffic to bypass the queue.

Afternoon Observation

At 2:22 p.m. there were 15 vehicles queued on northbound Estates Drive and through vehicles are unable to pass. At this time, there were also seven vehicles queued on westbound Quinnterra Lane and through vehicles are able to pass. By 2:30 p.m. the parking lot is full and there are 22 vehicles queued on Estates Drive and 10 vehicles on Quinnterra Lane. By 2:33, the queue is observed to be the longest with 26 vehicles on Estates Drive and 14 vehicles on Quinnterra Lane. Two vehicles were observed the bypass the queue by traveling onto the opposing travel lane. There were two staff members assisting at the loading zone and one staff member at the loading zone driveway to call names over the loudspeaker. There are five identified spots for student loading within the loading zone. The loading process is efficient with no choke points or conflicts. By 2:43 p.m. the ingress queue ends and by 2:45 loading zone activities are complete.

Level of Observed Congestion

Moderate. Congestion lasted longer than 10 minutes that blocked through traffic such that a few vehicular drivers were observed traveling in the opposing travel lane to bypass the queue. However, non-school traffic volumes were very low.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools.

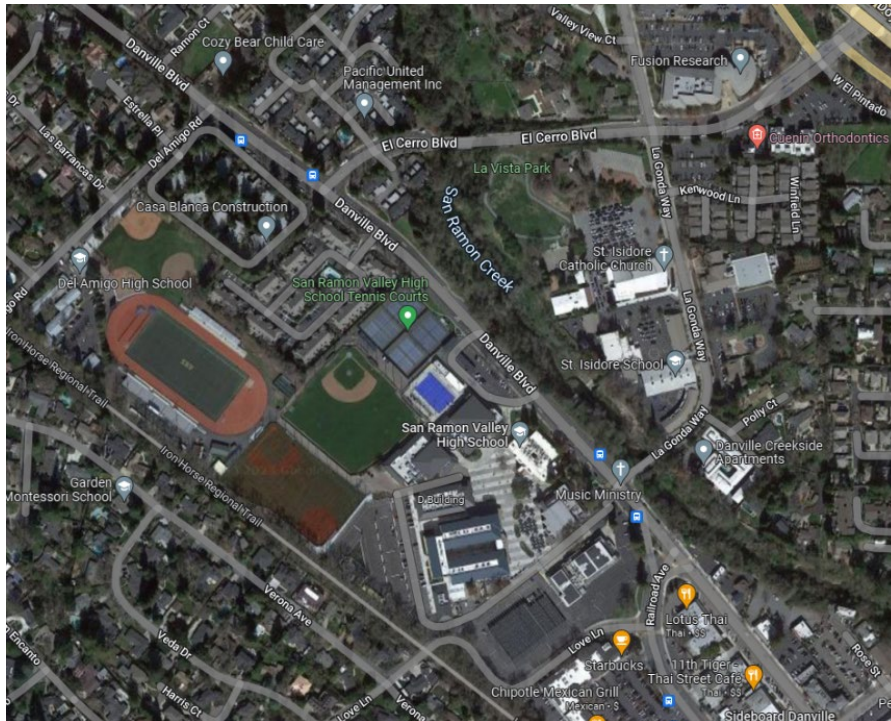
San Ramon Valley High School (#24)

San Ramon Valley High School, in the Town of Danville, is located in a transitional area with residences to the north and a commercial business district to the south. The school is bordered by Danville Boulevard to the east, Love Lane to the south, the Iron Horse Multi-Use Trail to the west, and residences and Del Amigo Road to the north. There is one ingress driveway to access the main loading zone in front of the school and one egress driveway accessed on Danville Boulevard. Danville Boulevard is a major two-lane arterial street with on-street parking, bike lanes, and a center two-way left turn lane. There are also multiple driveway access points to the student parking lot along Love Lane, and one on Danville Boulevard at the intersection of La Gonda Way.

2022/23 Enrollment: 1913 Students

Length of Loading Zone

The loading zone in front of the school is 220 feet long and consists of two lanes. The ingress stacking distance is 100 feet and the egress stacking distance is 100 feet.



Potential Bus Loading Zone

This school is currently serviced by one bus which utilizes an on-street parking zone on Danville Boulevard just south of the egress driveway. Additional buses can be accommodated in this area. There's 300 feet of usable bus loading zone from the south egress driveway to the marked crosswalk at La Gonda Way. This can accommodate up to 6 buses.

School access was observed on Wednesday March 15th, 2023, from 8:15 a.m. – 8:35 a.m. with an 8:30 a.m. beginning bell and from 2:25 p.m. to 2:45 p.m. with a 2:31 p.m. dismissal bell.

Morning Observation

No staff were observed assisting the loading zone. Operations were efficient with consistent flow and no internal conflict points. The maximum observed ingress queue was limited to eight vehicles queued northbound on Danville Boulevard. The egress queue began to form at 8:20 a.m. due to downstream queuing on Danville Boulevard due to conflicts at the pedestrian crosswalk at La Gonda Way. Queues were also observed at the intersection of Danville Boulevard at Railroad Avenue for the northbound left turns representing students accessing the student parking lot. Overall, traffic tended to move slowly from about 8:15 a.m. to 8:30 a.m.

Afternoon Observation

No staff were observed assisting the loading zone. Operations were efficient with consistent flow and no internal conflict points. The maximum observed ingress queue was limited to 5 vehicles queued northbound on Danville Boulevard. The egress queue began to form at 2:34 p.m. due to downstream queuing on Danville Boulevard at first due to conflicts at the pedestrian crosswalk at La Gonda Way, but then the queue extended south past the intersection of Railroad Avenue. At 2:42 p.m. the loading zone activities were complete, however, the southbound through traffic on Danville Boulevard was still slow due to an unseen choke point. This southbound queue extended north past the high school. By 2:45 p.m., traffic congestion had cleared and traffic moved normally again.

Level of Observed Congestion

High. Multiple queues were observed to delay traffic in the vicinity due to both the student parking lot and the loading zone. Some erratic vehicular driver behavior was observed, with westbound vehicles on La Gonda Way making a through movement into the school driveway, which is restricted with signage and striping. A couple of vehicles were observed to pass in the bike lane.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Another consideration is to provide physical improvements to restrict the westbound through movement at La Gonda Way.

Vista Grande Elementary School (#25)

Vista Grande Elementary School, in the Town of Danville, is located in a residential area with Diablo Road to the west, and residences bordering all other sides. There is one ingress driveway and one egress driveway accessed on Diablo Road. Diablo Road is a two-lane minor arterial with bike lanes and on-street parking along the school frontage.

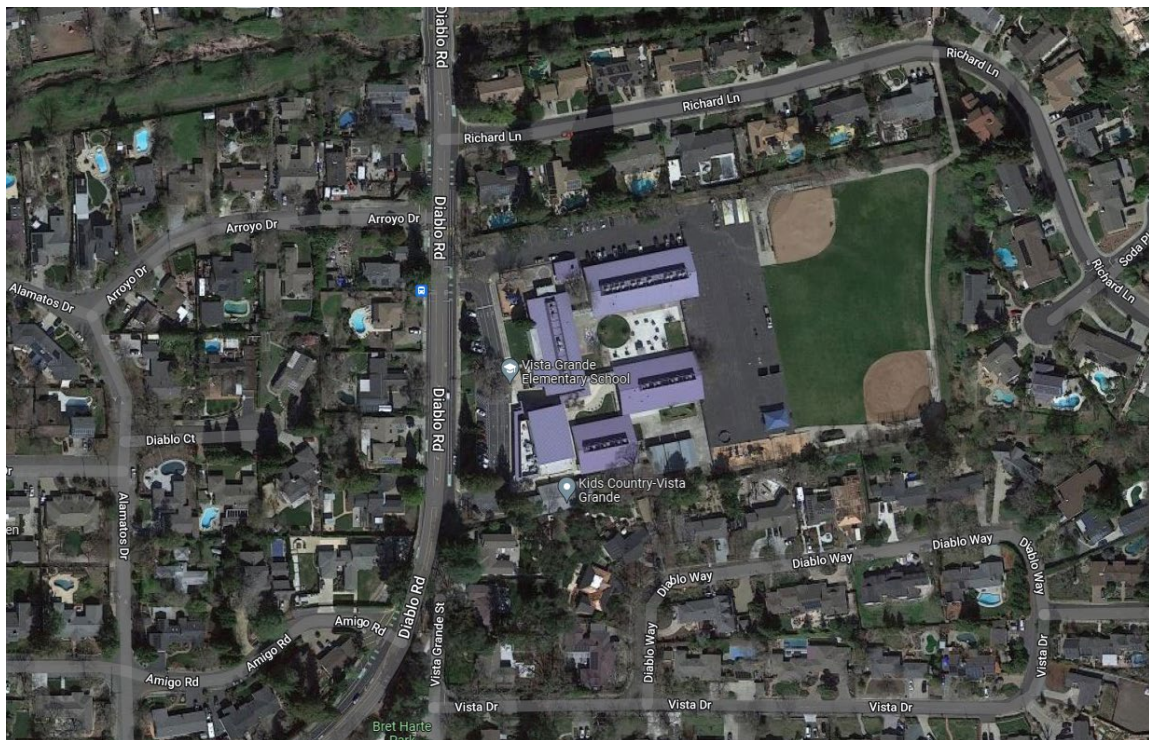
2022/23 Enrollment: 548 Students

Length of Loading Zone

The loading zone in front of the school is 300 feet long and consists of three lanes with lanes 1 and 3 used for loading activities. The ingress stacking distance is 100 feet and the egress stacking distance is 500 feet.

Potential Bus Loading Zone

The school is currently served by three buses that utilize approximately 120 feet of loading zone closest to the egress driveway. It is not recommended that additional loading zone is utilized for additional buses. If additional bus loading zones are needed, it is recommended that on-street parking in front of the school is utilized for this purpose. This space consists of 220 feet and can accommodate up to 4 more buses.



School access was observed on Thursday April 20th, 2023, from 8:10 a.m. – 8:30 a.m. with an 8:30 a.m. beginning bell and from 3:00 to 3:15 p.m. with a 3:00 p.m. dismissal bell.

Morning Observation

One staff member assisted students crossing the loading zone to access the 3rd lane in the loading zone or vehicles parked on-street. There was also a crossing guard at the lighted crosswalk at the one-way stop-controlled intersection of Diablo Road at Arroyo Drive. Short queues of one to three vehicles form at the ingress driveway but quickly clear. An egress queue forms due to queuing due to the downstream lighted crosswalk on Diablo Road at Arroyo Drive. For the 3rd lane drop offs in the loading zone, there are pavement markings to the left of the vehicle indicating students should exit on the left side. However, it was noted that some students exited the vehicle on the right side, which created a safety concern due to conflicts with vehicles exiting the loading zone area in the 2nd lane, although vehicles are moving slowly and cautiously. The 3rd lane is important in providing enough loading zone capacity to keep the queues short. At 8:18 a.m. a southbound queue forms on Diablo Road that appears to be unrelated to school traffic. At 8:26 a.m. all queues have cleared and at 8:30 a.m. loading activities are complete.

Afternoon Observation

At 3:00 p.m. vehicles are queued on Diablo Road at the ingress driveway with 12 vehicles in the southbound left turn lane and 22 vehicles in the northbound right turn lane, with the queue extending almost to the signalized intersection of Camino Tassajara and Diablo Road. Through traffic is able to pass, although the northbound queue blocks the bike lane. At 3:07 p.m. the northbound queue is clear and at 3:08 p.m. the southbound queue is clear. There is northbound through traffic congestion due to the pedestrian crossing at Arroyo Drive. The crossing guard appears to hold traffic and prioritize pedestrians as soon as they arrive. By 3:10 p.m. all loading zone activities are complete, with the exception to the arrival of bus #2 and bus #3. At 3:13 p.m. traffic is clear on the street.

Level of Observed Congestion

Mild. Although there is some congestion on the street, it does not block through traffic and it lasts for approximately 10 minutes. There are relatively low conflict points and vehicular driver behavior is normal.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools.
Continue to time the bus schedules such that they arrive after the peak of the afternoon pick up times.
Consider providing crossing guard training to meter pedestrian traffic and balance with vehicle traffic.
Consider providing staff assistance for the 3rd lane loading zone to assist with right side vehicle access.

Green Valley Elementary School (#26)

Green Valley Elementary School, in the Town of Danville, is bordered by Diablo Road to the north, McCauley Road to the east, El Cajon Drive to the south and residences to the west. There is a one-way driveway in front of the school accessed on Diablo Road that consists of a bus loading zone and staff parking. There is also a parking lot to the east of the school accessed from McCauley Road that also provides a loading zone for students.

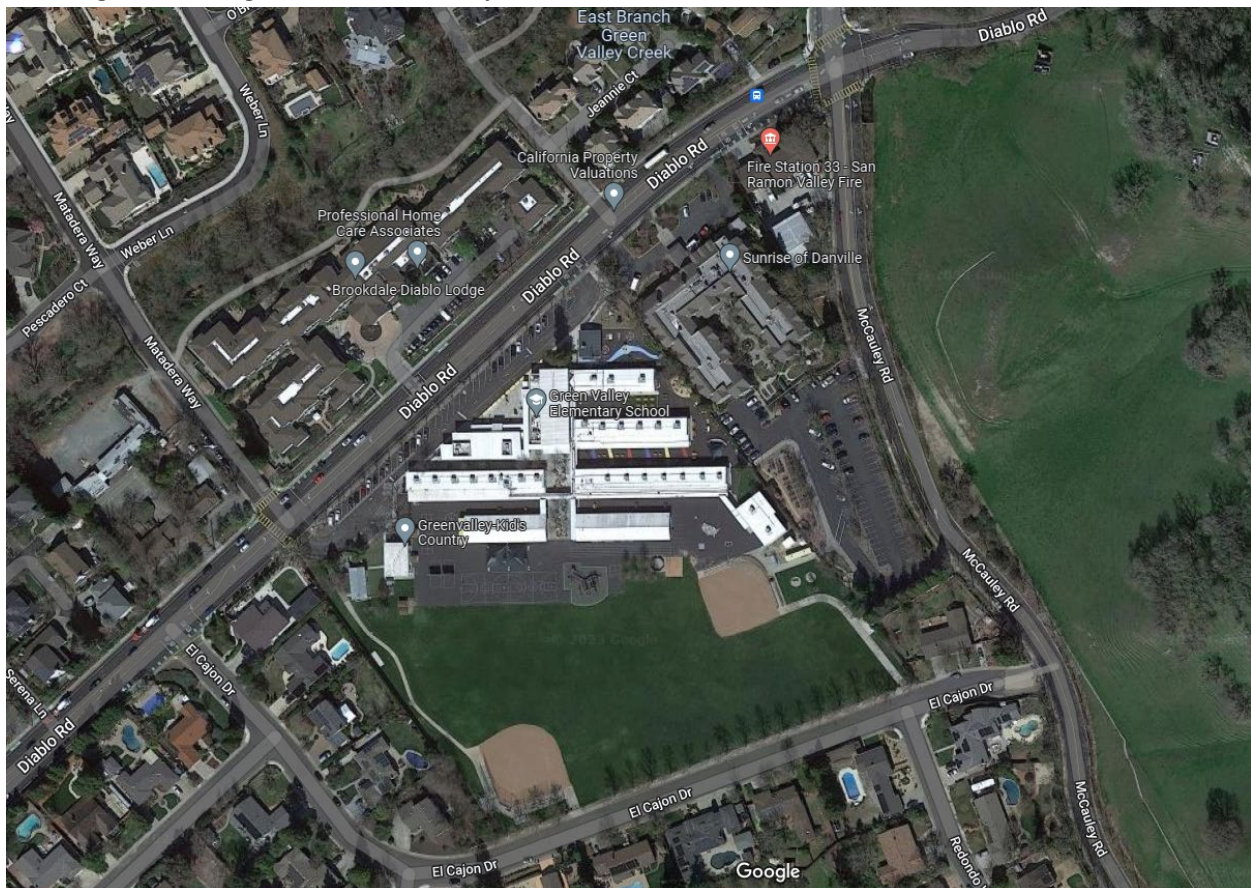
2022/23 Enrollment: 512 students

Length of Loading Zone

The length of the loading zone within the parking lot to the east of the school is 250 feet.

Potential Bus Loading Zone

This school is currently served by six TRAFFIX buses. The loading zone at the front of the school is 200 feet long and is designated for buses only.



School traffic patterns was observed from 8:15 a.m. – 8:30 a.m. with a start bell of 8:30 a.m. and from 1:15-1:45 p.m. with a dismissal bell of 1:30 p.m. on Wednesday, April 19, 2023.

Morning Observation

The front of the school was observed in the morning as it was not apparent that the side parking lot was being used for student loading. The six buses that utilizing the loading zone in the front of the school arrived between 8:14 and 8:19 a.m. There was no traffic congestion on Diablo Road, yet there was congestion observed at the signalized intersection of Green Valley Road at Diablo Road. There were two crossing guards at this intersection with one assisting pedestrians crossing the east leg and one for the north leg. Although the queues for most movements are long, the queues clear during one green cycle of the signal, with one exception for the northbound through movement. This movement clears after three signal cycles. It is realized after the observation that the northbound vehicles are mostly due to vehicles leaving the school loading zone in the side parking lot.

Afternoon Observation

The ingress queue on McCauley Road for the vehicle loading zone at the side parking lot extends into the roadway. The queue is located curbside so that through vehicles are able to pass. The parking lot is full. There is only one staff person at the loading zone, assisting pedestrians at the crosswalk through the loading zone to the parking lot. The first 85 feet of the loading zone, south of the crosswalk in the parking lot, is underutilized. At 1:20 p.m. the ingress queue extends along McCauley Road almost to the signalized intersection of Diablo Road. It is observed that some parents pick up at the early benches without pulling all the way forward thus reducing the efficiency of the loading zone. Loading zone activities are complete by 1:31 p.m.

Level of Observed Congestion

Mild. Vehicles were not observed to impede the flow of traffic. School related traffic creates increased delay at the signalized intersection of Diablo Road at Green Valley Road.

Recommendations

None.

Los Cerros Middle School (#27)

Los Cerros Middle School, in the Town of Danville, is bordered by residences to the west and east, Blemer Road on the south and **Monte Vista High School** fields to the north. Blemer Road is a local two-lane residential collector road with bike lanes and no parking on both sides.

2022/23 Enrollment: 500 Students

Length of Loading Zone

The entire circular loading zone is approximately 725 feet. There are three lanes through the loading zone with two lanes at the ingress and the egress.

Potential Bus Loading Zone

Los Cerros is currently served by nine TRAFFIX buses which are accommodated within the existing loading zone.



School access was observed from 9:00 a.m. – 9:20 a.m. on Wednesday April 19, 2023, and from 2:15 - 2:35 p.m. on Tuesday, April 18, 2023.

Morning Observation

Buses begin arriving at 9:00 a.m. and stay for approximately 5 minutes before leaving. The staggered arrivals provide space for all buses to drop off as well as leaving some room for vehicles to drop off at the loading zone. Some vehicles drop off students in the parking lot aisles. One staff person provides pedestrian crossing assistance at the crosswalk through the loading zone to the parking lot. Vehicles flow smoothly through the parking lot and loading zone such that there is never a queue.

Afternoon Observation

At the dismissal bell, all nine buses are parked and fill up the first two-thirds of the loading zone. Parents are lined up in all the parking aisles, and there are many vacant parking spaces. The ingress queue spills onto Blemer Road, blocking the bike lane. One staff person assists pedestrians at the loading zone crosswalk, and another staff person assists pedestrians at the lighted crossed across Blemer Road at the egress driveway. Pedestrians walk through all areas of the parking lot to find their waiting vehicle. Within five minutes of the dismissal bell, all vehicles in the parking aisles are gone. The buses leave in unison at 2:35 p.m. At 2:36 p.m. all loading zone activities are complete.

Level of Observed Congestion

Low.

Recommendations

None

Monte Vista High School (#28)

Monte Vista High School, in the Town of Danville, is bordered by residences to the east, open space to the west, **Los Cerros Middle School** to the south and Stone Valley Road to the north. One signalized driveway on Stone Valley Road provides access to the school to the south and the student parking lot to the north. There is also a driveway across from Monte Sereno Drive that serves a u-shaped loading zone in front of the school.

2022/23 Enrollment: 2,231 Students

Length of Loading Zone

There are two loading zones. The u-shaped loading zone is primarily used for seven TRAFFIX school buses that currently service the school. The second loading zone is located in the staff/student parking lot. This loading zone is approximately 275 feet adjacent to two through lanes. The stacking distance in the parking lot from Stone Valley Road to the beginning of the loading zone is 375 feet and 275 feet from the end of the loading zone to the egress driveway.

Potential Bus Loading Zone

This school currently offers seven buses which utilize the entire u-shaped loading zone.



School access was observed from 8:15 a.m. – 8:30 a.m. on April 19th, 2023 and from 1:45 - 2:10 p.m. on April 28th, 2023.

Morning Observation

After the buses dropped off students and left by 8:15 a.m., both loading zones were used by parents for dropping off students. At 8:19 a.m. the westbound left turn queue at the signalized driveway was over 300 feet long, but would clear with each signal cycle. The eastbound right turn queue would also clear with a signal cycle. Many pedestrians who parked their vehicle in the student lot across the street gather to cross at the signal. It was observed that some pedestrians walk down the street to cross at the unprotected crosswalk to avoid waiting. This trickle of pedestrians at the uncontrolled crosswalk creates queuing in both the eastbound and westbound directions. The loading zone operates smoothly without excessive ingress or egress queues. Queuing and loading zone activities are completed by 8:30 a.m.

Afternoon Observation

Seven buses are parked in the u-shaped loading zone. Vehicles are lined up at the parent designated loading zone but it does not spill out onto Stone Valley Road. The bell rings at 1:56 p.m. For approximately five minutes the traffic on Stone Valley Road is at a standstill due to a constant trickle of pedestrians crossing at the uncontrolled crosswalk at the intersection of Monte Sereno Drive. Due to the congestion on Stone Valley Road, the egress queue at the loading zone starts to form eventually blocking loading zone activities. At 2:02, the buses leave in unison and traffic starts to move on Stone Valley Road allowing for egress traffic to move. Loading zone activities are now flowing and by 2:10 activities are complete and traffic congestion is back to normal.

Level of Observed Congestion

Moderate. Overall, the traffic congestion level was moderate for a short time. Although traffic was queued on Stone Valley Road, it cleared within a traffic signal cycle, except for the afternoon congestion caused by the unprotected pedestrian crossing. There were relatively few conflict points.

Recommendations

Consider providing a pedestrian crossing guard to meter pedestrian crossings at the marked crosswalk at the intersection of Monte Sereno Drive. Many pedestrians that cross at this location can also use the crosswalk at the signalized intersection and choose to cross at this location to avoid waiting.

Rancho Romero Elementary School (#29)

Rancho Romero Elementary School is located in the unincorporated area of Contra Costa County called Alamo. It is bordered by residences on all sides except for Hemme Avenue on the south side. Hemme Avenue is a narrow two-lane residential roadway mostly without curbs and sidewalks, except for the school frontage. There is a 150-foot right turn lane along the school frontage into the school driveway.

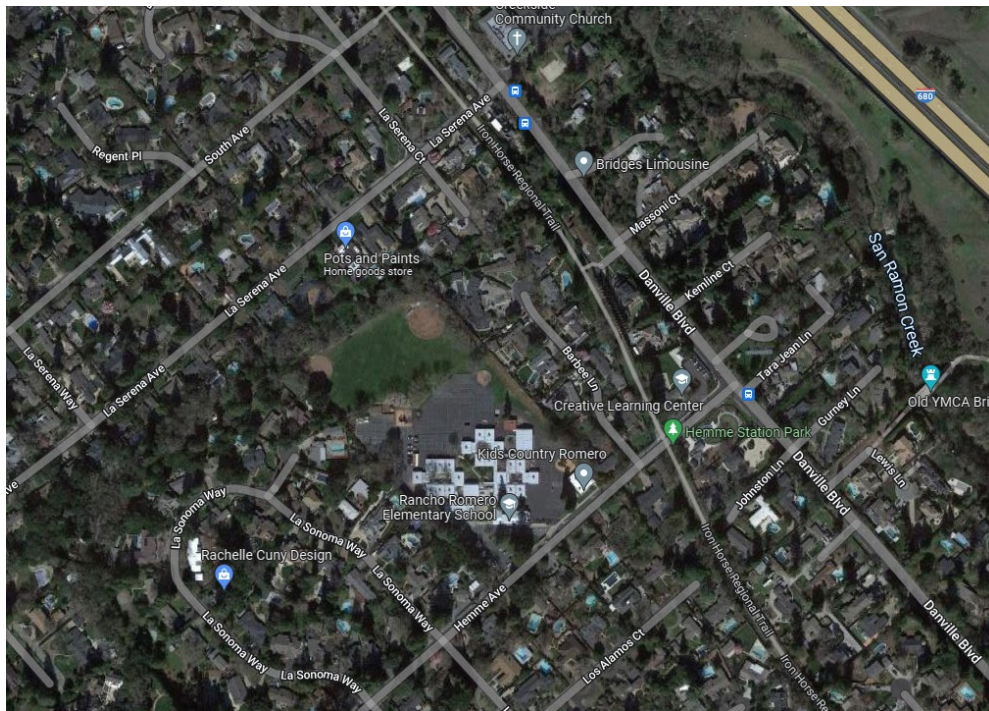
2022/23 Enrollment: 447 Students

Length of Loading Zone

There is one loading zone in front of the school through the staff parking lot. This main loading zone is approximately 175 feet adjacent to one through lanes. The secondary loading zone is approximately 80 feet in length is a used primarily as a pick-up area for fourth and fifth graders.

Potential Bus Loading Zone

The secondary loading zone currently used for fourth and fifth grade pick-ups could be used to accommodate two buses.



School access was observed on April 17th 2023, from 7:45 a.m. – 8:05 a.m. with an 8:00 am start bell and from 2:25 - 2:45 p.m. with a 2:30 p.m. dismissal bell.

Morning Observation

At 7:51 a.m. the ingress queue was extended several hundred feet on Hemme Avenue. The egress queue on Hemme Avenue extended from Danville Boulevard to the school boundary, however, it was not observed to impede operations at the school loading zone. At 7:58 a.m. there were 12 vehicles queued to right turn onto Hemme Avenue. At 8:02 a.m., vehicles were still arriving to drop off students. There were four staff members assisting and directing traffic at the loading zone. One staff member was a crossing guard at the ingress driveway. Through traffic on Hemme Avenue is blocked by the ingress and egress queue. Two vehicles were observed to drive down the centerline of the road to pass queued traffic. There was also a crossing guard at the Iron Horse Trail crossing of Hemme Drive, approximately 250 feet north of the school, which is a key position to coordinate pedestrian crossings with the downstream traffic signal cycle at Danville Boulevard. The main conflict points are the egress driveway and the traffic signal at Danville Boulevard and Hemme Avenue. Traffic moves slowly on this street as there are many pedestrians and no sidewalks.

Afternoon Observation

At 2:25 p.m., the ingress queue on Hemme Avenue extended to the southbound right turn lane on Danville Boulevard. There were three staff assisting in the loading zone. One staff was on a loudspeaker calling out names. Another staff directed traffic and another provided pedestrian crossing assistance at the ingress driveway crossing. At 2:35 p.m., the egress traffic interfered with loading zone activity due to conflicts of vehicles on Hemme Avenue and pedestrians at the egress driveway. At 2:37 p.m., the egress queue on Hemme extended from Danville Boulevard to the egress driveway but traffic moved quickly. At 2:38 p.m. the ingress queue was complete and by 2:41 p.m., the egress queue dissipated with all loading activities complete at 2:43 p.m.

Level of Observed Congestion

High. Overall, the traffic congestion level was high for approximately 15 minutes during each peak period. Through traffic on Hemme Avenue was blocked in both directions during this time. The attention required for motorists is high due to several conflict points and pedestrians close to the roadway.

Recommendations

Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools. Providing a southbound right turn arrow overlap phase with the eastbound left turn phase would provide more capacity for the southbound right turn movement since right turns on red are prohibited. This would reduce delay during the morning peak period. Providing an eastbound right turn pocket would provide more capacity for this movement which may reduce delay during the afternoon peak period.

Stone Valley Middle School (#30)

Stone Valley Middle School, in the unincorporated area of Alamo, is located in a residential area bordered by Miranda Avenue to the east and residences on all other sides. There is one ingress driveway and one egress driveway for a three-lane loading zone in front of the school on Miranda Avenue. Miranda is a two-lane road with bike lanes. Along the school frontage, there is on-street parking.

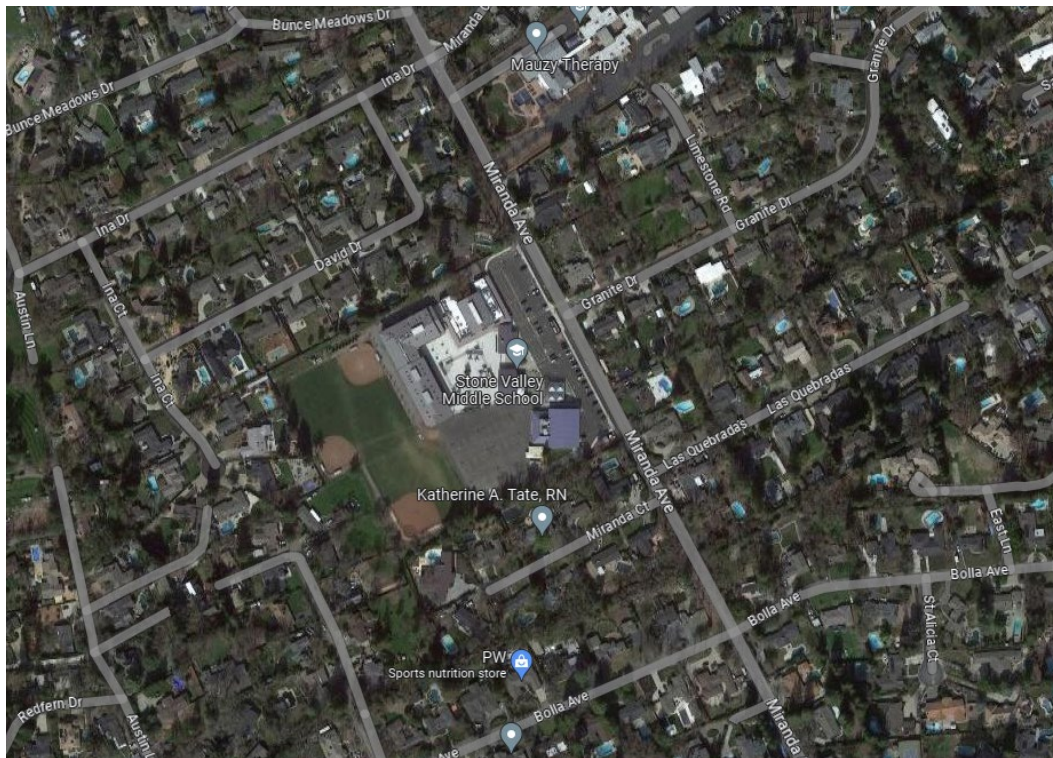
2022/23 Enrollment: 584 Students

Length of Loading Zone

The loading zone in front of the school within the parking lot is approximately 250 feet. There is 80 feet of stacking distance from the beginning of the loading zone to the ingress driveway and 280 feet of stacking distance from the end of the loading zone to the egress driveway. There two crosswalks across the loading zone. The on-street parking zone along Miranda Avenue is approximately 400 feet.

Potential Bus Loading Zone

This school is not currently served by a TRAFFIX route. Although buses can be accommodated within the loading zone, it is recommended that the bus loading zone is located on-street curbside. Six buses can be accommodated within this loading zone.



School access was observed on Wednesday April 26th, 2023, from 8:50 a.m. – 9:15 a.m. with a 9:15 a.m. beginning bell and from 2:40 p.m. to 3:00 p.m. with a 2:45 p.m. dismissal bell.

Morning Observation

There were three staff providing pedestrian crossing support through the loading zone and parking lot. Drop off activities began at 8:50 a.m. and at 9:00 a.m. the ingress queue extended to the street. There were six left turn vehicles queued at the ingress driveway such that northbound through vehicles are unable to pass. The right turn queue is stacked on the shoulder so that southbound through vehicles are able to pass. Vehicles are dropping off students in the third lane in the loading zone and driving through the parking aisle to drop off students. At times, the first half of the loading zone is unused as vehicles stop at the first crosswalk to drop off. At 9:12 a.m. the egress queue backs up to the loading zone. At 9:13 a.m. the ingress queue is clear. At 9:15 a.m. loading zone activities are complete and queuing is resolved.

Afternoon Observation

The same staff were observed supporting pedestrians crossing through the loading zone and parking lot. In the loading zone, vehicles were queued in the first and third lane and also in the parking aisle. The southbound right turn queue at the ingress driveway extended beyond observation. At 2:44 p.m. the northbound left turn queue into the ingress driveway was seven vehicles. At 2:49 p.m. this queue extended to 17 vehicles. At 2:50 p.m. the egress queue extended to the loading zone. The conflict point for egress were pedestrians at the driveway and by 2:53 p.m. the pedestrians had cleared and the egress began to flow. At 2:54 p.m. the loading zone activities were complete but the egress queue was still backed up to the loading zone due to the queuing of southbound traffic on Miranda Avenue due to a downstream traffic signal at Miranda Avenue and Stone Valley Road. At 2:57 p.m. the egress queue was clear and by 3:00 p.m. the queue due to the downstream traffic signal was clear.

Level of Observed Congestion

Moderate. The duration of traffic congestion was short with only a few minutes of queued vehicles on Miranda Avenue in the morning and approximately 10 minutes in the afternoon. There were few conflict points and vehicular driver behavior was normal.

Recommendations

Consider providing staff to direct traffic to pull forward during the morning drop-off activities so that the full length of the loading zone can be utilized. Also, consider restricting left-turns from the egress driveway to facilitate egress flow. Lastly, two vehicles were observed parking within the bike lane at the bulb-out within the intersection of Miranda Avenue and Granite Drive. It is recommended to paint this curb red to improve sight distance to the crosswalk.

Tassajara Hills Elementary School (#31)

Tassajara Hills Elementary School, located in unincorporated Contra Costa County, is bordered by residences to the west and open space on the other three sides. One signalized driveway on Camino Tassajara provides access to the entire school. The driveway length is 250 feet. Camino Tassajara is a four-lane major roadway with bike lanes a raised median with left turn pockets at signalized intersections and a speed limit of 40 miles per hour.

2022/23 Enrollment: 506 Students

Length of Loading Zone

The loading zone is approximately 260 feet with 630 feet of stacking distance at the ingress and 400 feet of stacking distance for the egress driveway. There are three lanes through the loading zone that merge to two lanes and then to one lane prior to the egress driveway.

Potential Bus Loading Zone

This school currently does not have bus service. There is one option for bus loading areas, and that is in the loading zone. Although the loading zone can accommodate many buses, it is recommended that no more than two buses load at the very front of the loading zone since this curbside space is less used by the loading activity. More than two buses in the loading zone will negatively impact the capacity of the loading zone activities.



School access was observed from 7:45 a.m. – 8:00 a.m. and from 2:15 - 2:45 p.m. on Thursday, March 30, 2023.

Morning Observation

At 7:45am, it was observed that most vehicles arrived from the north, so the southbound left turn lane on Camino Tassajara at the school driveway was heavily used. The southbound left turn queue would clear each cycle, except for two cycles between 7:50 – 7:55 a.m. By 7:50 a.m. the ingress queue from the loading zone extended nearly to Camino Tassajara. It was also observed that some parents would continue southbound on Camino Tassajara to the downstream signalized intersection to make a u-turn and then make a right turn into the school driveway. There were many pedestrians crossing Camino Tassajara at the school driveway. Some parents parked in the neighborhood across Camino Tassajara to walk to school. At the loading zone, no staff was observed directing traffic or assisting students. The front half of the loading zone was not used as the egress queue would back up into this area. The choke point in the drop off process was the marked crosswalk through the parking lot and loading zone. This unattended crosswalk saw a consistent trickle of pedestrians crossing due to parents dropping off children from the through lane of the loading zone, as well as parents who walked into school.

Afternoon Observation

The school bell was at 2:30 p.m. At 2:25 p.m. the ingress queue through the loading zone was backed up to Camino Tassajara but not yet blocking the road. At 2:31 p.m., there were two vehicles in the southbound left turn lane waiting for the queue to move and by 2:34 p.m. there were 10 vehicles. At 2:35, the egress queue was limiting access to the loading zone. Exiting vehicles are very limited at the driveway traffic signal at the driveway due to the restrictions on right turns on red and crossing pedestrians. At 2:41 p.m. the ingress queue is clear of Camino Tassajara. Once the majority of pedestrians have crossed Camino Tassajara, the egress queue can move, which allows for smooth flow through the loading zone. Loading activities are complete by 2:47 p.m.

Level of Observed Congestion

Moderate. Although there were vehicles that were queued onto Camino Tassajara it did not block through traffic. There were relatively few conflict points.

Recommendations

To facilitate the morning drop off procedures, consider providing a staff person at the crosswalk at the front of the loading zone to meter pedestrian crossings so that vehicles can clear the loading zone efficiently. To facilitate the afternoon pick-up procedures, consider further extending the greentime for the driveway movements, or eliminating the restriction on right turns on red. Consider programs to reduce vehicle traffic, such as encouraging walk or bike trips and carpools.

Creekside Elementary School (#32)

Creekside Elementary School, located in unincorporated Contra Costa County, is bordered by residences to the south and east, Massara Street to the west and Charbray to the north. The school entrance driveway on Massara Street provides access to the staff parking lot and the two-lane loading zone. Parking is unrestricted on both sides of Massara Street. The southbound left-turn pocket serving the entrance driveway is 200 feet long. The intersection of Charbray Street and Massara Street is an all-way stop controlled intersection.

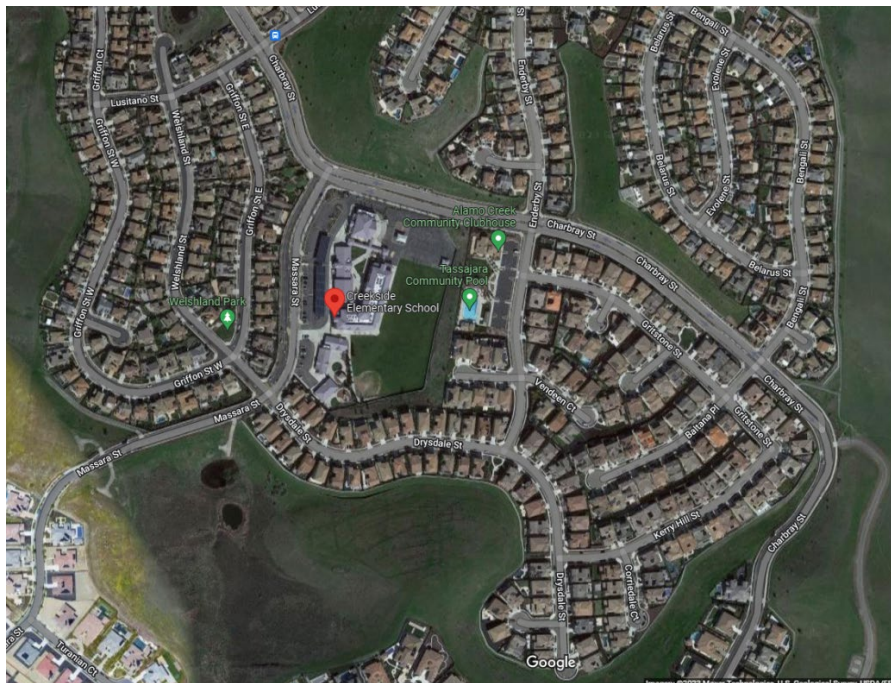
2022/23 Enrollment: 550 Students

Length of Loading Zone

The loading zone in front of the school is approximately 400 feet. There is approximately 130 feet on ingress stacking and 400 feet of egress stacking within the parking lot.

Potential Bus Loading Zone

Convert 100 feet of the loading zone to provide space for two buses. An on-street option is to convert 150 feet of parking lane on Charbray Street on the north side of the school to provide space for three buses. This location would minimize conflict between students taking the bus and the loading zone. There's a sidewalk with a landscape strip to provide a staging area. This location is also a next to a secondary access point at the side gate for parents picking up students as walk-in traffic.



School access was observed from 7:35 a.m. – 8:06 a.m. and from 2:15-2:45 p.m. on Thursday, February 16, 2023.

Morning Observation

Drop-off traffic began in the loading zone at 7:40 a.m. There was a staff member providing pedestrian crossing assistance at the parking lot crosswalk mid-block in the loading zone. The last 50 feet of the loading zone was rarely utilized as parents opted to drop off closer to the entry gate. Many of the parents walking their student into the school did so via the sidewalk at the south driveway which did not cross the loading zone, or via Charbray Street which also did not cross the loading zone. There were heavy pedestrian volumes at the all-way stop of Charbray Street and Massara Street. The crossing guard balanced flow of pedestrians and vehicles. At 7:53 a.m. the queue at the entrance driveway extended into the street with seven vehicles in the southbound left turn lane and five vehicles northbound. Through vehicles were able to bypass the queue for the school entrance. At 7:58, the ingress queue is clear however the egress is queued due to downstream congestion, potentially at Charbray Street and Lusitano Street. The downstream congestion was not visible from the school area to conclude the reason for the friction. The egress queue fully cleared at 8:06 a.m.

Afternoon Observation

The dismissal bell is 2:30 p.m. On-street parking is fairly full on both sides of Massara Street and also on Charbray Street. Many parents parked on-street and walked in at either the north side gate accessible off Charbray Street or the south entrance via the sidewalk south of the school. The queue into the loading zone was minimal with only two vehicles observed to queue on Massara Street in the left turn pocket. At 2:37, the egress queue extended to the front of the loading zone due to the conflict of pedestrians crossing at Massara Street and Charbray Street. The crossing guard at this location protected pedestrians and did not direct traffic at the all-way stop sign. Then this queue was observed to extend to the downstream intersection of Charbray Street and Lusitano Street. By 2:42, all the queues were clear and the congestion duration was minimal.

Level of Observed Congestion

Mild. Although some queuing was observed, the duration was less than 10 minutes. Much of the congestion was created by pedestrian conflicts which were already minimized.

Recommendations

Consider providing a staff person to direct vehicles to pull forward to use the front portion of the loading zone. Consider red curb on Massara Street between the egress driveway for the pre-school and the ingress driveway for the main entrance. This will provide dedicated space for right turn queuing. Consider painting red curb to prevent parking up to the crosswalks on Charbray Street and Massara Street

to provide more visibility for the pedestrians. Also, consider a no u-turn restriction when children present sign on westbound Charbray Street as this was observed several times with excessive confusion and delay in the busy intersection.

Alamo Elementary School (#33)

Alamo Elementary School, in the unincorporated area of Alamo, is located in a residential area bordered by Livorna Road to the south, Wilson Road to the west and residences on the north and east. There is one two-way driveway accessed from Wilson Road. Wilson Road is an 18-foot wide local two-lane road without sidewalks, shoulders or parking.

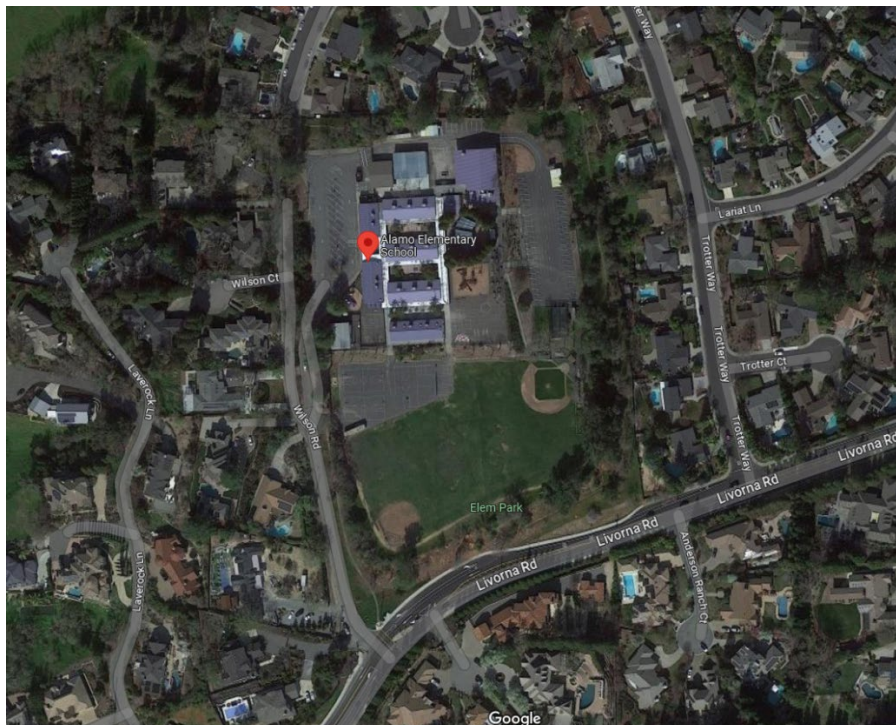
2022/23 Enrollment: 339 Students

Length of Loading Zone

The loading zone within the parking lot in front of the school is approximately 150 feet. There is 725 feet of stacking distance from the beginning of the loading zone to the intersection of Wilson Road and Livorna Road. There is one crosswalk across the loading zone. There is also a loading zone at the rear of the school used for afternoon pick-ups and it is approximately 120 feet. Vehicles picking up in the afternoon, then make a u-turn in the rear staff parking lot to exit the school.

Potential Bus Loading Zone

There are no appropriate locations on the school site that would accommodate a full-size bus. Improvements would be required to provide an area that would accommodate a bus turn-around.



School access was observed on Wednesday April 26th, 2023, from 7:45 a.m. – 8:05 a.m. with an 8:00 a.m. beginning bell and from 12:40 p.m. to 1:00 p.m. with a 12:50 p.m. dismissal bell.

Morning Observation

There was one staff directing traffic to pull forward and another staff was assisting students exiting vehicles in the loading zone in the front of the school. At 7:55 a.m. there was a short ingress queue to the driveway gate, which by 7:57 a.m. quickly extended to the traffic signal of Wilson Road and Livorna Road. The queue beyond this intersection is not visible. At 8:00 a.m. the queue continues to extend to the traffic signal. By 8:02 a.m. the queue extends only to Wilson Road. By 8:05 a.m. loading zone activities are complete. Many students were observed to walk to school via the rear trail entrance.

Afternoon Observation

There were three staff at the loading zone to the rear of the school. One staff announced student names and the other two assisted students to their vehicles and the process was very organized and efficient. After vehicles pick up their student, the vehicle would enter the staff parking lot at the rear to make a u-turn. At 12:50 p.m., the ingress queue is contained within the parking lot. The ingress queue did not extend past the parking lot. Many students were observed to walk home via the rear trail entrance.

Level of Observed Congestion

Low. The duration of traffic congestion was short with only a few minutes of queued vehicles on to the signalized intersection of Wilson Road and Livorna Road during the morning drop-off. There were very few conflict points.

Recommendations

No recommendations.

CHAPTER 4 ENROLLMENT TRENDS & CATCHMENT ANALYSIS

The purpose of this section is to evaluate student enrollment projections for each school as well as identify geographical areas that could be served by future bus routes based on student population residences.

4.1 Enrollment Trends

The Student Population Projections by Residence Report for School Year 2022/23, prepared by Davis Demographics on December 1, 2022, was referenced in analyzing the current and projected demographic data for the San Ramon Valley Unified School District (SRVUSD). That report projects student enrollment based on student residence for a seven-year period from 2022 to 2029. GIS data was used to map out the student residences within the boundaries for each school. This data, along with actual student enrollment numbers provided by SRVUSD, was used as the basis for the enrollment trends and catchment analysis. It's important to note that actual enrollment at specific schools can vary from the projected enrollment due to intra-district and inter-district transfers, and special programs at sites.

Table 7 identifies the actual student enrollment for each school measured in February of the 2006/07 school year, which was the beginning of Program Development for TRAFFIX and in the current 2022/23 school year. Student enrollment increased 22.5 percent over the course of this sixteen-year period.

Quail Run Elementary School experienced the greatest increase of student enrollment of 44 percent with 867 students enrolled in the 2022/23 school year. Windemere Ranch Middle School enrollment increased 39.4 percent and Twin Creeks Elementary School increased 27.0 percent. Five schools did not yet exist during the 2006/07 school year so there is no data for those schools. The three schools with the largest decrease in student enrollment are Tassajara Hills Elementary School with 29.6 percent, Hidden Hills Elementary School with 29.3 percent, and **Green Valley Elementary School** with 28.5 percent.

One reason for the enrollment decreases at Tassajara Hills and Hidden Hills Elementary School is due to the re-distribution of students to the opening of new nearby schools.

Table 7 also identifies the current number of students that reside within each school's boundaries and the forecasted number of students for school year 2027/28. The table shows that overall student enrollment is projected to decline by 9.3 percent.

Despite the enrollment decline, ten of the 33 schools are projected to experience an increase in student enrollment. Two schools, Montevideo Elementary School and Iron Horse Middle School, are projected to experience increases of more than 10 percent with 18.9 percent and 15.5 percent.

Six schools are projected to experience student enrollment decreases of more than 20 percent as follows: **Coyote Creek Elementary School** with 28.5 percent, Golden View Elementary School with 24.9 percent,

Hidden Hills Elementary School with 21.7 percent, Live Oak Elementary School with 31.1 percent, Gale Ranch Middle School with 25.2 percent, Windemere Middle School with 37.1 percent and Dougherty Valley with 22.9 percent.

Table 7: Enrollment Trends from 2007 to 2027

School No.	School	Actual Enrollment		Actual Enrollment Percent Change	Current Resident Students	Forecasted Resident Students	Resident Students Percent Change
		2006	2022	2006-2022	2022	2027	2022 - 2027
1	Bollinger Canyon ES	513	497	-3.1%	447	387	-13.4%
2	Country Club ES	607	529	-12.9%	544	529	-2.8%
3	Coyote Creek ES	755	674	-10.7%	599	428	-28.5%
4	Golden View ES	602	662	10.0%	590	443	-24.9%
5	Hidden Hills ES	768	543	-29.3%	552	432	-21.7%
6	Live Oak ES	-	569	-	482	332	-31.1%
7	Montevideo ES	519	628	21.0%	533	634	18.9%
8	Quail Run ES	602	867	44.0%	828	692	-16.4%
9	Gale Ranch MS	-	1,086	-	1149	860	-25.2%
10	Windemere Ranch MS	792	1,104	39.4%	999	628	-37.1%
11	Dougherty Valley HS	-	3,249	-	3356	2586	-22.9%
12	Twin Creeks ES	515	654	27.0%	648	684	5.6%
13	Walt Disney ES	512	503	-1.8%	468	439	-6.2%
14	Bella Vista ES	-	506	-	381	351	-7.9%
15	Iron Horse MS	921	1,009	9.6%	1039	1200	15.5%
16	Pine Valley MS	903	955	5.8%	890	787	-11.6%
17	California High	2551	2,869	12.5%	2645	2797	5.7%
18	Neil Armstrong ES	458	498	8.7%	403	356	-11.7%
19	Diablo Vista MS	693	890	28.4%	779	690	-11.4%
20	Sycamore Valley ES	718	588	-18.1%	564	598	6.0%
21	John Baldwin ES	558	434	-22.2%	442	447	1.1%
22	Charlotte Wood MS	1062	874	-17.7%	859	885	3.0%
23	Montair ES	473	511	8.0%	407	369	-9.3%
24	San Ramon Valley HS	2097	1,913	-8.8%	1656	1594	-3.7%
25	Vista Grande ES	630	548	-13.0%	464	418	-9.9%
26	Green Valley ES	716	512	-28.5%	493	475	-3.7%
27	Los Cerros MS	631	500	-20.8%	505	499	-1.2%
28	Monte Vista HS	2591	2,231	-13.9%	2337	1998	-14.5%
29	Rancho Romero ES	571	447	-21.7%	392	427	8.9%
30	Stone Valley MS	651	584	-10.3%	557	535	-3.9%
31	Tassajara Hills ES	719	506	-29.6%	491	518	5.5%
32	Creekside ES	-	550	-	456	382	-16.2%
33	Alamo ES	415	339	-18.3%	327	356	8.9%
	Totals	23,543	28,829	22.5%	27,282	24,756	-9.3%

Source: Actual enrollment provided by SRVUSD and Resident Student data provided by Davis Demographics report, Student Population Projections by Residence Report for School Year 2022/23. **Bold** indicates school currently served by TRAFFIX

4.2 Bus Catchment Area Maps

Maps were developed for each of the 33 study schools that identifies the school boundaries, the approximate location of student residences based on student grade at the time of the 2022/23 school year, a ½ mile walkable zone, and potential bus catchment areas for two bus routes, as well as existing TRAFFIX bus stops, if applicable.

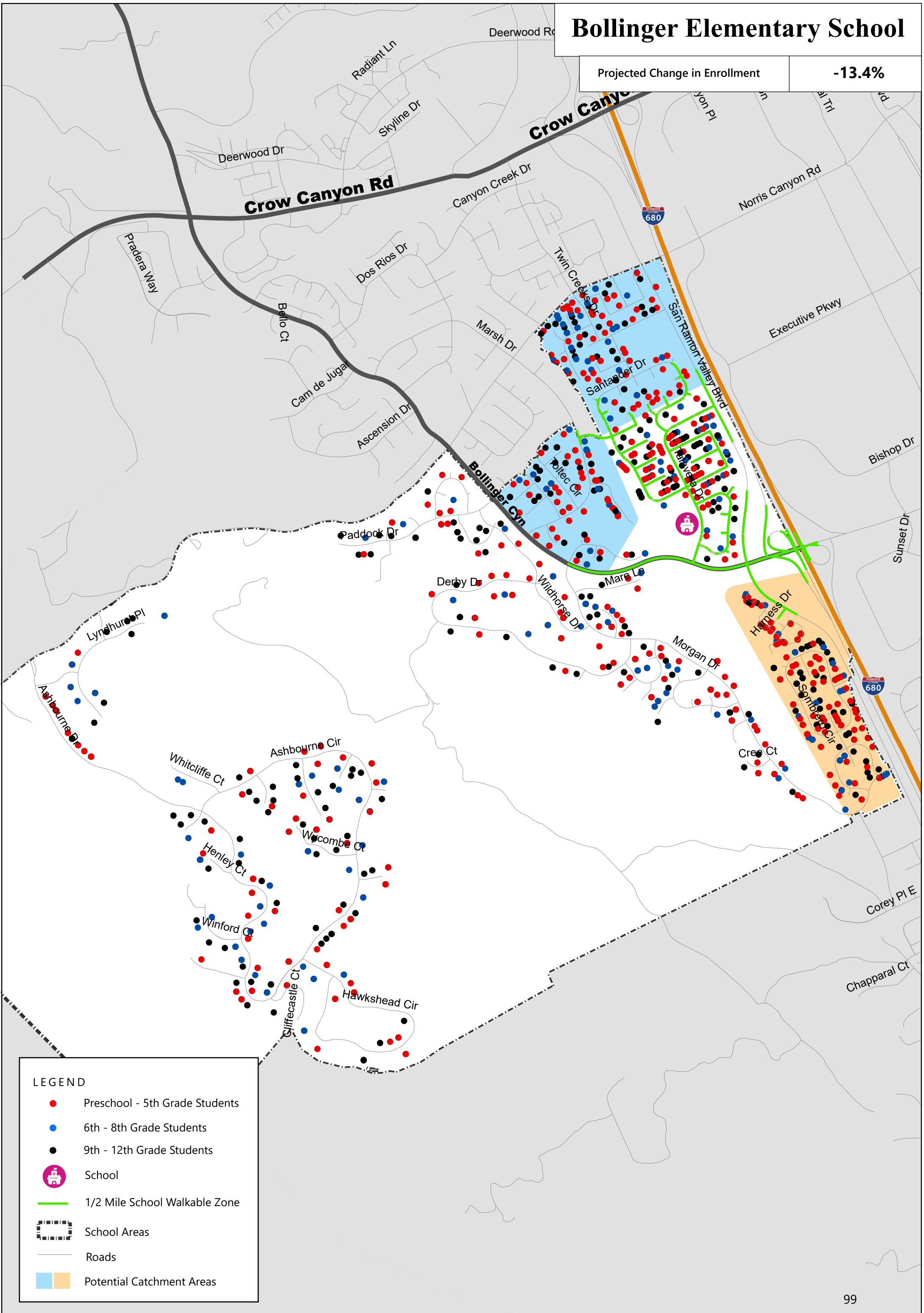
A bus catchment area is defined as the area where bus passengers would originate, such as the area of student residences that would be in the close vicinity of a potential bus stop. The process of identifying the potential student bus catchment areas includes evaluating areas of student density that are not currently served by bus service as well as the roadway network's ability to accommodate a bus route. There are four schools without an identified route catchment area due to existing routes already providing sufficient coverage of the school zone. These schools are Neil Armstrong Elementary School, Green Valley Elementary School, Los Cerros Middle School and Vista Grande Elementary School.

Please find the following maps for each school in Figure 5 through Figure 37.

Bollinger Elementary School

Projected Change in Enrollment

-13.4%



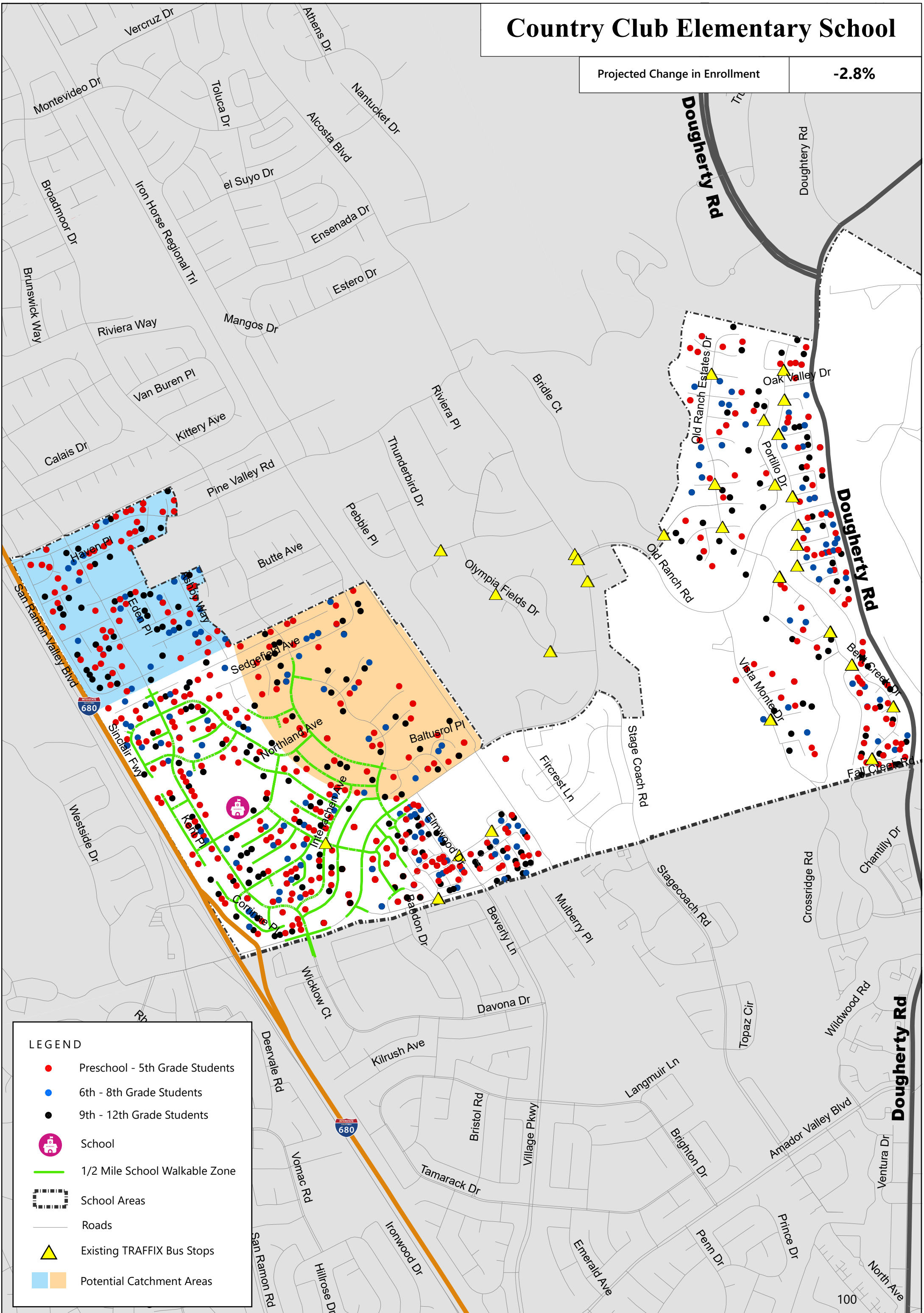
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

Country Club Elementary School

Projected Change in Enrollment

-2.8%



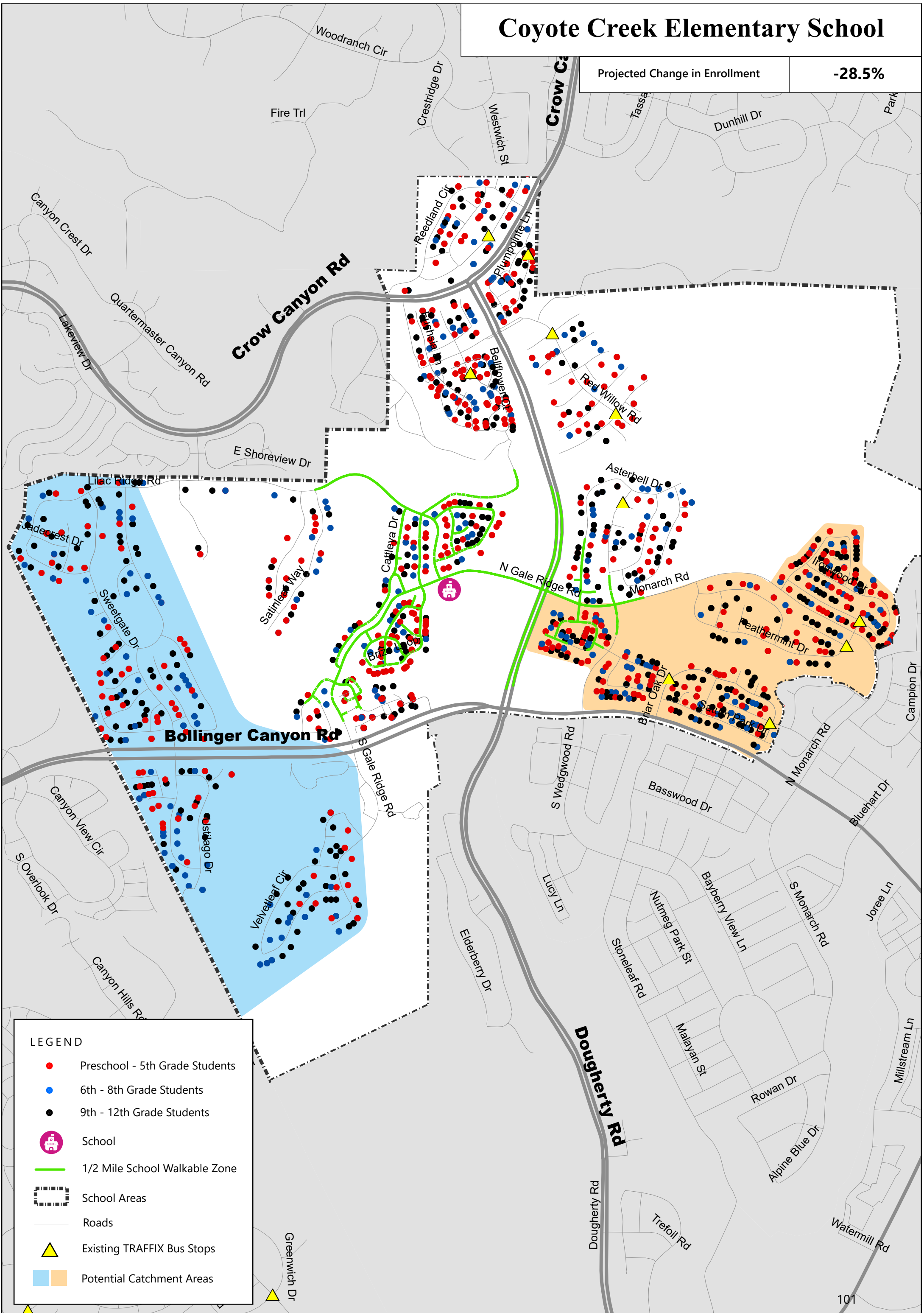
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 🟢 1/2 Mile School Walkable Zone
- ⬛ School Areas
- 🛣️ Roads
- 🚏 Existing TRAFFIX Bus Stops
- 🟡 Potential Catchment Areas

Coyote Creek Elementary School

Projected Change in Enrollment

-28.5%



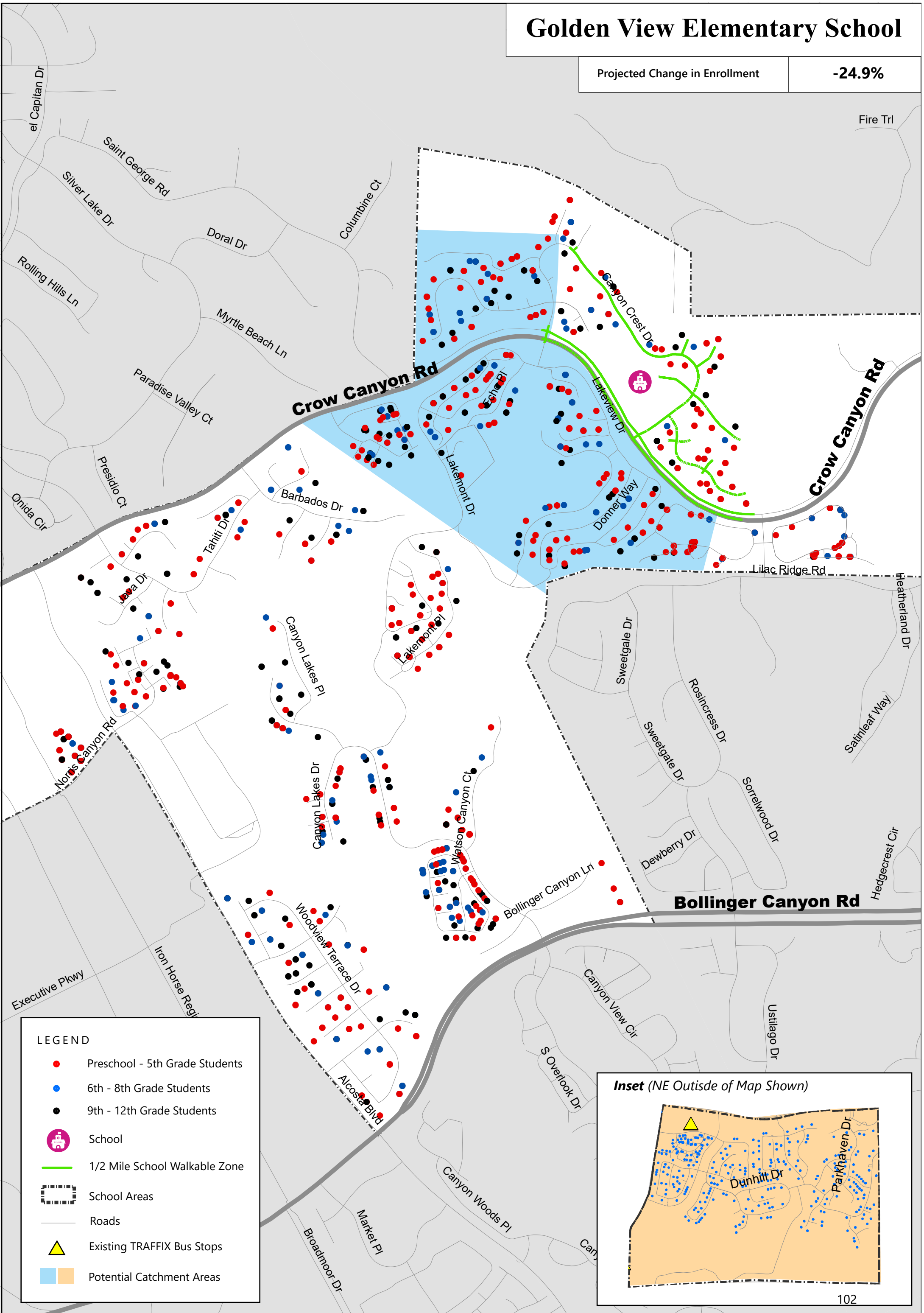
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 5th School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- ▲ Existing TRAFFIX Bus Stops
- Potential Catchment Areas

Golden View Elementary School

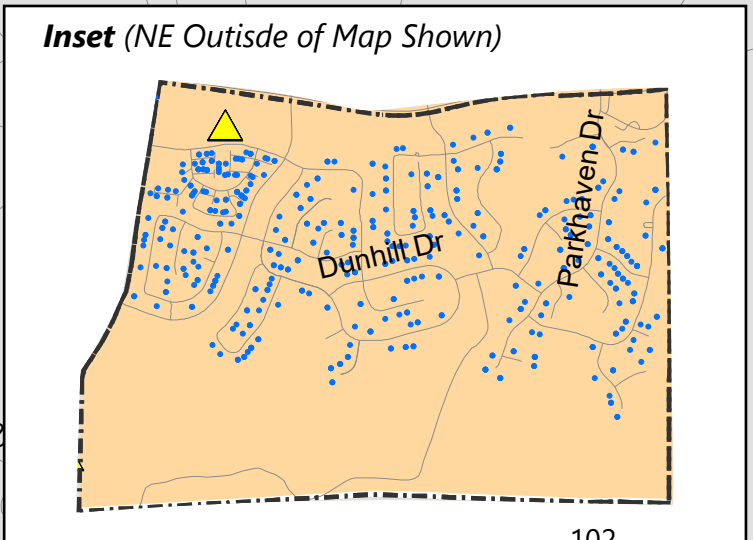
Projected Change in Enrollment

-24.9%



LEGEND

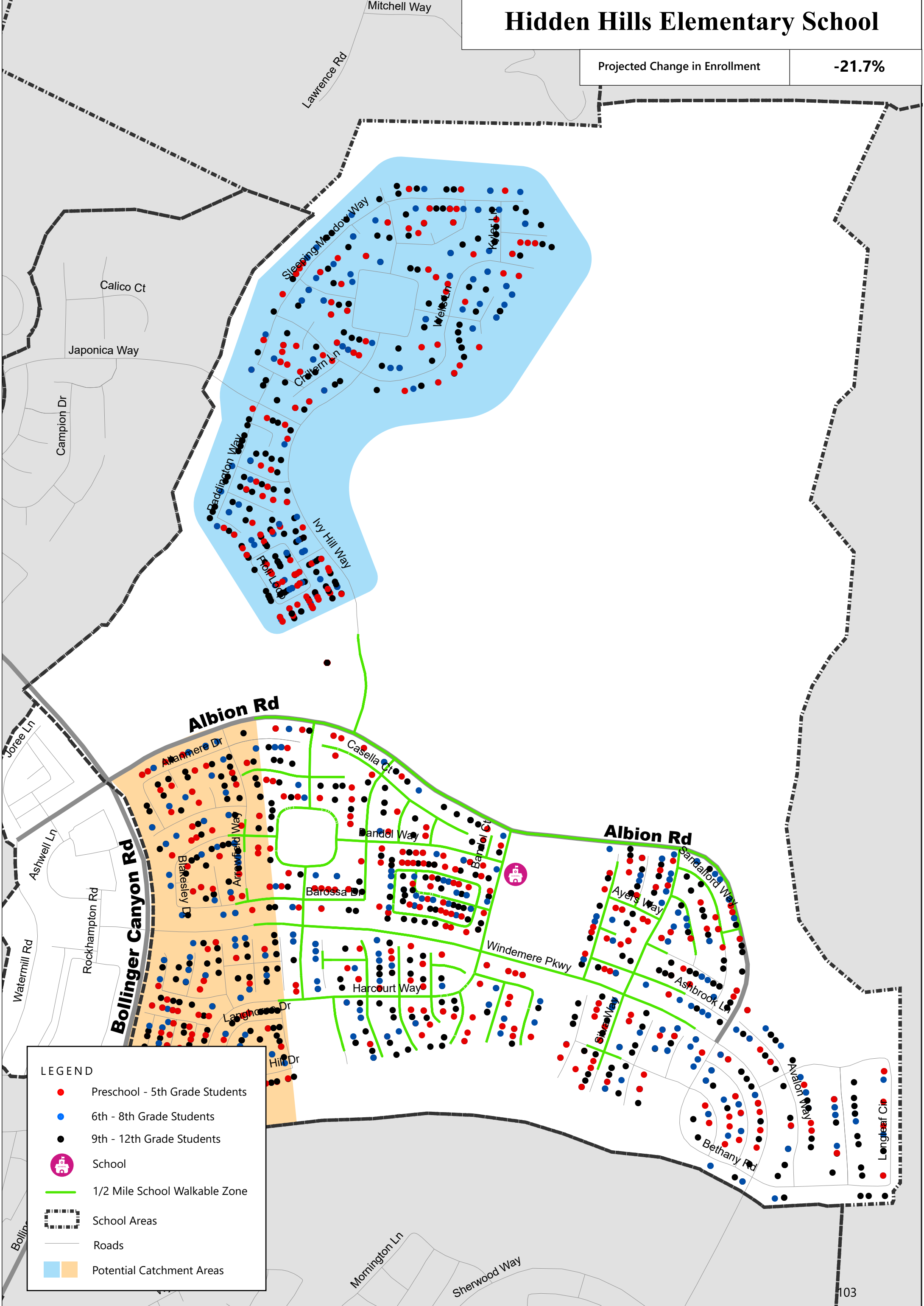
- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Existing TRAFFIX Bus Stops
- Potential Catchment Areas



Hidden Hills Elementary School

Projected Change in Enrollment

-21.7%



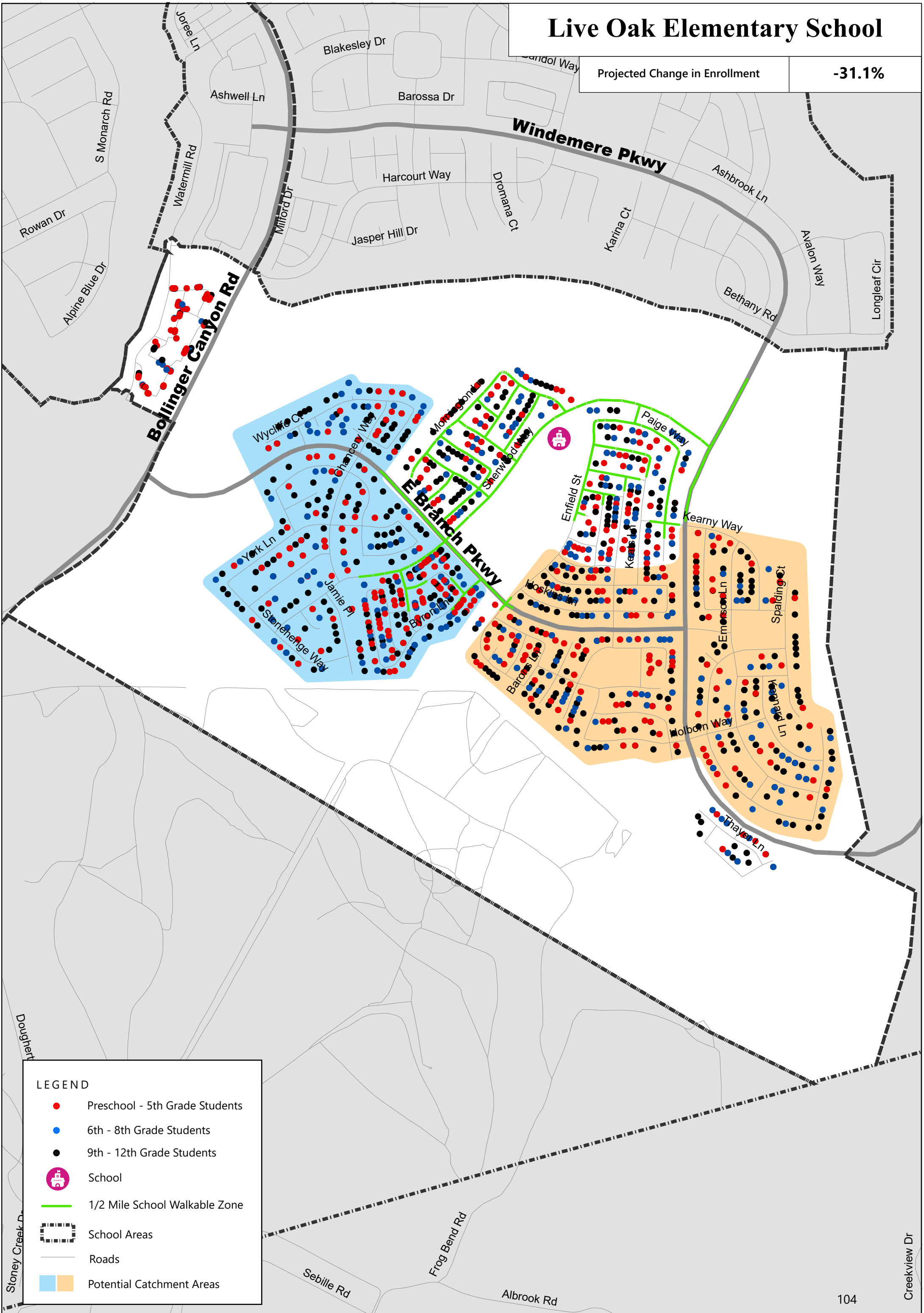
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- ■ Potential Catchment Areas

Live Oak Elementary School

Projected Change in Enrollment

-31.1%



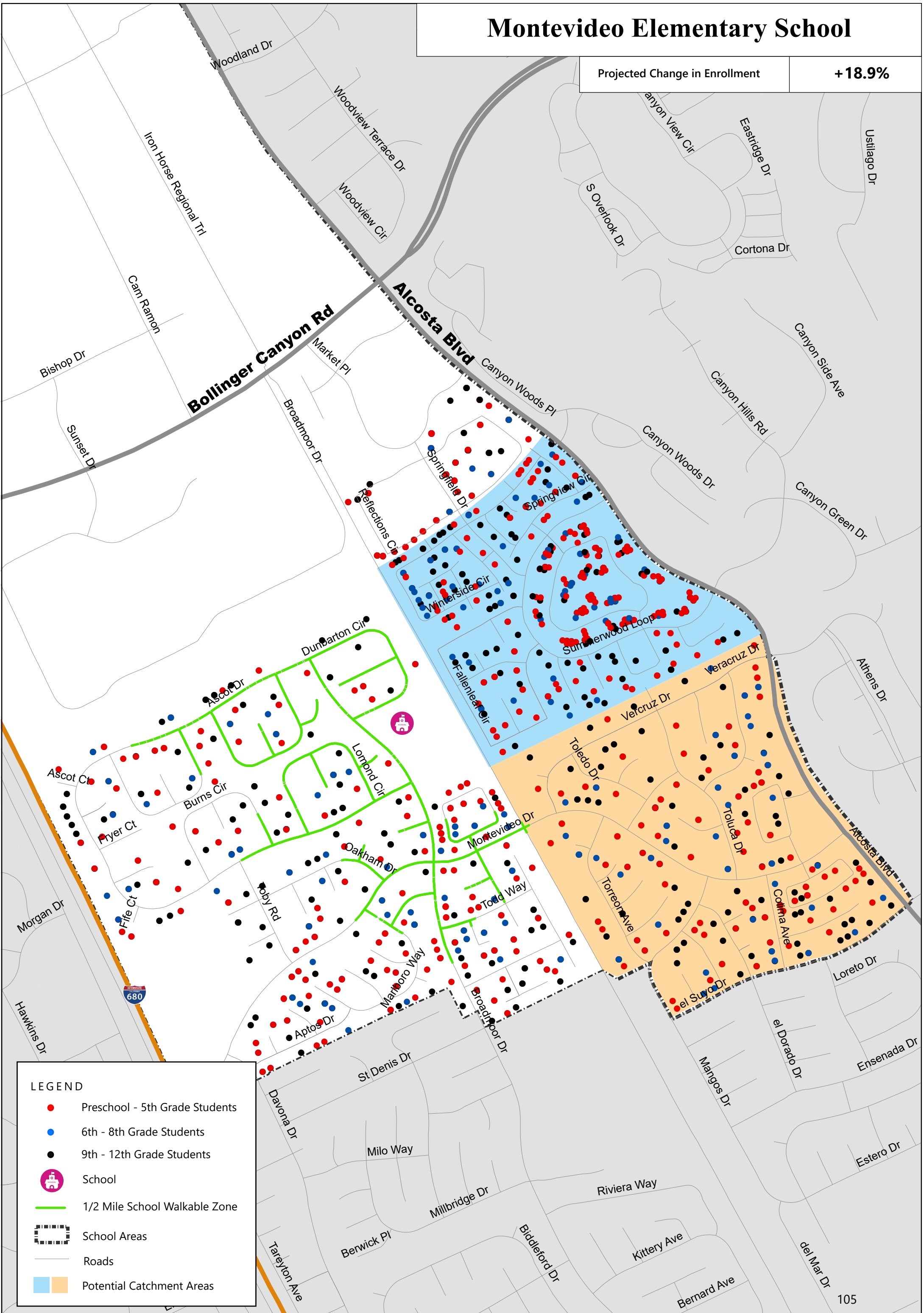
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

Montevideo Elementary School

Projected Change in Enrollment

+18.9%



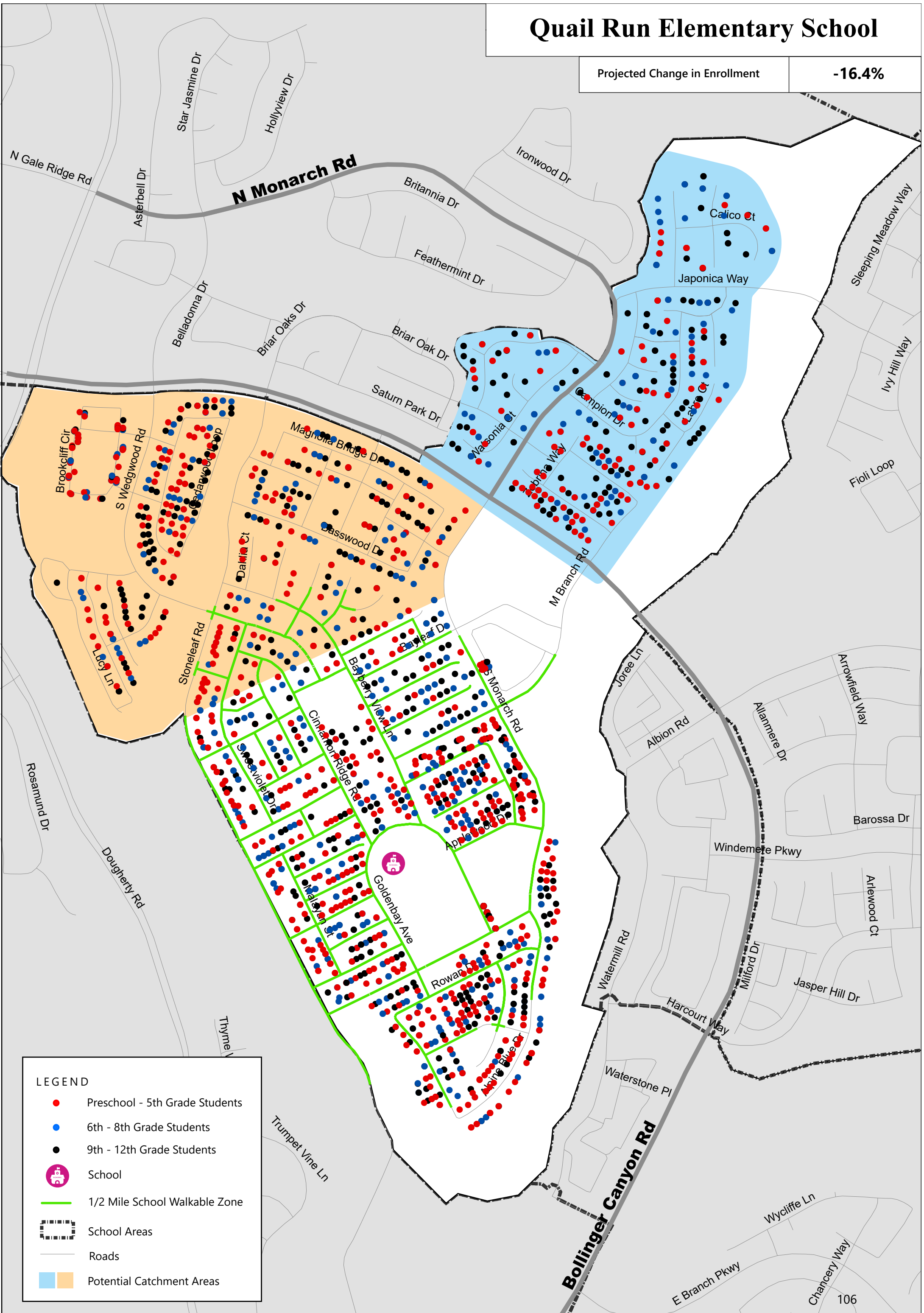
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- ▭ School Areas
- Roads
- ▭ Potential Catchment Areas

Quail Run Elementary School

Projected Change in Enrollment

-16.4%

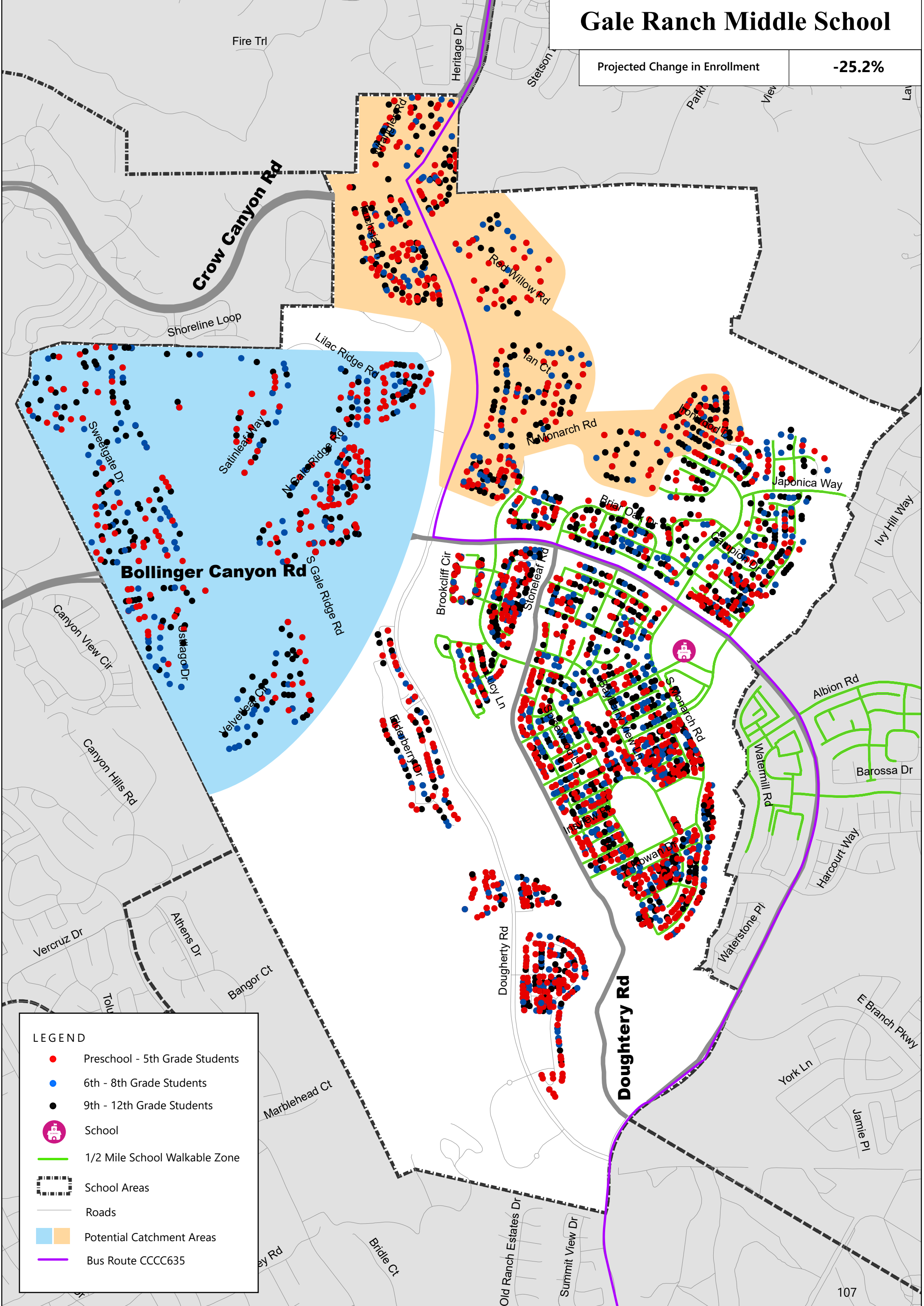


LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

Gale Ranch Middle School

Projected Change in Enrollment	-25.2%
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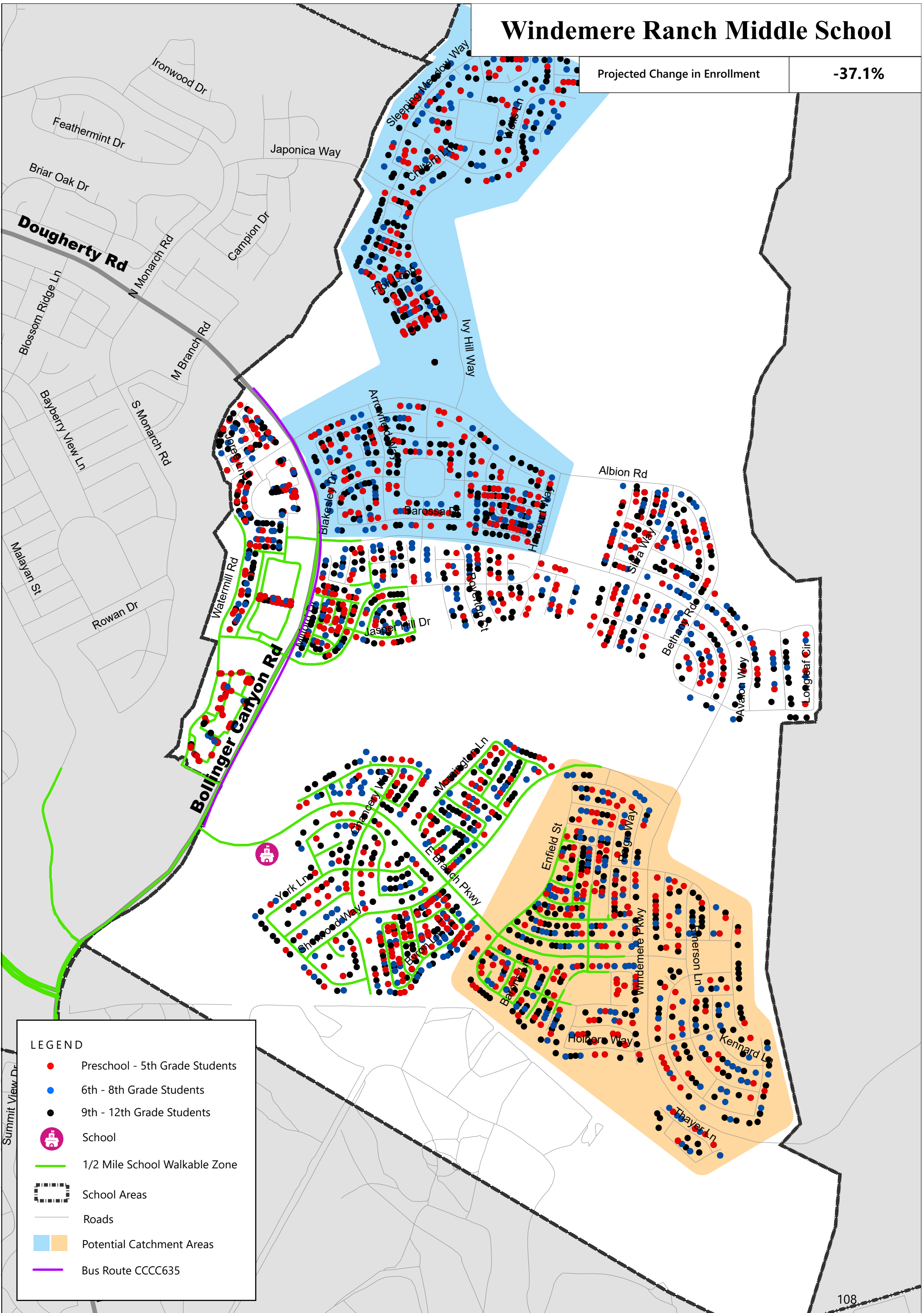
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas
- Bus Route CCCC635

Windemere Ranch Middle School

Projected Change in Enrollment

-37.1%



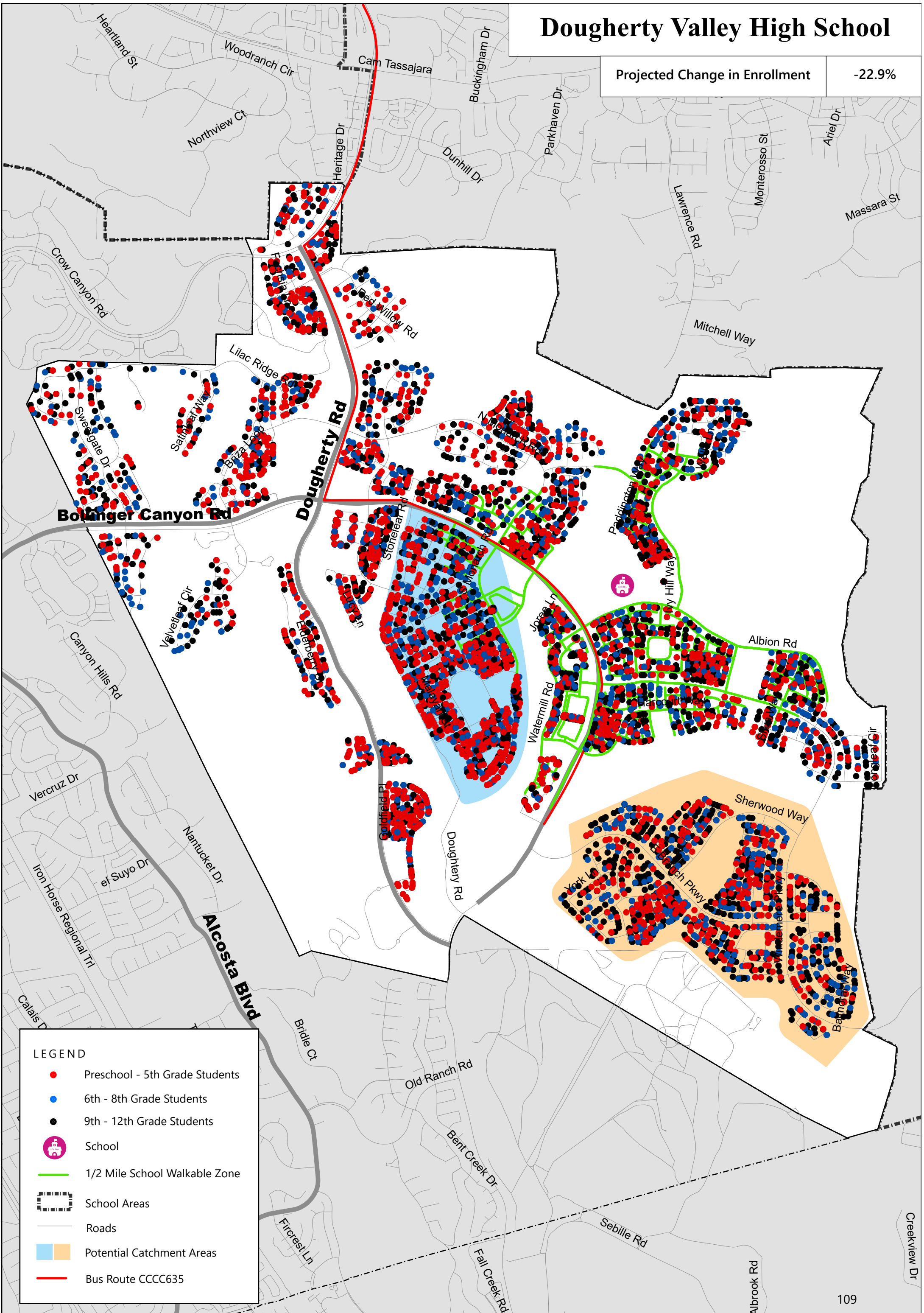
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- ■ Potential Catchment Areas
- Bus Route CCCC635

Dougherty Valley High School

Projected Change in Enrollment

-22.9%



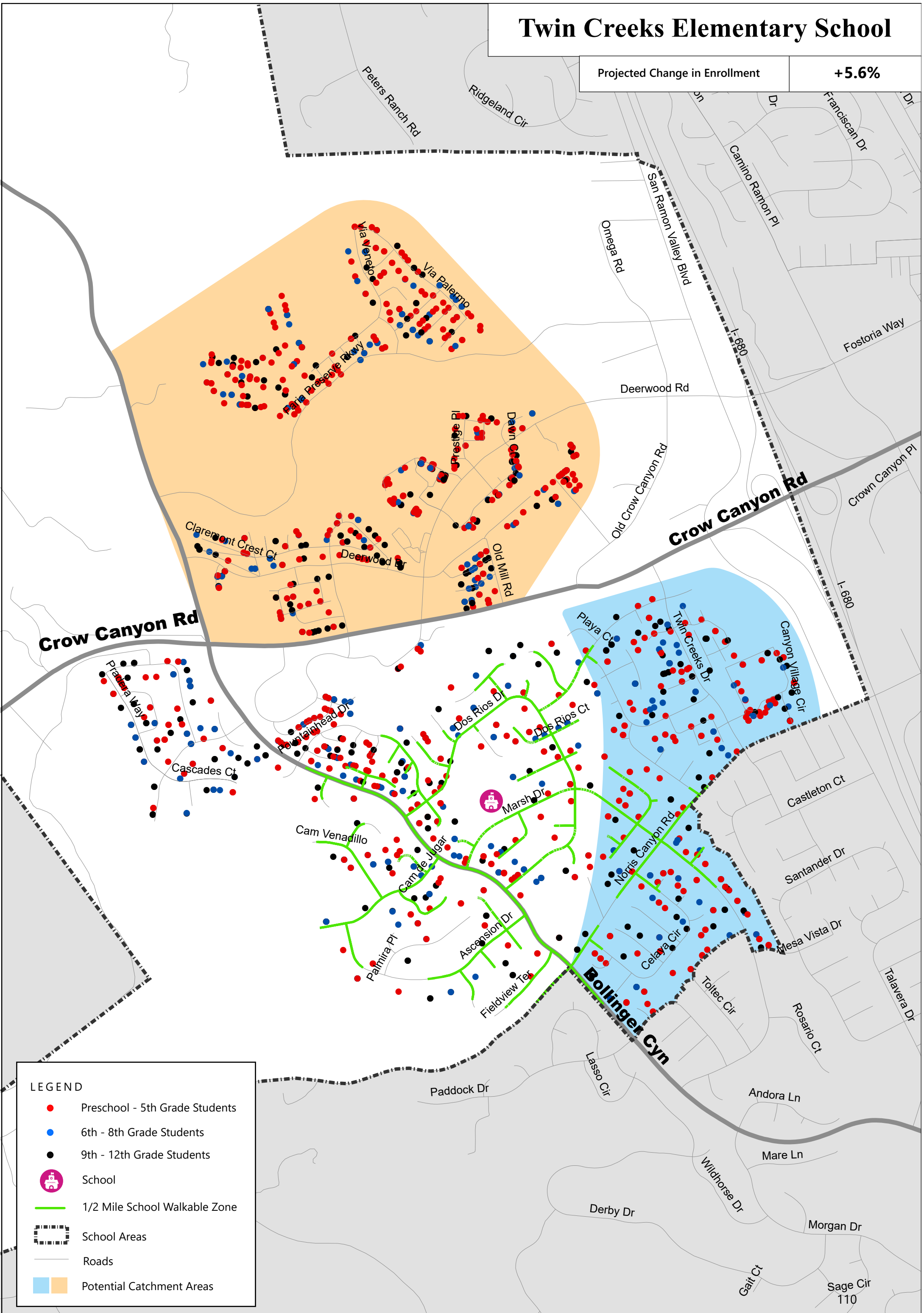
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas
- Bus Route CCCC635

Twin Creeks Elementary School

Projected Change in Enrollment

+5.6%



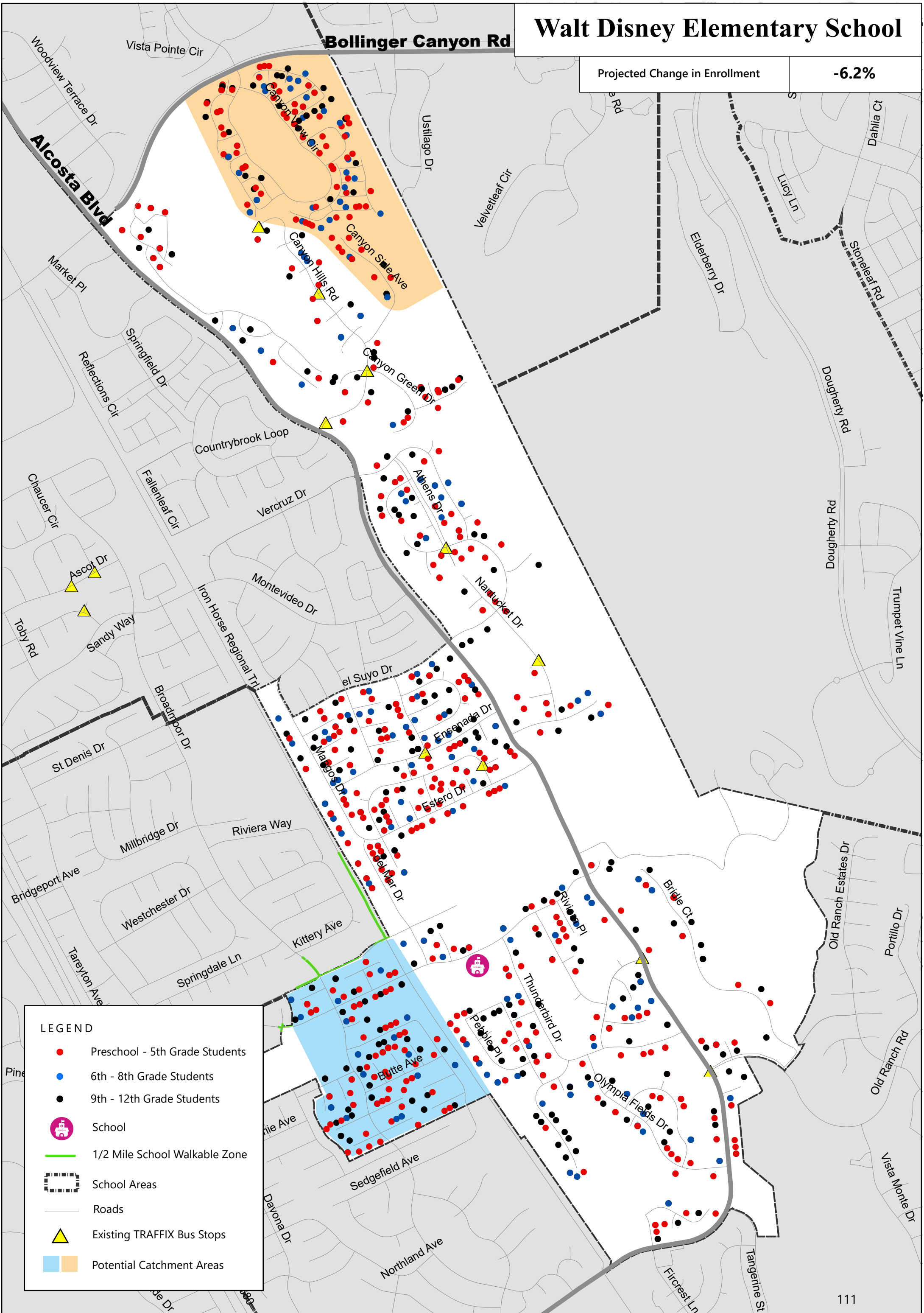
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 🟢 1/2 Mile School Walkable Zone
- ⬜ School Areas
- Roads
- 🟡 🟢 Potential Catchment Areas

Walt Disney Elementary School

Projected Change in Enrollment

-6.2%



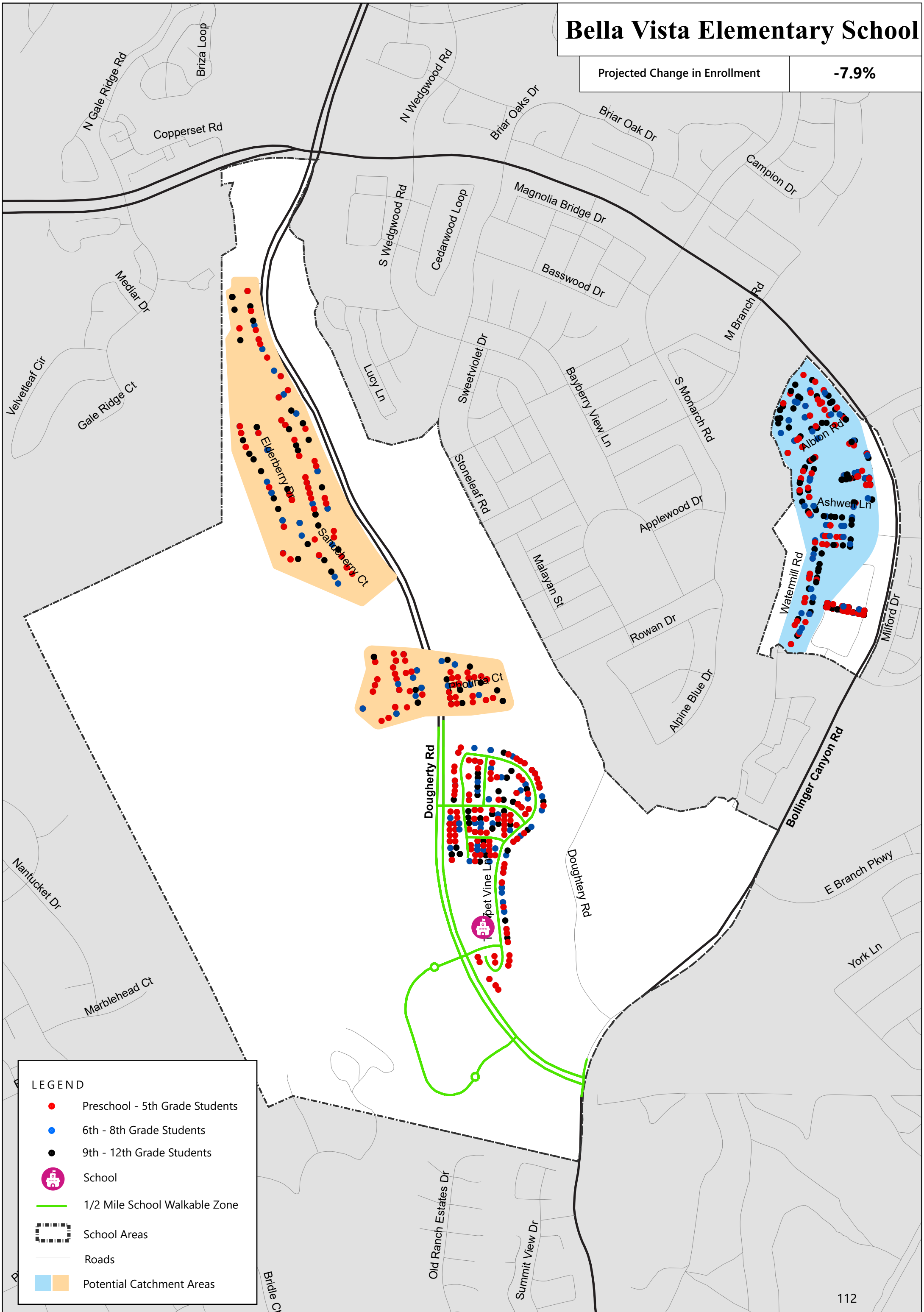
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Existing TRAFFIX Bus Stops
- ■ Potential Catchment Areas

Bella Vista Elementary School

Projected Change in Enrollment

-7.9%



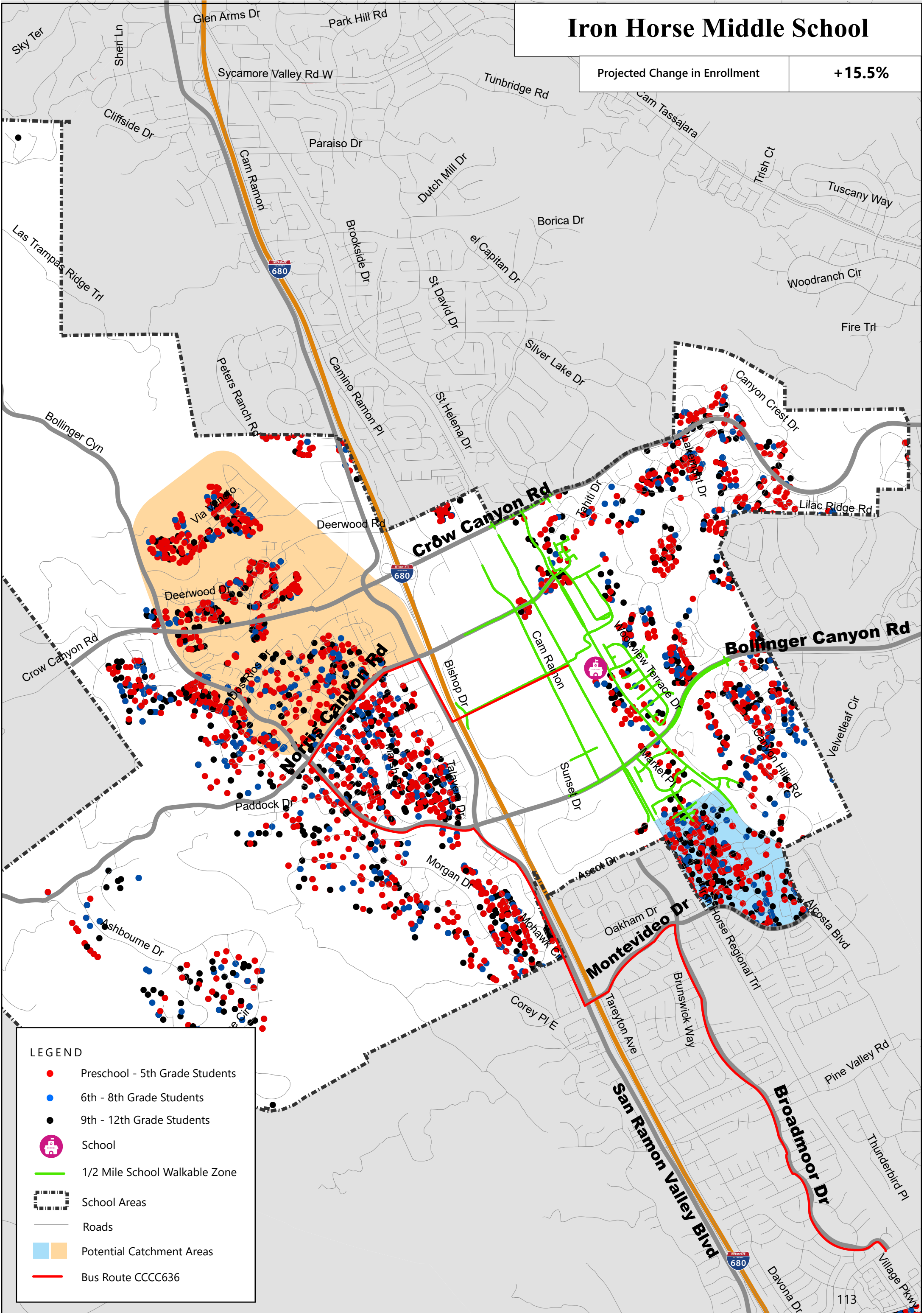
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

Iron Horse Middle School

Projected Change in Enrollment

+15.5%



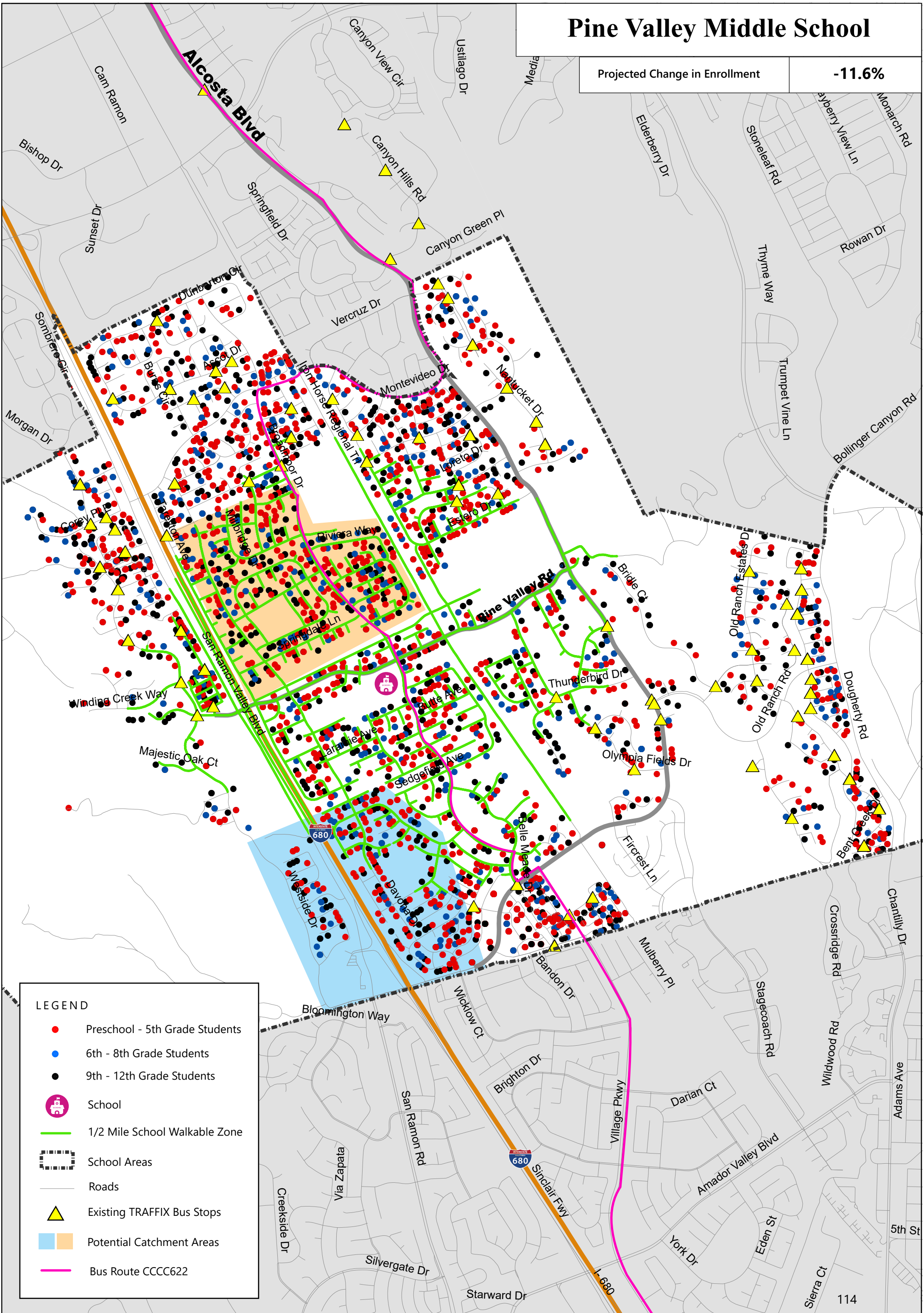
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 🟢 1/2 Mile School Walkable Zone
- 🔲 School Areas
- 🛣️ Roads
- 🟡 🟢 Potential Catchment Areas
- 🔴 Bus Route CCCC636

Pine Valley Middle School

Projected Change in Enrollment

-11.6%



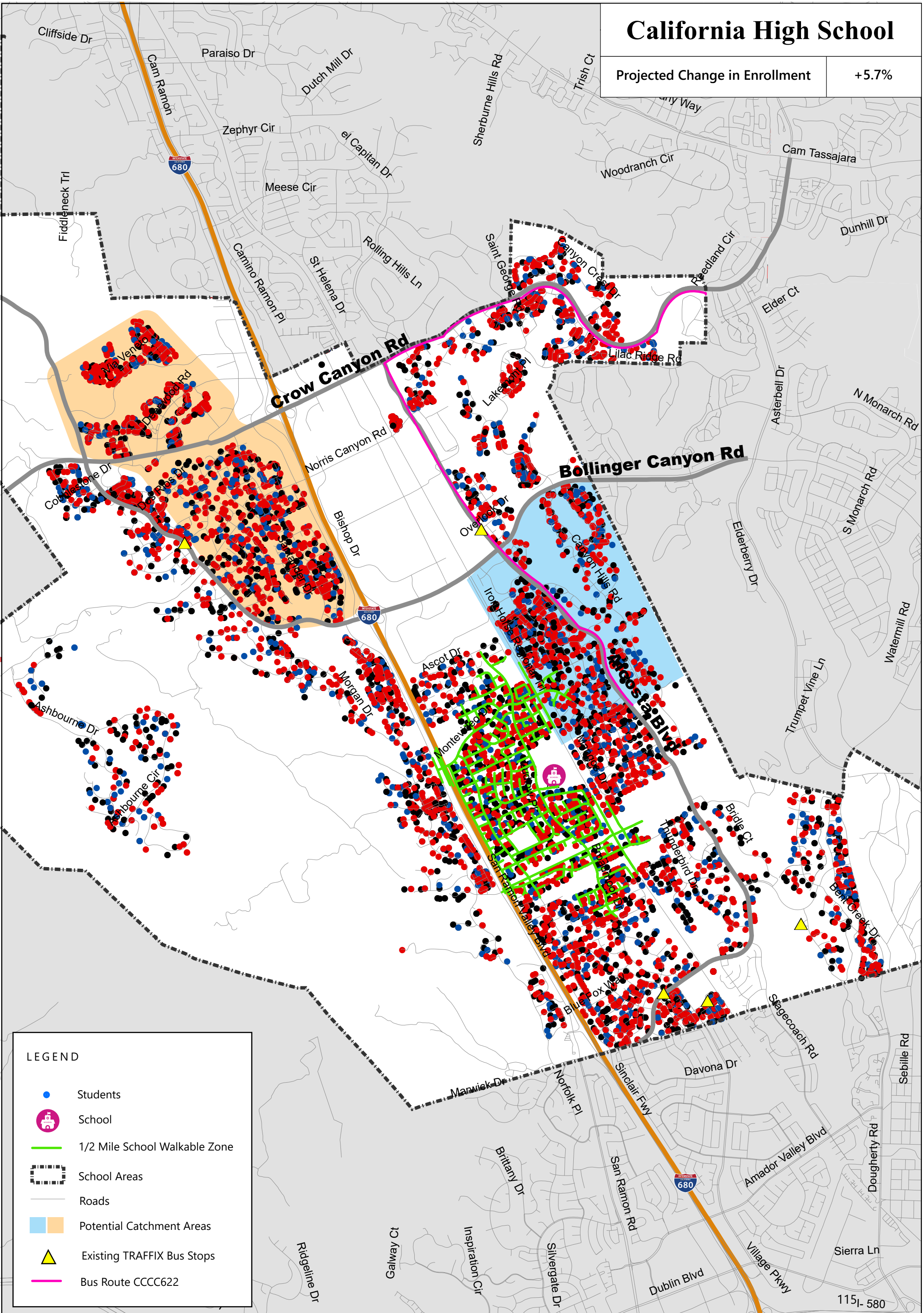
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- ▲ Existing TRAFFIX Bus Stops
- Potential Catchment Areas
- Bus Route CCCC622

California High School

Projected Change in Enrollment

+5.7%



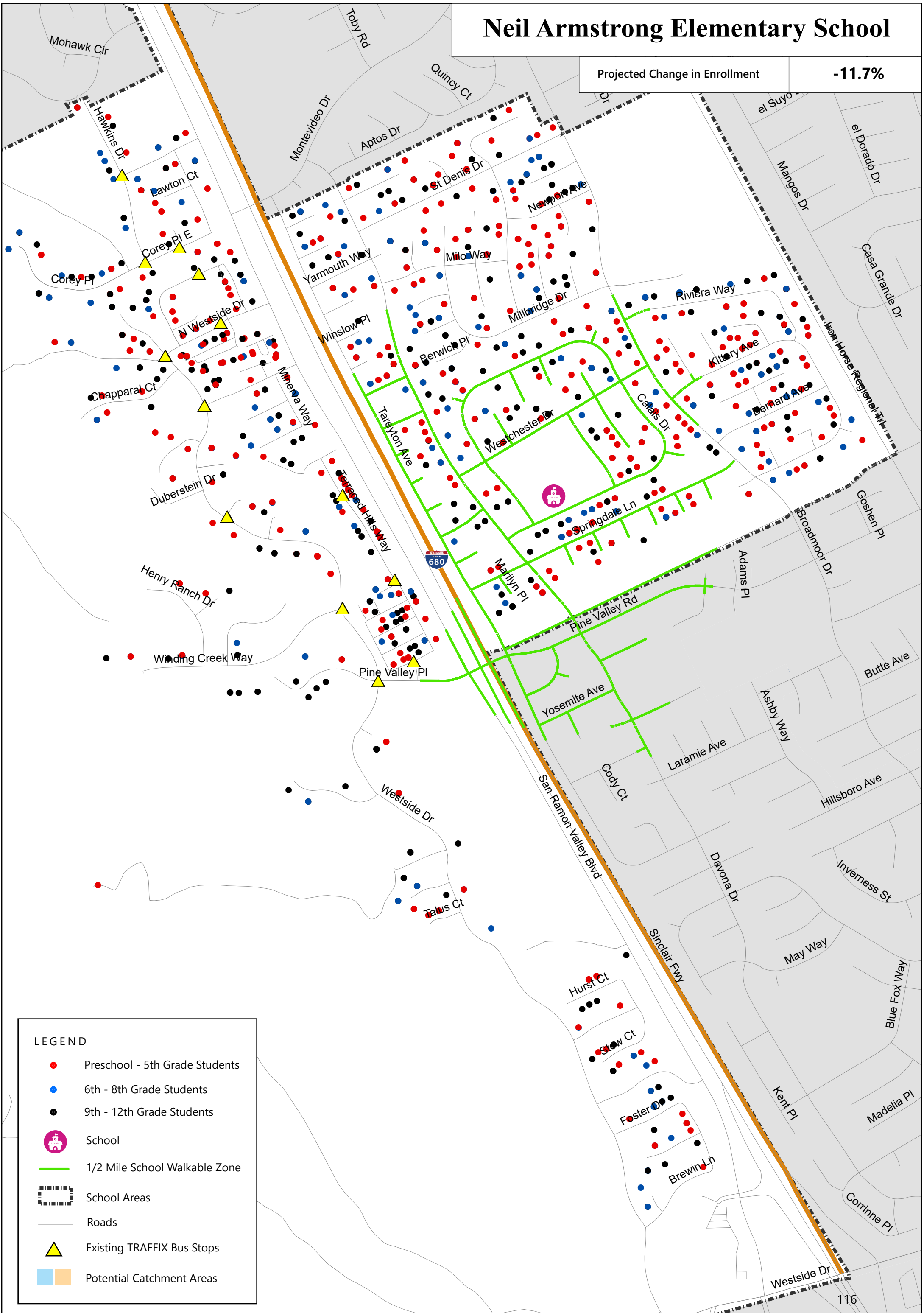
LEGEND

- Students
- 🏫 School
- 🟩 1/2 Mile School Walkable Zone
- ⬛ School Areas
- 🛣️ Roads
- 🟡 Potential Catchment Areas
- 🚏 Existing TRAFFIX Bus Stops
- 🟪 Bus Route CCCC622

Neil Armstrong Elementary School

Projected Change in Enrollment

-11.7%



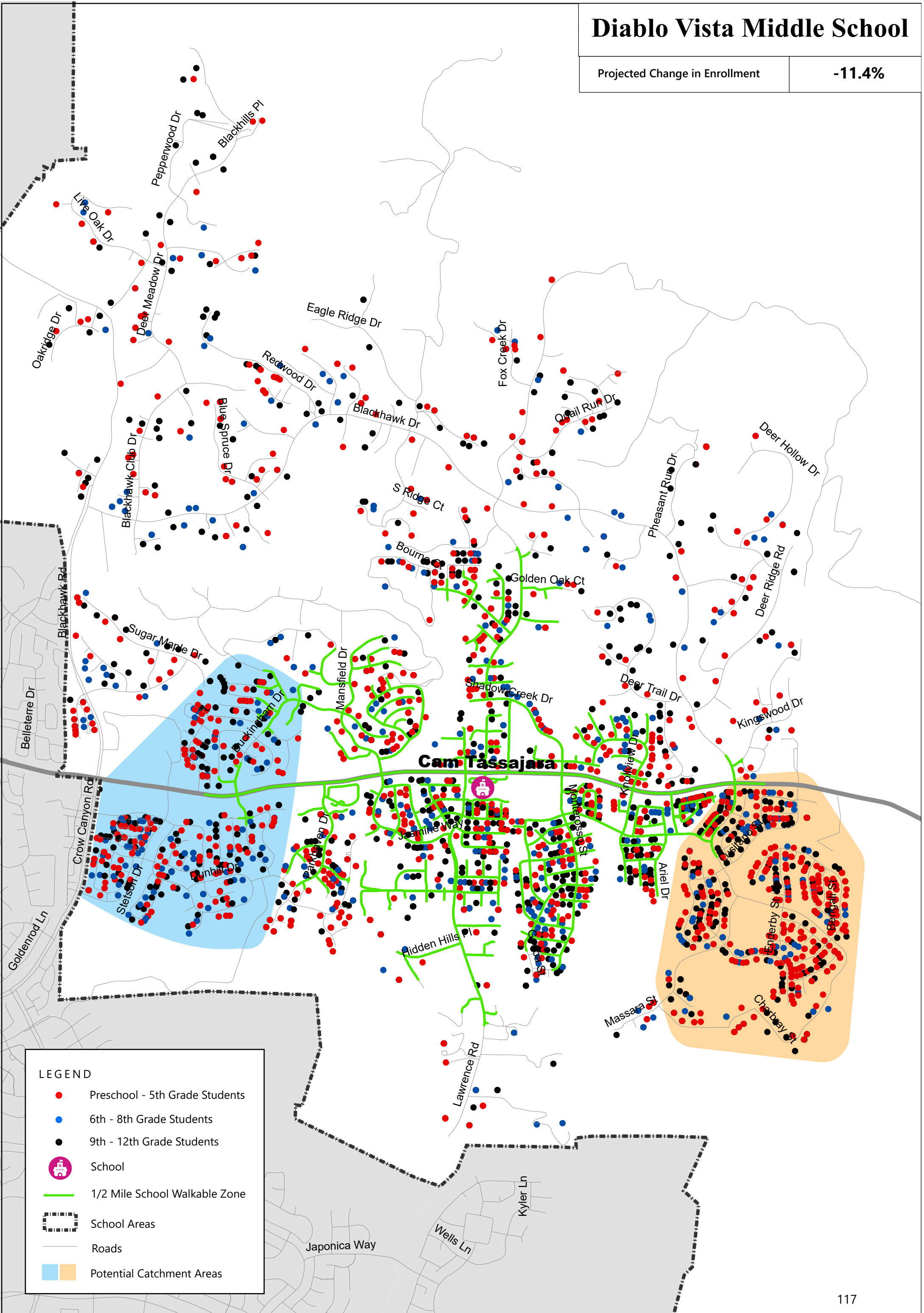
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Existing TRAFFIX Bus Stops
- Potential Catchment Areas

Diablo Vista Middle School

Projected Change in Enrollment

-11.4%



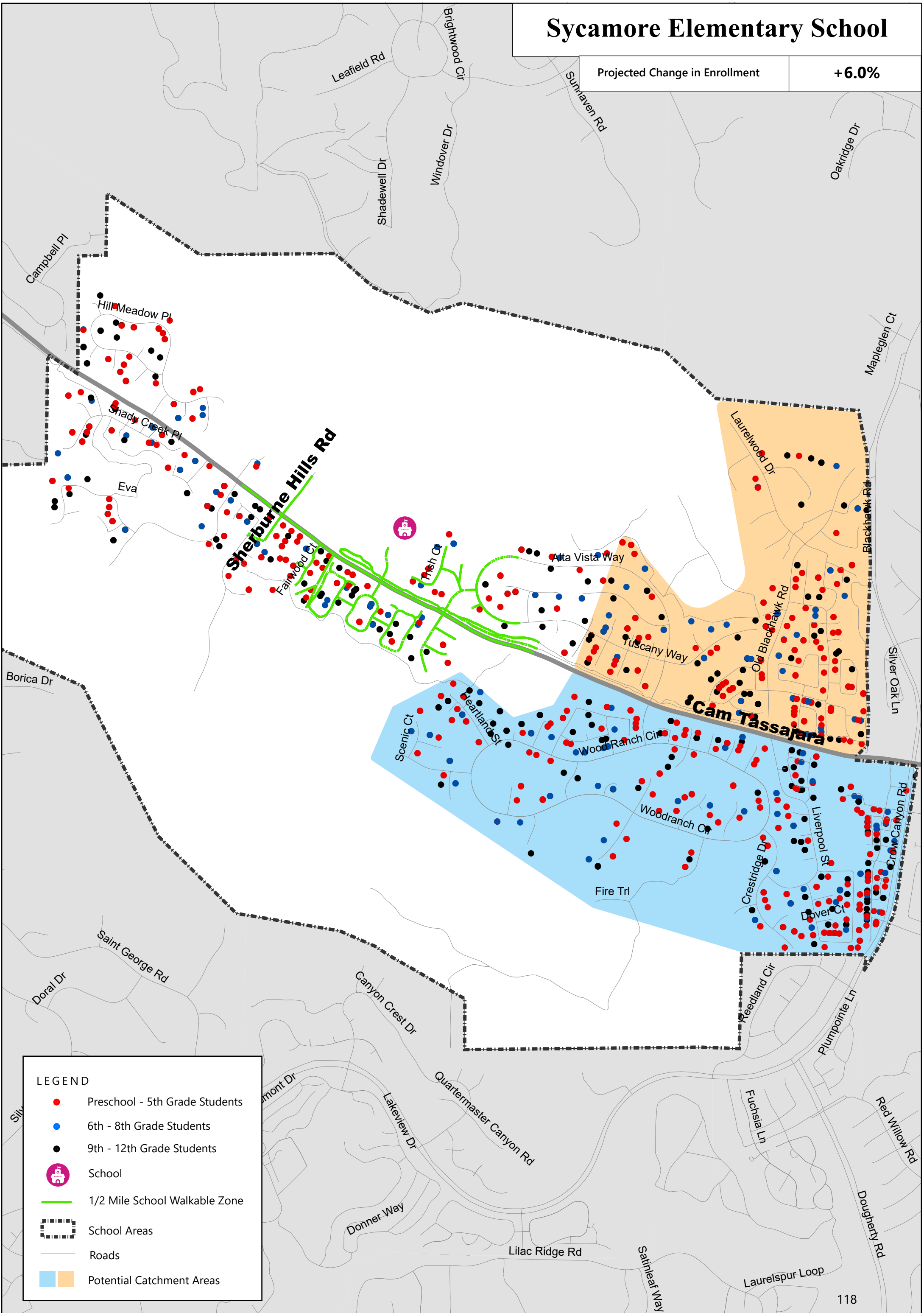
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 1/2 Mile School Walkable Zone
- ▭ School Areas
- Roads
- ▭ Potential Catchment Areas

Sycamore Elementary School

Projected Change in Enrollment

+6.0%



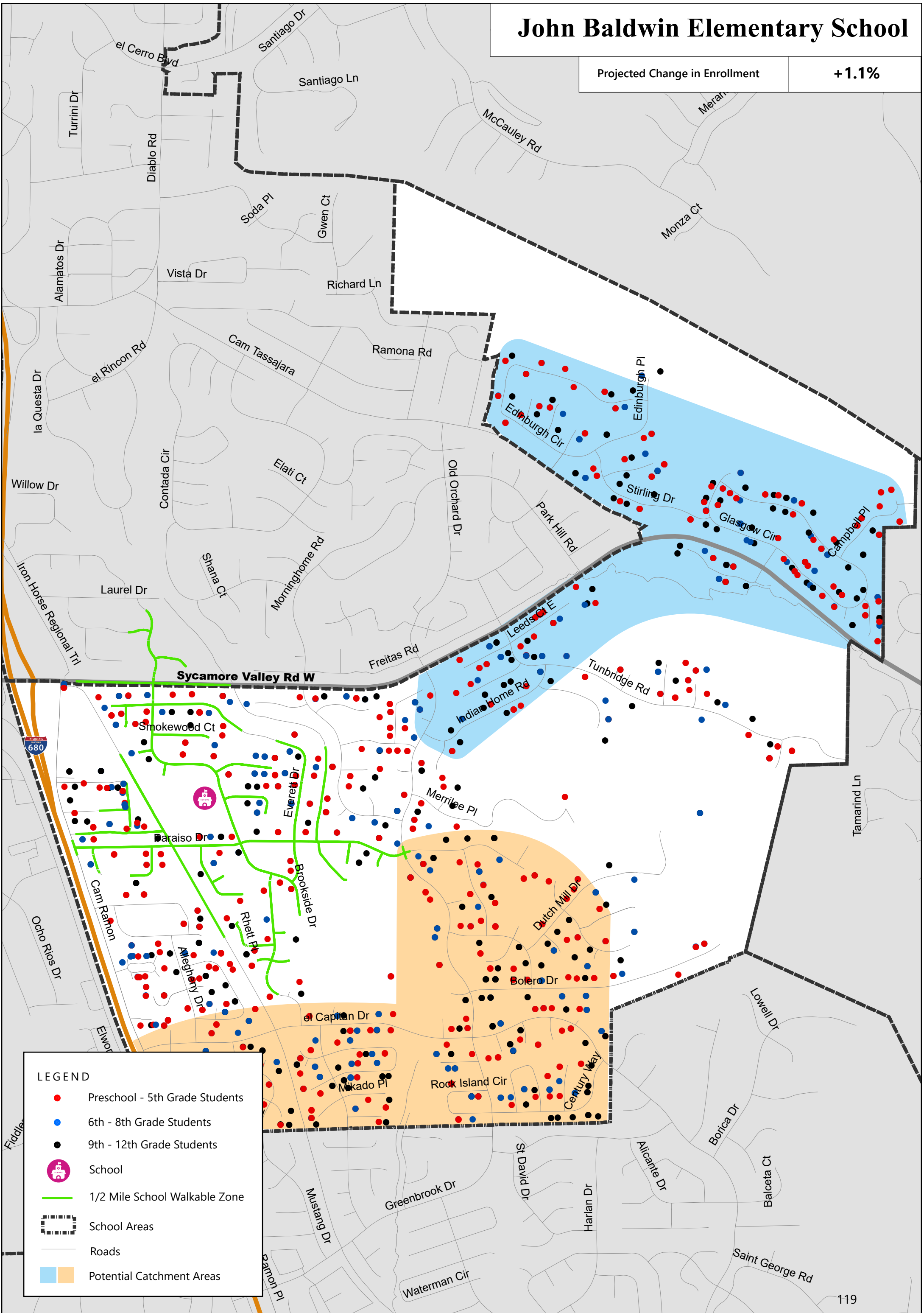
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- ■ Potential Catchment Areas

John Baldwin Elementary School

Projected Change in Enrollment

+1.1%



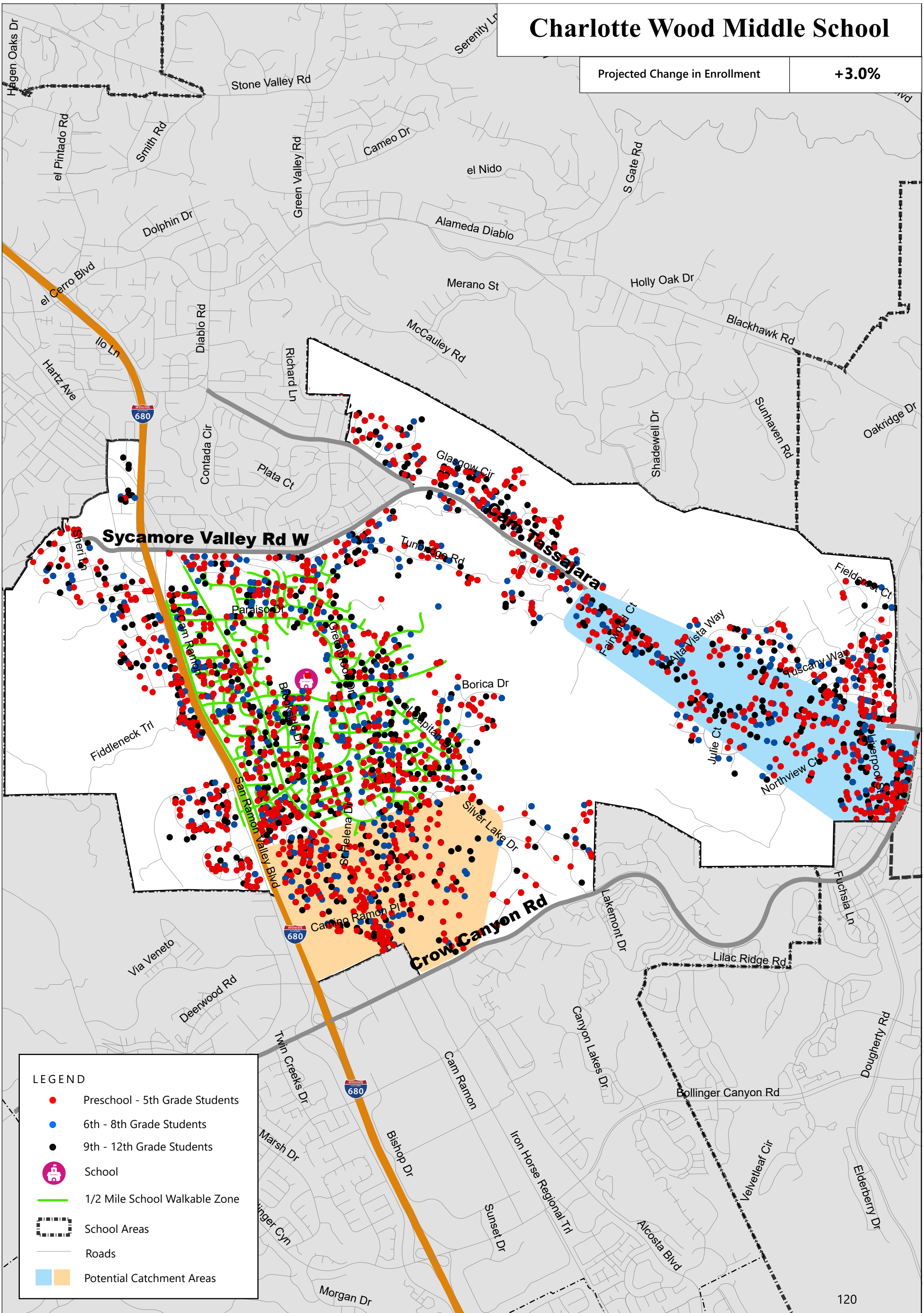
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

Charlotte Wood Middle School

Projected Change in Enrollment

+3.0%



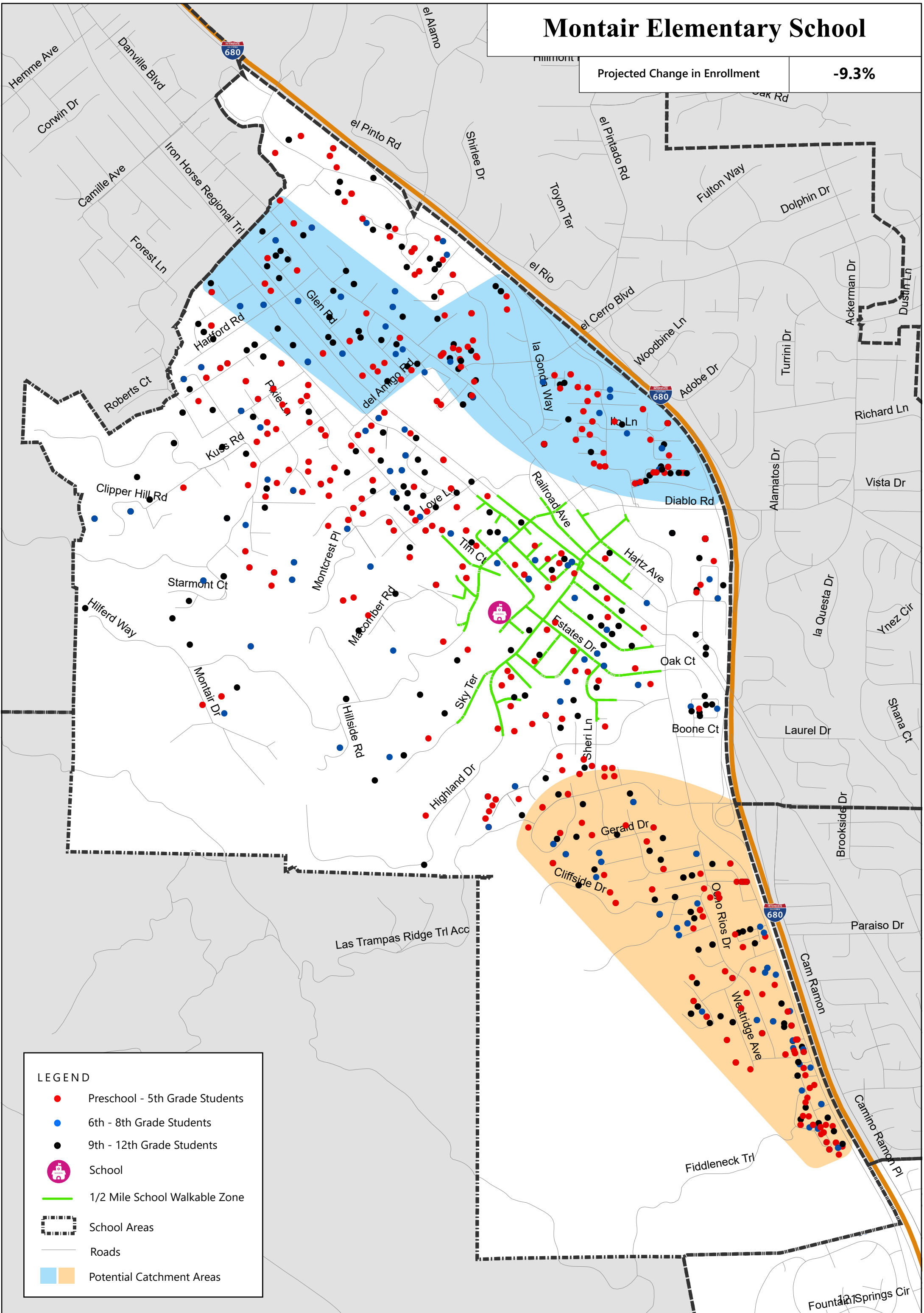
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

Montair Elementary School

Projected Change in Enrollment

-9.3%



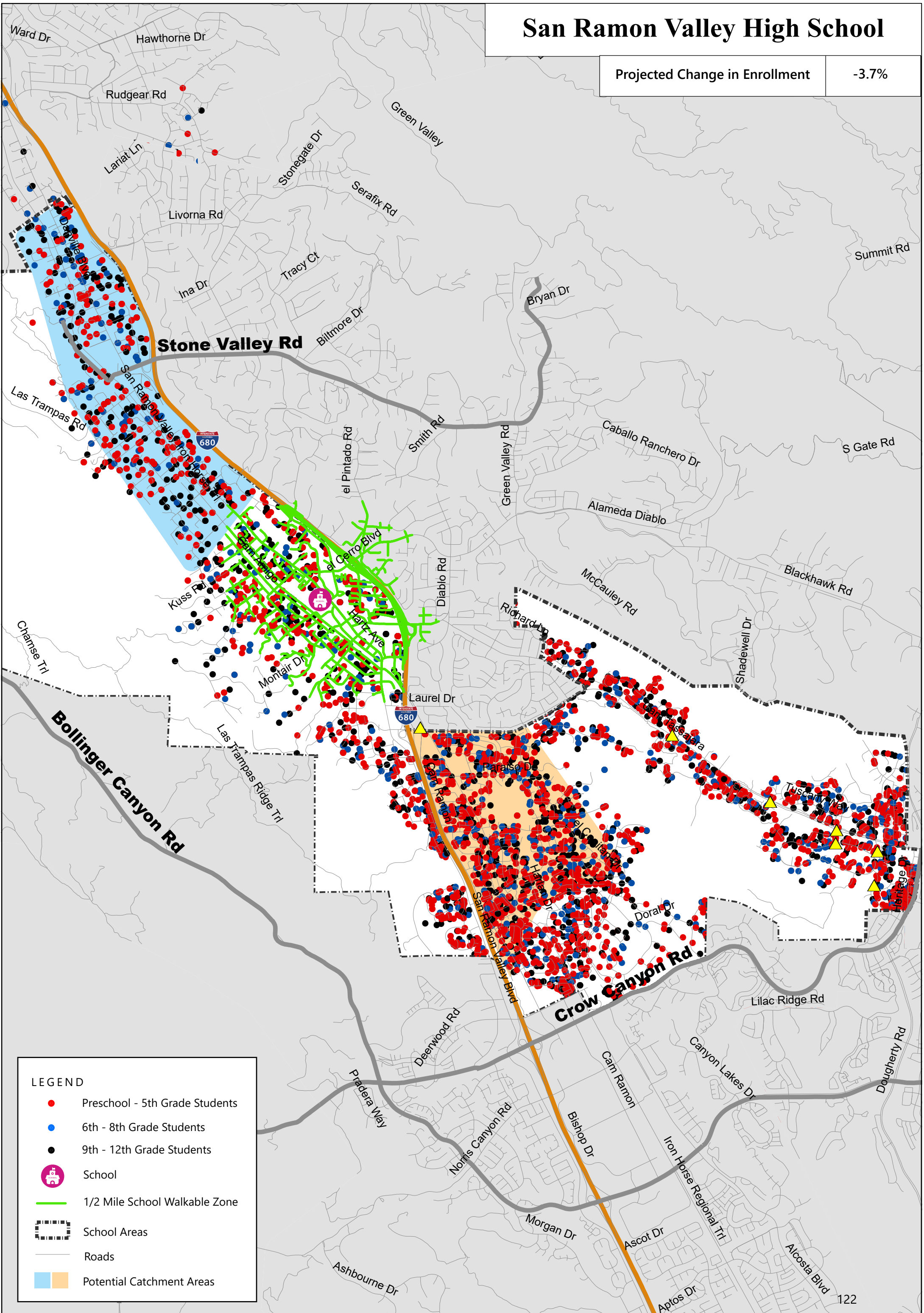
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 5th School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

San Ramon Valley High School

Projected Change in Enrollment

-3.7%



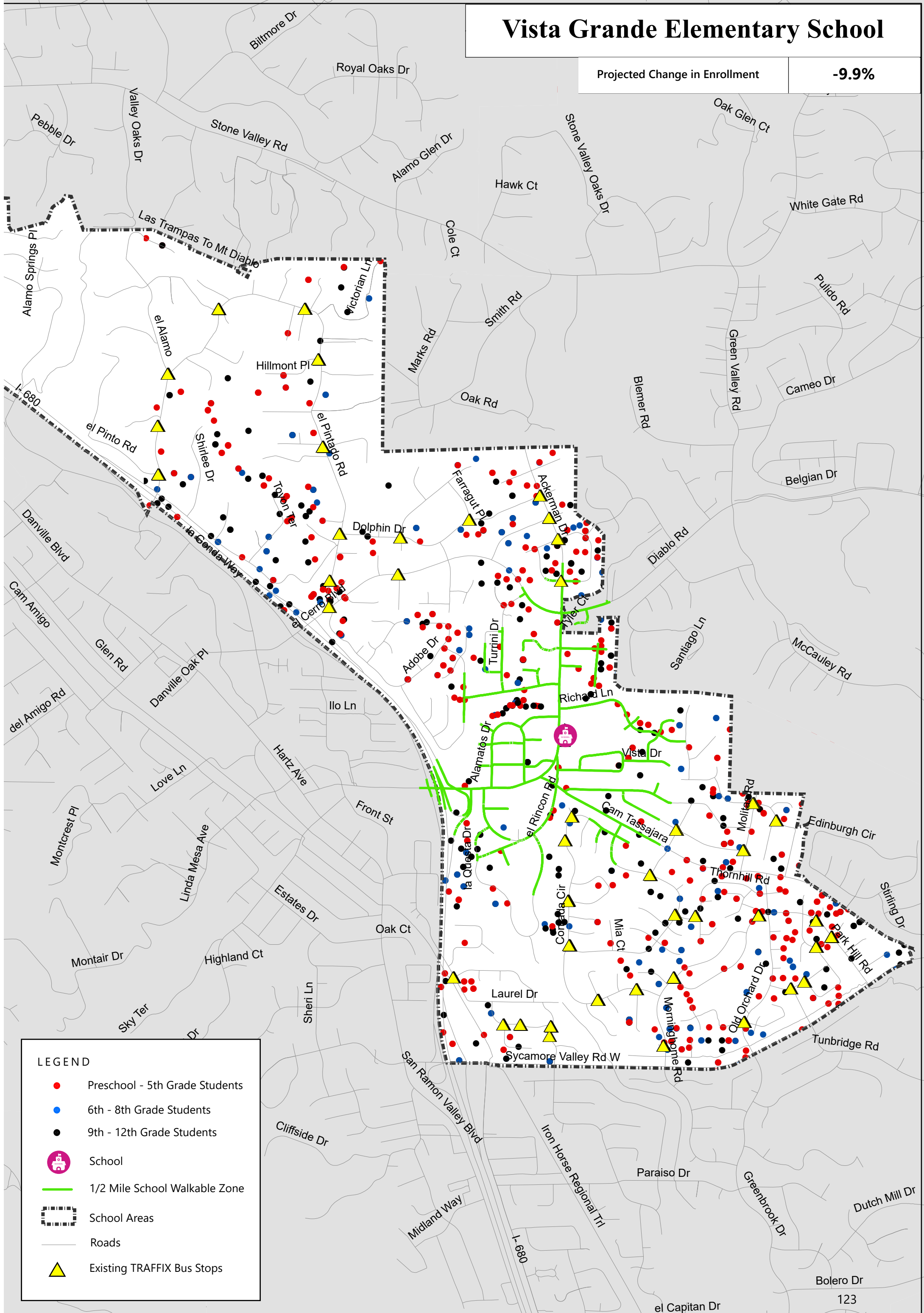
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 🟢 1/2 Mile School Walkable Zone
- ⬜ School Areas
- Roads
- 🟡 Potential Catchment Areas

Vista Grande Elementary School

Projected Change in Enrollment

-9.9%



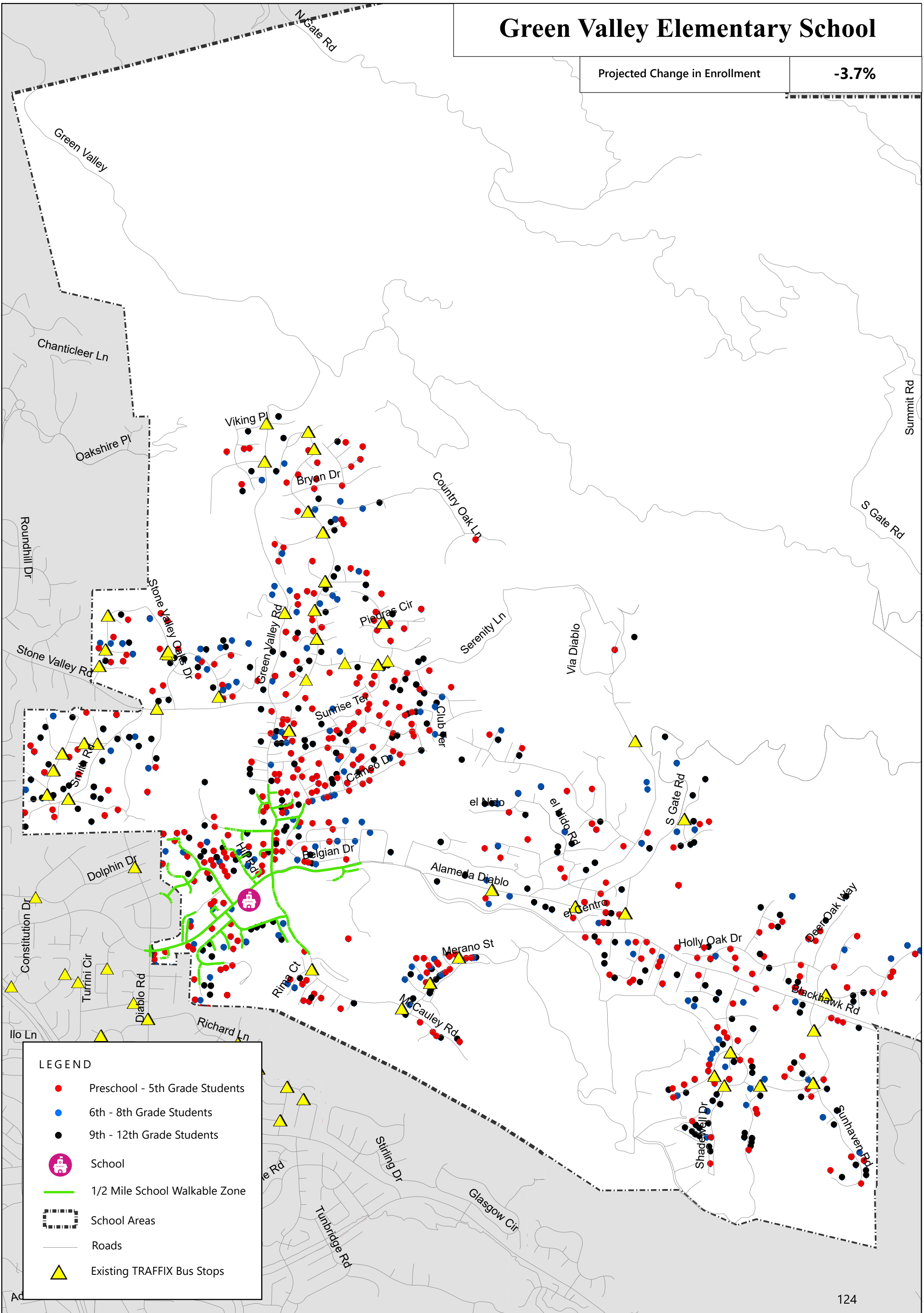
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 🟢 1/2 Mile School Walkable Zone
- ⬛ School Areas
- Roads
- 🚏 Existing TRAFFIX Bus Stops

Green Valley Elementary School

Projected Change in Enrollment

-3.7%



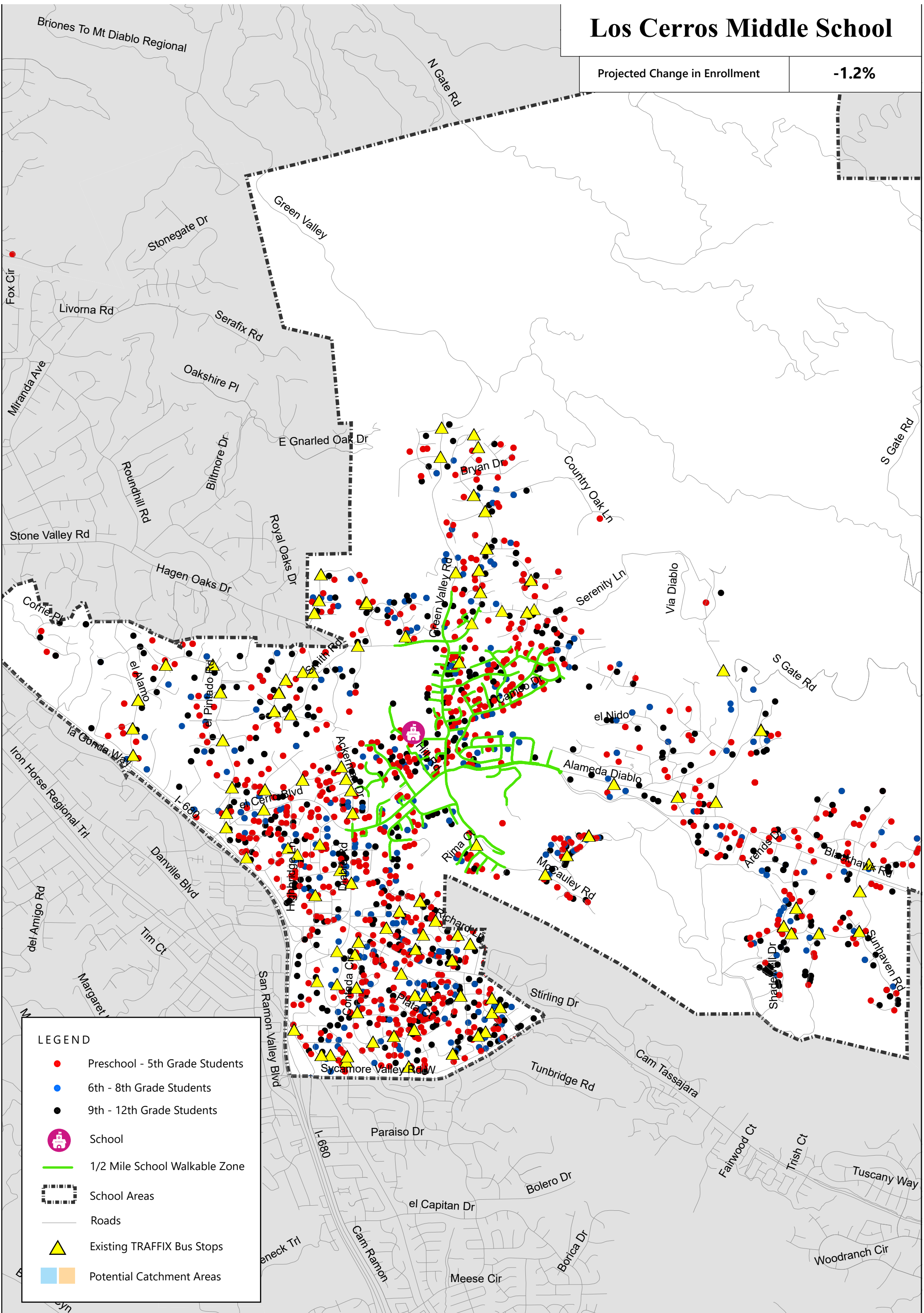
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 🟢 1/2 Mile School Walkable Zone
- ⬜ School Areas
- Roads
- 🚏 Existing TRAFFIX Bus Stops

Los Cerros Middle School

Projected Change in Enrollment

-1.2%



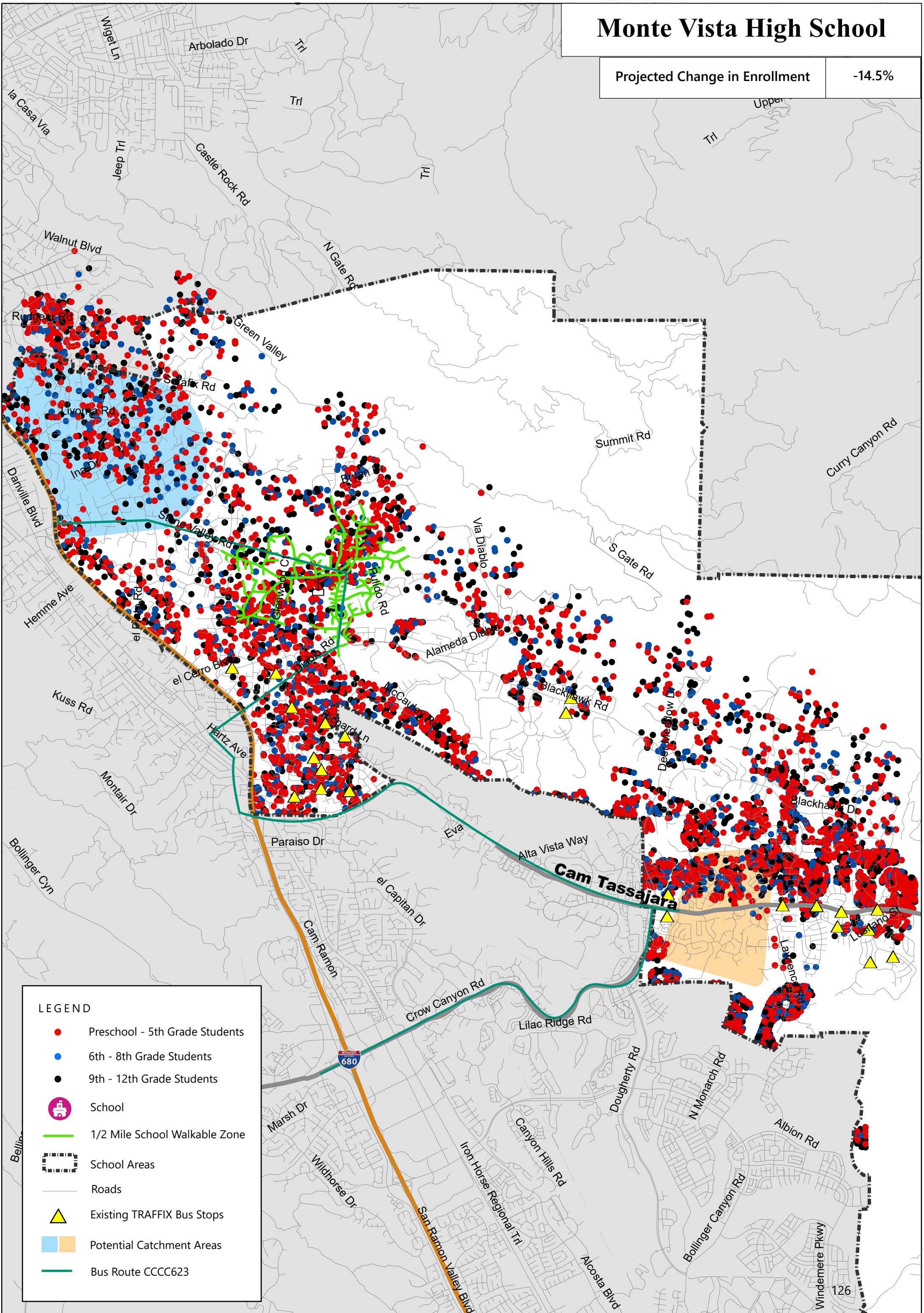
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- ▲ Existing TRAFFIX Bus Stops
- Potential Catchment Areas

Monte Vista High School

Projected Change in Enrollment

-14.5%



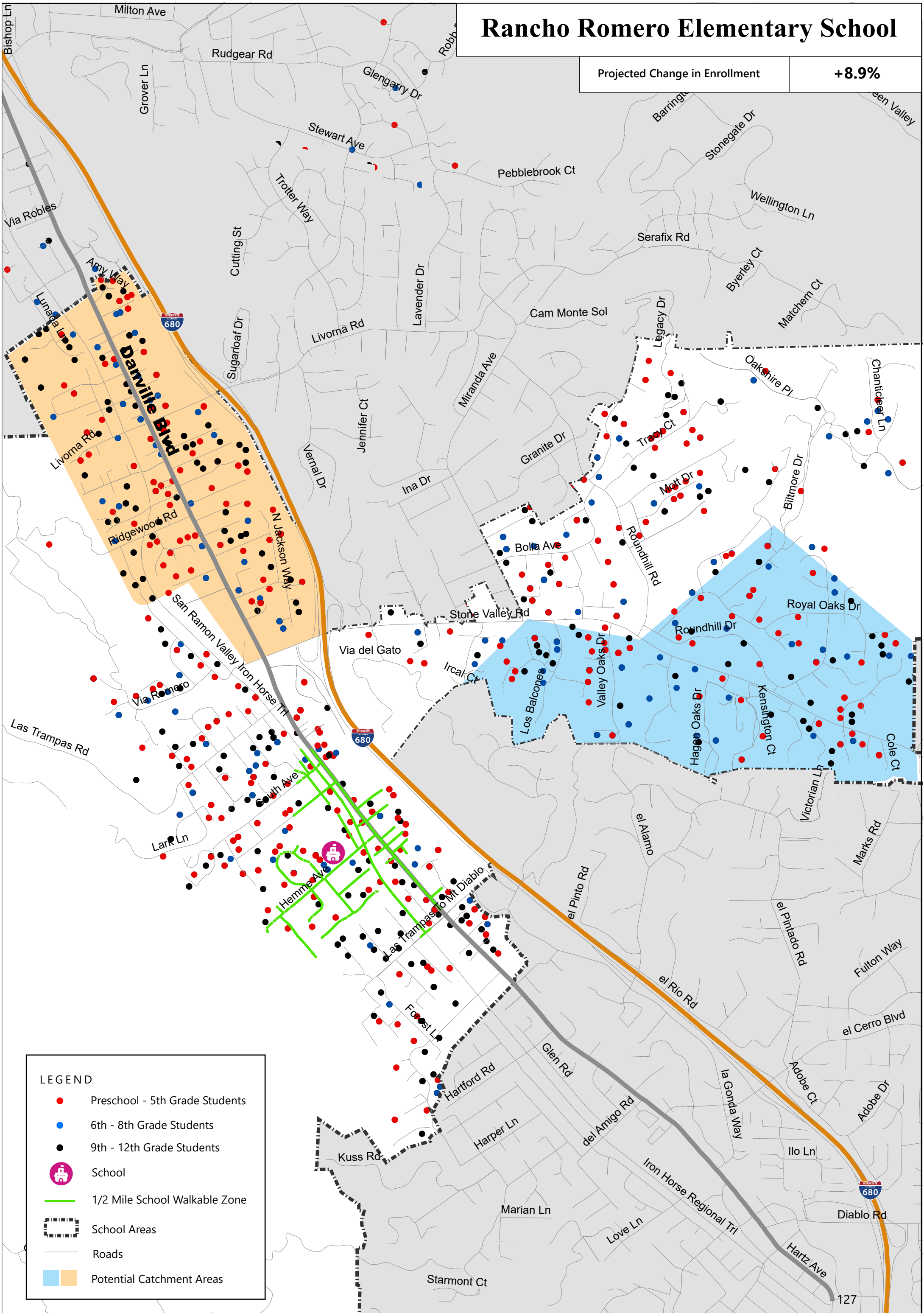
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 🟢 1/2 Mile School Walkable Zone
- ⬛ School Areas
- 🛣️ Roads
- 🟡 Existing TRAFFIX Bus Stops
- 🟡 Potential Catchment Areas
- 🟢 Bus Route CCCC623

Rancho Romero Elementary School

Projected Change in Enrollment

+8.9%



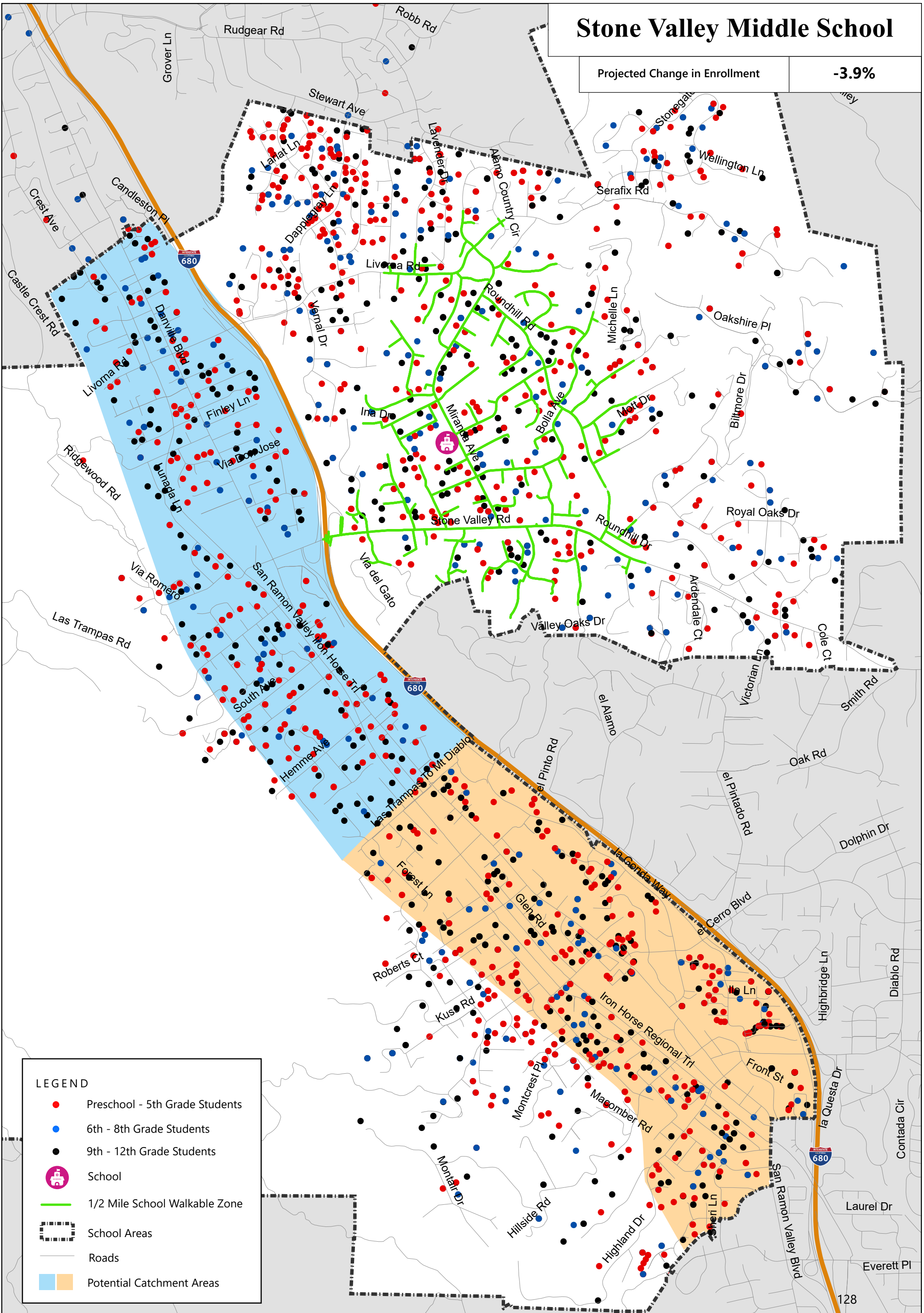
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- ■ Potential Catchment Areas

Stone Valley Middle School

Projected Change in Enrollment

-3.9%



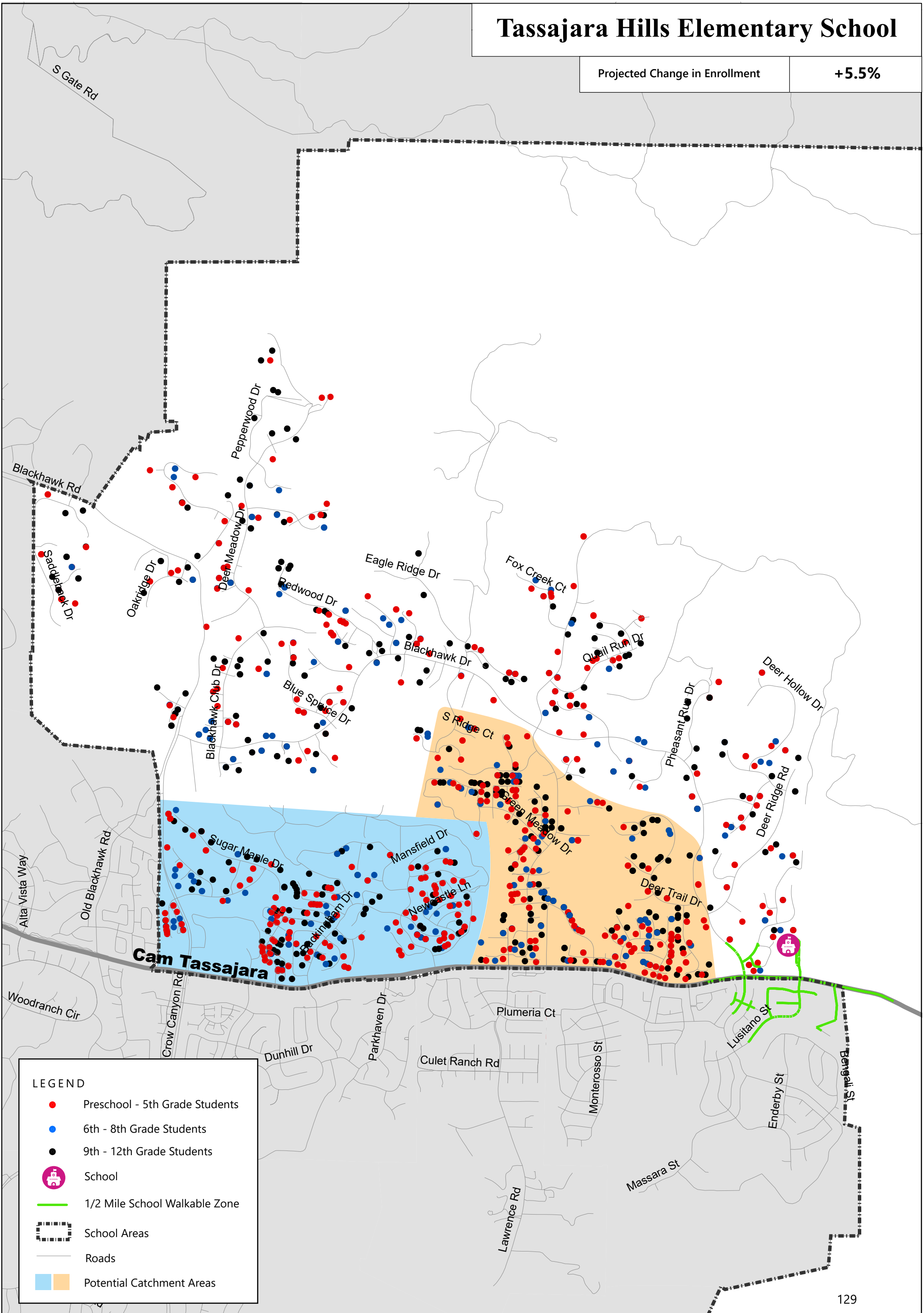
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- ⬡ School Areas
- Roads
- Potential Catchment Areas

Tassajara Hills Elementary School

Projected Change in Enrollment

+5.5%



LEGEND

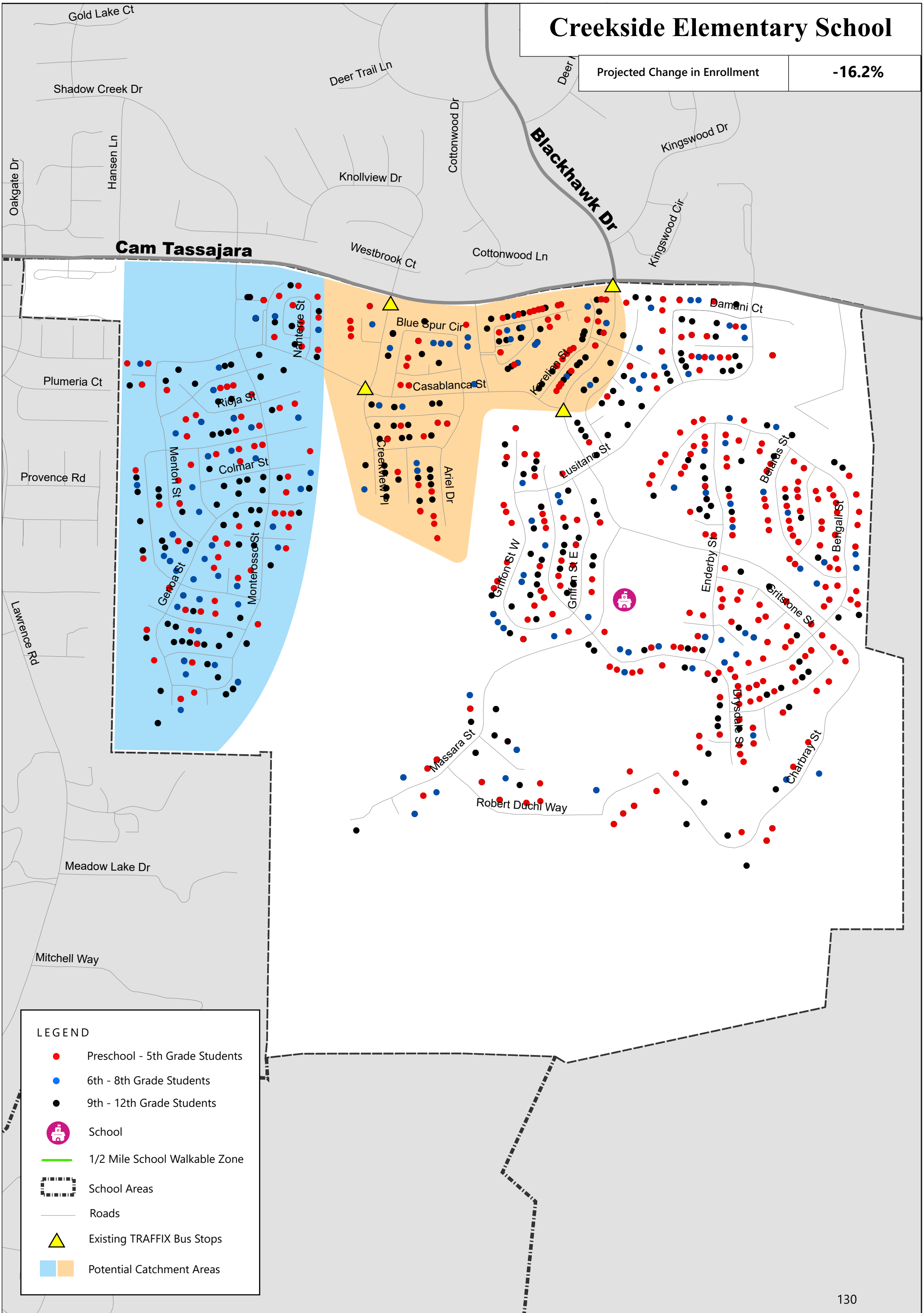
- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Potential Catchment Areas

Creekside Elementary School

Projected Change in Enrollment

-16.2%

Cam Tassajara



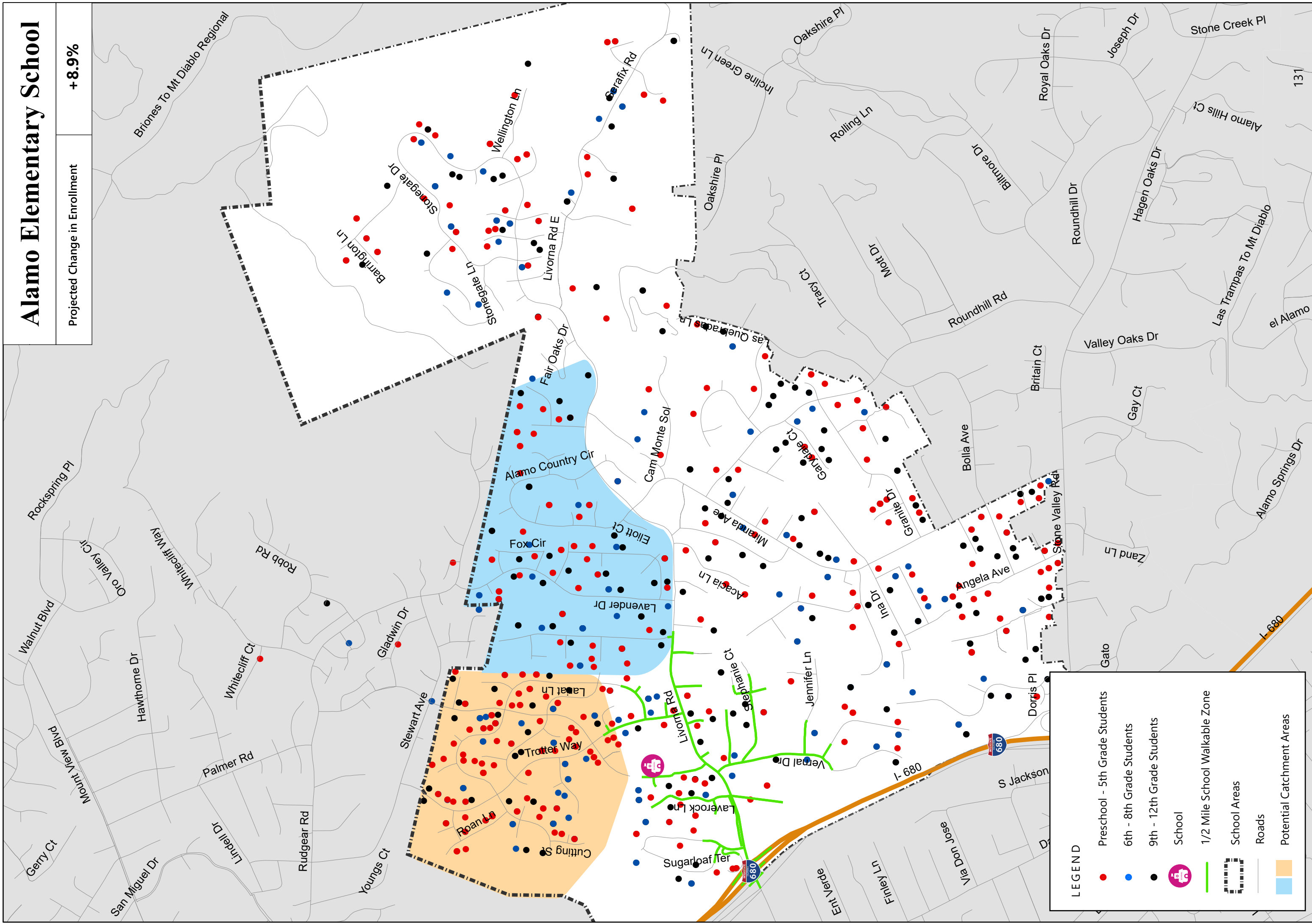
LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- School
- 1/2 Mile School Walkable Zone
- School Areas
- Roads
- Existing TRAFFIX Bus Stops
- Potential Catchment Areas

Alamo Elementary School

Projected Change in Enrollment

+8.9%



LEGEND

- Preschool - 5th Grade Students
- 6th - 8th Grade Students
- 9th - 12th Grade Students
- 🏫 School
- 1/2 Mile School Walkable Zone
- ▭ School Areas
- ▭ Roads
- ▭ Potential Catchment Areas

CHAPTER 5 TRAFFIC DELAY WITH BUS IMPLEMENTATION

An alternate methodology was introduced in this analysis cycle to explore additional data to support the effort of determining the impact of busing on traffic delay. The SimTraffic analysis was proposed to calculate the percentage change in total delay on the roadway network in close vicinity of each school with the potential implementation of two bus routes.

Whereas level of service focuses on average delay at an intersection, this methodology calculates overall average delay within a defined roadway network. However, since each school roadway network is a different size, the average delay would be greater in larger networks. To compare a common value, the percent change in total delay is the primary metric.

5.1 SimTraffic Methodology

SimTraffic 11 software works in conjunction with Synchro 11 software using HCM 2000 methodology. A SimTraffic model was developed from the Synchro model used for the LOS analysis. The SimTraffic model includes using existing detailed lane geometry, approach speeds and grades, traffic controls, and signal timings.

A study zone with study intersections was developed for 29 schools, for a total of 29 zones. Four schools were omitted from this analysis since there was no potential new bus route catchment areas due to TRAFFIX bus routes currently serve the entirety of residential areas within the school boundary

The size of each zone varied in size depending upon the number of study intersections and the distance away from the school. Some zones required additional data to provide enough data points to conduct a simulation. Therefore, traffic counts were conducted at an additional 59 intersections. Along with the original 65 study intersections, this makes for a total of 124 study intersections.

The SimTraffic model was calibrated with the available data to ensure that demand volumes could enter the network and that simulated conditions generally reflected observed field conditions for intersection operations and queue lengths.

However, some zones were more challenging to calibrate to reflect field conditions. Some of this can be accounted for due to excessive queuing that could not be accounted for in the model. Additionally, in some cases, turning movement counts at a few intersections are artificially low due to upstream congestion and thus does not reflect actual traffic demand. In order to calibrate the model to compensate for these conditions, additional data would be required as well as a more intensive modeling effort. Therefore, the model results for some school zones do not necessarily reflect observed field conditions.

Lastly, it should be noted that simulation, which is probabilistic, is inherently “noisy” and may not generate consistent results with similar inputs. To minimize variations, ten one-hour model runs were simulated and the averaged results reported.

Therefore, based on the limitations of this methodology, these results should not be relied on as the sole measure of effectiveness and is best when used in conjunction with other measures such as intersection level of service and observed congestion conditions.

5.2 SimTraffic Scenarios

SimTraffic model runs were conducted for the a.m. peak hour only since the a.m. peak hour tends to have a higher peak compared to the school afternoon peak hour. Two scenarios were run for each school zone, the Existing Conditions and Existing Conditions with Busing.

The Existing Conditions scenario is based on the collected turning movement counts. The Existing Conditions with Busing scenario is based on the collected turning movement counts less vehicles that would potentially be removed by adding two bus routes. The same number of vehicles were removed from the network for each type of school in the analysis. The number of vehicles removed from the network are based on an average of bus ridership during the months of October 2022 and February 2023 for elementary schools, middle schools and high schools and assuming one vehicle for 80% of the students. This resulted in a 13-vehicle reduction for elementary schools, 17 vehicles for middle schools and 25 vehicles for high schools for each bus.

Based on the potential bus route catchment areas identified for each school, vehicle routes were identified and appropriate vehicle volumes at intersections were reduced accordingly.

For each school zone in the model, total delay for the Existing Conditions scenario was compared with total delay for the Existing Conditions with Busing to report the percentage reduction in delay. ***The percentage change is the important metric rather than total delay.*** The size of the analysis zones for each school are not comparable. Therefore, the total delay will be higher for schools with larger study zones and lower for schools with smaller study zones. However, it’s also important to note that percentage change can tend to have bigger swings with smaller numbers. This is another reason why it’s important to consider the results of this method in conjunction with the intersection level of service and observed congestion conditions.

5.3 SimTraffic Results

The results of the SimTraffic model simulation is presented on Table 8. The first two columns identify the school number and name. The third column identifies the total delay (in hours) within the SimTraffic network for the school with the Existing Conditions scenario. The fourth column lists the total delay (in hours) within the SimTraffic network for the school with the Existing Conditions with Two Bus Routes. The fifth column is the difference between the Total Delay (in hours) between the Existing Conditions and Existing Conditions plus Two Bus Routes. The last column is the percentage reduction in total delay between the two scenarios.

The greater the percentage reduction in total delay, potentially the greater impact busing can have on reducing traffic delays. However, this percentage is to be use cautiously when dealing with low delay values.

Of the 29 school zone analyzed, two schools (Twin Creeks Elementary School and Gale Ranch Middle School) may experience a reduction of at least 20 percent in total delay within the analyzed school zones. An additional 12 school zones may experience a reduction of at least 10 percent in total delay within the analyzed school zones. Two school zones, **California High School** and Tassajara Hills Elementary School, have model results with increased delay with the addition of busing. The SimTraffic model for **California High School** had challenges with calibration due to excessive queuing and thus has results that do not reflect observed conditions. The SimTraffic model for Tassajara Hills Elementary School moderately reflects observed conditions.

Table 8: SimTraffic Percent Delay Reduction Results by School Zone

School No.	School Name	Total Delay (h) Existing Conditions	Total Delay (h) With 2 (Additional) Bus Routes	Change in Delay	Percent Delay Reduction
1	Bollinger Canyon ES	7.8	7.6	-0.2	-2.60%
2	Country Club ES	1.7	1.4	-0.3	-17.60%
3	Coyote Creek ES*	17.4	17.2	-0.2	-1.10%
4	Golden View ES	8.3	7.4	-0.9	-10.80%
5	Hidden Hills ES	9.3	8.1	-1.2	-12.90%
6	Live Oak ES	9.1	8.8	-0.3	-3.30%
7	Montevideo ES	3.4	2.8	-0.6	-17.60%
8	Quail Run ES	1	0.9	-0.1	-10.00%
9	Gale Ranch MS	57.7	45.6	-12.1	-21.00%
10	Windemere Ranch MS*	28.6	28	-0.6	-2.10%
11	Dougherty Valley HS	42.9	37.5	-5.4	-12.60%
12	Twin Creeks ES	1.3	1	-0.3	-23.10%
13	Walt Disney ES	4.4	4.1	-0.3	-6.80%
14	Bella Vista ES	6	5.5	-0.5	-8.30%
15	Iron Horse MS	9.5	8.6	-0.9	-9.50%
16	Pine Valley MS	13.9	11.8	-2.1	-15.10%
17	California HS*	46.8	49.3	2.5	5.30%
18	Neil Armstrong ES	n/a	n/a	n/a	n/a
19	Diablo Vista ES	24.5	23.6	-0.9	-3.70%
20	Sycamore Valley ES	41.2	37.6	-3.6	-8.70%
21	John Baldwin ES	9	8.9	-0.1	-1.10%
22	Charlotte Wood MS	3	2.7	-0.3	-10.00%
23	Montair ES	1.3	1.1	-0.2	-15.40%
24	San Ramon Valley HS	31.4	30.3	-1.1	-3.50%
25	Vista Grande ES	n/a	n/a	n/a	n/a
26	Green Valley ES	n/a	n/a	n/a	n/a
27	Los Cerros MS	n/a	n/a	n/a	n/a
28	Monte Vista HS	19.3	16.8	-2.5	-13.00%
29	Rancho Romero ES	16.5	14.4	-2.1	-12.70%
30	Stone Valley MS	19.6	17.2	-2.4	-12.20%
31	Tassajara Hills ES	24.1	25.6	1.5	6.20%
32	Creekside ES	4.3	3.9	-0.4	-9.30%
33	Alamo ES	6.1	5.6	-0.5	-8.20%

*indicates schools with model results that do not reflect observed conditions. (h) = hours

n/a = school is omitted from analysis since existing TRAFFIX routes currently serve entire school boundary area

CHAPTER 6 SUMMARY OF FINDINGS

In an effort to summarize all the findings and determine where to prioritize school bus service with the goal of reducing traffic congestion, a point system was developed for the LOS analysis, SimTraffic percentage delay reduction, and the observed level of congestion. The result is a prioritized list of schools that would have the greatest impact on traffic congestion if bus service were provided.

Table 9 shows that each metric has a score range of zero to five, with zero points representing conditions of low congestion or low percentage of potential traffic delay reduction with busing and five points representing conditions of higher congestion or a high potential of traffic delay reduction with busing.

Table 9: Point System to Prioritize Schools for Busing

LOS ^a	Points	Percentage Delay Reduction	Points	Level of Observed Congestion	Points
A	0	0	0	Low	0
B	1	up to 5.0	1	Mild	1
C	2	5.1 to 10.0	2	Moderate	2
D	3	10.1 to 15	3	-	-
E	4	15.1 to 20	4	High	4
F	5	20+	5	Severe	5

^aBased on the worst LOS of all the intersections in school vicinity

Table 10 summarizes the results of the LOS, Percent Delay Reduction and Level of Observed Congestion presented in earlier sections of this report.

Table 10 Summary of Results of Each Metric

School No.	School Name	Inter-section No.	Intersection in School Analysis Zone for LOS Results	AM LOS	PM LOS	Percent Delay Reduction	Level of Observed Congestion
1	Bollinger Canyon ES	1	Bollinger Canyon Rd & Talavera Dr	C	C	-2.6	Mild
		2	Santander Dr & Talavera Dr	A	A		
2	Country Club ES	5	Davona Dr & Blue Fox Way	B	A	-17.6	Moderate
		6	Brockton Ave & Blue Fox Way	A	A		
3	Coyote Creek ES	9	North Gale Ridge Rd & Lilac Ridge Rd	F	D	-1.1	Severe
		10	North Gale Ridge Rd & Dougherty Rd	C	C		
		11	North Gale Ridge Rd & Lantana Way	B	B		
4	Golden View ES	13	Crow Canyon Rd & Canyon Crest Dr East	F	B	-10.8	High
		14	Canyon Crest Dr / Driveway In	E	C		
5	Hidden Hills ES	16	Albion Rd & Harcourt Way	C	C	-12.9	Low
		17	Windemere Parkway & Harcourt Way	D	C		
6	Live Oak ES	20	East Branch Parkway & Sherwood Dr	C	C	-3.3	Mild
		21	Melbourne Way & Sherwood Dr	A	A		
7	Montevideo ES	24	Broadmoor Dr & Montevideo Dr	C	B	-17.6	Low
8	Quail Run ES	28	Goldenbay Ave & Cinnamon Ridge Rd	C	B	-10	Mild
		29	Goldenbay Ave & Applewood Dr	B	B		
		30	Goldenbay Ave & Ivy Leaf Springs	B	A		
9	Gale Ranch MS	32	Bollinger Canyon Rd & Main Branch	D	D	-21	High
		33	S. Monarch Rd & Bayleaf Dr	F	F		
		34	Bollinger Canyon Rd & S. Monarch Rd	C	C		
10	Windemere Ranch MS	36	Bollinger Canyon Rd & East Branch Pkwy	C	B	-2.1	High
11	Dougherty Valley HS	40	Bollinger Canyon Rd & Albion Rd	D	C	-12.6	Severe
		41	Albion Rd & Arrowfield Way / Driveway	D	C		
12	Twin Creeks ES	44	Bollinger Canyon Rd & Marsh Dr	C	B	-23.1	Mild
		45	Bollinger Canyon Rd & Dos Rios Dr	B	B		
13	Walt Disney ES	48	Pine Valley Rd & Del Mar Dr	A	A	-6.8	Moderate
		49	Pine Valley Rd & Alcosta Blvd	C	B		

School No.	School Name	Inter-section No.	Intersection in School Analysis Zone for LOS Results	AM LOS	PM LOS	Percent Delay Reduction	Level of Observed Congestion
14	Bella Vista ES	52	Trumpet Vine Lane & Hibiscus Rd	C	B	-8.3	High
		53	Trumpet Vine Lane & Trefoil Dr	B	A		
15	Iron Horse MS	57	Alcosta Boulevard & Woodland	C	C	-9.5	High
16	Pine Valley MS	59	Davona Dr & Pine Valley Rd	F	B	-15.1	Moderate
		60	Broadmoor Dr & Pine Valley Rd	D	B		
17	Cal HS	63	San Ramon Valley Blvd & Montevideo Dr	D	D	5.3	Severe
		64	Broadmoor Dr & Millbridge Dr	C	B		
18	Neil Armstrong ES	59	Davona Dr & Pine Valley Rd	F	B	-	Low
19	Diablo Vista MS	71	Camino Tassajara & Lawrence Rd	D	C	-3.7	Moderate
		72	Camino Tassajara & Hansen Lane	C	B		
20	Sycamore Valley ES	73	Camino Tassajara & Holbrook Dr	F	C	-8.7	Moderate
		74	Camino Tassajara & Alta Vista Way	B	B		
21	John Baldwin ES	75	Brookside Dr & Timberline Court	A	A	-1.1	Mild
		76	Brookside Dr & Paraiso Dr	A	A		
		77	Brookside Dr & Sycamore Valley Rd	B	B		
22	Charlotte Wood MS	80	El Capitan Dr & Greenbrook Dr	B	B	-10	Moderate
		81	El Capitan Dr & Orange Blossom Way	B	B		
23	Montair ES	84	Linda Mesa & Esther Lane	A	A	-15.4	Moderate
		85	Quinterra Lane & Estates Dr	B	A		
24	San Ramon Valley HS	87	Danville Blvd & Railroad Ave	B	B	-3.5	High
		88	Danville Blvd & El Cerro Blvd	C	C		
		89	El Cerro Blvd & La Gonda Way	C	C		
25	Vista Grande ES	95	Camino Tassajara & Diablo Rd	C	D	n/a	Mild
26	Green Valley ES	104	Green Valley Rd & Stone Valley Rd	F	C	n/a	Mild
		101	Green Valley Rd & Blemer Rd	C	B		
		98	Diablo Rd & Green Valley Rd / McCauley	E	D		
		99	Diablo Rd & Matadera Way	B	B		
27	Los Cerros MS	98	Diablo Rd & Green Valley Rd / McCauley	E	D	n/a	Low

School No.	School Name	Inter-section No.	Intersection in School Analysis Zone for LOS Results	AM LOS	PM LOS	Percent Delay Reduction	Level of Observed Congestion
		99	Diablo Rd & Matadera Way	B	B		
		101	Green Valley Rd & Blemer Rd	C	B		
		104	Green Valley Rd & Stone Valley Rd	F	C		
28	Monte Vista HS	101	Green Valley Rd & Blemer Rd	C	B	-13	Moderate
		98	Diablo Rd & Green Valley Rd / McCauley	E	D		
		99	Diablo Rd & Matadera Way	B	B		
		104	Green Valley Rd & Stone Valley Rd	F	C		
		105	Stone Valley Rd & MVHS Entry / Monte Sereno	F	D		
29	Rancho Romero ES	108	Danville Blvd & Hemme Ave	D	C	-12.7	High
		109	Danville Blvd & La Serena Ave	F	D		
30	Stone Valley MS	112	Danville Blvd & Stone Valley Rd	D	D	-12.2	Moderate
		113	Miranda Ave & Granite Dr	B	A		
31	Tassajara Hills ES	116	Camino Tassajara & Charbray Street	C	B	6.2	Moderate
		117	Camino Tassajara & Tassajara Hills School Entry	C	B		
32	Creekside ES	118	Charbray Street & Casablanca Street	B	B	-9.3	Mild
		119	Lusitano Street & Charbray Street	D	B		
		120	Massara Street & Charbray Street	B	B		
		121	Enderby street & Charbray Street	A	A		
33	Alamo ES	124	Livorna Rd & Wilson Way	C	C	-8.2	Low

Table 11 displays the results of applying the point system to the three metrics with each school's total score. A maximum score of 15 indicates schools experiencing more traffic congestion and the potential to benefit most from school bus service. Schools with lower scores tend to experience less traffic congestion and may benefit less from school bus service. However, it's important to note that schools with lower scores that already have bus service, score lower due to reduced congestion as a result of the implementation of bus service. The schools are listed in the order of the highest score and are given a corresponding rank.

Table 11: Prioritization Scores by School

School No.	School	Prioritization Score			Total	Rank
		LOS	%Delay	Observe		
9	Gale Ranch MS	5	5	4	14	1
4	Golden View ES	5	3	4	12	2
29	Rancho Romero ES	5	3	4	12	2
11	Dougherty Valley HS	3	3	5	11	3
16	Pine Valley MS	5	4	2	11	3
3	Coyote Creek ES	5	1	5	11	3
28	Monte Vista HS	5	3	2	10	4
20	Sycamore Valley ES	5	2	2	9	5
15	Iron Horse MS	2	2	4	8	6
14	Bella Vista ES	2	2	4	8	6
30	Stone Valley MS	3	3	2	8	6
12	Twin Creeks ES	2	5	1	8	6
17	California HS	3	0	5	7	7
10	Windemere Ranch MS	2	1	4	7	7
2	Country Club ES	1	4	2	7	7
23	Montair ES	1	4	2	7	7
24	San Ramon Valley HS	2	1	4	7	7
5	Hidden Hills ES	3	3	0	6	8
7	Montevideo ES	2	4	0	6	8
13	Walt Disney ES	2	2	2	6	8
19	Diablo Vista MS	3	1	2	6	8
32	Creekside ES	3	2	1	6	8
26	Green Valley ES	5	0	1	6	8
8	Quail Run ES	2	2	1	5	9
22	Charlotte Wood MS	1	2	2	5	9
18	Neil Armstrong ES	5	0	0	0	9
27	Los Cerros MS	5	0	0	5	9
6	Live Oak ES	2	1	1	4	10
31	Tassajara Hills ES	2	0	2	4	10
33	Alamo ES	2	2	0	4	10
1	Bollinger Canyon ES	2	1	1	4	10
25	Vista Grande ES	3	0	1	4	10
21	John Baldwin ES	1	1	1	3	11

Table 12 is similar to Table 11 and includes the projected percent change in enrollment as well as which schools are currently served by TRAFFIX and the number of bus routes at those schools.

Table 12: List of Prioritized Schools with Enrollment Trends and Existing TRAFFIX Routes

School No.	School	Prioritization Score			Rank	Projected % Change in Enrollment ²	Projected # Change in Enrollment ²	Number of TRAFFIX Routes ³	# of Passes Sold ³ / % of Bus Capacity ⁴
		LOS	%Delay	Observe					
9	Gale Ranch MS	5	5	4	1	-25.2%	-289	-	-
4	Golden View ES	5	3	4	2	-24.9%	-147	-	-
29	Rancho Romero ES	5	3	4	2	8.9%	35	-	-
11	Dougherty Valley HS	3	3	5	3	-22.9%	-770	-	-
16	Pine Valley MS	5	4	2	3	-11.6%	-103	6	216 / 69%
3	Coyote Creek ES	5	1	5	3	-28.5%	-171	2	80 / 63%
28	Monte Vista HS	5	3	2	4	-14.5%	-339	7	381 ⁵ / 101%
20	Sycamore Valley ES ¹	5	2	2	5	6.0%	34	-	-
15	Iron Horse MS	2	2	4	6	15.5%	161	-	-
14	Bella Vista ES	2	2	4	6	-7.9%	-30	-	-
30	Stone Valley MS	3	3	2	6	-3.9%	-22	-	-
12	Twin Creeks ES	2	5	1	6	5.6%	36	-	-
17	California HS	3	0	5	7	5.7%	152	1	49 / 91%
10	Windemere Ranch MS	2	1	4	7	-37.1%	-371	-	-
2	Country Club ES	1	4	2	7	-2.8%	-15	2	34 / 27%
23	Montair ES	1	4	2	7	-9.3%	-38	-	-
24	San Ramon Valley HS	2	1	4	7	-3.7%	-62	1	46 / 85%
5	Hidden Hills ES	3	3	0	8	-21.7%	-120	-	-
7	Montevideo ES	2	4	0	8	18.9%	101	-	-
13	Walt Disney ES	2	2	2	8	-6.2%	-29	1	25 / 39%
19	Diablo Vista MS	3	1	2	8	-11.4%	-89	-	-
32	Creekside ES	3	2	1	8	-16.2%	-74	-	-
26	Green Valley ES	5	0	1	8	-3.7%	-18	6	133 / 35%
8	Quail Run ES	2	2	1	9	-16.4%	-136	-	-
22	Charlotte Wood MS	1	2	2	9	3.0%	26	-	-
18	Neil Armstrong ES	5	0	0	9	-11.7%	-47	1	35 / 55%
27	Los Cerros MS	5	0	0	9	-1.2%	-6	9	207 / 43%
6	Live Oak ES	2	1	1	10	-31.1%	-150	-	-
31	Tassajara Hills ES	2	0	2	10	5.5%	27	-	-
33	Alamo ES	2	2	0	10	8.9%	29	-	-
1	Bollinger Canyon ES	2	1	1	10	-13.4%	-60	-	-
25	Vista Grande ES	2	0	1	11	-9.9%	-46	3	65 / 34%
21	John Baldwin ES	1	1	1	11	1.1%	5	-	-

¹Improvements made to intersection after data collection may result in a lower priority score. See discussion below for details.

²Change between 2022/23 school year to projections for 2027/28 school year

³TRAFFIX data for 2023/24 school year. Number of TRAFFIX routes do not change from 2022/23 to 2023/24.

⁴Based on 54 students per bus for HS & MS and 64 for ES, total number of bus routes and total number of passes sold.

⁵Waitlist for Monte Vista High School is 268 students for 2023/24 school year.

It is important to note that schools with existing bus service have the benefit of reduced traffic congestion, and thus have lower scores using these metrics. Therefore, if bus service is removed from a school, the school would score higher as the traffic congestion would increase.

The school with the highest rank is Gale Ranch Middle School, which has an intersection that experiences LOS F, has a high level of observed congestion and the addition of school bus service would have a high percentage reduction of vehicle delay. However, as indicated on Table 12, student enrollment is projected to reduce by 25.2 percent by school year 2027/28. Additionally, it should be noted that the intersection with the LOS F near Gale Ranch Middle School is the exiting driveway of the passenger loading area. This intersection experiences an extremely high level of school pedestrian crossings which contribute to the degraded LOS. The level of service at this intersection can be improved to LOS C with a change in traffic control to an all-way stop control. However, Gale Ranch Middle School could be considered for school bus service.

Two schools, Golden View and Rancho Romero Elementary Schools, are ranked second with scores of 12. Both schools have intersections with LOS F in the vicinity as well as high levels of observed congestion. However, student enrollment at Golden View Elementary School is projected to decrease by nearly 25 percent while enrollment at Rancho Romero Elementary School is projected to increase by nearly nine percent over the next four years. Both Golden View and Rancho Romero Elementary Schools can be considered for school bus service in this cycle.

The next four schools ranked third and fourth are all expected to experience reductions in student enrollment through 2027. Three of these schools, **Pine Valley Middle School**, **Coyote Creek Elementary School** and **Monte Vista High School**, are currently serviced by TRAFFIX buses. It is highly recommended that these schools maintain TRAFFIX bus service since each of these school zones experience intersections with LOS F, and without bus service, these intersections would operate with even higher traffic delays. The bus routes should be evaluated to maximize ridership. Dougherty Valley could also be considered for school bus service in this cycle.

Sycamore Valley Elementary School is ranked fifth and student enrollment is expected to slightly increase six percent over the next four years. The signalized intersection that is the main entrance to this school along an arterial operates at LOS F and there is a high level of observed congestion. However, it should be noted that after the analysis was completed for this report, traffic congestion conditions improved around Sycamore Valley Elementary School at the beginning of school year 2023/24 due to implementation of signing and striping and circulation improvements, signal timing changes and bell time changes. Based on staff input, the LOS of the nearby intersection of Camino Tassajara at Holbrook Drive

appears to have improved from the calculated LOS F during the AM peak hour. This school could also be considered for bus route service.

The next four schools, Iron Horse Middle School, Bella Vista Elementary School, Stone Valley Middle School and Twin Creeks Elementary School, are tied for sixth place. None of these schools have an intersection in the vicinity with a LOS below D. Two schools, Iron Horse Middle School and Twin Creeks Elementary School are forecast to experience an increase in student enrollment, with 15.5 percent and 5.6 percent increases through 2027, respectively. Iron Horse Middle School has a high level of observed congestion. Of the schools that are tied for sixth place, Iron Horse Middle School could be considered for bus route service first, followed by Twin Creeks Elementary School, Bella Vista Elementary School and Stone Valley Middle School.

There are several schools that are currently served by TRAFFIX buses but are ranked low on the prioritization list.

There are 22 bus routes between four schools located within a 2-mile radius which all contribute to a reduced level of congestion in the Danville area. **Los Cerros Middle School** is served by nine bus routes, **Vista Grande Elementary School** is served by three bus routes and **Green Valley Elementary School** is served by 6 bus routes. These three schools are ranked in the bottom third of the prioritization list. **Monte Vista High School**, also within the 2-mile radius but ranked higher on the list, is served by seven bus routes. There are two intersections in the vicinity of these schools with poor level of service with LOS F at Green Valley Rd & Stone Valley Rd and at LOS E at Diablo Rd & Green Valley Rd/McCauley Rd. **Los Cerros Middle School** has a high participation rate in the school bus program with a majority of students using bus transportation, resulting in very low traffic volumes during drop-off and pick-up times. It must be acknowledged that these three schools are ranked low in the prioritization list due to reduced vehicle trips due to the high concentration of bus service. Therefore, it is not recommended that bus service be removed at these schools as doing so will exacerbate traffic congestion. It is recommended however, that the routes and stops serving the schools are evaluated to maximize ridership at the full capacity of the buses.

Although the observed congestion is very low and the percent delay reduction is also low at **Neil Armstrong Elementary School**, it is suggested that the one bus route that serves the school is maintained. If this bus route were eliminated, additional traffic would be travel through a LOS F intersection (Pine Valley Road at Davona Drive), thus having a direct impact on increasing traffic congestion. It is recommended that ridership and stops are evaluated to maximize ridership.

The following tiers summarize the suggested schools to be served by TRAFFIX:

Tier 1

The following schools are currently served by TRAFFIX and are candidates to be considered for continued TRAFFIX service. The routes and stops for the schools can be re-evaluation to increase efficiency and ridership if the bus is operating below capacity:

- **Vista Grande Elementary School (#25)**
- **Los Cerros Middle School (#27)**
- **Green Valley Elementary School (#26)**
- **Neil Armstrong Elementary School (#18)**
- **Walt Disney Elementary School (#13)**
- **San Ramon Valley High School (#24)**
- **Country Club Elementary School (#2)**

Tier 2

The following schools are currently served by TRAFFIX and are candidates to be considered for continued student bus service with potential expansion:

- **Pine Valley Middle School (#16)**
- **Coyote Creek Elementary School (#3)**
- **Monte Vista High School (#28)**
- **California High School (#17)**

Tier 3

The following schools are candidates to be considered for new student bus service (listed in priority order):

- Gale Ranch Middle School (#9)
- Golden View Elementary School (#4)
- Rancho Romero Elementary School (#29)
- Dougherty Valley High School (#11)
- Sycamore Valley Elementary School (#20)¹
- Iron Horse Middle School (#15)
- Windemere Ranch Middle School (#10)

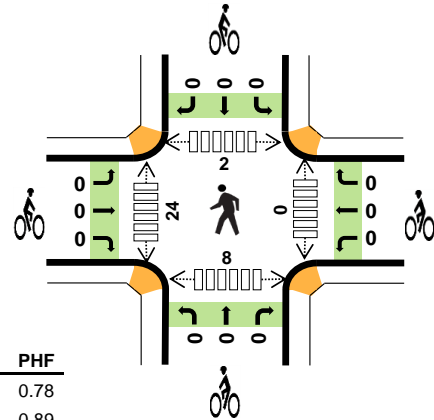
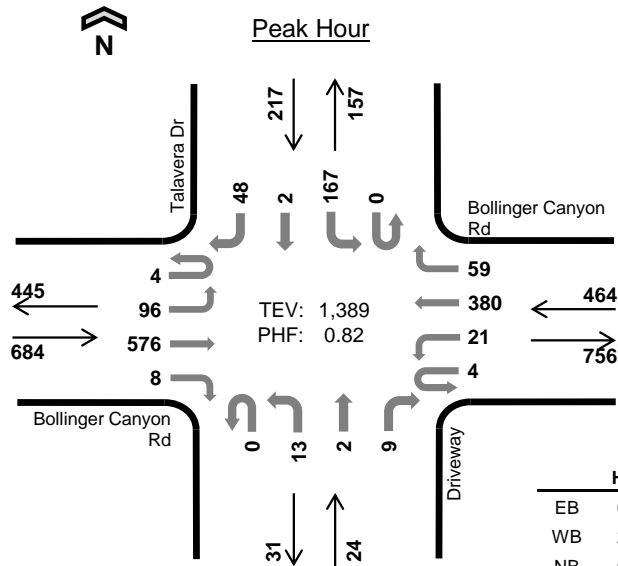
Appendix A

Turning Movement Counts

Talavera Dr Bollinger Canyon Rd



Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.4%	0.78
WB	2.4%	0.89
NB	0.0%	0.46
SB	3.2%	0.60
TOTAL	1.5%	0.82

Two-Hour Count Summaries

Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Driveway				Talavera Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	19	118	3	0	1	45	17	0	1	0	1	0	22	0	4	231	0	
7:45 AM	4	38	152	4	0	12	62	47	0	6	2	5	0	65	0	25	422	0	
8:00 AM	0	15	202	2	2	3	92	1	0	4	0	1	0	51	0	12	385	0	
8:15 AM	0	17	116	0	0	1	108	5	0	1	0	1	0	19	0	3	271	1,309	
8:30 AM	0	26	106	2	2	5	118	6	0	2	0	2	0	32	2	8	311	1,389	
8:45 AM	0	10	76	1	0	3	58	3	0	0	1	2	0	20	0	8	182	1,149	
9:00 AM	0	3	69	0	0	7	52	2	0	2	0	1	0	16	0	4	156	920	
9:15 AM	0	9	65	1	1	2	48	1	0	1	1	5	0	8	0	2	144	793	
Count Total	4	137	904	13	5	34	583	82	0	17	4	18	0	233	2	66	2,102	0	
Peak Hour	All	4	96	576	8	4	21	380	59	0	13	2	9	0	167	2	48	1,389	0
	HV	0	2	1	0	0	0	9	2	0	0	0	0	0	5	0	2	21	0
	HV%	0%	2%	0%	0%	0%	0%	2%	3%	-	0%	0%	0%	-	3%	0%	4%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5
7:45 AM	1	6	0	1	8	0	0	0	0	0	0	18	0	2	20
8:00 AM	0	3	0	4	7	0	0	0	0	0	0	4	0	5	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	2	2	0	2	6	0	0	0	0	0	0	1	2	1	4
8:45 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	1	1
9:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	1	1
9:15 AM	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4
Count Total	7	20	0	7	34	0	1	0	0	1	0	33	2	10	45
Peak Hour	3	11	0	7	21	0	0	0	0	0	0	24	2	8	34

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Driveway				Talavera Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	1	0	0	0	5	1	0	0	0	0	0	0	0	1	8	0
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	1	7	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:30 AM	0	2	0	0	0	0	1	1	0	0	0	0	0	2	0	0	6	21
8:45 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	16
9:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	12
9:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	16
Count Total	0	2	5	0	0	1	17	2	0	0	0	0	0	5	0	2	34	0
Peak Hour	0	2	1	0	0	0	9	2	0	0	0	0	0	5	0	2	21	0

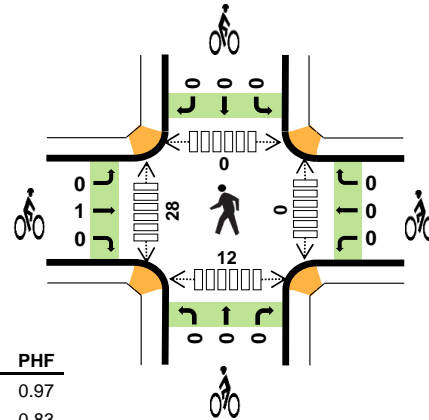
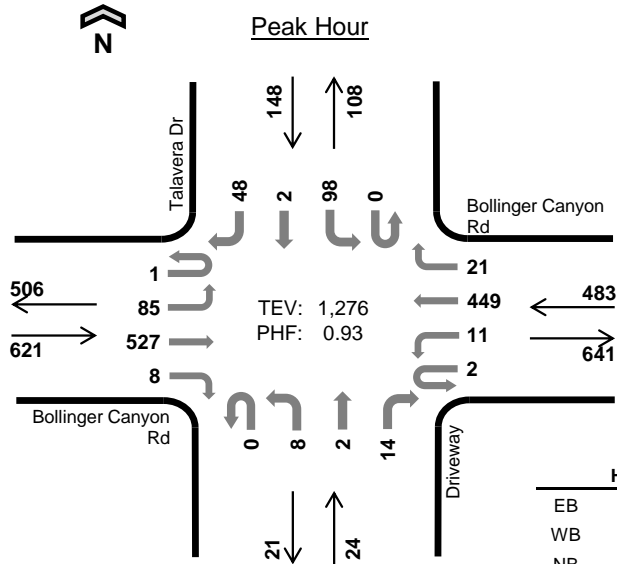
Two-Hour Count Summaries - Bikes																	
Interval Start	Bollinger Canyon Rd			Bollinger Canyon Rd			Driveway			Talavera Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

Talavera Dr Bollinger Canyon Rd



Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.0%	0.97
WB	1.4%	0.83
NB	4.2%	0.60
SB	0.7%	0.49
TOTAL	1.2%	0.93

Two-Hour Count Summaries

Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Driveway				Talavera Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	10	211	3	1	1	58	1	0	1	0	3	0	13	0	0	302	0	
1:45 PM	0	6	223	4	2	2	63	6	0	1	0	2	0	15	1	6	331	0	
2:00 PM	0	21	156	3	2	4	81	18	0	2	0	5	0	10	0	3	305	0	
2:15 PM	2	15	117	5	0	4	62	7	0	1	0	4	0	28	0	5	250	1,188	
2:30 PM	1	28	128	2	0	3	88	11	0	3	0	2	0	46	1	29	342	1,228	
2:45 PM	0	25	130	4	1	1	142	2	0	4	0	6	0	22	0	3	340	1,237	
3:00 PM	0	20	122	1	1	2	130	4	0	1	2	3	0	13	1	8	308	1,240	
3:15 PM	0	12	147	1	0	5	89	4	0	0	0	3	0	17	0	8	286	1,276	
Count Total	3	137	1,234	23	7	22	713	53	0	13	2	28	0	164	3	62	2,464	0	
Peak Hour	All	1	85	527	8	2	11	449	21	0	8	2	14	0	98	2	48	1,276	0
	HV	0	0	5	1	0	0	7	0	0	1	0	0	0	0	0	1	15	0
	HV%	0%	0%	1%	13%	0%	0%	2%	0%	-	13%	0%	0%	-	0%	0%	2%	1%	0

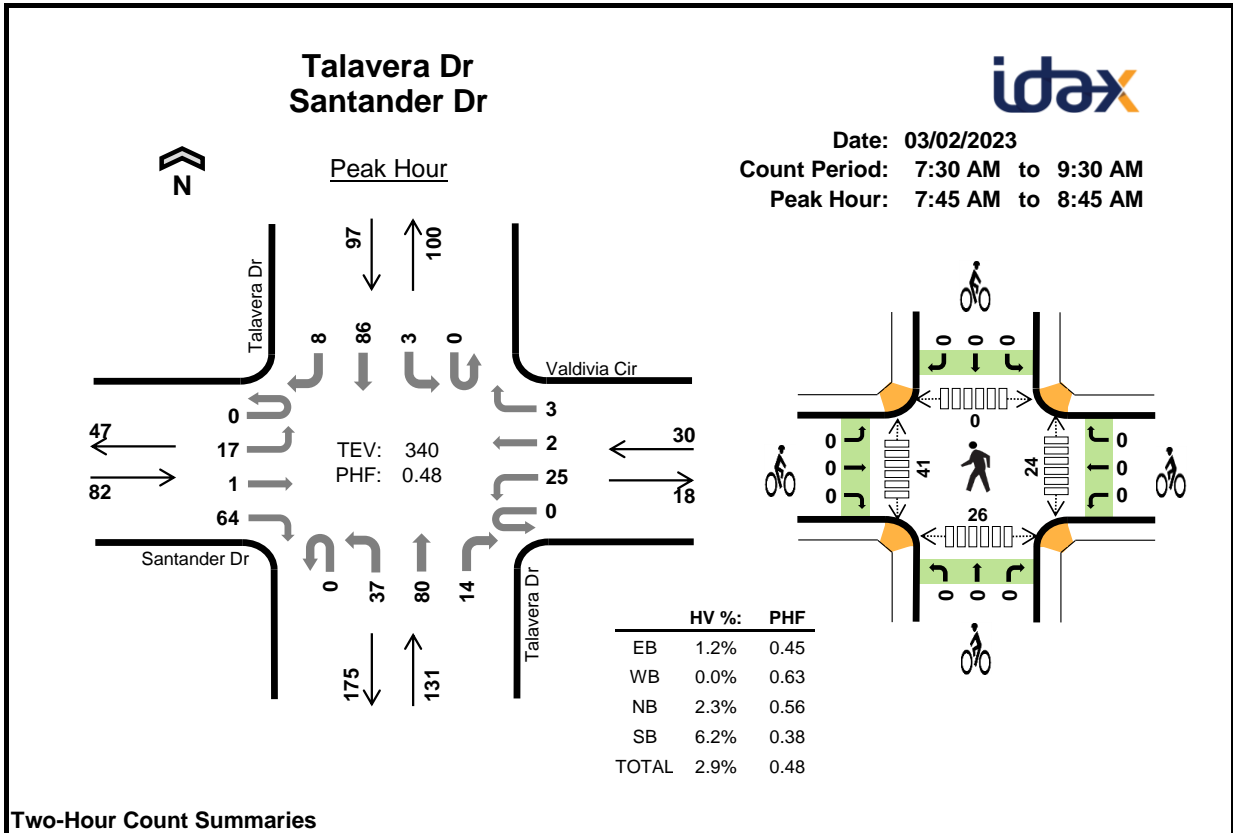
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	3	0	0	0	3	0	1	0	0	1	1	0	0	0	1
1:45 PM	3	2	0	1	6	0	0	0	0	0	0	0	0	1	1
2:00 PM	3	2	0	1	6	0	0	0	0	0	0	4	0	2	6
2:15 PM	3	0	0	2	5	0	0	0	0	0	0	6	0	4	10
2:30 PM	2	3	0	0	5	0	0	0	0	0	0	21	0	6	27
2:45 PM	1	1	1	1	4	1	0	0	0	1	0	2	0	3	5
3:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	2	3
3:15 PM	2	1	0	0	3	0	0	0	0	0	0	4	0	1	5
Count Total	18	11	1	5	35	1	1	0	0	2	1	38	0	19	58
Peak Hour	6	7	1	1	15	1	0	0	0	1	0	28	0	12	40

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Driveway				Talavera Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
1:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	6	0
2:00 PM	0	0	3	0	1	0	1	0	0	0	0	0	0	1	0	0	6	0
2:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	1	5	20
2:30 PM	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	5	22
2:45 PM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	4	20
3:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	17
3:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	15
Count Total	0	2	15	1	1	0	10	0	0	1	0	0	0	0	3	0	35	0
Peak Hour	0	0	5	1	0	0	7	0	0	1	0	0	0	0	0	1	15	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Bollinger Canyon Rd			Bollinger Canyon Rd			Driveway			Talavera Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0		
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0		

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



Two-Hour Count Summaries

Interval Start	Santander Dr				Valdivia Cir				Talavera Dr				Talavera Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	14	0	7	0	2	0	1	3	1	0	2	17	1	48	0	
7:45 AM	0	11	0	35	0	6	0	2	0	10	45	4	0	0	60	4	177	0	
8:00 AM	0	3	1	10	0	10	1	1	0	10	26	6	0	1	5	2	76	0	
8:15 AM	0	1	0	4	0	4	0	0	0	5	4	1	0	2	11	0	32	333	
8:30 AM	0	2	0	15	0	5	1	0	0	12	5	3	0	0	10	2	55	340	
8:45 AM	0	0	0	13	0	2	0	0	0	3	5	2	0	0	4	1	30	193	
9:00 AM	0	1	0	4	0	5	0	0	0	1	4	1	0	0	7	2	25	142	
9:15 AM	0	0	0	4	0	5	0	0	0	2	5	3	0	0	1	1	21	131	
Count Total	0	18	1	99	0	44	2	5	0	44	97	21	0	5	115	13	464	0	
Peak Hour	All	0	17	1	64	0	25	2	3	0	37	80	14	0	3	86	8	340	0
	HV	0	0	0	1	0	0	0	0	0	0	1	2	0	1	5	0	10	0
	HV%	-	0%	0%	2%	-	0%	0%	0%	-	0%	1%	14%	-	33%	6%	0%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	3	4	0	0	0	0	0	17	35	0	20	72
8:00 AM	0	0	1	1	2	0	0	0	0	0	3	5	0	2	10
8:15 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	2	1	3	0	0	0	0	0	3	1	0	4	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	2	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Count Total	1	0	3	7	11	0	0	0	0	0	28	45	0	29	102
Peak Hour	1	0	3	6	10	0	0	0	0	0	24	41	0	26	91

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Santander Dr				Valdivia Cir				Talavera Dr				Talavera Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	1	0	0	0	0	0	0	1	2	0	2	5	0	11	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	1	2	0	1	5	0	10	0

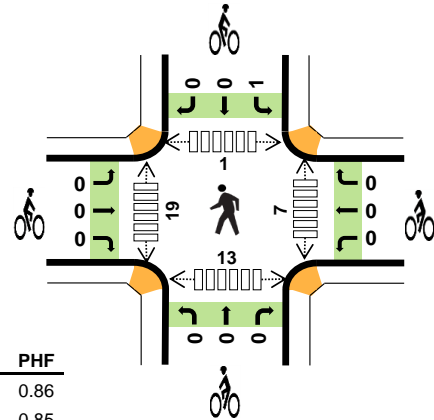
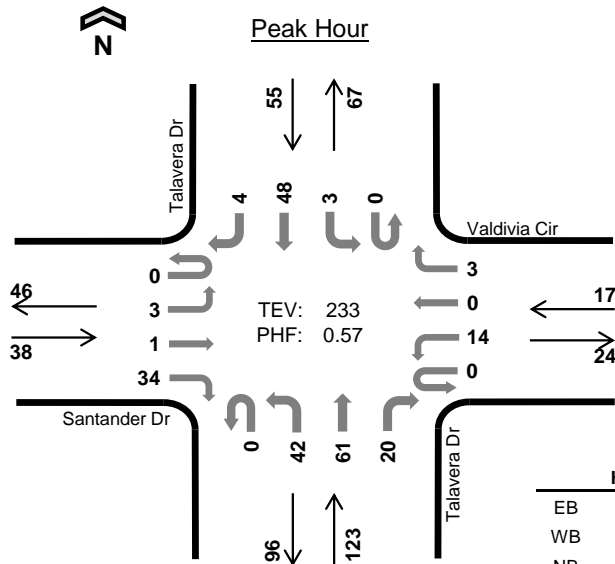
Two-Hour Count Summaries - Bikes																	
Interval Start	Santander Dr			Valdivia Cir			Talavera Dr			Talavera Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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



Talavera Dr Santander Dr

Date: 03/02/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	2.6%	0.86
WB	0.0%	0.85
NB	1.6%	0.46
SB	0.0%	0.69
TOTAL	1.3%	0.57

Two-Hour Count Summaries

Interval Start	Santander Dr				Valdivia Cir				Talavera Dr				Talavera Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	10	0	1	0	1	0	4	3	2	0	1	6	1	29	0	
1:45 PM	0	1	0	5	0	4	0	1	0	6	5	5	0	0	6	2	35	0	
2:00 PM	0	0	0	9	0	1	0	0	0	2	4	1	0	2	7	1	27	0	
2:15 PM	0	0	0	10	0	5	0	0	0	0	5	2	0	0	19	1	42	133	
2:30 PM	0	1	0	10	0	3	0	1	0	22	40	5	0	2	17	1	102	206	
2:45 PM	0	2	0	8	0	4	0	1	0	11	7	8	0	0	8	1	50	221	
3:00 PM	0	0	1	6	0	2	0	1	0	9	9	5	0	1	4	1	39	233	
3:15 PM	1	0	0	5	0	6	0	2	0	6	5	0	0	0	1	1	27	218	
Count Total	1	4	1	63	0	26	0	7	0	60	78	28	0	6	68	9	351	0	
Peak Hour	All	0	3	1	34	0	14	0	3	0	42	61	20	0	3	48	4	233	0
	HV	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	3	0
	HV%	-	0%	0%	3%	-	0%	-	0%	-	0%	2%	5%	-	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	3	3	0	0	0	0	0	1	3	0	0	4
2:00 PM	0	0	0	1	1	1	0	1	1	3	1	2	0	0	3
2:15 PM	0	0	1	0	1	0	0	0	0	0	1	1	1	3	6
2:30 PM	0	0	1	0	1	0	0	0	0	0	5	17	0	8	30
2:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	2	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	5
Count Total	1	0	3	5	9	1	0	1	2	4	10	25	1	16	52
Peak Hour	1	0	2	0	3	0	0	0	1	1	7	19	1	13	40

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Santander Dr				Valdivia Cir				Talavera Dr				Talavera Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
2:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	1	0	0	0	0	0	0	1	2	0	0	4	1	9	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	3	0

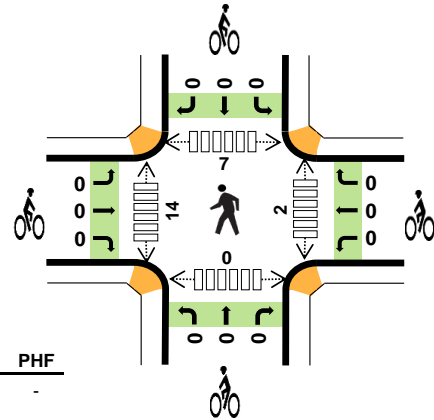
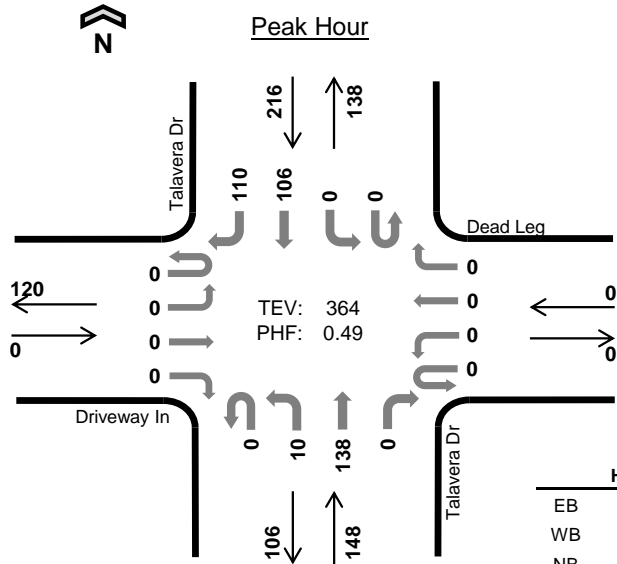
Two-Hour Count Summaries - Bikes																	
Interval Start	Santander Dr			Valdivia Cir			Talavera Dr			Talavera Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

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

Talavera Dr Driveway In



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	-	-
NB	4.1%	0.54
SB	3.2%	0.45
TOTAL	3.6%	0.49

Two-Hour Count Summaries

Interval Start	Driveway In				Dead Leg				Talavera Dr				Talavera Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	7	18	0	0	0	17	22	64	0	
7:45 AM	0	0	0	0	0	0	0	0	0	3	65	0	0	0	35	84	187	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	31	2	63	0	
8:15 AM	0	0	0	0	0	0	0	0	0	1	13	0	0	0	20	4	38	352	
8:30 AM	0	0	0	0	0	0	0	0	0	6	30	0	0	0	20	20	76	364	
8:45 AM	0	0	0	0	0	0	0	0	0	4	9	0	0	0	17	7	37	214	
9:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	15	1	21	172	
9:15 AM	0	0	0	0	0	0	0	0	0	1	11	0	0	0	9	0	21	155	
Count Total	0	0	0	0	0	0	0	0	0	22	181	0	0	0	164	140	507	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	10	138	0	0	0	106	110	364	0
	HV	0	0	0	0	0	0	0	0	0	2	4	0	0	0	4	3	13	0
	HV%	-	-	-	-	-	-	-	-	-	20%	3%	-	-	-	4%	3%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	1	4	5	0	0	0	0	0	2	5	0	0	7
8:00 AM	0	0	1	1	2	0	0	0	0	0	0	3	4	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
8:30 AM	0	0	4	2	6	0	0	0	0	0	0	5	2	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
Count Total	0	0	6	7	13	0	0	0	0	0	2	27	7	0	36
Peak Hour	0	0	6	7	13	0	0	0	0	0	2	14	7	0	23

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway In				Dead Leg				Talavera Dr				Talavera Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	5	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	6	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	2	4	0	0	0	4	3	13	
Peak Hour	0	0	0	0	0	0	0	0	0	2	4	0	0	0	4	3	13	

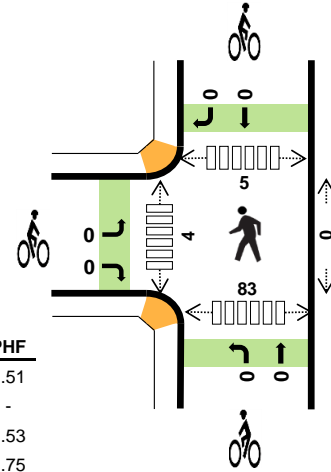
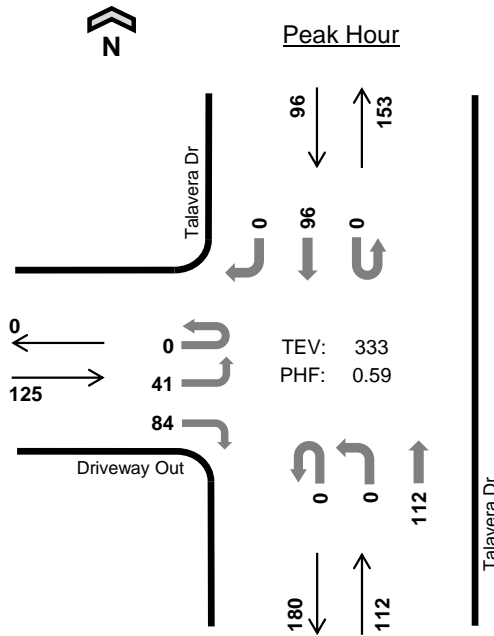
Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway In			Dead Leg			Talavera Dr			Talavera Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Talavera Dr Driveway Out



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	4.0%	0.51
WB	-	-
NB	3.6%	0.53
SB	4.2%	0.75
TOTAL	3.9%	0.59

Two-Hour Count Summaries

Interval Start	Driveway Out			0			Talavera Dr			Talavera Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	3	0	7	0	0	0	0	0	0	23	0	0	0	18	0	51	0
7:45 AM	0	21	0	40	0	0	0	0	0	0	53	0	0	0	28	0	142	0
8:00 AM	0	13	0	21	0	0	0	0	0	0	13	0	0	0	32	0	79	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	16	0	0	0	19	0	36	308
8:30 AM	0	7	0	22	0	0	0	0	0	0	30	0	0	0	17	0	76	333
8:45 AM	0	1	0	8	0	0	0	0	0	0	13	0	0	0	17	0	39	230
9:00 AM	0	2	0	2	0	0	0	0	0	0	4	0	0	0	15	0	23	174
9:15 AM	0	0	0	1	0	0	0	0	0	0	10	0	0	0	9	0	20	158
Count Total	0	47	0	102	0	0	0	0	0	0	162	0	0	0	155	0	466	0
Peak Hour	All	0	41	0	84	0	0	0	0	0	112	0	0	0	96	0	333	0
	HV	0	2	0	3	0	0	0	0	0	4	0	0	0	4	0	13	0
	HV%	-	5%	-	4%	-	-	-	-	-	4%	-	-	-	4%	-	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	5	11
7:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	4	70	74
8:00 AM	4	0	0	1	5	0	0	0	0	0	0	0	1	8	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
8:30 AM	1	0	3	2	6	0	0	0	0	0	0	3	0	5	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	3	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	6	
Count Total	5	0	4	4	13	0	0	0	0	0	0	16	9	92	
Peak Hr	5	0	4	4	13	0	0	0	0	0	0	4	5	83	

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Driveway Out				0				Talavera Dr				Talavera Dr					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
8:00 AM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	5	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0	6	13
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	2	0	3	0	0	0	0	0	0	4	0	0	0	4	0	13	0
Peak Hour	0	2	0	3	0	0	0	0	0	0	4	0	0	0	4	0	13	0

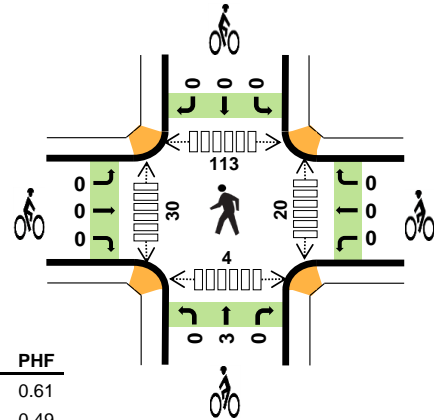
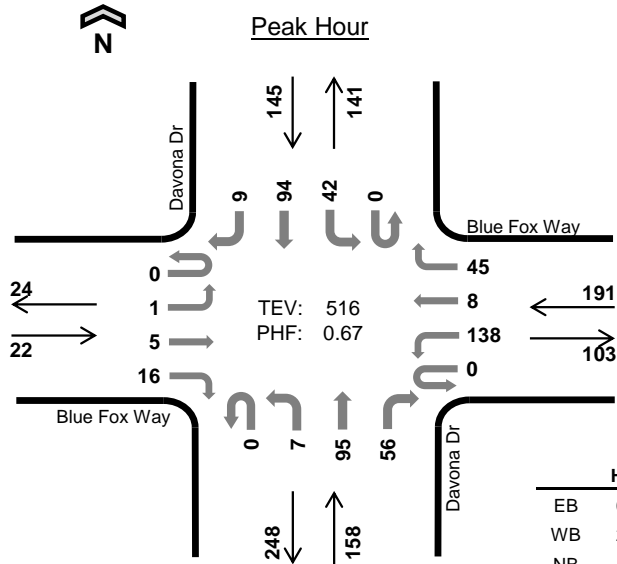
Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Driveway Out			0			Talavera Dr			Talavera Dr					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Davona Dr Blue Fox Way



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.61
WB	2.6%	0.49
NB	1.3%	0.79
SB	2.1%	0.88
TOTAL	1.9%	0.67

Two-Hour Count Summaries

Interval Start	Blue Fox Way Eastbound				Blue Fox Way Westbound				Davona Dr Northbound				Davona Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	1	2	0	6	0	3	0	0	18	3	0	1	12	0	46	0	
7:45 AM	0	0	2	2	0	6	0	9	0	1	41	8	0	6	30	0	105	0	
8:00 AM	0	0	1	2	0	12	4	8	0	1	21	16	0	10	17	7	99	0	
8:15 AM	0	1	1	4	0	77	2	19	0	3	20	24	0	22	18	1	192	442	
8:30 AM	0	0	1	8	0	43	2	9	0	2	13	8	0	4	29	1	120	516	
8:45 AM	0	1	1	1	0	9	0	3	0	0	10	4	0	4	13	1	47	458	
9:00 AM	0	0	0	3	0	12	0	1	0	1	15	5	0	2	13	1	53	412	
9:15 AM	0	0	0	2	0	6	0	4	0	3	10	1	0	0	14	0	40	260	
Count Total	0	2	7	24	0	171	8	56	0	11	148	69	0	49	146	11	702	0	
Peak Hour	All	0	1	5	16	0	138	8	45	0	7	95	56	0	42	94	9	516	0
	HV	0	0	0	0	0	3	0	2	0	0	2	0	0	0	3	0	10	0
	HV%	-	0%	0%	0%	-	2%	0%	4%	-	0%	2%	0%	-	0%	3%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	1	1	2	0	0	2	0	2	1	1	1	0	3
8:00 AM	0	0	1	1	2	0	0	0	0	0	4	8	44	1	57
8:15 AM	0	3	0	0	3	0	0	0	0	0	13	18	55	3	89
8:30 AM	0	2	0	1	3	0	0	1	0	1	2	3	13	0	18
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	5	0	7
9:15 AM	0	0	1	1	2	0	0	0	0	0	0	1	1	0	2
Count Total	0	6	3	4	13	0	0	4	0	4	22	36	120	5	183
Peak Hour	0	5	2	3	10	0	0	3	0	3	20	30	113	4	167

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blue Fox Way				Blue Fox Way				Davona Dr				Davona Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
8:15 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	
Count Total	0	0	0	0	0	4	0	2	0	1	2	0	0	0	4	0	13	
Peak Hour	0	0	0	0	0	3	0	2	0	0	2	0	0	0	3	0	10	

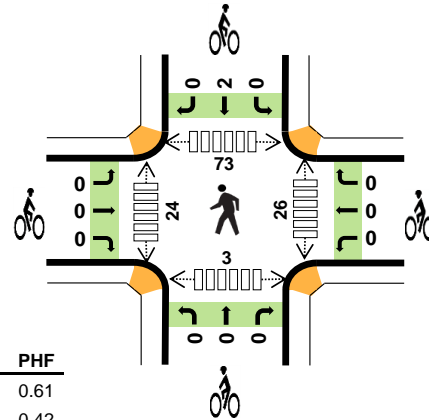
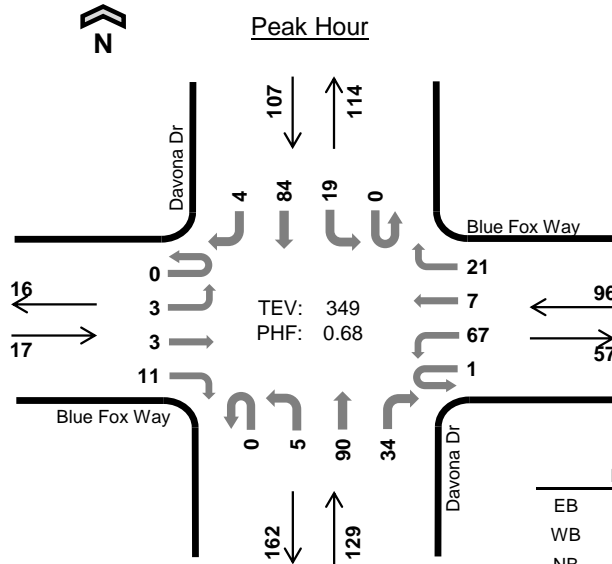
Two-Hour Count Summaries - Bikes																	
Interval Start	Blue Fox Way			Blue Fox Way			Davona Dr			Davona Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	
Peak Hour	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	

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

Davona Dr Blue Fox Way



Date: 03/02/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.0%	0.61
WB	6.3%	0.42
NB	1.6%	0.85
SB	0.9%	0.79
TOTAL	2.6%	0.68

Two-Hour Count Summaries

Interval Start	Blue Fox Way Eastbound				Blue Fox Way Westbound				Davona Dr Northbound				Davona Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	1	0	1	0	4	2	1	1	1	13	3	0	2	13	0	42	0	
1:45 PM	0	0	0	2	0	2	1	2	0	2	8	2	0	0	8	0	27	0	
2:00 PM	0	1	1	1	0	1	0	4	0	2	12	3	0	1	8	1	35	0	
2:15 PM	0	0	0	1	0	13	2	6	0	2	24	9	0	4	13	0	74	178	
2:30 PM	0	2	3	2	1	2	3	4	0	0	22	8	0	4	23	0	74	210	
2:45 PM	0	0	0	4	0	6	1	1	0	3	20	3	0	7	25	2	72	255	
3:00 PM	0	1	0	4	0	46	1	10	0	0	24	14	0	4	23	2	129	349	
3:15 PM	0	0	0	3	0	15	3	8	0	3	18	1	0	9	8	1	69	344	
Count Total	0	5	4	18	1	89	13	36	1	13	141	43	0	31	121	6	522	0	
Peak Hour	All	0	3	3	11	1	67	7	21	0	5	90	34	0	19	84	4	349	0
	HV	0	0	0	0	0	5	0	1	0	0	0	2	0	0	1	0	9	0
	HV%	-	0%	0%	0%	0%	7%	0%	5%	-	0%	0%	6%	-	0%	1%	0%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	2	3
1:45 PM	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4
2:00 PM	1	0	0	0	1	0	0	0	1	1	0	0	1	0	1
2:15 PM	0	1	1	1	3	0	0	0	1	1	5	0	7	0	12
2:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	1	1	3
2:45 PM	0	0	1	0	1	0	0	0	1	1	13	3	14	2	32
3:00 PM	0	4	0	0	4	0	0	0	0	0	7	21	51	0	79
3:15 PM	0	0	0	0	0	0	0	0	1	1	3	0	0	1	4
Count Total	1	6	3	3	13	0	0	0	4	4	33	25	74	6	138
Peak Hour	0	6	2	1	9	0	0	0	2	2	26	24	73	3	126

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blue Fox Way				Blue Fox Way				Davona Dr				Davona Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	3	7
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
3:00 PM	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4	9
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	1	0	0	5	0	1	0	1	0	2	0	1	2	0	13	0
Peak Hour	0	0	0	0	0	5	0	1	0	0	0	2	0	0	1	0	9	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Blue Fox Way			Blue Fox Way			Davona Dr			Davona Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0

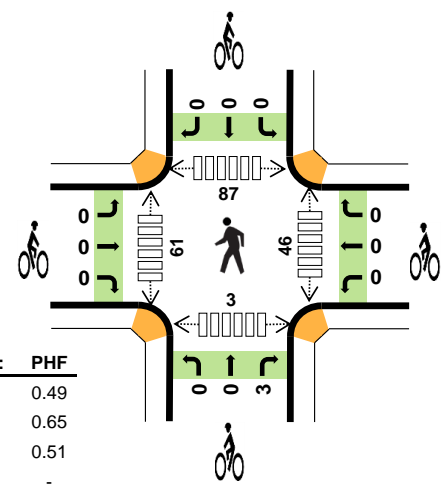
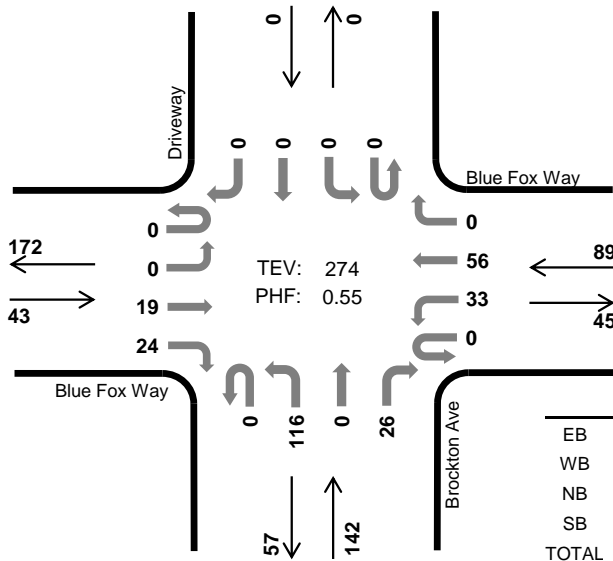
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Brockton Ave Blue Fox Way



Peak Hour

Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.49
WB	1.1%	0.65
NB	3.5%	0.51
SB	-	-
TOTAL	2.2%	0.55

Two-Hour Count Summaries

Interval Start	Blue Fox Way Eastbound				Blue Fox Way Westbound				Brockton Ave Northbound				Driveway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	2	0	7	6	0	0	8	0	8	0	0	0	0	31	0	
7:45 AM	0	0	5	3	0	11	9	0	0	9	0	9	0	0	0	0	46	0	
8:00 AM	0	0	2	1	0	7	14	0	0	38	0	7	0	0	0	0	69	0	
8:15 AM	0	0	7	15	0	7	27	0	0	60	0	9	0	0	0	0	125	271	
8:30 AM	0	0	5	5	0	8	6	0	0	9	0	1	0	0	0	0	34	274	
8:45 AM	2	0	2	0	0	2	6	0	0	5	0	2	0	0	0	0	19	247	
9:00 AM	0	0	1	5	0	2	4	0	0	10	0	2	0	0	0	0	24	202	
9:15 AM	0	0	0	0	1	0	2	0	0	2	0	1	0	0	0	0	6	83	
Count Total	2	0	22	31	1	44	74	0	0	141	0	39	0	0	0	0	354	0	
Peak Hour	All	0	0	19	24	0	33	56	0	0	116	0	26	0	0	0	0	274	0
	HV	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	6	0
	HV%	-	-	0%	0%	-	0%	2%	-	-	4%	-	0%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	1	0	1	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	1	1	2
8:00 AM	0	1	1	0	2	0	0	1	0	1	9	7	9	0	25
8:15 AM	0	0	3	0	3	0	0	0	0	0	33	40	66	2	141
8:30 AM	0	0	1	0	1	0	0	0	0	0	4	14	11	0	29
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	5	0	8
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	1	4
Count Total	0	2	6	0	8	0	0	4	0	4	47	64	96	5	212
Peak Hour	0	1	5	0	6	0	0	3	0	3	46	61	87	3	197

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blue Fox Way				Blue Fox Way				Brockton Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	2	0	0	5	0	1	0	0	0	0	8	0
Peak Hour	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	6	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Blue Fox Way			Blue Fox Way			Brockton Ave			Driveway			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0			
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	0			
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	4	0	0	0	4	0			
Peak Hour	0	0	0	0	0	0	0	0	3	0	0	0	3	0			

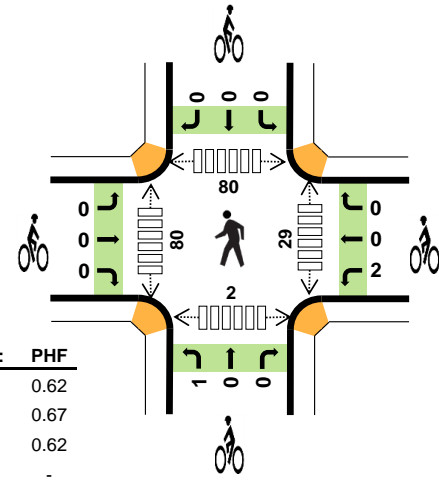
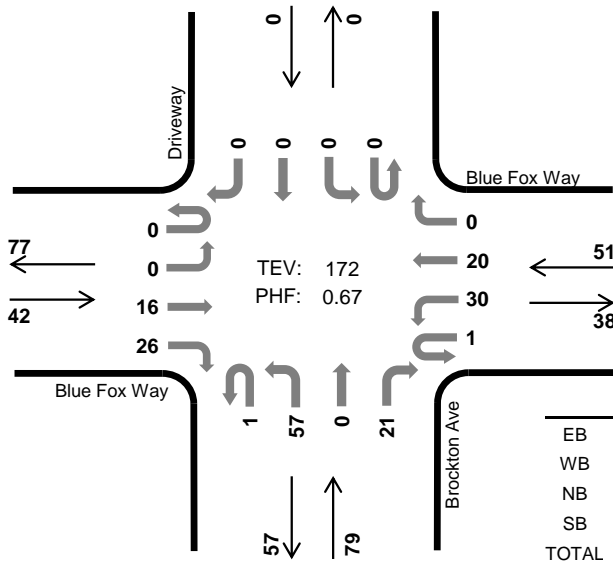
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Brockton Ave Blue Fox Way



Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	0.0%	0.62
WB	0.0%	0.67
NB	3.8%	0.62
SB	-	-
TOTAL	1.7%	0.67

Two-Hour Count Summaries

Interval Start	Blue Fox Way Eastbound				Blue Fox Way Westbound				Brockton Ave Northbound				Driveway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	1	0	1	1	0	2	2	0	0	2	0	4	0	0	0	0	13	0	
1:45 PM	0	0	0	2	0	3	3	0	0	2	0	2	0	0	0	0	12	0	
2:00 PM	0	0	1	1	0	2	2	0	0	11	0	1	0	0	0	0	18	0	
2:15 PM	0	0	5	2	0	1	7	0	0	5	0	3	0	0	0	0	23	66	
2:30 PM	0	0	5	4	0	12	7	0	1	11	0	6	0	0	0	0	46	99	
2:45 PM	0	0	2	3	0	5	5	0	0	12	0	4	0	0	0	0	31	118	
3:00 PM	0	0	7	10	1	6	8	0	0	25	0	7	0	0	0	0	64	164	
3:15 PM	0	0	2	9	0	7	0	0	0	9	0	4	0	0	0	0	31	172	
Count Total	1	0	23	32	1	38	34	0	1	77	0	31	0	0	0	0	238	0	
Peak Hour	All	0	0	16	26	1	30	20	0	1	57	0	21	0	0	0	0	172	0
	HV	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	0
	HV%	-	-	0%	0%	0%	0%	0%	-	0%	4%	-	5%	-	-	-	-	2%	0

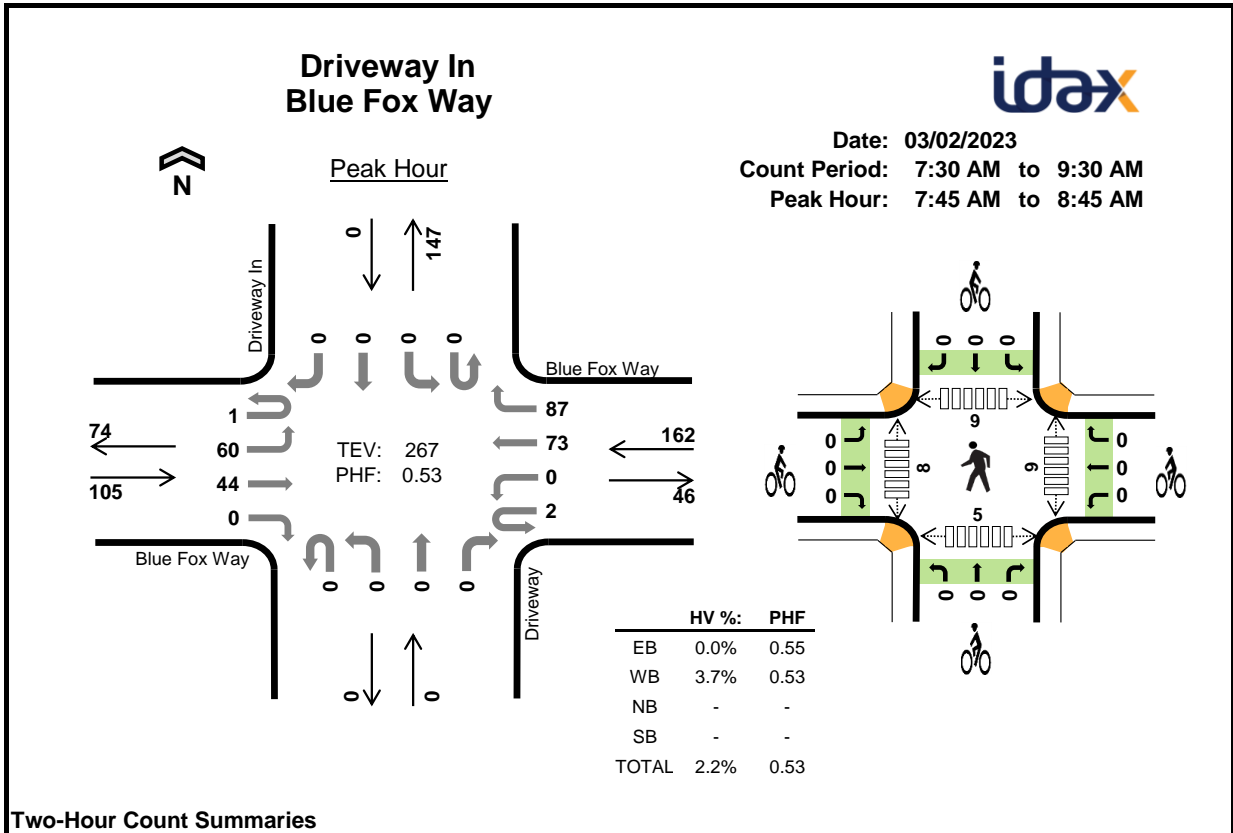
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
2:00 PM	1	0	0	0	1	0	0	0	0	0	1	2	2	0	5
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	9	2	0	11
2:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	4	18	16	0	38
3:00 PM	0	0	2	0	2	0	0	0	0	0	25	60	59	1	145
3:15 PM	0	0	1	0	1	0	0	0	0	0	0	2	5	0	7
Count Total	1	2	3	0	6	0	2	1	0	3	30	92	84	2	208
Peak Hour	0	0	3	0	3	0	2	1	0	3	29	80	80	2	191

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blue Fox Way				Blue Fox Way				Brockton Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
2:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	
Count Total	0	0	0	1	0	0	2	0	0	2	0	1	0	0	0	6	0	
Peak Hour	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Blue Fox Way			Blue Fox Way			Brockton Ave			Driveway			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	2	0	0	1	0	0	0	0	0	3	3			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
Count Total	0	0	0	2	0	0	1	0	0	0	0	0	3	0			
Peak Hour	0	0	0	2	0	0	1	0	0	0	0	0	3	0			

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



Two-Hour Count Summaries

Interval Start	Blue Fox Way				Blue Fox Way				Driveway				Driveway In				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	5	2	0	0	0	2	7	0	0	0	0	0	0	0	0	16	0	
7:45 AM	0	6	10	0	0	0	11	8	0	0	0	0	0	0	0	0	35	0	
8:00 AM	0	17	7	0	1	0	19	21	0	0	0	0	0	0	0	0	65	0	
8:15 AM	0	32	16	0	0	0	28	49	0	0	0	0	0	0	0	0	125	241	
8:30 AM	1	5	11	0	1	0	15	9	0	0	0	0	0	0	0	0	42	267	
8:45 AM	0	4	4	0	0	0	5	5	0	0	0	0	0	0	0	0	18	250	
9:00 AM	0	5	4	0	0	0	6	9	0	0	0	1	0	0	0	0	25	210	
9:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	89	
Count Total	1	74	55	0	2	0	89	108	0	0	0	1	0	0	0	0	330	0	
Peak Hour	All	1	60	44	0	2	0	73	87	0	0	0	0	0	0	0	0	267	0
	HV	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6	0
	HV%	0%	0%	0%	-	0%	-	4%	3%	-	-	-	-	-	-	-	-	2%	0

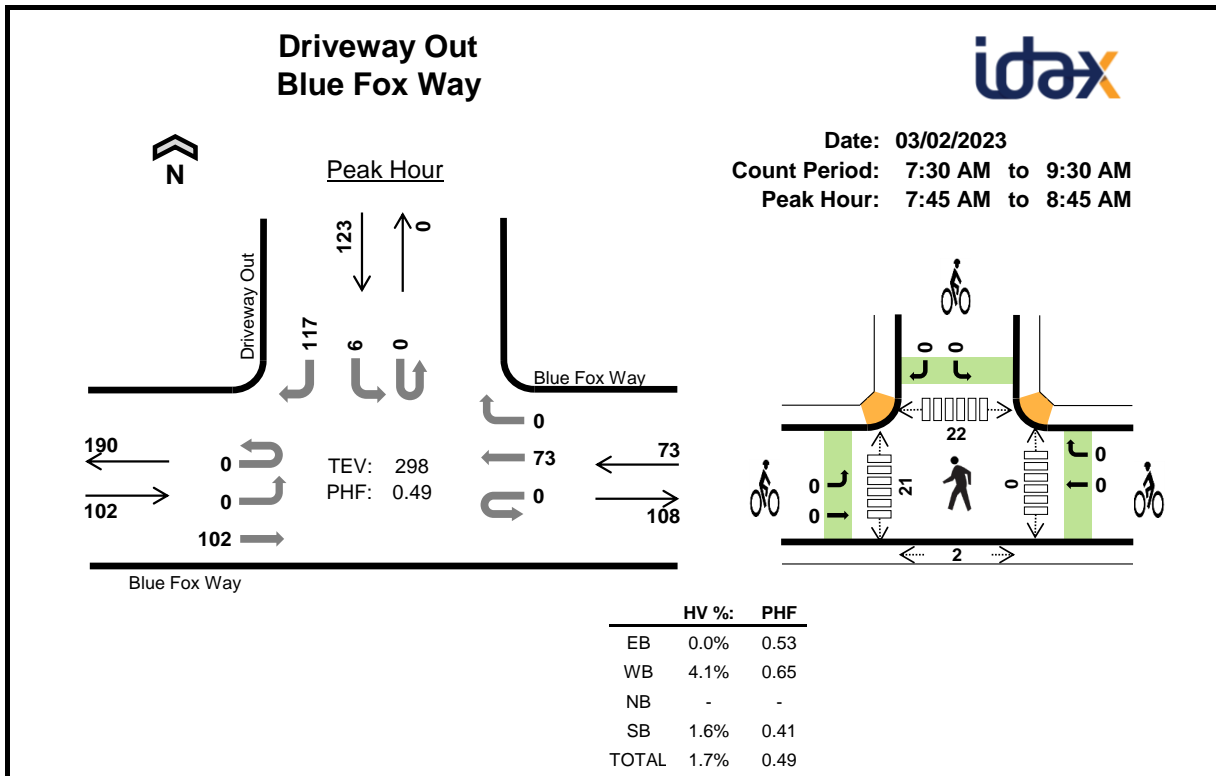
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	2	0	4	0	6
8:15 AM	0	4	0	0	4	0	0	0	0	0	5	6	3	5	19
8:30 AM	0	1	0	0	1	0	0	0	0	0	2	2	1	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	6	0	0	6	0	0	0	0	0	9	8	11	6	34
Peak Hour	0	6	0	0	6	0	0	0	0	0	9	8	9	5	31

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blue Fox Way				Blue Fox Way				Driveway				Driveway In				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6	
Peak Hour	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6	

Two-Hour Count Summaries - Bikes																	
Interval Start	Blue Fox Way			Blue Fox Way			Driveway			Driveway In			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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



Two-Hour Count Summaries

Interval Start	Blue Fox Way				Blue Fox Way				0				Driveway Out				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	1	0	7	15	0	
7:45 AM	0	0	15	0	0	0	11	0	0	0	0	0	0	2	0	7	35	0	
8:00 AM	0	0	25	0	0	0	19	0	0	0	0	0	0	1	0	10	55	0	
8:15 AM	0	0	48	0	0	0	28	0	0	0	0	0	0	0	0	75	151	256	
8:30 AM	0	0	14	0	0	0	15	0	0	0	0	0	0	3	0	25	57	298	
8:45 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	9	21	284	
9:00 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	1	0	10	24	253	
9:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	3	7	109	
Count Total	0	0	123	0	0	0	88	0	0	0	0	0	0	8	0	146	365	0	
Peak Hour	All	0	0	102	0	0	0	73	0	0	0	0	0	0	6	0	117	298	0
	HV	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	5	0
	HV%	-	-	0%	-	-	-	4%	-	-	-	-	-	-	0%	-	2%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	14	0	19
8:15 AM	0	2	0	1	3	0	0	0	0	0	0	12	7	2	21
8:30 AM	0	1	0	1	2	0	0	0	0	0	0	4	0	0	4
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	2	6	0	8
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	0	3	6	0	0	0	0	0	0	25	32	2	59
Peak Hr	0	3	0	2	5	0	0	0	0	0	0	21	22	2	45

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Blue Fox Way				Blue Fox Way				0				Driveway Out					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	3
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	6	0
Peak Hour	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	5	0

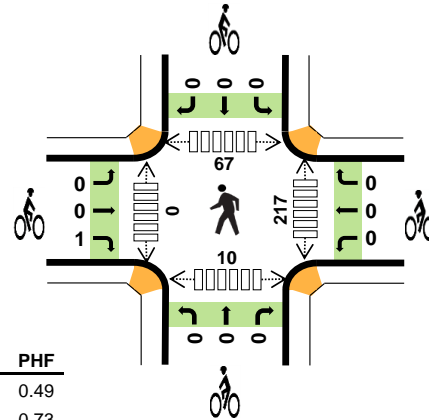
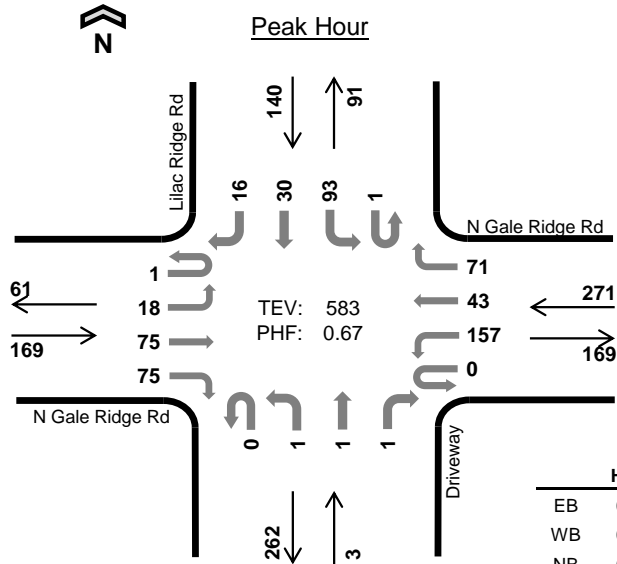
Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Blue Fox Way			Blue Fox Way			0			Driveway Out					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Lilac Ridge Rd N Gale Ridge Rd



Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.49
WB	0.7%	0.73
NB	0.0%	0.25
SB	0.7%	0.81
TOTAL	0.5%	0.67

Two-Hour Count Summaries

Interval Start	N Gale Ridge Rd Eastbound				N Gale Ridge Rd Westbound				Driveway Northbound				Lilac Ridge Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	11	10	1	11	6	4	0	0	0	0	0	14	4	4	65	0	
7:45 AM	1	1	15	5	0	21	15	6	0	1	1	1	0	29	2	4	102	0	
8:00 AM	0	1	21	24	0	56	11	26	0	0	0	0	1	28	6	1	175	0	
8:15 AM	0	13	33	40	0	54	7	27	0	0	0	0	0	24	13	6	217	559	
8:30 AM	0	3	6	6	0	26	10	12	0	0	0	0	0	12	9	5	89	583	
8:45 AM	0	2	4	2	0	2	5	11	0	0	0	0	0	14	2	1	43	524	
9:00 AM	0	0	7	10	0	20	8	9	0	0	0	0	0	3	4	1	62	411	
9:15 AM	0	2	1	4	0	9	10	8	0	0	0	1	0	5	3	2	45	239	
Count Total	1	22	98	101	1	199	72	103	0	1	1	2	1	129	43	24	798	0	
Peak Hour	All	1	18	75	75	0	157	43	71	0	1	1	1	1	93	30	16	583	0
	HV	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	0
	HV%	0%	0%	0%	0%	-	1%	0%	0%	-	0%	0%	0%	0%	0%	3%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	1	4	8	
8:00 AM	0	1	0	0	1	0	0	0	0	0	56	0	18	2	76	
8:15 AM	0	1	0	1	2	1	0	0	0	1	107	0	24	2	133	
8:30 AM	0	0	0	0	0	0	0	0	0	0	51	0	24	2	77	
8:45 AM	0	0	0	0	0	0	0	0	0	0	12	0	6	4	22	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	
9:15 AM	0	1	0	0	1	1	1	0	0	2	6	1	2	2	11	
Count Total	0	3	0	1	4	2	1	0	0	3	235	1	76	24	336	
Peak Hour	0	2	0	1	3	1	0	0	0	1	217	0	67	10	294	

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N Gale Ridge Rd				N Gale Ridge Rd				Driveway				Lilac Ridge Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
Count Total	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	4	
Peak Hour	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	

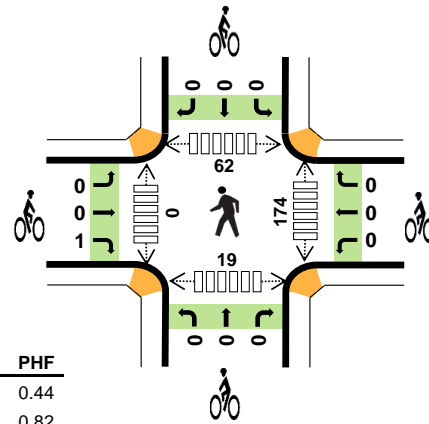
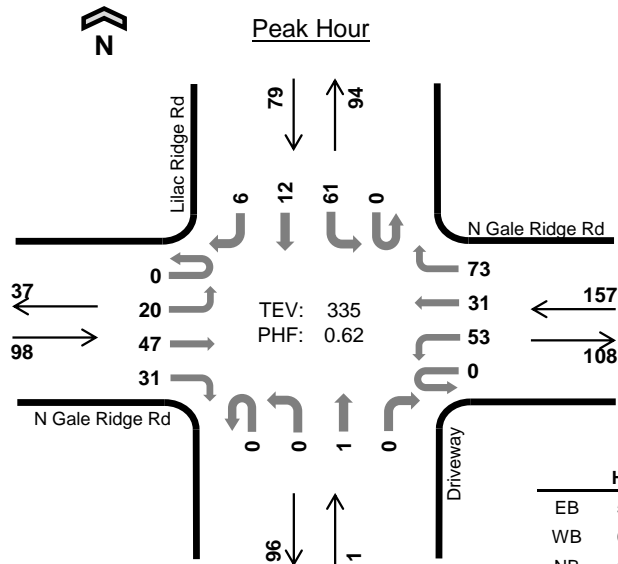
Two-Hour Count Summaries - Bikes																
Interval Start	N Gale Ridge Rd			N Gale Ridge Rd			Driveway			Lilac Ridge Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2
Count Total	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0

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

Lilac Ridge Rd N Gale Ridge Rd



Date: 03/07/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	5.1%	0.44
WB	0.6%	0.82
NB	0.0%	0.25
SB	2.5%	0.64
TOTAL	2.4%	0.62

Two-Hour Count Summaries

Interval Start	N Gale Ridge Rd Eastbound				N Gale Ridge Rd Westbound				Driveway Northbound				Lilac Ridge Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	1:30 PM	0	2	7	2	0	2	7	5	0	0	0	0	0	8	0			3
1:45 PM	0	0	2	3	0	0	4	9	0	1	0	1	0	13	1	1	35	0	
2:00 PM	0	2	5	4	0	10	5	13	0	0	0	0	0	13	1	2	55	0	
2:15 PM	0	3	6	4	0	6	7	22	0	0	1	0	0	16	1	2	68	194	
2:30 PM	0	2	12	3	0	9	12	18	0	0	0	0	0	15	3	1	75	233	
2:45 PM	0	3	5	4	0	4	9	22	0	0	0	0	0	8	1	1	57	255	
3:00 PM	0	12	24	20	0	34	3	11	0	0	0	0	0	22	7	2	135	335	
3:15 PM	1	2	5	2	0	15	7	10	0	0	0	0	0	4	5	1	52	319	
Count Total	1	26	66	42	0	80	54	110	0	1	1	1	0	99	19	13	513	0	
Peak Hour	All	0	20	47	31	0	53	31	73	0	0	1	0	0	61	12	6	335	0
	HV	0	2	1	2	0	1	0	0	0	0	0	0	0	1	1	0	8	0
	HV%	-	10%	2%	6%	-	2%	0%	0%	-	-	0%	-	-	2%	8%	0%	2%	0

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

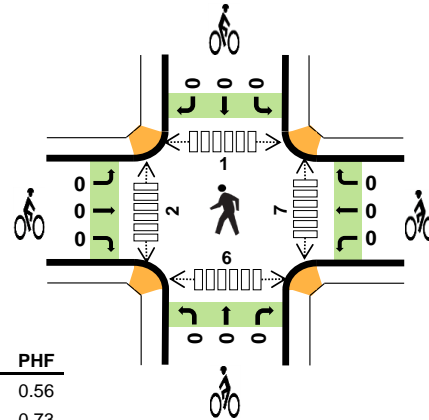
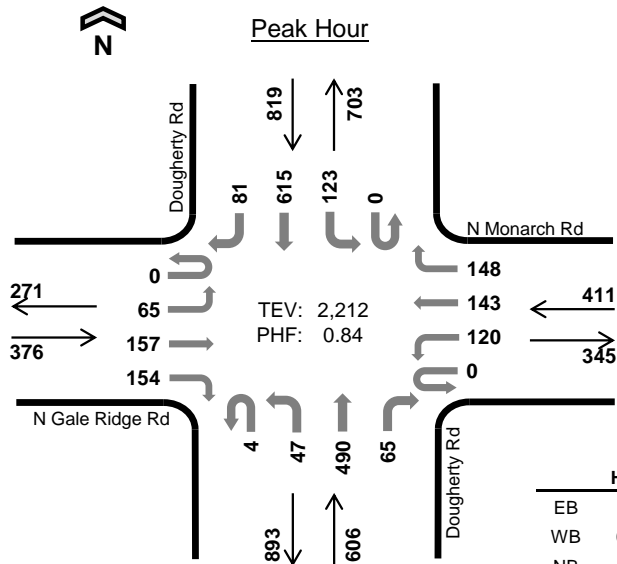
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	2	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
2:00 PM	0	0	0	1	1	0	0	0	0	0	1	0	2	2	5
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
2:30 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	3	3
2:45 PM	0	0	0	0	0	1	0	0	0	1	22	0	7	2	31
3:00 PM	4	0	0	1	5	0	0	0	0	0	152	0	55	13	220
3:15 PM	0	1	0	1	2	0	1	0	0	1	7	0	1	4	12
Count Total	5	2	0	5	12	1	1	0	0	2	182	0	68	27	277
Peak Hour	5	1	0	2	8	1	0	0	0	1	174	0	62	19	255

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N Gale Ridge Rd				N Gale Ridge Rd				Driveway				Lilac Ridge Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	5	8	
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	9	
Count Total	0	2	1	2	0	1	0	1	0	0	0	0	3	2	0	12	0	
Peak Hour	0	2	1	2	0	1	0	0	0	0	0	0	1	1	0	8	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	N Gale Ridge Rd			N Gale Ridge Rd			Driveway			Lilac Ridge Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	2	
Count Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Dougherty Rd N Gale Ridge Rd



Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.1%	0.56
WB	0.5%	0.73
NB	1.5%	0.89
SB	1.6%	0.77
TOTAL	1.3%	0.84

Two-Hour Count Summaries

Interval Start	N Gale Ridge Rd				N Monarch Rd				Dougherty Rd				Dougherty Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	3	13	17	0	25	7	32	1	6	51	8	0	11	133	6	313	0	
7:45 AM	0	3	19	27	0	31	13	20	0	9	95	7	0	27	207	19	477	0	
8:00 AM	0	10	37	36	0	22	70	33	1	22	110	23	0	45	186	36	631	0	
8:15 AM	0	35	70	64	0	35	42	64	3	10	135	21	0	37	121	21	658	2,079	
8:30 AM	0	17	31	27	0	32	18	31	0	6	150	14	0	14	101	5	446	2,212	
8:45 AM	0	3	5	21	0	16	3	22	1	14	145	9	0	22	131	1	393	2,128	
9:00 AM	0	9	3	12	0	15	13	21	4	4	88	19	0	14	110	14	326	1,823	
9:15 AM	0	7	10	8	0	14	9	20	0	3	74	10	1	9	98	4	267	1,432	
Count Total	0	87	188	212	0	190	175	243	10	74	848	111	1	179	1,087	106	3,511	0	
Peak Hour	All	0	65	157	154	0	120	143	148	4	47	490	65	0	123	615	81	2,212	0
	HV	0	1	1	2	0	0	0	2	0	1	8	0	0	2	10	1	28	0
	HV%	-	2%	1%	1%	-	0%	0%	1%	0%	2%	2%	0%	-	2%	2%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	4	1	6	0	0	0	0	0	2	0	0	1	3
7:45 AM	0	0	3	2	5	0	0	0	0	0	1	0	1	2	4
8:00 AM	0	0	2	5	7	0	0	0	0	0	2	0	0	0	2
8:15 AM	0	0	1	5	6	0	0	0	0	0	4	0	0	3	7
8:30 AM	4	2	3	1	10	0	0	0	0	0	0	2	0	1	3
8:45 AM	0	1	4	2	7	0	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	1	5	6	0	0	0	0	0	0	2	1	0	3
9:15 AM	0	1	0	1	2	1	0	0	1	2	1	0	0	1	2
Count Total	4	5	18	22	49	1	0	0	1	2	10	4	2	9	25
Peak Hour	4	2	9	13	28	0	0	0	0	0	7	2	1	6	16

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N Gale Ridge Rd				N Monarch Rd				Dougherty Rd				Dougherty Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	1	0	0	3	1	0	0	1	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	5	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	5	0	7	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	1	6	24
8:30 AM	0	1	1	2	0	0	0	2	0	0	3	0	0	0	1	0	10	28
8:45 AM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	2	0	7	30
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	6	29
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	25
Count Total	0	1	1	2	0	0	2	3	0	1	16	1	0	3	18	1	49	0
Peak Hour	0	1	1	2	0	0	0	2	0	1	8	0	0	2	10	1	28	0

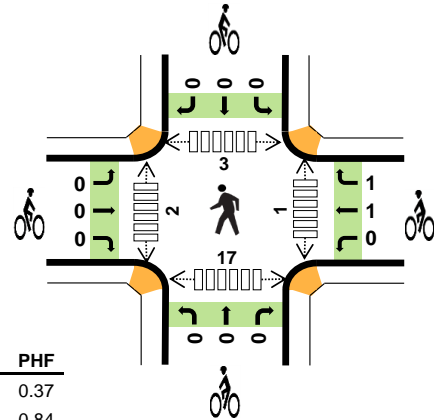
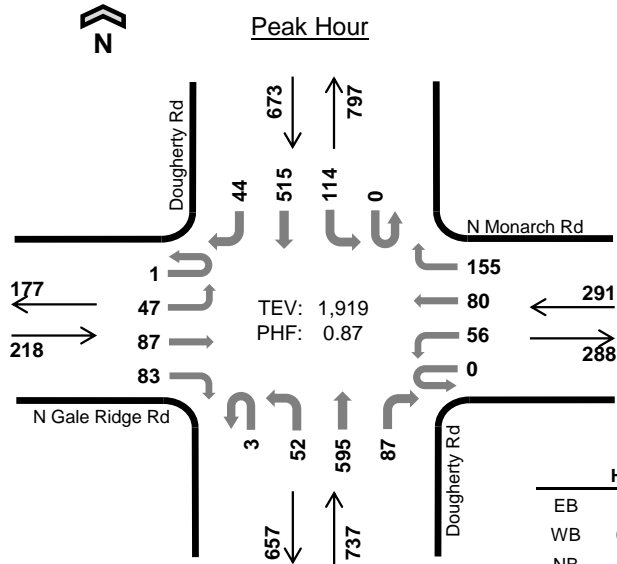
Two-Hour Count Summaries - Bikes																	
Interval Start	N Gale Ridge Rd			N Monarch Rd			Dougherty Rd			Dougherty Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Dougherty Rd N Gale Ridge Rd



Date: 03/07/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	1.8%	0.37
WB	0.7%	0.84
NB	1.2%	0.70
SB	1.6%	0.98
TOTAL	1.4%	0.87

Two-Hour Count Summaries

Interval Start	N Gale Ridge Rd				N Monarch Rd				Dougherty Rd				Dougherty Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	2	5	7	0	5	5	12	1	5	104	16	0	12	91	4	269	0	
1:45 PM	0	5	8	8	0	9	3	17	1	5	96	16	0	20	89	6	283	0	
2:00 PM	0	6	11	16	0	7	12	23	1	7	108	19	0	25	122	5	362	0	
2:15 PM	0	7	12	9	0	18	20	49	0	7	126	14	0	29	131	9	431	1,345	
2:30 PM	1	2	7	16	0	9	21	29	0	15	121	19	0	28	131	9	408	1,484	
2:45 PM	0	0	5	10	0	15	22	41	0	19	212	31	0	34	119	18	526	1,727	
3:00 PM	0	38	63	48	0	14	17	36	3	11	136	23	0	23	134	8	554	1,919	
3:15 PM	0	10	13	15	0	12	8	32	1	6	150	29	0	24	107	8	415	1,903	
Count Total	1	70	124	129	0	89	108	239	7	75	1,053	167	0	195	924	67	3,248	0	
Peak Hour	All	1	47	87	83	0	56	80	155	3	52	595	87	0	114	515	44	1,919	0
	HV	0	1	1	2	0	0	1	1	0	0	9	0	0	4	6	1	26	0
	HV%	0%	2%	1%	2%	-	0%	1%	1%	0%	0%	2%	0%	-	4%	1%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	1	0	3	5	0	1	1	1	3	0	0	0	0	0
1:45 PM	0	0	1	2	3	0	0	0	1	1	1	3	0	4	8
2:00 PM	1	0	5	0	6	0	1	3	0	4	0	0	0	3	3
2:15 PM	0	2	1	4	7	0	1	0	0	1	0	0	1	0	1
2:30 PM	1	0	1	3	5	0	0	0	0	0	1	0	0	0	1
2:45 PM	1	0	5	2	8	0	0	0	0	0	0	0	0	3	3
3:00 PM	2	0	2	2	6	0	1	0	0	1	0	2	2	14	18
3:15 PM	2	2	4	4	12	0	1	0	0	1	2	1	1	2	6
Count Total	8	5	19	20	52	0	5	4	2	11	4	6	4	26	40
Peak Hour	4	2	9	11	26	0	2	0	0	2	1	2	3	17	23

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N Gale Ridge Rd				N Monarch Rd				Dougherty Rd				Dougherty Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	5	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
2:00 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	6	0
2:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	1	7	21
2:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	5	21
2:45 PM	0	0	0	1	0	0	0	0	0	0	5	0	0	1	1	0	8	26
3:00 PM	0	1	1	0	0	0	0	0	0	0	2	0	0	2	0	0	6	26
3:15 PM	0	2	0	0	0	0	0	2	0	0	3	1	0	1	3	0	12	31
Count Total	0	3	1	4	0	0	2	3	0	0	18	1	0	6	13	1	52	0
Peak Hour	0	1	1	2	0	0	1	1	0	0	9	0	0	4	6	1	26	0

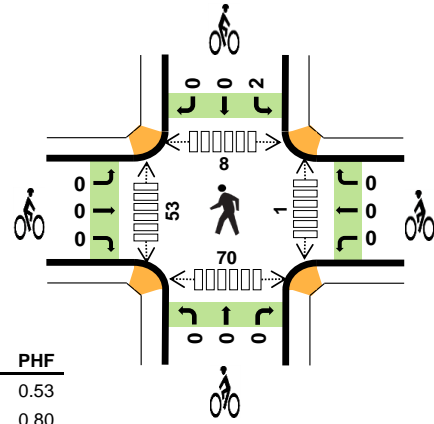
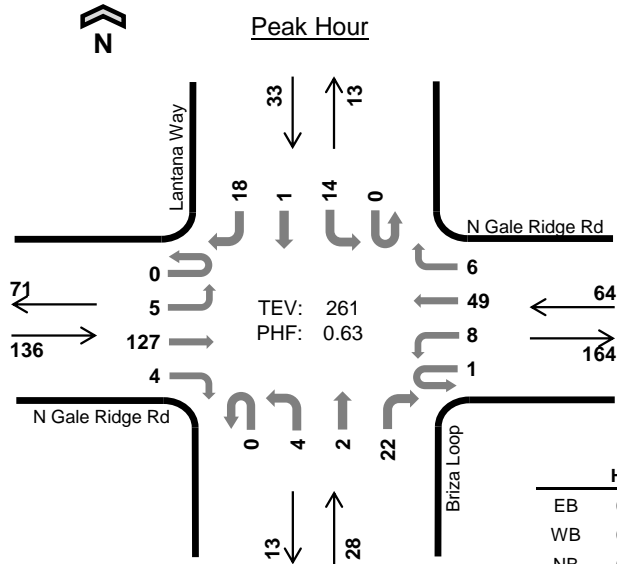
Two-Hour Count Summaries - Bikes																	
Interval Start	N Gale Ridge Rd			N Monarch Rd			Dougherty Rd			Dougherty Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	1	0	1	0	0	1	0	3	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
2:00 PM	0	0	0	0	0	1	0	1	2	0	0	0	4	0			
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	9			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2			
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2			
Count Total	0	0	0	0	2	3	1	3	0	0	2	0	11	0			
Peak Hour	0	0	0	0	1	1	0	0	0	0	0	0	2	0			

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

Lantana Way N Gale Ridge Rd



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.53
WB	0.0%	0.80
NB	0.0%	0.64
SB	3.0%	0.52
TOTAL	0.4%	0.63

Two-Hour Count Summaries

Interval Start	N Gale Ridge Rd Eastbound				N Gale Ridge Rd Westbound				Briza Loop Northbound				Lantana Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	13	0	0	1	9	0	0	1	1	9	0	1	0	1	36	0	
7:45 AM	0	0	14	0	0	3	16	1	0	1	0	6	0	2	0	3	46	0	
8:00 AM	0	1	43	1	0	2	9	2	0	1	1	5	0	2	0	6	73	0	
8:15 AM	0	2	59	3	0	0	12	1	0	1	0	10	0	9	0	7	104	259	
8:30 AM	0	2	11	0	1	3	12	2	0	1	1	1	0	1	1	2	38	261	
8:45 AM	0	0	9	0	0	3	2	1	0	1	1	0	0	1	0	0	18	233	
9:00 AM	0	0	14	0	0	1	8	0	0	0	1	4	0	0	0	0	28	188	
9:15 AM	0	0	6	1	0	2	9	0	0	1	1	1	0	0	0	2	23	107	
Count Total	0	5	169	5	1	15	77	7	0	7	6	36	0	16	1	21	366	0	
Peak Hour	All	0	5	127	4	1	8	49	6	0	4	2	22	0	14	1	18	261	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
	HV%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	-	0%	0%	6%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	6	12
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	2	12	24
8:15 AM	0	0	0	1	1	0	0	0	2	2	0	29	5	34	68
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	13	0	22	36
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
9:15 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	3	4
Count Total	0	0	0	1	1	1	1	0	2	4	2	61	9	82	154
Peak Hour	0	0	0	1	1	0	0	0	2	2	1	53	8	70	132

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N Gale Ridge Rd				N Gale Ridge Rd				Briza Loop				Lantana Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	

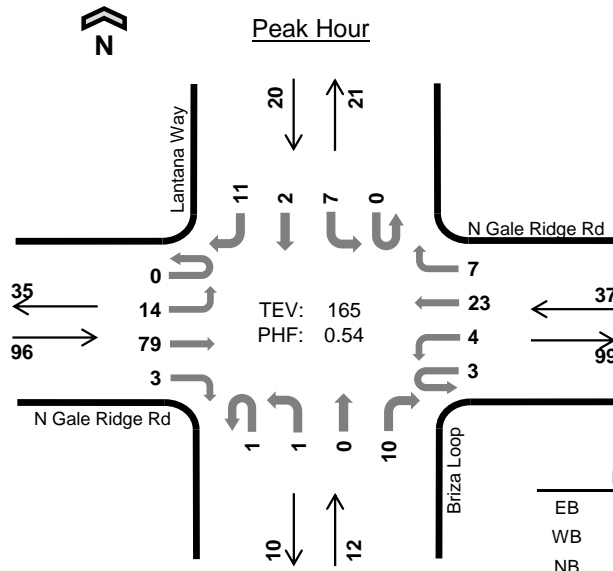
Two-Hour Count Summaries - Bikes																
Interval Start	N Gale Ridge Rd			N Gale Ridge Rd			Briza Loop			Lantana Way			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	2
Count Total	0	1	0	0	1	0	0	0	0	0	2	0	0	4	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0

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

Lantana Way N Gale Ridge Rd

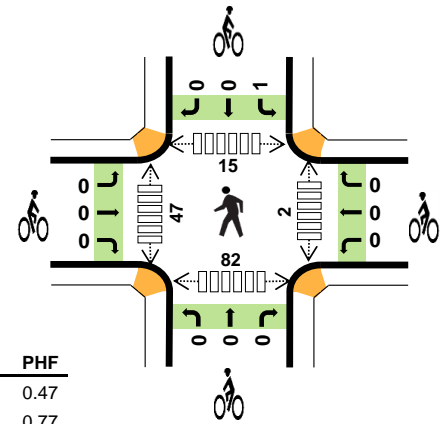


Date: 03/07/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



Peak Hour

TEV: 165
 PHF: 0.54



	HV %:	PHF
EB	5.2%	0.47
WB	0.0%	0.77
NB	0.0%	0.75
SB	5.0%	0.38
TOTAL	3.6%	0.54

Two-Hour Count Summaries

Interval Start	N Gale Ridge Rd Eastbound				N Gale Ridge Rd Westbound				Briza Loop Northbound				Lantana Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	1:30 PM	0	0	6	1	1	4	5	0	0	0	0	2	0	1	1			0
1:45 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	13	0	
2:00 PM	0	1	7	0	0	0	2	3	2	0	1	1	1	0	3	0	22	0	
2:15 PM	0	2	10	0	0	2	5	2	0	0	0	3	0	0	0	0	24	80	
2:30 PM	0	1	15	2	1	1	7	3	0	0	0	4	0	1	0	2	37	96	
2:45 PM	0	2	13	0	1	0	3	2	0	1	0	2	0	2	2	0	28	111	
3:00 PM	0	9	41	1	1	1	8	0	1	0	0	1	0	4	0	9	76	165	
3:15 PM	0	0	6	0	1	3	5	1	0	1	0	2	0	1	0	1	21	162	
Count Total	0	15	104	4	5	13	42	10	1	3	1	15	0	12	3	14	242	0	
Peak Hour	All	0	14	79	3	3	4	23	7	1	1	0	10	0	7	2	11	165	0
	HV	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0
	HV%	-	0%	6%	0%	0%	0%	0%	0%	0%	0%	-	0%	-	0%	0%	9%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	1	5	10
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
2:30 PM	1	0	0	1	2	0	0	0	0	0	2	0	0	2	4
2:45 PM	0	0	0	0	0	0	0	0	1	1	0	4	3	5	12
3:00 PM	4	0	0	0	4	0	0	0	0	0	0	43	9	72	124
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	3	6
Count Total	5	0	0	1	6	0	0	0	1	1	4	52	21	91	168
Peak Hour	5	0	0	1	6	0	0	0	1	1	2	47	15	82	146

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N Gale Ridge Rd				N Gale Ridge Rd				Briza Loop				Lantana Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	6	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0
Peak Hour	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0

Two-Hour Count Summaries - Bikes																	
Interval Start	N Gale Ridge Rd			N Gale Ridge Rd			Briza Loop			Lantana Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

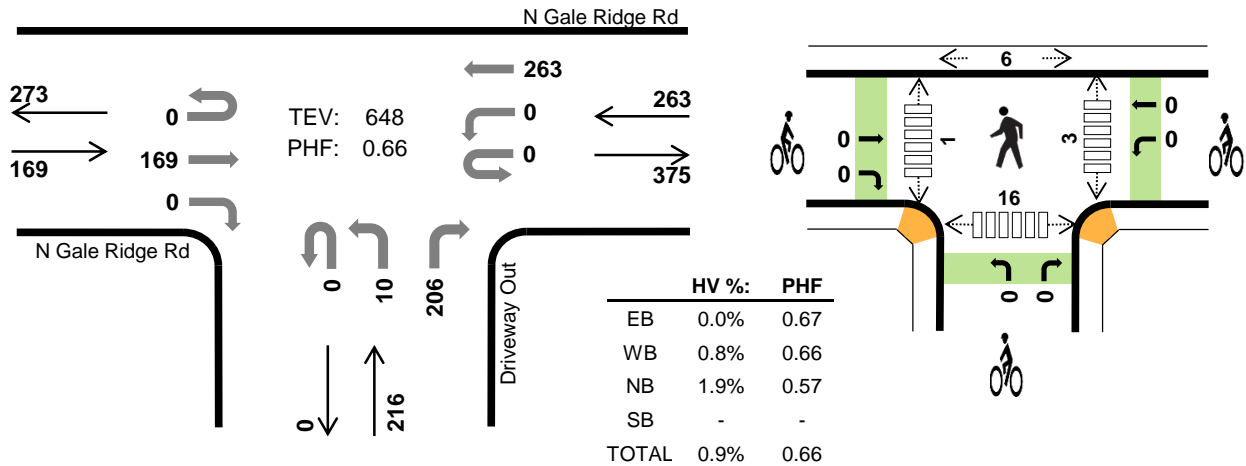
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Driveway Out N Gale Ridge Rd



Peak Hour

Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	N Gale Ridge Rd Eastbound				N Gale Ridge Rd Westbound				Driveway Out Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	25	0	0	2	18	0	0	4	0	7	0	0	0	0	56	0	
7:45 AM	0	0	41	0	0	0	40	0	0	1	0	9	0	0	0	0	91	0	
8:00 AM	0	0	42	0	0	0	100	0	0	4	0	57	0	0	0	0	203	0	
8:15 AM	0	0	63	0	0	0	89	0	0	0	0	95	0	0	0	0	247	597	
8:30 AM	0	0	23	0	0	0	34	0	0	5	0	45	0	0	0	0	107	648	
8:45 AM	0	0	22	0	0	0	17	0	0	3	0	5	0	0	0	0	47	604	
9:00 AM	0	0	10	0	0	0	30	0	0	4	0	17	0	0	0	0	61	462	
9:15 AM	0	0	8	0	0	0	19	0	0	9	0	14	0	0	0	0	50	265	
Count Total	0	0	234	0	0	2	347	0	0	30	0	249	0	0	0	0	862	0	
Peak Hour	All	0	0	169	0	0	0	263	0	0	10	0	206	0	0	0	0	648	0
	HV	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	6	0
	HV%	-	-	0%	-	-	-	1%	-	-	0%	-	2%	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	6	7
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	6	6
8:15 AM	0	1	0	0	1	0	0	0	0	0	2	0	5	4	11
8:30 AM	0	0	4	0	4	0	0	0	0	0	1	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	5	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	3	4
Count Total	0	2	4	0	6	0	1	0	0	1	3	2	9	29	43
Peak Hr	0	2	4	0	6	0	0	0	0	0	3	1	6	16	26

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	N Gale Ridge Rd				N Gale Ridge Rd				Driveway Out				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	6	0
Peak Hour	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	6	0

Two-Hour Count Summaries - Bikes

Interval Start	N Gale Ridge Rd			N Gale Ridge Rd			Driveway Out			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

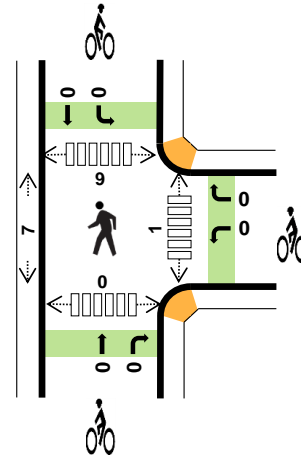
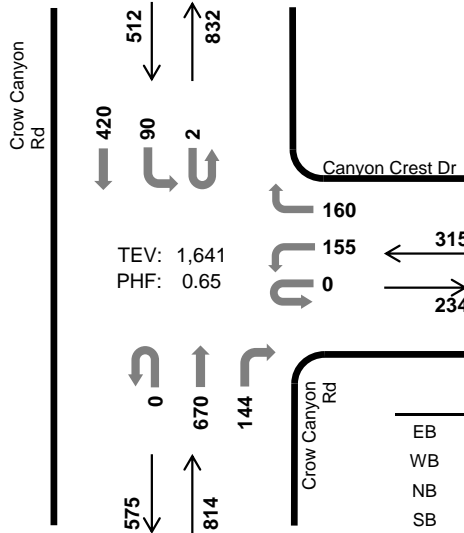
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Crow Canyon Rd Canyon Crest Dr



Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	1.3%	0.49
NB	1.8%	0.67
SB	2.1%	0.76
TOTAL	1.8%	0.65

Two-Hour Count Summaries

Interval Start	0				Canyon Crest Dr				Crow Canyon Rd				Crow Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	13	0	24	0	0	143	34	0	26	81	0	321	0	
7:45 AM	0	0	0	0	0	78	0	82	0	0	199	104	1	57	111	0	632	0	
8:00 AM	0	0	0	0	0	52	0	40	0	0	149	4	1	16	110	0	372	0	
8:15 AM	0	0	0	0	0	7	0	10	0	0	172	13	0	4	91	0	297	1,622	
8:30 AM	0	0	0	0	0	18	0	28	0	0	150	23	0	13	108	0	340	1,641	
8:45 AM	0	0	0	0	0	3	0	9	0	0	182	6	1	6	112	0	319	1,328	
9:00 AM	0	0	0	0	0	4	0	4	0	0	151	2	0	2	101	0	264	1,220	
9:15 AM	0	0	0	0	0	4	0	5	0	0	161	1	0	3	87	0	261	1,184	
Count Total	0	0	0	0	0	179	0	202	0	0	1,307	187	3	127	801	0	2,806	0	
Peak Hour	All	0	0	0	0	0	155	0	160	0	0	670	144	2	90	420	0	1,641	0
	HV	0	0	0	0	0	3	0	1	0	0	12	3	0	0	11	0	30	0
	HV%	-	-	-	-	-	2%	-	1%	-	-	2%	2%	0%	0%	3%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	3	7	5	15	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	6	1	7	0	0	0	0	0	0	0	4	0	4
8:00 AM	0	4	1	3	8	0	0	0	0	0	0	2	2	0	4
8:15 AM	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	2	4	0	0	0	0	0	1	5	3	0	9
8:45 AM	0	0	7	7	14	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	3	8	11	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0
Count Total	0	7	36	36	79	0	0	0	0	0	1	8	9	0	18
Peak Hr	0	4	15	11	30	0	0	0	0	0	1	7	9	0	17

Two-Hour Count Summaries - Heavy Vehicles													15-min Total	Rolling One Hour				
Interval Start	0				Canyon Crest Dr				Crow Canyon Rd						Crow Canyon Rd			
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	1	0	2	0	0	7	0	0	1	4	0	15	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	0	7	0
8:00 AM	0	0	0	0	0	3	0	1	0	0	0	1	0	0	3	0	8	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	5	0	11	41
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	30
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14	37
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	11	40
9:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	38
Count Total	0	0	0	0	0	4	0	3	0	0	33	3	0	1	35	0	79	0
Peak Hour	0	0	0	0	0	3	0	1	0	0	12	3	0	0	11	0	30	0

Two-Hour Count Summaries - Bikes													15-min Total	Rolling One Hour
Interval Start	0			Canyon Crest Dr			Crow Canyon Rd			Crow Canyon Rd				
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

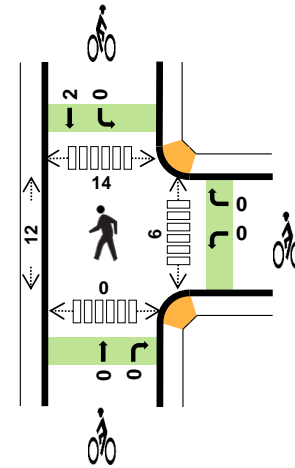
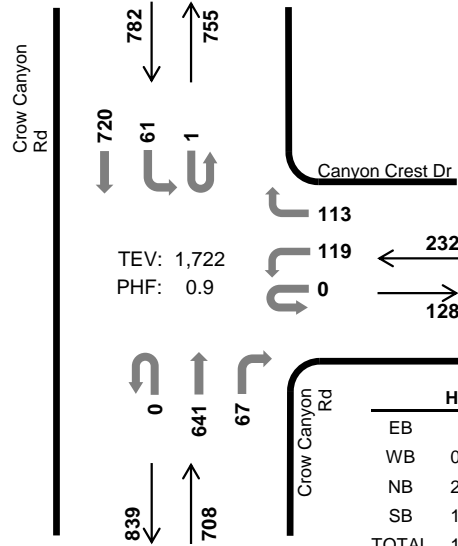
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Crow Canyon Rd Canyon Crest Dr



Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	-	-
WB	0.4%	0.43
NB	2.4%	0.90
SB	1.4%	0.94
TOTAL	1.7%	0.90

Two-Hour Count Summaries

Interval Start	0				Canyon Crest Dr				Crow Canyon Rd				Crow Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	5	0	5	0	0	116	8	0	12	122	0	268	0	
1:45 PM	0	0	0	0	0	17	0	24	0	0	125	14	0	18	135	0	333	0	
2:00 PM	0	0	0	0	0	2	0	4	0	0	120	24	0	17	162	0	329	0	
2:15 PM	0	0	0	0	0	10	0	10	0	0	161	23	1	21	151	0	377	1,307	
2:30 PM	0	0	0	0	0	73	0	63	0	0	131	29	1	18	162	0	477	1,516	
2:45 PM	0	0	0	0	0	33	0	19	0	0	154	19	0	18	179	0	422	1,605	
3:00 PM	0	0	0	0	0	5	0	16	0	0	183	14	0	17	192	0	427	1,703	
3:15 PM	0	0	0	0	0	8	0	15	0	0	173	5	0	8	187	0	396	1,722	
Count Total	0	0	0	0	0	153	0	156	0	0	1,163	136	2	129	1,290	0	3,029	0	
Peak Hour	All	0	0	0	0	0	119	0	113	0	0	641	67	1	61	720	0	1,722	0
	HV	0	0	0	0	0	0	0	1	0	0	17	0	0	0	11	0	29	0
	HV%	-	-	-	-	-	0%	-	1%	-	-	3%	0%	0%	0%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	4	5	9	0	0	0	0	0	0	1	3	0	4
1:45 PM	0	2	3	3	8	0	0	0	0	0	0	2	3	0	5
2:00 PM	0	0	2	2	4	0	0	1	0	1	0	1	1	0	2
2:15 PM	0	4	3	1	8	0	0	2	0	2	2	0	3	0	5
2:30 PM	0	0	1	2	3	0	0	0	1	1	6	11	11	0	28
2:45 PM	0	1	4	2	7	0	0	0	0	0	0	1	1	0	2
3:00 PM	0	0	5	4	9	0	0	0	1	1	0	0	2	0	2
3:15 PM	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0
Count Total	0	7	29	22	58	0	0	3	2	5	8	16	24	0	48
Peak Hr	0	1	17	11	29	0	0	0	2	2	6	12	14	0	32

Two-Hour Count Summaries - Heavy Vehicles													15-min Total	Rolling One Hour				
Interval Start	0				Canyon Crest Dr				Crow Canyon Rd						Crow Canyon Rd			
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	2	3	0	9	0
1:45 PM	0	0	0	0	0	1	0	1	0	0	3	0	0	2	1	0	8	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
2:15 PM	0	0	0	0	0	2	0	2	0	0	3	0	0	0	1	0	8	29
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	23
2:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	2	0	7	22
3:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	27
3:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	10	29
Count Total	0	0	0	0	0	3	0	4	0	0	29	0	0	4	18	0	58	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	17	0	0	0	11	0	29	0

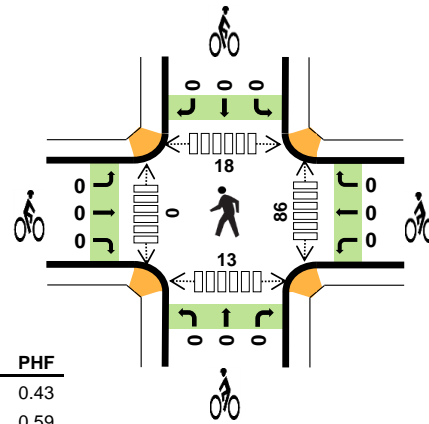
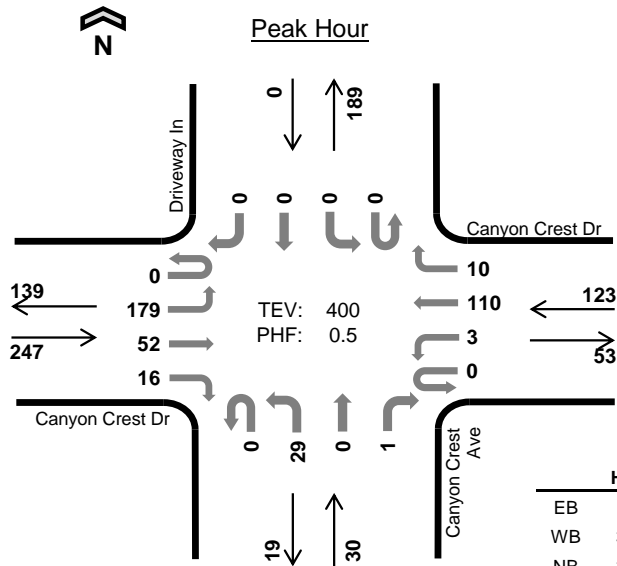
Two-Hour Count Summaries - Bikes													15-min Total	Rolling One Hour
Interval Start	0			Canyon Crest Dr			Crow Canyon Rd			Crow Canyon Rd				
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	3	0	0	2	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	2	0

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

Canyon Crest Ave Canyon Crest Dr



Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.6%	0.43
WB	3.3%	0.59
NB	3.3%	0.68
SB	-	-
TOTAL	2.3%	0.50

Two-Hour Count Summaries

Interval Start	Canyon Crest Dr Eastbound				Canyon Crest Dr Westbound				Canyon Crest Ave Northbound				Canyon Crest Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	42	16	2	0	1	13	1	0	7	0	0	0	0	0	0	82	0	
7:45 AM	0	118	18	7	0	0	39	7	0	11	0	0	0	0	0	0	200	0	
8:00 AM	0	14	8	6	0	1	50	1	0	10	0	1	0	0	0	0	91	0	
8:15 AM	0	5	10	1	0	1	8	1	0	1	0	0	0	0	0	0	27	400	
8:30 AM	1	28	5	0	0	1	6	6	0	0	1	1	0	0	0	0	49	367	
8:45 AM	0	5	5	1	0	2	5	0	0	4	0	0	0	0	0	0	22	189	
9:00 AM	0	3	1	2	0	0	1	0	0	3	0	0	0	0	0	0	10	108	
9:15 AM	0	0	2	2	0	0	5	0	0	4	0	0	0	0	0	0	13	94	
Count Total	1	215	65	21	0	6	127	16	0	40	1	2	0	0	0	0	494	0	
Peak Hour	All	0	179	52	16	0	3	110	10	0	29	0	1	0	0	0	0	400	0
	HV	0	0	4	0	0	0	4	0	0	1	0	0	0	0	0	0	9	0
	HV%	-	0%	8%	0%	-	0%	4%	0%	-	3%	-	0%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1
7:45 AM	1	0	0	0	1	0	0	0	0	0	68	0	8	6	82
8:00 AM	1	4	0	0	5	0	0	0	0	0	15	0	9	7	31
8:15 AM	1	0	0	0	1	0	0	0	0	0	2	0	1	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	25	0	4	14	43
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	4	1	0	9	0	0	0	0	0	113	0	23	27	163
Peak Hour	4	4	1	0	9	0	0	0	0	0	86	0	18	13	117

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Canyon Crest Dr				Canyon Crest Dr				Canyon Crest Ave				Driveway In				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	4	0	0	0	4	0	0	1	0	0	0	0	0	0	9	0
Peak Hour	0	0	4	0	0	0	4	0	0	1	0	0	0	0	0	0	9	0

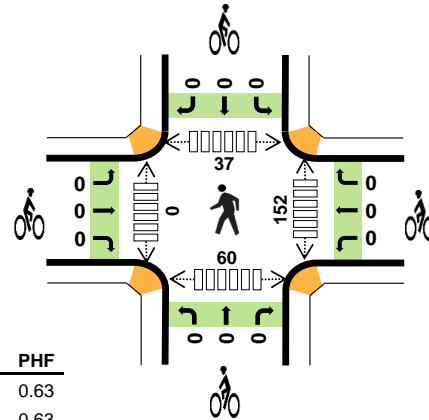
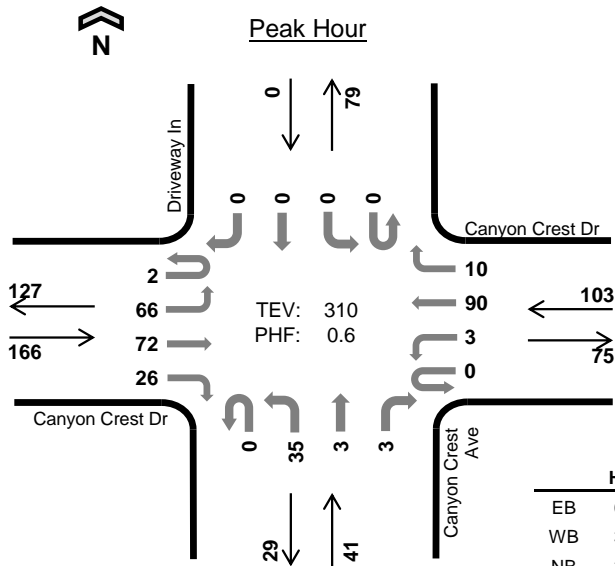
Two-Hour Count Summaries - Bikes																	
Interval Start	Canyon Crest Dr			Canyon Crest Dr			Canyon Crest Ave			Driveway In			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Canyon Crest Ave Canyon Crest Dr



Date: 03/02/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.6%	0.63
WB	3.9%	0.63
NB	2.4%	0.45
SB	-	-
TOTAL	1.9%	0.60

Two-Hour Count Summaries

Interval Start	Canyon Crest Dr Eastbound				Canyon Crest Dr Westbound				Canyon Crest Ave Northbound				Canyon Crest Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	3	6	8	0	0	3	1	0	5	0	2	0	0	0	0	28	0	
1:45 PM	1	20	12	4	0	1	9	3	0	9	0	0	0	0	0	0	59	0	
2:00 PM	1	9	7	11	0	1	5	0	0	1	0	0	0	0	0	0	35	0	
2:15 PM	2	1	20	14	0	3	13	0	0	4	1	0	0	0	0	0	58	180	
2:30 PM	0	49	11	6	0	0	34	7	0	21	2	0	0	0	0	0	130	282	
2:45 PM	0	9	25	2	0	0	12	1	0	6	0	2	0	0	0	0	57	280	
3:00 PM	0	7	16	4	0	0	31	2	0	4	0	1	0	0	0	0	65	310	
3:15 PM	0	2	7	6	0	0	7	3	0	6	0	1	0	0	0	0	32	284	
Count Total	4	100	104	55	0	5	114	17	0	56	3	6	0	0	0	0	464	0	
Peak Hour	All	2	66	72	26	0	3	90	10	0	35	3	3	0	0	0	0	310	0
	HV	0	0	1	0	0	0	4	0	0	1	0	0	0	0	0	0	6	0
	HV%	0%	0%	1%	0%	-	0%	4%	0%	-	3%	0%	0%	-	-	-	-	2%	0

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

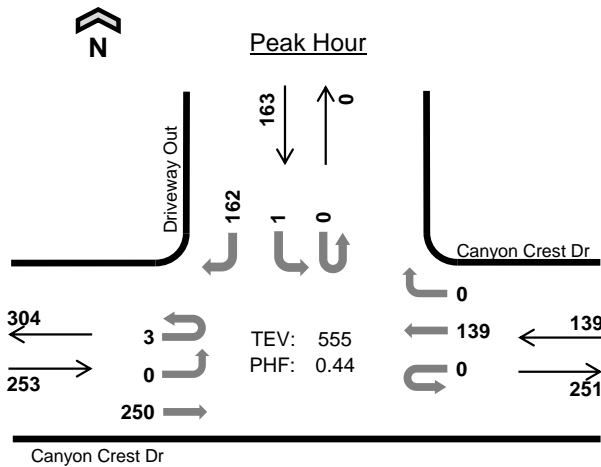
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	2	0	0	0	2	0	0	0	0	0	5	0	3	1	9
1:45 PM	2	2	0	0	4	0	0	0	0	0	22	1	6	8	37
2:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3
2:15 PM	0	3	1	0	4	0	0	0	0	0	19	0	7	4	30
2:30 PM	1	0	0	0	1	0	0	0	0	0	117	0	23	46	186
2:45 PM	0	1	0	0	1	0	0	0	0	0	4	0	4	3	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	12	0	3	7	22
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	5	7	1	0	13	0	0	0	0	0	180	1	48	69	298
Peak Hour	1	4	1	0	6	0	0	0	0	0	152	0	37	60	249

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Canyon Crest Dr				Canyon Crest Dr				Canyon Crest Ave				Driveway In				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4	11
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	5	0	0	1	6	0	0	1	0	0	0	0	0	0	13	0
Peak Hour	0	0	1	0	0	0	4	0	0	1	0	0	0	0	0	0	6	0

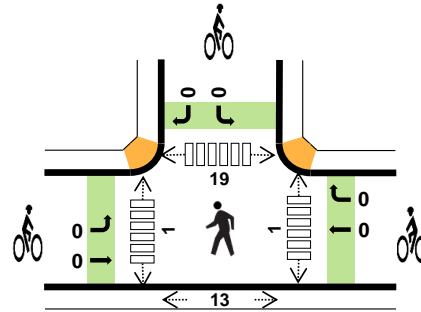
Two-Hour Count Summaries - Bikes																	
Interval Start	Canyon Crest Dr			Canyon Crest Dr			Canyon Crest Ave			Driveway In			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Driveway Out Canyon Crest Dr



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.6%	0.41
WB	2.9%	0.58
NB	-	-
SB	0.0%	0.37
TOTAL	1.4%	0.44

Two-Hour Count Summaries

Interval Start	Canyon Crest Dr				Canyon Crest Dr				0				Driveway Out				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Northbound		Southbound				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	61	0	0	0	19	0	0	0	0	0	0	0	0	19	99	0	
7:45 AM	1	0	152	0	0	0	50	0	0	0	0	0	0	0	0	110	313	0	
8:00 AM	2	0	20	0	0	0	60	0	0	0	0	0	0	1	0	26	109	0	
8:15 AM	0	0	17	0	0	0	10	0	0	0	0	0	0	0	0	7	34	555	
8:30 AM	3	1	33	0	0	0	6	0	0	0	0	0	0	0	0	35	78	534	
8:45 AM	0	0	11	0	0	0	10	0	0	0	0	0	0	1	0	2	24	245	
9:00 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	4	12	148	
9:15 AM	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	13	127	
Count Total	6	1	303	0	0	0	167	0	0	0	0	0	0	2	0	203	682	0	
Peak Hour	All	3	0	250	0	0	0	139	0	0	0	0	0	0	1	0	162	555	0
	HV	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0
	HV%	0%	-	2%	-	-	-	3%	-	-	-	-	-	-	0%	-	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	8	13	21
8:00 AM	1	4	0	0	5	0	0	0	0	0	1	1	10	0	12
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	4	0	0	8	0	0	0	0	0	1	1	24	13	39
Peak Hr	4	4	0	0	8	0	0	0	0	0	1	1	19	13	34

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Canyon Crest Dr				Canyon Crest Dr				0				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0
Peak Hour	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0

Two-Hour Count Summaries - Bikes														
Interval Start	Canyon Crest Dr			Canyon Crest Dr			0			Driveway Out			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Harcourt Way Albion Rd

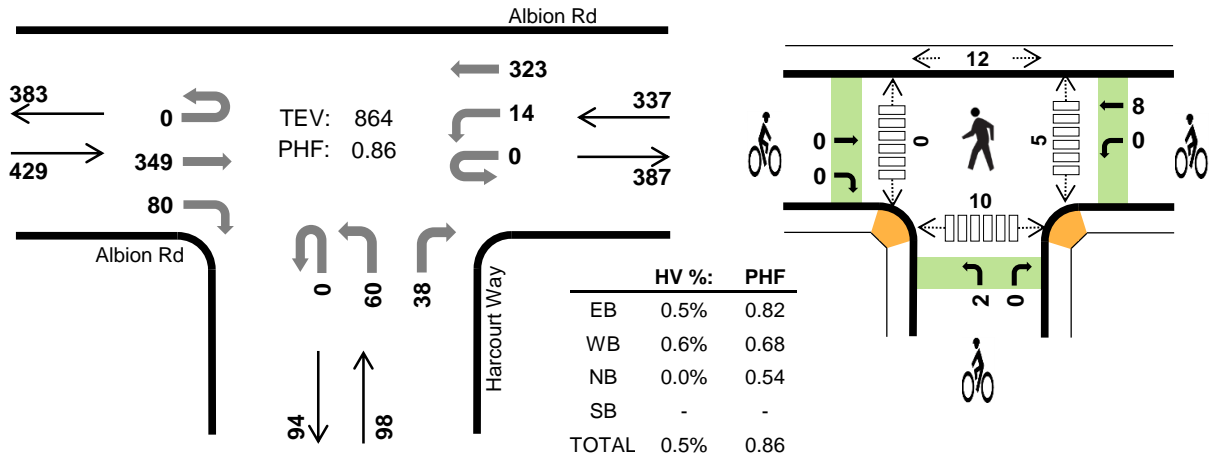


Peak Hour

Date: 03/02/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Albion Rd Eastbound				Albion Rd Westbound				Harcourt Way Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	24	16	0	2	18	0	0	3	0	4	0	0	0	0	67	0	
7:45 AM	0	0	88	43	0	4	72	0	0	25	0	20	0	0	0	0	252	0	
8:00 AM	0	0	68	6	0	1	122	0	0	16	0	8	0	0	0	0	221	0	
8:15 AM	0	0	106	20	0	6	98	0	0	8	0	3	0	0	0	0	241	781	
8:30 AM	0	0	87	11	0	3	31	0	0	11	0	7	0	0	0	0	150	864	
8:45 AM	0	0	21	0	0	3	21	0	0	4	0	7	0	0	0	0	56	668	
9:00 AM	0	0	12	2	0	1	17	0	0	3	0	0	0	0	0	0	35	482	
9:15 AM	0	0	18	3	0	1	10	0	0	0	0	2	0	0	0	0	34	275	
Count Total	0	0	424	101	0	21	389	0	0	70	0	51	0	0	0	0	1,056	0	
Peak Hour	All	0	0	349	80	0	14	323	0	0	60	0	38	0	0	0	0	864	0
	HV	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	4	0
	HV%	-	-	0%	1%	-	0%	1%	-	-	0%	-	0%	-	-	-	-	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	1	1	3
7:45 AM	1	0	0	0	1	0	0	0	0	0	4	0	2	2	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6
8:15 AM	1	1	0	0	2	0	8	1	0	9	1	0	5	6	12
8:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	1	5	0	41	1	47
9:00 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
9:15 AM	2	0	0	0	2	0	0	0	0	0	2	0	6	1	9
Count Total	7	3	0	0	10	1	8	2	0	11	13	0	60	13	86
Peak Hr	2	2	0	0	4	0	8	2	0	10	5	0	12	10	27

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Albion Rd				Albion Rd				Harcourt Way				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	4
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	6
9:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Count Total	0	0	5	2	0	0	3	0	0	0	0	0	0	0	0	0	10	0
Peak Hour	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes

Interval Start	Albion Rd			Albion Rd			Harcourt Way			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	8	0	1	0	0	0	0	0	9	9
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	10
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	11
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	8	0	2	0	0	0	0	0	11	0
Peak Hour	0	0	0	0	8	0	2	0	0	0	0	0	10	0

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

Harcourt Way Albion Rd

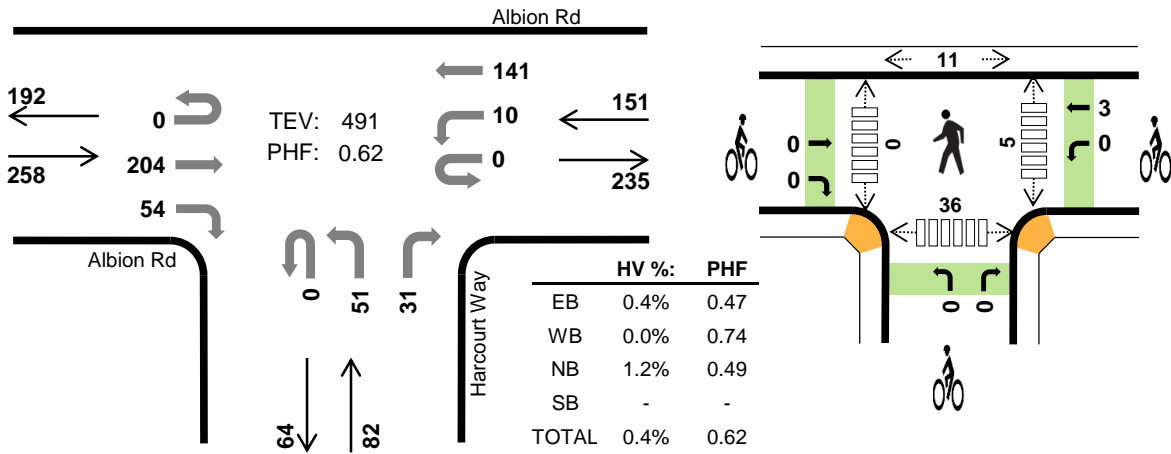


Peak Hour

Date: 03/02/2023

Count Period: 1:30 PM to 3:30 PM

Peak Hour: 2:00 PM to 3:00 PM



Two-Hour Count Summaries

Interval Start	Albion Rd Eastbound				Albion Rd Westbound				Harcourt Way Northbound				Harcourt Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	14	3	0	1	13	0	0	6	0	2	0	0	0	0	39	0	
1:45 PM	0	0	17	9	0	0	23	0	0	9	0	1	0	0	0	0	59	0	
2:00 PM	0	0	18	6	0	1	50	0	0	3	0	4	0	0	0	0	82	0	
2:15 PM	0	0	114	24	0	6	43	0	0	5	0	6	0	0	0	0	198	378	
2:30 PM	0	0	47	18	0	2	24	0	0	30	0	12	0	0	0	0	133	472	
2:45 PM	0	0	25	6	0	1	24	0	0	13	0	9	0	0	0	0	78	491	
3:00 PM	0	0	26	4	0	4	37	0	0	6	0	2	0	0	0	0	79	488	
3:15 PM	0	0	24	8	0	3	33	0	0	11	0	3	0	0	0	0	82	372	
Count Total	0	0	285	78	0	18	247	0	0	83	0	39	0	0	0	0	750	0	
Peak Hour	All	0	0	204	54	0	10	141	0	0	51	0	31	0	0	0	0	491	0
	HV	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
	HV%	-	-	0%	0%	-	0%	0%	-	-	2%	-	0%	-	-	-	-	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
1:45 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	13	13
2:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	8	19	30
2:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	3	2	7
3:00 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	4	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Count Total	3	3	2	0	8	2	3	0	0	5	5	0	14	40	59
Peak Hr	1	0	1	0	2	0	3	0	0	3	5	0	11	36	52

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Albion Rd				Albion Rd				Harcourt Way				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
3:00 PM	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	4	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	2	1	0	1	2	0	0	2	0	0	0	0	0	0	8	0
Peak Hour	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0

Two-Hour Count Summaries - Bikes

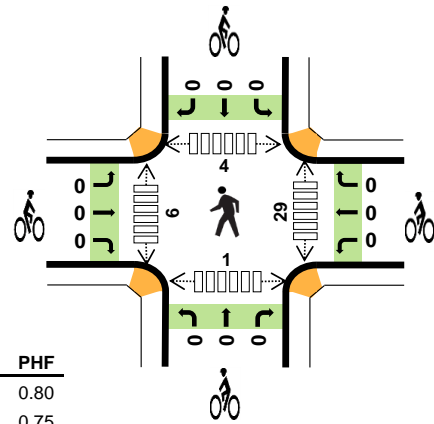
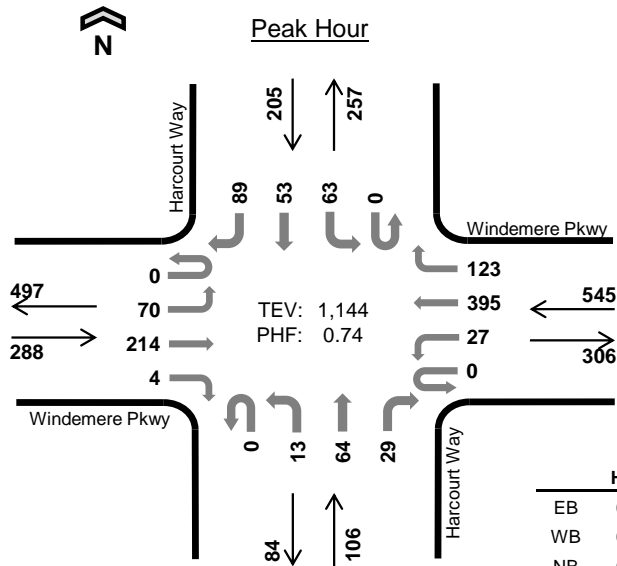
Interval Start	Albion Rd			Albion Rd			Harcourt Way			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	0	0	3	0	0	0	0	0	0	0	5	0
Peak Hour	0	0	0	0	3	0	0	0	0	0	0	0	3	0

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

Harcourt Way Windemere Pkwy



Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.80
WB	0.7%	0.75
NB	0.9%	0.46
SB	0.5%	0.51
TOTAL	0.5%	0.74

Two-Hour Count Summaries

Interval Start	Windemere Pkwy Eastbound				Windemere Pkwy Westbound				Harcourt Way Northbound				Harcourt Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	15	26	3	0	1	38	6	0	4	7	5	0	3	2	16	126	0	
7:45 AM	0	43	46	1	0	10	83	49	0	1	45	11	0	32	23	45	389	0	
8:00 AM	0	14	49	1	0	7	130	21	0	3	7	9	0	11	13	18	283	0	
8:15 AM	0	3	74	1	0	4	139	39	0	4	5	4	0	18	10	17	318	1,116	
8:30 AM	0	10	45	1	0	6	43	14	0	5	7	5	0	2	7	9	154	1,144	
8:45 AM	0	2	29	3	0	2	43	5	0	2	1	2	0	0	1	3	93	848	
9:00 AM	0	1	20	1	0	3	32	1	0	3	1	0	0	0	0	6	68	633	
9:15 AM	0	2	10	2	0	1	38	0	0	2	0	1	0	2	0	3	61	376	
Count Total	0	90	299	13	0	34	546	135	0	24	73	37	0	68	56	117	1,492	0	
Peak Hour	All	0	70	214	4	0	27	395	123	0	13	64	29	0	63	53	89	1,144	0
	HV	0	0	0	0	0	1	1	2	0	1	0	0	0	0	1	0	6	0
	HV%	-	0%	0%	0%	-	4%	0%	2%	-	8%	0%	0%	-	0%	2%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	1	2	6
7:45 AM	0	1	0	0	1	0	0	0	0	0	20	4	0	1	25
8:00 AM	0	1	0	0	1	0	0	0	0	0	2	0	2	0	4
8:15 AM	0	1	0	1	2	0	0	0	0	0	5	0	2	0	7
8:30 AM	0	1	1	0	2	0	0	0	0	0	2	2	0	0	4
8:45 AM	2	2	0	0	4	0	0	0	0	0	2	0	0	1	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:15 AM	3	0	0	0	3	0	0	0	0	0	0	2	0	1	3
Count Total	5	6	1	1	13	0	0	0	0	0	34	8	5	6	53
Peak Hour	0	4	1	1	6	0	0	0	0	0	29	6	4	1	40

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Windemere Pkwy				Windemere Pkwy				Harcourt Way				Harcourt Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	4	
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	6	
8:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	9	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
9:15 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	9	
Count Total	0	0	4	1	0	1	3	2	0	1	0	0	0	0	1	13	0	
Peak Hour	0	0	0	0	0	1	1	2	0	1	0	0	0	0	1	6	0	

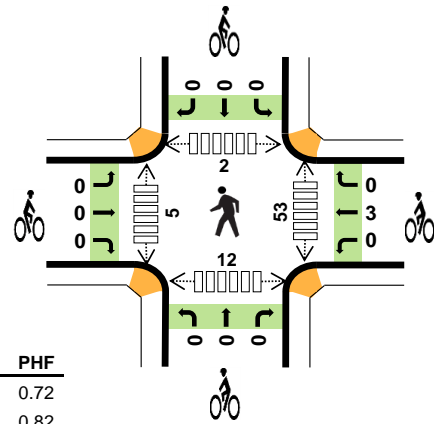
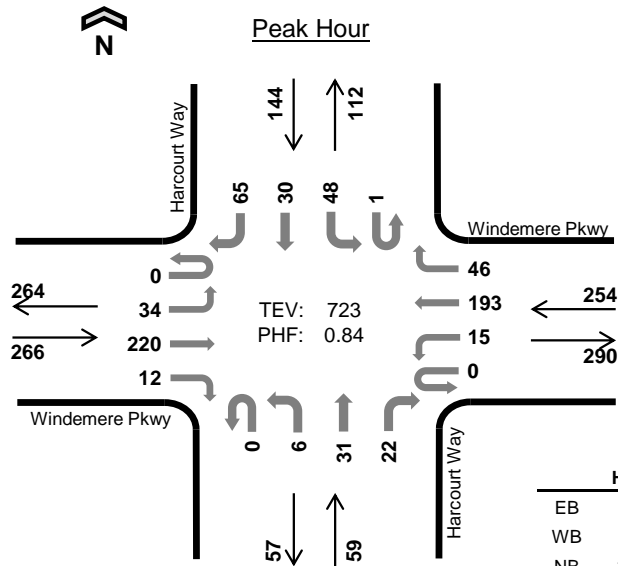
Two-Hour Count Summaries - Bikes																
Interval Start	Windemere Pkwy			Windemere Pkwy			Harcourt Way			Harcourt Way			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Harcourt Way Windemere Pkwy



Date: 03/02/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	1.1%	0.72
WB	1.6%	0.82
NB	3.4%	0.70
SB	1.4%	0.63
TOTAL	1.5%	0.84

Two-Hour Count Summaries

Interval Start	Windemere Pkwy Eastbound				Windemere Pkwy Westbound				Harcourt Way Northbound				Harcourt Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	1:30 PM	0	3	27	3	0	2	30	0	0	2	4	3	0	2	0			2
1:45 PM	0	7	28	3	0	1	28	4	0	0	3	3	0	0	5	3	85	0	
2:00 PM	0	16	28	1	0	4	50	5	0	0	0	1	0	2	1	8	116	0	
2:15 PM	0	13	77	2	0	2	48	18	0	1	16	4	1	21	7	6	216	495	
2:30 PM	0	4	45	1	0	4	51	22	0	0	7	7	0	18	12	27	198	615	
2:45 PM	0	9	45	3	0	3	47	4	0	3	3	3	0	8	7	22	157	687	
3:00 PM	0	8	53	6	0	6	47	2	0	2	5	8	0	1	4	10	152	723	
3:15 PM	0	7	34	1	0	1	43	7	0	1	5	1	0	1	2	7	110	617	
Count Total	0	67	337	20	0	23	344	62	0	9	43	30	1	53	38	85	1,112	0	
Peak Hour	All	0	34	220	12	0	15	193	46	0	6	31	22	1	48	30	65	723	0
	HV	0	0	3	0	0	0	3	1	0	0	1	1	0	2	0	0	11	0
	HV%	-	0%	1%	0%	-	0%	2%	2%	-	0%	3%	5%	0%	4%	0%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1
1:45 PM	1	1	0	0	2	0	1	0	0	1	6	1	0	1	8
2:00 PM	1	1	0	0	2	0	3	0	0	3	1	0	0	0	1
2:15 PM	1	0	1	0	2	0	1	0	0	1	7	1	1	1	10
2:30 PM	1	1	1	0	3	0	0	0	0	0	38	3	1	7	49
2:45 PM	0	1	0	1	2	0	1	0	0	1	6	0	0	2	8
3:00 PM	1	2	0	1	4	0	1	0	0	1	2	1	0	2	5
3:15 PM	1	2	0	0	3	0	0	1	0	1	5	0	1	3	9
Count Total	6	8	3	2	19	0	8	1	0	9	65	6	4	16	91
Peak Hour	3	4	2	2	11	0	3	0	0	3	53	5	2	12	72

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Windemere Pkwy				Windemere Pkwy				Harcourt Way				Harcourt Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
1:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
2:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
2:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	7
2:30 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	9
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	9
3:00 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	4	11
3:15 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	12
Count Total	0	0	6	0	0	0	6	2	0	0	1	2	0	2	0	0	19	0
Peak Hour	0	0	3	0	0	0	3	1	0	0	1	1	0	2	0	0	11	0

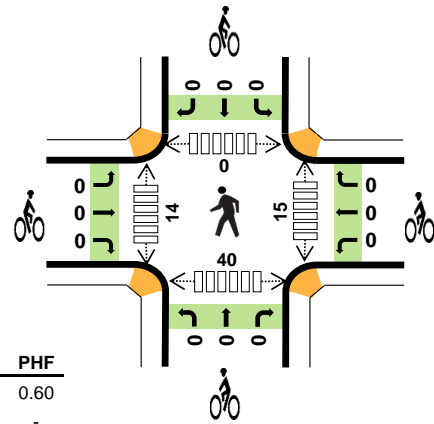
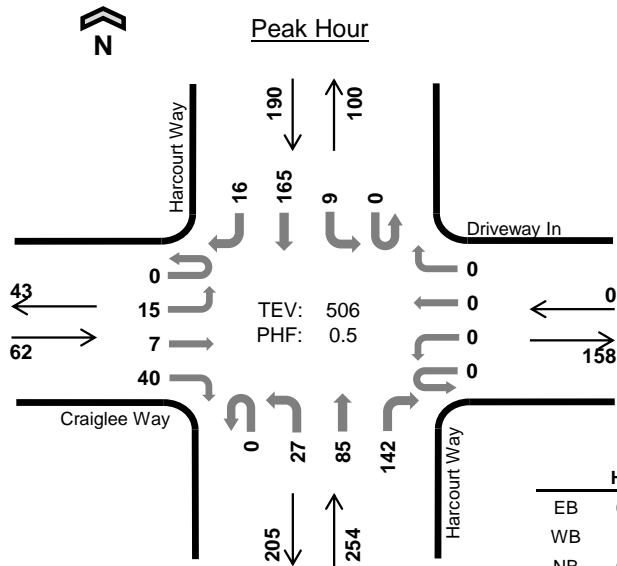
Two-Hour Count Summaries - Bikes																	
Interval Start	Windemere Pkwy			Windemere Pkwy			Harcourt Way			Harcourt Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
1:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
2:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0			
2:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	6			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	5			
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3			
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3			
Count Total	0	0	0	0	8	0	0	1	0	0	0	0	9	0			
Peak Hour	0	0	0	0	3	0	0	0	0	0	0	0	3	0			

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

Harcourt Way Craiglee Way



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.60
WB	-	-
NB	0.8%	0.50
SB	0.5%	0.48
TOTAL	0.6%	0.50

Two-Hour Count Summaries

Interval Start	Craiglee Way				Driveway In				Harcourt Way				Harcourt Way				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	2	0	10	0	0	0	0	0	2	7	20	0	3	11	0	55	0	
7:45 AM	0	3	5	18	0	0	0	0	0	3	15	110	0	1	91	6	252	0	
8:00 AM	0	5	0	6	0	0	0	0	0	11	25	12	0	2	29	1	91	0	
8:15 AM	0	5	1	13	0	0	0	0	0	8	38	1	0	1	30	6	103	501	
8:30 AM	0	2	1	3	0	0	0	0	0	5	7	19	0	5	15	3	60	506	
8:45 AM	0	5	0	2	0	0	0	0	0	4	3	1	0	0	2	0	17	271	
9:00 AM	0	0	0	6	0	0	0	0	0	1	2	0	0	1	0	1	11	191	
9:15 AM	0	0	0	3	0	0	0	0	0	0	2	0	0	0	3	1	9	97	
Count Total	0	22	7	61	0	0	0	0	0	34	99	163	0	13	181	18	598	0	
Peak Hour	All	0	15	7	40	0	0	0	0	0	27	85	142	0	9	165	16	506	0
	HV	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	0
	HV%	-	0%	0%	0%	-	-	-	-	-	4%	1%	0%	-	0%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	4	9
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	27	29
8:00 AM	0	0	1	0	1	0	0	0	0	0	9	4	0	8	21
8:15 AM	0	0	1	1	2	0	0	0	0	0	3	2	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	6	0	5	14
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Count Total	0	0	2	1	3	0	0	0	0	0	20	20	0	44	84
Peak Hour	0	0	2	1	3	0	0	0	0	0	15	14	0	40	69

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Craiglee Way				Driveway In				Harcourt Way				Harcourt Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	
Peak Hour	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3	

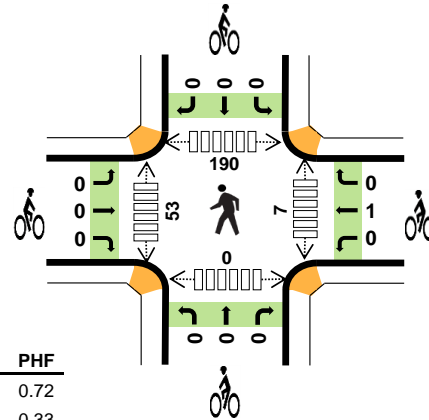
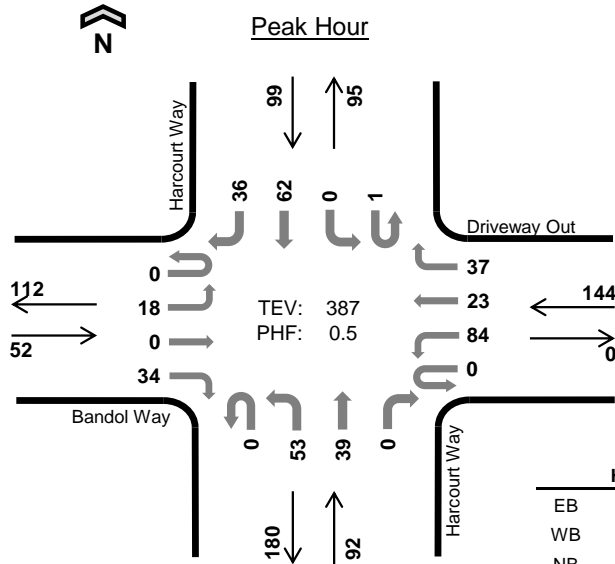
Two-Hour Count Summaries - Bikes																
Interval Start	Craiglee Way			Driveway In			Harcourt Way			Harcourt Way			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Harcourt Way Bandol Way



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.72
WB	0.0%	0.33
NB	2.2%	0.45
SB	0.0%	0.50
TOTAL	0.5%	0.50

Two-Hour Count Summaries

Interval Start	Bandol Way				Driveway Out				Harcourt Way				Harcourt Way				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	0	0	0	5	1	0	0	0	7	0	1	0	8	4	27	0	
7:45 AM	0	9	0	9	0	68	17	24	0	1	15	0	0	0	28	22	193	0	
8:00 AM	0	2	0	5	0	7	1	1	0	9	9	0	0	0	9	5	48	0	
8:15 AM	0	4	0	12	0	2	0	1	0	43	8	0	1	0	17	6	94	362	
8:30 AM	0	3	0	8	0	7	5	11	0	0	7	0	0	0	8	3	52	387	
8:45 AM	0	2	0	3	0	1	0	0	0	0	7	0	0	0	2	0	15	209	
9:00 AM	0	0	0	1	0	0	1	0	0	0	1	0	0	0	3	1	7	168	
9:15 AM	0	1	0	1	0	1	0	0	0	0	1	0	0	0	2	0	6	80	
Count Total	0	22	0	39	0	91	25	37	0	53	55	0	2	0	77	41	442	0	
Peak Hour	All	0	18	0	34	0	84	23	37	0	53	39	0	1	0	62	36	387	0
	HV	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0
	HV%	-	0%	-	0%	-	0%	0%	0%	-	2%	3%	-	0%	-	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	26	0	34
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	37	143	0	180
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	4	21	0	28
8:15 AM	0	0	1	0	1	0	0	0	0	0	4	2	7	0	13
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	10	19	0	29
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	4	3	0	8
9:00 AM	1	1	0	0	2	0	0	0	0	0	1	1	3	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	1	1	2	0	4	0	1	0	0	1	9	66	222	1	298
Peak Hour	0	0	2	0	2	0	1	0	0	1	7	53	190	0	250

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bandol Way				Driveway Out				Harcourt Way				Harcourt Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
9:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	4	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Count Total	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	4	0	
Peak Hour	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Bandol Way			Driveway Out			Harcourt Way			Harcourt Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	

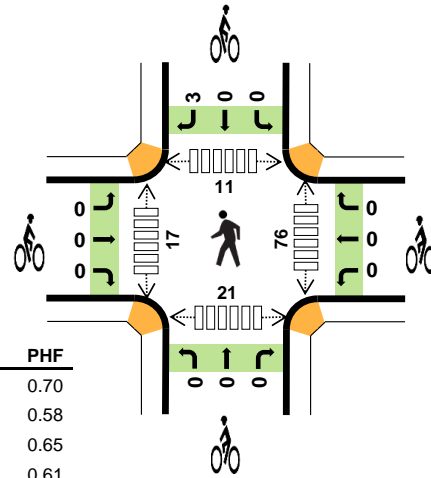
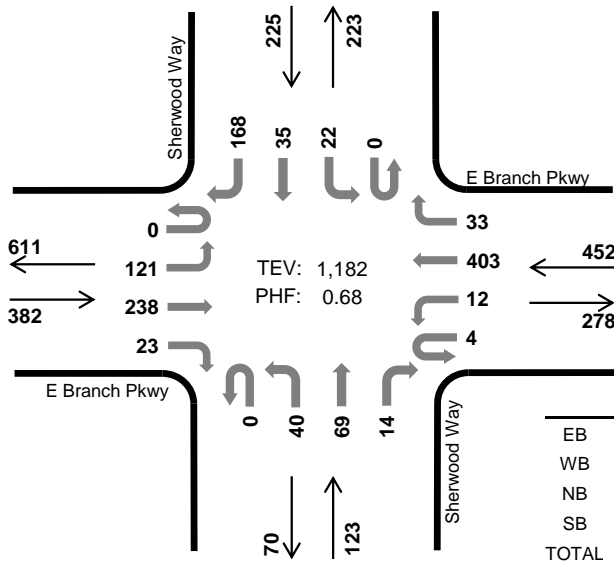
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Sherwood Way E Branch Pkwy



Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.6%	0.70
WB	1.1%	0.58
NB	2.4%	0.65
SB	1.3%	0.61
TOTAL	1.4%	0.68

Two-Hour Count Summaries

Interval Start	E Branch Pkwy Eastbound				E Branch Pkwy Westbound				Sherwood Way Northbound				Sherwood Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	39	20	4	0	2	60	5	0	15	6	3	0	3	2	26	185	0	
7:45 AM	0	36	58	3	0	3	172	21	0	10	36	1	0	5	15	72	432	0	
8:00 AM	0	27	102	8	3	0	126	5	0	7	23	7	0	9	10	54	381	0	
8:15 AM	0	19	58	8	1	7	45	2	0	8	4	3	0	5	8	16	184	1,182	
8:30 AM	0	17	44	5	1	3	43	5	0	11	3	2	0	8	6	17	165	1,162	
8:45 AM	0	12	29	2	2	5	46	6	0	8	4	0	0	1	0	18	133	863	
9:00 AM	0	12	24	0	1	0	37	3	0	6	1	0	0	5	1	24	114	596	
9:15 AM	1	13	17	1	0	0	34	3	0	4	0	4	0	1	2	13	93	505	
Count Total	1	175	352	31	8	20	563	50	0	69	77	20	0	37	44	240	1,687	0	
Peak Hour	All	0	121	238	23	4	12	403	33	0	40	69	14	0	22	35	168	1,182	0
	HV	0	3	3	0	0	1	2	2	0	2	0	1	0	1	0	2	17	0
	HV%	-	2%	1%	0%	0%	8%	0%	6%	-	5%	0%	7%	-	5%	0%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	2	2	1	6	0	0	0	1	1	11	1	0	3	15
7:45 AM	1	0	1	0	2	0	0	0	2	2	40	13	2	12	67
8:00 AM	1	3	0	1	5	0	0	0	0	0	20	3	7	4	34
8:15 AM	3	0	0	1	4	0	0	0	0	0	5	0	2	2	9
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	8	1	3	3	15
9:00 AM	0	1	0	0	1	0	0	0	0	0	9	3	4	5	21
9:15 AM	1	1	0	1	3	0	2	0	0	2	0	4	3	1	8
Count Total	7	9	3	4	23	0	2	0	3	5	93	25	22	30	170
Peak Hour	6	5	3	3	17	0	0	0	3	3	76	17	11	21	125

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Branch Pkwy				E Branch Pkwy				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	1	1	0	0	2	0	0	0	1	0	0	6	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
8:00 AM	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	1	5	0
8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	17
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	13
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
9:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	6
Count Total	0	3	4	0	0	1	6	2	0	2	0	1	0	1	0	3	23	0
Peak Hour	0	3	3	0	0	1	2	2	0	2	0	1	0	1	0	2	17	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E Branch Pkwy			E Branch Pkwy			Sherwood Way			Sherwood Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2
Count Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0

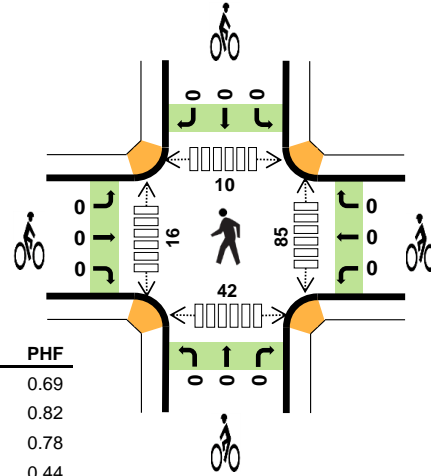
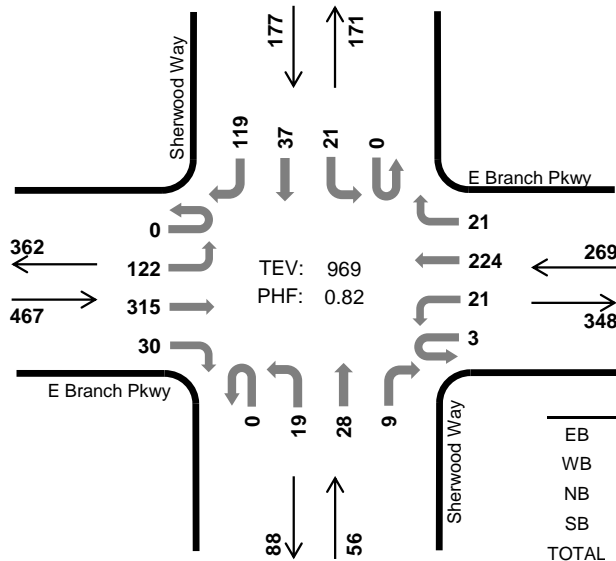
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Sherwood Way E Branch Pkwy



Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.9%	0.69
WB	1.9%	0.82
NB	7.1%	0.78
SB	1.7%	0.44
TOTAL	1.7%	0.82

Two-Hour Count Summaries

Interval Start	E Branch Pkwy Eastbound				E Branch Pkwy Westbound				Sherwood Way Northbound				Sherwood Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	9	24	6	0	1	19	3	0	4	1	0	0	1	1	2	71	0	
1:45 PM	0	11	35	3	0	2	20	5	0	3	1	2	0	5	1	13	101	0	
2:00 PM	0	15	31	5	0	3	40	4	0	9	5	1	0	1	0	8	122	0	
2:15 PM	0	36	52	8	0	3	53	9	0	6	9	3	0	4	6	10	199	493	
2:30 PM	0	31	42	5	0	8	59	9	0	5	12	0	0	11	23	66	271	693	
2:45 PM	0	28	133	9	3	7	71	1	0	5	3	5	0	4	5	22	296	888	
3:00 PM	0	27	88	8	0	3	41	2	0	3	4	1	0	2	3	21	203	969	
3:15 PM	0	10	49	7	0	2	49	3	0	7	2	3	0	3	3	9	147	917	
Count Total	0	167	454	51	3	29	352	36	0	42	37	15	0	31	42	151	1,410	0	
Peak Hour	All	0	122	315	30	3	21	224	21	0	19	28	9	0	21	37	119	969	0
	HV	0	2	1	1	1	1	3	0	0	1	1	2	0	0	0	3	16	0
	HV%	-	2%	0%	3%	33%	5%	1%	0%	-	5%	4%	22%	-	0%	0%	3%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	3	0	0	0	3	4	0	0	2	6
1:45 PM	2	1	0	1	4	0	0	0	0	0	3	0	1	4	8
2:00 PM	3	0	1	1	5	0	0	0	0	0	5	0	2	1	8
2:15 PM	1	1	2	0	4	0	0	0	0	0	16	1	2	1	20
2:30 PM	2	0	0	0	2	0	0	0	0	0	51	2	0	3	56
2:45 PM	1	3	2	0	6	0	0	0	0	0	13	4	6	17	40
3:00 PM	0	1	0	3	4	0	0	0	0	0	5	9	2	21	37
3:15 PM	1	1	0	0	2	1	0	0	0	1	5	3	3	4	15
Count Total	10	7	5	5	27	4	0	0	0	4	102	19	16	53	190
Peak Hour	4	5	4	3	16	0	0	0	0	0	85	16	10	42	153

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E Branch Pkwy				E Branch Pkwy				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	4	
2:00 PM	0	1	2	0	0	0	0	0	0	1	0	0	0	1	0	0	5	
2:15 PM	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	4	
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
2:45 PM	0	0	1	0	1	1	1	0	0	1	1	0	0	0	0	0	6	
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	4	
3:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
Count Total	0	4	5	1	1	1	5	0	0	2	1	2	0	1	0	4	27	
Peak Hour	0	2	1	1	1	1	3	0	0	1	1	2	0	0	0	3	16	

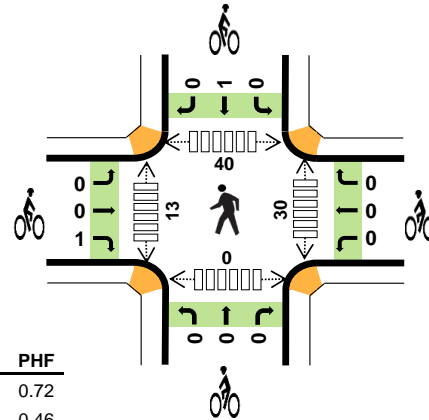
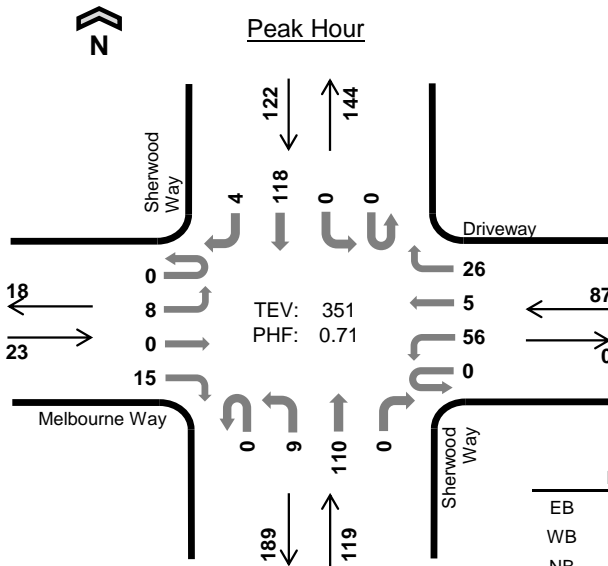
Two-Hour Count Summaries - Bikes																	
Interval Start	E Branch Pkwy			E Branch Pkwy			Sherwood Way			Sherwood Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Sherwood Way Melbourne Way



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.72
WB	3.4%	0.46
NB	0.8%	0.68
SB	0.8%	0.64
TOTAL	1.4%	0.71

Two-Hour Count Summaries

Interval Start	Melbourne Way				Driveway				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Northbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	3	0	3	0	2	0	0	18	0	0	0	10	0	36	0	
7:45 AM	0	2	0	3	0	35	4	8	0	2	22	0	0	0	47	1	124	0	
8:00 AM	0	3	0	5	0	12	1	13	0	2	42	0	0	0	27	1	106	0	
8:15 AM	0	2	0	1	0	8	0	3	0	2	26	0	0	0	18	1	61	327	
8:30 AM	0	1	0	6	0	1	0	2	0	3	20	0	0	0	26	1	60	351	
8:45 AM	0	0	0	2	0	1	0	2	0	1	17	0	0	2	8	0	33	260	
9:00 AM	0	0	0	0	0	2	0	0	0	3	6	0	0	0	19	0	30	184	
9:15 AM	0	0	0	0	0	1	0	0	0	2	5	0	0	0	9	1	18	141	
Count Total	0	8	0	20	0	63	5	30	0	15	156	0	0	2	164	5	468	0	
Peak Hour	All	0	8	0	15	0	56	5	26	0	9	110	0	0	0	118	4	351	0
	HV	0	0	0	0	0	3	0	0	0	0	1	0	0	0	1	0	5	0
	HV%	-	0%	-	0%	-	5%	0%	0%	-	0%	1%	-	-	-	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	1	0	0	0	1	2	1	1	0	4
7:45 AM	0	0	0	1	1	1	0	0	1	2	0	5	26	0	31
8:00 AM	0	1	0	0	1	0	0	0	0	0	8	5	10	0	23
8:15 AM	0	2	1	0	3	0	0	0	0	0	8	3	4	0	15
8:30 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	8	6	0	0	14
9:15 AM	0	0	0	1	1	0	0	0	0	0	7	0	2	0	9
Count Total	0	3	1	2	6	2	0	0	1	3	54	20	43	0	117
Peak Hour	0	3	1	1	5	1	0	0	1	2	30	13	40	0	83

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Melbourne Way				Driveway				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
Count Total	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	6	
Peak Hour	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	5	

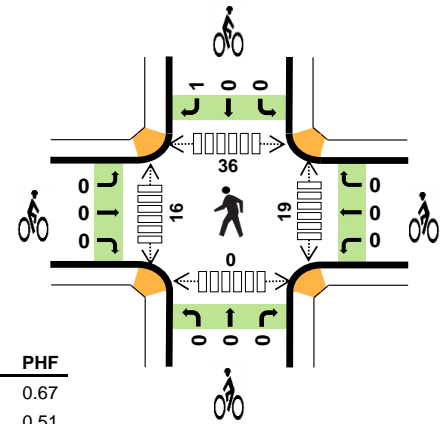
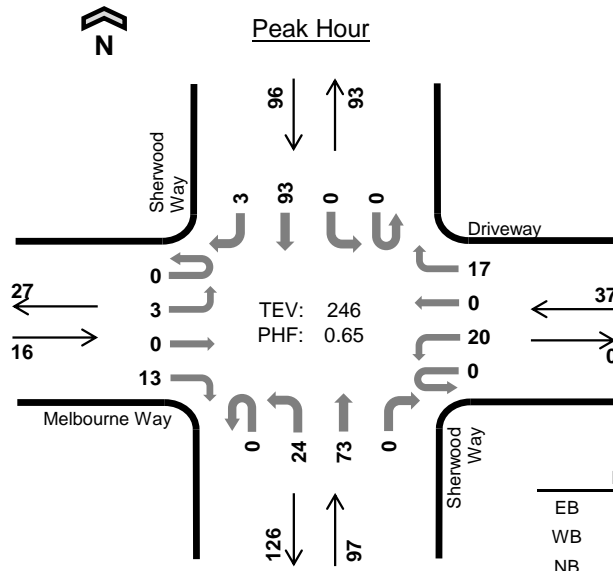
Two-Hour Count Summaries - Bikes																	
Interval Start	Melbourne Way			Driveway			Sherwood Way			Sherwood Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	2	0	0	0	0	0	0	0	0	1	0	3	0	0	
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	

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

Sherwood Way Melbourne Way



Date: 03/02/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.0%	0.67
WB	8.1%	0.51
NB	0.0%	0.71
SB	0.0%	0.55
TOTAL	1.2%	0.65

Two-Hour Count Summaries

Interval Start	Melbourne Way				Driveway				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	2	0	0	0	1	0	2	4	0	0	0	2	1	12	0	
1:45 PM	0	0	0	5	0	3	0	0	0	2	10	0	0	0	13	1	34	0	
2:00 PM	0	2	0	0	0	0	0	1	0	1	7	0	0	0	9	0	20	0	
2:15 PM	0	1	0	3	0	0	0	0	0	2	14	0	0	0	21	0	41	107	
2:30 PM	0	1	0	2	0	10	0	8	0	3	27	0	0	0	42	2	95	190	
2:45 PM	0	0	0	6	0	2	0	3	0	6	11	0	0	0	20	1	49	205	
3:00 PM	0	1	0	2	0	8	0	6	0	13	21	0	0	0	10	0	61	246	
3:15 PM	0	0	0	2	0	2	0	3	0	4	7	0	0	0	7	1	26	231	
Count Total	0	5	0	22	0	25	0	22	0	33	101	0	0	0	124	6	338	0	
Peak Hour	All	0	3	0	13	0	20	0	17	0	24	73	0	0	0	93	3	246	0
	HV	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	0
	HV%	-	0%	-	0%	-	5%	-	12%	-	0%	0%	-	-	-	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7
1:45 PM	0	1	0	0	1	0	0	0	0	0	7	0	0	0	7
2:00 PM	0	0	0	0	0	0	0	0	0	0	5	3	0	0	8
2:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	9	0	17
2:30 PM	0	0	0	0	0	0	0	0	1	1	2	11	23	0	36
2:45 PM	0	1	0	0	1	0	0	0	0	0	4	2	1	0	7
3:00 PM	0	2	0	0	2	0	0	0	0	0	5	3	3	0	11
3:15 PM	0	0	0	1	1	0	0	0	0	0	5	2	0	0	7
Count Total	0	4	0	1	5	0	0	0	1	1	42	22	36	0	100
Peak Hour	0	3	0	0	3	0	0	0	1	1	19	16	36	0	71

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Melbourne Way				Driveway				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
Count Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	5	
Peak Hour	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	

Two-Hour Count Summaries - Bikes																	
Interval Start	Melbourne Way			Driveway			Sherwood Way			Sherwood Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	

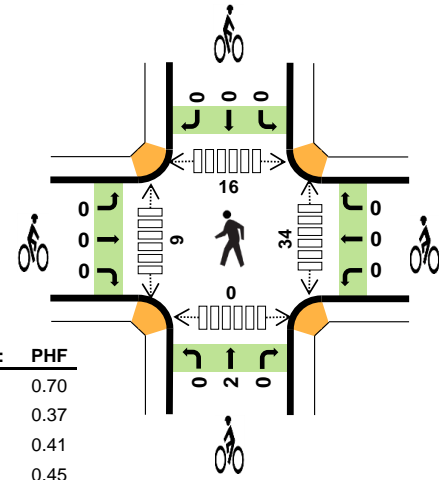
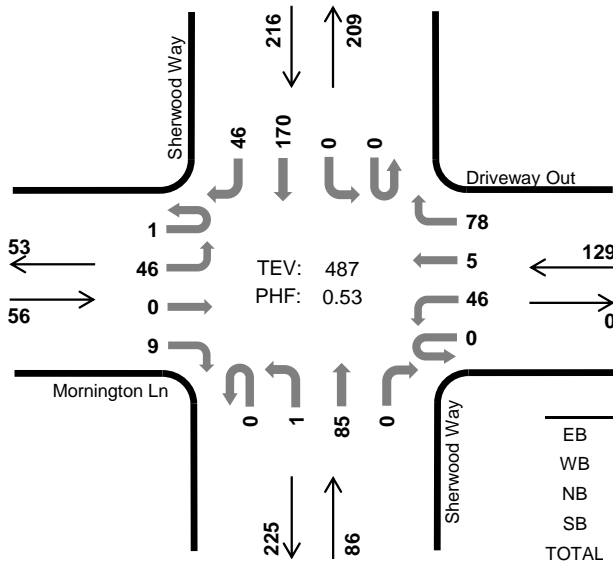
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Sherwood Way Mornington Ln



Peak Hour

Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.70
WB	0.0%	0.37
NB	1.2%	0.41
SB	0.9%	0.45
TOTAL	0.6%	0.53

Two-Hour Count Summaries

Interval Start	Mornington Ln				Driveway Out				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	3	0	2	0	4	0	6	0	0	3	0	0	0	30	7	55	0	
7:45 AM	0	11	0	5	0	26	4	58	0	0	6	0	0	0	106	15	231	0	
8:00 AM	1	19	0	0	0	7	0	6	0	0	52	0	0	0	18	7	110	0	
8:15 AM	0	13	0	1	0	0	0	2	0	1	19	0	0	0	18	13	67	463	
8:30 AM	0	3	0	3	0	13	1	12	0	0	8	0	0	0	28	11	79	487	
8:45 AM	0	2	0	2	0	1	0	3	0	0	5	0	0	0	18	2	33	289	
9:00 AM	0	1	0	0	0	13	1	8	0	1	4	0	0	0	3	2	33	212	
9:15 AM	0	0	0	2	0	5	0	2	0	0	1	0	0	0	4	0	14	159	
Count Total	1	52	0	15	0	69	6	97	0	2	98	0	0	0	225	57	622	0	
Peak Hour	All	1	46	0	9	0	46	5	78	0	1	85	0	0	0	170	46	487	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0
	HV%	0%	0%	-	0%	-	0%	0%	0%	-	0%	1%	-	-	-	1%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	1	2	0	8
7:45 AM	0	0	0	2	2	0	0	0	0	0	7	0	9	0	16
8:00 AM	0	0	1	0	1	0	0	2	0	2	15	0	2	0	17
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	7	4	0	16
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	2	1	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	1	3	0	13
9:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	3	0	11
9:15 AM	0	0	0	0	0	0	0	0	0	0	6	1	1	0	8
Count Total	0	0	1	2	3	0	0	2	0	2	62	12	25	0	99
Peak Hour	0	0	1	2	3	0	0	2	0	2	34	9	16	0	59

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Mornington Ln				Driveway Out				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	

Two-Hour Count Summaries - Bikes																
Interval Start	Mornington Ln			Driveway Out			Sherwood Way			Sherwood Way			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Peak Hour	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2

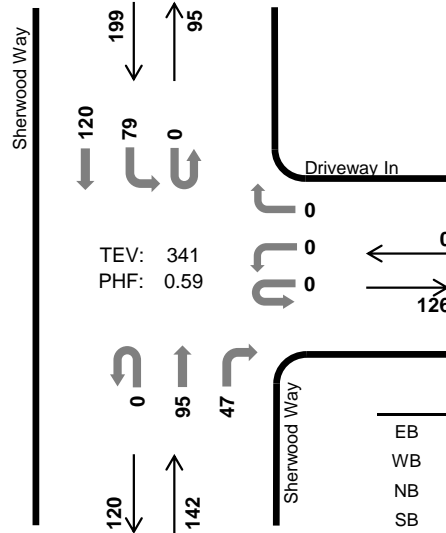
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Sherwood Way Driveway In

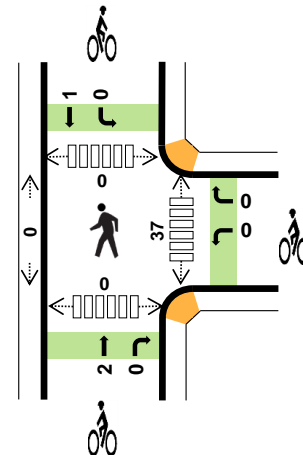


Peak Hour

Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



TEV: 341
 PHF: 0.59



	HV %:	PHF
EB	-	-
WB	-	-
NB	0.7%	0.61
SB	0.5%	0.46
TOTAL	0.6%	0.59

Two-Hour Count Summaries

Interval Start	0				Driveway In				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	13	0	21	14	0	54	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	17	19	0	58	51	0	145	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	53	5	0	5	21	0	84	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	20	5	0	4	20	0	49	332	
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	18	0	12	28	0	63	341	
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	18	0	13	6	0	39	235	
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	5	0	3	22	0	32	183	
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	7	0	12	146	
Count Total	0	0	0	0	0	0	0	0	0	0	108	85	0	116	169	0	478	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	0	95	47	0	79	120	0	341	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	-	-	-	-	-	-	-	-	-	1%	0%	-	0%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
7:45 AM	0	0	0	1	1	0	0	0	1	1	11	0	0	0	11
8:00 AM	0	0	0	0	0	0	0	1	0	1	8	0	0	0	8
8:15 AM	0	0	1	0	1	0	0	1	0	1	11	0	0	0	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
9:00 AM	0	0	0	1	1	0	0	0	0	0	4	0	0	0	4
9:15 AM	0	0	0	2	2	0	0	0	0	0	10	0	0	0	10
Count Total	0	0	1	4	5	0	0	2	1	3	64	0	0	0	64
Peak Hr	0	0	1	1	2	0	0	2	1	3	37	0	0	0	37

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Driveway In				Sherwood Way				Sherwood Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			Driveway In			Sherwood Way			Sherwood Way			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	2	0	0	1	0	3	0
Peak Hour	0	0	0	0	0	0	0	2	0	0	1	0	3	0

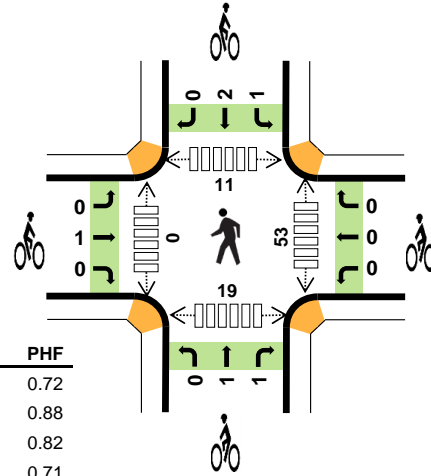
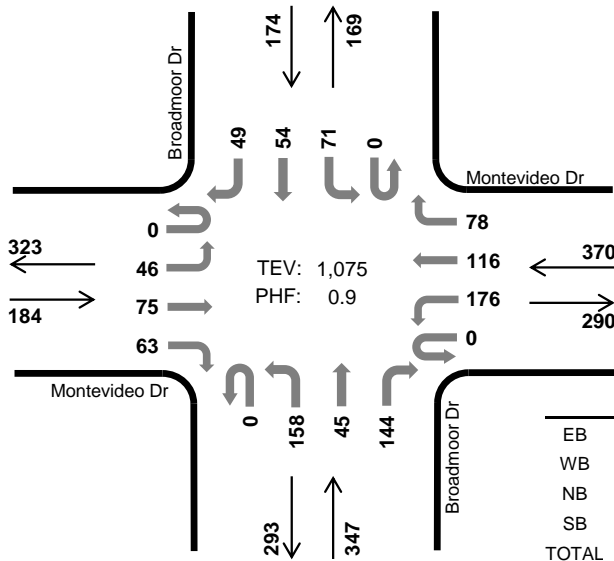
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Montevideo Dr



Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.2%	0.72
WB	0.5%	0.88
NB	0.3%	0.82
SB	1.1%	0.71
TOTAL	0.8%	0.90

Two-Hour Count Summaries

Interval Start	Montevideo Dr Eastbound				Montevideo Dr Westbound				Broadmoor Dr Northbound				Broadmoor Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	19	22	10	0	12	32	16	0	7	8	9	0	8	4	9	156	0	
7:45 AM	0	28	22	14	0	34	28	43	0	20	25	23	0	24	20	17	298	0	
8:00 AM	0	4	14	30	0	75	17	7	0	55	3	34	0	22	19	18	298	0	
8:15 AM	0	7	20	18	0	48	38	7	0	56	9	41	0	3	11	5	263	1,015	
8:30 AM	0	7	19	1	0	19	33	21	0	27	8	46	0	22	4	9	216	1,075	
8:45 AM	0	3	10	5	0	13	22	5	0	9	1	14	0	1	3	6	92	869	
9:00 AM	0	6	13	5	0	6	18	4	0	6	0	10	0	6	4	6	84	655	
9:15 AM	0	8	14	4	0	12	19	4	0	6	1	14	0	5	2	4	93	485	
Count Total	0	82	134	87	0	219	207	107	0	186	55	191	0	91	67	74	1,500	0	
Peak Hour	All	0	46	75	63	0	176	116	78	0	158	45	144	0	71	54	49	1,075	0
	HV	0	1	2	1	0	0	0	2	0	1	0	0	0	1	0	1	9	0
	HV%	-	2%	3%	2%	-	0%	0%	3%	-	1%	0%	0%	-	1%	0%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	1	0	3	3	0	1	1	5	2	0	0	2	4
7:45 AM	2	0	0	0	2	0	0	0	0	0	26	0	0	14	40
8:00 AM	0	0	1	1	2	0	0	0	0	0	11	0	4	2	17
8:15 AM	2	2	0	0	4	1	0	0	3	4	16	0	7	1	24
8:30 AM	0	0	0	1	1	0	0	2	0	2	0	0	0	2	2
8:45 AM	3	0	0	1	4	0	1	0	0	1	2	0	2	1	5
9:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	1	1
9:15 AM	2	1	1	1	5	0	0	0	1	1	0	0	0	2	2
Count Total	10	5	3	5	23	4	1	3	5	13	57	0	13	25	95
Peak Hour	4	2	1	2	9	1	0	2	3	6	53	0	11	19	83

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Montevideo Dr				Montevideo Dr				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3	0
7:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0
8:15 AM	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	4	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
8:45 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	4	11
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	11
9:15 AM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	1	0	5	12
Count Total	0	5	3	2	0	2	1	2	0	1	1	1	0	1	3	1	23	0
Peak Hour	0	1	2	1	0	0	0	2	0	1	0	0	0	1	0	1	9	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Montevideo Dr			Montevideo Dr			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	2	1	0	0	0	0	0	1	0	1	0	5	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	1	0	0	0	0	0	0	0	1	2	0	4	9			
8:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2	6			
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	7			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	4			
Count Total	0	3	1	0	1	0	0	1	2	2	3	0	13	0			
Peak Hour	0	1	0	0	0	0	0	1	1	1	2	0	6	0			

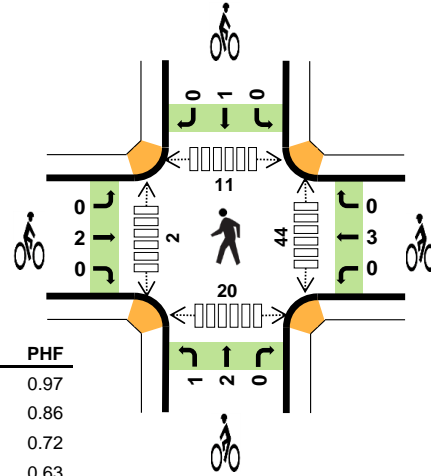
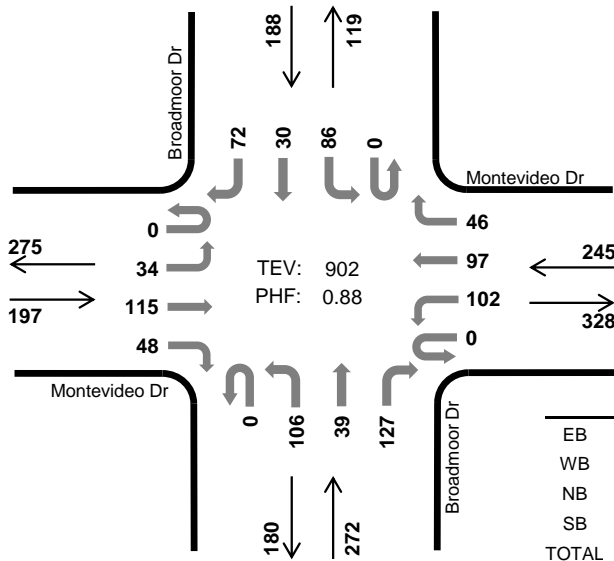
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Montevideo Dr



Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.0%	0.97
WB	0.8%	0.86
NB	0.7%	0.72
SB	1.6%	0.63
TOTAL	1.0%	0.88

Two-Hour Count Summaries

Interval Start	Montevideo Dr Eastbound				Montevideo Dr Westbound				Broadmoor Dr Northbound				Broadmoor Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	2	25	6	0	12	14	3	0	10	4	7	0	4	1	6	94	0	
1:45 PM	0	6	16	4	0	11	14	9	0	6	0	14	0	5	3	7	95	0	
2:00 PM	0	14	22	6	0	19	19	8	0	13	2	14	0	6	1	9	133	0	
2:15 PM	0	22	18	18	0	25	12	39	0	9	10	13	0	0	1	5	172	494	
2:30 PM	0	7	28	16	0	23	20	8	0	27	12	34	0	37	15	23	250	650	
2:45 PM	0	7	26	14	0	29	29	13	0	43	14	38	0	20	5	17	255	810	
3:00 PM	0	11	33	7	0	24	24	12	0	22	6	38	0	13	6	13	209	886	
3:15 PM	0	9	28	11	0	26	24	13	0	14	7	17	0	16	4	19	188	902	
Count Total	0	78	196	82	0	169	156	105	0	144	55	175	0	101	36	99	1,396	0	
Peak Hour	All	0	34	115	48	0	102	97	46	0	106	39	127	0	86	30	72	902	0
	HV	0	0	0	2	0	1	0	1	0	1	0	1	0	1	1	1	9	0
	HV%	-	0%	0%	4%	-	1%	0%	2%	-	1%	0%	1%	-	1%	3%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2
1:45 PM	1	0	0	1	2	0	2	0	0	2	2	0	1	1	4
2:00 PM	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0
2:15 PM	0	1	1	0	2	0	0	0	0	0	6	0	2	3	11
2:30 PM	0	0	0	1	1	0	1	2	0	3	19	0	2	10	31
2:45 PM	1	0	2	0	3	1	1	0	0	2	18	0	8	6	32
3:00 PM	0	1	0	2	3	1	0	0	0	1	3	2	0	2	7
3:15 PM	1	1	0	0	2	0	1	1	1	3	4	0	1	2	7
Count Total	4	5	4	4	17	2	7	3	1	13	52	4	14	24	94
Peak Hour	2	2	2	3	9	2	3	3	1	9	44	2	11	20	77

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Montevideo Dr				Montevideo Dr				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	
2:00 PM	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	8	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8	
2:45 PM	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	3	9	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	9	
3:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	9	
Count Total	0	1	1	2	0	2	0	3	0	1	0	3	0	2	1	17	0	
Peak Hour	0	0	0	2	0	1	0	1	0	1	0	1	0	1	1	9	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Montevideo Dr			Montevideo Dr			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	
2:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
2:30 PM	0	0	0	0	1	0	1	1	0	0	0	0	0	3	7		
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	7		
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	
3:15 PM	0	0	0	0	1	0	0	1	0	0	1	0	0	1	3	9	
Count Total	0	2	0	1	6	0	1	2	0	0	1	0	0	13	0		
Peak Hour	0	2	0	0	3	0	1	2	0	0	1	0	0	9	0		

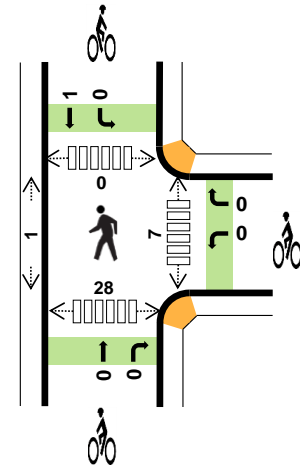
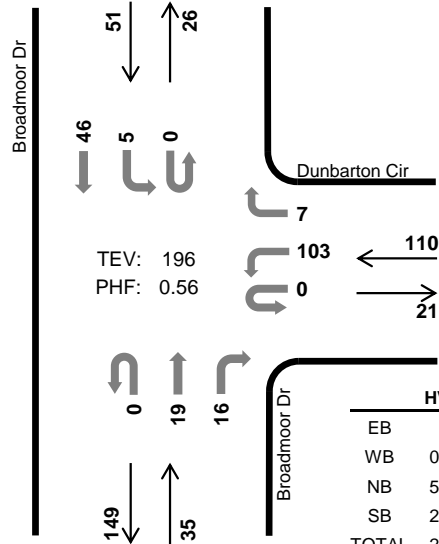
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Dunbarton Cir



Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	0.9%	0.57
NB	5.7%	0.58
SB	2.0%	0.51
TOTAL	2.0%	0.56

Two-Hour Count Summaries

Interval Start	0				Dunbarton Cir				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	17	0	1	0	0	1	9	0	3	6	0	37	0	
7:45 AM	0	0	0	0	0	44	0	4	0	0	9	6	0	4	21	0	88	0	
8:00 AM	0	0	0	0	0	25	0	1	0	0	1	1	0	0	12	0	40	0	
8:15 AM	0	0	0	0	0	5	0	0	0	0	6	4	0	0	7	0	22	187	
8:30 AM	0	0	0	0	0	29	0	2	0	0	3	5	0	1	6	0	46	196	
8:45 AM	0	0	0	0	0	6	0	0	0	0	3	3	0	0	2	0	14	122	
9:00 AM	0	0	0	0	0	9	0	0	0	0	5	2	0	0	4	0	20	102	
9:15 AM	0	0	0	0	0	7	0	0	0	0	4	2	0	0	2	0	15	95	
Count Total	0	0	0	0	0	142	0	8	0	0	32	32	0	8	60	0	282	0	
Peak Hour	All	0	0	0	0	0	103	0	7	0	0	19	16	0	5	46	0	196	0
	HV	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	4	0
	HV%	-	-	-	-	-	1%	-	0%	-	-	5%	6%	-	0%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	14	19
8:00 AM	0	0	0	1	1	0	0	0	0	0	2	1	0	7	10
8:15 AM	0	0	2	0	2	0	0	0	1	1	0	0	0	3	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4
8:45 AM	0	1	1	0	2	0	0	1	0	1	2	1	0	1	4
9:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	1	0	1	0	0	0	1	1	0	1	0	1	2
Count Total	0	3	5	1	9	0	0	1	2	3	9	3	1	30	43
Peak Hr	0	1	2	1	4	0	0	0	1	1	7	1	0	28	36

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Dunbarton Cir				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	
9:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
Count Total	0	0	0	0	0	3	0	0	0	0	3	2	0	0	1	0	9	
Peak Hour	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	4	

Two-Hour Count Summaries - Bikes																
Interval Start	0			Dunbarton Cir			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Count Total	0	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0

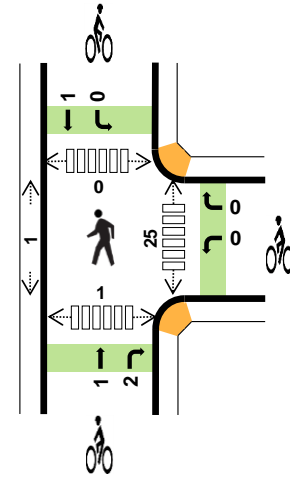
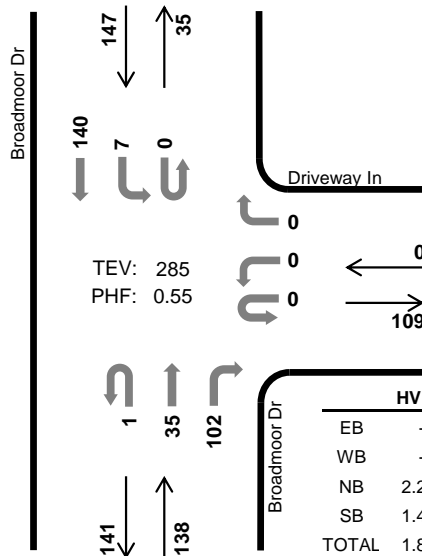
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Driveway In



Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	-	-
NB	2.2%	0.53
SB	1.4%	0.57
TOTAL	1.8%	0.55

Two-Hour Count Summaries

Interval Start	0				Driveway In				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	10	19	0	0	23	0	52	0	
7:45 AM	0	0	0	0	0	0	0	0	1	0	15	49	0	4	60	0	129	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	20	0	1	35	0	58	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	11	3	0	0	12	0	26	265	
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	30	0	2	33	0	72	285	
8:45 AM	0	0	0	0	0	0	0	0	0	0	6	2	0	0	8	0	16	172	
9:00 AM	0	0	0	0	0	0	0	0	0	0	6	6	0	1	12	0	25	139	
9:15 AM	0	0	0	0	0	0	0	0	1	0	7	4	0	1	8	0	21	134	
Count Total	0	0	0	0	0	0	0	0	2	0	64	133	0	9	191	0	399	0	
Peak Hour	All	0	0	0	0	0	0	0	0	1	0	35	102	0	7	140	0	285	0
	HV	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	5	0
	HV%	-	-	-	-	-	-	-	-	0%	-	6%	1%	-	0%	1%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	17	1	0	0	18
8:00 AM	0	0	0	1	1	0	0	0	0	0	7	0	0	1	8
8:15 AM	0	0	3	0	3	0	0	0	1	1	1	0	0	0	1
8:30 AM	0	0	0	1	1	0	0	3	0	3	0	0	0	0	0
8:45 AM	0	0	1	1	2	0	0	0	0	0	1	0	0	0	1
9:00 AM	0	0	1	1	2	0	0	0	0	0	1	0	0	0	1
9:15 AM	0	0	3	0	3	0	0	0	1	1	0	1	0	0	1
Count Total	0	0	8	4	12	0	0	3	3	6	27	2	0	1	30
Peak Hr	0	0	3	2	5	0	0	3	1	4	25	1	0	1	27

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Driveway In				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	8
9:15 AM	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	8
Count Total	0	0	0	0	0	0	0	0	1	0	5	2	0	0	4	0	12	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	5	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			Driveway In			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	0	0	0	1	2	0	0	0	3	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Count Total	0	0	0	0	0	0	0	1	2	0	3	0	6	0
Peak Hour	0	0	0	0	0	0	0	1	2	0	1	0	4	0

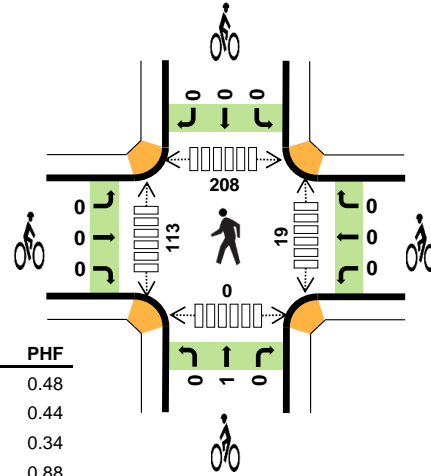
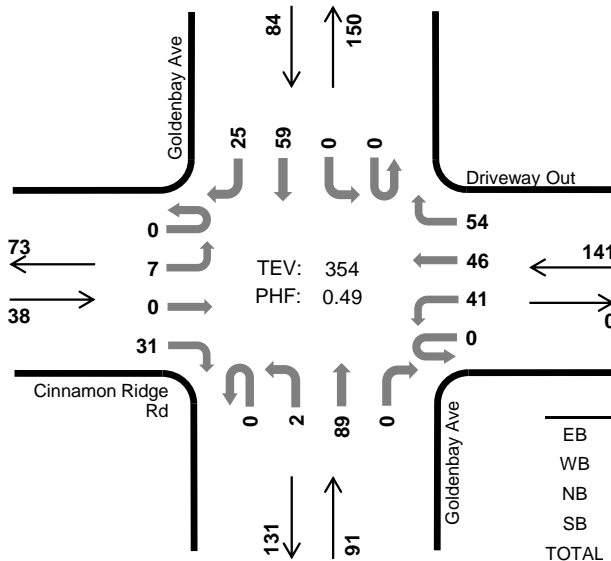
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Goldenbay Ave Cinnamon Ridge Rd



Peak Hour

Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.48
WB	0.0%	0.44
NB	0.0%	0.34
SB	1.2%	0.88
TOTAL	0.3%	0.49

Two-Hour Count Summaries

Interval Start	Cinnamon Ridge Rd				Driveway Out				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	0	4	0	0	3	4	0	0	8	0	0	0	3	0	23	0	
7:45 AM	0	0	0	20	0	30	28	23	0	2	64	0	0	0	13	1	181	0	
8:00 AM	0	4	0	4	0	8	4	8	0	0	14	0	0	0	15	9	66	0	
8:15 AM	0	2	0	2	0	0	0	2	0	0	6	0	0	0	12	11	35	305	
8:30 AM	0	1	0	5	0	3	14	21	0	0	5	0	0	0	19	4	72	354	
8:45 AM	0	5	0	1	0	0	1	2	0	2	4	0	1	0	4	0	20	193	
9:00 AM	0	2	0	1	0	0	3	0	0	0	2	0	0	0	3	1	12	139	
9:15 AM	0	4	1	1	0	1	0	0	0	1	3	0	0	0	1	1	13	117	
Count Total	0	19	1	38	0	42	53	60	0	5	106	0	1	0	70	27	422	0	
Peak Hour	All	0	7	0	31	0	41	46	54	0	2	89	0	0	0	59	25	354	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
	HV%	-	0%	-	0%	-	0%	0%	0%	-	0%	0%	-	-	-	0%	4%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	7	14	0	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	97	157	0	259
8:00 AM	0	0	0	1	1	0	0	1	0	1	6	6	22	0	34
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	7	0	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	10	22	0	35
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	1	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	8	2	0	2	12
9:15 AM	0	0	0	0	0	0	0	0	0	0	7	1	0	1	9
Count Total	0	0	0	1	1	0	0	1	0	1	37	126	222	4	389
Peak Hour	0	0	0	1	1	0	0	1	0	1	19	113	208	0	340

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Cinnamon Ridge Rd				Driveway Out				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	

Two-Hour Count Summaries - Bikes																
Interval Start	Cinnamon Ridge Rd			Driveway Out			Goldenbay Ave			Goldenbay Ave			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0

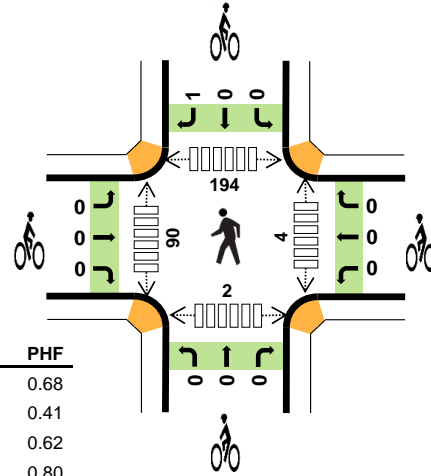
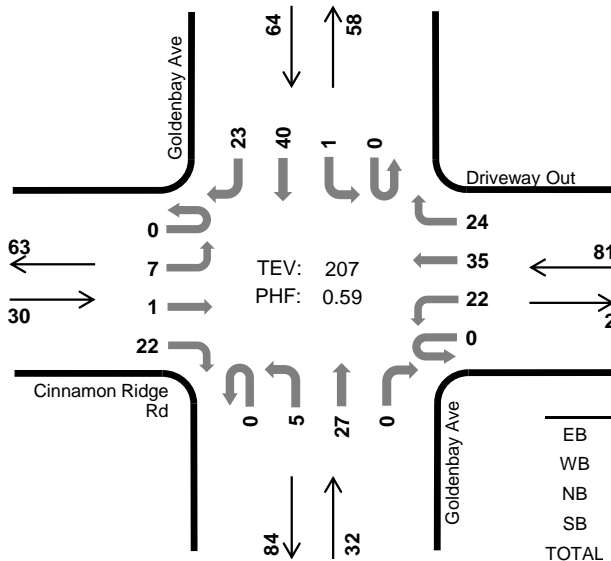
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Goldenbay Ave Cinnamon Ridge Rd



Peak Hour

Date: 03/07/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	3.3%	0.68
WB	1.2%	0.41
NB	0.0%	0.62
SB	3.1%	0.80
TOTAL	1.9%	0.59

Two-Hour Count Summaries

Interval Start	Cinnamon Ridge Rd				Driveway Out				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound		Northbound		Southbound				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	4	0	0	0	0	3	3	0	0	3	0	1	0	1	2	17	0	
1:45 PM	0	3	0	1	0	0	2	0	0	0	3	0	0	0	0	6	15	0	
2:00 PM	0	2	0	5	0	2	2	1	0	0	7	0	0	0	2	1	22	0	
2:15 PM	0	2	0	2	0	3	1	1	0	1	3	0	0	0	11	5	29	83	
2:30 PM	0	0	0	11	0	15	21	13	0	2	11	0	0	0	11	3	87	153	
2:45 PM	0	2	0	6	0	2	6	6	0	2	8	0	0	0	11	3	46	184	
3:00 PM	0	3	1	3	0	2	7	4	0	0	5	0	0	1	7	12	45	207	
3:15 PM	0	1	0	1	0	0	2	0	0	0	3	0	0	0	3	3	13	191	
Count Total	0	17	1	29	0	24	44	28	0	5	43	0	1	1	46	35	274	0	
Peak Hour	All	0	7	1	22	0	22	35	24	0	5	27	0	0	1	40	23	207	0
	HV	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	4	0
	HV%	-	14%	0%	0%	-	5%	0%	0%	-	0%	0%	-	-	0%	3%	4%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	3	1	8
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	7	0	12
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:15 PM	1	0	0	0	1	0	0	0	0	0	2	7	23	0	32
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	54	153	0	207
2:45 PM	0	0	0	2	2	0	0	0	1	1	1	1	9	1	12
3:00 PM	0	1	0	0	1	0	0	0	0	0	1	28	9	1	39
3:15 PM	0	0	1	0	1	0	0	0	0	0	1	4	3	0	8
Count Total	1	1	1	2	5	0	0	0	1	1	9	101	207	3	320
Peak Hour	1	1	0	2	4	0	0	0	1	1	4	90	194	2	290

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Cinnamon Ridge Rd				Driveway Out				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4	
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	
Count Total	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	1	5	
Peak Hour	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	4	

Two-Hour Count Summaries - Bikes																	
Interval Start	Cinnamon Ridge Rd			Driveway Out			Goldenbay Ave			Goldenbay Ave			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	

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

Goldenbay Ave Applewood Dr

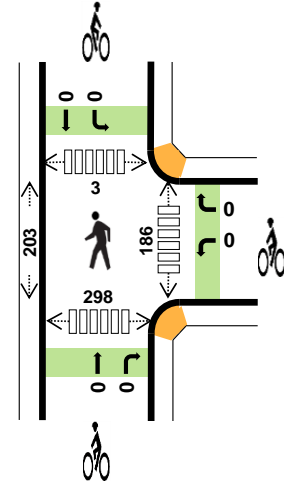
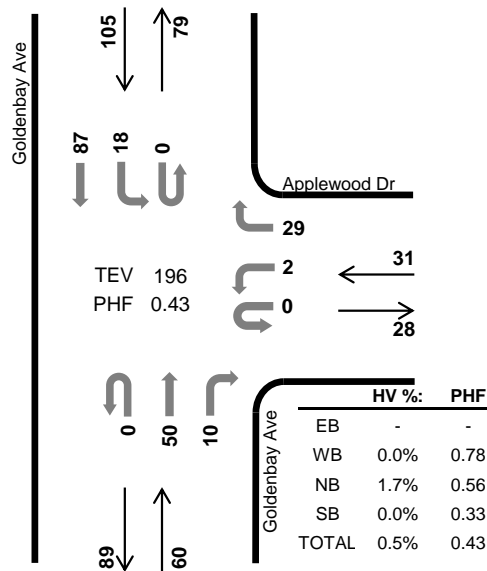


Peak Hour

Date: 03/07/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	0				Applewood Dr				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	4	0	0	1	2	0	2	11	0	20	0	
7:45 AM	0	0	0	0	0	0	0	9	0	0	24	3	0	6	73	0	115	0	
8:00 AM	0	0	0	0	0	0	0	10	0	0	15	7	0	5	8	0	45	0	
8:15 AM	0	0	0	0	0	2	0	4	0	0	6	0	0	1	2	0	15	195	
8:30 AM	0	0	0	0	0	0	0	6	0	0	5	0	0	6	4	0	21	196	
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	1	1	0	5	86	
9:00 AM	0	0	0	0	0	0	0	3	0	0	1	2	0	0	2	0	8	49	
9:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	4	38	
Count Total	0	0	0	0	0	2	0	39	0	0	55	14	0	21	102	0	233	0	
Peak Hour	All	0	0	0	0	0	2	0	29	0	0	50	10	0	18	87	0	196	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	2%	0%	-	0%	0%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	7	0	10	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	167	162	1	265	595
8:00 AM	0	0	1	0	1	0	0	0	0	0	14	21	1	24	60
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	5	1	1	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	8	23
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	5	1	2	12
9:00 AM	0	0	0	0	0	0	0	0	0	0	5	5	0	4	14
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	3	8
Count Total	0	0	1	0	1	0	0	0	0	0	203	222	4	317	746
Peak Hr	0	0	1	0	1	0	0	0	0	0	186	203	3	298	690

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Applewood Dr				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	

Two-Hour Count Summaries - Bikes																
Interval Start	0			Applewood Dr			Goldenbay Ave			Goldenbay Ave			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

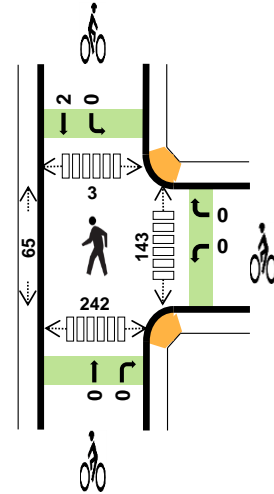
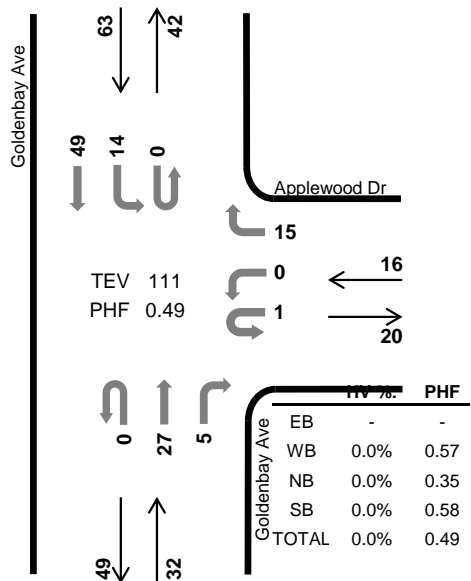
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Goldenbay Ave Applewood Dr



Peak Hour

Date: **03/07/2023**
 Count Period: **1:30 PM to 3:30 PM**
 Peak Hour: **2:15 PM to 3:15 PM**



Two-Hour Count Summaries

Interval Start	0				Applewood Dr				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	3	7	0	12	0	
1:45 PM	0	0	0	0	0	1	0	1	0	0	4	0	0	1	3	0	10	0	
2:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	5	0	
2:15 PM	0	0	0	0	0	0	0	3	0	0	2	1	0	3	15	0	24	51	
2:30 PM	0	0	0	0	0	0	0	7	0	0	21	2	0	7	20	0	57	96	
2:45 PM	0	0	0	0	1	0	0	3	0	0	3	1	0	2	5	0	15	101	
3:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	0	2	9	0	15	111	
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	90	
Count Total	0	0	0	0	1	2	0	17	0	0	34	5	0	18	64	0	141	0	
Peak Hour	All	0	0	0	0	1	0	0	15	0	0	27	5	0	14	49	0	111	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	0%	-	-	0%	-	-	0%	0%	-	0%	0%	-	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	10	26	0	26	62
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	5	11
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	12	10	1	25	48
2:30 PM	0	0	0	0	0	0	0	0	0	0	103	43	0	194	340
2:45 PM	0	0	0	0	0	0	0	0	2	2	15	2	2	7	26
3:00 PM	0	0	0	0	0	0	0	0	0	0	13	10	0	16	39
3:15 PM	0	0	0	1	1	0	0	0	0	0	4	6	1	0	11
Count Total	0	1	0	1	2	0	0	0	2	2	158	104	4	273	539
Peak Hr	0	0	0	0	0	0	0	0	2	2	143	65	3	242	453

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	0				Applewood Dr				Goldenbay Ave				Goldenbay Ave					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

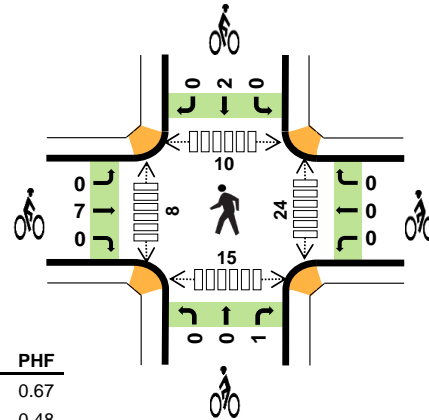
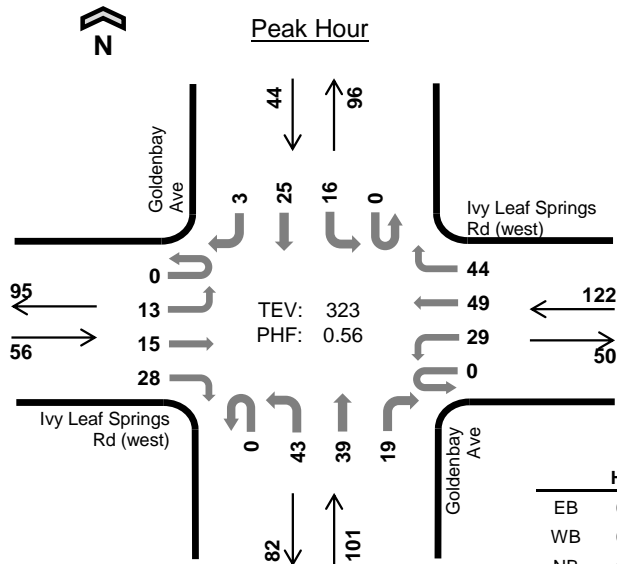
Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	0			Applewood Dr			Goldenbay Ave			Goldenbay Ave					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	2	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0			

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

Goldenbay Ave Ivy Leaf Springs Rd (west)



Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.67
WB	0.0%	0.48
NB	0.0%	0.60
SB	2.3%	0.69
TOTAL	0.3%	0.56

Two-Hour Count Summaries

Interval Start	Ivy Leaf Springs Rd (west)				Ivy Leaf Springs Rd (west)				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	2	2	3	0	3	4	6	0	8	2	5	0	2	0	0	37	0	
7:45 AM	0	11	5	5	0	6	26	32	0	10	27	5	0	5	10	1	143	0	
8:00 AM	0	1	7	9	0	9	12	4	0	17	4	9	0	6	8	1	87	0	
8:15 AM	0	0	0	9	0	7	7	3	0	10	3	3	0	2	1	0	45	312	
8:30 AM	0	1	3	5	0	7	4	5	0	6	5	2	0	3	6	1	48	323	
8:45 AM	0	0	0	4	0	4	1	0	0	8	3	1	0	2	3	0	26	206	
9:00 AM	0	0	0	4	0	3	0	1	0	6	3	4	0	2	1	0	24	143	
9:15 AM	0	0	2	2	0	0	0	1	0	4	2	2	0	0	2	0	15	113	
Count Total	0	15	19	41	0	39	54	52	0	69	49	31	0	22	31	3	425	0	
Peak Hour	All	0	13	15	28	0	29	49	44	0	43	39	19	0	16	25	3	323	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	6%	0%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	3	0	1	8
7:45 AM	0	0	0	0	0	5	0	1	2	8	11	2	2	2	17
8:00 AM	0	0	0	1	1	0	0	0	0	0	6	2	8	6	22
8:15 AM	0	0	0	0	0	2	0	0	0	2	3	1	0	2	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	3	0	5	12
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	4	3	11
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	5	0	11
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	4	4	2	12
Count Total	0	0	0	1	1	7	0	1	2	10	33	22	23	21	99
Peak Hour	0	0	0	1	1	7	0	1	2	10	24	8	10	15	57

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Ivy Leaf Springs Rd (west)				Ivy Leaf Springs Rd (west)				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	

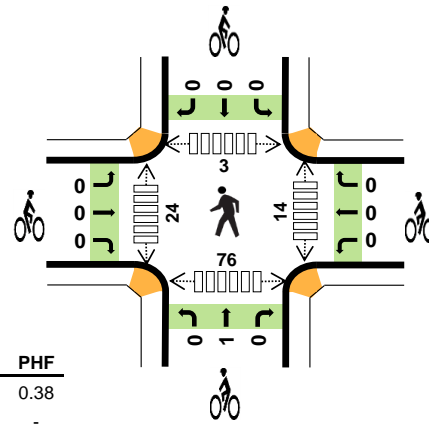
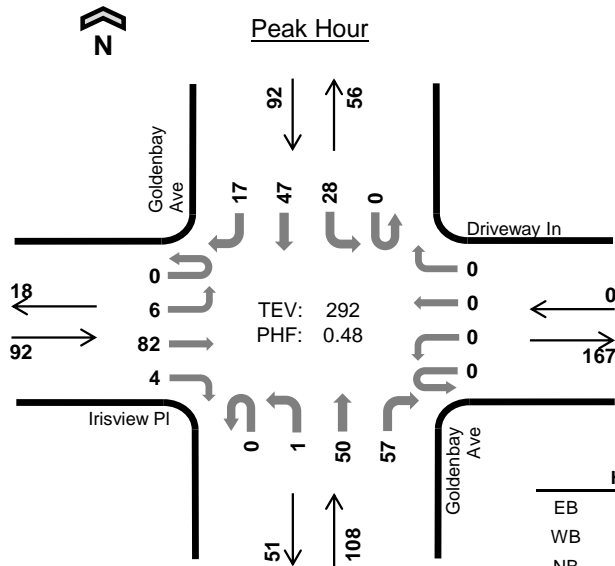
Two-Hour Count Summaries - Bikes																
Interval Start	Ivy Leaf Springs Rd (west)			Ivy Leaf Springs Rd (west)			Goldenbay Ave			Goldenbay Ave			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	5	0	0	0	0	0	0	0	1	0	2	0	8	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	7	0	0	0	0	0	0	0	1	0	2	0	10	0	0
Peak Hour	0	7	0	0	0	0	0	0	0	1	0	2	0	10	0	0

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

Goldenbay Ave Irisview PI



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.38
WB	-	-
NB	0.0%	0.39
SB	0.0%	0.77
TOTAL	0.0%	0.48

Two-Hour Count Summaries

Interval Start	Irisview PI				Driveway In				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Northbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	22	1	0	0	0	0	0	0	4	4	0	0	6	0	38	0	
7:45 AM	0	3	58	0	0	0	0	0	0	0	35	34	0	1	12	9	152	0	
8:00 AM	0	1	9	2	0	0	0	0	0	1	10	12	0	3	21	6	65	0	
8:15 AM	0	2	1	0	0	0	0	0	0	0	2	2	0	8	5	0	20	275	
8:30 AM	0	0	14	2	0	0	0	0	0	0	3	9	0	16	9	2	55	292	
8:45 AM	0	0	3	1	0	0	0	0	0	0	4	0	0	0	2	0	10	150	
9:00 AM	0	0	1	0	0	0	0	0	0	1	1	1	0	1	2	1	8	93	
9:15 AM	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	5	78	
Count Total	0	8	108	6	0	0	0	0	0	2	60	63	0	29	59	18	353	0	
Peak Hour	All	0	6	82	4	0	0	0	0	0	1	50	57	0	28	47	17	292	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	-	-	-	-	-	0%	0%	0%	-	0%	0%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	15	3	60	79
8:00 AM	0	0	0	0	0	0	0	1	0	1	5	6	0	11	22
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	1	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	2	0	4	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	4	6	0	0	10
Count Total	0	0	0	0	0	0	0	1	0	1	23	41	3	76	143
Peak Hour	0	0	0	0	0	0	0	1	0	1	14	24	3	76	117

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Irisview Pl				Driveway In				Goldenbay Ave				Goldenbay Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

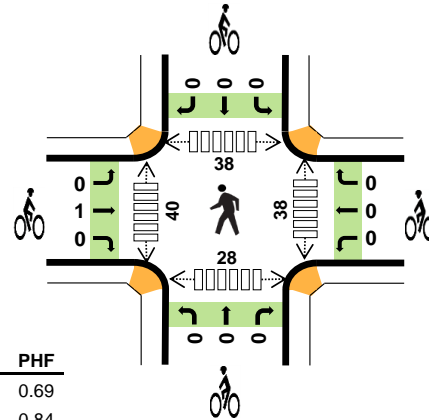
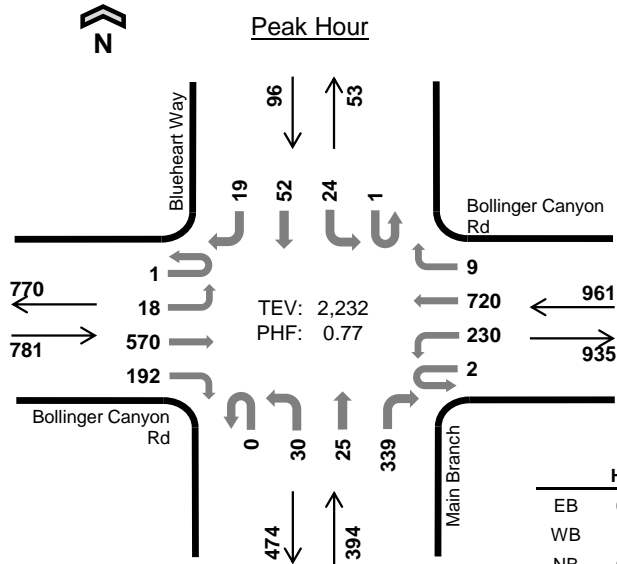
Two-Hour Count Summaries - Bikes																	
Interval Start	Irisview Pl			Driveway In			Goldenbay Ave			Goldenbay Ave			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	

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

Main Branch Bollinger Canyon Rd



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.9%	0.69
WB	1.2%	0.84
NB	0.5%	0.71
SB	0.0%	0.62
TOTAL	0.9%	0.77

Two-Hour Count Summaries

Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Main Branch				Blueheart Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	71	21	0	30	94	0	0	0	1	53	0	5	5	0	280	0	
7:45 AM	0	2	127	90	0	47	129	2	0	8	10	80	1	7	23	2	528	0	
8:00 AM	0	7	182	93	0	65	193	3	0	11	10	118	0	8	26	5	721	0	
8:15 AM	1	8	179	4	1	71	212	3	0	7	5	90	0	7	2	9	599	2,128	
8:30 AM	0	1	82	5	1	47	186	1	0	4	0	51	0	2	1	3	384	2,232	
8:45 AM	0	1	82	4	0	20	114	0	0	4	0	39	0	5	0	1	270	1,974	
9:00 AM	0	1	65	5	0	21	81	1	0	2	0	28	0	5	0	3	212	1,465	
9:15 AM	0	0	56	3	0	9	82	2	0	2	0	23	0	1	3	0	181	1,047	
Count Total	1	20	844	225	2	310	1,091	12	0	38	26	482	1	40	60	23	3,175	0	
Peak Hour	All	1	18	570	192	2	230	720	9	0	30	25	339	1	24	52	19	2,232	0
	HV	0	0	7	0	0	3	9	0	0	0	0	2	0	0	0	0	21	0
	HV%	0%	0%	1%	0%	0%	1%	1%	0%	-	0%	0%	1%	0%	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	4	1	1	0	6	0	0	0	0	0	0	2	3	0	5
7:45 AM	1	3	1	0	5	0	0	0	0	0	1	6	1	6	14
8:00 AM	2	2	1	0	5	0	0	0	0	0	19	25	10	19	73
8:15 AM	2	2	0	0	4	1	0	0	0	1	15	8	22	3	48
8:30 AM	2	5	0	0	7	0	0	0	0	0	3	1	5	0	9
8:45 AM	4	6	0	0	10	0	0	0	0	0	1	1	1	1	4
9:00 AM	4	0	0	0	4	0	1	0	0	1	0	0	6	0	6
9:15 AM	3	3	0	0	6	0	0	0	0	0	0	0	5	0	5
Count Total	22	22	3	0	47	1	1	0	0	2	39	43	53	29	164
Peak Hour	7	12	2	0	21	1	0	0	0	1	38	40	38	28	144

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Main Branch				Blueheart Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	3	1	0	0	1	0	0	0	1	0	0	0	0	0	6	0
7:45 AM	0	0	1	0	0	1	2	0	0	0	0	1	0	0	0	0	5	0
8:00 AM	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	5	0
8:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	20
8:30 AM	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	7	21
8:45 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	10	26
9:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25
9:15 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	27
Count Total	0	0	21	1	0	3	18	1	0	0	1	2	0	0	0	0	47	0
Peak Hour	0	0	7	0	0	3	9	0	0	0	0	2	0	0	0	0	21	0

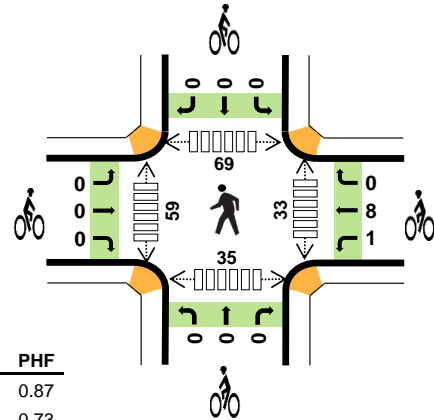
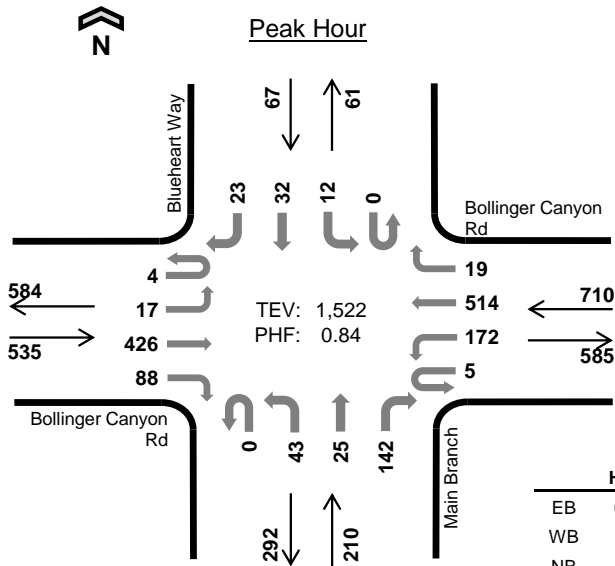
Two-Hour Count Summaries - Bikes																	
Interval Start	Bollinger Canyon Rd			Bollinger Canyon Rd			Main Branch			Blueheart Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

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

Main Branch Bollinger Canyon Rd



Date: 03/07/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	0.6%	0.87
WB	1.1%	0.73
NB	1.0%	0.71
SB	0.0%	0.52
TOTAL	0.9%	0.84

Two-Hour Count Summaries

Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Main Branch				Blueheart Way				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	1	74	3	1	17	70	2	0	1	0	23	0	2	2	1	197	0	
1:45 PM	0	0	115	16	0	13	65	3	0	3	2	29	0	3	1	0	250	0	
2:00 PM	0	2	144	8	2	30	118	7	0	3	2	34	0	2	1	0	353	0	
2:15 PM	0	9	112	22	2	66	167	8	0	2	3	28	0	4	19	9	451	1,251	
2:30 PM	0	3	88	23	1	45	128	2	0	12	14	38	0	4	3	6	367	1,421	
2:45 PM	4	3	82	35	0	31	101	2	0	26	6	42	0	2	9	8	351	1,522	
3:00 PM	0	3	112	22	0	40	107	7	0	8	1	34	0	2	1	4	341	1,510	
3:15 PM	0	3	110	8	1	8	99	2	0	2	1	28	0	2	1	1	266	1,325	
Count Total	4	24	837	137	7	250	855	33	0	57	29	256	0	21	37	29	2,576	0	
Peak Hour	All	4	17	426	88	5	172	514	19	0	43	25	142	0	12	32	23	1,522	0
	HV	0	0	3	0	0	2	6	0	0	0	0	2	0	0	0	0	13	0
	HV%	0%	0%	1%	0%	0%	1%	1%	0%	-	0%	0%	1%	-	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	3	2	0	0	5	0	1	0	0	1	0	0	1	0	1
1:45 PM	3	2	1	0	6	0	0	0	0	0	0	0	1	1	2
2:00 PM	1	3	0	0	4	0	5	0	0	5	4	0	13	6	23
2:15 PM	0	0	2	0	2	0	4	0	0	4	23	5	49	21	98
2:30 PM	1	0	0	0	1	0	0	0	0	0	6	1	5	2	14
2:45 PM	1	5	0	0	6	0	0	0	0	0	0	53	2	6	61
3:00 PM	4	7	1	0	12	0	0	0	0	0	1	3	0	1	5
3:15 PM	1	2	0	0	3	0	0	0	0	0	2	3	2	0	7
Count Total	14	21	4	0	39	0	10	0	0	10	36	65	73	37	211
Peak Hour	3	8	2	0	13	0	9	0	0	9	33	59	69	35	196

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				Main Branch				Blueheart Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5	0
1:45 PM	0	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	6	0
2:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	4	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	17	
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
2:45 PM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	6	13	
3:00 PM	0	0	4	0	0	1	6	0	0	0	0	1	0	0	0	0	12	21
3:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	22
Count Total	0	0	14	0	0	4	17	0	0	0	0	4	0	0	0	0	39	0
Peak Hour	0	0	3	0	0	2	6	0	0	0	0	2	0	0	0	0	13	0

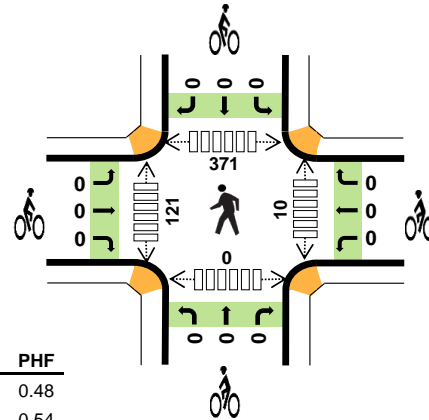
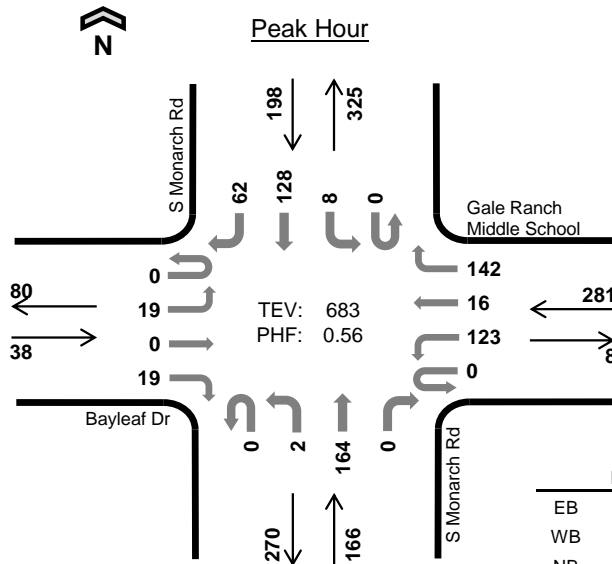
Two-Hour Count Summaries - Bikes																	
Interval Start	Bollinger Canyon Rd			Bollinger Canyon Rd			Main Branch			Blueheart Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	0	
2:15 PM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	10	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	10	0
Peak Hour	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	9	0

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

S Monarch Rd Bayleaf Dr



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.48
WB	0.0%	0.54
NB	1.2%	0.59
SB	0.5%	0.58
TOTAL	0.4%	0.56

Two-Hour Count Summaries

Interval Start	Bayleaf Dr				Gale Ranch Middle School				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	1	0	5	2	13	0	0	21	0	0	0	15	3	60	0	
7:45 AM	0	4	0	4	0	24	5	39	0	1	42	0	0	4	59	11	193	0	
8:00 AM	0	9	0	11	0	78	5	47	0	1	69	0	0	4	41	41	306	0	
8:15 AM	0	6	0	3	0	16	4	43	0	0	32	0	0	0	13	7	124	683	
8:30 AM	0	5	0	1	0	1	0	4	0	4	16	0	0	0	18	6	55	678	
8:45 AM	0	2	0	1	0	2	0	4	0	0	14	0	0	0	21	1	45	530	
9:00 AM	0	2	0	2	0	1	0	3	1	1	17	0	0	1	7	3	38	262	
9:15 AM	0	0	0	0	0	1	1	1	0	2	12	0	0	0	10	2	29	167	
Count Total	0	28	0	23	0	128	17	154	1	9	223	0	0	9	184	74	850	0	
Peak Hour	All	0	19	0	19	0	123	16	142	0	2	164	0	0	8	128	62	683	0
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
	HV%	-	0%	-	0%	-	0%	0%	0%	-	0%	1%	-	-	0%	1%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	4	4	0	10
7:45 AM	0	0	1	1	2	0	0	0	0	0	1	16	62	0	79
8:00 AM	0	0	1	0	1	0	0	0	0	0	6	98	303	0	407
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	3	2	0	6
8:30 AM	0	0	2	0	2	0	0	0	0	0	1	2	1	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	2	2	0	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
9:15 AM	0	0	0	1	1	0	0	0	0	0	2	0	0	1	3
Count Total	0	0	4	2	6	0	0	0	0	0	18	125	374	2	519
Peak Hour	0	0	2	1	3	0	0	0	0	0	10	121	371	0	502

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bayleaf Dr				Gale Ranch Middle School				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Count Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	

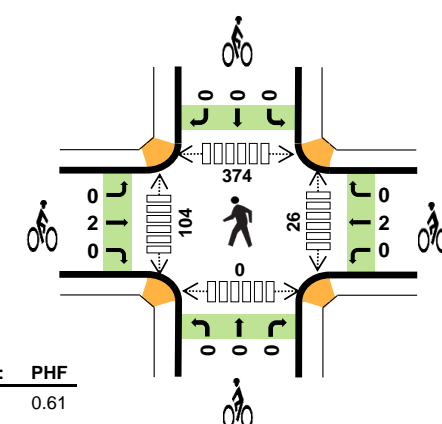
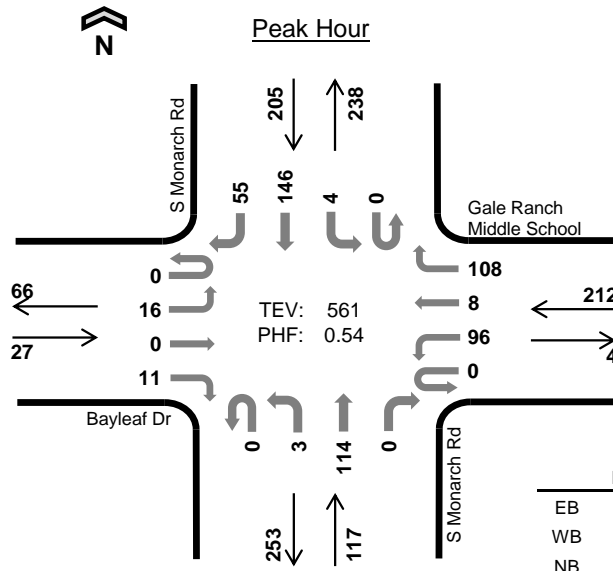
Two-Hour Count Summaries - Bikes																
Interval Start	Bayleaf Dr			Gale Ranch Middle School			S Monarch Rd			S Monarch Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

S Monarch Rd Bayleaf Dr



Date: 03/07/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.0%	0.61
WB	0.5%	0.39
NB	0.9%	0.65
SB	1.5%	0.75
TOTAL	0.9%	0.54

Two-Hour Count Summaries

Interval Start	Bayleaf Dr				Gale Ranch Middle School				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	1	0	0	0	1	0	3	0	1	11	0	0	0	20	3	40	0	
1:45 PM	0	0	0	0	0	4	1	12	0	1	23	0	0	1	11	1	54	0	
2:00 PM	0	2	0	0	0	2	2	11	0	0	9	0	0	0	14	2	42	0	
2:15 PM	0	1	0	2	0	1	0	5	0	1	18	0	0	2	48	9	87	223	
2:30 PM	0	4	0	7	0	1	0	2	0	1	30	0	0	0	47	7	99	282	
2:45 PM	0	9	0	2	0	80	6	51	0	1	44	0	0	0	33	35	261	489	
3:00 PM	0	2	0	0	0	14	2	50	0	0	22	0	0	2	18	4	114	561	
3:15 PM	0	3	0	3	0	3	2	20	0	0	10	0	0	0	11	2	54	528	
Count Total	0	22	0	14	0	106	13	154	0	5	167	0	0	5	202	63	751	0	
Peak Hour	All	0	16	0	11	0	96	8	108	0	3	114	0	0	4	146	55	561	0
	HV	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1	5	0
	HV%	-	0%	-	0%	-	0%	0%	1%	-	0%	1%	-	-	0%	1%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
2:00 PM	0	0	1	0	1	0	1	0	0	1	0	2	2	0	4
2:15 PM	0	1	0	1	2	2	0	0	0	2	0	2	6	0	8
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	4	8	0	12
2:45 PM	0	0	0	1	1	0	1	0	0	1	23	88	345	0	456
3:00 PM	0	0	1	1	2	0	0	0	0	0	3	10	15	0	28
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	10	0	17
Count Total	0	1	2	3	6	2	3	0	0	5	26	115	386	1	528
Peak Hour	0	1	1	3	5	2	2	0	0	4	26	104	374	0	504

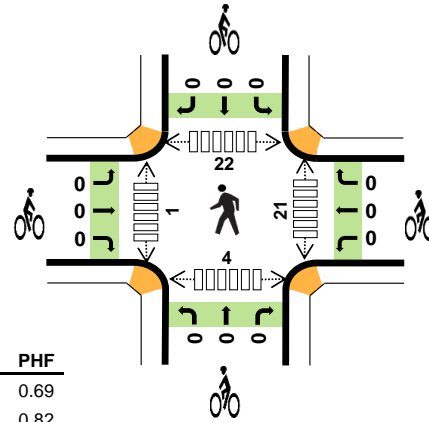
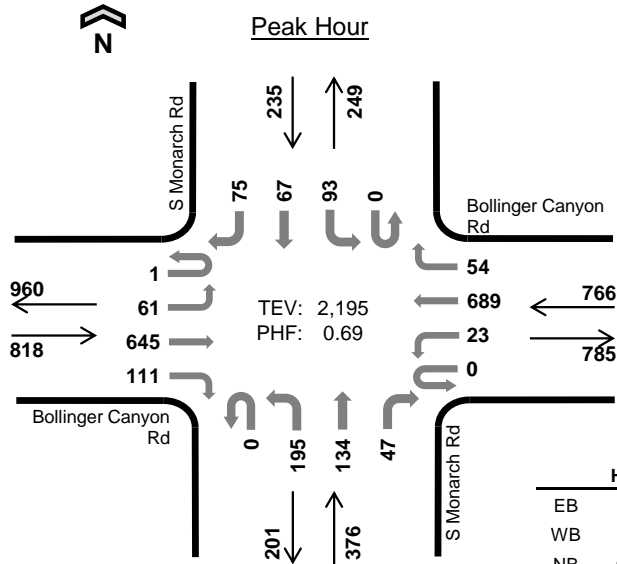
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bayleaf Dr				Gale Ranch Middle School				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	1	6	
Peak Hour	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1	5	
Two-Hour Count Summaries - Bikes																		
Interval Start	Bayleaf Dr			Gale Ranch Middle School			S Monarch Rd			S Monarch Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5		
Peak Hour	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4		

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

S Monarch Rd Bollinger Canyon Rd



Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.5%	0.69
WB	1.0%	0.82
NB	0.3%	0.53
SB	0.0%	0.53
TOTAL	1.0%	0.69

Two-Hour Count Summaries

Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	74	7	0	4	86	2	0	22	5	1	1	13	8	23	247	0	
7:45 AM	0	10	173	27	0	1	132	3	0	51	31	10	0	34	5	25	502	0	
8:00 AM	0	24	215	59	0	4	187	15	0	85	62	29	0	41	51	18	790	0	
8:15 AM	1	25	171	9	0	13	194	27	0	47	33	6	0	17	6	17	566	2,105	
8:30 AM	0	2	86	16	0	5	176	9	0	12	8	2	0	1	5	15	337	2,195	
8:45 AM	0	3	76	16	0	3	122	0	0	14	8	4	0	9	2	14	271	1,964	
9:00 AM	0	3	66	9	1	1	83	3	0	21	3	0	0	8	1	10	209	1,383	
9:15 AM	2	8	51	8	0	1	76	3	0	11	4	4	0	1	3	9	181	998	
Count Total	3	76	912	151	1	32	1,056	62	0	263	154	56	1	124	81	131	3,103	0	
Peak Hour	All	1	61	645	111	0	23	689	54	0	195	134	47	0	93	67	75	2,195	0
	HV	0	3	8	1	0	0	8	0	0	1	0	0	0	0	0	0	21	0
	HV%	0%	5%	1%	1%	-	0%	1%	0%	-	1%	0%	0%	-	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	4	1	0	0	5	0	0	0	0	0	3	0	2	0	5
7:45 AM	2	2	1	0	5	0	0	0	0	0	10	1	3	1	15
8:00 AM	2	2	0	0	4	0	0	0	0	0	9	0	7	2	18
8:15 AM	6	2	0	0	8	0	0	0	0	0	2	0	8	1	11
8:30 AM	2	2	0	0	4	0	0	0	0	0	0	0	4	0	4
8:45 AM	1	7	0	2	10	0	0	0	0	0	0	0	1	1	2
9:00 AM	5	0	0	0	5	0	0	0	0	0	0	1	6	0	7
9:15 AM	3	2	0	0	5	0	1	0	0	1	0	0	5	1	6
Count Total	25	18	1	2	46	0	1	0	0	1	24	2	36	6	68
Peak Hour	12	8	1	0	21	0	0	0	0	0	21	1	22	4	48

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5	0	
7:45 AM	0	1	1	0	0	0	2	0	0	1	0	0	0	0	0	5	0	
8:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	
8:15 AM	0	2	3	1	0	0	2	0	0	0	0	0	0	0	0	8	22	
8:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	21	
8:45 AM	0	0	1	0	0	0	7	0	0	0	0	0	0	1	1	0	26	
9:00 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	27	
9:15 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	5	24	
Count Total	0	3	20	2	0	0	18	0	0	1	0	0	0	1	1	0	46	
Peak Hour	0	3	8	1	0	0	8	0	0	1	0	0	0	0	0	0	21	

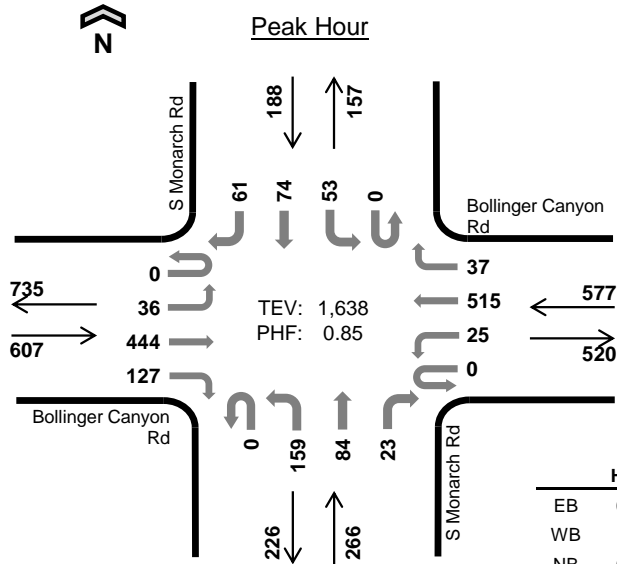
Two-Hour Count Summaries - Bikes																
Interval Start	Bollinger Canyon Rd			Bollinger Canyon Rd			S Monarch Rd			S Monarch Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

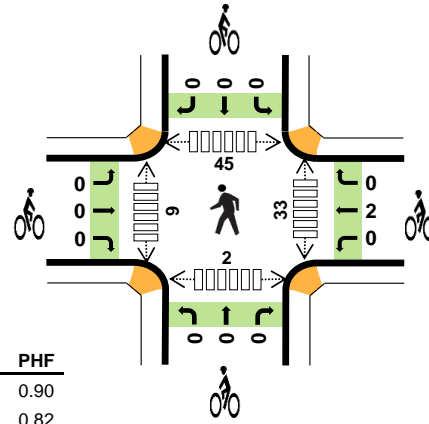
S Monarch Rd Bollinger Canyon Rd



Date: 03/07/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.8%	0.90
WB	1.6%	0.82
NB	0.8%	0.55
SB	1.1%	0.82
TOTAL	1.1%	0.85



Two-Hour Count Summaries

Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Northbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	1	3	75	20	0	2	67	4	0	13	1	2	0	7	3	6	204	0	
1:45 PM	2	6	106	8	0	2	62	4	0	15	6	5	0	14	2	4	236	0	
2:00 PM	0	10	146	11	0	5	107	7	0	12	12	5	0	1	4	12	332	0	
2:15 PM	0	8	125	26	0	11	164	1	0	16	4	2	0	13	28	16	414	1,186	
2:30 PM	0	6	103	43	0	5	130	12	0	10	15	4	0	10	21	16	375	1,357	
2:45 PM	0	17	112	40	0	4	120	14	0	74	41	7	0	14	21	16	480	1,601	
3:00 PM	0	5	104	18	0	5	101	10	0	59	24	10	0	16	4	13	369	1,638	
3:15 PM	0	12	104	10	0	3	97	10	0	19	5	7	0	8	0	7	282	1,506	
Count Total	3	67	875	176	0	37	848	62	0	218	108	42	0	83	83	90	2,692	0	
Peak Hour	All	0	36	444	127	0	25	515	37	0	159	84	23	0	53	74	61	1,638	0
	HV	0	0	5	0	0	0	9	0	0	1	1	0	0	0	1	1	18	0
	HV%	-	0%	1%	0%	-	0%	2%	0%	-	1%	1%	0%	-	0%	1%	2%	1%	0

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

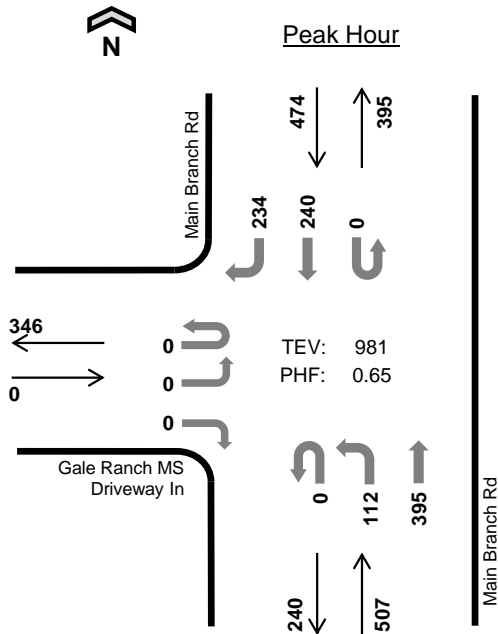
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	3	0	0	1	4	0	1	0	0	1	0	0	0	0	0
1:45 PM	2	1	0	1	4	0	0	0	0	0	0	1	1	0	2
2:00 PM	1	2	0	1	4	0	6	0	0	6	0	2	2	0	4
2:15 PM	0	0	1	0	1	0	2	0	0	2	3	0	29	0	32
2:30 PM	1	0	0	1	2	0	0	0	0	0	0	1	4	1	6
2:45 PM	2	3	0	1	6	0	0	0	0	0	14	0	8	0	22
3:00 PM	2	6	1	0	9	0	0	0	0	0	16	8	4	1	29
3:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1
Count Total	12	13	2	5	32	0	9	0	0	9	33	12	49	2	96
Peak Hour	5	9	2	2	18	0	2	0	0	2	33	9	45	2	89

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Bollinger Canyon Rd				Bollinger Canyon Rd				S Monarch Rd				S Monarch Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0
1:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0
2:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	4	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	13
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	11
2:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	6	13
3:00 PM	0	0	2	0	0	0	6	0	0	0	1	0	0	0	0	0	9	18
3:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	19
Count Total	0	0	12	0	0	0	13	0	0	1	1	0	0	1	1	3	32	0
Peak Hour	0	0	5	0	0	0	9	0	0	1	1	0	0	0	1	1	18	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Bollinger Canyon Rd			Bollinger Canyon Rd			S Monarch Rd			S Monarch Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6	0	
2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	9	0	
Peak Hour	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Main Branch Rd Gale Ranch MS Driveway In

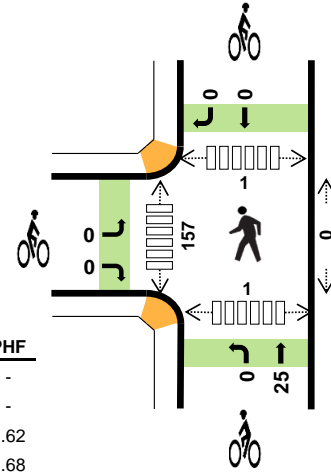


Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



TEV: 981
PHF: 0.65

	HV %:	PHF
EB	-	-
WB	-	-
NB	0.6%	0.62
SB	0.4%	0.68
TOTAL	0.5%	0.65



Two-Hour Count Summaries

Interval Start	Gale Ranch MS Driveway In				0				Main Branch Rd				Main Branch Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	5	56	0	0	0	24	35	120	0	
7:45 AM	0	0	0	0	0	0	0	0	0	33	106	0	0	0	59	87	285	0	
8:00 AM	0	0	0	0	0	0	0	0	0	64	141	0	0	0	76	99	380	0	
8:15 AM	0	0	0	0	0	0	0	0	0	10	92	0	0	0	81	13	196	981	
8:30 AM	0	0	0	0	0	0	0	0	0	1	52	0	0	0	50	4	107	968	
8:45 AM	0	0	0	0	0	0	0	0	0	1	44	0	0	0	19	4	68	751	
9:00 AM	0	0	0	0	0	0	0	0	0	1	29	0	0	0	23	6	59	430	
9:15 AM	0	0	0	0	0	0	0	0	0	1	26	0	0	0	12	3	42	276	
Count Total	0	0	0	0	0	0	0	0	0	116	546	0	0	0	344	251	1,257	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	112	395	0	0	0	240	234	981	0
	HV	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
	HV%	-	-	-	-	-	-	-	-	-	0%	1%	-	-	-	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	1	1	2	0	0	1	0	1	0	2	0	0	2
7:45 AM	0	0	1	1	2	0	0	1	0	1	0	17	0	0	17
8:00 AM	0	0	1	0	1	0	0	5	0	5	0	133	0	0	133
8:15 AM	0	0	0	0	0	0	0	18	0	18	0	5	1	1	7
8:30 AM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	3	4	7	0	0	25	0	25	0	160	1	1	162
Peak Hr	0	0	3	2	5	0	0	25	0	25	0	157	1	1	159

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Gale Ranch MS Driveway In				0				Main Branch Rd				Main Branch Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0

Two-Hour Count Summaries - Bikes														
Interval Start	Gale Ranch MS Driveway In			0			Main Branch Rd			Main Branch Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	5	0
8:15 AM	0	0	0	0	0	0	0	18	0	0	0	0	18	25
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	24
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	23
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	18
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	25	0	0	0	0	25	0
Peak Hour	0	0	0	0	0	0	0	25	0	0	0	0	25	0

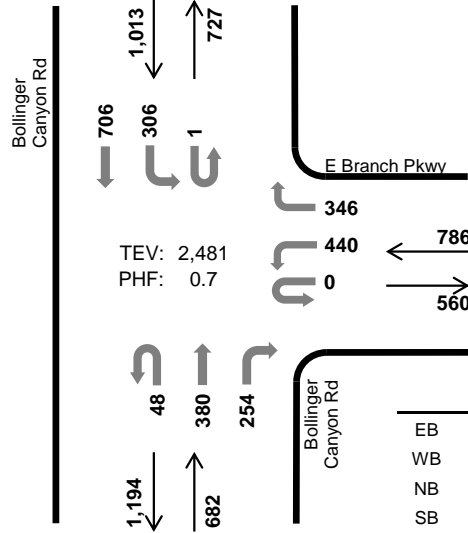
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bollinger Canyon Rd E Branch Pkwy

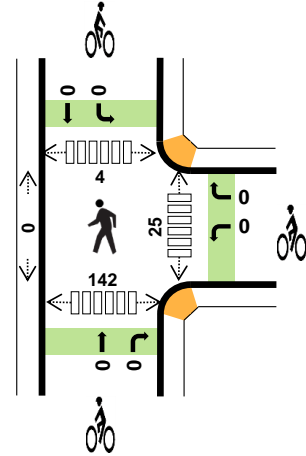


Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



TEV: 2,481
PHF: 0.7



	HV %:	PHF
EB	-	-
WB	0.6%	0.56
NB	2.1%	0.73
SB	0.7%	0.82
TOTAL	1.0%	0.70

Two-Hour Count Summaries

Interval Start	0				E Branch Pkwy				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	92	0	23	8	0	38	51	0	41	156	0	409	0	
7:45 AM	0	0	0	0	0	106	0	92	20	0	84	65	0	133	168	0	668	0	
8:00 AM	0	0	0	0	0	175	0	173	7	0	125	101	0	106	202	0	889	0	
8:15 AM	0	0	0	0	0	97	0	62	13	0	91	39	0	33	172	0	507	2,473	
8:30 AM	0	0	0	0	0	62	0	19	8	0	80	49	1	34	164	0	417	2,481	
8:45 AM	0	0	0	0	0	65	0	18	16	0	72	32	0	14	146	0	363	2,176	
9:00 AM	0	0	0	0	0	70	0	12	14	0	56	30	0	12	100	0	294	1,581	
9:15 AM	0	0	0	0	0	49	0	12	25	0	61	33	0	8	111	0	299	1,373	
Count Total	0	0	0	0	0	716	0	411	111	0	607	400	1	381	1,219	0	3,846	0	
Peak Hour	All	0	0	0	0	0	440	0	346	48	0	380	254	1	306	706	0	2,481	0
	HV	0	0	0	0	0	1	0	4	3	0	7	4	0	3	4	0	26	0
	HV%	-	-	-	-	-	0%	-	1%	6%	-	2%	2%	0%	1%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	1	2	5	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	1	4	2	7	0	0	0	0	0	10	0	1	87	98
8:00 AM	0	0	2	1	3	0	0	0	0	0	15	0	0	55	70
8:15 AM	0	2	6	3	11	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	2	2	1	5	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	2	4	1	7	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	4	1	6	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	5	2	8	0	0	0	0	0	1	0	3	0	4
Count Total	0	11	28	13	52	0	0	0	0	0	26	0	8	142	176
Peak Hr	0	5	14	7	26	0	0	0	0	0	25	0	4	142	171

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				E Branch Pkwy				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	1	1	0	5	0
7:45 AM	0	0	0	0	0	0	0	1	1	0	2	1	0	1	1	0	7	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0
8:15 AM	0	0	0	0	0	0	0	2	2	0	3	1	0	1	2	0	11	26
8:30 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	0	5	26
8:45 AM	0	0	0	0	0	1	0	1	1	0	3	0	0	0	1	0	7	26
9:00 AM	0	0	0	0	0	1	0	0	1	0	0	3	0	0	1	0	6	29
9:15 AM	0	0	0	0	0	0	0	1	1	0	2	2	0	0	2	0	8	26
Count Total	0	0	0	0	0	4	0	7	6	0	13	9	0	4	9	0	52	0
Peak Hour	0	0	0	0	0	1	0	4	3	0	7	4	0	3	4	0	26	0

Two-Hour Count Summaries - Bikes																	
Interval Start	0			E Branch Pkwy			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

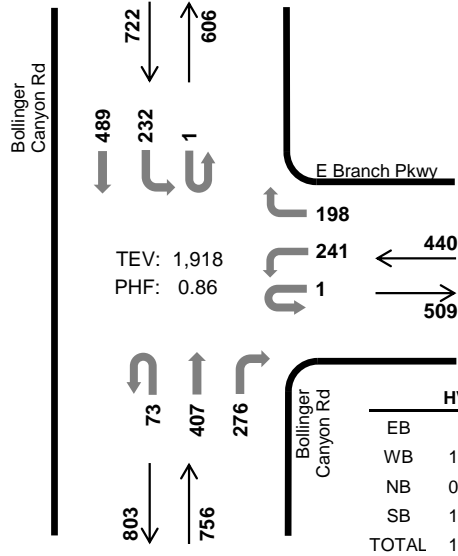
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bollinger Canyon Rd E Branch Pkwy



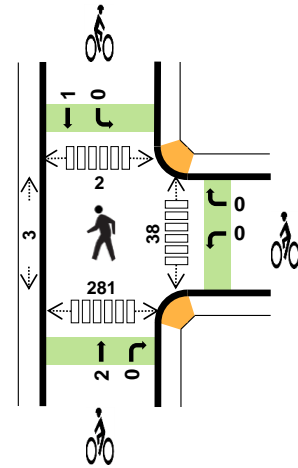
Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



TEV: 1,918
PHF: 0.86

	HV %:	PHF
EB	-	-
WB	1.4%	0.68
NB	0.8%	0.92
SB	1.1%	0.85
TOTAL	1.0%	0.86



Two-Hour Count Summaries

Interval Start	0				E Branch Pkwy				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	24	0	10	4	0	59	31	0	16	68	0	212	0	
1:45 PM	0	0	0	0	0	30	0	13	10	0	70	45	1	20	96	0	285	0	
2:00 PM	0	0	0	0	0	35	0	25	21	0	90	44	1	17	89	0	322	0	
2:15 PM	0	0	0	0	0	43	0	25	20	0	83	74	0	73	139	0	457	1,276	
2:30 PM	0	0	0	0	1	50	0	37	18	0	121	67	0	43	134	0	471	1,535	
2:45 PM	0	0	0	0	0	69	0	92	20	0	101	77	1	83	113	0	556	1,806	
3:00 PM	0	0	0	0	0	79	0	44	15	0	102	58	0	33	103	0	434	1,918	
3:15 PM	0	0	0	0	0	65	0	17	11	0	86	62	0	16	107	0	364	1,825	
Count Total	0	0	0	0	1	395	0	263	119	0	712	458	3	301	849	0	3,101	0	
Peak Hour	All	0	0	0	0	1	241	0	198	73	0	407	276	1	232	489	0	1,918	0
	HV	0	0	0	0	0	3	0	3	0	0	3	3	0	3	5	0	20	0
	HV%	-	-	-	-	0%	1%	-	2%	0%	-	1%	1%	0%	1%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	2	2	0	0	0	0	0	0	2	1	1	4
1:45 PM	0	2	3	3	8	0	0	1	0	1	0	0	0	0	0
2:00 PM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	1	3	5	0	0	0	0	0	2	1	1	1	5
2:30 PM	0	0	1	3	4	0	0	1	0	1	1	0	1	0	2
2:45 PM	0	1	3	1	5	0	0	1	0	1	32	0	0	270	302
3:00 PM	0	4	1	1	6	0	0	0	1	1	3	2	0	10	15
3:15 PM	0	2	1	2	5	0	0	0	0	0	4	1	0	5	10
Count Total	0	11	12	16	39	0	0	3	1	4	42	6	3	287	338
Peak Hr	0	6	6	8	20	0	0	2	1	3	38	3	2	281	324

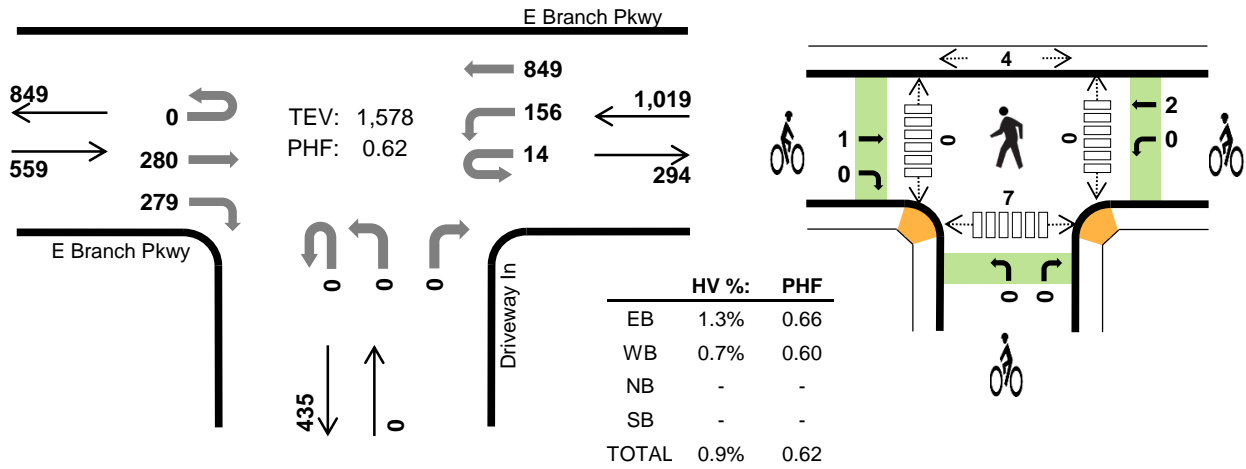
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				E Branch Pkwy				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0		
1:45 PM	0	0	0	0	0	2	0	0	0	0	0	1	2	0	1	2	0	
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	
2:45 PM	0	0	0	0	0	1	0	0	0	0	2	1	0	1	0	0	0	
3:00 PM	0	0	0	0	0	1	0	3	0	0	1	0	0	0	1	0	0	
3:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	
Count Total	0	0	0	0	0	7	0	4	0	0	4	8	0	4	12	0	0	
Peak Hour	0	0	0	0	0	3	0	3	0	0	3	3	0	3	5	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	0			E Branch Pkwy			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Driveway In E Branch Pkwy



Peak Hour

Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	E Branch Pkwy Eastbound				E Branch Pkwy Westbound				Driveway In Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	57	34	0	12	116	0	0	0	0	0	0	0	0	0	219	0	
7:45 AM	0	0	60	104	3	73	212	0	0	0	0	0	0	0	0	0	452	0	
8:00 AM	0	0	82	131	11	67	350	0	0	0	0	0	0	0	0	0	641	0	
8:15 AM	0	0	81	10	0	4	171	0	0	0	0	0	0	0	0	0	266	1,578	
8:30 AM	0	0	86	5	1	1	86	0	0	0	0	0	0	0	0	0	179	1,538	
8:45 AM	0	0	55	1	0	8	88	0	0	0	0	0	0	0	0	0	152	1,238	
9:00 AM	0	0	34	1	0	0	82	0	0	0	0	0	0	0	0	0	117	714	
9:15 AM	0	0	26	1	0	3	45	0	0	0	0	0	0	0	0	0	75	523	
Count Total	0	0	481	287	15	168	1,150	0	0	0	0	0	0	0	0	0	2,101	0	
Peak Hour	All	0	0	280	279	14	156	849	0	0	0	0	0	0	0	0	0	1,578	0
	HV	0	0	7	0	0	1	6	0	0	0	0	0	0	0	0	0	14	0
	HV%	-	-	3%	0%	0%	1%	1%	-	-	-	-	-	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	2	0	0	4	1	0	0	0	1	0	0	2	2	4
7:45 AM	3	2	0	0	5	0	2	0	0	2	0	0	0	2	2
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	2	2
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	2	1	3
8:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0
8:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	2	2
9:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	2	2	4
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
Count Total	10	9	0	0	19	1	6	0	0	7	0	0	7	11	18
Peak Hr	7	7	0	0	14	1	2	0	0	3	0	0	4	7	11

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Branch Pkwy				E Branch Pkwy				Driveway In				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
8:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	8
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	0	9	1	0	1	8	0	0	0	0	0	0	0	0	0	19	0
Peak Hour	0	0	7	0	0	1	6	0	0	0	0	0	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes

Interval Start	E Branch Pkwy			E Branch Pkwy			Driveway In			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	1	0	0	6	0	0	0	0	0	0	0	7	0
Peak Hour	0	1	0	0	2	0	0	0	0	0	0	0	3	0

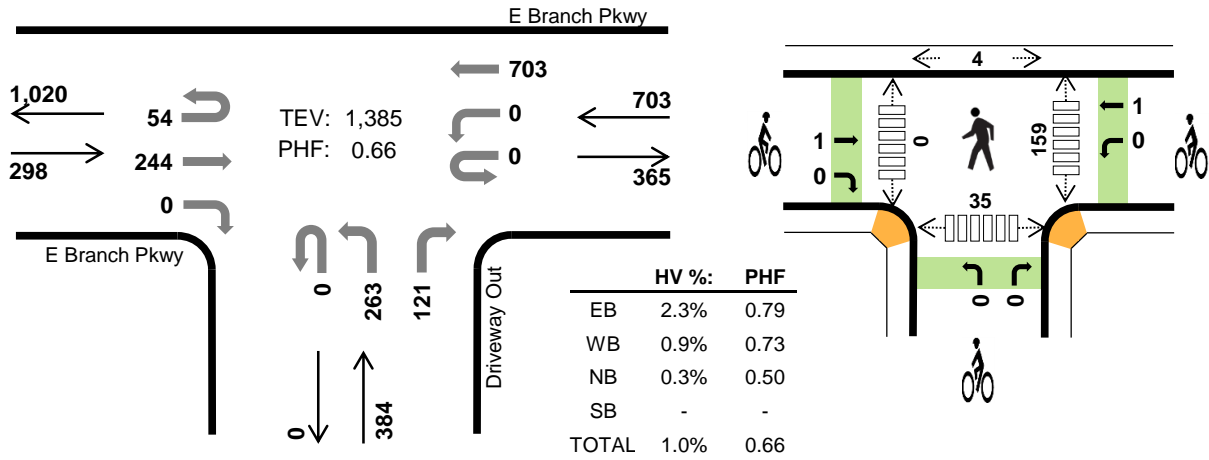
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Driveway Out E Branch Pkwy



Peak Hour

Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	E Branch Pkwy Eastbound				E Branch Pkwy Westbound				Driveway Out Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	1	0	57	0	0	0	116	0	0	15	0	6	0	0	0	0	195	0
7:45 AM	13	0	51	0	0	0	211	0	0	74	0	45	0	0	0	0	394	0
8:00 AM	39	0	55	0	0	0	241	0	0	140	0	52	0	0	0	0	527	0
8:15 AM	1	0	81	0	0	0	135	0	0	34	0	18	0	0	0	0	269	1,385
8:30 AM	0	0	87	0	0	0	86	0	0	1	0	1	0	0	0	0	175	1,365
8:45 AM	1	0	54	0	0	0	92	0	0	3	0	5	0	0	0	0	155	1,126
9:00 AM	0	0	34	0	0	0	83	0	0	0	0	0	0	0	0	0	117	716
9:15 AM	0	0	23	0	0	0	46	0	0	1	0	1	0	0	0	0	71	518
Count Total	55	0	442	0	0	0	1,010	0	0	268	0	128	0	0	0	0	1,903	0
Peak Hour	All	54	0	244	0	0	0	703	0	0	263	0	121	0	0	0	1,385	0
	HV	0	0	7	0	0	0	6	0	0	1	0	0	0	0	0	14	0
	HV%	0%	-	3%	-	-	-	1%	-	-	0%	-	0%	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	1	1	0	4	1	0	0	0	1	0	0	2	1	3
7:45 AM	3	2	0	0	5	0	1	0	0	1	41	0	0	3	44
8:00 AM	1	1	0	0	2	0	0	0	0	0	118	0	0	30	148
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	2	1	3
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
8:45 AM	1	1	0	0	2	0	0	0	0	0	2	0	0	2	4
9:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2
9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2
Count Total	9	8	2	0	19	1	2	0	0	3	161	0	7	39	207
Peak Hr	7	6	1	0	14	1	1	0	0	2	159	0	4	35	198

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Branch Pkwy				E Branch Pkwy				Driveway Out				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0
7:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
8:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	8
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Count Total	0	0	9	0	0	0	8	0	0	1	0	1	0	0	0	0	19	0
Peak Hour	0	0	7	0	0	0	6	0	0	1	0	0	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes

Interval Start	E Branch Pkwy			E Branch Pkwy			Driveway Out			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	2	0	0	0	0	0	0	0	3	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	2	0

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

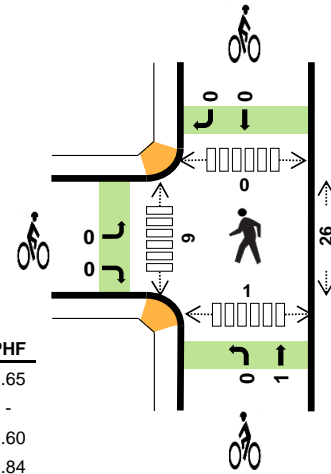
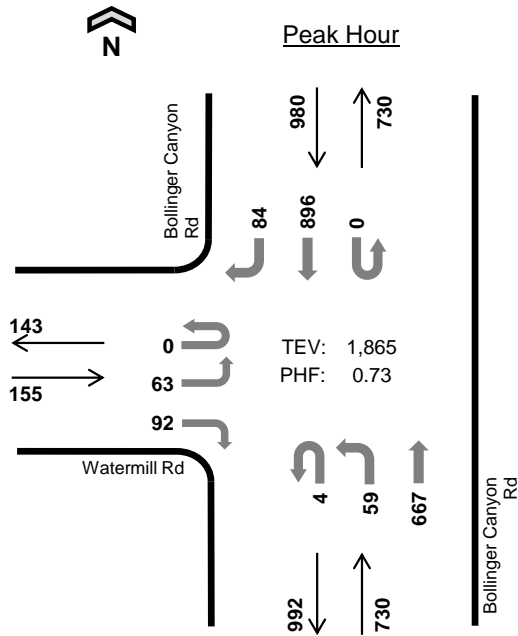
Bollinger Canyon Rd Watermill Rd



Date: 03/02/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.6%	0.65
WB	-	-
NB	1.4%	0.60
SB	0.6%	0.84
TOTAL	0.9%	0.73

Two-Hour Count Summaries

Interval Start	Watermill Rd				0				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	0	40	0	0	0	0	0	6	51	0	0	0	179	6	283	0	
7:45 AM	0	18	0	36	0	0	0	0	0	22	153	0	0	0	261	32	522	0	
8:00 AM	0	33	0	27	0	0	0	0	4	16	285	0	0	0	248	28	641	0	
8:15 AM	0	1	0	13	0	0	0	0	0	13	147	0	0	0	199	11	384	1,830	
8:30 AM	0	11	0	16	0	0	0	0	0	8	82	0	0	0	188	13	318	1,865	
8:45 AM	0	11	0	19	0	0	0	0	0	12	79	0	0	0	133	7	261	1,604	
9:00 AM	0	4	0	11	0	0	0	0	0	10	63	0	0	0	107	9	204	1,167	
9:15 AM	0	13	0	7	0	0	0	0	0	6	63	0	0	0	110	17	216	999	
Count Total	0	92	0	169	0	0	0	0	4	93	923	0	0	0	1,425	123	2,829	0	
Peak Hour	All	0	63	0	92	0	0	0	0	4	59	667	0	0	0	896	84	1,865	0
	HV	0	0	0	1	0	0	0	0	0	2	8	0	0	0	6	0	17	0
	HV%	-	0%	-	1%	-	-	-	-	0%	3%	1%	-	-	-	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	2	1	4	1	0	0	0	1	1	2	0	0	3
7:45 AM	0	0	4	2	6	0	0	0	0	0	12	5	0	0	17
8:00 AM	0	0	0	1	1	0	0	1	0	1	7	3	0	0	10
8:15 AM	1	0	5	2	8	0	0	0	0	0	3	1	0	0	4
8:30 AM	0	0	1	1	2	0	0	0	0	0	4	0	0	1	5
8:45 AM	1	0	4	1	6	0	0	0	0	0	1	1	0	0	2
9:00 AM	0	0	1	1	2	0	0	0	0	0	1	1	0	0	2
9:15 AM	0	0	3	3	6	0	0	0	0	0	2	0	0	0	2
Count Total	3	0	20	12	35	1	0	1	0	2	31	13	0	1	45
Peak Hr	1	0	10	6	17	0	0	1	0	1	26	9	0	1	36

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Watermill Rd				0				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	6	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:15 AM	0	0	0	1	0	0	0	0	0	1	4	0	0	0	2	0	8	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	17
8:45 AM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	1	0	6	17
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	18
9:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	6	16
Count Total	0	0	0	3	0	0	0	0	0	3	17	0	0	0	12	0	35	0
Peak Hour	0	0	0	1	0	0	0	0	0	2	8	0	0	0	6	0	17	0

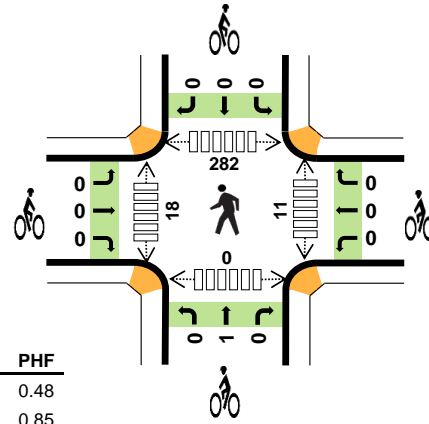
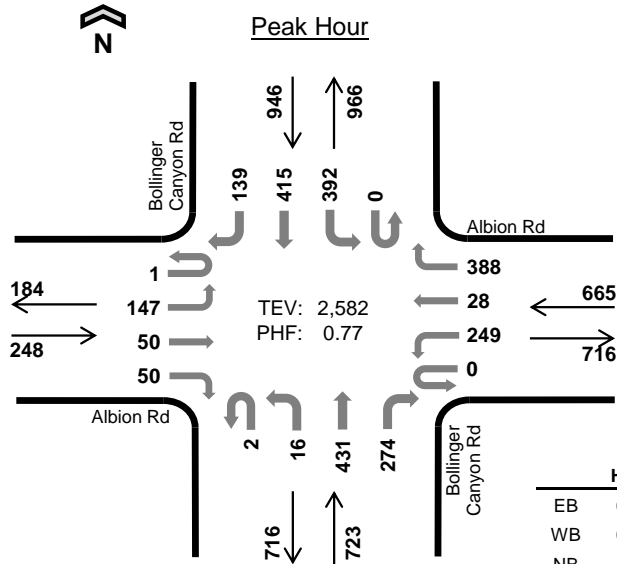
Two-Hour Count Summaries - Bikes														
Interval Start	Watermill Rd			0			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	1	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	1	0

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

Bollinger Canyon Rd Albion Rd



Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.4%	0.48
WB	0.2%	0.85
NB	1.2%	0.78
SB	1.0%	0.74
TOTAL	0.8%	0.77

Two-Hour Count Summaries

Interval Start	Albion Rd Eastbound				Albion Rd Westbound				Bollinger Canyon Rd Northbound				Bollinger Canyon Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	19	5	10	0	36	1	20	0	2	89	7	0	26	89	5	309	0	
7:45 AM	1	23	3	15	0	57	9	54	0	3	94	52	0	87	106	12	516	0	
8:00 AM	0	22	12	13	0	65	5	114	2	7	130	94	0	144	87	44	739	0	
8:15 AM	0	83	30	17	0	67	7	121	0	4	93	100	0	116	128	77	843	2,407	
8:30 AM	0	19	5	5	0	60	7	99	0	2	114	28	0	45	94	6	484	2,582	
8:45 AM	0	7	1	6	0	34	1	42	0	2	80	20	0	22	94	6	315	2,381	
9:00 AM	0	2	2	4	0	27	1	16	0	5	83	10	0	22	78	5	255	1,897	
9:15 AM	0	1	1	5	0	17	1	19	0	0	68	18	0	11	59	4	204	1,258	
Count Total	1	176	59	75	0	363	32	485	2	25	751	329	0	473	735	159	3,665	0	
Peak Hour	All	1	147	50	50	0	249	28	388	2	16	431	274	0	392	415	139	2,582	0
	HV	0	0	1	0	0	0	0	1	0	0	9	0	0	3	6	0	20	0
	HV%	0%	0%	2%	0%	-	0%	0%	0%	0%	0%	2%	0%	-	1%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	3	3	0	0	0	0	0	1	1	2	0	4
7:45 AM	0	0	2	2	4	0	0	1	0	1	0	0	6	0	6
8:00 AM	1	0	1	2	4	0	0	0	0	0	3	2	42	0	47
8:15 AM	0	0	2	3	5	0	0	0	0	0	4	13	220	0	237
8:30 AM	0	1	4	2	7	0	0	0	0	0	4	3	14	0	21
8:45 AM	0	3	3	4	10	0	0	0	0	0	2	2	8	0	12
9:00 AM	0	0	0	4	4	0	0	1	0	1	5	5	5	0	15
9:15 AM	0	0	3	3	6	0	0	0	0	0	2	0	3	0	5
Count Total	1	4	15	23	43	0	0	2	0	2	21	26	300	0	347
Peak Hour	1	1	9	9	20	0	0	1	0	1	11	18	282	0	311

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Albion Rd				Albion Rd				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	4	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	5	16
8:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	2	0	0	7	20
8:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	4	0	10	26
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	26
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	6	27
Count Total	0	0	1	0	0	0	0	4	0	0	15	0	0	5	17	1	43	0
Peak Hour	0	0	1	0	0	0	0	1	0	0	9	0	0	3	6	0	20	0

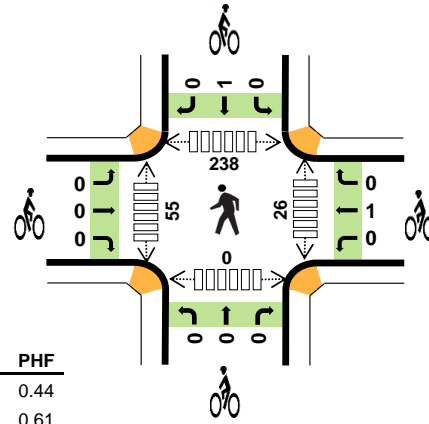
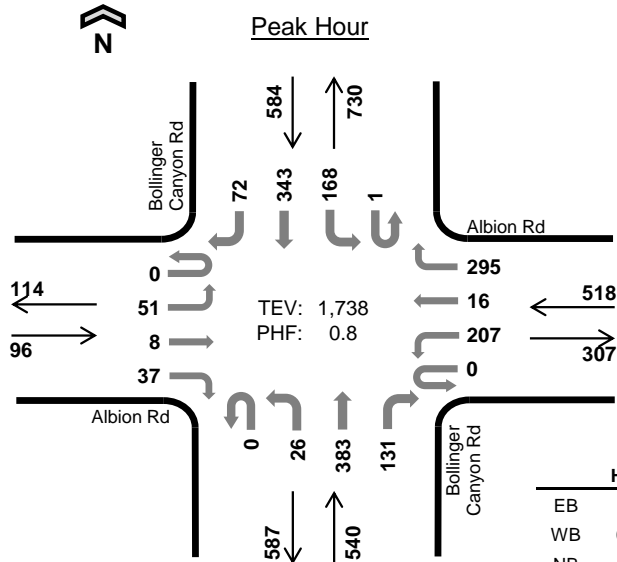
Two-Hour Count Summaries - Bikes																	
Interval Start	Albion Rd			Albion Rd			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0

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

Bollinger Canyon Rd Albion Rd



Date: 03/07/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	1.0%	0.44
WB	0.4%	0.61
NB	1.3%	0.83
SB	0.9%	0.85
TOTAL	0.9%	0.80

Two-Hour Count Summaries

Interval Start	Albion Rd Eastbound				Albion Rd Westbound				Bollinger Canyon Rd Northbound				Bollinger Canyon Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	3	1	2	0	13	1	16	0	2	75	18	1	23	69	9	233	0	
1:45 PM	0	8	2	3	0	50	1	24	0	3	49	23	0	49	88	15	315	0	
2:00 PM	0	11	3	3	0	50	5	81	0	5	75	42	1	62	90	19	447	0	
2:15 PM	0	32	3	19	0	86	7	119	0	7	93	22	0	47	81	24	540	1,535	
2:30 PM	0	6	1	11	0	39	2	56	0	6	105	23	0	38	77	14	378	1,680	
2:45 PM	0	2	1	4	0	32	2	39	0	8	110	44	0	21	95	15	373	1,738	
3:00 PM	0	13	3	5	0	26	1	19	1	5	99	44	0	38	95	13	362	1,653	
3:15 PM	0	10	3	5	0	21	3	22	1	4	83	26	0	24	102	12	316	1,429	
Count Total	0	85	17	52	0	317	22	376	2	40	689	242	2	302	697	121	2,964	0	
Peak Hour	All	0	51	8	37	0	207	16	295	0	26	383	131	1	168	343	72	1,738	0
	HV	0	0	0	1	0	0	1	1	0	0	7	0	0	0	4	1	15	0
	HV%	-	0%	0%	3%	-	0%	6%	0%	-	0%	2%	0%	0%	0%	1%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	2	4	6	0	0	1	0	1	0	0	0	0	0
1:45 PM	0	0	1	3	4	0	0	1	0	1	0	12	0	0	12
2:00 PM	0	2	2	1	5	0	1	0	0	1	4	0	87	0	91
2:15 PM	1	0	1	2	4	0	0	0	0	0	9	33	116	0	158
2:30 PM	0	0	0	1	1	0	0	0	0	0	2	16	19	0	37
2:45 PM	0	0	4	1	5	0	0	0	1	1	11	6	16	0	33
3:00 PM	1	1	5	5	12	0	0	0	0	0	1	4	8	0	13
3:15 PM	0	1	1	1	3	0	0	0	0	0	0	2	3	0	5
Count Total	2	4	16	18	40	0	1	2	1	4	27	73	249	0	349
Peak Hour	1	2	7	5	15	0	1	0	1	2	26	55	238	0	319

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Albion Rd				Albion Rd				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	2	1	6	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	4	0
2:00 PM	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	0	5	0
2:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	1	4	19
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
2:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	15
3:00 PM	0	1	0	0	0	0	0	1	0	0	5	0	0	1	4	0	12	22
3:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3	21
Count Total	0	1	0	1	0	0	2	2	0	0	15	1	0	4	12	2	40	0
Peak Hour	0	0	0	1	0	0	1	1	0	0	7	0	0	0	4	1	15	0

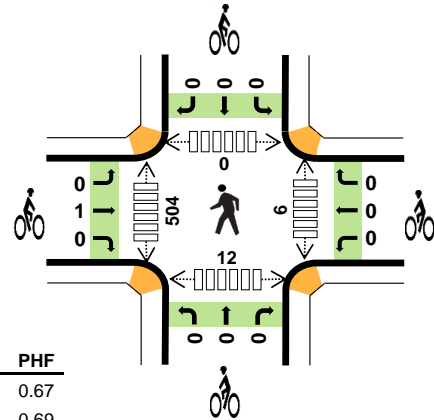
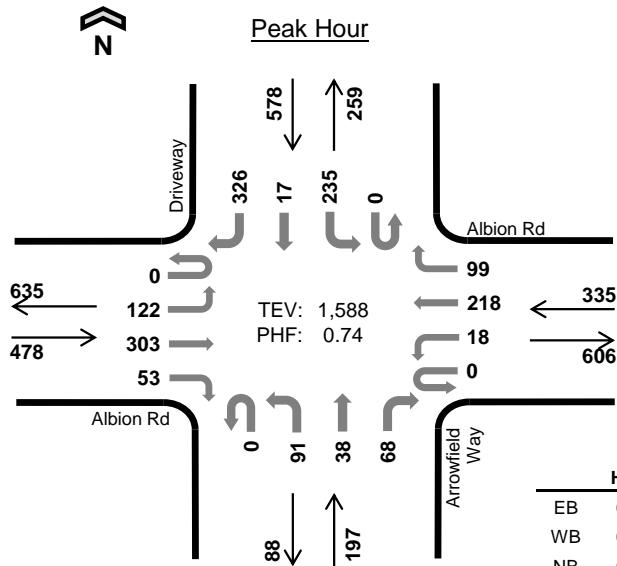
Two-Hour Count Summaries - Bikes																	
Interval Start	Albion Rd			Albion Rd			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	0	0	2	0	0	1	0	0	0	4	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0

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

Arrowfield Way Albion Rd



Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.8%	0.67
WB	0.3%	0.69
NB	0.5%	0.59
SB	0.0%	0.82
TOTAL	0.4%	0.74

Two-Hour Count Summaries

Interval Start	Albion Rd Eastbound				Albion Rd Westbound				Arrowfield Way Northbound				Driveway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	5	22	3	0	0	44	1	0	7	0	3	0	3	1	5	94	0	
7:45 AM	0	9	69	4	0	2	67	4	0	9	1	5	0	29	2	47	248	0	
8:00 AM	0	45	124	10	0	4	51	21	0	21	9	12	0	61	4	103	465	0	
8:15 AM	0	50	75	32	0	8	55	59	0	38	10	35	0	85	1	90	538	1,345	
8:30 AM	0	18	35	7	0	4	45	15	0	23	18	16	0	60	10	86	337	1,588	
8:45 AM	0	3	21	7	0	5	45	0	0	10	0	2	0	9	0	8	110	1,450	
9:00 AM	0	3	18	3	0	0	31	0	0	3	0	2	0	7	0	7	74	1,059	
9:15 AM	0	2	23	4	0	0	29	1	0	2	1	2	0	6	0	2	72	593	
Count Total	0	135	387	70	0	23	367	101	0	113	39	77	0	260	18	348	1,938	0	
Peak Hour	All	0	122	303	53	0	18	218	99	0	91	38	68	0	235	17	326	1,588	0
	HV	0	0	3	1	0	0	1	0	0	0	0	1	0	0	0	0	6	0
	HV%	-	0%	1%	2%	-	0%	0%	0%	-	0%	0%	1%	-	0%	0%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	6	16
8:00 AM	1	0	0	0	1	1	0	0	0	1	0	53	0	1	54
8:15 AM	2	0	1	0	3	0	0	0	0	0	6	389	0	4	399
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	52	0	1	53
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	3	2	8
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2
9:15 AM	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1
Count Total	7	4	2	0	13	1	0	0	0	1	6	509	4	14	533
Peak Hour	4	1	1	0	6	1	0	0	0	1	6	504	0	12	522

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Albion Rd				Albion Rd				Arrowfield Way				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	6
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
8:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	8
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	7
Count Total	0	0	5	2	0	0	4	0	0	0	0	2	0	0	0	0	13	0
Peak Hour	0	0	3	1	0	0	1	0	0	0	0	1	0	0	0	0	6	0

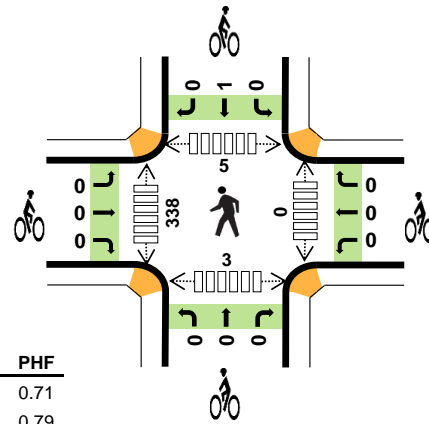
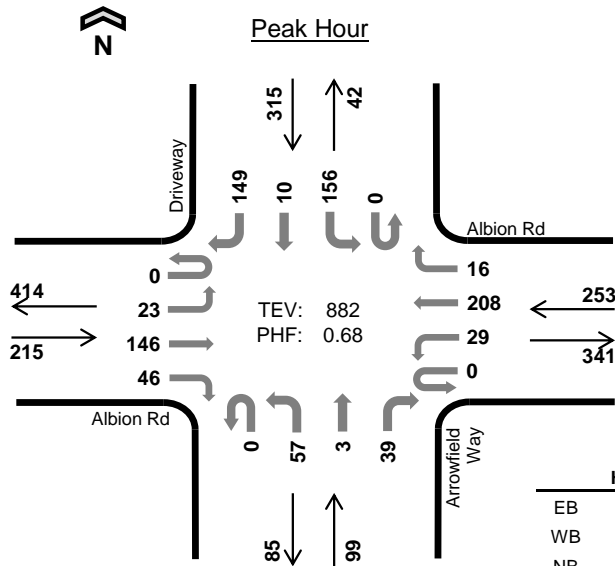
Two-Hour Count Summaries - Bikes																	
Interval Start	Albion Rd			Albion Rd			Arrowfield Way			Driveway			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

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

Arrowfield Way Albion Rd



Date: 03/07/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	0.0%	0.71
WB	1.2%	0.79
NB	0.0%	0.62
SB	0.0%	0.48
TOTAL	0.3%	0.68

Two-Hour Count Summaries

Interval Start	Albion Rd Eastbound				Albion Rd Westbound				Arrowfield Way Northbound				Driveway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	31	5	0	2	16	0	0	4	0	0	0	0	0	6	64	0	
1:45 PM	0	2	39	14	0	2	35	2	0	5	0	1	0	6	2	2	110	0	
2:00 PM	0	11	48	17	0	12	60	8	0	15	2	12	0	41	2	39	267	0	
2:15 PM	0	8	28	11	0	11	60	2	0	20	1	19	0	89	5	69	323	764	
2:30 PM	0	2	29	7	0	4	49	1	0	10	0	7	0	18	2	20	149	849	
2:45 PM	0	2	41	11	0	2	39	5	0	12	0	1	0	8	1	21	143	882	
3:00 PM	0	6	49	6	0	0	25	1	0	3	1	3	0	9	0	5	108	723	
3:15 PM	0	1	39	6	0	3	30	4	0	5	0	3	0	5	0	12	108	508	
Count Total	0	32	304	77	0	36	314	23	0	74	4	46	0	176	12	174	1,272	0	
Peak Hour	All	0	23	146	46	0	29	208	16	0	57	3	39	0	156	10	149	882	0
	HV	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0
	HV%	-	0%	0%	0%	-	3%	0%	6%	-	0%	0%	0%	-	0%	0%	0%	0%	0

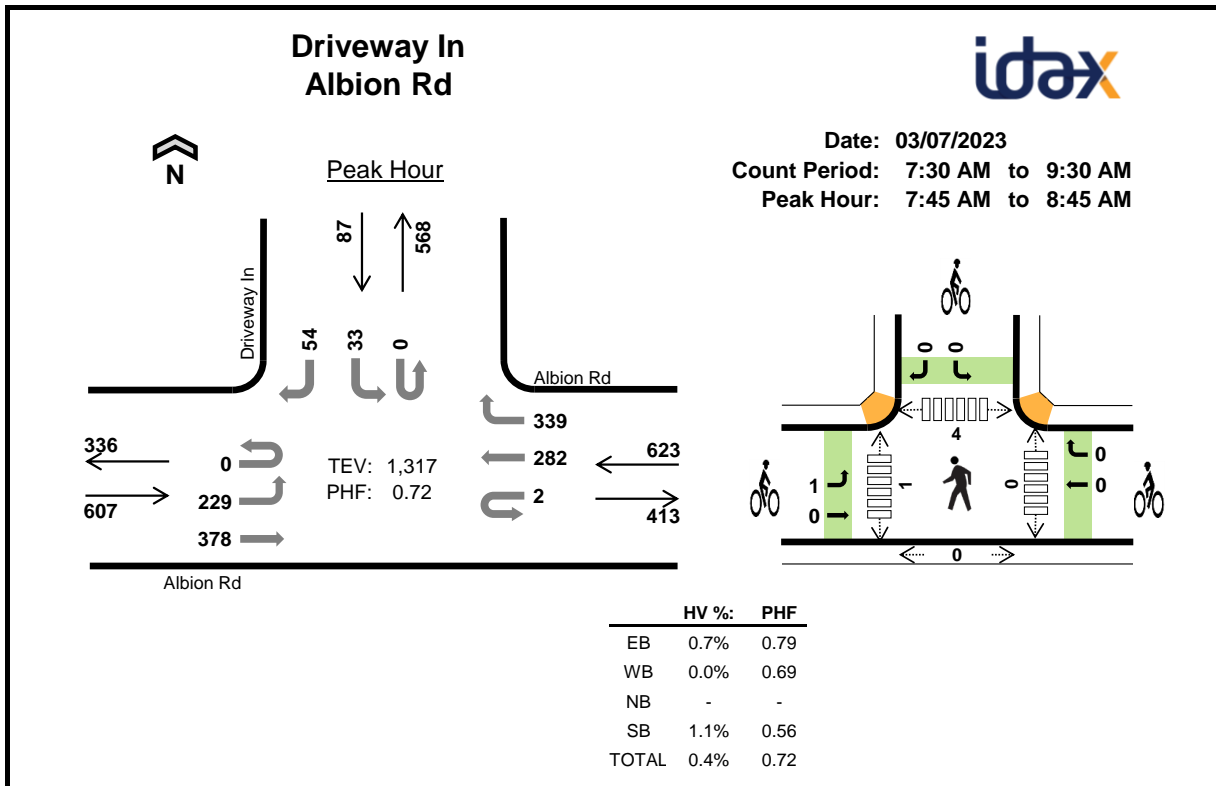
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2
1:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	2	0	0	2	0	0	0	0	0	0	229	0	0	229
2:15 PM	0	0	0	0	0	0	0	0	1	1	0	89	1	2	92
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	4	1	10
3:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	3	1	4
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	2	4
Count Total	4	7	0	0	11	0	0	0	1	1	0	339	11	6	356
Peak Hour	0	3	0	0	3	0	0	0	1	1	0	338	5	3	346

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Albion Rd				Albion Rd				Arrowfield Way				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
1:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
3:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
Count Total	0	0	4	0	0	1	5	1	0	0	0	0	0	0	0	0	11	0
Peak Hour	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Albion Rd			Albion Rd			Arrowfield Way			Driveway			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0

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



Two-Hour Count Summaries

Interval Start	Albion Rd				Albion Rd				0				Driveway In				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT				
7:30 AM	0	14	13	0	0	0	44	9	0	0	0	0	0	1	0	1	82	0	
7:45 AM	0	52	54	0	0	0	77	51	0	0	0	0	0	0	0	2	236	0	
8:00 AM	0	87	101	0	0	0	66	120	0	0	0	0	0	2	0	6	382	0	
8:15 AM	0	65	126	0	1	0	104	121	0	0	0	0	0	14	0	25	456	1,156	
8:30 AM	0	25	97	0	1	0	35	47	0	0	0	0	0	17	0	21	243	1,317	
8:45 AM	0	10	22	0	0	0	42	13	0	0	0	0	0	1	0	7	95	1,176	
9:00 AM	0	6	21	0	0	0	30	11	0	0	0	0	0	3	0	1	72	866	
9:15 AM	0	5	25	0	0	0	28	5	0	0	0	0	0	1	0	2	66	476	
Count Total	0	264	459	0	2	0	426	377	0	0	0	0	0	39	0	65	1,632	0	
Peak Hour	All	0	229	378	0	2	0	282	339	0	0	0	0	0	33	0	54	1,317	0
	HV	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0
	HV%	-	1%	0%	-	0%	-	0%	0%	-	-	-	-	-	0%	-	2%	0%	0

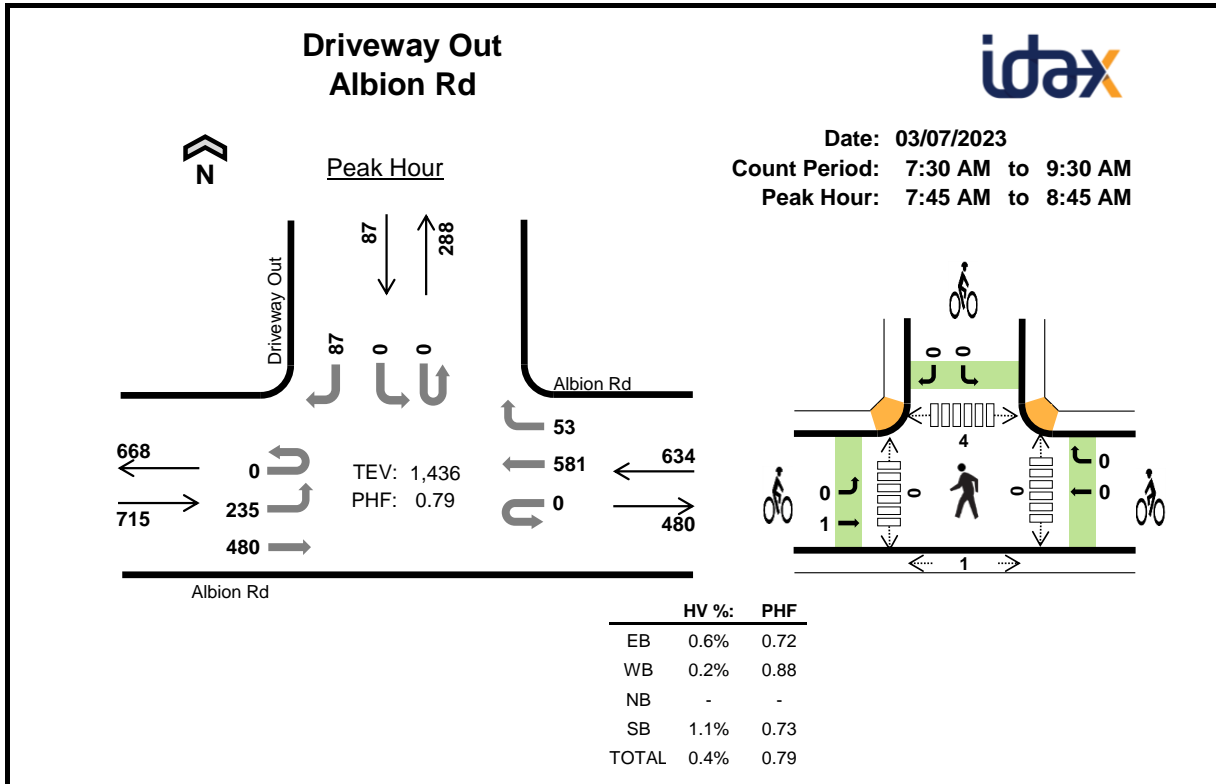
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2
8:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	2	0	2
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	4	0	4
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2
Count Total	7	0	0	4	11	1	0	0	0	1	0	2	9	0	11
Peak Hr	4	0	0	1	5	1	0	0	0	1	0	1	4	0	5

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Albion Rd				Albion Rd				0				Driveway In				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	11	0
Peak Hour	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Albion Rd			Albion Rd			0			Driveway In			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

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



Two-Hour Count Summaries

Interval Start	Albion Rd Eastbound				Albion Rd Westbound				0 Northbound				Driveway Out Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	8	31	0	0	0	54	1	0	0	0	0	0	0	0	3	97	0	
7:45 AM	0	33	99	0	0	0	120	4	0	0	0	0	0	0	0	10	266	0	
8:00 AM	0	77	171	0	0	0	162	15	0	0	0	0	0	0	0	28	453	0	
8:15 AM	0	89	157	0	0	0	156	25	0	0	0	0	0	0	0	30	457	1,273	
8:30 AM	0	36	53	0	0	0	143	9	0	0	0	0	0	0	0	19	260	1,436	
8:45 AM	0	13	28	0	0	0	59	4	0	0	0	0	0	1	0	12	117	1,287	
9:00 AM	0	11	22	0	0	0	37	3	0	0	0	0	0	0	0	10	83	917	
9:15 AM	0	2	28	0	0	0	34	0	0	0	0	0	0	0	0	1	65	525	
Count Total	0	269	589	0	0	0	765	61	0	0	0	0	0	1	0	113	1,798	0	
Peak Hour	All	0	235	480	0	0	0	581	53	0	0	0	0	0	0	0	87	1,436	0
	HV	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	1	6	0
	HV%	-	0%	1%	-	-	-	0%	0%	-	-	-	-	-	-	-	1%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
8:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	2	0	2
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
8:30 AM	2	0	0	1	3	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	3	1	4
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
Count Total	7	4	0	1	12	1	0	0	0	1	0	0	11	2	13
Peak Hr	4	1	0	1	6	1	0	0	0	1	0	0	4	1	5

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Albion Rd				Albion Rd				0				Driveway Out					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6
8:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	8
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Count Total	0	1	6	0	0	0	4	0	0	0	0	0	0	0	0	1	12	0
Peak Hour	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	1	6	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour		
Interval Start	Albion Rd			Albion Rd			0			Driveway Out							
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

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

Bollinger Canyon Rd Marsh Dr (north)

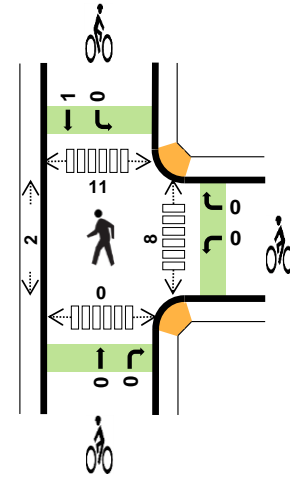
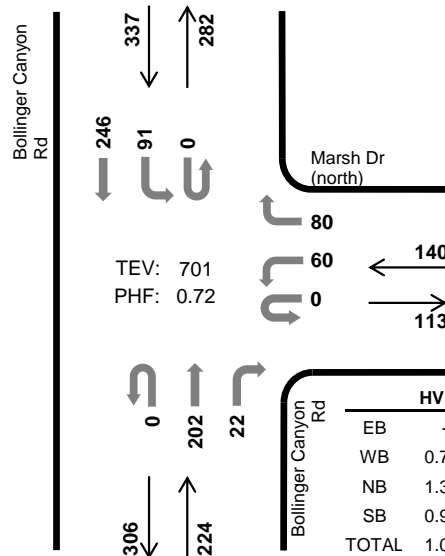


Peak Hour

Date: 03/02/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	0				Marsh Dr (north)				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	10	0	9	0	0	21	16	0	16	40	0	112	0	
7:45 AM	0	0	0	0	0	30	0	42	0	0	43	11	0	46	72	0	244	0	
8:00 AM	0	0	0	0	0	14	0	7	0	0	44	5	0	8	71	0	149	0	
8:15 AM	0	0	0	0	0	4	0	9	0	0	59	3	0	11	58	0	144	649	
8:30 AM	0	0	0	0	0	12	0	22	0	0	56	3	0	26	45	0	164	701	
8:45 AM	0	0	0	0	0	2	0	7	0	0	42	1	0	0	37	0	89	546	
9:00 AM	0	0	0	0	0	1	0	3	0	0	30	2	0	1	34	0	71	468	
9:15 AM	0	0	0	0	0	2	0	2	0	0	28	6	0	2	24	0	64	388	
Count Total	0	0	0	0	0	75	0	101	0	0	323	47	0	110	381	0	1,037	0	
Peak Hour	All	0	0	0	0	0	60	0	80	0	0	202	22	0	91	246	0	701	0
	HV	0	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	7	0
	HV%	-	-	-	-	-	0%	-	1%	-	-	1%	0%	-	0%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	1	0	2	0	0	0	0	0	2	5	5	0	12
7:45 AM	0	1	2	2	5	0	0	0	0	0	1	1	10	0	12
8:00 AM	0	0	1	0	1	0	0	0	1	1	4	0	1	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
8:30 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	2	2	0	0	0	0	0	3	0	0	1	4
9:00 AM	0	0	1	0	1	0	0	0	0	0	3	1	0	0	4
9:15 AM	0	1	2	2	5	0	0	0	0	0	3	1	0	0	4
Count Total	0	3	7	7	17	0	0	0	1	1	19	9	16	1	45
Peak Hr	0	1	3	3	7	0	0	0	1	1	8	2	11	0	21

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Marsh Dr (north)				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	5	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	2	0	5	9
Count Total	0	0	0	0	0	1	0	2	0	0	5	2	0	0	7	0	17	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	7	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			Marsh Dr (north)			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0

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

Bollinger Canyon Rd Marsh Dr (north)

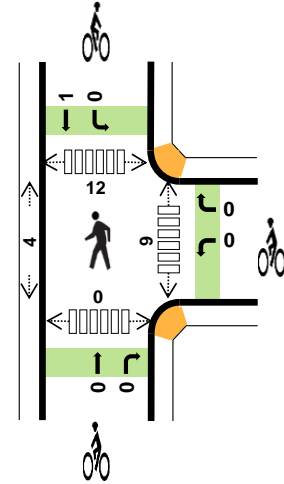
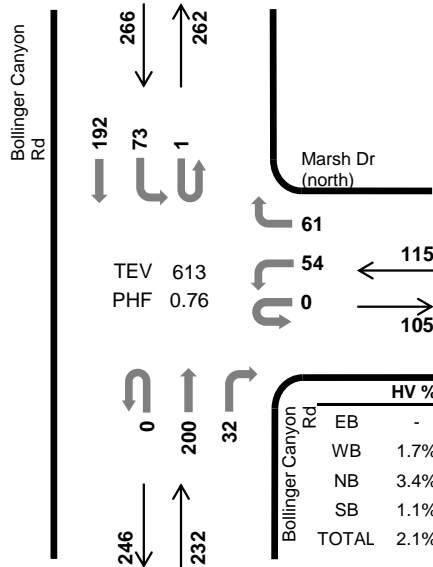


Peak Hour

Date: 03/02/2023

Count Period: 1:30 PM to 3:30 PM

Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	-	-
WB	1.7%	0.43
NB	3.4%	0.79
SB	1.1%	0.82
TOTAL	2.1%	0.76

Two-Hour Count Summaries

Interval Start	0				Marsh Dr (north)				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	1	2	0	2	0	0	33	3	1	11	32	0	85	0	
1:45 PM	0	0	0	0	0	9	0	13	0	0	26	2	0	3	33	0	86	0	
2:00 PM	0	0	0	0	0	1	0	9	0	0	42	1	0	6	60	0	119	0	
2:15 PM	0	0	0	0	0	3	0	2	0	0	33	10	0	24	56	0	128	418	
2:30 PM	0	0	0	0	0	27	0	40	0	0	46	7	1	17	63	0	201	534	
2:45 PM	0	0	0	0	0	10	0	7	0	0	57	6	0	21	33	0	134	582	
3:00 PM	0	0	0	0	0	14	0	12	0	0	64	9	0	11	40	0	150	613	
3:15 PM	0	0	0	0	0	6	0	12	0	0	43	6	0	16	44	0	127	612	
Count Total	0	0	0	0	1	72	0	97	0	0	344	44	2	109	361	0	1,030	0	
Peak Hour	All	0	0	0	0	0	54	0	61	0	0	200	32	1	73	192	0	613	0
	HV	0	0	0	0	0	1	0	1	0	0	8	0	0	0	3	0	13	0
	HV%	-	-	-	-	-	2%	-	2%	-	-	4%	0%	0%	0%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1
2:00 PM	0	0	1	1	2	0	0	0	1	1	3	2	0	0	5
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2
2:30 PM	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	1	0	0	0	1	1	4	2	2	0	8
3:00 PM	0	1	3	2	6	0	0	0	0	0	5	2	8	0	15
3:15 PM	0	0	3	0	3	0	1	1	0	2	2	0	3	0	5
Count Total	0	2	12	6	20	0	1	3	2	6	15	6	15	0	36
Peak Hr	0	2	8	3	13	0	0	0	1	1	9	4	12	0	25

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Marsh Dr (north)				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
2:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	5	8
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
3:00 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	2	0	6	13
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	15
Count Total	0	0	0	0	0	1	0	1	0	0	12	0	0	1	5	0	20	0
Peak Hour	0	0	0	0	0	1	0	1	0	0	8	0	0	0	3	0	13	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			Marsh Dr (north)			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	3
Count Total	0	0	0	0	0	0	1	0	1	2	0	2	6	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	1	0

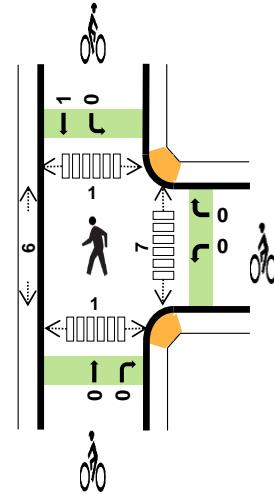
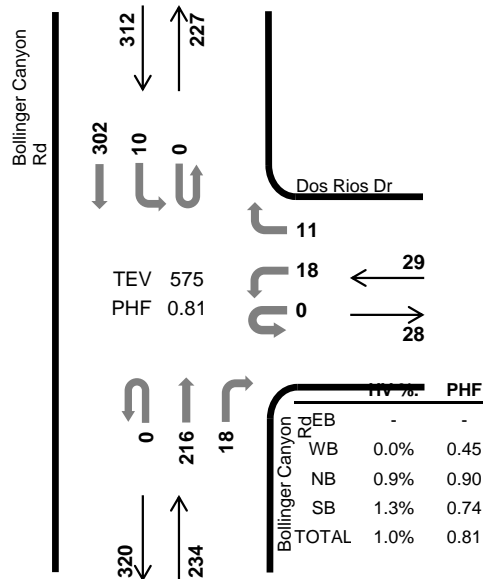
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bollinger Canyon Rd Dos Rios Dr



Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	0				Dos Rios Dr				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	4	0	1	0	0	34	1	0	1	49	0	90	0	
7:45 AM	0	0	0	0	0	9	0	7	0	0	47	9	0	7	98	0	177	0	
8:00 AM	0	0	0	0	0	6	0	2	0	0	47	5	0	2	86	0	148	0	
8:15 AM	0	0	0	0	0	2	0	0	0	0	62	3	0	0	62	0	129	544	
8:30 AM	0	0	0	0	0	1	0	2	0	0	60	1	0	1	56	0	121	575	
8:45 AM	0	0	0	0	0	3	0	0	0	0	43	2	0	0	39	0	87	485	
9:00 AM	0	0	0	0	0	0	0	0	0	0	30	3	0	0	36	0	69	406	
9:15 AM	0	0	0	0	0	4	0	0	0	0	35	2	0	0	26	0	67	344	
Count Total	0	0	0	0	0	29	0	12	0	0	358	26	0	11	452	0	888	0	
Peak Hour	All	0	0	0	0	0	18	0	11	0	0	216	18	0	10	302	0	575	0
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	0%	-	0%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	2	1	3	0	0	0	0	0	1	4	0	1	6
7:45 AM	0	0	1	3	4	0	0	0	0	0	2	1	0	0	3
8:00 AM	0	0	1	0	1	0	0	0	1	1	3	1	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
8:30 AM	0	0	0	1	1	0	0	0	0	0	0	4	1	0	5
8:45 AM	0	0	0	2	2	0	0	0	0	0	3	0	0	0	3
9:00 AM	0	0	1	0	1	0	0	0	0	0	3	1	0	1	5
9:15 AM	0	2	3	1	6	0	0	0	0	0	2	1	0	1	4
Count Total	0	2	8	8	18	0	0	0	1	1	16	12	1	4	33
Peak Hr	0	0	2	4	6	0	0	0	1	1	7	6	1	1	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Dos Rios Dr				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
9:15 AM	0	0	0	0	0	2	0	0	0	0	2	1	0	0	1	0	6	10
Count Total	0	0	0	0	0	2	0	0	0	0	6	2	0	0	8	0	18	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0

Two-Hour Count Summaries - Bikes														
Interval Start	0			Dos Rios Dr			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0

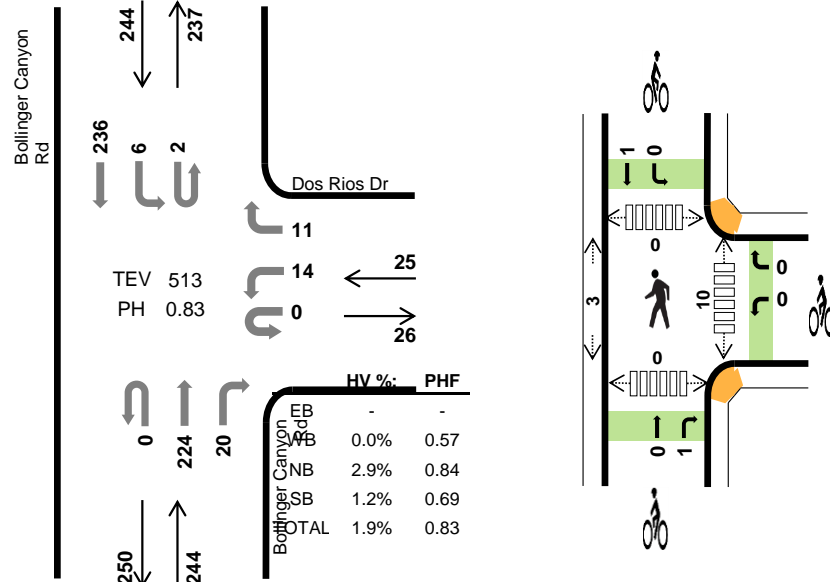
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bollinger Canyon Rd Dos Rios Dr



Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



Two-Hour Count Summaries

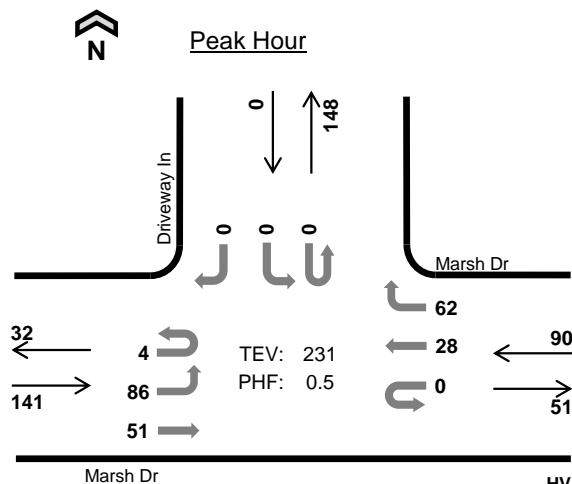
Interval Start	0				Dos Rios Dr				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	1	0	0	0	0	36	0	0	2	33	0	72	0	
1:45 PM	0	0	0	0	0	3	0	2	0	0	28	1	0	3	38	0	75	0	
2:00 PM	0	0	0	0	0	0	0	2	1	0	48	4	0	0	61	0	116	0	
2:15 PM	0	0	0	0	0	3	0	1	0	0	41	3	1	1	57	0	107	370	
2:30 PM	0	0	0	0	0	5	0	6	0	0	51	5	0	2	86	0	155	453	
2:45 PM	0	0	0	0	0	3	0	0	0	0	63	8	0	0	43	0	117	495	
3:00 PM	0	0	0	0	0	3	0	4	0	0	69	4	1	3	50	0	134	513	
3:15 PM	0	0	0	0	0	2	0	1	0	0	46	6	0	2	47	0	104	510	
Count Total	0	0	0	0	0	20	0	16	1	0	382	31	2	13	415	0	880	0	
Peak Hour	All	0	0	0	0	0	14	0	11	0	0	224	20	2	6	236	0	513	0
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	10	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	3%	0%	0%	0%	1%	-	2%	0

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

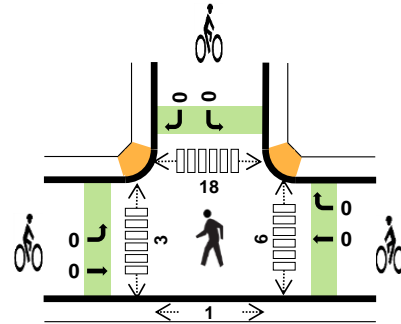
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	1	1	2	0	0	0	0	0	1	2	0	0	3
1:45 PM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3
2:00 PM	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0
2:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
2:30 PM	0	0	3	0	3	0	0	0	0	0	1	1	0	0	2
2:45 PM	0	0	1	0	1	0	0	0	1	1	5	2	0	0	7
3:00 PM	0	0	2	3	5	0	0	0	0	0	4	0	0	0	4
3:15 PM	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1
Count Total	0	0	13	4	17	0	0	1	2	3	14	6	0	0	20
Peak Hr	0	0	7	3	10	0	0	1	1	2	10	3	0	0	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Dos Rios Dr				Bollinger Canyon Rd				Bollinger Canyon Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	10
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	12
Count Total	0	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0	17	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	10	0
Two-Hour Count Summaries - Bikes																		
Interval Start	0			Dos Rios Dr			Bollinger Canyon Rd			Bollinger Canyon Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Driveway In Marsh Dr



Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.55
WB	2.2%	0.43
NB	-	-
SB	-	-
TOTAL	0.9%	0.50

Two-Hour Count Summaries

Interval Start	Marsh Dr Eastbound				Marsh Dr Westbound				0 Northbound				Driveway In Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	2	27	9	0	0	0	5	15	0	0	0	0	0	0	0	0	58	0	
7:45 AM	0	40	24	0	0	0	11	41	0	0	0	0	0	0	0	0	116	0	
8:00 AM	1	8	14	0	0	0	6	4	0	0	0	0	0	0	0	0	33	0	
8:15 AM	1	11	4	0	0	0	6	2	0	0	0	0	0	0	0	0	24	231	
8:30 AM	2	25	10	0	0	0	3	4	0	0	0	0	0	0	0	0	44	217	
8:45 AM	0	1	3	0	0	0	3	3	0	0	0	0	0	0	0	0	10	111	
9:00 AM	0	2	2	0	0	0	3	2	0	0	0	0	0	0	0	0	9	87	
9:15 AM	0	3	5	0	0	0	1	1	0	0	0	0	0	0	0	0	10	73	
Count Total	6	117	71	0	0	0	38	72	0	0	0	0	0	0	0	0	304	0	
Peak Hour	All	4	86	51	0	0	0	28	62	0	0	0	0	0	0	0	0	231	0
	HV	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
	HV%	0%	0%	0%	-	-	-	7%	0%	-	-	-	-	-	-	-	-	1%	0

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

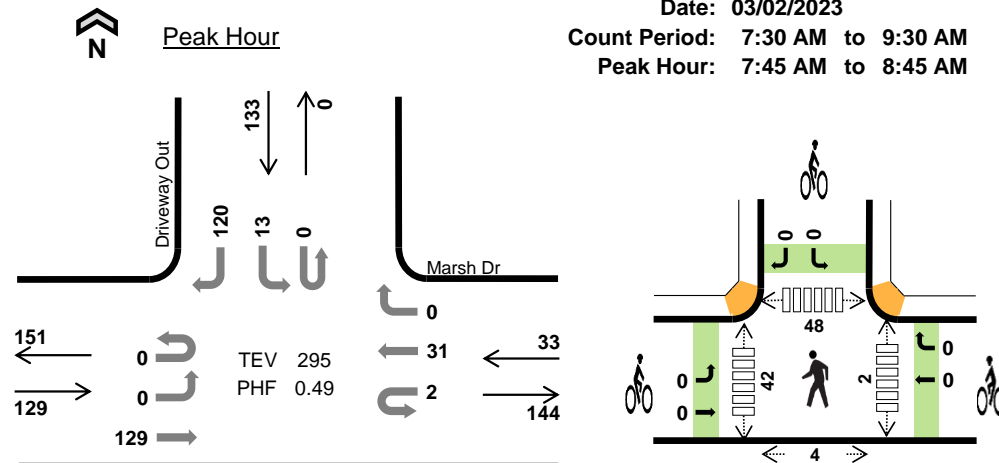
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	6	1	12	0	19
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	19	0	25
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
9:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	2	2
Count Total	2	3	0	0	5	0	0	0	0	0	13	4	39	4	60
Peak Hr	0	2	0	0	2	0	0	0	0	0	6	3	18	1	28

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Marsh Dr				Marsh Dr				0				Driveway In					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3
Count Total	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
Peak Hour	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Marsh Dr			Marsh Dr			0			Driveway In					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Driveway Out Marsh Dr



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM

	HV %:	PHF
EB	0.0%	0.54
WB	3.0%	0.83
NB	-	-
SB	0.0%	0.42
TOTAL	0.3%	0.49

Two-Hour Count Summaries

Interval Start	Marsh Dr				Marsh Dr				0				Driveway Out				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT				
7:30 AM	0	0	34	0	0	0	4	0	0	0	0	0	0	3	0	15	56	0	
7:45 AM	0	0	60	0	0	0	10	0	0	0	0	0	0	9	0	71	150	0	
8:00 AM	0	0	18	0	0	0	10	0	0	0	0	0	0	2	0	11	41	0	
8:15 AM	0	0	16	0	1	0	5	0	0	0	0	0	0	0	0	8	30	277	
8:30 AM	0	0	35	0	1	0	6	0	0	0	0	0	0	2	0	30	74	295	
8:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	6	11	156	
9:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	2	9	124	
9:15 AM	0	0	7	0	0	0	1	0	0	0	0	0	0	1	0	2	11	105	
Count Total	0	0	174	0	2	0	41	0	0	0	0	0	0	20	0	145	382	0	
Peak Hour	All	0	0	129	0	2	0	31	0	0	0	0	0	0	13	0	120	295	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	-	0%	-	0%	-	3%	-	-	-	-	-	-	0%	-	0%	0%	0

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

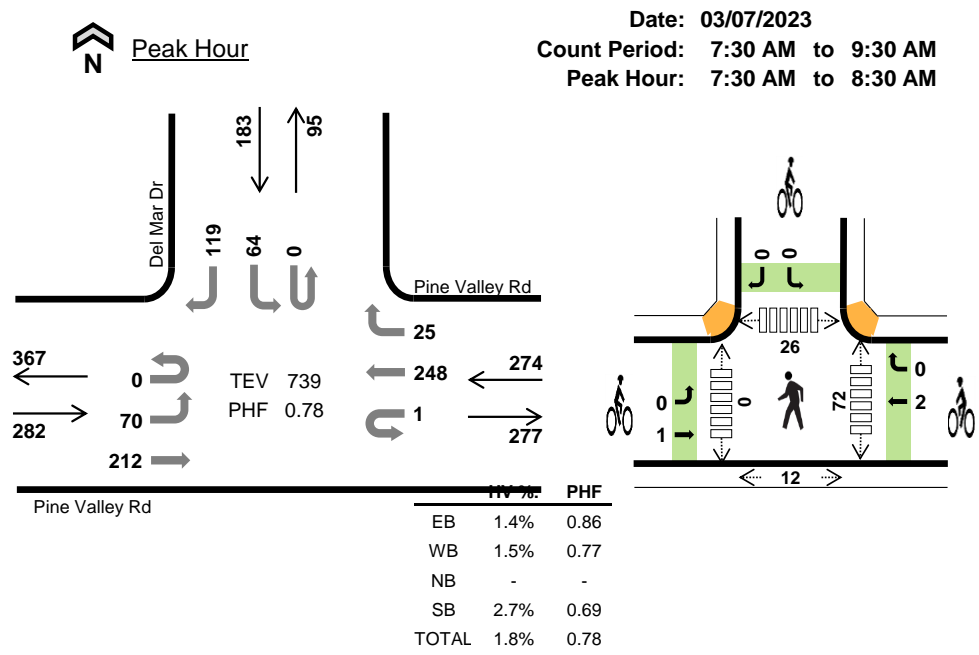
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	33	36	0	69
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	4	4	0	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	6	3	13
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
9:15 AM	2	1	0	0	3	0	0	0	0	0	1	1	1	0	3
Count Total	2	4	0	0	6	0	0	0	0	0	3	43	51	6	103
Peak Hr	0	1	0	0	1	0	0	0	0	0	2	42	48	4	96

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Marsh Dr				Marsh Dr				0				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3
Count Total	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0

Two-Hour Count Summaries - Bikes														
Interval Start	Marsh Dr			Marsh Dr			0			Driveway Out			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Del Mar Dr Pine Valley Rd



Two-Hour Count Summaries

Interval Start	Pine Valley Rd				Pine Valley Rd				0				Del Mar Dr				15-min Total	Rolling One Hour	
	Eastbound		RT		Westbound		RT		Northbound		RT		Southbound		RT				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	10	40	0	0	0	50	1	0	0	0	0	0	6	0	43	150	0	
7:45 AM	0	22	60	0	1	0	55	5	0	0	0	0	0	6	0	23	172	0	
8:00 AM	0	17	51	0	0	0	68	5	0	0	0	0	0	20	0	19	180	0	
8:15 AM	0	21	61	0	0	0	75	14	0	0	0	0	0	32	0	34	237	739	
8:30 AM	1	13	33	0	0	0	34	2	0	0	0	0	0	3	0	13	99	688	
8:45 AM	1	3	14	0	0	0	20	0	0	0	0	0	0	1	0	15	54	570	
9:00 AM	0	6	30	0	0	0	26	0	0	0	0	0	0	7	0	5	74	464	
9:15 AM	0	6	10	0	0	0	24	1	0	0	0	0	0	4	0	8	53	280	
Count Total	2	98	299	0	1	0	352	28	0	0	0	0	0	79	0	160	1,019	0	
Peak Hour	All	0	70	212	0	1	0	248	25	0	0	0	0	0	64	0	119	739	0
	HV	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	5	13	0
	HV%	-	3%	1%	-	0%	-	2%	0%	-	-	-	-	-	0%	-	4%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	2	3	0	0	0	0	0	1	0	1	2	4
7:45 AM	2	1	0	1	4	0	0	0	0	0	1	0	2	6	9
8:00 AM	0	3	0	1	4	1	1	0	0	2	26	0	11	0	37
8:15 AM	1	0	0	1	2	0	1	0	0	1	44	0	12	4	60
8:30 AM	0	2	0	1	3	0	1	0	0	1	0	0	1	0	1
8:45 AM	2	0	0	0	2	0	0	0	0	0	1	0	3	1	5
9:00 AM	1	1	0	1	3	0	0	0	1	1	14	0	5	3	22
9:15 AM	0	1	0	0	1	0	0	0	0	0	3	0	1	3	7
Count Total	7	8	0	7	22	1	3	0	1	5	90	0	36	19	145
Peak Hr	4	4	0	5	13	1	2	0	0	3	72	0	26	12	110

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Rd				0				Del Mar Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0
7:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	4	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	13
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	13
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
9:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	10
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	3	4	0	0	0	8	0	0	0	0	0	0	0	0	7	22	0
Peak Hour	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	5	13	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Pine Valley Rd			Pine Valley Rd			0			Del Mar Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	3	0	0	0	0	0	0	0	0	1	0	5	0
Peak Hour	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0

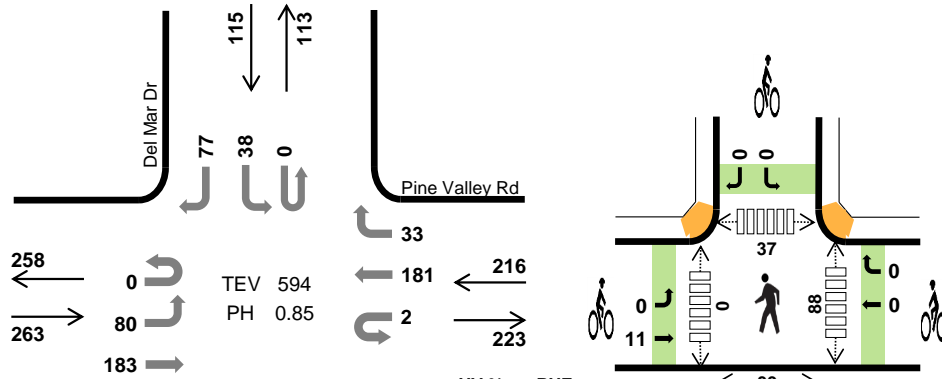
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Del Mar Dr Pine Valley Rd



Peak Hour

Date: 03/07/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
Pine Valley Rd	EB 3.0%	0.71
	WB 0.5%	0.81
	NB -	-
	SB 0.9%	0.80
TOTAL	1.7%	0.85

Two-Hour Count Summaries

Interval Start	Pine Valley Rd				Pine Valley Rd				0				Del Mar Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT				
1:30 PM	0	9	22	0	0	0	14	1	0	0	0	0	0	1	0	10	57	0	
1:45 PM	0	3	13	0	0	0	17	1	0	0	0	0	0	0	0	10	44	0	
2:00 PM	0	5	17	0	0	0	28	1	0	0	0	0	0	1	0	9	61	0	
2:15 PM	0	12	18	0	0	0	53	5	0	0	0	0	0	5	0	26	119	281	
2:30 PM	0	36	52	0	0	0	53	8	0	0	0	0	0	10	0	16	175	399	
2:45 PM	0	16	76	0	2	0	22	6	0	0	0	0	0	15	0	21	158	513	
3:00 PM	0	16	37	0	0	0	53	14	0	0	0	0	0	8	0	14	142	594	
3:15 PM	0	9	23	0	0	0	34	1	0	0	0	0	0	2	0	3	72	547	
Count Total	0	106	258	0	2	0	274	37	0	0	0	0	0	42	0	109	828	0	
Peak Hour	All	0	80	183	0	2	0	181	33	0	0	0	0	0	38	0	77	594	0
	HV	0	2	6	0	0	0	1	0	0	0	0	0	0	0	0	1	10	0
	HV%	-	3%	3%	-	0%	-	1%	0%	-	-	-	-	-	0%	-	1%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0
1:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2
2:00 PM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0
2:15 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4
2:30 PM	5	1	0	0	6	10	0	0	0	10	5	0	5	18	28
2:45 PM	1	0	0	0	1	1	0	0	0	1	22	0	11	10	43
3:00 PM	1	0	0	0	1	0	0	0	0	0	61	0	21	7	89
3:15 PM	3	2	0	0	5	0	0	0	0	0	6	0	1	4	11
Count Total	13	5	0	2	20	11	1	0	1	13	94	0	40	43	177
Peak Hr	8	1	0	1	10	11	0	0	0	11	88	0	37	39	164

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Pine Valley Rd				Pine Valley Rd				0				Del Mar Dr					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0		
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
2:30 PM	0	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0		
Count Total	0	6	7	0	0	0	4	1	0	0	0	0	0	0	0	2		
Peak Hour	0	2	6	0	0	0	1	0	0	0	0	0	0	0	0	1		

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Pine Valley Rd			Pine Valley Rd			0			Del Mar Dr					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	0			
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	0	10	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	11	0	0	1	0	0	0	0	1	0	0			
Peak Hour	0	11	0	0	0	0	0	0	0	0	0	0			

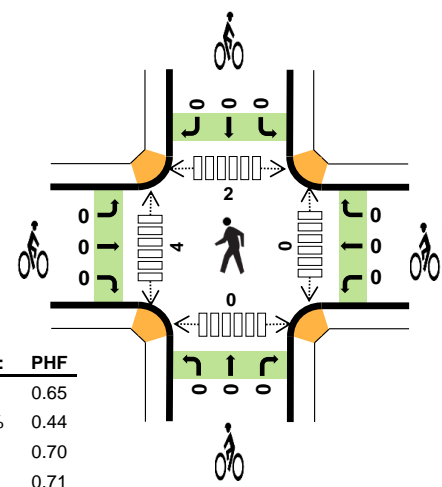
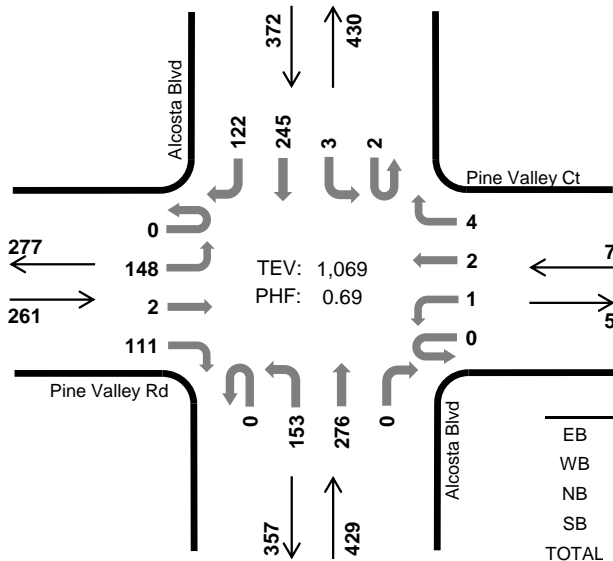
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Alcosta Blvd Pine Valley Rd



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.4%	0.65
WB	14.3%	0.44
NB	3.3%	0.70
SB	3.8%	0.71
TOTAL	2.8%	0.69

Two-Hour Count Summaries

Interval Start	Pine Valley Rd				Pine Valley Ct				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	14	0	21	0	0	0	0	1	27	20	0	0	0	37	15	135	0	
7:45 AM	0	19	0	28	0	0	1	0	0	31	46	0	1	0	45	21	192	0	
8:00 AM	0	23	1	29	0	0	0	0	0	60	74	0	1	0	68	46	302	0	
8:15 AM	0	76	0	25	0	0	1	1	0	54	99	0	0	1	82	48	387	1,016	
8:30 AM	0	30	1	29	0	1	0	3	0	8	57	0	0	2	50	7	188	1,069	
8:45 AM	0	13	0	13	0	0	0	0	1	8	37	0	0	0	45	15	132	1,009	
9:00 AM	0	23	1	11	0	1	1	1	0	12	42	0	1	0	35	17	145	852	
9:15 AM	0	17	0	10	0	0	1	1	0	8	40	0	1	1	36	4	119	584	
Count Total	0	215	3	166	0	2	4	6	2	208	415	0	4	4	398	173	1,600	0	
Peak Hour	All	0	148	2	111	0	1	2	4	0	153	276	0	2	3	245	122	1,069	0
	HV	0	0	0	1	0	0	0	1	0	5	9	0	1	1	12	0	30	0
	HV%	-	0%	0%	1%	-	0%	0%	25%	-	3%	3%	-	50%	33%	5%	0%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	0	0	3	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	4	2	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	5	5	10	0	0	0	0	0	0	1	1	0	2
8:15 AM	0	0	1	5	6	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	1	4	2	7	0	0	0	0	0	0	2	1	0	3
8:45 AM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	1	4	6	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	2	3	0	0	0	0	0	0	0	1	0	1
Count Total	4	1	17	28	50	0	0	0	0	0	0	4	3	0	7
Peak Hour	1	1	14	14	30	0	0	0	0	0	0	4	2	0	6

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Ct				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	0
7:45 AM	0	0	0	1	0	0	0	0	0	2	2	0	0	0	2	0	7	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	4	0	1	0	4	0	10	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	6	28
8:30 AM	0	0	0	0	0	0	0	1	0	1	3	0	0	1	1	0	7	30
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	2	6	29
9:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	4	0	6	25
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	22
Count Total	0	3	0	1	0	0	0	1	0	6	11	0	1	1	23	3	50	0
Peak Hour	0	0	0	1	0	0	0	1	0	5	9	0	1	1	12	0	30	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Pine Valley Rd			Pine Valley Ct			Alcosta Blvd			Alcosta Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

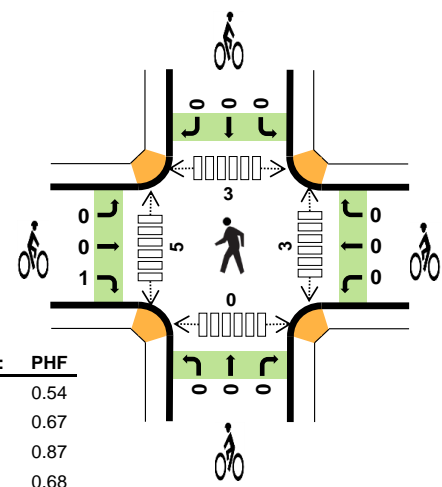
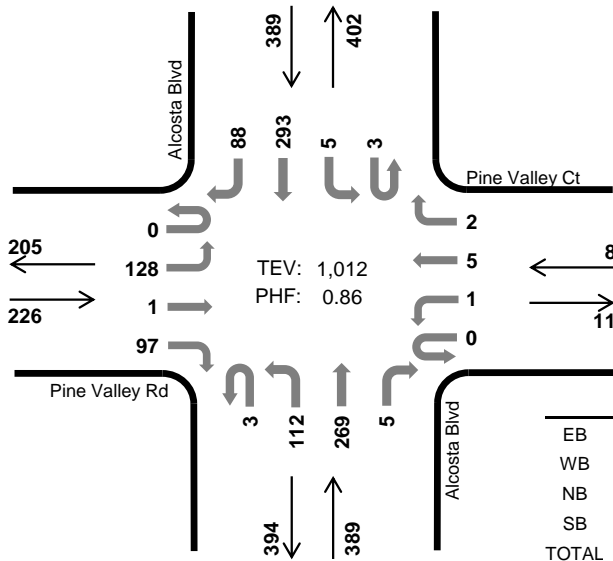
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Alcosta Blvd Pine Valley Rd



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	2.7%	0.54
WB	0.0%	0.67
NB	2.8%	0.87
SB	0.5%	0.68
TOTAL	1.9%	0.86

Two-Hour Count Summaries

Interval Start	Pine Valley Rd				Pine Valley Ct				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	7	0	8	0	0	0	1	0	7	53	0	2	2	40	12	132	0	
1:45 PM	0	7	0	3	0	0	0	0	0	12	59	1	0	0	49	12	143	0	
2:00 PM	0	6	0	15	0	0	0	0	1	18	42	0	0	0	39	18	139	0	
2:15 PM	0	7	0	13	0	0	0	0	0	27	54	0	1	0	43	18	163	577	
2:30 PM	0	21	0	17	0	0	3	0	1	36	75	0	0	1	51	22	227	672	
2:45 PM	0	16	0	27	0	0	1	2	1	34	69	2	2	4	101	35	294	823	
3:00 PM	0	69	1	34	0	1	0	0	0	22	60	2	1	0	74	23	287	971	
3:15 PM	0	22	0	19	0	0	1	0	1	20	65	1	0	0	67	8	204	1,012	
Count Total	0	155	1	136	0	1	5	3	4	176	477	6	6	7	464	148	1,589	0	
Peak Hour	All	0	128	1	97	0	1	5	2	3	112	269	5	3	5	293	88	1,012	0
	HV	0	5	0	1	0	0	0	0	0	2	9	0	0	0	2	0	19	0
	HV%	-	4%	0%	1%	-	0%	0%	0%	0%	2%	3%	0%	0%	0%	1%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	0	2	3	6	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	2	2	4	0	0	0	0	0	0	1	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	1	1	1	1	1	0	3
2:15 PM	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	3	1	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	2	0	3	0	5	0	0	0	0	0	0	4	0	0	4
3:00 PM	2	0	2	1	5	1	0	0	0	1	2	0	2	0	4
3:15 PM	1	0	3	0	4	0	0	0	0	0	1	1	1	0	3
Count Total	9	0	15	9	33	1	0	0	1	2	4	7	4	0	15
Peak Hour	6	0	11	2	19	1	0	0	0	1	3	5	3	0	11

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Ct				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	6	0
1:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	4	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	4	14
2:30 PM	0	1	0	0	0	0	0	0	0	1	2	0	0	0	1	0	5	13
2:45 PM	0	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	5	14
3:00 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0	5	19
3:15 PM	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4	19
Count Total	0	6	0	3	0	0	0	0	0	4	11	0	0	0	8	1	33	0
Peak Hour	0	5	0	1	0	0	0	0	0	2	9	0	0	0	2	0	19	0

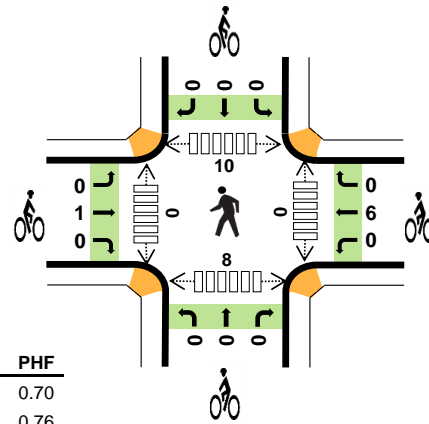
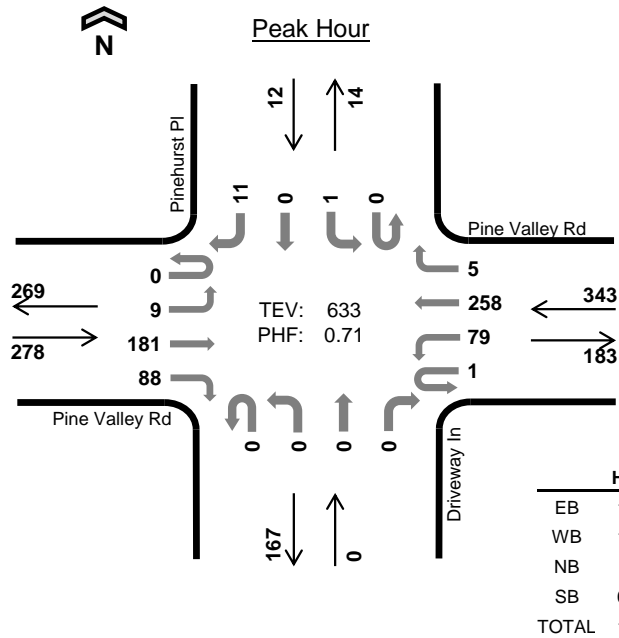
Two-Hour Count Summaries - Bikes																	
Interval Start	Pine Valley Rd			Pine Valley Ct			Alcosta Blvd			Alcosta Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0

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

Pinehurst PI Pine Valley Rd



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.1%	0.70
WB	1.5%	0.76
NB	-	-
SB	0.0%	0.30
TOTAL	1.3%	0.71

Two-Hour Count Summaries

Interval Start	Pine Valley Rd Eastbound				Pine Valley Rd Westbound				Driveway In Northbound				Pinehurst PI Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	32	10	0	4	52	0	0	0	0	0	0	0	0	0	98	0	
7:45 AM	0	1	53	15	0	14	57	0	0	0	0	0	0	0	0	1	141	0	
8:00 AM	0	2	46	19	1	28	71	3	0	0	0	0	0	1	0	0	171	0	
8:15 AM	0	6	50	44	0	33	78	2	0	0	0	0	0	0	0	10	223	633	
8:30 AM	0	1	28	5	0	3	36	0	0	0	0	0	0	1	1	1	76	611	
8:45 AM	0	0	16	1	0	6	19	0	0	0	0	0	0	2	0	1	45	515	
9:00 AM	0	1	22	13	4	11	25	1	0	0	0	0	0	0	0	1	78	422	
9:15 AM	0	0	13	1	0	3	23	0	0	0	0	0	0	0	0	1	41	240	
Count Total	0	11	260	108	5	102	361	6	0	0	0	0	0	4	1	15	873	0	
Peak Hour	All	0	9	181	88	1	79	258	5	0	0	0	0	0	1	0	11	633	0
	HV	0	0	2	1	0	1	4	0	0	0	0	0	0	0	0	0	8	0
	HV%	-	0%	1%	1%	0%	1%	2%	0%	-	-	-	-	-	0%	-	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	1	1	0	0	2	0	0	1	1	2
7:45 AM	2	1	0	0	3	0	2	0	0	2	0	0	3	4	7
8:00 AM	0	3	0	0	3	0	2	0	0	2	0	0	5	0	5
8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	3	4
8:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	2	1	3
8:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2
9:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	5	1	6
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	2	2	7
Count Total	5	10	0	0	15	1	8	0	0	9	0	3	21	12	36
Peak Hour	3	5	0	0	8	1	6	0	0	7	0	0	10	8	18

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Rd				Driveway In				Pinehurst PI				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	9
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
9:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	7
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
Count Total	0	0	4	1	0	1	9	0	0	0	0	0	0	0	0	0	15	0
Peak Hour	0	0	2	1	0	1	4	0	0	0	0	0	0	0	0	0	8	0

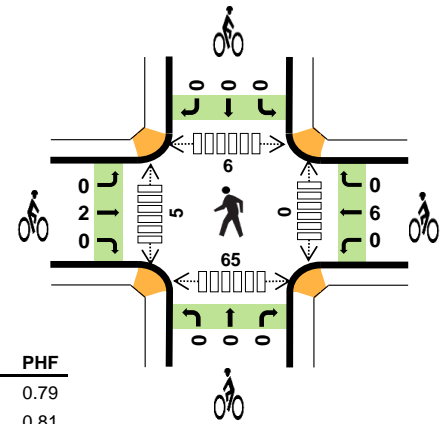
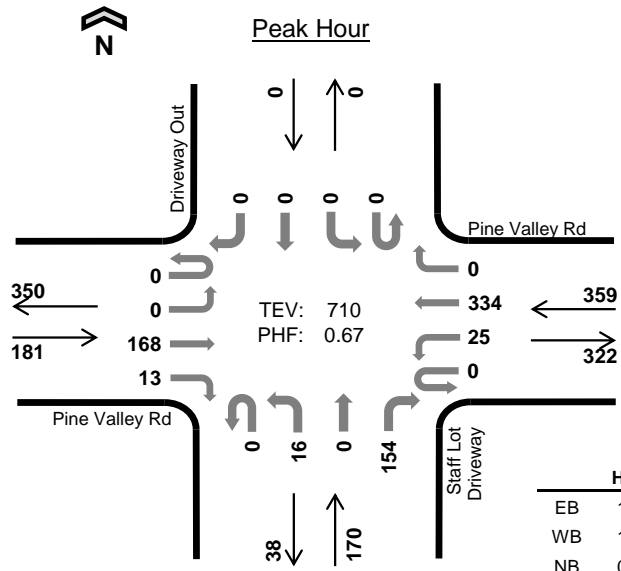
Two-Hour Count Summaries - Bikes																	
Interval Start	Pine Valley Rd			Pine Valley Rd			Driveway In			Pinehurst PI			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7	
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6	
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	1	0	0	8	0	0	0	0	0	0	0	0	0	9	0	
Peak Hour	0	1	0	0	6	0	0	0	0	0	0	0	0	0	7	0	

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

Driveway Out Pine Valley Rd



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.1%	0.79
WB	1.1%	0.81
NB	0.6%	0.44
SB	-	-
TOTAL	1.0%	0.67

Two-Hour Count Summaries

Interval Start	Pine Valley Rd				Pine Valley Rd				Staff Lot Driveway				Driveway Out				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	25	8	0	6	58	0	0	1	0	8	0	0	0	0	106	0	
7:45 AM	0	0	50	3	0	13	66	0	0	7	0	23	0	0	0	0	162	0	
8:00 AM	0	0	37	1	0	4	101	0	0	4	0	30	0	0	0	0	177	0	
8:15 AM	0	0	56	1	0	2	109	0	0	4	0	93	0	0	0	0	265	710	
8:30 AM	0	0	35	0	0	0	34	0	0	2	0	6	0	0	0	0	77	681	
8:45 AM	0	0	17	0	0	0	25	0	0	0	0	0	0	0	0	0	42	561	
9:00 AM	0	0	21	1	0	0	39	0	0	3	0	24	0	0	0	0	88	472	
9:15 AM	0	0	17	0	0	0	25	0	0	0	0	10	0	0	0	0	52	259	
Count Total	0	0	258	14	0	25	457	0	0	21	0	194	0	0	0	0	969	0	
Peak Hour	All	0	0	168	13	0	25	334	0	0	16	0	154	0	0	0	0	710	0
	HV	0	0	2	0	0	0	4	0	0	1	0	0	0	0	0	0	7	0
	HV%	-	-	1%	0%	-	0%	1%	-	-	6%	-	0%	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	2	0	0	2	0	0	1	4	5
8:00 AM	0	2	1	0	3	0	2	0	0	2	0	4	2	15	21
8:15 AM	0	1	0	0	1	1	1	0	0	2	0	1	3	46	50
8:30 AM	0	1	1	0	2	0	0	0	0	0	0	1	3	3	7
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
9:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	1	21	22
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	10	12
Count Total	4	6	3	0	13	2	6	0	0	8	0	6	13	99	118
Peak Hour	2	4	1	0	7	2	6	0	0	8	0	5	6	65	76

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Rd				Staff Lot Driveway				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	8
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
9:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	6
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	3	1	0	0	6	0	0	3	0	0	0	0	0	0	13	0
Peak Hour	0	0	2	0	0	0	4	0	0	1	0	0	0	0	0	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Pine Valley Rd			Pine Valley Rd			Staff Lot Driveway			Driveway Out			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	8	0
Peak Hour	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	8	0

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

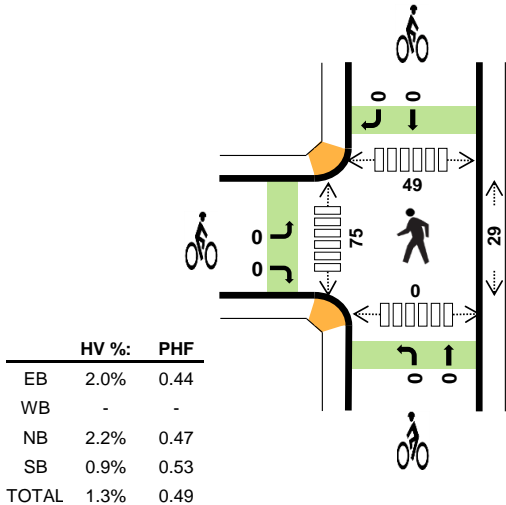
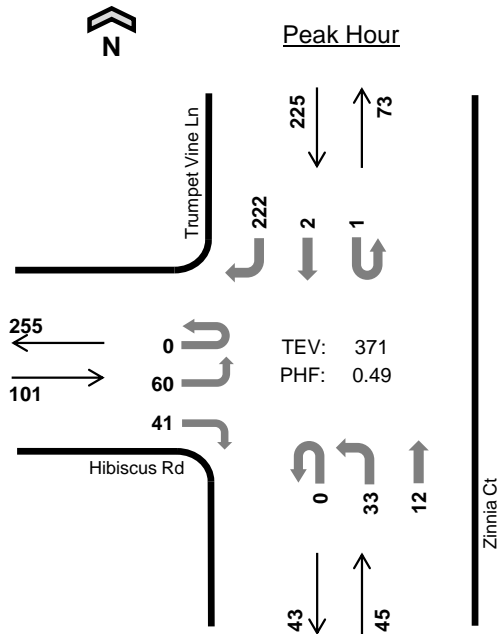
Trumpet Vine Ln Hibiscus Rd



Date: 03/02/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Hibiscus Rd				0				Zinnia Ct				Trumpet Vine Ln				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	7	0	1	0	0	0	0	0	3	0	0	0	0	0	13	24	0	
7:45 AM	0	25	0	32	0	0	0	0	0	22	2	0	0	0	0	107	188	0	
8:00 AM	0	12	0	3	0	0	0	0	0	10	5	0	0	0	1	88	119	0	
8:15 AM	0	12	0	4	0	0	0	0	0	0	4	0	0	0	1	7	28	359	
8:30 AM	0	11	0	2	0	0	0	0	0	1	1	0	1	0	0	20	36	371	
8:45 AM	0	6	0	1	0	0	0	0	0	0	1	0	0	0	1	27	36	219	
9:00 AM	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	8	15	115	
9:15 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	4	91	
Count Total	0	77	0	44	0	0	0	0	0	40	13	0	1	0	3	272	450	0	
Peak Hour	All	0	60	0	41	0	0	0	0	0	33	12	0	1	0	2	222	371	0
	HV	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	2	5	0
	HV%	-	2%	-	2%	-	-	-	-	-	0%	8%	-	0%	-	0%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	19	52	32	0	103
8:00 AM	1	0	0	1	2	0	0	0	0	0	4	15	8	0	27
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	1	0	1	1	3	0	0	0	0	0	6	7	9	0	22
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	1	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
Count Total	2	0	1	2	5	0	0	0	0	0	30	93	51	1	175
Peak Hr	2	0	1	2	5	0	0	0	0	0	29	75	49	0	153

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Hibiscus Rd				0				Zinnia Ct				Trumpet Vine Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	2	5	0
Peak Hour	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	2	5	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Hibiscus Rd				0				Zinnia Ct				Trumpet Vine Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT	RT	LT	TH	RT	RT	LT	TH	RT	RT	LT	TH	RT	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

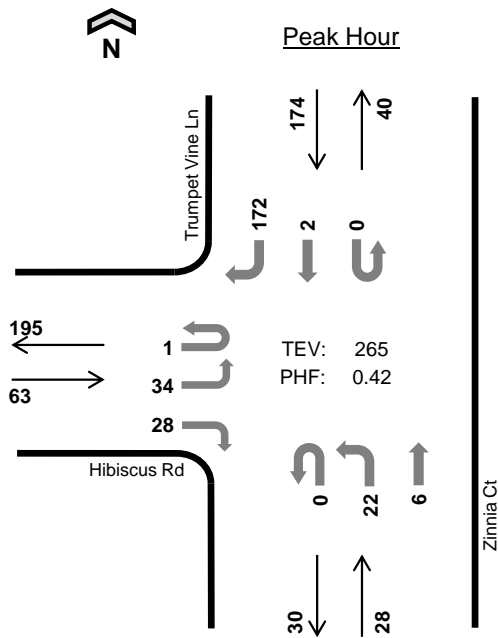
Trumpet Vine Ln Hibiscus Rd



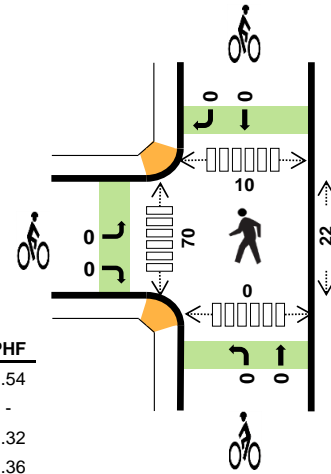
Date: 03/02/2023

Count Period: 1:10 PM to 3:10 PM

Peak Hour: 1:55 PM to 2:55 PM



	HV %:	PHF
EB	0.0%	0.54
WB	-	-
NB	0.0%	0.32
SB	0.6%	0.36
TOTAL	0.4%	0.42



Two-Hour Count Summaries

Interval Start	Hibiscus Rd				0				Zinnia Ct				Trumpet Vine Ln				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:10 PM	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	5	15	0	
1:25 PM	1	1	0	2	0	0	0	0	0	3	1	0	0	0	0	15	23	0	
1:40 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	4	10	0	
1:55 PM	1	9	0	19	0	0	0	0	0	1	1	0	0	0	2	6	39	87	
2:10 PM	0	8	0	6	0	0	0	0	0	17	5	0	0	0	0	120	156	228	
2:25 PM	0	11	0	3	0	0	0	0	0	3	0	0	0	0	0	35	52	257	
2:40 PM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	11	18	265	
2:55 PM	0	5	0	3	0	0	0	0	0	1	0	0	0	0	0	11	20	246	
Count Total	3	53	0	34	0	0	0	0	0	27	7	0	0	0	2	207	333	0	
Peak Hour	All	1	34	0	28	0	0	0	0	0	22	6	0	0	0	2	172	265	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
	HV%	0%	0%	-	0%	-	-	-	-	-	0%	0%	-	-	-	0%	1%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 PM	0	0	0	2	2	0	0	0	0	0	0	3	7	0	10
1:40 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:55 PM	0	0	0	0	0	0	0	0	0	0	2	12	6	0	20
2:10 PM	0	0	0	1	1	0	0	0	0	0	19	53	4	0	76
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
2:40 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
Count Total	0	0	0	3	3	0	0	0	0	0	23	77	18	0	118
Peak Hr	0	0	0	1	1	0	0	0	0	0	22	70	10	0	102

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Hibiscus Rd				0				Zinnia Ct				Trumpet Vine Ln					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
1:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Hibiscus Rd			0			Zinnia Ct			Trumpet Vine Ln					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

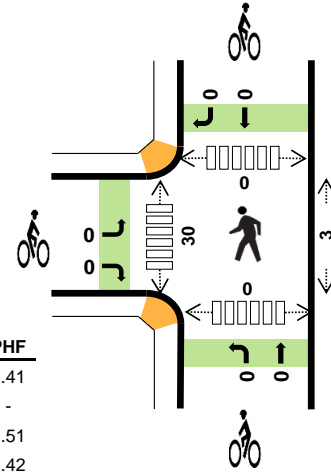
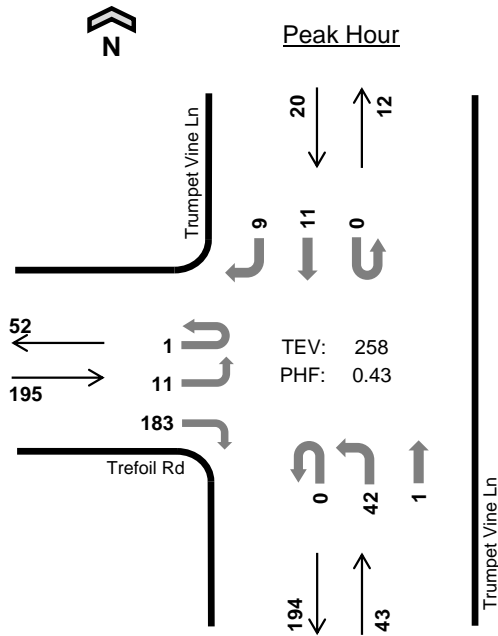
Trumpet Vine Ln Trefoil Rd



Date: 03/02/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.5%	0.41
WB	-	-
NB	0.0%	0.51
SB	0.0%	0.42
TOTAL	0.4%	0.43

Two-Hour Count Summaries

Interval Start	Trefoil Rd				0				Trumpet Vine Ln				Trumpet Vine Ln				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	42	0	0	0	0	0	2	0	0	0	0	1	1	46	0	
7:45 AM	1	0	0	118	0	0	0	0	0	18	1	0	0	0	9	3	150	0	
8:00 AM	0	6	0	11	0	0	0	0	0	21	0	0	0	0	0	2	40	0	
8:15 AM	0	5	0	12	0	0	0	0	0	1	0	0	0	0	1	3	22	258	
8:30 AM	0	2	0	16	0	0	0	0	0	7	1	0	0	0	1	1	28	240	
8:45 AM	0	1	0	9	0	0	0	0	0	2	1	0	0	0	0	0	13	103	
9:00 AM	1	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	6	69	
9:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	49	
Count Total	2	15	0	213	0	0	0	0	0	52	3	0	0	0	12	10	307	0	
Peak Hour	All	1	11	0	183	0	0	0	0	0	42	1	0	0	0	11	9	258	0
	HV	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	0%	0%	-	1%	-	-	-	-	-	0%	0%	-	-	-	0%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	3	24	0	0	27
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
Count Total	2	0	0	0	2	0	0	0	0	0	5	34	1	2	42
Peak Hr	1	0	0	0	1	0	0	0	0	0	3	30	0	0	33

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Trefoil Rd				0				Trumpet Vine Ln				Trumpet Vine Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Trefoil Rd			0			Trumpet Vine Ln			Trumpet Vine Ln			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

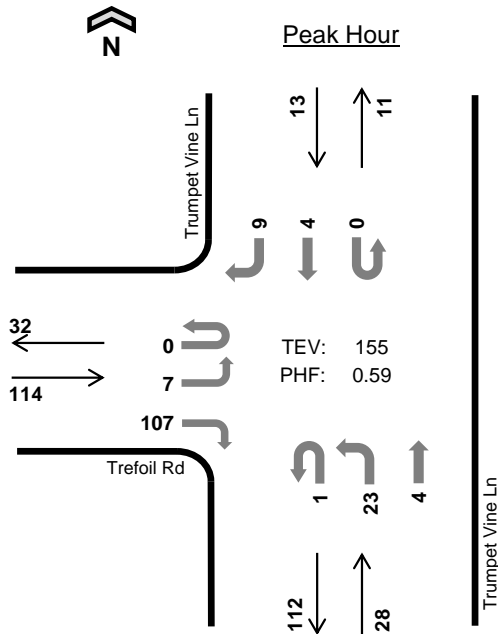
Trumpet Vine Ln Trefoil Rd



Date: 03/02/2023

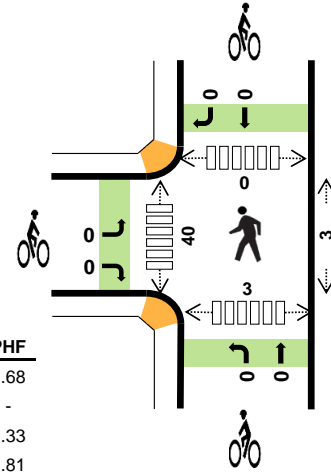
Count Period: 1:30 PM to 3:30 PM

Peak Hour: 1:45 PM to 2:45 PM



TEV: 155
PHF: 0.59

	HV %:	PHF
EB	0.9%	0.68
WB	-	-
NB	0.0%	0.33
SB	0.0%	0.81
TOTAL	0.6%	0.59



Two-Hour Count Summaries

Interval Start	Trefoil Rd				0				Trumpet Vine Ln				Trumpet Vine Ln				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	2	0	6	0	0	0	0	0	1	1	0	0	0	0	2	12	0	
1:45 PM	0	2	0	12	0	0	0	0	0	2	2	0	0	0	2	1	21	0	
2:00 PM	0	1	0	16	0	0	0	0	0	2	1	0	0	0	0	3	23	0	
2:15 PM	0	1	0	40	0	0	0	0	0	0	0	0	0	0	1	3	45	101	
2:30 PM	0	3	0	39	0	0	0	0	1	19	1	0	0	0	1	2	66	155	
2:45 PM	0	3	0	6	0	0	0	0	0	1	1	0	0	0	0	3	14	148	
3:00 PM	0	3	0	5	0	0	0	0	0	1	1	0	0	0	1	2	13	138	
3:15 PM	0	2	0	13	0	0	0	0	0	2	0	0	0	0	0	1	18	111	
Count Total	0	17	0	137	0	0	0	0	1	28	7	0	0	0	5	17	212	0	
Peak Hour	All	0	7	0	107	0	0	0	0	1	23	4	0	0	0	4	9	155	0
	HV	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	0%	-	1%	-	-	-	-	0%	0%	0%	-	-	-	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
2:00 PM	1	0	0	0	1	0	0	0	0	0	1	5	0	0	6
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	2	7
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	29	0	1	31
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Count Total	3	0	0	0	3	0	0	0	0	0	7	40	3	3	53
Peak Hr	1	0	0	0	1	0	0	0	0	0	3	40	0	3	46

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Trefoil Rd				0				Trumpet Vine Ln				Trumpet Vine Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0

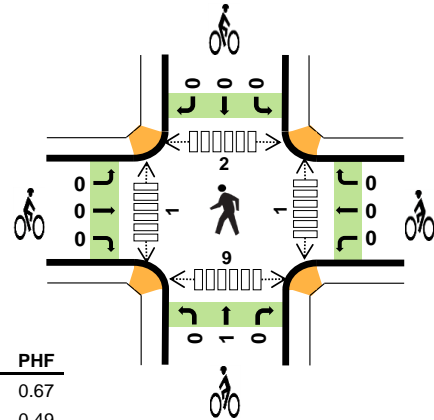
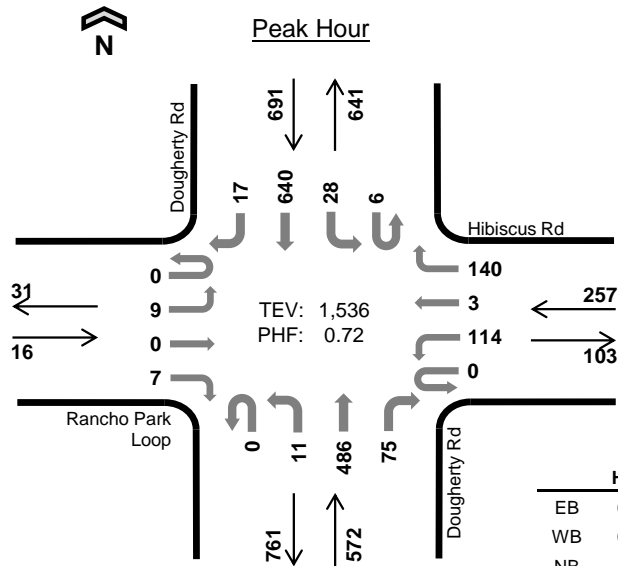
Two-Hour Count Summaries - Bikes															
Interval Start	Trefoil Rd			0			Trumpet Vine Ln			Trumpet Vine Ln			15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Dougherty Rd Hibiscus Rd



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.67
WB	0.8%	0.49
NB	1.7%	0.74
SB	0.6%	0.81
TOTAL	1.0%	0.72

Two-Hour Count Summaries

Interval Start	Rancho Park Loop				Hibiscus Rd				Dougherty Rd				Dougherty Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	0	1	0	10	0	7	0	1	78	7	1	1	127	5	239	0	
7:45 AM	0	2	0	0	0	63	0	67	0	5	146	42	6	21	182	3	537	0	
8:00 AM	0	4	0	2	0	38	3	57	0	2	126	11	0	1	191	8	443	0	
8:15 AM	0	3	0	3	0	3	0	4	0	2	118	13	0	4	142	3	295	1,514	
8:30 AM	0	0	0	2	0	10	0	12	0	2	96	9	0	2	125	3	261	1,536	
8:45 AM	0	2	0	5	0	19	0	8	0	2	71	7	0	0	101	5	220	1,219	
9:00 AM	0	7	0	3	0	5	1	5	0	1	57	2	0	2	101	1	185	961	
9:15 AM	0	5	0	2	0	2	0	1	0	2	65	0	0	1	89	1	168	834	
Count Total	0	24	0	18	0	150	4	161	0	17	757	91	7	32	1,058	29	2,348	0	
Peak Hour	All	0	9	0	7	0	114	3	140	0	11	486	75	6	28	640	17	1,536	0
	HV	0	0	0	0	0	1	0	1	0	0	8	2	0	0	4	0	16	0
	HV%	-	0%	-	0%	-	1%	0%	1%	-	0%	2%	3%	0%	0%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	2	2	4	
8:00 AM	0	1	4	2	7	0	0	0	0	0	1	0	0	2	3	
8:15 AM	0	0	3	1	4	0	0	1	0	1	0	0	0	1	1	
8:30 AM	0	1	1	1	3	0	0	0	0	0	0	1	0	4	5	
8:45 AM	0	0	2	1	3	0	0	0	0	0	0	1	0	5	6	
9:00 AM	0	0	0	2	2	0	0	0	0	0	1	2	0	1	4	
9:15 AM	0	0	0	1	1	0	0	0	0	0	2	1	0	4	7	
Count Total	0	2	12	8	22	0	0	1	0	1	4	5	2	21	32	
Peak Hour	0	2	10	4	16	0	0	1	0	1	1	1	2	9	13	

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Rancho Park Loop				Hibiscus Rd				Dougherty Rd				Dougherty Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	
8:00 AM	0	0	0	0	0	1	0	0	0	0	3	1	0	0	2	0	7	
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Count Total	0	0	0	0	0	1	0	1	0	0	10	2	0	0	8	0	22	
Peak Hour	0	0	0	0	0	1	0	1	0	0	8	2	0	0	4	0	16	

Two-Hour Count Summaries - Bikes																
Interval Start	Rancho Park Loop			Hibiscus Rd			Dougherty Rd			Dougherty Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

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

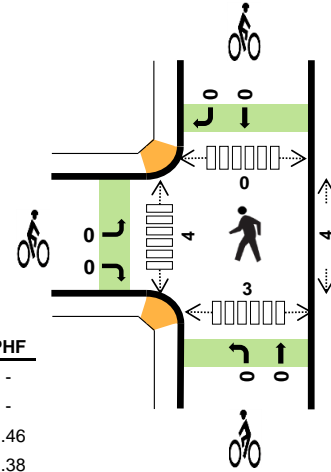
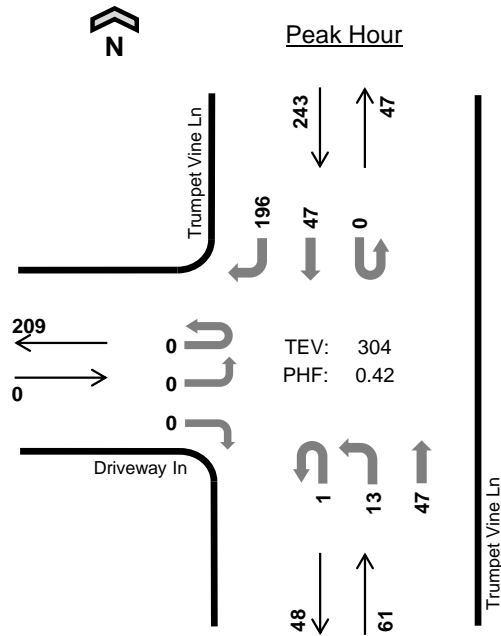
Trumpet Vine Ln Driveway In



Date: 03/07/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	-	-
NB	0.0%	0.46
SB	0.8%	0.38
TOTAL	0.7%	0.42

Two-Hour Count Summaries

Interval Start	Driveway In				0				Trumpet Vine Ln				Trumpet Vine Ln				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	39	45	0	
7:45 AM	0	0	0	0	0	0	0	0	0	3	19	0	0	0	29	131	182	0	
8:00 AM	0	0	0	0	0	0	0	0	0	9	24	0	0	0	8	20	61	0	
8:15 AM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	6	6	16	304	
8:30 AM	0	0	0	0	0	0	0	0	0	2	9	0	0	0	3	18	32	291	
8:45 AM	0	0	0	0	0	0	0	0	0	3	4	0	0	0	2	7	16	125	
9:00 AM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	3	2	9	73	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	58	
Count Total	0	0	0	0	0	0	0	0	2	19	62	0	0	0	56	223	362	0	
Peak Hour	All	0	0	0	0	0	0	0	0	1	13	47	0	0	0	47	196	304	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
	HV%	-	-	-	-	-	-	-	-	0%	0%	0%	-	-	-	0%	1%	1%	0

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

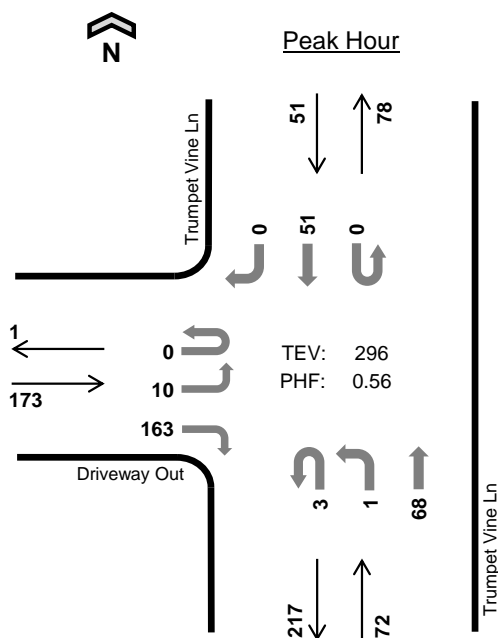
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	2	1	0	2	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	1	1	2	2	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	1	7
Count Total	0	0	0	2	2	0	0	0	1	1	8	14	0	4	26
Peak Hr	0	0	0	2	2	0	0	0	0	0	4	4	0	3	11

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Driveway In				0				Trumpet Vine Ln				Trumpet Vine Ln					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		

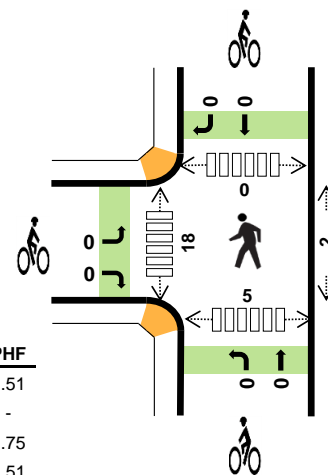
Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Driveway In			0			Trumpet Vine Ln			Trumpet Vine Ln					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	1	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0			

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

Trumpet Vine Ln Driveway Out



Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.6%	0.51
WB	-	-
NB	2.8%	0.75
SB	2.0%	0.51
TOTAL	1.4%	0.56

Two-Hour Count Summaries

Interval Start	Driveway Out				0				Trumpet Vine Ln				Trumpet Vine Ln				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	16	0	0	0	0	1	0	6	0	0	0	5	0	28	0	
7:45 AM	0	1	0	84	0	0	0	0	1	0	22	0	0	0	25	0	133	0	
8:00 AM	0	2	0	57	0	0	0	0	0	0	24	0	0	0	19	0	102	0	
8:15 AM	0	2	0	7	0	0	0	0	0	0	13	0	0	0	3	0	25	288	
8:30 AM	0	5	0	15	0	0	0	0	2	1	9	0	0	0	4	0	36	296	
8:45 AM	0	2	0	24	0	0	0	0	0	0	5	0	0	0	2	0	33	196	
9:00 AM	0	0	0	6	0	0	0	0	1	0	4	0	0	0	1	0	12	106	
9:15 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	84	
Count Total	0	13	0	211	0	0	0	0	5	1	83	0	0	0	59	0	372	0	
Peak Hour	All	0	10	0	163	0	0	0	0	3	1	68	0	0	0	51	0	296	0
	HV	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	0
	HV%	-	0%	-	1%	-	-	-	-	0%	0%	3%	-	-	-	2%	-	1%	0

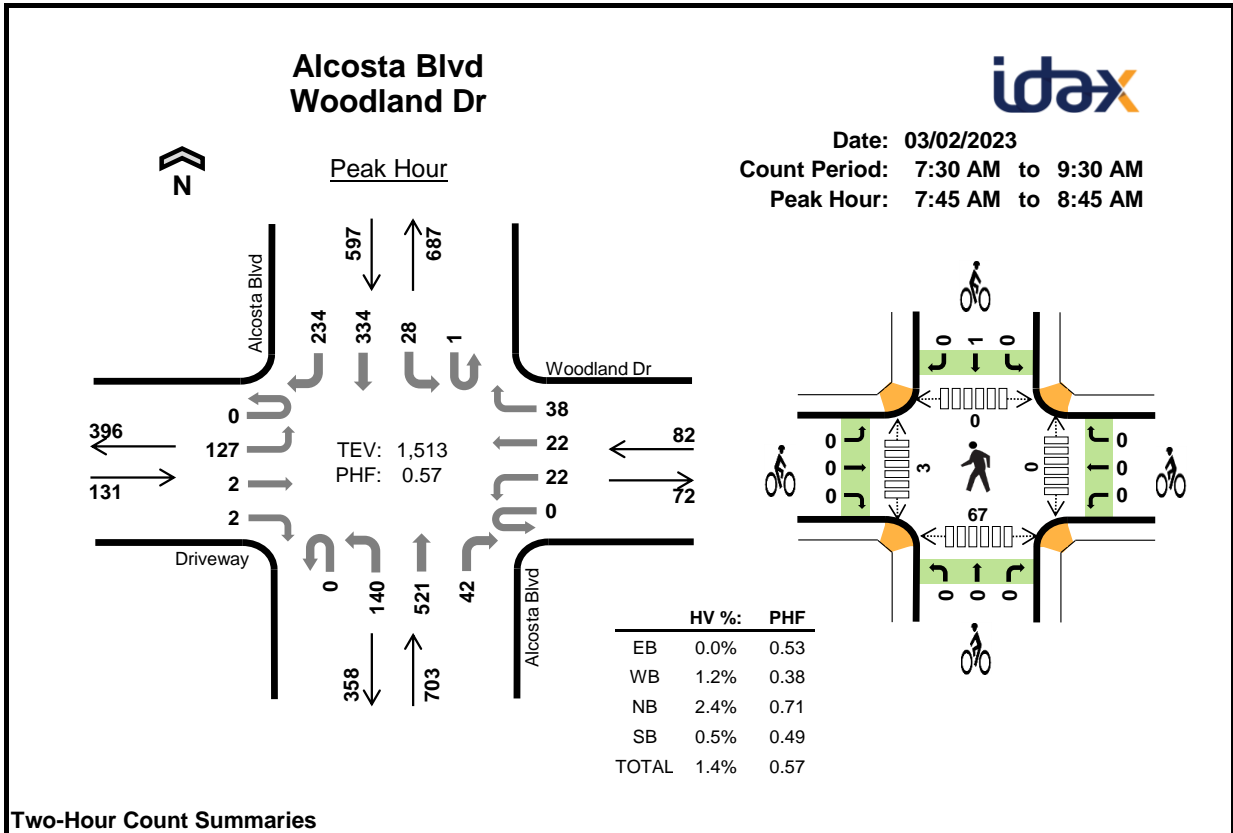
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	1	15	0	5	21
8:00 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	2	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Count Total	1	0	2	1	4	0	0	0	0	0	3	22	0	7	32
Peak Hr	1	0	2	1	4	0	0	0	0	0	2	18	0	5	25

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Driveway Out				0				Trumpet Vine Ln				Trumpet Vine Ln					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Driveway Out			0			Trumpet Vine Ln			Trumpet Vine Ln					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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



Two-Hour Count Summaries

Interval Start	Driveway				Woodland Dr				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	10	0	0	0	2	1	7	0	11	85	1	0	2	42	24	185	0	
7:45 AM	0	41	0	0	0	5	1	8	0	65	92	4	0	6	59	108	389	0	
8:00 AM	0	60	2	0	0	9	21	24	0	60	159	29	0	15	170	117	666	0	
8:15 AM	0	25	0	2	0	4	0	5	0	13	138	4	1	5	53	7	257	1,497	
8:30 AM	0	1	0	0	0	4	0	1	0	2	132	5	0	2	52	2	201	1,513	
8:45 AM	0	2	0	0	0	3	0	3	0	1	135	1	0	4	66	1	216	1,340	
9:00 AM	0	2	1	0	0	2	0	4	0	3	101	1	0	3	59	3	179	853	
9:15 AM	0	1	0	1	0	2	0	2	0	1	97	1	0	0	69	1	175	771	
Count Total	0	142	3	3	0	31	23	54	0	156	939	46	1	37	570	263	2,268	0	
Peak Hour	All	0	127	2	2	0	22	22	38	0	140	521	42	1	28	334	234	1,513	0
	HV	0	0	0	0	0	1	0	0	0	0	17	0	0	0	3	0	21	0
	HV%	-	0%	0%	0%	-	5%	0%	0%	-	0%	3%	0%	0%	0%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	2	3	6	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	3	0	4	0	0	0	0	0	0	2	0	14	16
8:00 AM	0	0	4	2	6	0	0	0	1	1	0	0	0	50	50
8:15 AM	0	0	5	1	6	0	0	0	0	0	0	0	0	3	3
8:30 AM	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	1	5	6	0	0	0	0	0	1	0	0	0	1
9:00 AM	0	0	7	1	8	0	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	1	1	29	13	44	0	0	0	1	1	1	3	0	68	72
Peak Hour	0	1	17	3	21	0	0	0	1	1	0	3	0	67	70

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Woodland Dr				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	3	0	6	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	6	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	22
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	21
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	23
9:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	8	25
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	22
Count Total	0	1	0	0	0	1	0	0	0	0	1	28	0	0	0	13	44	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	17	0	0	0	3	21	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Woodland Dr			Alcosta Blvd			Alcosta Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0

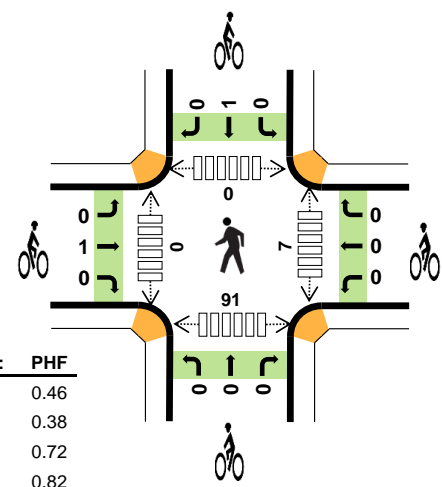
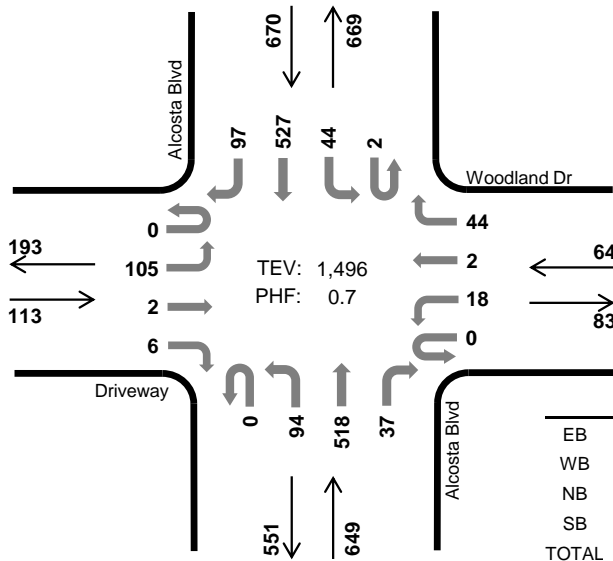
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Alcosta Blvd Woodland Dr



Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	0.0%	0.46
WB	0.0%	0.38
NB	1.7%	0.72
SB	0.4%	0.82
TOTAL	0.9%	0.70

Two-Hour Count Summaries

Interval Start	Driveway				Woodland Dr				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	5	0	1	0	1	0	3	0	3	93	1	0	5	101	5	218	0	
1:45 PM	0	1	0	3	0	1	0	1	0	2	93	1	0	3	87	2	194	0	
2:00 PM	0	0	0	2	0	2	0	3	0	9	87	1	0	3	103	11	221	0	
2:15 PM	0	2	0	2	0	1	0	3	1	16	95	6	0	3	110	15	254	887	
2:30 PM	0	2	0	1	0	1	0	3	0	20	94	9	0	14	123	27	294	963	
2:45 PM	0	58	1	2	0	14	2	26	0	44	159	22	1	21	145	37	532	1,301	
3:00 PM	0	33	1	1	0	2	0	9	0	21	144	3	1	2	126	20	363	1,443	
3:15 PM	0	12	0	2	0	1	0	6	0	9	121	3	0	7	133	13	307	1,496	
Count Total	0	113	2	14	0	23	2	54	1	124	886	46	2	58	928	130	2,383	0	
Peak Hour	All	0	105	2	6	0	18	2	44	0	94	518	37	2	44	527	97	1,496	0
	HV	0	0	0	0	0	0	0	0	0	0	11	0	0	0	3	0	14	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	2%	0%	0%	0%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0
1:45 PM	1	0	4	3	8	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	1	2	0	0	2	0	2	0	0	0	0	0
2:15 PM	0	0	2	3	5	0	0	1	1	2	0	0	0	0	0
2:30 PM	0	0	0	2	2	0	0	0	0	0	1	0	0	1	2
2:45 PM	0	0	1	0	1	0	0	0	0	0	6	0	0	81	87
3:00 PM	0	0	5	0	5	1	0	0	1	2	0	0	0	9	9
3:15 PM	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	18	11	30	1	0	3	4	8	7	0	0	91	98
Peak Hour	0	0	11	3	14	1	0	0	1	2	7	0	0	91	98

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Woodland Dr				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
1:45 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	3	0	8	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	16
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	17
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	13
3:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	14
Count Total	0	0	0	1	0	0	0	0	0	0	18	0	0	0	9	2	30	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	11	0	0	0	3	0	14	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Woodland Dr			Alcosta Blvd			Alcosta Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
2:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	6	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	4	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	1	0	0	0	0	0	0	3	0	0	0	4	0	8	0	
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	

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

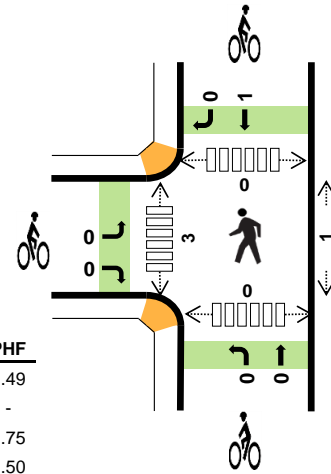
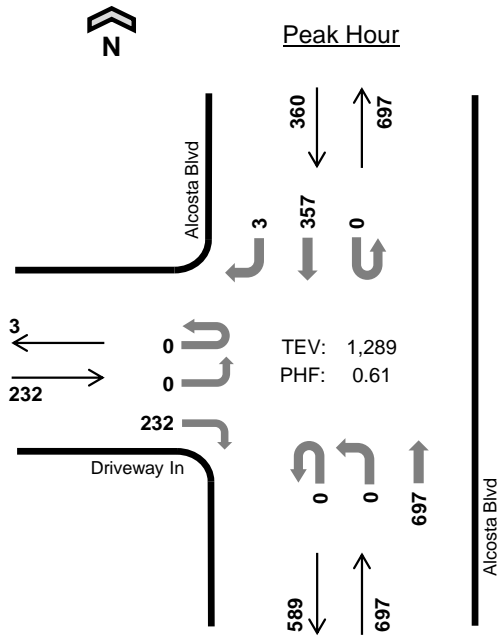
Alcosta Blvd Driveway In



Date: 03/02/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.49
WB	-	-
NB	1.7%	0.75
SB	0.8%	0.50
TOTAL	1.2%	0.61

Two-Hour Count Summaries

Interval Start	Driveway In			0			Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	8	0	0	0	0	0	0	103	0	0	0	45	0	156	0
7:45 AM	0	0	0	72	0	0	0	0	0	0	172	0	0	0	62	0	306	0
8:00 AM	0	0	0	119	0	0	0	0	0	0	233	0	0	0	177	3	532	0
8:15 AM	0	0	0	37	0	0	0	0	0	0	160	0	0	0	62	0	259	1,253
8:30 AM	0	0	0	4	0	0	0	0	0	0	132	0	0	0	56	0	192	1,289
8:45 AM	0	0	0	2	0	0	0	0	0	0	133	0	0	0	66	1	202	1,185
9:00 AM	0	0	0	4	0	0	0	0	0	0	105	0	0	0	58	0	167	820
9:15 AM	0	0	0	0	0	0	0	0	0	0	103	0	0	0	70	0	173	734
Count Total	0	0	0	246	0	0	0	0	0	0	1,141	0	0	0	596	4	1,987	0
Peak Hour	All	0	0	0	232	0	0	0	0	0	697	0	0	0	357	3	1,289	0
	HV	0	0	0	0	0	0	0	0	0	12	0	0	0	3	0	15	0
	HV%	-	-	-	0%	-	-	-	-	-	2%	-	-	-	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	1	2	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	3	1	4	0	0	0	1	1	1	1	0	0	2
8:15 AM	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	5	5	0	0	0	0	0	1	1	0	0	2
9:00 AM	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	22	14	36	0	0	0	1	1	2	4	0	0	6
Peak Hr	0	0	12	3	15	0	0	0	1	1	1	3	0	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway In				0				Alcosta Blvd				Alcosta Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7	21
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	15
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7	21
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	15
Count Total	0	0	0	0	0	0	0	0	0	0	22	0	0	0	14	0	36	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	12	0	0	0	3	0	15	0

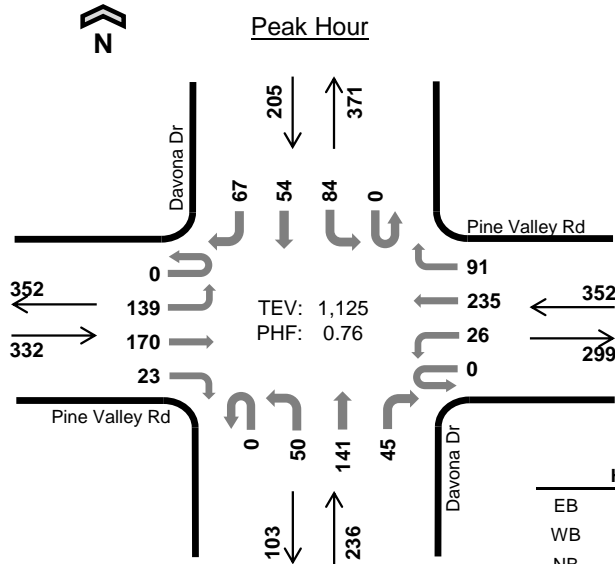
Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway In			0			Alcosta Blvd			Alcosta Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0

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

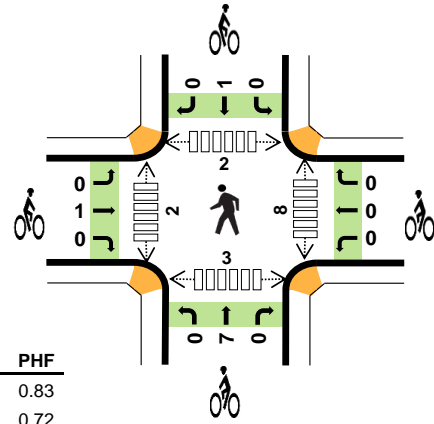
Davona Dr Pine Valley Rd



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



TEV: 1,125
 PHF: 0.76



	HV %:	PHF
EB	1.2%	0.83
WB	0.6%	0.72
NB	0.8%	0.75
SB	1.5%	0.67
TOTAL	1.0%	0.76

Two-Hour Count Summaries

Interval Start	Pine Valley Rd Eastbound				Pine Valley Rd Westbound				Davona Dr Northbound				Davona Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	8	38	3	0	3	46	8	0	8	13	9	0	15	7	7	165	0	
7:45 AM	0	8	83	7	0	9	70	43	0	18	35	26	0	57	10	6	372	0	
8:00 AM	0	58	20	7	0	9	60	25	0	14	45	5	0	1	14	12	270	0	
8:15 AM	0	65	29	6	0	5	59	15	0	10	48	5	0	11	23	42	318	1,125	
8:30 AM	0	4	14	5	0	7	45	1	0	16	5	9	0	3	17	26	152	1,112	
8:45 AM	0	8	19	6	0	1	48	2	0	13	5	3	0	1	5	10	121	861	
9:00 AM	0	13	19	6	0	2	32	3	0	14	6	2	0	2	4	4	107	698	
9:15 AM	0	6	14	8	0	2	35	1	0	7	3	2	0	3	3	14	98	478	
Count Total	0	170	236	48	0	38	395	98	0	100	160	61	0	93	83	121	1,603	0	
Peak Hour	All	0	139	170	23	0	26	235	91	0	50	141	45	0	84	54	67	1,125	0
	HV	0	1	1	2	0	0	2	0	0	1	1	0	0	1	2	0	11	0
	HV%	-	1%	1%	9%	-	0%	1%	0%	-	2%	1%	0%	-	1%	4%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	1	0	3	0	0	0	1	1	0	0	0	1	1
7:45 AM	1	0	1	2	4	1	0	2	0	3	4	1	2	1	8
8:00 AM	0	0	0	0	0	0	0	3	0	3	2	0	0	1	3
8:15 AM	3	0	0	1	4	0	0	2	0	2	2	1	0	0	3
8:30 AM	1	2	3	0	6	0	0	0	0	0	1	1	0	0	2
8:45 AM	1	2	1	0	4	0	0	0	0	0	0	1	0	1	2
9:00 AM	2	2	0	2	6	0	0	0	0	0	0	0	0	0	0
9:15 AM	2	2	0	0	4	0	5	0	0	5	4	0	0	1	5
Count Total	10	10	6	5	31	1	5	7	1	14	13	4	2	5	24
Peak Hour	4	2	2	3	11	1	0	7	1	9	8	2	2	3	15

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Pine Valley Rd				Pine Valley Rd				Davona Dr				Davona Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	0	
7:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	4	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	11
8:30 AM	0	0	1	0	0	0	2	0	0	2	0	1	0	0	0	0	6	14	
8:45 AM	0	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	4	14	
9:00 AM	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	6	20	
9:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	20	
Count Total	0	2	5	3	0	0	10	0	0	4	1	1	0	2	3	0	31	0	
Peak Hour	0	1	1	2	0	0	2	0	0	1	1	0	0	1	2	0	11	0	

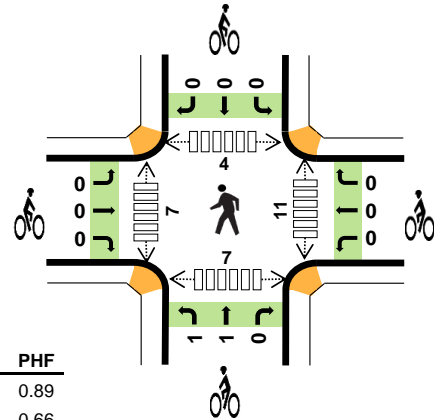
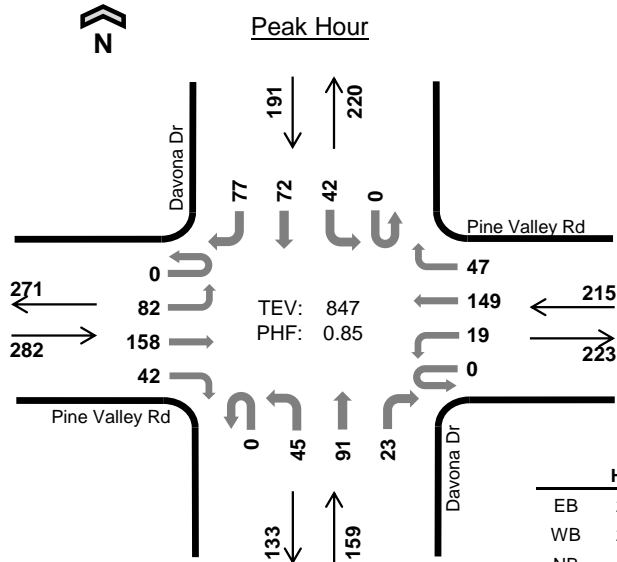
Two-Hour Count Summaries - Bikes																	
Interval Start	Pine Valley Rd			Pine Valley Rd			Davona Dr			Davona Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
7:45 AM	0	1	0	0	0	0	0	0	2	0	0	0	3	0			
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	0			
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	9			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
9:15 AM	0	0	0	0	5	0	0	0	0	0	0	0	5	5			
Count Total	0	1	0	0	5	0	0	7	0	0	1	0	14	0			
Peak Hour	0	1	0	0	0	0	0	7	0	0	1	0	9	0			

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

Davona Dr Pine Valley Rd



Date: 03/02/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	2.8%	0.89
WB	2.3%	0.66
NB	1.3%	0.63
SB	0.5%	0.76
TOTAL	1.9%	0.85

Two-Hour Count Summaries

Interval Start	Pine Valley Rd Eastbound				Pine Valley Rd Westbound				Davona Dr Northbound				Davona Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	5	16	9	0	2	26	1	0	10	3	3	0	1	7	4	87	0	
1:45 PM	0	9	21	4	0	3	25	1	0	6	3	3	0	0	3	6	84	0	
2:00 PM	0	6	38	12	0	2	28	1	0	6	4	3	0	3	1	5	109	0	
2:15 PM	0	13	50	10	0	5	14	2	0	3	14	5	0	14	6	13	149	429	
2:30 PM	0	20	34	16	0	3	54	25	0	18	39	6	0	6	18	10	249	591	
2:45 PM	0	30	44	5	0	5	34	11	0	15	20	4	0	8	29	24	229	736	
3:00 PM	0	19	30	11	0	6	47	9	0	9	18	8	0	14	19	30	220	847	
3:15 PM	0	8	16	13	0	5	47	1	0	8	10	9	0	1	4	12	134	832	
Count Total	0	110	249	80	0	31	275	51	0	75	111	41	0	47	87	104	1,261	0	
Peak Hour	All	0	82	158	42	0	19	149	47	0	45	91	23	0	42	72	77	847	0
	HV	0	3	3	2	0	1	1	3	0	1	1	0	0	0	1	0	16	0
	HV%	-	4%	2%	5%	-	5%	1%	6%	-	2%	1%	0%	-	0%	1%	0%	2%	0

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

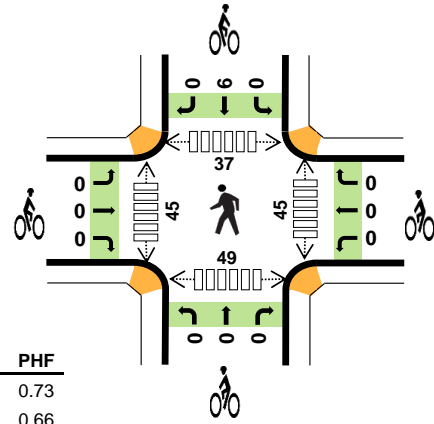
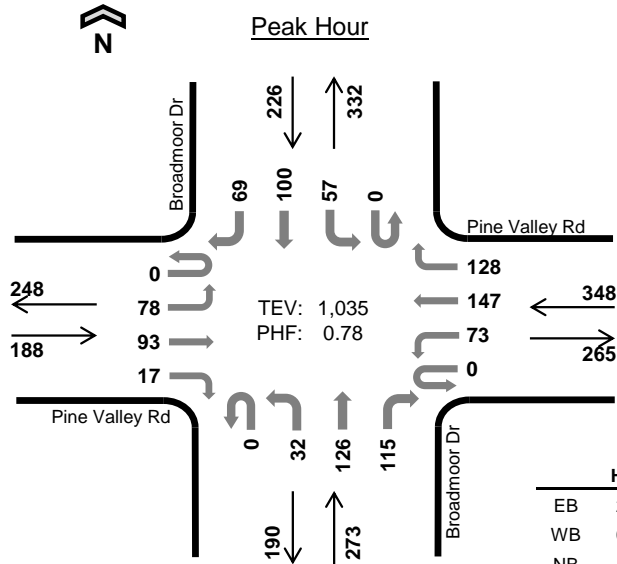
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	2	0	3	6	0	0	0	1	1	2	0	0	0	2
2:00 PM	6	1	0	0	7	1	0	0	0	1	2	0	0	0	2
2:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
2:30 PM	4	4	1	0	9	0	0	2	0	2	2	5	4	6	17
2:45 PM	0	1	1	1	3	0	0	0	0	0	5	0	0	1	6
3:00 PM	2	0	0	0	2	0	0	0	0	0	3	2	0	0	5
3:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2
Count Total	16	8	4	4	32	1	0	2	1	4	17	7	4	7	35
Peak Hour	8	5	2	1	16	0	0	2	0	2	11	7	4	7	29

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Rd				Davona Dr				Davona Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	1	6	0
2:00 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0
2:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	16
2:30 PM	0	0	3	1	0	1	1	2	0	1	0	0	0	0	0	0	9	24
2:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	21
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	16
Count Total	0	3	10	3	0	1	4	3	0	2	1	1	0	0	3	1	32	0
Peak Hour	0	3	3	2	0	1	1	3	0	1	1	0	0	0	1	0	16	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Pine Valley Rd			Pine Valley Rd			Davona Dr			Davona Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Broadmoor Dr Pine Valley Rd



Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.1%	0.73
WB	0.9%	0.66
NB	1.1%	0.85
SB	0.4%	0.74
TOTAL	1.1%	0.78

Two-Hour Count Summaries

Interval Start	Pine Valley Rd Eastbound				Pine Valley Rd Westbound				Broadmoor Dr Northbound				Broadmoor Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	8	24	5	0	25	39	5	0	14	17	24	0	5	8	7	181	0	
7:45 AM	0	22	14	6	0	23	26	14	0	8	33	24	0	12	28	30	240	0	
8:00 AM	0	30	30	4	0	6	28	50	0	6	40	27	0	21	24	15	281	0	
8:15 AM	0	18	25	2	0	19	54	59	0	4	36	40	0	19	40	17	333	1,035	
8:30 AM	0	5	11	8	0	13	20	14	0	6	18	7	0	17	31	22	172	1,026	
8:45 AM	0	5	17	5	0	2	29	4	0	7	12	8	0	3	5	11	108	894	
9:00 AM	0	3	10	8	0	3	26	6	0	5	7	12	0	2	8	6	96	709	
9:15 AM	0	3	9	4	0	8	27	11	0	7	4	4	0	3	3	5	88	464	
Count Total	0	94	140	42	0	99	249	163	0	57	167	146	0	82	147	113	1,499	0	
Peak Hour	All	0	78	93	17	0	73	147	128	0	32	126	115	0	57	100	69	1,035	0
	HV	0	0	4	0	0	2	0	1	0	0	3	0	0	0	0	1	11	0
	HV%	-	0%	4%	0%	-	3%	0%	1%	-	0%	2%	0%	-	0%	0%	1%	1%	0

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

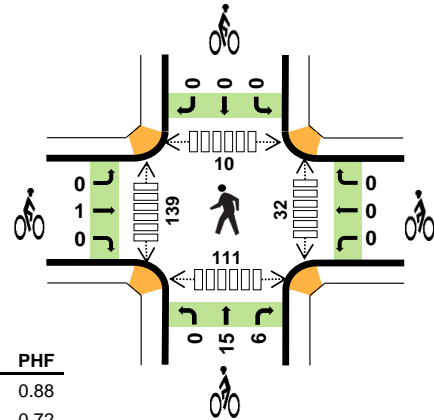
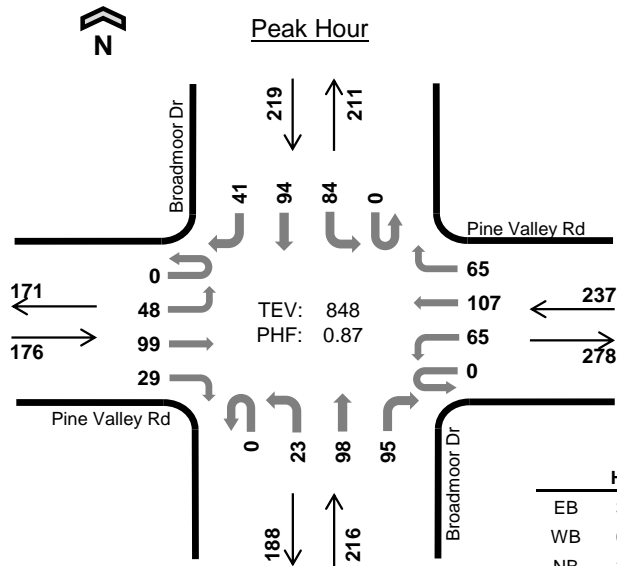
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	1	0	1	4	0	0	0	0	0	2	8	7	4	21
7:45 AM	0	0	1	0	1	0	0	0	6	6	27	34	27	40	128
8:00 AM	1	1	0	0	2	0	0	0	0	0	9	0	2	3	14
8:15 AM	1	1	2	0	4	0	0	0	0	0	7	3	1	2	13
8:30 AM	1	2	0	1	4	0	0	1	0	1	2	0	1	0	3
8:45 AM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	2	1	1	6	0	5	0	0	5	0	0	0	2	2
9:15 AM	1	3	1	0	5	0	0	0	0	0	4	4	1	0	9
Count Total	9	12	5	4	30	0	5	1	6	12	51	49	39	51	190
Peak Hour	4	3	3	1	11	0	0	0	6	6	45	45	37	49	176

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Rd				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	4	11
8:30 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	4	11
8:45 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	4	14
9:00 AM	0	0	2	0	0	0	2	0	0	0	1	0	0	0	0	1	6	18
9:15 AM	0	0	1	0	0	1	2	0	0	0	1	0	0	0	0	0	5	19
Count Total	0	1	8	0	0	3	7	2	0	0	5	0	0	1	0	3	30	0
Peak Hour	0	0	4	0	0	2	0	1	0	0	3	0	0	0	0	1	11	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Pine Valley Rd			Pine Valley Rd			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	6	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	0	0	0	5	0	0	1	0	0	6	0	12	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	6	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Broadmoor Dr Pine Valley Rd



Date: 03/02/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	3.4%	0.88
WB	0.8%	0.72
NB	2.8%	0.72
SB	1.8%	0.62
TOTAL	2.1%	0.87

Two-Hour Count Summaries

Interval Start	Pine Valley Rd Eastbound				Pine Valley Rd Westbound				Broadmoor Dr Northbound				Broadmoor Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	2	9	4	0	9	18	5	0	0	7	10	0	2	5	5	76	0	
1:45 PM	0	4	8	6	0	7	15	6	0	7	9	9	0	4	6	7	88	0	
2:00 PM	0	7	11	11	0	11	13	10	0	8	18	14	0	5	14	13	135	0	
2:15 PM	0	8	15	11	0	18	19	12	0	2	18	9	0	11	12	6	141	440	
2:30 PM	0	20	19	6	0	18	11	19	0	7	31	37	0	23	22	6	219	583	
2:45 PM	0	9	35	6	0	11	26	16	0	5	24	23	0	41	38	10	244	739	
3:00 PM	0	9	26	5	0	23	42	17	0	5	19	20	0	11	21	13	211	815	
3:15 PM	0	10	19	12	0	13	28	13	0	6	24	15	0	9	13	12	174	848	
Count Total	0	69	142	61	0	110	172	98	0	40	150	137	0	106	131	72	1,288	0	
Peak Hour	All	0	48	99	29	0	65	107	65	0	23	98	95	0	84	94	41	848	0
	HV	0	2	3	1	0	0	0	2	0	0	3	3	0	2	1	1	18	0
	HV%	-	4%	3%	3%	-	0%	0%	3%	-	0%	3%	3%	-	2%	1%	2%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3
1:45 PM	0	2	0	0	2	0	0	0	0	0	2	3	0	3	8
2:00 PM	0	3	0	1	4	1	0	0	0	1	1	0	1	1	3
2:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	3	4	10
2:30 PM	4	0	1	0	5	1	0	17	0	18	10	126	3	96	235
2:45 PM	2	1	4	2	9	0	0	0	0	0	12	7	2	4	25
3:00 PM	0	0	1	1	2	0	0	0	0	0	4	0	2	8	14
3:15 PM	0	1	0	1	2	0	0	4	0	4	6	6	3	3	18
Count Total	6	8	7	5	26	2	0	21	0	23	36	147	14	119	316
Peak Hour	6	2	6	4	18	1	0	21	0	22	32	139	10	111	292

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Pine Valley Rd				Pine Valley Rd				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0
2:00 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	4	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
2:30 PM	0	0	3	1	0	0	0	0	0	0	0	1	0	0	0	0	5	12
2:45 PM	0	2	0	0	0	0	0	1	0	0	3	1	0	1	0	1	9	19
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	17
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	18
Count Total	0	2	3	1	0	3	2	3	0	0	3	4	0	2	2	1	26	0
Peak Hour	0	2	3	1	0	0	0	2	0	0	3	3	0	2	1	1	18	0

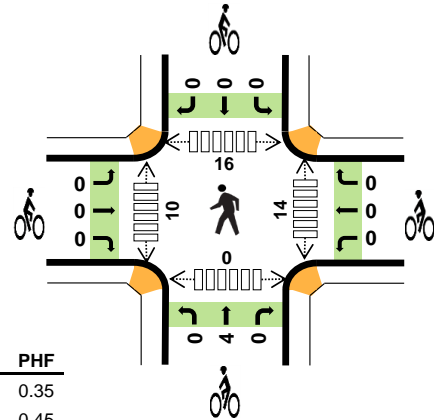
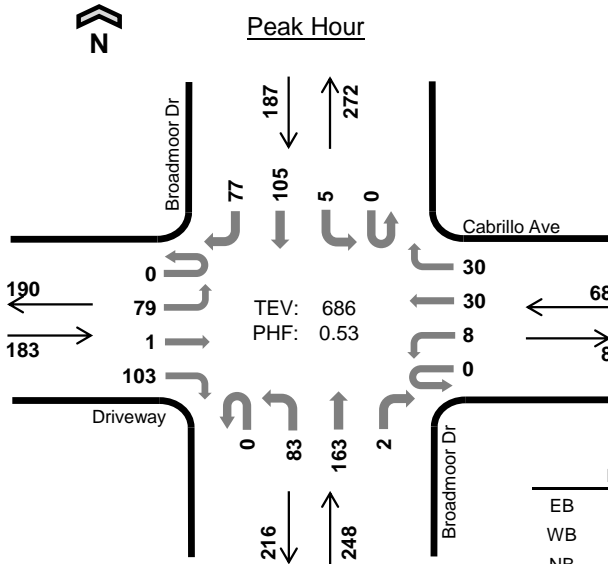
Two-Hour Count Summaries - Bikes																	
Interval Start	Pine Valley Rd			Pine Valley Rd			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	1	0	0	0	0	0	0	11	6	0	0	0	0	0	18	19
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
3:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	22
Count Total	0	2	0	0	0	0	0	0	15	6	0	0	0	0	0	23	0
Peak Hour	0	1	0	0	0	0	0	0	15	6	0	0	0	0	0	22	0

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

Broadmoor Dr Cabrillo Ave



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.35
WB	0.0%	0.45
NB	1.2%	0.68
SB	1.1%	0.77
TOTAL	0.7%	0.53

Two-Hour Count Summaries

Interval Start	Driveway				Cabrillo Ave				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	18	0	12	0	6	0	6	0	17	30	0	0	1	6	25	121	0	
7:45 AM	0	49	1	82	0	1	29	8	0	66	25	0	0	2	15	44	322	0	
8:00 AM	0	12	0	9	0	1	1	3	0	0	42	0	0	0	26	8	102	0	
8:15 AM	0	0	0	0	0	0	0	13	0	0	66	2	0	2	58	0	141	686	
8:30 AM	0	1	0	0	0	0	0	2	0	0	26	0	0	5	49	1	84	649	
8:45 AM	0	1	0	0	0	0	0	6	0	0	19	0	0	1	11	0	38	365	
9:00 AM	0	1	0	1	0	1	0	0	0	0	23	0	0	1	16	3	46	309	
9:15 AM	0	0	0	1	0	0	0	2	0	0	12	1	0	2	10	1	29	197	
Count Total	0	82	1	105	0	9	30	40	0	83	243	3	0	14	191	82	883	0	
Peak Hour	All	0	79	1	103	0	8	30	30	0	83	163	2	0	5	105	77	686	0
	HV	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	2%	0%	-	0%	2%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
7:45 AM	0	0	1	0	1	0	0	0	0	0	1	6	12	0	19
8:00 AM	0	0	0	1	1	0	0	1	0	1	3	2	1	0	6
8:15 AM	0	0	2	1	3	0	0	3	0	3	9	2	1	0	12
8:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4
9:00 AM	0	0	1	0	1	0	0	0	0	0	3	1	0	0	4
9:15 AM	1	0	1	1	3	0	0	0	0	0	2	5	0	0	7
Count Total	1	0	5	3	9	0	0	5	0	5	21	18	17	0	56
Peak Hour	0	0	3	2	5	0	0	4	0	4	14	10	16	0	40

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Cabrillo Ave				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
9:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	
Count Total	0	0	0	1	0	0	0	0	0	0	5	0	0	0	2	1	9	
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway			Cabrillo Ave			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	
Peak Hour	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	

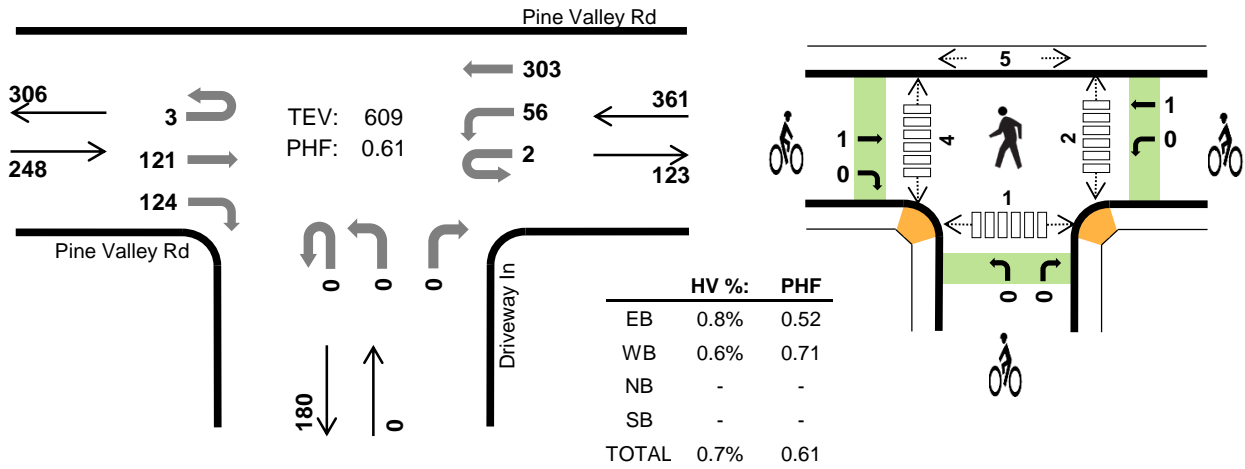
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Driveway In Pine Valley Rd



Peak Hour

Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Pine Valley Rd Eastbound				Pine Valley Rd Westbound				Driveway In Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	21	21	0	18	57	0	0	0	0	0	0	0	0	0	117	0	
7:45 AM	1	0	27	92	0	27	101	0	0	0	0	0	0	0	0	0	248	0	
8:00 AM	2	0	33	10	1	9	77	0	0	0	0	0	0	0	0	0	132	0	
8:15 AM	0	0	40	1	1	2	68	0	0	0	0	0	0	0	0	0	112	609	
8:30 AM	0	0	24	1	0	1	51	0	0	0	0	0	0	0	0	0	77	569	
8:45 AM	0	0	25	0	0	0	47	0	0	0	0	0	0	0	0	0	72	393	
9:00 AM	0	0	20	0	0	1	36	0	0	0	0	0	0	0	0	0	57	318	
9:15 AM	0	0	12	2	0	3	36	0	0	0	0	0	0	0	0	0	53	259	
Count Total	3	0	202	127	2	61	473	0	0	0	0	0	0	0	0	0	868	0	
Peak Hour	All	3	0	121	124	2	56	303	0	0	0	0	0	0	0	0	0	609	0
	HV	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
	HV%	0%	-	2%	0%	0%	0%	1%	-	-	-	-	-	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
7:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	4
8:00 AM	0	0	0	0	0	1	0	0	0	1	1	2	2	0	5
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	1	1
8:30 AM	2	2	0	0	4	0	0	0	0	0	2	0	0	0	2
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	3	0	0	5	0	5	0	0	5	0	0	0	1	1
9:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	1	1	2
Count Total	7	11	0	0	18	1	6	0	0	7	4	4	6	3	17
Peak Hr	2	2	0	0	4	1	1	0	0	2	2	4	5	1	12

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Pine Valley Rd				Pine Valley Rd				Driveway In				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	6
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	7
9:00 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	12
9:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14
Count Total	0	0	7	0	0	0	11	0	0	0	0	0	0	0	0	0	18	0
Peak Hour	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes

Interval Start	Pine Valley Rd			Pine Valley Rd			Driveway In			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	5	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	1	0	0	6	0	0	0	0	0	0	0	7	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	2	0

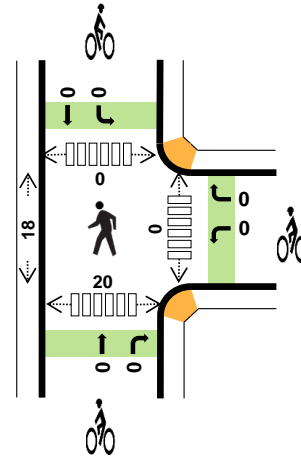
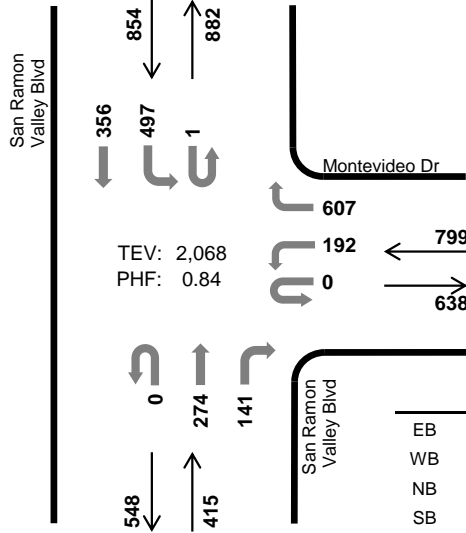
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Ramon Valley Blvd Montevideo Dr



Peak Hour

Date: 03/02/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	0.6%	0.81
NB	1.4%	0.74
SB	1.2%	0.71
TOTAL	1.0%	0.84

Two-Hour Count Summaries

Interval Start	0				Montevideo Dr				San Ramon Valley Blvd				San Ramon Valley Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	38	0	58	0	0	54	20	0	56	58	0	284	0	
7:45 AM	0	0	0	0	0	41	0	108	0	0	66	22	0	140	76	0	453	0	
8:00 AM	0	0	0	0	0	40	0	164	0	0	71	39	0	166	135	0	615	0	
8:15 AM	0	0	0	0	0	55	0	192	0	0	70	70	0	147	82	0	616	1,968	
8:30 AM	0	0	0	0	0	56	0	143	0	0	67	10	1	44	63	0	384	2,068	
8:45 AM	0	0	0	0	0	26	0	62	0	0	67	10	0	46	60	0	271	1,886	
9:00 AM	0	0	0	0	0	24	0	44	0	0	54	19	0	31	51	0	223	1,494	
9:15 AM	0	0	0	0	0	33	0	43	0	0	56	13	0	33	48	0	226	1,104	
Count Total	0	0	0	0	0	313	0	814	0	0	505	203	1	663	573	0	3,072	0	
Peak Hour	All	0	0	0	0	0	192	0	607	0	0	274	141	1	497	356	0	2,068	0
	HV	0	0	0	0	0	1	0	4	0	0	6	0	0	3	7	0	21	0
	HV%	-	-	-	-	-	1%	-	1%	-	-	2%	0%	0%	1%	2%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	3	2	4	9	0	0	0	1	1	0	1	0	1	2
7:45 AM	0	1	1	2	4	0	0	0	0	0	0	1	0	6	7
8:00 AM	0	2	0	1	3	0	0	0	0	0	0	13	0	12	25
8:15 AM	0	1	0	1	2	0	0	0	0	0	0	4	0	2	6
8:30 AM	0	1	5	6	12	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	5	6	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	2	2	5	0	0	0	0	0	0	1	0	0	1
9:15 AM	0	0	2	0	2	0	0	4	0	4	0	1	0	6	7
Count Total	0	10	12	21	43	0	0	4	1	5	0	21	0	27	48
Peak Hr	0	5	6	10	21	0	0	0	0	0	0	18	0	20	38

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Montevideo Dr				San Ramon Valley Blvd				San Ramon Valley Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	1	0	2	0	0	1	1	0	3	1	0	9	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	4	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	3	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	18
8:30 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	6	0	12	21
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	4	1	0	6	23
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	5	25
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	25
Count Total	0	0	0	0	0	2	0	8	0	0	10	2	0	10	11	0	43	0
Peak Hour	0	0	0	0	0	1	0	4	0	0	6	0	0	3	7	0	21	0

Two-Hour Count Summaries - Bikes																	
Interval Start	0			Montevideo Dr			San Ramon Valley Blvd			San Ramon Valley Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4
Count Total	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

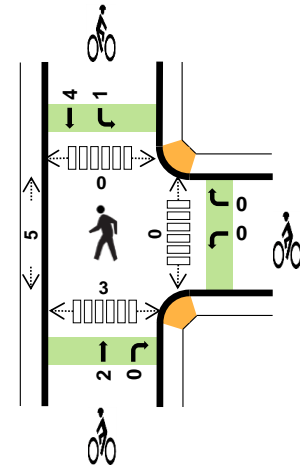
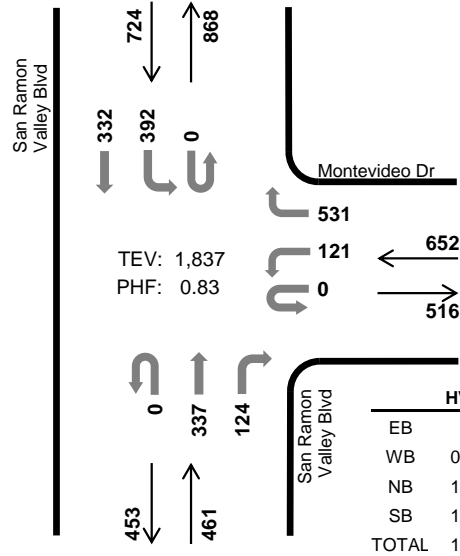
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Ramon Valley Blvd Montevideo Dr



Peak Hour

Date: 03/02/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	-	-
WB	0.8%	0.73
NB	1.7%	0.94
SB	1.7%	0.87
TOTAL	1.4%	0.83

Two-Hour Count Summaries

Interval Start	0				Montevideo Dr				San Ramon Valley Blvd				San Ramon Valley Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	15	0	44	0	0	54	13	0	67	66	0	259	0	
1:45 PM	0	0	0	0	0	15	0	45	0	0	52	12	0	56	67	0	247	0	
2:00 PM	0	0	0	0	0	31	0	52	0	0	62	21	0	82	78	0	326	0	
2:15 PM	0	0	0	0	0	15	0	45	0	0	69	20	0	100	89	0	338	1,170	
2:30 PM	0	0	0	0	0	39	0	124	0	0	84	30	0	116	76	0	469	1,380	
2:45 PM	0	0	0	0	0	21	0	203	0	0	87	35	0	109	98	0	553	1,686	
3:00 PM	0	0	0	0	0	31	0	128	0	0	83	32	0	93	83	0	450	1,810	
3:15 PM	0	0	0	0	0	30	0	76	0	0	83	27	0	74	75	0	365	1,837	
Count Total	0	0	0	0	0	197	0	717	0	0	574	190	0	697	632	0	3,007	0	
Peak Hour	All	0	0	0	0	0	121	0	531	0	0	337	124	0	392	332	0	1,837	0
	HV	0	0	0	0	0	1	0	4	0	0	7	1	0	3	9	0	25	0
	HV%	-	-	-	-	-	1%	-	1%	-	-	2%	1%	-	1%	3%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	1	4	5	0	0	2	2	4	0	1	0	0	1
1:45 PM	0	0	0	1	1	0	1	0	2	3	0	2	0	2	4
2:00 PM	0	0	1	8	9	0	0	0	1	1	0	2	0	0	2
2:15 PM	0	0	1	4	5	0	1	0	2	3	0	0	0	2	2
2:30 PM	0	1	3	3	7	0	0	1	0	1	0	2	0	0	2
2:45 PM	0	2	2	5	9	0	0	1	3	4	0	3	0	2	5
3:00 PM	0	2	0	1	3	0	0	0	2	2	0	0	0	1	1
3:15 PM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
Count Total	0	5	11	29	45	0	2	4	12	18	0	10	0	7	17
Peak Hr	0	5	8	12	25	0	0	2	5	7	0	5	0	3	8

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	0				Montevideo Dr				San Ramon Valley Blvd				San Ramon Valley Blvd					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	0	9	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0	5	20
2:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	7	22
2:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	1	4	0	9	30
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	3	24
3:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	2	1	0	6	25
Count Total	0	0	0	0	0	1	0	4	0	0	9	2	0	6	23	0	45	0
Peak Hour	0	0	0	0	0	1	0	4	0	0	7	1	0	3	9	0	25	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	0			Montevideo Dr			San Ramon Valley Blvd			San Ramon Valley Blvd					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	2	0	1	1	0	4	0	
1:45 PM	0	0	0	1	0	0	0	0	0	0	2	0	3	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
2:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	11	
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	8	
2:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	9	
3:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	10	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
Count Total	0	0	0	1	0	1	0	4	0	2	10	0	18	0	
Peak Hour	0	0	0	0	0	0	0	2	0	1	4	0	7	0	

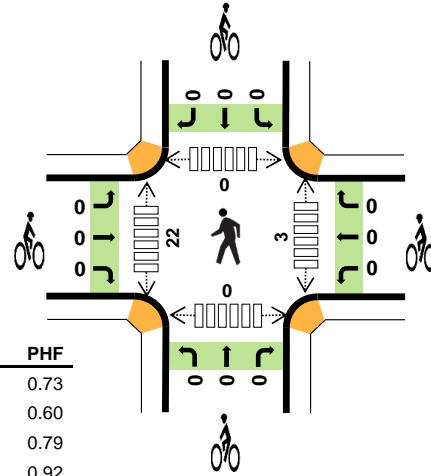
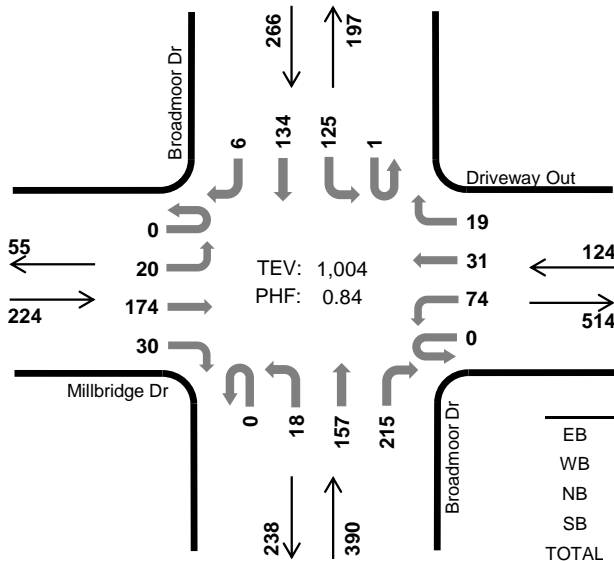
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Millbridge Dr



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.4%	0.73
WB	0.8%	0.60
NB	0.5%	0.79
SB	0.4%	0.92
TOTAL	0.5%	0.84

Two-Hour Count Summaries

Interval Start	Millbridge Dr				Driveway Out				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	10	1	0	1	0	0	0	1	17	12	0	2	12	0	56	0	
7:45 AM	0	5	20	13	0	4	5	4	0	6	36	35	0	22	46	1	197	0	
8:00 AM	0	9	60	8	0	16	10	5	0	4	41	65	1	41	29	1	290	0	
8:15 AM	0	3	58	5	0	32	12	8	0	5	46	72	0	34	22	2	299	842	
8:30 AM	0	3	36	4	0	22	4	2	0	3	34	43	0	28	37	2	218	1,004	
8:45 AM	0	2	3	1	0	4	1	4	0	5	15	7	0	11	14	4	71	878	
9:00 AM	0	2	1	3	0	0	0	5	0	3	11	2	0	2	6	1	36	624	
9:15 AM	0	1	1	0	0	0	1	3	0	1	6	6	0	6	9	2	36	361	
Count Total	0	25	189	35	0	79	33	31	0	28	206	242	1	146	175	13	1,203	0	
Peak Hour	All	0	20	174	30	0	74	31	19	0	18	157	215	1	125	134	6	1,004	0
	HV	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	1	5	0
	HV%	-	0%	1%	0%	-	1%	0%	0%	-	0%	1%	0%	0%	0%	0%	17%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18
8:30 AM	1	1	1	0	3	0	0	0	0	0	0	3	0	0	3
8:45 AM	1	2	0	1	4	1	0	0	0	1	3	1	0	0	4
9:00 AM	1	0	0	0	1	0	0	0	0	0	2	2	0	0	4
9:15 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	3	3	4	5	15	1	0	0	0	1	8	26	0	0	34
Peak Hour	1	1	2	1	5	0	0	0	0	0	3	22	0	0	25

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Millbridge Dr				Driveway Out				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	3	5
8:45 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	4	7
9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	11
Count Total	0	0	2	1	0	2	1	0	0	0	2	2	0	2	2	1	15	0
Peak Hour	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	1	5	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Millbridge Dr			Driveway Out			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

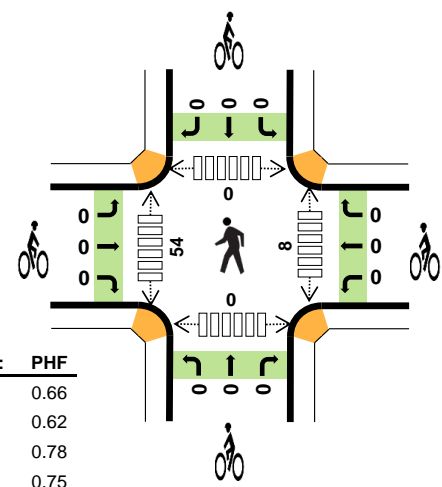
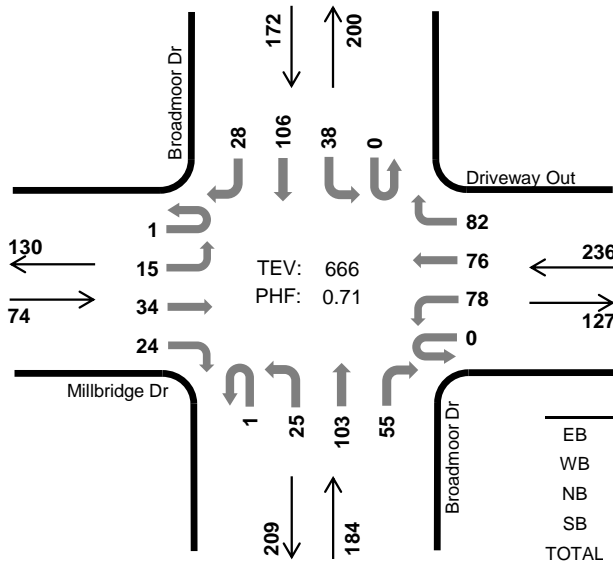
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Millbridge Dr



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	2.7%	0.66
WB	0.0%	0.62
NB	1.6%	0.78
SB	1.2%	0.75
TOTAL	1.1%	0.71

Two-Hour Count Summaries

Interval Start	Millbridge Dr				Driveway Out				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	1	1	2	0	2	0	2	0	0	11	4	1	2	14	1	41	0	
1:45 PM	0	3	3	2	0	6	3	7	0	1	9	2	1	4	15	2	58	0	
2:00 PM	1	1	4	6	0	4	2	5	0	3	7	10	0	4	15	0	62	0	
2:15 PM	0	2	4	6	0	10	2	9	1	3	16	11	0	10	14	5	93	254	
2:30 PM	0	5	9	7	0	21	39	31	0	13	30	16	0	6	33	10	220	433	
2:45 PM	0	7	14	7	0	37	25	33	0	3	29	21	0	15	33	9	233	608	
3:00 PM	1	1	7	4	0	10	10	9	0	6	28	7	0	7	26	4	120	666	
3:15 PM	0	1	3	3	0	6	6	6	0	2	20	4	0	8	30	2	91	664	
Count Total	2	21	45	37	0	96	87	102	1	31	150	75	2	56	180	33	918	0	
Peak Hour	All	1	15	34	24	0	78	76	82	1	25	103	55	0	38	106	28	666	0
	HV	1	1	0	0	0	0	0	0	0	0	3	0	0	0	1	1	7	0
	HV%	100%	7%	0%	0%	-	0%	0%	0%	0%	0%	3%	0%	-	0%	1%	4%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
2:15 PM	0	0	1	0	1	0	0	0	0	0	2	4	0	0	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	40	0	0	40
2:45 PM	1	0	2	1	4	0	0	0	0	0	4	8	0	0	12
3:00 PM	1	0	0	1	2	0	0	0	0	0	2	2	0	0	4
3:15 PM	0	0	1	1	2	0	0	2	0	2	1	0	0	1	2
Count Total	2	0	4	3	9	0	0	2	0	2	11	57	0	2	70
Peak Hour	2	0	3	2	7	0	0	0	0	0	8	54	0	0	62

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Millbridge Dr				Driveway Out				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4	
3:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
Count Total	1	1	0	0	0	0	0	0	0	0	4	0	0	0	2	1	9	
Peak Hour	1	1	0	0	0	0	0	0	0	0	3	0	0	0	1	1	7	
Two-Hour Count Summaries - Bikes																		
Interval Start	Millbridge Dr			Driveway Out			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2		
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

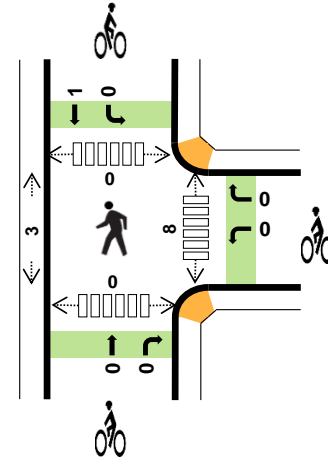
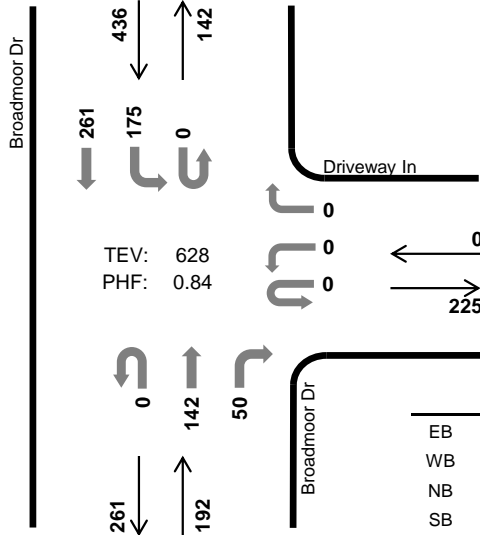
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Driveway In



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	N/A				Driveway In				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	1	0	14	2	0	6	15	0	38	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	37	4	0	28	68	0	137	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	40	17	0	50	79	0	186	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	39	14	0	63	57	0	173	534	
8:30 AM	0	0	0	0	0	0	0	0	0	0	26	15	0	34	57	0	132	628	
8:45 AM	0	1	0	0	0	0	0	0	1	0	17	2	0	4	27	0	52	543	
9:00 AM	0	0	0	0	0	0	0	0	0	0	15	2	0	2	9	0	28	385	
9:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	5	18	0	33	245	
Count Total	0	0	0	0	0	0	0	0	2	0	198	56	0	192	330	0	778	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	0	142	50	0	175	261	0	628	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	-	-	-	-	-	-	-	-	-	1%	0%	-	0%	0%	-	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	1	1	2	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	1	1	0	0	0	0	0	1	1	0	0	2
8:00 AM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	1	1	5	0	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	1	1	0	0	0	0	0	3	2	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5
9:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	5	7	0	0	0	1	1	14	9	0	0	23
Peak Hr	0	0	1	1	2	0	0	0	1	1	8	3	0	0	11

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Driveway In				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0

Two-Hour Count Summaries - Bikes																	
Interval Start	N/A			Driveway In			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0

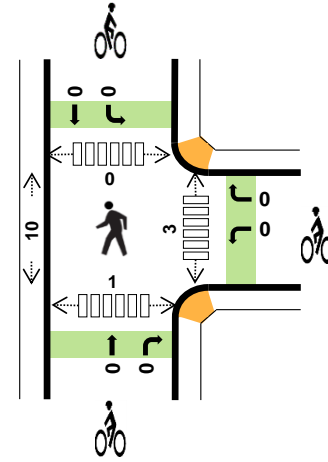
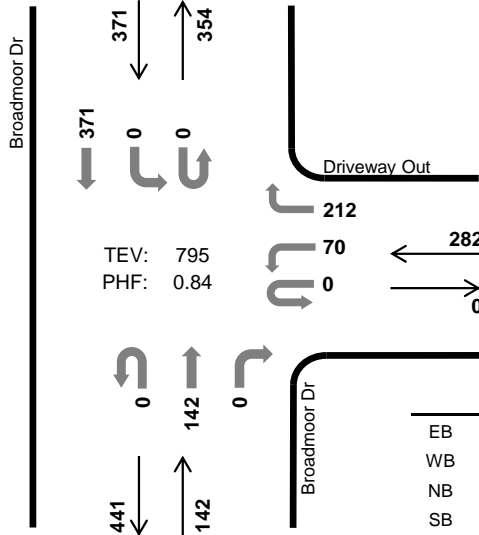
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Broadmoor Dr Driveway Out



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.83
NB	0.7%	0.89
SB	0.3%	0.82
TOTAL	0.3%	0.84

Two-Hour Count Summaries

Interval Start	n/a				Driveway Out				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	2	0	4	0	0	13	0	0	0	18	0	37	0	
7:45 AM	0	0	0	0	0	11	0	28	0	0	37	0	0	0	86	0	162	0	
8:00 AM	0	0	0	0	0	20	0	64	0	0	40	0	0	0	113	0	237	0	
8:15 AM	0	0	0	0	0	18	0	67	0	0	35	0	0	0	106	0	226	662	
8:30 AM	0	0	0	0	0	21	0	53	0	0	30	0	0	0	66	0	170	795	
8:45 AM	0	0	0	0	0	7	0	4	0	0	17	0	0	0	24	0	52	685	
9:00 AM	0	0	0	0	0	1	0	2	0	0	16	0	0	0	10	0	29	477	
9:15 AM	0	0	0	0	0	2	0	3	0	0	10	0	0	0	20	0	35	286	
Count Total	0	0	0	0	0	82	0	225	0	0	198	0	0	0	443	0	948	0	
Peak Hour	All	0	0	0	0	0	70	0	212	0	0	142	0	0	0	371	0	795	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	-	-	-	0%	-	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	1	1	0	0	0	0	0	2	3	0	0	5
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
8:45 AM	0	0	0	1	1	0	0	0	0	0	3	2	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4
9:15 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	1	5	7	0	0	0	0	0	10	17	0	1	28
Peak Hr	0	0	1	1	2	0	0	0	0	0	3	10	0	1	14

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	n/a				Driveway Out				Broadmoor Dr				Broadmoor Dr					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0		
Count Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	5	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0		

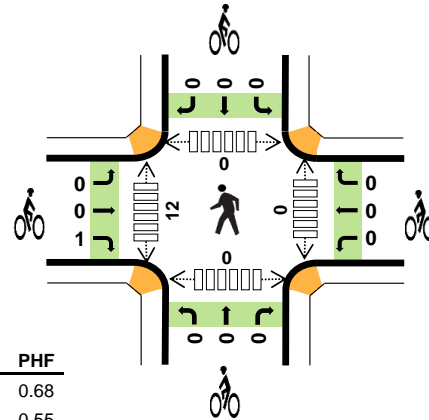
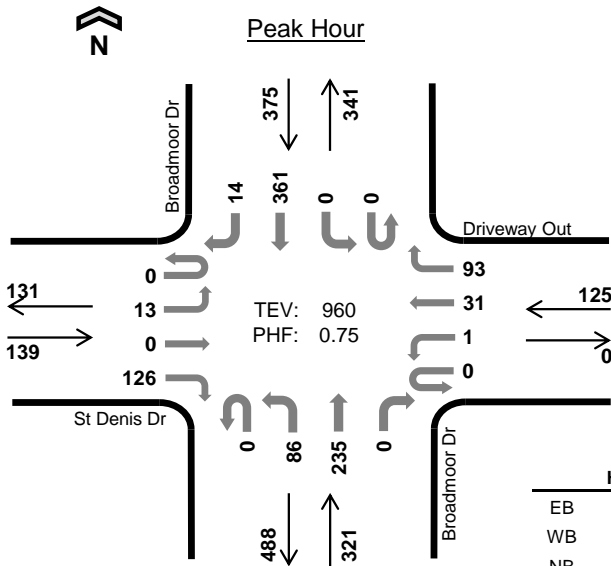
Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	n/a			Driveway Out			Broadmoor Dr			Broadmoor Dr					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0			

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

Broadmoor Dr St Denis Dr



Date: 03/02/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.68
WB	0.0%	0.55
NB	0.3%	0.83
SB	0.0%	0.65
TOTAL	0.1%	0.75

Two-Hour Count Summaries

Interval Start	St Denis Dr				Driveway Out				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	2	0	6	0	1	0	0	0	4	20	0	0	0	23	1	57	0	
7:45 AM	0	3	0	29	0	0	4	2	0	17	45	0	0	0	87	2	189	0	
8:00 AM	0	5	0	40	0	0	6	30	0	31	64	0	0	0	139	6	321	0	
8:15 AM	0	2	0	49	0	0	12	45	0	25	72	0	0	0	108	4	317	884	
8:30 AM	0	3	0	8	0	1	9	16	0	13	54	0	0	0	27	2	133	960	
8:45 AM	0	2	0	5	0	2	0	0	0	1	19	0	0	0	19	2	50	821	
9:00 AM	0	2	0	1	0	1	0	0	0	1	12	0	0	0	10	2	29	529	
9:15 AM	0	2	0	4	0	0	0	0	0	2	14	0	0	0	15	3	40	252	
Count Total	0	21	0	142	0	5	31	93	0	94	300	0	0	0	428	22	1,136	0	
Peak Hour	All	0	13	0	126	0	1	31	93	0	86	235	0	0	0	361	14	960	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
	HV%	-	0%	-	0%	-	0%	0%	0%	-	0%	0%	-	-	-	0%	0%	0%	0

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

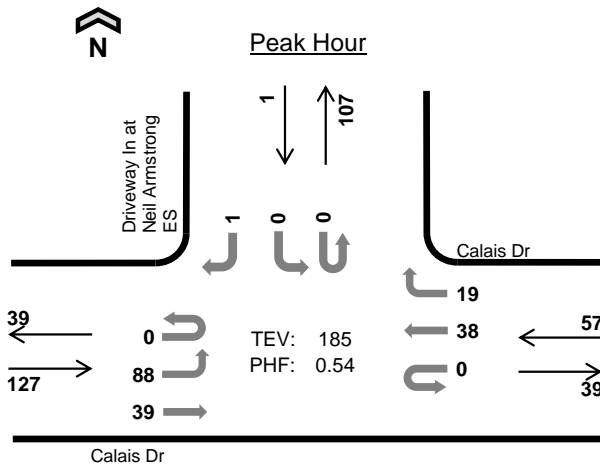
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	1	2	0	0	0	0	0	0	2	0	0	2
9:00 AM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1
9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	3	3	7	1	0	0	1	2	0	15	0	0	15
Peak Hour	0	0	1	0	1	1	0	0	0	1	0	12	0	0	12

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	St Denis Dr				Driveway Out				Broadmoor Dr				Broadmoor Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
Count Total	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	1	7	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0

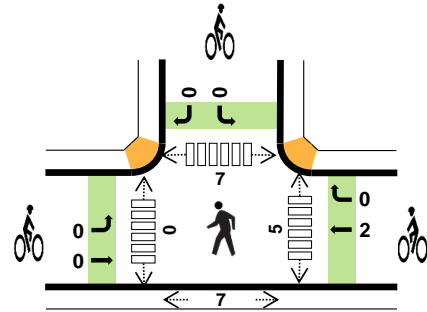
Two-Hour Count Summaries - Bikes																	
Interval Start	St Denis Dr			Driveway Out			Broadmoor Dr			Broadmoor Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	

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

Driveway In at Neil Armstrong ES Calais Dr



Date: 03/07/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.53
WB	0.0%	0.57
NB	-	-
SB	0.0%	0.25
TOTAL	0.0%	0.54

Two-Hour Count Summaries

Interval Start	Calais Dr Eastbound				Calais Dr Westbound				0 Northbound				Driveway In at Neil Armstrong ES Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	5	2	0	0	0	4	5	0	0	0	0	0	0	0	0	16	0	
7:45 AM	0	20	5	0	0	0	8	5	0	0	0	0	0	0	0	0	38	0	
8:00 AM	0	20	10	0	0	0	7	2	0	0	0	0	0	0	0	1	40	0	
8:15 AM	0	41	19	0	0	0	15	10	0	0	0	0	0	0	0	0	85	179	
8:30 AM	0	7	5	0	0	0	8	2	0	0	0	0	0	0	0	0	22	185	
8:45 AM	0	3	3	0	0	0	0	1	0	0	0	0	0	0	0	0	7	154	
9:00 AM	0	12	6	0	0	0	4	5	0	0	0	0	0	0	0	0	27	141	
9:15 AM	0	3	5	0	0	0	1	2	0	0	0	0	0	0	0	0	11	67	
Count Total	0	111	55	0	0	0	47	32	0	0	0	0	0	0	0	1	246	0	
Peak Hour	All	0	88	39	0	0	0	38	19	0	0	0	0	0	0	0	1	185	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	-	-	-	0%	0%	-	-	-	-	-	-	-	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	3	0	7
8:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	2	4	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6
Count Total	1	0	0	0	1	0	2	0	0	2	5	0	19	7	31
Peak Hr	0	0	0	0	0	0	2	0	0	2	5	0	7	7	19

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Calais Dr				Calais Dr				0				Driveway In at Neil Armstrong ES					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Calais Dr			Calais Dr			0			Driveway In at Neil Armstrong ES					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0	
Peak Hour	0	0	0	0	2	0	0	0	0	0	0	0	2	0	

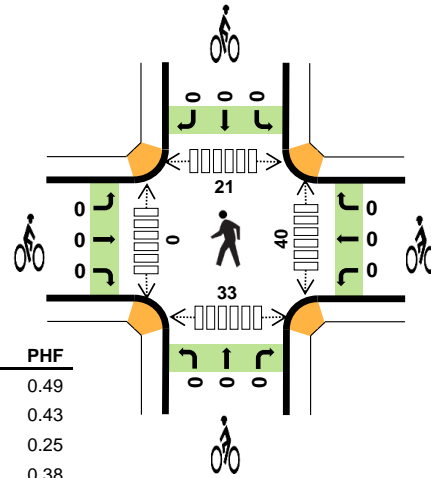
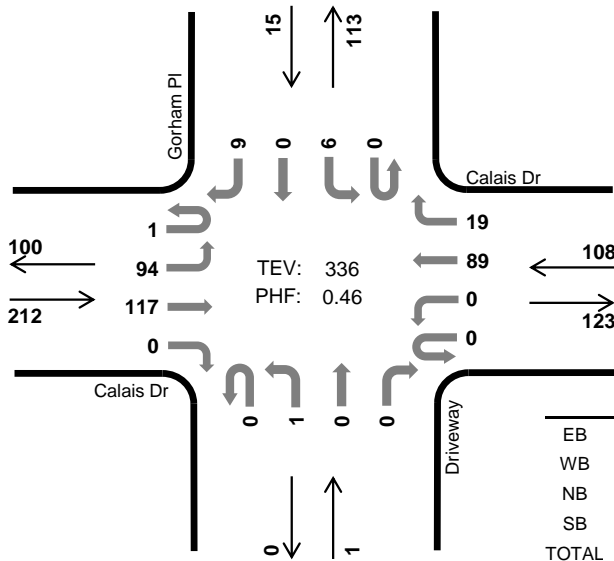
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Gorham Pl Calais Dr



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.49
WB	0.9%	0.43
NB	0.0%	0.25
SB	0.0%	0.38
TOTAL	0.3%	0.46

Two-Hour Count Summaries

Interval Start	Calais Dr Eastbound				Calais Dr Westbound				Driveway Northbound				Gorham Pl Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	5	0	0	0	9	0	0	0	0	0	0	1	0	2	18	0	
7:45 AM	0	4	18	0	0	0	13	1	0	1	0	0	0	1	0	0	38	0	
8:00 AM	1	18	38	0	0	0	5	4	0	0	0	0	0	0	0	0	66	0	
8:15 AM	0	57	52	0	0	0	50	13	0	0	0	0	0	3	0	7	182	304	
8:30 AM	0	15	9	0	0	0	21	1	0	0	0	0	0	2	0	2	50	336	
8:45 AM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	1	14	312	
9:00 AM	0	6	22	0	0	0	11	1	0	0	0	0	0	1	0	2	43	289	
9:15 AM	1	1	4	0	0	0	14	0	0	1	0	0	0	0	0	2	23	130	
Count Total	2	102	153	0	0	0	131	20	0	2	0	0	0	8	0	16	434	0	
Peak Hour	All	1	94	117	0	0	0	89	19	0	1	0	0	0	6	0	9	336	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	HV%	0%	0%	0%	-	-	-	1%	0%	-	0%	-	-	-	0%	-	0%	0%	0

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

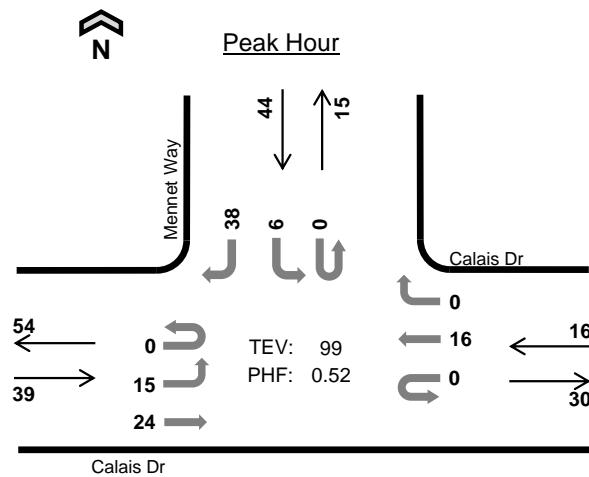
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	1	1	0	0	0	0	0	2	0	1	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	12	0	7	12	31
8:15 AM	0	1	0	0	1	0	0	0	0	0	22	0	13	18	53
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	3	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	4	4	17
9:15 AM	1	0	0	0	1	0	0	0	0	0	3	0	6	4	13
Count Total	1	1	0	1	3	0	0	0	0	0	54	0	33	44	131
Peak Hour	0	1	0	0	1	0	0	0	0	0	40	0	21	33	94

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Calais Dr				Calais Dr				Driveway				Gorham Pl				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0

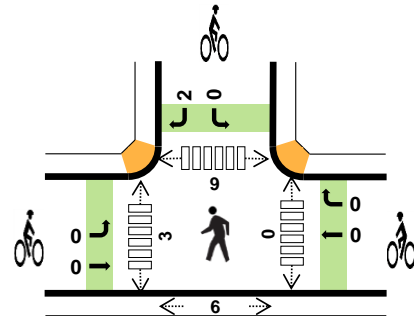
Two-Hour Count Summaries - Bikes																			
Interval Start	Calais Dr			Calais Dr			Driveway			Gorham Pl			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Mennet Way Calais Dr



Date: 03/07/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.49
WB	0.0%	0.67
NB	-	-
SB	2.3%	0.50
TOTAL	1.0%	0.52

Two-Hour Count Summaries

Interval Start	Calais Dr Eastbound				Calais Dr Westbound				0 Northbound				Mennet Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	2	0	0	0	4	2	0	0	0	0	0	0	0	6	15	0	
7:45 AM	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	6	14	0	
8:00 AM	0	3	7	0	0	0	4	0	0	0	0	0	0	0	0	6	20	0	
8:15 AM	0	9	11	0	0	0	6	0	0	0	0	0	0	2	0	20	48	97	
8:30 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	4	0	6	17	99	
8:45 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	2	5	90	
9:00 AM	0	5	1	0	0	0	5	0	0	0	0	0	0	0	0	4	15	85	
9:15 AM	0	4	2	0	0	0	1	0	0	0	0	0	0	1	0	2	10	47	
Count Total	0	25	31	0	0	0	26	3	0	0	0	0	0	7	0	52	144	0	
Peak Hour	All	0	15	24	0	0	0	16	0	0	0	0	0	0	6	0	38	99	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
	HV%	-	0%	0%	-	-	-	0%	-	-	-	-	-	-	17%	-	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	1	5
8:15 AM	0	0	0	0	0	0	0	0	2	2	0	2	4	4	10
8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	2	3
Count Total	1	0	0	1	2	0	0	0	2	2	0	4	13	9	26
Peak Hr	0	0	0	1	1	0	0	0	2	2	0	3	9	6	18

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Calais Dr				Calais Dr				0				Mennet Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0

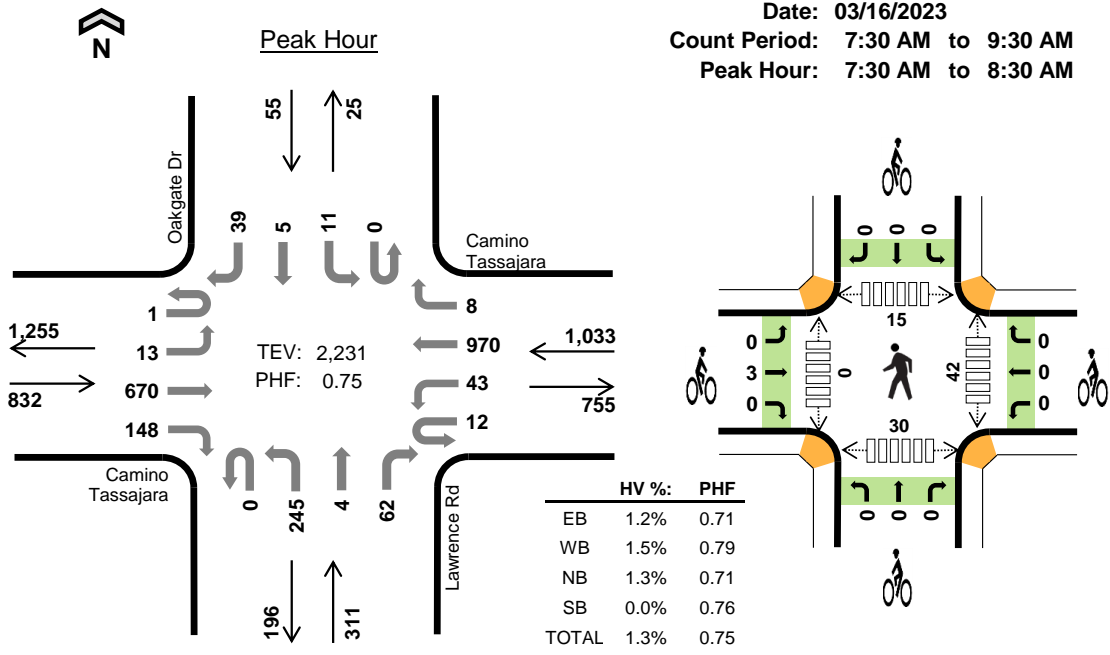
Two-Hour Count Summaries - Bikes																	
Interval Start	Calais Dr			Calais Dr			0			Mennet Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0

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

Lawrence Rd Camino Tassajara



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Lawrence Rd Northbound				Oakgate Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	153	18	1	8	227	1	0	84	0	14	0	5	1	9	522	0	
7:45 AM	1	1	200	27	2	11	241	3	0	46	0	19	0	3	1	8	563	0	
8:00 AM	0	9	200	83	9	20	295	4	0	88	3	19	0	2	1	15	748	0	
8:15 AM	0	2	117	20	0	4	207	0	0	27	1	10	0	1	2	7	398	2,231	
8:30 AM	0	6	137	18	0	2	156	2	0	33	0	8	0	1	0	4	367	2,076	
8:45 AM	0	3	170	23	0	2	173	1	0	22	0	7	0	4	0	8	413	1,926	
9:00 AM	2	5	101	12	0	5	203	2	0	21	1	3	0	1	0	3	359	1,537	
9:15 AM	0	1	118	15	0	6	134	0	0	8	2	11	0	1	0	2	298	1,437	
Count Total	3	28	1,196	216	12	58	1,636	13	0	329	7	91	0	18	5	56	3,668	0	
Peak Hour	All	1	13	670	148	12	43	970	8	0	245	4	62	0	11	5	39	2,231	0
	HV	0	0	9	1	0	2	13	0	0	3	0	1	0	0	0	0	29	0
	HV%	0%	0%	1%	1%	0%	5%	1%	0%	-	1%	0%	2%	-	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	5	0	0	6	3	0	0	0	3	0	0	0	0	0
7:45 AM	4	4	2	0	10	0	0	0	0	0	10	0	10	11	31
8:00 AM	3	2	1	0	6	0	0	0	0	0	32	0	2	18	52
8:15 AM	2	4	1	0	7	0	0	0	0	0	0	0	3	1	4
8:30 AM	4	1	1	0	6	0	0	0	0	0	0	0	0	4	4
8:45 AM	5	1	0	0	6	0	0	0	0	0	0	0	1	0	1
9:00 AM	2	6	1	0	9	0	0	0	0	0	1	0	1	1	3
9:15 AM	4	4	3	0	11	0	0	0	0	0	1	0	2	1	4
Count Total	25	27	9	0	61	3	0	0	0	3	44	0	19	36	99
Peak Hour	10	15	4	0	29	3	0	0	0	3	42	0	15	30	87

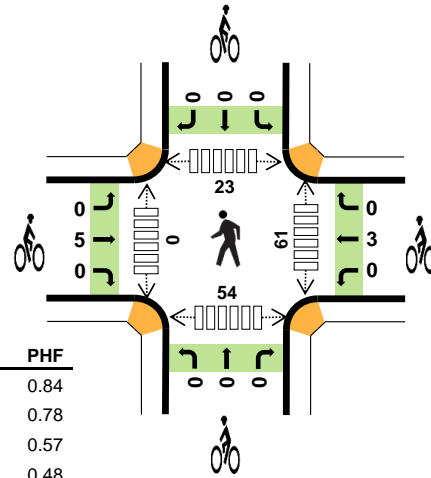
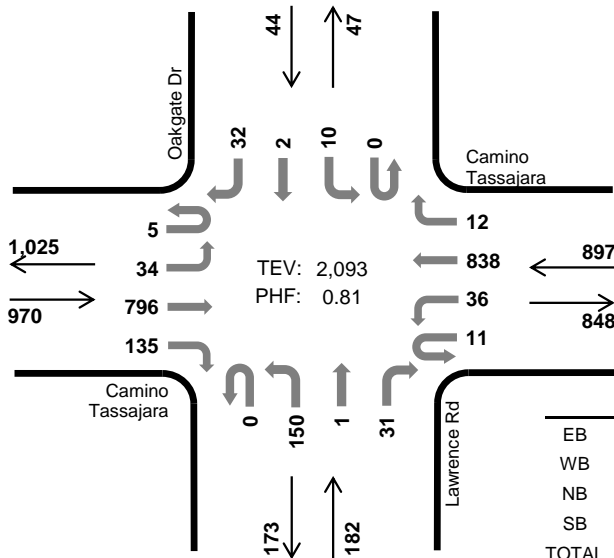
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Lawrence Rd				Oakgate Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	6	0	
7:45 AM	0	0	4	0	0	1	3	0	0	1	0	1	0	0	0	10	0	
8:00 AM	0	0	2	1	0	0	2	0	0	1	0	0	0	0	0	6	0	
8:15 AM	0	0	2	0	0	0	4	0	0	1	0	0	0	0	0	7	29	
8:30 AM	0	0	4	0	0	0	1	0	0	1	0	0	0	0	0	6	29	
8:45 AM	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	6	25	
9:00 AM	0	0	1	1	0	0	6	0	0	1	0	0	0	0	0	9	28	
9:15 AM	0	0	4	0	0	1	3	0	0	3	0	0	0	0	0	11	32	
Count Total	0	0	21	4	0	3	24	0	0	8	0	1	0	0	0	61	0	
Peak Hour	0	0	9	1	0	2	13	0	0	3	0	1	0	0	0	29	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Camino Tassajara			Camino Tassajara			Lawrence Rd			Oakgate Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0		
Peak Hour	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Lawrence Rd Camino Tassajara



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	2.8%	0.84
WB	1.4%	0.78
NB	1.1%	0.57
SB	2.3%	0.48
TOTAL	2.1%	0.81

Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Lawrence Rd Northbound				Oakgate Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	3	137	18	1	5	158	1	0	20	0	7	0	1	0	7	358	0	
1:45 PM	0	5	162	20	0	2	140	1	0	24	0	7	0	2	0	4	367	0	
2:00 PM	0	5	163	15	0	3	110	2	0	19	1	1	0	1	0	2	322	0	
2:15 PM	0	6	222	19	0	6	125	0	0	30	0	10	0	2	0	3	423	1,470	
2:30 PM	0	9	240	39	5	14	171	4	0	22	0	7	0	6	0	2	519	1,631	
2:45 PM	3	14	197	47	6	11	262	7	0	69	0	11	0	3	1	19	650	1,914	
3:00 PM	1	8	172	18	0	7	221	0	0	27	1	7	0	1	1	7	471	2,063	
3:15 PM	1	3	187	31	0	4	184	1	0	32	0	6	0	0	0	4	453	2,093	
Count Total	5	53	1,480	207	12	52	1,371	16	0	243	2	56	0	16	2	48	3,563	0	
Peak Hour	All	5	34	796	135	11	36	838	12	0	150	1	31	0	10	2	32	2,093	0
	HV	0	1	21	5	0	0	13	0	0	1	0	1	0	1	0	0	43	0
	HV%	0%	3%	3%	4%	0%	0%	2%	0%	-	1%	0%	3%	-	10%	0%	0%	2%	0

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

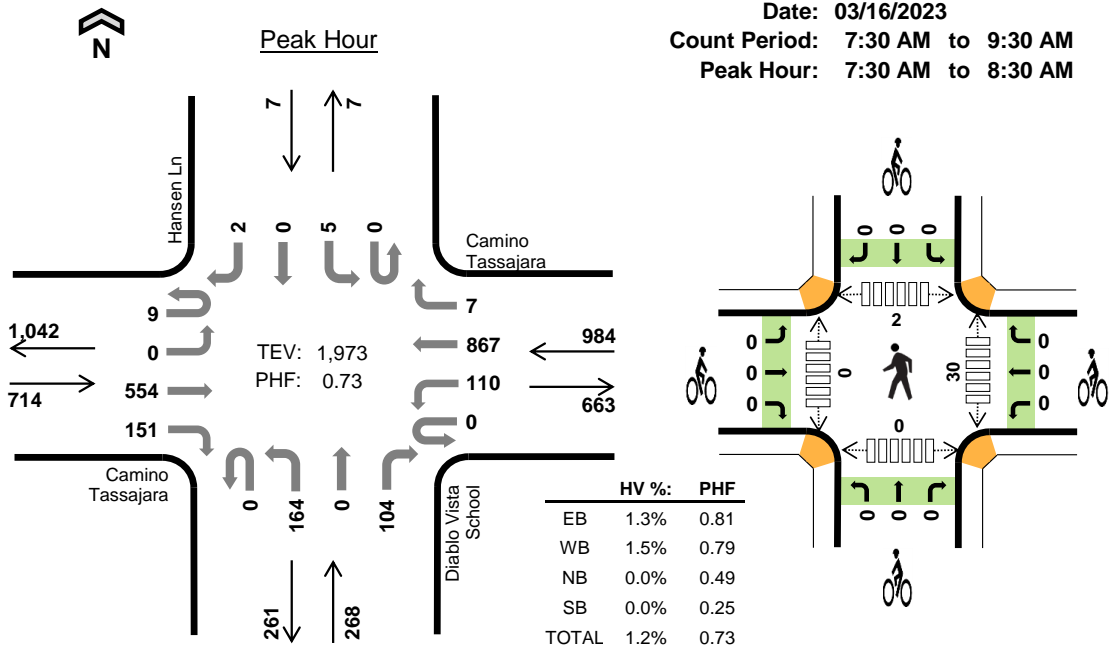
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	4	2	1	0	7	3	2	0	0	5	1	0	0	2	3
1:45 PM	1	5	1	0	7	2	1	0	0	3	0	0	2	1	3
2:00 PM	1	2	1	0	4	0	14	0	0	14	0	0	0	0	0
2:15 PM	6	1	1	0	8	0	3	0	0	3	0	0	0	1	1
2:30 PM	7	7	0	1	15	0	3	0	0	3	3	0	2	4	9
2:45 PM	9	4	1	0	14	2	0	0	0	2	53	0	18	46	117
3:00 PM	5	2	0	0	7	3	0	0	0	3	2	0	2	1	5
3:15 PM	6	0	1	0	7	0	0	0	0	0	3	0	1	3	7
Count Total	39	23	6	1	69	10	23	0	0	33	62	0	25	58	145
Peak Hour	27	13	2	1	43	5	3	0	0	8	61	0	23	54	138

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Lawrence Rd				Oakgate Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	4	0	0	0	2	0	0	1	0	0	0	0	0	0	7	0
1:45 PM	0	0	1	0	0	0	5	0	0	1	0	0	0	0	0	0	7	0
2:00 PM	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4	0
2:15 PM	0	0	6	0	0	0	1	0	0	1	0	0	0	0	0	0	8	26
2:30 PM	0	0	7	0	0	0	7	0	0	0	0	0	0	1	0	0	15	34
2:45 PM	0	1	7	1	0	0	4	0	0	1	0	0	0	0	0	0	14	41
3:00 PM	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0	7	44
3:15 PM	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	0	7	43
Count Total	0	1	33	5	0	1	22	0	0	4	1	1	0	1	0	0	69	0
Peak Hour	0	1	21	5	0	0	13	0	0	1	0	1	0	1	0	0	43	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Camino Tassajara			Camino Tassajara			Lawrence Rd			Oakgate Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5	0		
1:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0		
2:00 PM	0	0	0	0	14	0	0	0	0	0	0	0	0	0	14	0		
2:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	25		
2:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	23		
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	22		
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
Count Total	0	10	0	0	23	0	0	0	0	0	0	0	0	0	33	0		
Peak Hour	0	5	0	0	3	0	0	0	0	0	0	0	0	0	8	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Hansen Ln Camino Tassajara



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Diablo Vista School Northbound				Hansen Ln Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	4	0	153	13	0	21	216	0	0	12	0	12	0	0	0	0	431	0	
7:45 AM	1	0	150	38	0	41	236	1	0	35	0	31	0	0	0	0	533	0	
8:00 AM	1	0	127	93	0	44	262	6	0	85	0	53	0	5	0	2	678	0	
8:15 AM	3	0	124	7	0	4	153	0	0	32	0	8	0	0	0	0	331	1,973	
8:30 AM	0	0	152	2	0	0	159	0	0	2	0	0	0	0	0	0	315	1,857	
8:45 AM	1	0	172	2	0	3	162	0	0	1	0	1	0	0	0	0	342	1,666	
9:00 AM	0	0	110	4	0	2	208	0	0	1	0	1	0	0	0	0	326	1,314	
9:15 AM	0	0	124	3	0	1	140	0	0	4	0	0	0	0	0	0	272	1,255	
Count Total	10	0	1,112	162	0	116	1,536	7	0	172	0	106	0	5	0	2	3,228	0	
Peak Hour	All	9	0	554	151	0	110	867	7	0	164	0	104	0	5	0	2	1,973	0
	HV	0	0	9	0	0	0	15	0	0	0	0	0	0	0	0	0	24	0
	HV%	0%	-	2%	0%	-	0%	2%	0%	-	0%	-	0%	-	0%	-	0%	1%	0

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

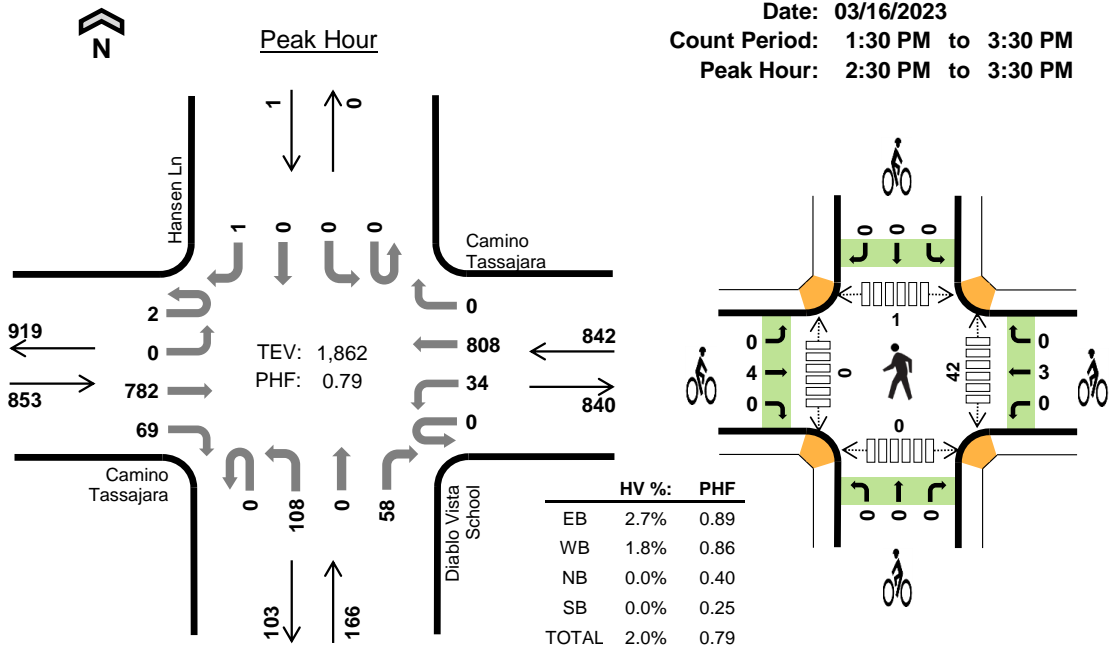
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	6	0	0	8	0	0	0	0	0	1	0	0	0	1
7:45 AM	3	3	0	0	6	0	0	0	0	0	7	0	0	0	7
8:00 AM	3	2	0	0	5	0	0	0	0	0	20	0	0	0	20
8:15 AM	1	4	0	0	5	0	0	0	0	0	2	0	2	0	4
8:30 AM	5	1	0	0	6	0	0	0	0	0	1	0	0	0	1
8:45 AM	3	1	0	0	4	0	0	0	0	0	2	0	1	0	3
9:00 AM	2	5	1	0	8	0	0	0	0	0	1	0	1	0	2
9:15 AM	6	3	0	0	9	0	0	0	0	0	1	0	0	0	1
Count Total	25	25	1	0	51	0	0	0	0	0	35	0	4	0	39
Peak Hour	9	15	0	0	24	0	0	0	0	0	30	0	2	0	32

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Diablo Vista School				Hansen Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	8	0	
7:45 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	6	0	
8:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	5	0	
8:15 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	5	24	
8:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	6	22	
8:45 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4	20	
9:00 AM	0	0	1	1	0	0	5	0	0	1	0	0	0	0	0	8	23	
9:15 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	9	27	
Count Total	0	0	24	1	0	0	25	0	0	1	0	0	0	0	0	51	0	
Peak Hour	0	0	9	0	0	0	15	0	0	0	0	0	0	0	0	24	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Camino Tassajara			Camino Tassajara			Diablo Vista School			Hansen Ln			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Hansen Ln Camino Tassajara



Date: 03/16/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:30 PM to 3:30 PM



Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Diablo Vista School Northbound				Hansen Ln Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	1	0	140	4	1	1	135	0	0	4	0	5	0	0	0	0	291	0	
1:45 PM	1	0	148	7	0	2	146	0	0	1	1	1	0	0	0	0	307	0	
2:00 PM	0	0	158	12	0	3	111	0	0	5	0	4	0	0	0	0	293	0	
2:15 PM	1	0	214	20	0	7	125	0	0	2	0	0	0	0	0	0	369	1,260	
2:30 PM	1	0	214	13	0	9	211	0	0	3	0	4	0	0	0	0	455	1,424	
2:45 PM	1	0	196	42	0	12	232	0	0	70	0	35	0	0	0	1	589	1,706	
3:00 PM	0	0	191	6	0	11	178	0	0	27	0	17	0	0	0	0	430	1,843	
3:15 PM	0	0	181	8	0	2	187	0	0	8	0	2	0	0	0	0	388	1,862	
Count Total	5	0	1,442	112	1	47	1,325	0	0	120	1	68	0	0	0	1	3,122	0	
Peak Hour	All	2	0	782	69	0	34	808	0	0	108	0	58	0	0	0	1	1,862	0
	HV	0	0	23	0	0	0	15	0	0	0	0	0	0	0	0	0	38	0
	HV%	0%	-	3%	0%	-	0%	2%	-	-	0%	-	0%	-	-	-	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	4	2	0	0	6	3	3	0	0	6	1	0	0	0	1
1:45 PM	2	5	0	0	7	2	0	0	0	2	0	0	2	0	2
2:00 PM	2	1	0	0	3	0	15	0	0	15	2	0	0	0	2
2:15 PM	6	1	0	0	7	0	2	0	0	2	0	0	0	0	0
2:30 PM	8	8	0	0	16	0	2	0	0	2	4	0	0	0	4
2:45 PM	5	4	0	0	9	2	1	0	0	3	35	0	1	0	36
3:00 PM	6	3	0	0	9	2	0	0	0	2	2	0	0	0	2
3:15 PM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1
Count Total	37	24	0	0	61	9	23	0	0	32	45	0	3	0	48
Peak Hour	23	15	0	0	38	4	3	0	0	7	42	0	1	0	43

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Diablo Vista School				Hansen Ln				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	6	0	
1:45 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	7	0	
2:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	
2:15 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7	23	
2:30 PM	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	16	33	
2:45 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	9	35	
3:00 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	9	41	
3:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	38	
Count Total	0	0	37	0	0	0	24	0	0	0	0	0	0	0	0	61	0	
Peak Hour	0	0	23	0	0	0	15	0	0	0	0	0	0	0	0	38	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Camino Tassajara			Camino Tassajara			Diablo Vista School			Hansen Ln			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	0			
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0			
2:00 PM	0	0	0	0	15	0	0	0	0	0	0	0	15	0			
2:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	25			
2:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	21			
2:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	22			
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	9			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
Count Total	0	9	0	0	23	0	0	0	0	0	0	0	32	0			
Peak Hour	0	4	0	0	3	0	0	0	0	0	0	0	7	0			

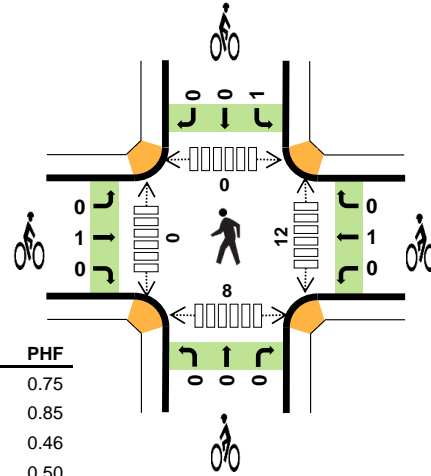
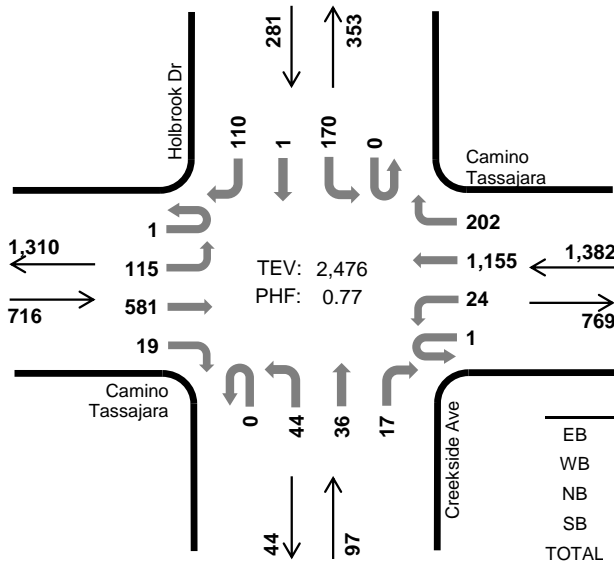
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Holbrook Dr Camino Tassajara



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.1%	0.75
WB	1.0%	0.85
NB	0.0%	0.46
SB	0.4%	0.50
TOTAL	1.2%	0.77

Two-Hour Count Summaries

Interval Start	Camino Tassajara				Camino Tassajara				Creekside Ave				Holbrook Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	12	130	1	0	0	306	63	0	8	1	2	0	14	0	6	543	0	
7:45 AM	0	75	155	9	0	20	275	112	0	16	32	5	0	66	0	35	800	0	
8:00 AM	0	17	131	5	1	2	335	14	0	17	3	6	0	79	0	61	671	0	
8:15 AM	1	11	165	4	0	2	239	13	0	3	0	4	0	11	1	8	462	2,476	
8:30 AM	0	24	171	5	1	1	198	34	0	8	1	6	0	26	1	17	493	2,426	
8:45 AM	0	11	185	4	0	2	194	32	0	7	0	3	0	14	1	13	466	2,092	
9:00 AM	0	3	158	3	0	2	199	6	0	6	1	0	0	30	1	11	420	1,841	
9:15 AM	0	5	130	6	0	3	178	4	0	8	0	5	0	1	0	1	341	1,720	
Count Total	1	158	1,225	37	2	32	1,924	278	0	73	38	31	0	241	4	152	4,196	0	
Peak Hour	All	1	115	581	19	1	24	1,155	202	0	44	36	17	0	170	1	110	2,476	0
	HV	0	1	14	0	0	0	13	1	0	0	0	0	0	1	0	0	30	0
	HV%	0%	1%	2%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	1%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	8	0	0	13	0	1	0	0	1	1	0	0	0	1
7:45 AM	2	2	0	1	5	0	0	0	0	0	7	0	0	5	12
8:00 AM	3	3	0	0	6	1	0	0	1	2	1	0	0	0	1
8:15 AM	5	1	0	0	6	0	0	0	0	0	3	0	0	3	6
8:30 AM	3	4	0	0	7	0	0	0	0	0	1	0	0	1	2
8:45 AM	6	3	0	1	10	0	0	0	0	0	0	0	0	0	0
9:00 AM	3	2	0	0	5	0	0	0	0	0	0	0	2	0	2
9:15 AM	6	3	0	0	9	1	2	0	0	3	1	0	1	1	3
Count Total	33	26	0	2	61	2	3	0	1	6	14	0	3	10	27
Peak Hour	15	14	0	1	30	1	1	0	1	3	12	0	0	8	20

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Creekside Ave				Holbrook Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	4	0	0	0	7	1	0	0	0	0	0	0	0	0	13	0
7:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	5	0
8:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
8:15 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	30
8:30 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	24
8:45 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	1	0	0	10	29
9:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	28
9:15 AM	0	0	6	0	0	0	2	1	0	0	0	0	0	0	0	0	9	31
Count Total	0	1	32	0	0	0	24	2	0	0	0	0	0	2	0	0	61	0
Peak Hour	0	1	14	0	0	0	13	1	0	0	0	0	0	1	0	0	30	0

Two-Hour Count Summaries - Bikes																
Interval Start	Camino Tassajara			Camino Tassajara			Creekside Ave			Holbrook Dr			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	3		
Count Total	0	2	0	0	3	0	0	0	0	1	0	0	6	0		
Peak Hour	0	1	0	0	1	0	0	0	0	1	0	0	3	0		

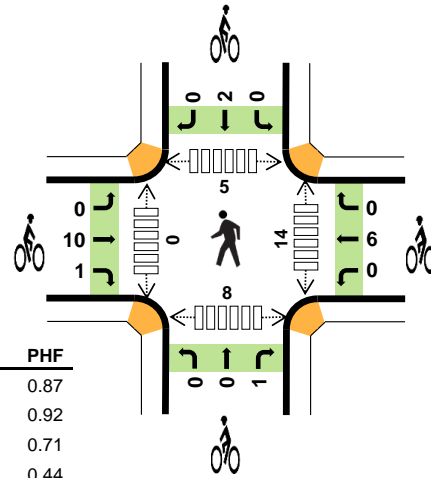
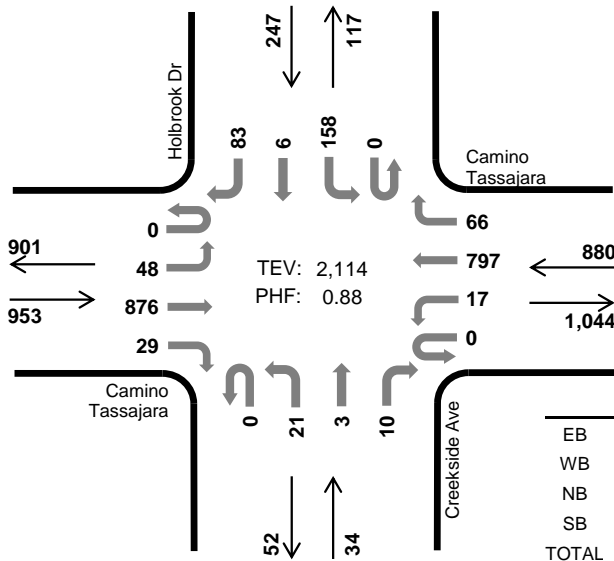
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Holbrook Dr Camino Tassajara



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.0%	0.87
WB	2.2%	0.92
NB	0.0%	0.71
SB	0.4%	0.44
TOTAL	1.4%	0.88

Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Creekside Ave Northbound				Holbrook Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	10	162	7	0	6	179	15	0	4	1	7	0	3	0	5	399	0	
1:45 PM	0	8	160	3	0	1	149	14	0	2	1	3	1	14	0	9	365	0	
2:00 PM	0	9	156	7	1	2	207	20	0	6	0	10	0	10	1	5	434	0	
2:15 PM	0	32	230	3	0	3	157	71	0	2	2	1	0	5	0	5	511	1,709	
2:30 PM	0	18	211	9	0	2	189	25	0	4	0	1	0	86	4	49	598	1,908	
2:45 PM	0	5	220	9	0	4	182	10	0	5	0	7	0	44	1	23	510	2,053	
3:00 PM	0	9	192	5	0	8	223	7	0	6	2	2	0	17	0	4	475	2,094	
3:15 PM	0	16	253	6	0	3	203	24	0	6	1	0	0	11	1	7	531	2,114	
Count Total	0	107	1,584	49	1	29	1,489	186	0	35	7	31	1	190	7	107	3,823	0	
Peak Hour	All	0	48	876	29	0	17	797	66	0	21	3	10	0	158	6	83	2,114	0
	HV	0	0	10	0	0	0	19	0	0	0	0	0	0	0	0	1	30	0
	HV%	-	0%	1%	0%	-	0%	2%	0%	-	0%	0%	0%	-	0%	0%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	3	0	0	4	5	8	0	0	13	0	0	1	0	1
1:45 PM	1	3	0	1	5	1	5	0	0	6	1	0	2	0	3
2:00 PM	3	4	0	0	7	0	1	0	0	1	1	0	0	1	2
2:15 PM	1	4	0	0	5	2	16	0	0	18	3	0	3	0	6
2:30 PM	2	5	0	1	8	3	3	0	2	8	13	0	0	5	18
2:45 PM	4	7	0	0	11	4	2	1	0	7	1	0	1	2	4
3:00 PM	2	3	0	0	5	2	0	0	0	2	0	0	1	0	1
3:15 PM	2	4	0	0	6	2	1	0	0	3	0	0	3	1	4
Count Total	16	33	0	2	51	19	36	1	2	58	19	0	11	9	39
Peak Hour	10	19	0	1	30	11	6	1	2	20	14	0	5	8	27

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Creekside Ave				Holbrook Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	4	0
1:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
2:00 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	0
2:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	21
2:30 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	1	8	25	
2:45 PM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11	31
3:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	29
3:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	30
Count Total	0	0	16	0	0	0	32	1	0	0	0	0	0	0	0	2	51	0
Peak Hour	0	0	10	0	0	0	19	0	0	0	0	0	0	0	1	30	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Camino Tassajara			Camino Tassajara			Creekside Ave			Holbrook Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	5	0	0	8	0	0	0	0	0	0	0	0	0	13	0	
1:45 PM	0	1	0	0	5	0	0	0	0	0	0	0	0	0	6	0	
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
2:15 PM	0	2	0	0	16	0	0	0	0	0	0	0	0	0	18	38	
2:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	2	0	8	33	
2:45 PM	0	3	1	0	2	0	0	0	1	0	0	0	0	0	7	34	
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	35	
3:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	20	
Count Total	0	18	1	0	36	0	0	0	1	0	2	0	58	0			
Peak Hour	0	10	1	0	6	0	0	0	1	0	2	0	20	0			

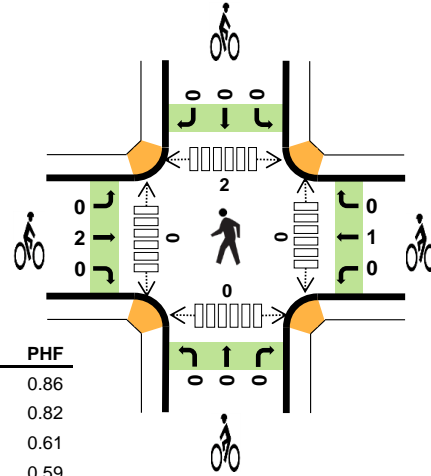
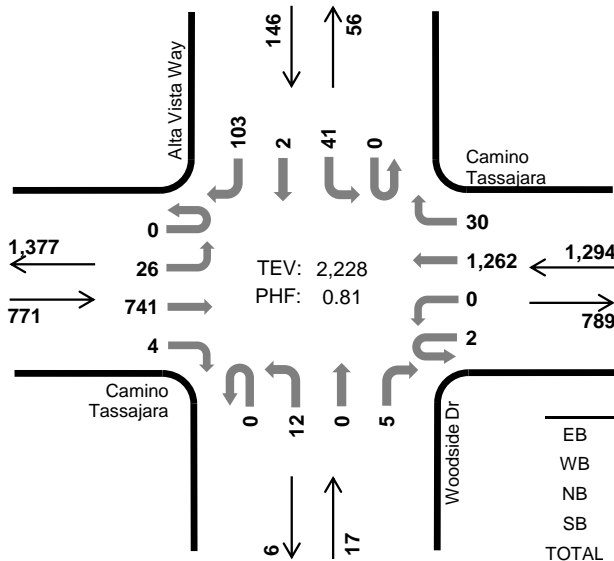
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Alta Vista Way Camino Tassajara



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.1%	0.86
WB	1.0%	0.82
NB	0.0%	0.61
SB	0.7%	0.59
TOTAL	1.3%	0.81

Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Woodside Dr Northbound				Alta Vista Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	4	142	0	1	0	343	7	0	4	0	3	0	5	1	24	534	0	
7:45 AM	0	8	215	2	1	0	373	21	0	2	0	1	0	27	0	35	685	0	
8:00 AM	0	5	212	1	0	0	318	2	0	2	0	0	0	6	1	36	583	0	
8:15 AM	0	9	172	1	0	0	228	0	0	4	0	1	0	3	0	8	426	2,228	
8:30 AM	0	2	202	0	0	1	228	2	0	0	0	0	0	1	0	11	447	2,141	
8:45 AM	0	5	196	5	1	0	221	0	0	1	0	1	0	2	0	4	436	1,892	
9:00 AM	0	3	176	1	0	0	195	0	0	2	0	0	0	0	0	10	387	1,696	
9:15 AM	0	2	132	1	1	1	177	1	0	3	0	0	0	1	0	3	322	1,592	
Count Total	0	38	1,447	11	4	2	2,083	33	0	18	0	6	0	45	2	131	3,820	0	
Peak Hour	All	0	26	741	4	2	0	1,262	30	0	12	0	5	0	41	2	103	2,228	0
	HV	0	0	16	0	0	0	13	0	0	0	0	0	0	0	0	1	30	0
	HV%	-	0%	2%	0%	0%	-	1%	0%	-	0%	-	0%	-	0%	0%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	6	0	1	12	0	1	0	0	1	0	0	2	0	2
7:45 AM	4	3	0	0	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	3	0	0	5	2	0	0	0	2	0	0	0	0	0
8:15 AM	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0
8:45 AM	8	1	0	0	9	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	3	0	0	4	0	1	0	0	1	0	0	2	0	2
9:15 AM	6	3	0	0	9	1	2	0	0	3	0	0	1	1	2
Count Total	34	24	0	1	59	3	4	0	0	7	0	0	5	1	6
Peak Hour	16	13	0	1	30	2	1	0	0	3	0	0	2	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Woodside Dr				Alta Vista Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	1	12	0
7:45 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
8:00 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
8:15 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	30
8:30 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	25
8:45 AM	0	1	7	0	0	0	1	0	0	0	0	0	0	0	0	0	9	27
9:00 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	26
9:15 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	29
Count Total	0	1	33	0	0	0	24	0	0	0	0	0	0	0	0	1	59	0
Peak Hour	0	0	16	0	0	0	13	0	0	0	0	0	0	0	0	1	30	0

Two-Hour Count Summaries - Bikes																
Interval Start	Camino Tassajara			Camino Tassajara			Woodside Dr			Alta Vista Way			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1		
9:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	4		
Count Total	0	3	0	0	4	0	0	0	0	0	0	0	7	0		
Peak Hour	0	2	0	0	1	0	0	0	0	0	0	0	3	0		

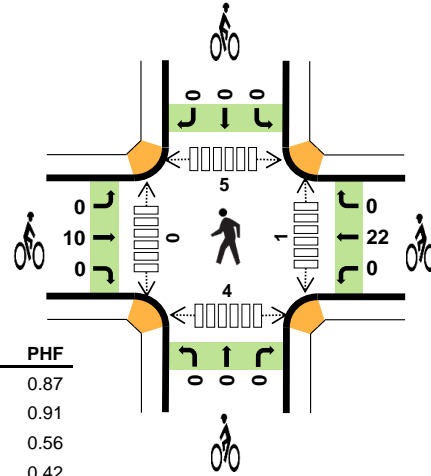
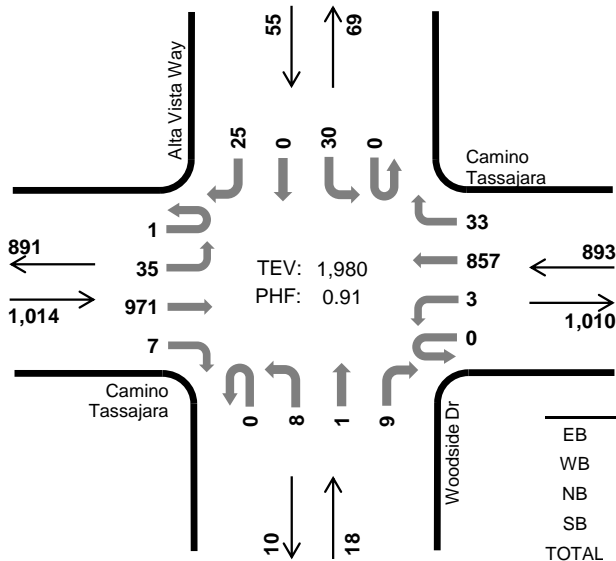
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Alta Vista Way Camino Tassajara



Peak Hour

Date: 03/16/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.9%	0.87
WB	2.1%	0.91
NB	0.0%	0.56
SB	0.0%	0.42
TOTAL	1.4%	0.91

Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Woodside Dr Northbound				Alta Vista Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	1:30 PM	2	3	170	2	0	2	196	1	0	0	0	0	0	0	0			7
1:45 PM	0	4	167	0	0	2	155	1	0	1	0	0	0	1	0	2	333	0	
2:00 PM	0	6	179	2	0	0	223	3	0	2	0	1	0	3	0	4	423	0	
2:15 PM	0	9	227	3	0	0	221	15	0	4	0	4	0	2	0	5	490	1,629	
2:30 PM	0	11	277	2	0	0	207	13	0	1	0	2	0	22	0	11	546	1,792	
2:45 PM	1	13	253	0	0	1	188	2	0	0	1	1	0	5	0	4	469	1,928	
3:00 PM	0	2	214	2	0	2	241	3	0	3	0	2	0	1	0	5	475	1,980	
3:15 PM	0	4	256	0	0	0	211	0	0	1	0	0	0	1	0	11	484	1,974	
Count Total	3	52	1,743	11	0	7	1,642	38	0	12	1	10	0	35	0	49	3,603	0	
Peak Hour	All	1	35	971	7	0	3	857	33	0	8	1	9	0	30	0	25	1,980	0
	HV	0	0	9	0	0	0	19	0	0	0	0	0	0	0	0	0	28	0
	HV%	0%	0%	1%	0%	-	0%	2%	0%	-	0%	0%	0%	-	0%	-	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	4	0	0	5	5	8	0	0	13	0	0	1	0	1
1:45 PM	0	1	1	0	2	1	5	0	0	6	0	0	1	0	1
2:00 PM	3	5	0	0	8	0	1	0	0	1	0	0	0	1	1
2:15 PM	1	3	0	0	4	2	17	0	0	19	0	0	1	0	1
2:30 PM	2	6	0	0	8	3	3	0	0	6	0	0	1	1	2
2:45 PM	4	6	0	0	10	3	2	0	0	5	0	0	0	2	2
3:00 PM	2	4	0	0	6	2	0	0	0	2	1	0	3	1	5
3:15 PM	2	4	0	0	6	2	1	0	0	3	2	0	3	5	10
Count Total	15	33	1	0	49	18	37	0	0	55	3	0	10	10	23
Peak Hour	9	19	0	0	28	10	22	0	0	32	1	0	5	4	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Woodside Dr				Alta Vista Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	5	0	
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	
2:00 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	8	0	
2:15 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4	19	
2:30 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	8	22	
2:45 PM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	10	30	
3:00 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	6	28	
3:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	6	30	
Count Total	0	0	15	0	0	0	33	0	0	1	0	0	0	0	0	49	0	
Peak Hour	0	0	9	0	0	0	19	0	0	0	0	0	0	0	0	28	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Camino Tassajara			Camino Tassajara			Woodside Dr			Alta Vista Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	5	0	0	8	0	0	0	0	0	0	0	13	0			
1:45 PM	0	1	0	0	5	0	0	0	0	0	0	0	6	0			
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
2:15 PM	0	2	0	0	17	0	0	0	0	0	0	0	19	39			
2:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	32			
2:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	31			
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	32			
3:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	16			
Count Total	0	18	0	0	37	0	0	0	0	0	0	0	55	0			
Peak Hour	0	10	0	0	22	0	0	0	0	0	0	0	32	0			

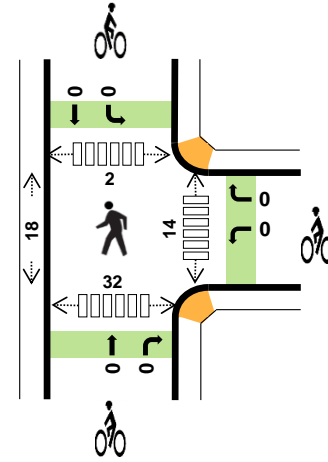
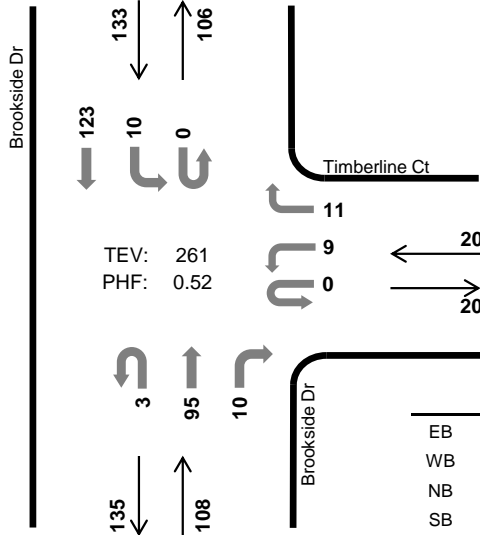
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Brookside Dr Timberline Ct



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.50
NB	0.9%	0.49
SB	0.8%	0.55
TOTAL	0.8%	0.52

Two-Hour Count Summaries

Interval Start	N/A				Timberline Ct				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	1	0	2	0	0	7	0	0	2	7	0	19	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	7	1	0	2	16	0	26	0	
8:00 AM	0	0	0	0	0	1	0	5	1	0	15	3	0	6	25	0	56	0	
8:15 AM	0	0	0	0	0	7	0	3	1	0	49	5	0	1	59	0	125	226	
8:30 AM	0	0	0	0	0	1	0	3	1	0	24	1	0	1	23	0	54	261	
8:45 AM	0	0	0	0	0	2	0	0	1	0	7	0	0	1	7	0	18	253	
9:00 AM	0	0	0	0	0	0	0	2	0	0	11	1	0	1	14	0	29	226	
9:15 AM	0	0	0	0	0	1	0	0	1	0	6	1	0	0	9	0	18	119	
Count Total	0	0	0	0	0	13	0	15	5	0	126	12	0	14	160	0	345	0	
Peak Hour	All	0	0	0	0	0	9	0	11	3	0	95	10	0	10	123	0	261	0
	HV	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0
	HV%	-	-	-	-	-	0%	-	0%	0%	-	0%	10%	-	0%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	7	0	16	30
8:15 AM	0	0	1	1	2	0	0	0	0	0	5	6	2	15	28
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	1	6
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Count Total	0	0	1	2	3	0	0	0	0	0	14	27	4	34	79
Peak Hr	0	0	1	1	2	0	0	0	0	0	14	18	2	32	66

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Timberline Ct				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	

Two-Hour Count Summaries - Bikes																
Interval Start	N/A			Timberline Ct			Brookside Dr			Brookside Dr			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

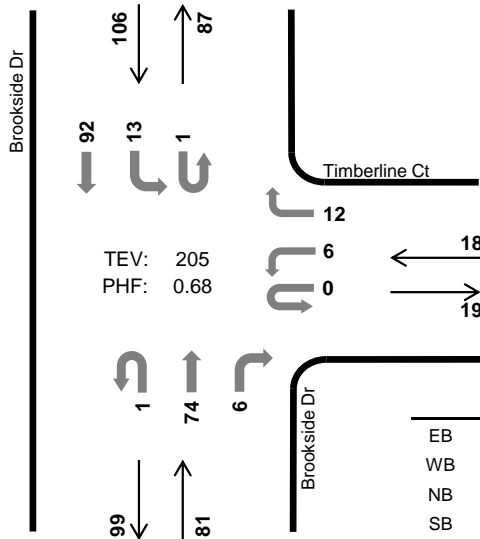
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Brookside Dr Timberline Ct

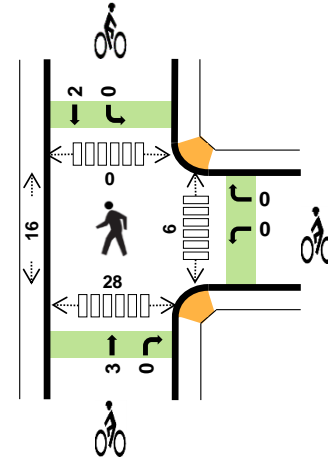


Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



TEV: 205
PHF: 0.68



	HV %:	PHF
EB	-	-
WB	0.0%	0.45
NB	1.2%	0.56
SB	2.8%	0.72
TOTAL	2.0%	0.68

Two-Hour Count Summaries

Interval Start	N/A				Timberline Ct				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	2	0	0	9	3	0	0	7	0	21	0	
1:45 PM	0	0	0	0	0	0	0	2	0	0	9	2	0	1	11	0	25	0	
2:00 PM	0	0	0	0	0	1	0	1	0	0	5	2	0	1	14	0	24	0	
2:15 PM	0	0	0	0	0	1	0	2	0	0	12	2	0	0	9	0	26	96	
2:30 PM	0	0	0	0	0	1	0	1	0	0	9	1	0	1	23	0	36	111	
2:45 PM	0	0	0	0	0	1	0	1	1	0	10	3	0	7	30	0	53	139	
3:00 PM	0	0	0	0	0	2	0	8	0	0	35	1	1	3	25	0	75	190	
3:15 PM	0	0	0	0	0	2	0	2	0	0	20	1	0	2	14	0	41	205	
Count Total	0	0	0	0	0	8	0	19	1	0	109	15	1	15	133	0	301	0	
Peak Hour	All	0	0	0	0	0	6	0	12	1	0	74	6	1	13	92	0	205	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
	HV%	-	-	-	-	-	0%	-	0%	0%	-	1%	0%	0%	0%	3%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
1:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	2	3
2:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:30 PM	0	0	0	1	1	0	0	1	1	2	0	0	0	0	0
2:45 PM	0	0	1	1	2	0	0	2	0	2	1	7	0	2	10
3:00 PM	0	0	0	1	1	0	0	0	1	1	5	8	0	26	39
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Count Total	0	1	2	3	6	0	0	3	3	6	7	20	0	31	58
Peak Hr	0	0	1	3	4	0	0	3	2	5	6	16	0	28	50

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	N/A				Timberline Ct				Brookside Dr				Brookside Dr					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	6	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	N/A			Timberline Ct			Brookside Dr			Brookside Dr					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	3	
2:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	5	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Count Total	0	0	0	0	0	0	0	3	0	0	3	0	6	0	
Peak Hour	0	0	0	0	0	0	0	3	0	0	2	0	5	0	

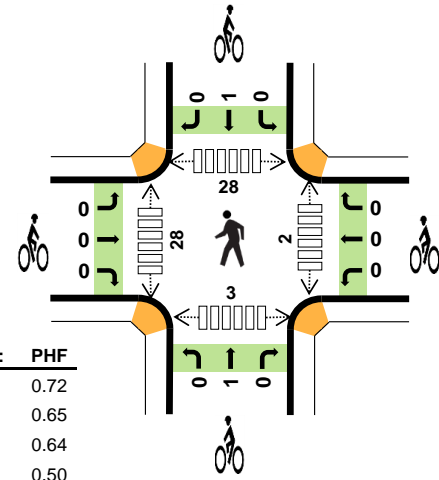
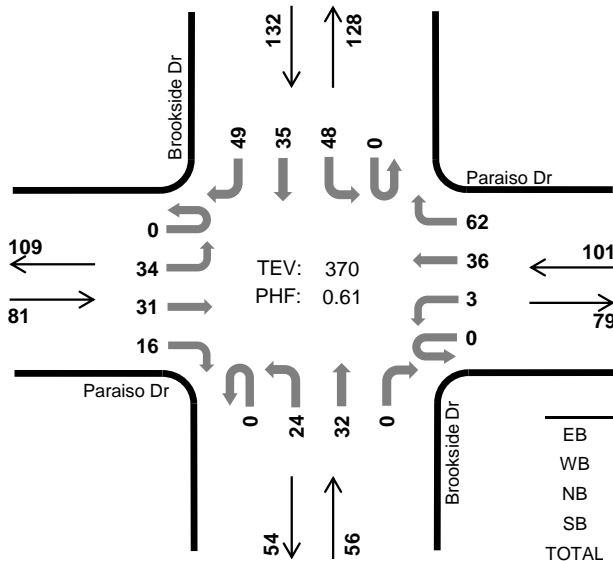
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Brookside Dr Paraiso Dr



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.72
WB	2.0%	0.65
NB	1.8%	0.64
SB	0.8%	0.50
TOTAL	1.1%	0.61

Two-Hour Count Summaries

Interval Start	Paraiso Dr Eastbound				Paraiso Dr Westbound				Brookside Dr Northbound				Brookside Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	3	3	1	0	0	9	5	0	2	4	0	0	4	2	5	38	0	
7:45 AM	0	1	4	0	0	0	3	2	0	3	3	0	0	3	1	6	26	0	
8:00 AM	0	16	7	2	0	1	10	19	0	7	15	0	0	0	3	7	87	0	
8:15 AM	0	10	12	6	0	1	4	34	0	9	10	0	0	25	18	23	152	303	
8:30 AM	0	4	9	2	0	1	13	9	0	4	5	0	0	21	14	15	97	362	
8:45 AM	0	4	3	6	0	0	9	0	0	4	2	0	0	2	0	4	34	370	
9:00 AM	0	7	6	2	0	0	4	9	0	7	9	1	0	10	4	7	66	349	
9:15 AM	0	1	4	0	0	1	6	0	0	4	4	0	0	2	5	6	33	230	
Count Total	0	46	48	19	0	4	58	78	0	40	52	1	0	67	47	73	533	0	
Peak Hour	All	0	34	31	16	0	3	36	62	0	24	32	0	0	48	35	49	370	0
	HV	0	0	0	0	0	0	1	1	0	1	0	0	0	1	0	0	4	0
	HV%	-	0%	0%	0%	-	0%	3%	2%	-	4%	0%	-	-	2%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	1	4
8:00 AM	0	1	0	0	1	0	0	1	0	1	0	5	8	0	13
8:15 AM	0	1	1	1	3	0	0	0	0	0	1	19	18	1	39
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5
8:45 AM	0	0	0	0	0	0	0	0	1	1	0	1	1	2	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	6	3	2	12
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
Count Total	1	3	1	1	6	0	0	1	1	2	3	38	35	6	82
Peak Hour	0	2	1	1	4	0	0	1	1	2	2	28	28	3	61

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Paraiso Dr				Paraiso Dr				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	3	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	2	1	0	1	0	0	0	1	0	0	6	0
Peak Hour	0	0	0	0	0	0	1	1	0	1	0	0	0	1	0	0	4	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Paraiso Dr			Paraiso Dr			Brookside Dr			Brookside Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0

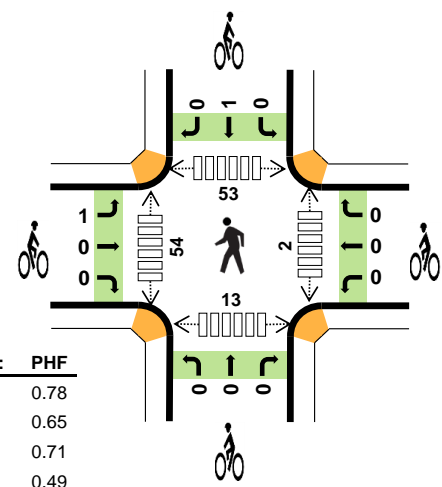
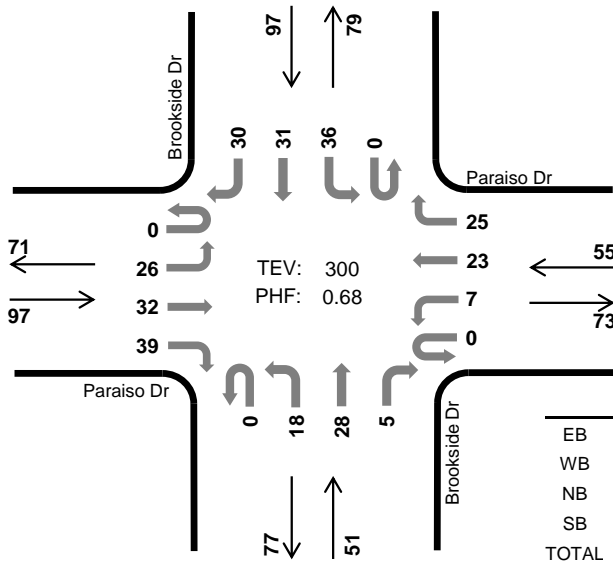
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Brookside Dr Paraiso Dr



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.0%	0.78
WB	0.0%	0.65
NB	0.0%	0.71
SB	0.0%	0.49
TOTAL	0.3%	0.68

Two-Hour Count Summaries

Interval Start	Paraiso Dr Eastbound				Paraiso Dr Westbound				Brookside Dr Northbound				Brookside Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	2	3	1	0	0	6	2	0	2	4	0	1	4	3	0	28	0	
1:45 PM	0	2	15	5	0	1	7	4	0	6	5	0	0	3	5	4	57	0	
2:00 PM	0	3	11	4	0	0	5	1	0	1	1	1	0	5	7	3	42	0	
2:15 PM	0	4	4	4	0	0	2	7	0	3	5	2	0	7	7	0	45	172	
2:30 PM	0	7	5	5	0	2	5	4	0	2	4	0	0	3	6	6	49	193	
2:45 PM	0	8	11	9	0	2	7	12	0	5	12	1	0	2	2	9	80	216	
3:00 PM	0	7	10	14	0	3	7	7	0	6	4	3	0	27	10	12	110	284	
3:15 PM	0	4	6	11	0	0	4	2	0	5	8	1	0	4	13	3	61	300	
Count Total	0	37	65	53	0	8	43	39	0	30	43	8	1	55	53	37	472	0	
Peak Hour	All	0	26	32	39	0	7	23	25	0	18	28	5	0	36	31	30	300	0
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	0%	3%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	4	0	4
2:00 PM	0	0	0	0	0	0	1	0	0	1	0	11	2	0	13
2:15 PM	0	0	0	0	0	1	0	3	0	4	0	1	0	1	2
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	8	1	11
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	3	2	12
3:00 PM	0	0	0	0	0	0	0	0	1	1	2	41	42	0	85
3:15 PM	1	0	0	0	1	0	0	0	0	0	0	4	0	10	14
Count Total	1	0	1	0	2	2	1	3	1	7	2	70	60	14	146
Peak Hour	1	0	0	0	1	1	0	0	1	2	2	54	53	13	122

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Paraiso Dr				Paraiso Dr				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Count Total	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	

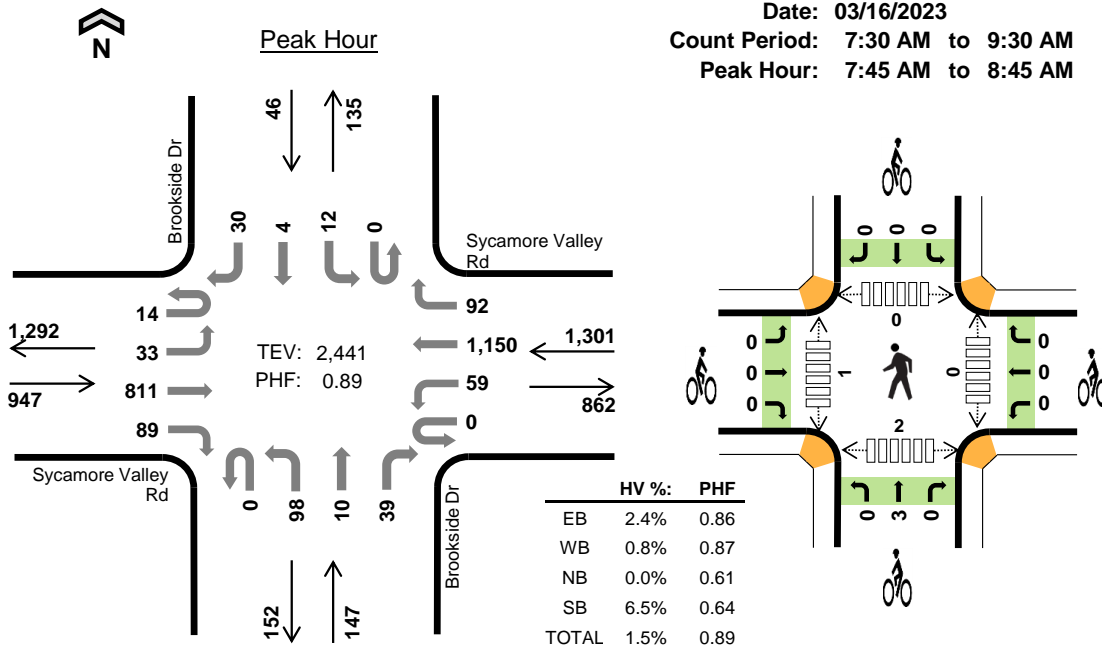
Two-Hour Count Summaries - Bikes																	
Interval Start	Paraiso Dr			Paraiso Dr			Brookside Dr			Brookside Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
2:15 PM	0	0	1	0	0	0	0	0	1	2	0	0	4	5			
2:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	6			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Count Total	1	0	1	0	1	0	0	1	2	0	1	0	7	0			
Peak Hour	1	0	0	0	0	0	0	0	0	0	1	0	2	0			

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

Brookside Dr Sycamore Valley Rd



Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Sycamore Valley Rd				Sycamore Valley Rd				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	167	9	1	6	284	8	0	15	0	2	0	1	0	11	505	0	
7:45 AM	2	7	164	16	0	5	288	10	0	17	0	2	0	1	0	8	520	0	
8:00 AM	3	14	205	28	0	12	315	37	0	17	5	2	0	3	0	6	647	0	
8:15 AM	6	8	194	25	0	37	301	36	0	36	4	20	0	6	2	10	685	2,357	
8:30 AM	3	4	248	20	0	5	246	9	0	28	1	15	0	2	2	6	589	2,441	
8:45 AM	0	5	200	7	0	2	265	7	0	9	0	4	0	6	0	12	517	2,438	
9:00 AM	1	5	153	14	0	5	226	5	0	16	2	3	0	2	2	5	439	2,230	
9:15 AM	0	4	155	9	0	2	236	4	0	9	2	3	0	4	1	10	439	1,984	
Count Total	15	48	1,486	128	1	74	2,161	116	0	147	14	51	0	25	7	68	4,341	0	
Peak Hour	All	14	33	811	89	0	59	1,150	92	0	98	10	39	0	12	4	30	2,441	0
	HV	1	4	17	1	0	0	11	0	0	0	0	0	0	1	0	2	37	0
	HV%	7%	12%	2%	1%	-	0%	1%	0%	-	0%	0%	0%	-	8%	0%	7%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	2	0	0	7	2	1	0	0	3	2	1	3	0	6
7:45 AM	6	3	0	0	9	0	0	2	0	2	0	0	0	0	0
8:00 AM	9	3	0	1	13	0	0	1	0	1	0	0	0	2	2
8:15 AM	5	2	0	1	8	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	3	0	1	7	0	0	0	0	0	0	1	0	0	1
8:45 AM	5	6	0	0	11	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	3	0	0	8	0	0	0	0	0	1	0	0	0	1
9:15 AM	9	3	0	2	14	0	0	0	0	0	0	0	0	1	1
Count Total	47	25	0	5	77	2	1	3	0	6	3	2	3	3	11
Peak Hour	23	11	0	3	37	0	0	3	0	3	0	1	0	2	3

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Sycamore Valley Rd				Sycamore Valley Rd				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	7	0	
7:45 AM	1	1	4	0	0	0	3	0	0	0	0	0	0	0	0	9	0	
8:00 AM	0	1	7	1	0	0	3	0	0	0	0	0	0	1	0	13	0	
8:15 AM	0	1	4	0	0	0	2	0	0	0	0	0	0	0	1	8	37	
8:30 AM	0	1	2	0	0	0	3	0	0	0	0	0	0	0	1	7	37	
8:45 AM	0	0	4	1	0	0	6	0	0	0	0	0	0	0	0	11	39	
9:00 AM	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	8	34	
9:15 AM	0	1	8	0	0	0	3	0	0	0	0	0	0	0	2	14	40	
Count Total	1	6	38	2	0	0	25	0	0	0	0	0	1	0	4	77	0	
Peak Hour	1	4	17	1	0	0	11	0	0	0	0	0	1	0	2	37	0	

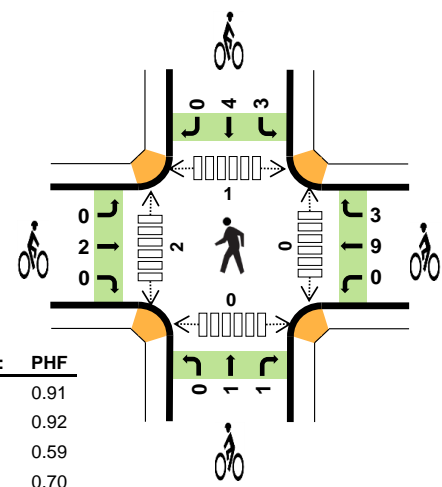
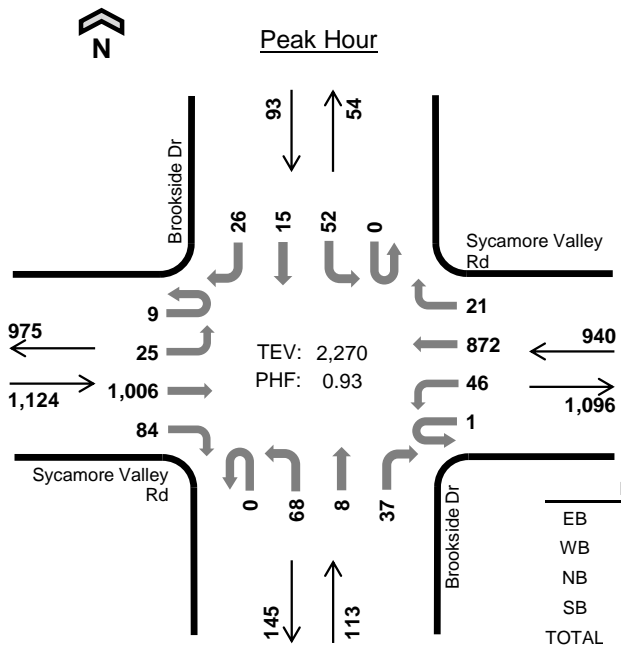
Two-Hour Count Summaries - Bikes																
Interval Start	Sycamore Valley Rd			Sycamore Valley Rd			Brookside Dr			Brookside Dr			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	0		
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	0		
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	1	1	0	0	1	0	0	3	0	0	0	0	6	0		
Peak Hour	0	0	0	0	0	0	0	3	0	0	0	0	3	0		

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

Brookside Dr Sycamore Valley Rd



Date: 03/16/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.5%	0.91
WB	2.2%	0.92
NB	0.0%	0.59
SB	2.2%	0.70
TOTAL	1.8%	0.93

Two-Hour Count Summaries

Interval Start	Sycamore Valley Rd Eastbound				Sycamore Valley Rd Westbound				Brookside Dr Northbound				Brookside Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	6	176	13	0	3	172	2	0	18	3	12	0	7	2	4	418	0	
1:45 PM	1	7	192	7	0	5	209	7	0	14	1	1	0	11	3	3	461	0	
2:00 PM	2	5	227	11	0	4	209	7	0	3	2	2	0	10	2	9	493	0	
2:15 PM	0	10	226	7	0	6	204	5	0	24	2	3	0	10	1	8	506	1,878	
2:30 PM	1	3	228	21	0	4	190	4	0	14	2	4	0	23	7	3	504	1,964	
2:45 PM	2	6	235	27	0	23	213	7	0	10	2	2	0	13	3	9	552	2,055	
3:00 PM	3	8	259	21	1	12	239	4	0	24	1	23	0	5	3	5	608	2,170	
3:15 PM	3	8	284	15	0	7	230	6	0	20	3	8	0	11	2	9	606	2,270	
Count Total	12	53	1,827	122	1	64	1,666	42	0	127	16	55	0	90	23	50	4,148	0	
Peak Hour	All	9	25	1,006	84	1	46	872	21	0	68	8	37	0	52	15	26	2,270	0
	HV	0	1	15	1	0	0	20	1	0	0	0	0	0	2	0	0	40	0
	HV%	0%	4%	1%	1%	0%	0%	2%	5%	-	0%	0%	0%	-	4%	0%	0%	2%	0

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

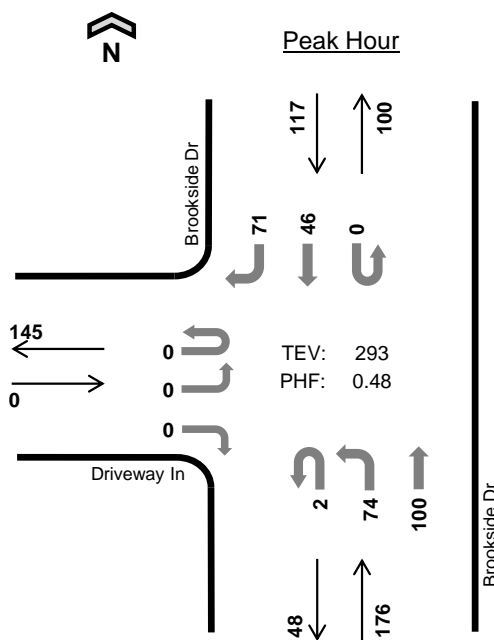
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	2	5	0	0	7	0	4	0	1	5	0	0	0	0	0
1:45 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1
2:00 PM	4	5	0	0	9	0	3	0	2	5	1	0	0	1	2
2:15 PM	2	3	0	1	6	2	3	1	2	8	1	0	0	1	2
2:30 PM	2	5	0	1	8	1	9	2	4	16	0	0	1	0	1
2:45 PM	6	9	0	1	16	0	0	0	0	0	0	2	0	0	2
3:00 PM	3	3	0	0	6	1	2	0	3	6	0	0	0	0	0
3:15 PM	6	4	0	0	10	0	1	0	0	1	0	0	0	0	0
Count Total	25	37	1	3	66	4	22	3	12	41	2	3	1	2	8
Peak Hour	17	21	0	2	40	2	12	2	7	23	0	2	1	0	3

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Sycamore Valley Rd				Sycamore Valley Rd				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	7	0	
1:45 PM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	4	0	
2:00 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	9	0	
2:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	6	26	
2:30 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	1	0	8	27	
2:45 PM	0	1	4	1	0	0	9	0	0	0	0	0	1	0	0	16	39	
3:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	6	36	
3:15 PM	0	0	6	0	0	0	3	1	0	0	0	0	0	0	0	10	40	
Count Total	0	1	23	1	0	0	36	1	0	1	0	0	0	2	0	1	66	0
Peak Hour	0	1	15	1	0	0	20	1	0	0	0	0	0	2	0	0	40	0

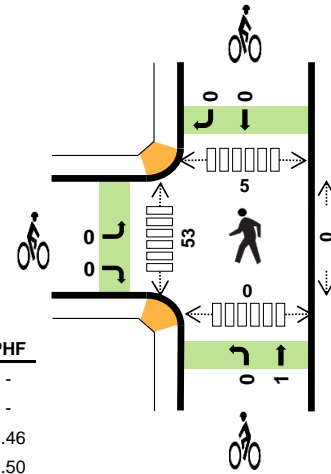
Two-Hour Count Summaries - Bikes																	
Interval Start	Sycamore Valley Rd			Sycamore Valley Rd			Brookside Dr			Brookside Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	2	2	0	0	0	1	0	0	5	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	0	0	0	0	0	3	0	0	0	2	0	0	5	0			
2:15 PM	0	2	0	0	3	0	0	1	0	2	0	0	8	18			
2:30 PM	0	1	0	0	7	2	0	1	1	1	3	0	16	29			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	29			
3:00 PM	0	1	0	0	2	0	0	0	0	2	1	0	6	30			
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	23			
Count Total	0	4	0	0	14	8	0	2	1	8	4	0	41	0			
Peak Hour	0	2	0	0	9	3	0	1	1	3	4	0	23	0			

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

Brookside Dr Driveway In



Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	-	-
NB	0.6%	0.46
SB	0.9%	0.50
TOTAL	0.7%	0.48

Two-Hour Count Summaries

Interval Start	Driveway In				N/A				Brookside Dr				Brookside Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		TH		RT						
7:30 AM	0	0	0	0	0	0	0	0	0	6	5	0	0	0	3	4	18	0	
7:45 AM	0	0	0	0	0	0	0	0	0	3	6	0	0	0	4	5	18	0	
8:00 AM	0	0	0	0	0	0	0	0	2	8	20	0	0	0	14	10	54	0	
8:15 AM	0	0	0	0	0	0	0	0	0	44	52	0	0	0	16	42	154	244	
8:30 AM	0	0	0	0	0	0	0	0	0	19	22	0	0	0	12	14	67	293	
8:45 AM	0	0	0	0	0	0	0	0	2	1	6	0	0	0	6	2	17	292	
9:00 AM	0	0	0	0	0	0	0	0	1	16	13	0	0	0	7	7	44	282	
9:15 AM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	11	0	19	147	
Count Total	0	0	0	0	0	0	0	0	5	98	131	0	0	0	73	84	391	0	
Peak Hour	All	0	0	0	0	0	0	0	0	2	74	100	0	0	0	46	71	293	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	-	-	-	-	-	-	-	0%	0%	1%	-	-	-	2%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	24	2	0	26
8:15 AM	0	0	1	1	2	0	0	0	0	0	0	24	3	0	27
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
8:45 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	7	2	3	13
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	4	6
Count Total	0	0	1	2	3	0	0	1	0	1	2	62	7	7	78
Peak Hr	0	0	1	1	2	0	0	1	0	1	0	53	5	0	58

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Driveway In				N/A				Brookside Dr				Brookside Dr					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Driveway In			N/A			Brookside Dr			Brookside Dr					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	1	0	

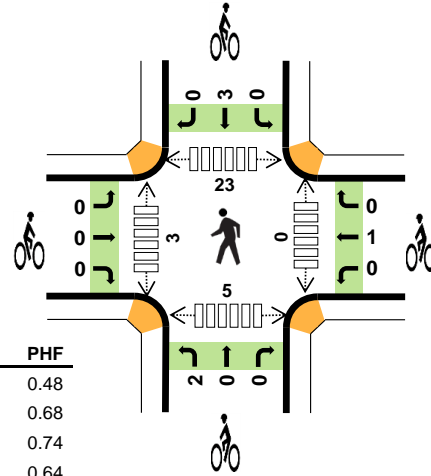
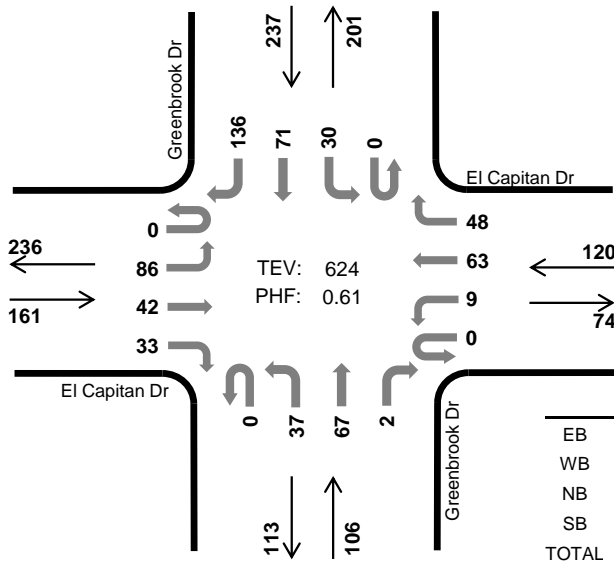
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Greenbrook Dr El Capitan Dr



Peak Hour

Date: 03/30/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.2%	0.48
WB	2.5%	0.68
NB	1.9%	0.74
SB	0.0%	0.64
TOTAL	1.1%	0.61

Two-Hour Count Summaries

Interval Start	El Capitan Dr Eastbound				El Capitan Dr Westbound				Greenbrook Dr Northbound				Greenbrook Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	1	1	7	1	0	0	7	6	0	5	8	1	0	6	6	6	55	0	
7:45 AM	0	13	10	5	0	1	24	6	0	12	14	1	0	4	17	51	158	0	
8:00 AM	0	52	12	19	0	6	25	13	0	18	17	1	0	5	15	73	256	0	
8:15 AM	0	16	14	5	0	0	8	18	0	6	21	0	0	12	19	8	127	596	
8:30 AM	0	5	6	4	0	2	6	11	0	1	15	0	0	9	20	4	83	624	
8:45 AM	0	2	6	3	0	4	15	10	0	2	21	4	0	4	12	2	85	551	
9:00 AM	0	4	5	2	0	0	7	9	0	8	16	0	0	4	18	10	83	378	
9:15 AM	0	2	6	4	0	1	4	6	0	7	16	0	0	5	16	3	70	321	
Count Total	1	95	66	43	0	14	96	79	0	59	128	7	0	49	123	157	917	0	
Peak Hour	All	0	86	42	33	0	9	63	48	0	37	67	2	0	30	71	136	624	0
	HV	0	0	1	1	0	0	1	2	0	0	1	1	0	0	0	0	7	0
	HV%	-	0%	2%	3%	-	0%	2%	4%	-	0%	1%	50%	-	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	1	2	0	0	0	0	0	3	0	1	1	5
7:45 AM	2	1	1	0	4	0	0	0	1	1	0	2	3	1	6
8:00 AM	0	0	0	0	0	0	0	1	1	2	0	1	19	4	24
8:15 AM	0	2	1	0	3	0	1	1	0	2	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
8:45 AM	0	0	1	1	2	0	0	0	1	1	0	0	0	1	1
9:00 AM	1	1	0	1	3	0	0	0	1	1	0	1	1	3	5
9:15 AM	0	0	0	1	1	0	0	0	0	0	0	1	2	2	5
Count Total	4	4	3	4	15	0	1	2	5	8	3	5	27	12	47
Peak Hour	2	3	2	0	7	0	1	2	3	6	0	3	23	5	31

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Capitan Dr				El Capitan Dr				Greenbrook Dr				Greenbrook Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	1	1	0	0	1	0	0	0	0	1	0	0	0	4	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	9	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	5	
9:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	8	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	
Count Total	0	1	2	1	0	0	1	3	0	0	2	1	0	1	1	2	15	
Peak Hour	0	0	1	1	0	0	1	2	0	0	1	1	0	0	0	0	7	

Two-Hour Count Summaries - Bikes																	
Interval Start	El Capitan Dr			El Capitan Dr			Greenbrook Dr			Greenbrook Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	5	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Count Total	0	0	0	0	0	1	0	2	0	0	0	1	4	0	8	0	
Peak Hour	0	0	0	0	0	1	0	2	0	0	0	0	3	0	6	0	

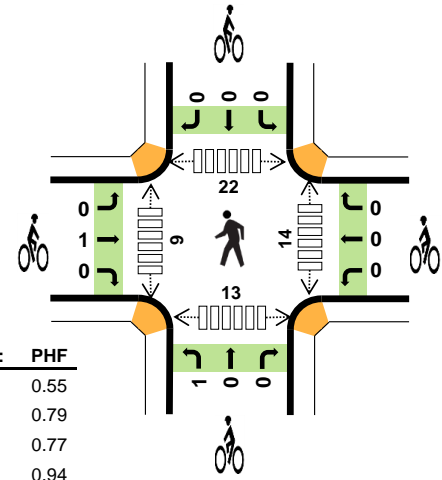
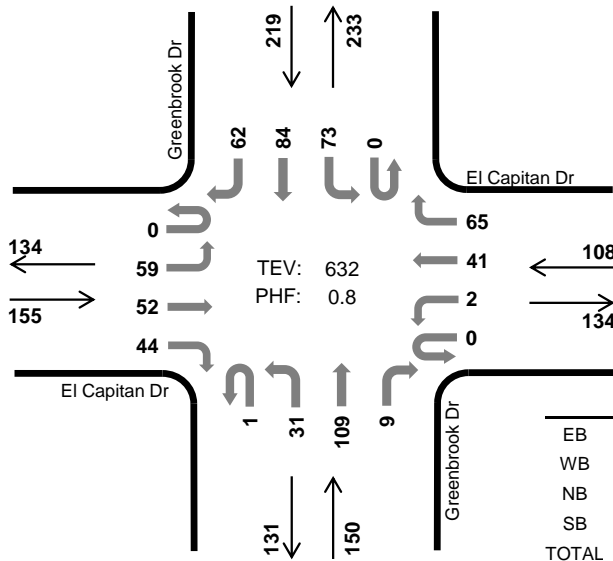
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Greenbrook Dr El Capitan Dr



Peak Hour

Date: 03/30/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.3%	0.55
WB	2.8%	0.79
NB	0.7%	0.77
SB	1.8%	0.94
TOTAL	1.6%	0.80

Two-Hour Count Summaries

Interval Start	El Capitan Dr Eastbound				El Capitan Dr Westbound				Greenbrook Dr Northbound				Greenbrook Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	1	9	5	0	1	12	6	0	3	16	0	0	7	9	5	74	0	
1:45 PM	0	6	6	1	0	2	8	8	0	4	9	2	0	8	14	6	74	0	
2:00 PM	0	4	7	5	0	1	9	6	0	4	15	0	0	5	16	5	77	0	
2:15 PM	0	5	5	7	0	0	13	16	0	6	16	2	0	10	18	18	116	341	
2:30 PM	0	2	7	5	0	0	11	19	1	8	15	1	0	11	15	31	126	393	
2:45 PM	0	35	17	19	0	1	16	17	0	8	24	4	0	16	21	20	198	517	
3:00 PM	0	17	21	11	0	0	7	14	0	8	40	1	0	26	26	6	177	617	
3:15 PM	0	5	7	9	0	1	7	15	0	7	30	3	0	20	22	5	131	632	
Count Total	0	75	79	62	0	6	83	101	1	48	165	13	0	103	141	96	973	0	
Peak Hour	All	0	59	52	44	0	2	41	65	1	31	109	9	0	73	84	62	632	0
	HV	0	0	1	1	0	0	1	2	0	0	1	0	0	2	2	0	10	0
	HV%	-	0%	2%	2%	-	0%	2%	3%	0%	0%	1%	0%	-	3%	2%	0%	2%	0

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

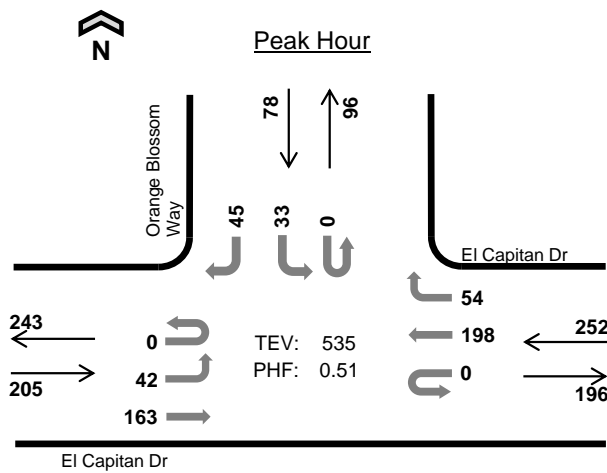
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1
1:45 PM	0	0	0	2	2	0	0	1	0	1	3	0	0	0	3
2:00 PM	0	0	0	1	1	0	0	2	1	3	0	5	1	0	6
2:15 PM	0	1	0	0	1	0	0	0	0	0	3	0	1	0	4
2:30 PM	1	2	0	1	4	1	0	0	0	1	2	0	1	0	3
2:45 PM	0	0	1	0	1	0	0	1	0	1	11	8	20	8	47
3:00 PM	1	0	0	1	2	0	0	0	0	0	1	0	1	5	7
3:15 PM	0	1	0	2	3	0	0	0	0	0	0	1	0	0	1
Count Total	2	4	1	7	14	1	0	5	1	7	21	14	24	13	72
Peak Hour	2	3	1	4	10	1	0	1	0	2	14	9	22	13	58

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Capitan Dr				El Capitan Dr				Greenbrook Dr				Greenbrook Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
2:30 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	4	
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	3	
Count Total	0	0	1	1	0	0	1	3	0	0	1	0	0	3	4	0	14	
Peak Hour	0	0	1	1	0	0	1	2	0	0	1	0	0	2	2	0	10	

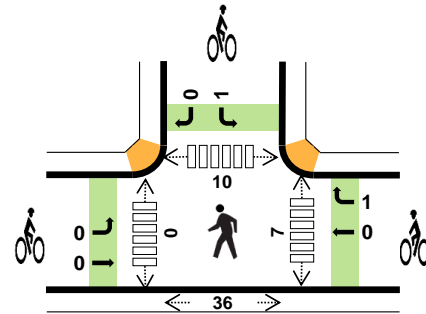
Two-Hour Count Summaries - Bikes																	
Interval Start	El Capitan Dr			El Capitan Dr			Greenbrook Dr			Greenbrook Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	
1:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	
2:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	1	0	0	0	0	0	2	3	0	1	0	0	0	7	0	
Peak Hour	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0	

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

Orange Blossom Way El Capitan Dr



Date: 03/30/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.0%	0.53
WB	0.0%	0.52
NB	-	-
SB	1.3%	0.45
TOTAL	0.6%	0.51

Two-Hour Count Summaries

Interval Start	El Capitan Dr Eastbound				El Capitan Dr Westbound				N/A Northbound				Orange Blossom Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	3	26	0	0	0	13	1	0	0	0	0	0	0	0	1	44	0	
7:45 AM	0	5	54	0	0	0	48	7	0	0	0	0	0	6	0	5	125	0	
8:00 AM	0	27	69	0	0	0	98	24	0	0	0	0	0	18	0	25	261	0	
8:15 AM	0	7	20	0	0	0	42	18	0	0	0	0	0	8	0	9	104	534	
8:30 AM	0	3	20	0	0	0	10	5	0	0	0	0	0	1	0	6	45	535	
8:45 AM	0	5	14	0	0	0	18	4	0	0	0	0	0	4	0	2	47	457	
9:00 AM	0	11	11	0	0	0	24	9	0	0	0	0	0	7	0	3	65	261	
9:15 AM	1	4	12	0	0	0	17	2	0	0	0	0	1	4	0	3	44	201	
Count Total	1	65	226	0	0	0	270	70	0	0	0	0	1	48	0	54	735	0	
Peak Hour	All	0	42	163	0	0	0	198	54	0	0	0	0	0	33	0	45	535	0
	HV	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0
	HV%	-	0%	1%	-	-	-	0%	0%	-	-	-	-	-	0%	-	2%	1%	0

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

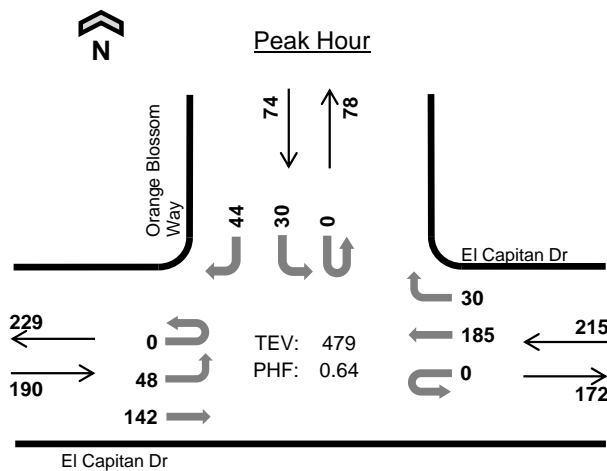
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
7:45 AM	2	0	0	1	3	0	1	0	0	1	0	0	2	4	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	8	24	35
8:15 AM	0	0	0	0	0	0	0	0	1	1	4	0	0	5	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	1	0	0	1	4	0	0	5	9
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1
Count Total	3	0	0	1	4	0	3	0	1	4	12	0	11	42	65
Peak Hr	2	0	0	1	3	0	1	0	1	2	7	0	10	36	53

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Capitan Dr				El Capitan Dr				N/A				Orange Blossom Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4	0	
Peak Hour	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0	

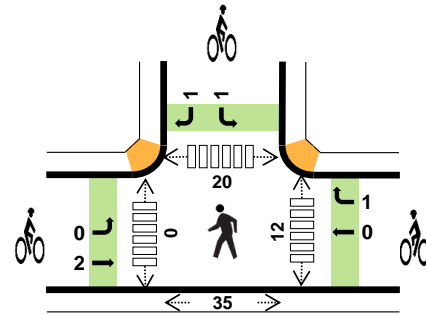
Two-Hour Count Summaries - Bikes																		
Interval Start	El Capitan Dr				El Capitan Dr				N/A				Orange Blossom Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT	RT	LT	TH	RT	RT	LT	TH	RT	RT	LT	TH	RT	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	2	
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	2	
Count Total	0	0	0	0	0	0	3	0	0	0	0	1	0	0	4	4	0	
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	2	0	

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

Orange Blossom Way El Capitan Dr



Date: 03/30/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	1.1%	0.75
WB	0.0%	0.57
NB	-	-
SB	0.0%	0.64
TOTAL	0.4%	0.64

Two-Hour Count Summaries

Interval Start	El Capitan Dr Eastbound				El Capitan Dr Westbound				N/A Northbound				Orange Blossom Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	4	22	0	0	0	20	1	0	0	0	0	0	3	0	3	53	0	
1:45 PM	0	10	21	0	0	0	17	4	0	0	0	0	0	4	0	5	61	0	
2:00 PM	0	3	16	0	0	0	27	5	0	0	0	0	0	4	0	4	59	0	
2:15 PM	0	8	23	0	0	0	25	4	0	0	0	0	0	3	0	2	65	238	
2:30 PM	0	9	46	0	0	0	29	2	0	0	0	0	0	12	0	3	101	286	
2:45 PM	0	19	44	0	0	0	81	14	0	0	0	0	0	5	0	24	187	412	
3:00 PM	0	12	29	0	0	0	50	10	0	0	0	0	0	10	0	15	126	479	
3:15 PM	0	5	18	0	0	0	20	3	0	0	0	0	0	3	0	7	56	470	
Count Total	0	70	219	0	0	0	269	43	0	0	0	0	0	44	0	63	708	0	
Peak Hour	All	0	48	142	0	0	0	185	30	0	0	0	0	0	30	0	44	479	0
	HV	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
	HV%	-	0%	1%	-	-	-	0%	0%	-	-	-	-	-	0%	-	0%	0%	0

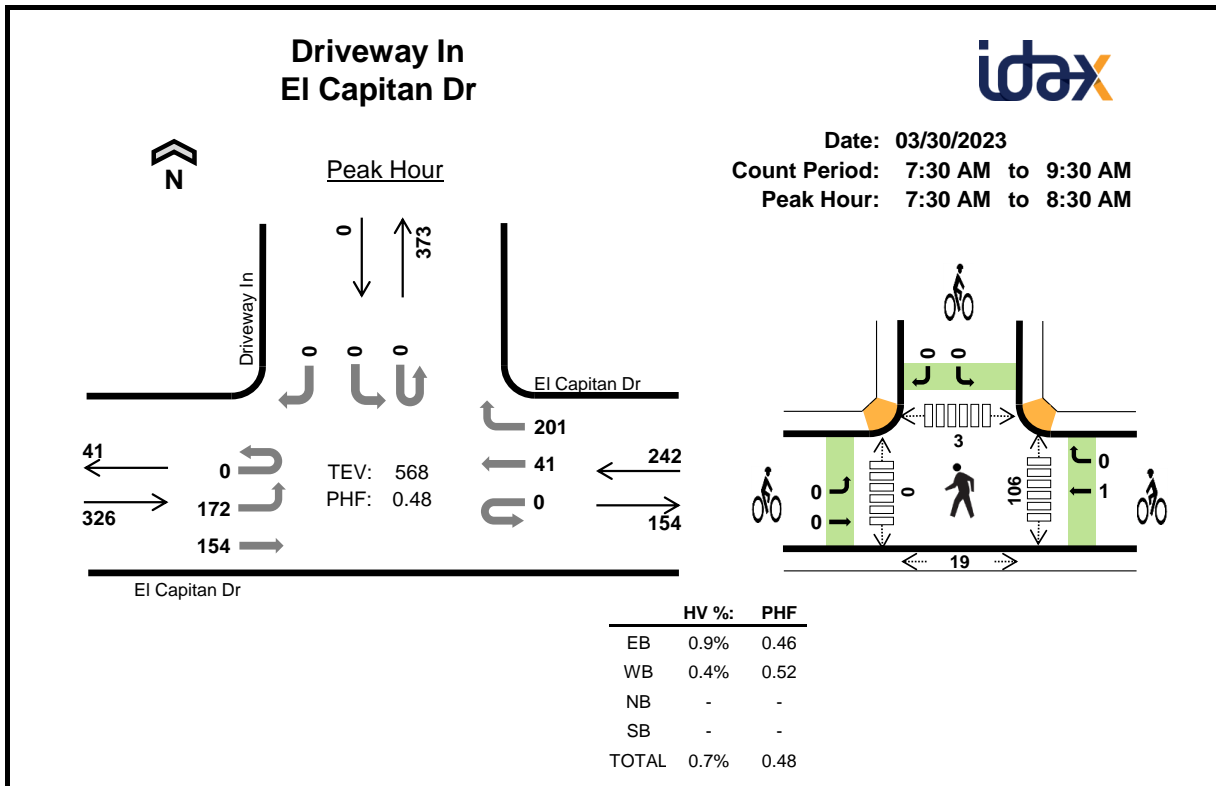
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	2	0	1	4	0	0	0	1	1	0	0	2	0	2
1:45 PM	0	0	0	1	1	0	0	0	0	0	2	0	1	1	4
2:00 PM	0	0	0	0	0	1	0	0	2	3	1	0	1	3	5
2:15 PM	0	0	0	0	0	0	0	0	1	1	5	0	3	3	11
2:30 PM	1	0	0	0	1	1	0	0	1	2	0	0	3	3	6
2:45 PM	1	0	0	0	1	1	1	0	0	2	4	0	12	24	40
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	2	5	10
3:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	6	6
Count Total	4	3	0	2	9	3	1	0	5	9	15	0	24	45	84
Peak Hr	2	0	0	0	2	2	1	0	2	5	12	0	20	35	67

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Capitan Dr				El Capitan Dr				N/A				Orange Blossom Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	4	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	4
Count Total	0	1	3	0	0	0	3	0	0	0	0	0	0	1	0	1	9	0
Peak Hour	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Two-Hour Count Summaries - Bikes														
Interval Start	El Capitan Dr			El Capitan Dr			N/A			Orange Blossom Way			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	0	0	0	0	0	0	0	0	1	0	1	3	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	5
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2	6
2:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	8
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	1	2	0	0	0	1	0	0	0	3	0	2	9	0
Peak Hour	0	2	0	0	0	1	0	0	0	1	0	1	5	0

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



Two-Hour Count Summaries

Interval Start	El Capitan Dr Eastbound				El Capitan Dr Westbound				N/A Northbound				Driveway In Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	12	9	0	0	0	8	9	0	0	0	0	0	0	0	0	38	0	
7:45 AM	0	55	30	0	0	0	15	67	0	0	0	0	0	0	0	0	167	0	
8:00 AM	0	97	80	0	0	0	6	110	0	0	0	0	0	0	0	0	293	0	
8:15 AM	0	8	35	0	0	0	12	15	0	0	0	0	0	0	0	0	70	568	
8:30 AM	0	5	14	0	0	0	7	5	0	0	0	0	0	0	0	0	31	561	
8:45 AM	0	1	12	0	0	0	19	0	0	0	0	0	0	0	0	0	32	426	
9:00 AM	0	4	13	0	0	0	20	9	0	0	0	0	0	0	0	0	46	179	
9:15 AM	0	3	13	0	0	0	10	2	0	0	0	0	0	0	0	0	28	137	
Count Total	0	185	206	0	0	0	97	217	0	0	0	0	0	0	0	0	705	0	
Peak Hour	All	0	172	154	0	0	0	41	201	0	0	0	0	0	0	0	0	568	0
	HV	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
	HV%	-	0%	2%	-	-	-	2%	0%	-	-	-	-	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
7:45 AM	2	1	0	0	3	0	0	0	0	0	18	0	1	7	26
8:00 AM	0	0	0	0	0	0	1	0	0	1	84	0	2	11	97
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	3	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
9:00 AM	1	1	0	0	2	0	0	0	0	0	6	0	1	6	13
9:15 AM	0	1	0	0	1	0	0	0	0	0	5	0	1	1	7
Count Total	4	3	0	0	7	0	1	0	0	1	120	0	8	29	157
Peak Hr	3	1	0	0	4	0	1	0	0	1	106	0	3	19	128

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Capitan Dr				El Capitan Dr				N/A				Driveway In				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
Peak Hour	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0

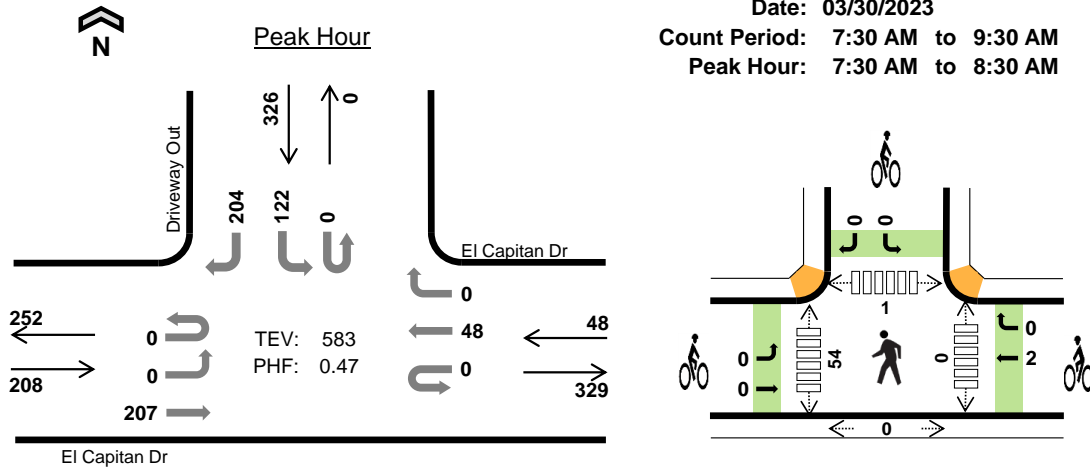
Two-Hour Count Summaries - Bikes																	
Interval Start	El Capitan Dr			El Capitan Dr			N/A			Driveway In			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0

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

Driveway Out El Capitan Dr



Date: 03/30/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.4%	0.52
WB	2.1%	0.71
NB	-	0.25
SB	0.0%	0.41
TOTAL	0.7%	0.47

Two-Hour Count Summaries

Interval Start	El Capitan Dr Eastbound				El Capitan Dr Westbound				N/A Northbound				Driveway Out Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	22	0	0	0	9	0	0	0	0	0	0	2	0	2	35	0	
7:45 AM	0	0	66	1	0	0	17	0	0	0	0	0	0	24	0	46	154	0	
8:00 AM	0	0	100	0	0	0	9	0	0	1	0	0	0	76	0	124	310	0	
8:15 AM	0	0	19	0	0	0	13	0	0	0	0	0	0	20	0	32	84	583	
8:30 AM	1	0	15	0	0	0	8	0	0	0	0	0	0	5	0	2	31	579	
8:45 AM	1	0	14	0	0	0	17	0	0	0	0	0	0	0	0	3	35	460	
9:00 AM	0	0	15	0	0	0	19	0	0	0	0	0	0	5	0	4	43	193	
9:15 AM	0	1	11	0	0	0	12	0	0	0	0	0	0	4	0	5	33	142	
Count Total	2	1	262	1	0	0	104	0	0	0	0	0	0	136	0	218	724	0	
Peak Hour	All	0	0	207	1	0	0	48	0	0	0	0	0	0	122	0	204	582	0
	HV	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
	HV%	-	-	1%	0%	-	-	2%	-	-	-	-	-	-	0%	-	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	1	0	0	3	0	0	0	0	0	0	10	0	0	10
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	43	1	0	44
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:00 AM	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1
Count Total	4	3	0	0	7	0	2	0	0	2	0	58	5	0	63
Peak Hr	3	1	0	0	4	0	2	0	0	2	0	54	1	0	55

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Capitan Dr				El Capitan Dr				N/A				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
Peak Hour	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes																		
Interval Start	El Capitan Dr				El Capitan Dr				N/A				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT	RT	LT	TH	RT	RT	LT	TH	RT	RT	LT	TH	RT	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0

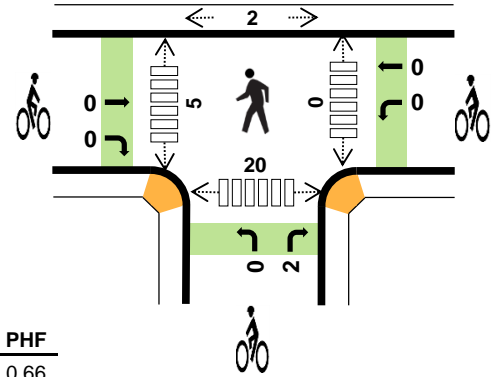
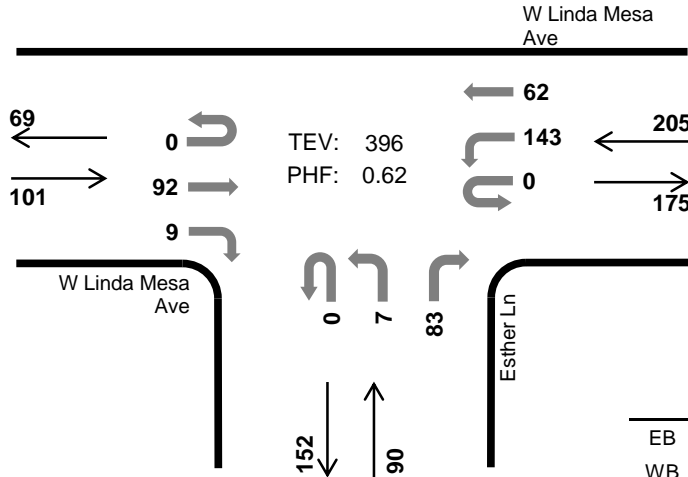
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Esther Ln W Linda Mesa Ave



Peak Hour

Date: 03/30/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.0%	0.66
WB	0.0%	0.46
NB	0.0%	0.58
SB	-	-
TOTAL	0.3%	0.62

Two-Hour Count Summaries

Interval Start	W Linda Mesa Ave Eastbound				W Linda Mesa Ave Westbound				Esther Ln Northbound				N/A Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	14	1	0	13	5	1	0	2	0	1	0	0	0	0	37	0	
7:45 AM	0	0	33	5	0	82	29	0	0	0	0	10	0	0	0	0	159	0	
8:00 AM	0	0	24	0	0	24	15	0	0	3	0	32	0	0	0	0	98	0	
8:15 AM	0	0	23	4	0	22	9	0	0	3	0	36	0	0	0	0	97	391	
8:30 AM	0	0	12	0	0	15	9	0	0	1	0	5	0	0	0	0	42	396	
8:45 AM	0	0	10	1	0	5	12	0	0	0	0	4	0	0	0	0	32	269	
9:00 AM	0	0	17	0	0	1	13	0	0	0	0	0	0	0	0	0	31	202	
9:15 AM	0	0	7	2	0	7	5	0	0	0	0	2	0	0	0	0	23	128	
Count Total	0	0	140	13	0	169	97	1	0	9	0	90	0	0	0	0	519	0	
Peak Hour	All	0	0	92	9	0	143	62	0	0	7	0	83	0	0	0	0	396	0
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	-	1%	0%	-	0%	0%	-	-	0%	-	0%	-	-	-	-	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	14	18
8:00 AM	1	0	0	0	1	0	0	1	0	1	0	0	1	2	3
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	3	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	3	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	1	0	0	0	1	0	0	2	0	2	0	9	4	27	40
Peak Hr	1	0	0	0	1	0	0	2	0	2	0	5	2	20	27

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Linda Mesa Ave				W Linda Mesa Ave				Esther Ln				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Two-Hour Count Summaries - Bikes

Interval Start	W Linda Mesa Ave			W Linda Mesa Ave			Esther Ln			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	2	0	0	0	2	0

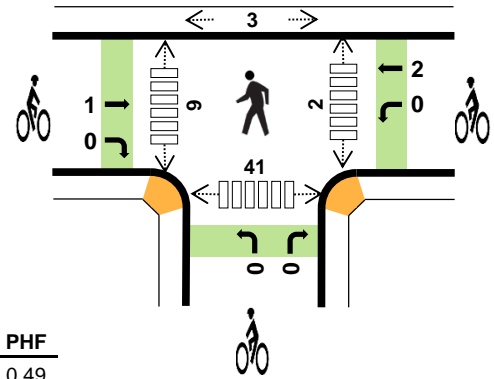
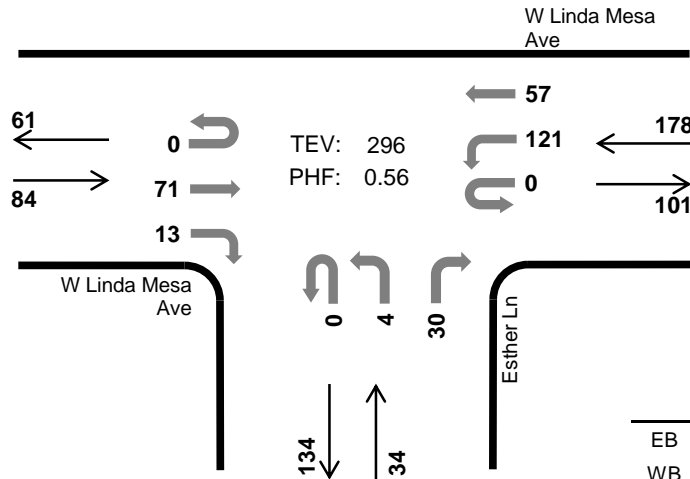
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Esther Ln W Linda Mesa Ave



Peak Hour

Date: 03/30/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	2.4%	0.49
WB	2.2%	0.60
NB	0.0%	0.61
SB	-	-
TOTAL	2.0%	0.56

Two-Hour Count Summaries

Interval Start	W Linda Mesa Ave Eastbound				W Linda Mesa Ave Westbound				Esther Ln Northbound				N/A Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	11	2	0	15	6	0	0	3	0	2	0	1	0	0	40	0	
1:45 PM	0	0	15	0	0	14	13	1	0	1	0	3	0	0	0	0	47	0	
2:00 PM	0	0	14	1	0	20	10	0	0	3	0	11	0	0	0	0	59	0	
2:15 PM	0	0	12	0	0	18	17	0	0	0	0	2	0	0	0	0	49	195	
2:30 PM	0	0	34	9	0	60	14	0	0	1	0	13	0	0	0	0	131	286	
2:45 PM	0	0	11	3	0	23	16	0	0	0	0	4	0	0	0	0	57	296	
3:00 PM	0	0	16	3	0	8	15	0	0	2	0	5	0	0	0	0	49	286	
3:15 PM	0	0	11	1	0	6	11	0	0	0	0	4	0	0	0	0	33	270	
Count Total	0	0	124	19	0	164	102	1	0	10	0	44	0	0	0	0	464	0	
Peak Hour	All	0	0	71	13	0	121	57	0	0	4	0	30	0	0	0	0	296	0
	HV	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	6	0
	HV%	-	-	3%	0%	-	2%	4%	-	-	0%	-	0%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
2:00 PM	2	2	0	0	4	0	1	0	0	1	2	1	2	3	8
2:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	2	3
2:30 PM	0	1	0	0	1	1	0	0	0	1	0	7	1	29	37
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
3:00 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	4	6
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	3	3
Count Total	2	4	0	0	6	1	5	1	0	7	2	12	3	49	66
Peak Hr	2	4	0	0	6	1	2	0	0	3	2	9	3	41	55

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Linda Mesa Ave				W Linda Mesa Ave				Esther Ln				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4	0	
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	
2:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	6	0	
Peak Hour	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	6	0	

Two-Hour Count Summaries - Bikes

Interval Start	W Linda Mesa Ave			W Linda Mesa Ave			Esther Ln			N/A			15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	4
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	1	0	2	3	0	0	0	1	0	0	0	0	7	0
Peak Hour	0	1	0	0	2	0	0	0	0	0	0	0	0	3	0

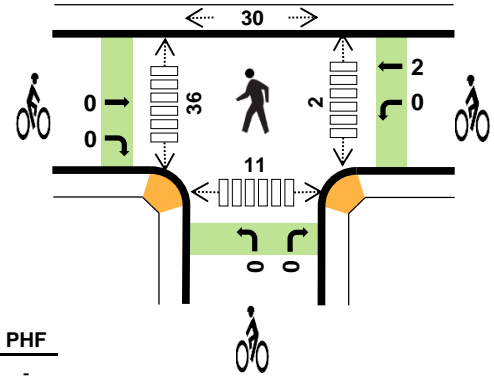
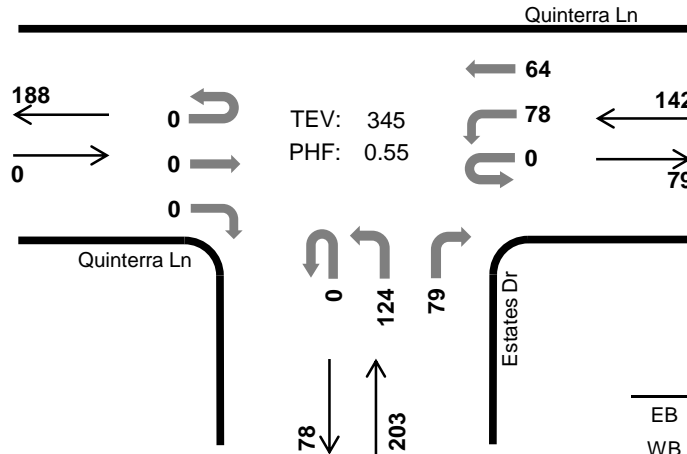
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Estates Dr Quinterra Ln



Peak Hour

Date: 03/30/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.49
NB	1.5%	0.60
SB	-	-
TOTAL	0.9%	0.55

Two-Hour Count Summaries

Interval Start	Quinterra Ln Eastbound				Quinterra Ln Westbound				Estates Dr Northbound				N/A Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	1	6	0	0	29	0	2	0	0	0	0	38	0	
7:45 AM	0	0	0	0	0	39	33	0	0	83	0	2	0	0	0	0	157	0	
8:00 AM	0	0	0	0	0	18	18	0	0	17	0	33	0	0	0	0	86	0	
8:15 AM	0	0	0	0	0	14	6	0	0	5	0	37	0	0	0	0	62	343	
8:30 AM	0	0	0	0	0	7	7	0	0	19	0	7	0	0	0	0	40	345	
8:45 AM	0	0	0	0	0	1	2	0	0	4	0	2	0	0	0	0	9	197	
9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	115	
9:15 AM	0	0	0	0	0	5	3	0	0	3	0	1	0	0	0	0	12	65	
Count Total	0	0	0	0	0	85	77	0	0	162	0	84	0	0	0	0	408	0	
Peak Hour	All	0	0	0	0	0	78	64	0	0	124	0	79	0	0	0	0	345	0
	HV	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0
	HV%	-	-	-	-	-	0%	0%	-	-	2%	-	0%	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	2	0	2	0	0	2	1	22	19	3	45
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	7	4	16
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	4	3	12
8:30 AM	0	0	1	0	1	0	0	0	0	0	1	4	0	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	4	1	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4
Count Total	0	0	3	0	3	0	2	0	0	2	4	42	36	11	93
Peak Hr	0	0	3	0	3	0	2	0	0	2	2	36	30	11	79

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Quinterra Ln				Quinterra Ln				Estates Dr				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0

Two-Hour Count Summaries - Bikes

Interval Start	Quinterra Ln			Quinterra Ln			Estates Dr			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	2	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	2	0	0	0	0	0	0	0	2	0

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

Estates Dr Quinterra Ln

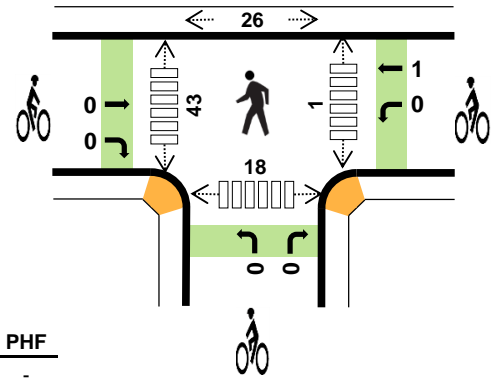
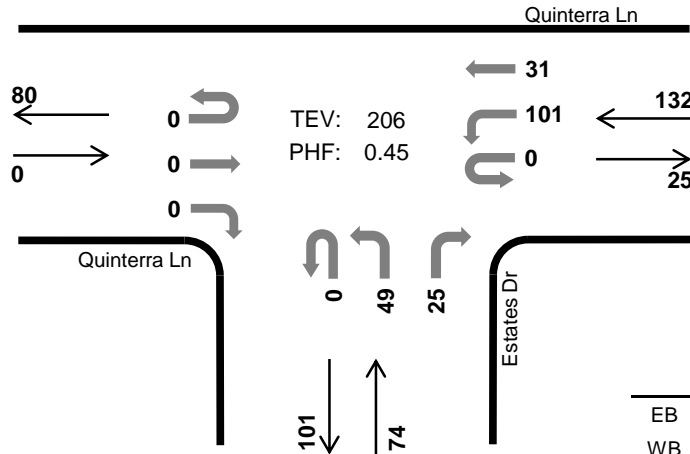


Peak Hour

Date: 03/30/2023

Count Period: 1:30 PM to 3:30 PM

Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	-	-
WB	0.8%	0.40
NB	4.1%	0.60
SB	-	-
TOTAL	1.9%	0.45

Two-Hour Count Summaries

Interval Start	Quinterra Ln Eastbound				Quinterra Ln Westbound				Estates Dr Northbound				N/A Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	4	0	0	0	0	0	5	0	0	0	0	9	0	
1:45 PM	0	0	0	0	0	3	7	0	0	11	0	8	0	0	0	0	29	0	
2:00 PM	0	0	0	0	0	5	7	0	0	13	0	10	0	0	0	0	35	0	
2:15 PM	0	0	0	0	0	1	2	0	0	2	0	4	0	0	0	0	9	82	
2:30 PM	0	0	0	0	0	68	15	0	0	25	0	6	0	0	0	0	114	187	
2:45 PM	0	0	0	0	0	27	7	0	0	9	0	5	0	0	0	0	48	206	
3:00 PM	0	0	0	0	0	11	2	0	0	9	0	6	0	0	0	0	28	199	
3:15 PM	0	0	0	0	0	7	1	0	0	4	0	2	0	0	0	0	14	204	
Count Total	0	0	0	0	0	126	41	0	0	73	0	46	0	0	0	0	286	0	
Peak Hour	All	0	0	0	0	0	101	31	0	0	49	0	25	0	0	0	0	206	0
	HV	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	4	0
	HV%	-	-	-	-	-	1%	0%	-	-	6%	-	0%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3
1:45 PM	0	0	0	0	0	0	1	0	0	1	2	13	11	7	33
2:00 PM	0	1	2	0	3	0	0	0	0	0	0	2	1	0	3
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	6	9	4	19
2:30 PM	0	0	0	0	0	0	1	0	0	1	1	34	15	14	64
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	3	1	5	9
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
Count Total	0	1	3	0	4	0	4	0	0	4	4	62	40	30	136
Peak Hr	0	1	3	0	4	0	1	0	0	1	1	43	26	18	88

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Quinterra Ln				Quinterra Ln				Estates Dr				N/A				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3	0	
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4	0	
Peak Hour	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4	0	

Two-Hour Count Summaries - Bikes

Interval Start	Quinterra Ln			Quinterra Ln			Estates Dr			N/A			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
1:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	1	3	0	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	1	0

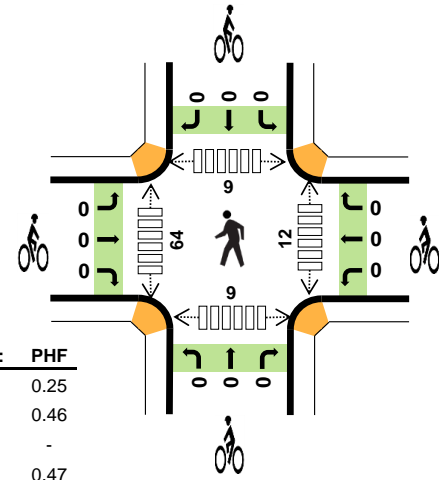
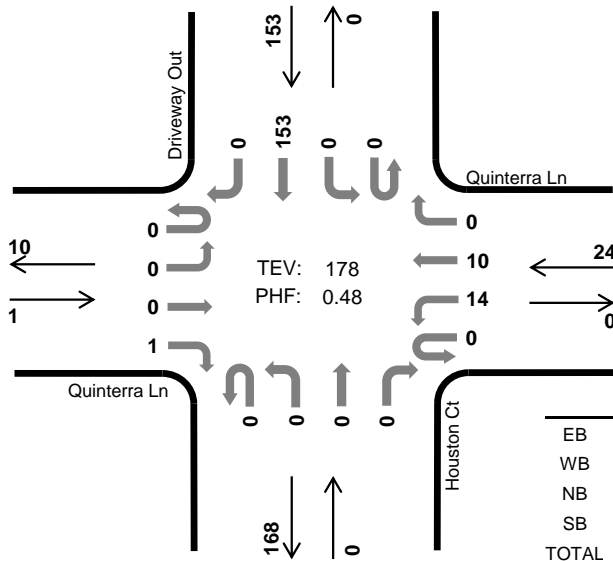
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Houston Ct Quinterra Ln



Peak Hour

Date: 03/30/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.25
WB	8.3%	0.46
NB	-	-
SB	0.7%	0.47
TOTAL	1.7%	0.48

Two-Hour Count Summaries

Interval Start	Quinterra Ln Eastbound				Quinterra Ln Westbound				Houston Ct Northbound				Driveway Out Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	
7:45 AM	0	0	0	0	0	4	7	0	0	0	0	0	0	0	82	0	93	0	
8:00 AM	0	0	0	0	0	10	3	0	0	0	0	0	0	0	36	0	49	0	
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	8	163	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	178	
8:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5	90	
9:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	4	45	
9:15 AM	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	6	43	
Count Total	0	0	0	2	0	23	11	0	0	0	0	0	0	0	170	0	206	0	
Peak Hour	All	0	0	0	1	0	14	10	0	0	0	0	0	0	0	153	0	178	0
	HV	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	0
	HV%	-	-	-	0%	-	0%	20%	-	-	-	-	-	-	-	1%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	11	1	9	0	21
7:45 AM	0	2	0	0	2	0	0	0	0	0	4	44	2	9	59
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	19	2	0	26
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
8:30 AM	0	0	0	1	1	0	0	0	0	0	2	1	3	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	0	1	3	0	0	0	0	0	24	65	19	9	117
Peak Hour	0	2	0	1	3	0	0	0	0	0	12	64	9	9	94

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Quinterra Ln				Quinterra Ln				Houston Ct				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3	0	
Peak Hour	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Quinterra Ln			Quinterra Ln			Houston Ct			Driveway Out			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

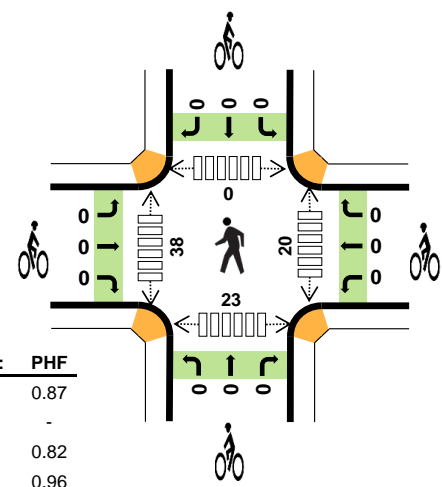
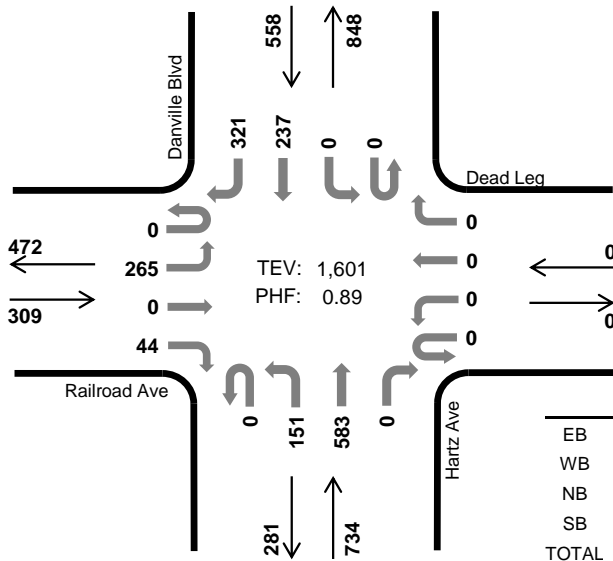
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd Railroad Ave



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.3%	0.87
WB	-	-
NB	0.8%	0.82
SB	1.1%	0.96
TOTAL	0.8%	0.89

Two-Hour Count Summaries

Interval Start	Railroad Ave				Dead Leg				Hartz Ave				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	31	0	1	0	0	0	0	0	10	76	0	0	0	25	58	201	0	
7:45 AM	0	64	0	1	0	0	0	0	0	16	148	0	0	0	49	88	366	0	
8:00 AM	0	76	0	6	0	0	0	0	0	52	164	0	0	0	59	81	438	0	
8:15 AM	0	66	0	23	0	0	0	0	0	62	162	0	0	0	58	78	449	1,454	
8:30 AM	0	59	0	14	0	0	0	0	0	21	109	0	0	0	71	74	348	1,601	
8:45 AM	0	41	0	3	0	0	0	0	0	12	56	0	0	0	49	72	233	1,468	
9:00 AM	0	44	0	4	0	0	0	0	0	4	33	0	0	0	29	66	180	1,210	
9:15 AM	0	46	0	4	0	0	0	0	0	9	34	0	0	0	32	72	197	958	
Count Total	0	427	0	56	0	0	0	0	0	186	782	0	0	0	372	589	2,412	0	
Peak Hour	All	0	265	0	44	0	0	0	0	0	151	583	0	0	0	237	321	1,601	0
	HV	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	6	13	0
	HV%	-	0%	-	0%	-	-	-	-	-	0%	1%	-	-	-	0%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	0	1	6	9	0	0	1	1	2	1	1	0	1	3
7:45 AM	0	0	1	0	1	0	0	0	0	0	8	1	0	0	9
8:00 AM	1	0	1	1	3	0	0	0	0	0	6	12	0	7	25
8:15 AM	0	0	3	3	6	0	0	0	0	0	2	20	0	15	37
8:30 AM	0	0	1	2	3	0	0	0	0	0	4	5	0	1	10
8:45 AM	3	0	2	0	5	1	0	0	0	1	3	0	0	0	3
9:00 AM	2	0	1	1	4	0	0	1	0	1	2	1	0	0	3
9:15 AM	0	0	0	2	2	0	0	1	0	1	6	1	0	1	8
Count Total	8	0	10	15	33	1	0	3	1	5	32	41	0	25	98
Peak Hour	1	0	6	6	13	0	0	0	0	0	20	38	0	23	81

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Railroad Ave				Dead Leg				Hartz Ave				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	5	9	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	6	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	13
8:45 AM	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	17
9:00 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	18
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	14
Count Total	0	8	0	0	0	0	0	0	0	0	10	0	0	0	1	14	33	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	6	13	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Railroad Ave			Dead Leg			Hartz Ave			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
9:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
Count Total	1	0	0	0	0	0	0	0	3	0	0	0	0	0	1	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

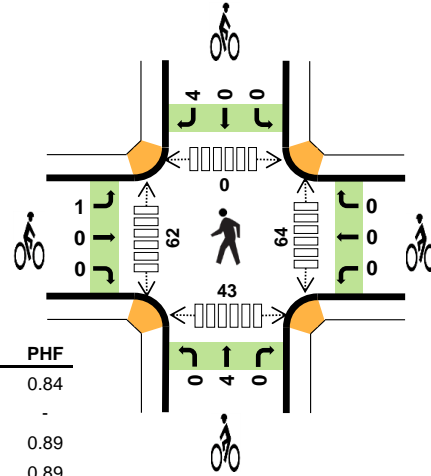
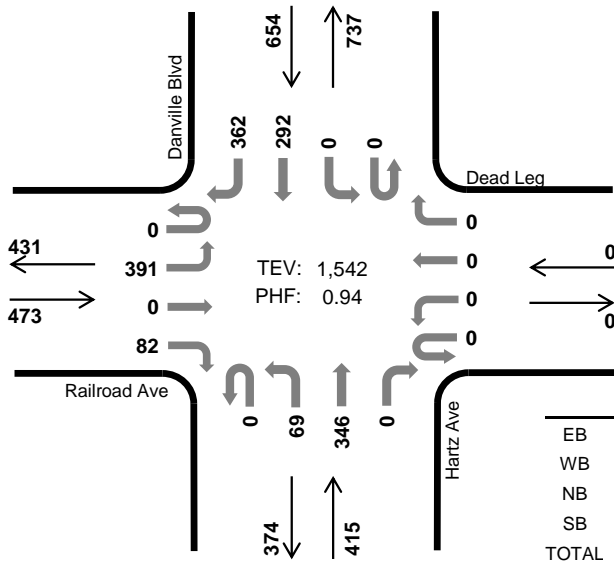
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd Railroad Ave



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	0.2%	0.84
WB	-	-
NB	0.7%	0.89
SB	1.2%	0.89
TOTAL	0.8%	0.94

Two-Hour Count Summaries

Interval Start	Railroad Ave				Dead Leg				Hartz Ave				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	71	0	7	0	0	0	0	0	8	56	0	0	0	32	62	236	0	
1:45 PM	0	85	0	8	0	0	0	0	0	15	61	0	0	0	52	83	304	0	
2:00 PM	0	97	0	14	0	0	0	0	0	15	63	0	0	0	57	64	310	0	
2:15 PM	0	72	0	22	0	0	0	0	0	18	69	0	0	0	45	74	300	1,150	
2:30 PM	0	108	0	28	0	0	0	0	0	20	72	0	0	0	82	102	412	1,326	
2:45 PM	0	120	0	21	0	0	0	0	0	16	84	0	0	0	76	87	404	1,426	
3:00 PM	0	85	0	19	0	0	0	0	0	15	91	0	0	0	55	91	356	1,472	
3:15 PM	0	78	0	14	0	0	0	0	0	18	99	0	0	0	79	82	370	1,542	
Count Total	0	716	0	133	0	0	0	0	0	125	595	0	0	0	478	645	2,692	0	
Peak Hour	All	0	391	0	82	0	0	0	0	0	69	346	0	0	0	292	362	1,542	0
	HV	0	1	0	0	0	0	0	0	0	0	3	0	0	0	2	6	12	0
	HV%	-	0%	-	0%	-	-	-	-	-	0%	1%	-	-	-	1%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	2	0	0	3	5	2	0	2	1	5	5	0	0	1	6
1:45 PM	1	0	2	0	3	0	0	3	1	4	7	2	0	4	13
2:00 PM	2	0	2	1	5	1	0	3	8	12	3	4	0	0	7
2:15 PM	3	0	4	1	8	1	0	1	5	7	9	1	0	4	14
2:30 PM	0	0	1	6	7	0	0	2	0	2	12	32	0	20	64
2:45 PM	0	0	0	1	1	0	0	1	3	4	4	6	0	4	14
3:00 PM	1	0	2	1	4	1	0	0	1	2	44	6	0	5	55
3:15 PM	0	0	0	0	0	0	0	1	0	1	4	18	0	14	36
Count Total	9	0	11	13	33	5	0	13	19	37	88	69	0	52	209
Peak Hour	1	0	3	8	12	1	0	4	4	9	64	62	0	43	169

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Railroad Ave				Dead Leg				Hartz Ave				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	0
1:45 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0
2:00 PM	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	5	0
2:15 PM	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	8	21
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	4	7	23	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	21
3:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	4	20	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
Count Total	0	9	0	0	0	0	0	0	0	3	8	0	0	0	4	9	33	0	
Peak Hour	0	1	0	0	0	0	0	0	0	0	3	0	0	0	2	6	12	0	

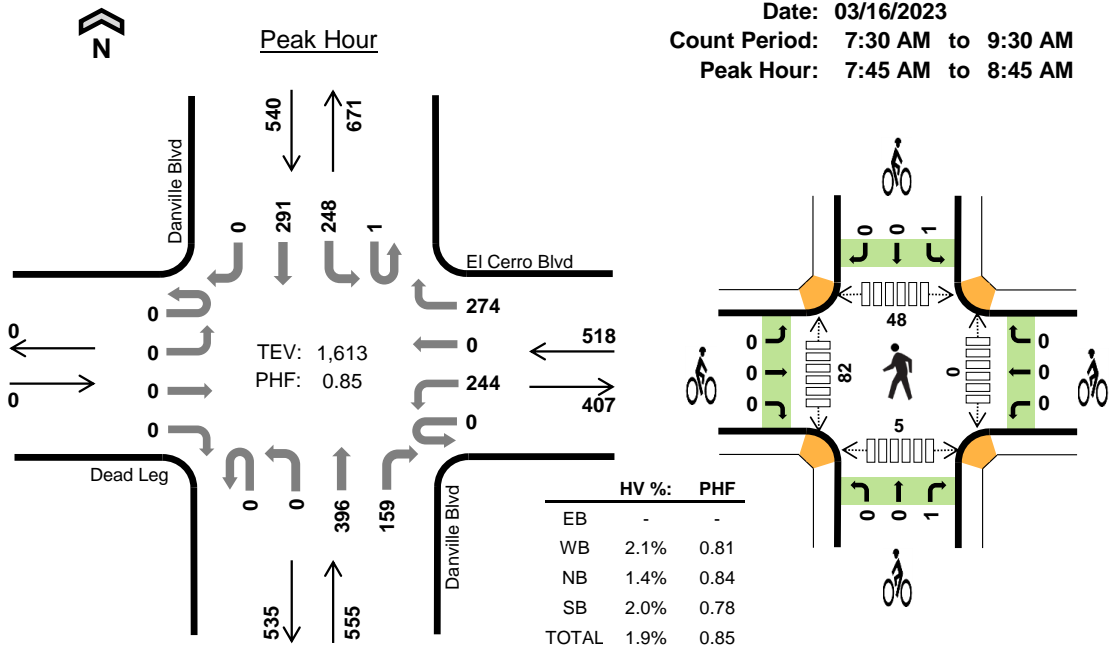
Two-Hour Count Summaries - Bikes																	
Interval Start	Railroad Ave			Dead Leg			Hartz Ave			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	2	0	0	0	0	0	0	0	2	0	0	0	0	0	1	5	0
1:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	0
2:00 PM	1	0	0	0	0	0	0	1	2	0	0	0	1	7	12	0	
2:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	5	7	28	
2:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	25
2:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	4	4	25
3:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	15	
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9	
Count Total	5	0	0	0	0	0	0	1	12	0	0	1	18	37	0		
Peak Hour	1	0	0	0	0	0	0	0	4	0	0	0	4	9	0		

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

Danville Blvd El Cerro Blvd



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Dead Leg				El Cerro Blvd				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	43	0	21	0	0	18	23	0	46	45	0	196	0	
7:45 AM	0	0	0	0	0	55	0	71	0	0	78	37	0	68	58	0	367	0	
8:00 AM	0	0	0	0	0	64	0	62	0	0	129	37	0	62	79	0	433	0	
8:15 AM	0	0	0	0	0	84	0	75	0	0	89	54	1	67	104	0	474	1,470	
8:30 AM	0	0	0	0	0	41	0	66	0	0	100	31	0	51	50	0	339	1,613	
8:45 AM	0	0	0	0	0	33	0	60	0	0	73	24	0	65	74	0	329	1,575	
9:00 AM	0	0	0	0	0	30	0	47	0	0	47	13	0	71	68	0	276	1,418	
9:15 AM	0	0	0	0	0	32	0	37	0	0	34	25	0	50	59	0	237	1,181	
Count Total	0	0	0	0	0	382	0	439	0	0	568	244	1	480	537	0	2,651	0	
Peak Hour	All	0	0	0	0	0	244	0	274	0	0	396	159	1	248	291	0	1,613	0
	HV	0	0	0	0	0	5	0	6	0	0	7	1	0	5	6	0	30	0
	HV%	-	-	-	-	-	2%	-	2%	-	-	2%	1%	0%	2%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	3	2	7	0	0	1	1	2	0	3	3	0	6
7:45 AM	0	0	1	1	2	0	0	0	0	0	0	2	1	0	3
8:00 AM	0	3	2	3	8	0	0	1	0	1	0	7	2	3	12
8:15 AM	0	5	4	3	12	0	0	0	1	1	0	59	36	2	97
8:30 AM	0	3	1	4	8	0	0	0	0	0	0	14	9	0	23
8:45 AM	0	8	7	4	19	0	0	1	0	1	1	8	9	1	19
9:00 AM	0	1	4	7	12	0	0	2	0	2	0	2	1	2	5
9:15 AM	0	2	0	3	5	0	0	3	2	5	1	2	1	1	5
Count Total	0	24	22	27	73	0	0	8	4	12	2	97	62	9	170
Peak Hour	0	11	8	11	30	0	0	1	1	2	0	82	48	5	135

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dead Leg				El Cerro Blvd				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	2	0	0	0	0	2	1	0	0	2	0	7	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0
8:00 AM	0	0	0	0	0	1	0	2	0	0	1	1	0	2	1	0	8	0
8:15 AM	0	0	0	0	0	4	0	1	0	0	4	0	0	0	3	0	12	29
8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	2	2	0	8	30
8:45 AM	0	0	0	0	0	0	0	8	0	0	5	2	0	4	0	0	19	47
9:00 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	6	1	0	12	51
9:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5	44
Count Total	0	0	0	0	0	9	0	15	0	0	18	4	0	17	10	0	73	0
Peak Hour	0	0	0	0	0	5	0	6	0	0	7	1	0	5	6	0	30	0

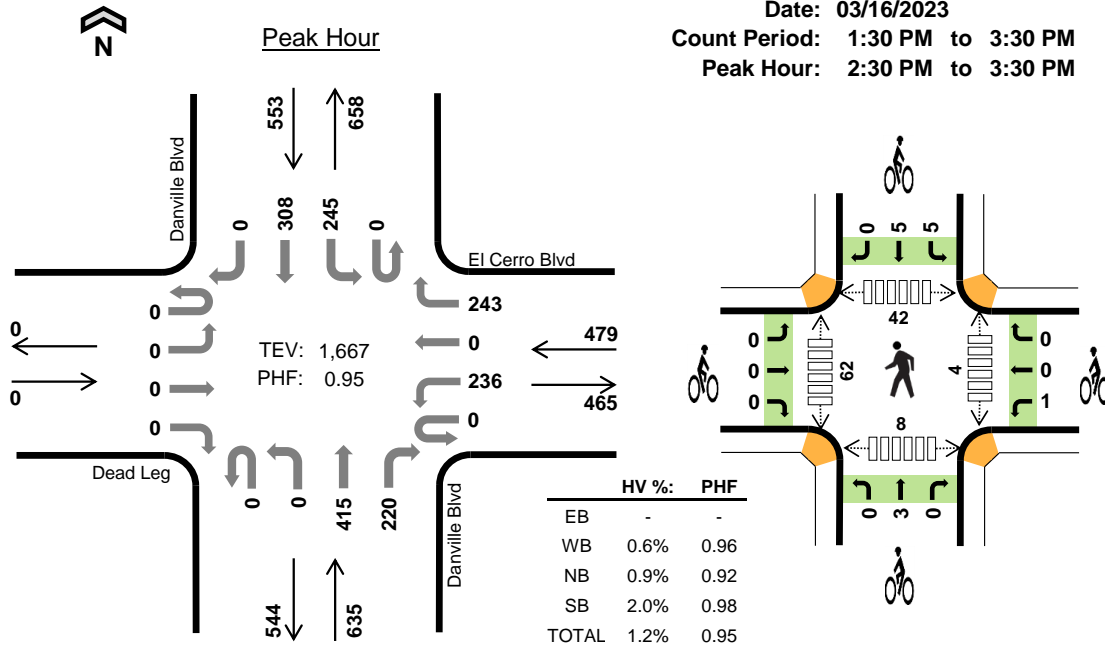
Two-Hour Count Summaries - Bikes																	
Interval Start	Dead Leg			El Cerro Blvd			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	3			
9:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	4			
9:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	8			
Count Total	0	0	0	0	0	0	0	7	1	1	3	0	12	0			
Peak Hour	0	0	0	0	0	0	0	0	1	1	0	0	2	0			

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

Danville Blvd El Cerro Blvd



Date: 03/16/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:30 PM to 3:30 PM



Two-Hour Count Summaries

Interval Start	Dead Leg				El Cerro Blvd				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	34	0	52	0	0	59	40	1	44	57	0	287	0	
1:45 PM	0	0	0	0	0	43	0	46	0	0	78	45	0	46	64	0	322	0	
2:00 PM	0	0	0	0	0	53	0	37	0	0	87	45	1	55	73	0	351	0	
2:15 PM	0	0	0	0	0	53	0	33	0	0	70	32	0	64	65	0	317	1,277	
2:30 PM	0	0	0	0	0	58	0	55	0	0	85	75	0	62	74	0	409	1,399	
2:45 PM	0	0	0	0	0	62	0	55	0	0	108	44	0	61	76	0	406	1,483	
3:00 PM	0	0	0	0	0	59	0	66	0	0	108	64	0	62	79	0	438	1,570	
3:15 PM	0	0	0	0	0	57	0	67	0	0	114	37	0	60	79	0	414	1,667	
Count Total	0	0	0	0	0	419	0	411	0	0	709	382	2	454	567	0	2,944	0	
Peak Hour	All	0	0	0	0	0	236	0	243	0	0	415	220	0	245	308	0	1,667	0
	HV	0	0	0	0	0	0	0	3	0	0	6	0	0	7	4	0	20	0
	HV%	-	-	-	-	-	0%	-	1%	-	-	1%	0%	-	3%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	4	0	2	6	0	2	0	1	3	1	4	0	0	5
1:45 PM	0	2	5	3	10	0	1	8	4	13	0	1	1	0	2
2:00 PM	0	1	3	5	9	0	1	4	9	14	0	1	0	0	1
2:15 PM	0	1	3	3	7	0	0	2	3	5	0	2	0	0	2
2:30 PM	0	0	2	1	3	0	0	1	3	4	4	40	30	5	79
2:45 PM	0	1	0	6	7	0	1	0	1	2	0	5	2	2	9
3:00 PM	0	1	4	2	7	0	0	2	1	3	0	5	3	1	9
3:15 PM	0	1	0	2	3	0	0	0	5	5	0	12	7	0	19
Count Total	0	11	17	24	52	0	5	17	27	49	5	70	43	8	126
Peak Hour	0	3	6	11	20	0	1	3	10	14	4	62	42	8	116

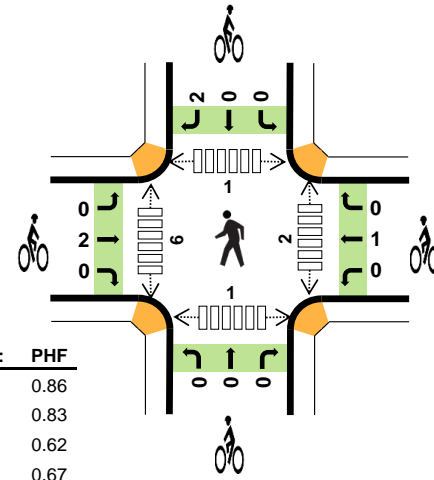
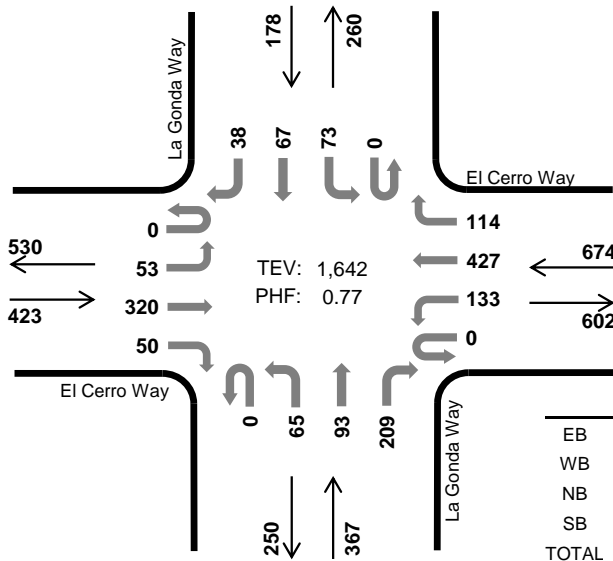
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dead Leg				El Cerro Blvd				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	1	0	3	0	0	0	0	0	1	1	0	6	0
1:45 PM	0	0	0	0	0	0	0	2	0	0	3	2	0	1	2	0	10	0
2:00 PM	0	0	0	0	0	1	0	0	0	0	2	1	0	4	1	0	9	0
2:15 PM	0	0	0	0	0	0	0	1	0	0	1	2	0	2	1	0	7	32
2:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	29
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	4	2	0	7	26
3:00 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	1	1	0	7	24
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	20
Count Total	0	0	0	0	0	2	0	9	0	0	12	5	0	15	9	0	52	0
Peak Hour	0	0	0	0	0	0	0	3	0	0	6	0	0	7	4	0	20	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Dead Leg			El Cerro Blvd			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	1	0	1	0	0	0	0	1	0	3	0				
1:45 PM	0	0	0	0	0	1	0	8	0	1	3	0	13	0				
2:00 PM	0	0	0	0	0	1	0	4	0	1	8	0	14	0				
2:15 PM	0	0	0	0	0	0	0	2	0	1	2	0	5	35				
2:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	36				
2:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	25				
3:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	14				
3:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	5	14				
Count Total	0	0	0	2	0	3	0	17	0	8	19	0	49	0				
Peak Hour	0	0	0	1	0	0	0	3	0	5	5	0	14	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

La Gonda Way El Cerro Way



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.4%	0.86
WB	1.5%	0.83
NB	0.3%	0.62
SB	2.2%	0.67
TOTAL	1.3%	0.77

Two-Hour Count Summaries

Interval Start	El Cerro Way Eastbound				El Cerro Way Westbound				La Gonda Way Northbound				La Gonda Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	3	48	17	0	49	62	18	0	4	8	39	0	15	17	2	282	0	
7:45 AM	0	14	62	37	0	76	101	27	0	31	27	89	0	14	46	6	530	0	
8:00 AM	0	13	78	7	0	25	104	26	0	16	28	57	0	16	11	7	388	0	
8:15 AM	0	19	99	5	0	21	142	26	0	10	22	28	0	23	7	15	417	1,617	
8:30 AM	0	7	81	1	0	11	80	35	0	8	16	35	0	20	3	10	307	1,642	
8:45 AM	0	5	87	1	0	15	89	30	0	5	10	23	0	17	4	3	289	1,401	
9:00 AM	0	2	80	0	0	7	73	15	0	0	7	18	0	33	2	3	240	1,253	
9:15 AM	0	6	65	1	0	8	58	19	0	4	8	14	0	13	7	4	207	1,043	
Count Total	0	69	600	69	0	212	709	196	0	78	126	303	0	151	97	50	2,660	0	
Peak Hour	All	0	53	320	50	0	133	427	114	0	65	93	209	0	73	67	38	1,642	0
	HV	0	0	5	1	0	0	7	3	0	0	1	0	0	4	0	0	21	0
	HV%	-	0%	2%	2%	-	0%	2%	3%	-	0%	1%	0%	-	5%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	3	0	0	4	0	0	0	0	0	0	0	1	1	2
7:45 AM	1	1	0	1	3	0	0	0	1	1	2	4	0	0	6
8:00 AM	3	3	1	1	8	1	0	0	1	2	0	1	0	0	1
8:15 AM	0	3	0	1	4	1	1	0	0	2	0	1	1	1	3
8:30 AM	2	3	0	1	6	0	0	0	0	0	0	0	0	0	0
8:45 AM	6	5	0	0	11	0	0	0	0	0	1	0	1	0	2
9:00 AM	6	4	1	0	11	0	0	0	0	0	0	0	0	1	1
9:15 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	1	1
Count Total	20	26	2	4	52	2	1	0	2	5	3	6	3	4	16
Peak Hour	6	10	1	4	21	2	1	0	2	5	2	6	1	1	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Cerro Way				El Cerro Way				La Gonda Way				La Gonda Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	3	0
8:00 AM	0	0	2	1	0	0	3	0	0	0	1	0	0	1	0	0	8	0
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	4	19
8:30 AM	0	0	2	0	0	0	1	2	0	0	0	0	0	1	0	0	6	21
8:45 AM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11	29
9:00 AM	0	0	6	0	0	0	2	2	0	0	1	0	0	0	0	0	11	32
9:15 AM	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	5	33
Count Total	0	1	18	1	0	0	19	7	0	0	2	0	0	4	0	0	52	0
Peak Hour	0	0	5	1	0	0	7	3	0	0	1	0	0	4	0	0	21	0

Two-Hour Count Summaries - Bikes																
Interval Start	El Cerro Way			El Cerro Way			La Gonda Way			La Gonda Way			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0		
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	0		
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	5		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	2	0	0	1	0	0	0	0	0	0	2	5	0		
Peak Hour	0	2	0	0	1	0	0	0	0	0	0	2	5	0		

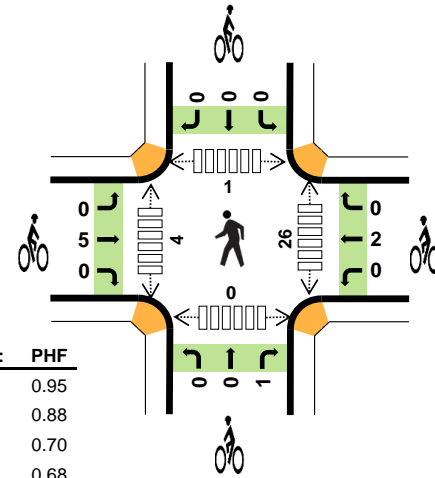
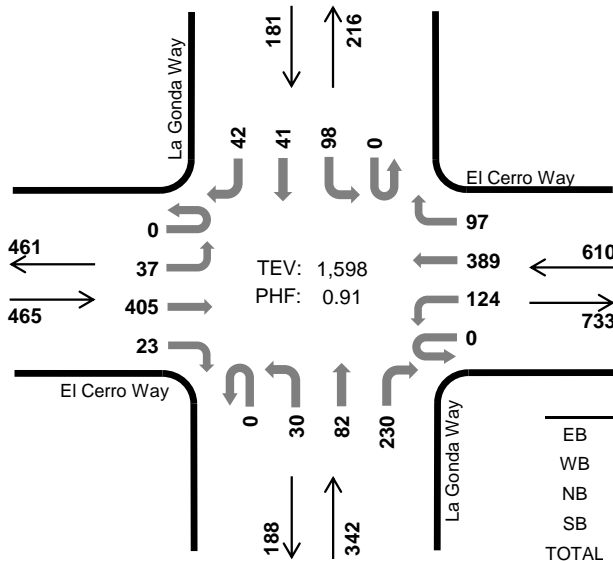
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

La Gonda Way El Cerro Way



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.3%	0.95
WB	0.3%	0.88
NB	0.3%	0.70
SB	2.2%	0.68
TOTAL	0.8%	0.91

Two-Hour Count Summaries

Interval Start	El Cerro Way Eastbound				El Cerro Way Westbound				La Gonda Way Northbound				La Gonda Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	5	78	3	0	8	80	18	0	3	8	14	0	10	3	8	238	0	
1:45 PM	0	7	84	2	0	14	78	19	0	4	9	16	0	17	4	8	262	0	
2:00 PM	0	9	78	5	0	16	76	8	0	1	10	21	0	16	3	8	251	0	
2:15 PM	0	5	92	5	0	17	83	20	0	2	7	13	0	16	2	7	269	1,020	
2:30 PM	0	9	101	5	0	33	99	18	0	4	14	55	0	17	10	8	373	1,155	
2:45 PM	0	10	91	11	0	57	93	24	0	4	22	33	0	30	21	16	412	1,305	
3:00 PM	0	7	110	6	0	18	97	29	0	14	27	82	0	31	6	10	437	1,491	
3:15 PM	0	11	103	1	0	16	100	26	0	8	19	60	0	20	4	8	376	1,598	
Count Total	0	63	737	38	0	179	706	162	0	40	116	294	0	157	53	73	2,618	0	
Peak Hour	All	0	37	405	23	0	124	389	97	0	30	82	230	0	98	41	42	1,598	0
	HV	0	0	5	1	0	0	2	0	0	0	0	1	0	3	0	1	13	0
	HV%	-	0%	1%	4%	-	0%	1%	0%	-	0%	0%	0%	-	3%	0%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	4	1	0	6	0	3	0	0	3	0	0	0	0	0
1:45 PM	1	2	0	0	3	1	1	0	0	2	0	1	0	0	1
2:00 PM	5	2	2	0	9	1	1	0	0	2	0	1	3	0	4
2:15 PM	4	0	2	0	6	1	0	0	0	1	0	0	0	1	1
2:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	0	2	3	0	0	1	0	1	1	0	0	0	1
3:00 PM	3	1	1	1	6	0	2	0	0	2	24	4	1	0	29
3:15 PM	2	1	0	0	3	5	0	0	0	5	1	0	0	0	1
Count Total	17	10	6	4	37	8	7	1	0	16	26	6	4	1	37
Peak Hour	6	2	1	4	13	5	2	1	0	8	26	4	1	0	31

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	El Cerro Way				El Cerro Way				La Gonda Way				La Gonda Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	0	6	0
1:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
2:00 PM	0	1	4	0	0	0	1	1	0	0	1	1	0	0	0	0	9	0
2:15 PM	0	0	4	0	0	0	0	0	0	0	1	1	0	0	0	0	6	24
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	19
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	3	19
3:00 PM	0	0	2	1	0	0	1	0	0	0	0	1	0	1	0	0	6	16
3:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	13
Count Total	0	1	15	1	0	0	9	1	0	0	3	3	0	3	0	1	37	0
Peak Hour	0	0	5	1	0	0	2	0	0	0	0	1	0	3	0	1	13	0

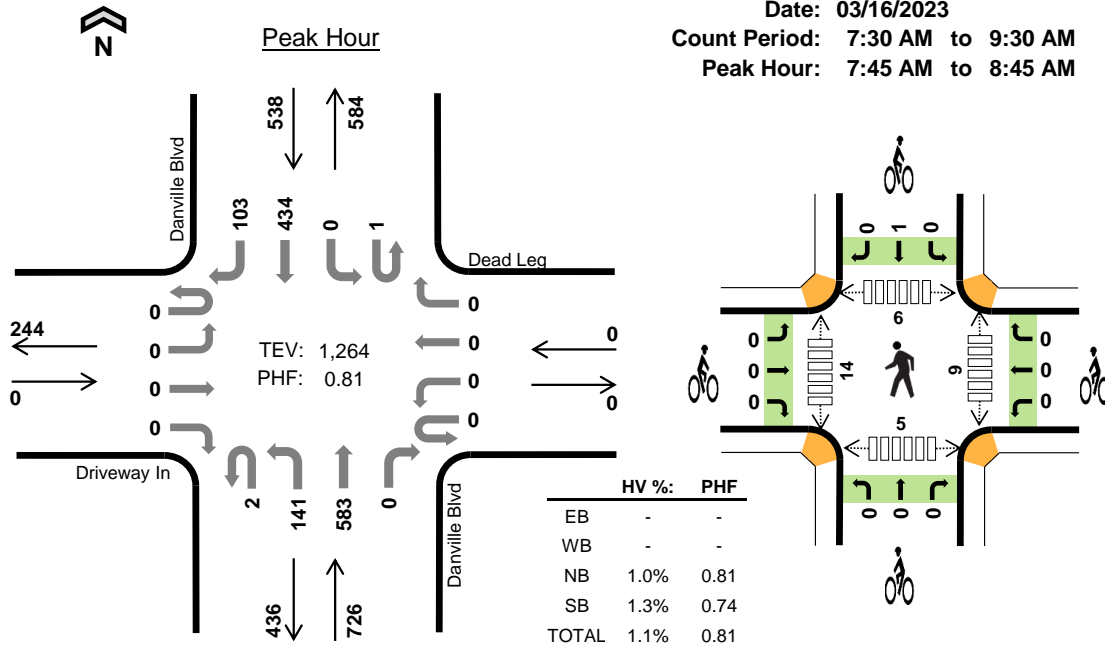
Two-Hour Count Summaries - Bikes																	
Interval Start	El Cerro Way			El Cerro Way			La Gonda Way			La Gonda Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
3:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	4
3:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8
Count Total	0	8	0	0	7	0	0	0	1	0	0	0	0	0	0	16	0
Peak Hour	0	5	0	0	2	0	0	0	1	0	0	0	0	0	0	8	0

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

Danville Blvd Driveway In



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Driveway In				Dead Leg				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	4	7	44	0	0	0	87	5	147	0	
7:45 AM	0	0	0	0	0	0	0	0	2	17	128	0	0	0	103	3	253	0	
8:00 AM	0	0	0	0	0	0	0	0	0	43	180	0	0	0	108	40	371	0	
8:15 AM	0	0	0	0	0	0	0	0	0	59	151	0	1	0	128	52	391	1,162	
8:30 AM	0	0	0	0	0	0	0	0	0	22	124	0	0	0	95	8	249	1,264	
8:45 AM	0	0	0	0	0	0	0	0	0	2	97	0	0	0	103	5	207	1,218	
9:00 AM	0	0	0	0	0	0	0	0	0	1	60	0	0	0	93	8	162	1,009	
9:15 AM	0	0	0	0	0	0	0	0	0	3	60	0	0	0	89	2	154	772	
Count Total	0	0	0	0	0	0	0	0	6	154	844	0	1	0	806	123	1,934	0	
Peak Hour	All	0	0	0	0	0	0	0	0	2	141	583	0	1	0	434	103	1,264	0
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14	0
	HV%	-	-	-	-	-	-	-	-	0%	0%	1%	-	0%	-	2%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	2	4	6	0	0	1	1	2	0	5	0	0	5
7:45 AM	0	0	1	0	1	0	0	0	0	0	1	4	1	0	6
8:00 AM	0	0	1	2	3	0	0	0	0	0	5	4	1	0	10
8:15 AM	0	0	4	3	7	0	0	0	0	0	2	3	4	5	14
8:30 AM	0	0	1	2	3	0	0	0	1	1	1	3	0	0	4
8:45 AM	0	0	5	0	5	0	0	1	0	1	0	3	0	0	3
9:00 AM	0	0	3	1	4	0	0	2	0	2	0	1	0	0	1
9:15 AM	0	0	0	3	3	0	0	3	2	5	1	2	0	0	3
Count Total	0	0	17	15	32	0	0	7	4	11	10	25	6	5	46
Peak Hour	0	0	7	7	14	0	0	0	1	1	9	14	6	5	34

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway In				Dead Leg				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	17
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	14
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	19
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	15
Count Total	0	0	0	0	0	0	0	0	0	0	17	0	0	0	15	0	32	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway In			Dead Leg			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2			
9:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	4			
9:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	9			
Count Total	0	0	0	0	0	0	0	7	0	0	4	0	11	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0			

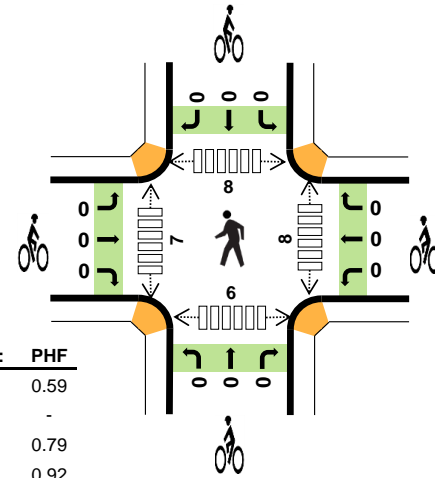
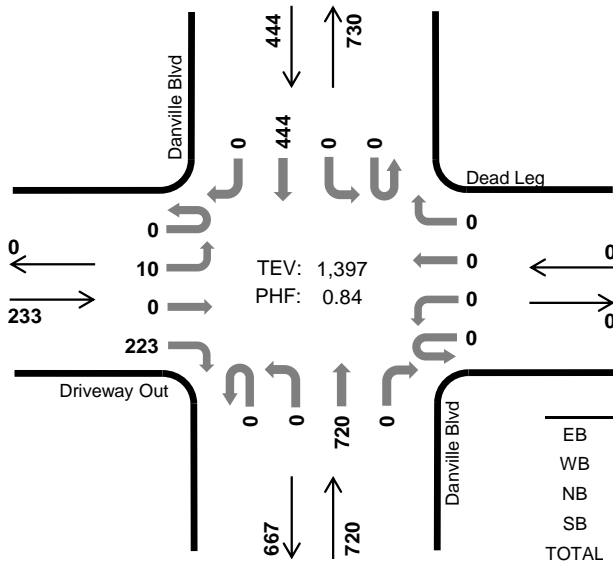
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd Driveway Out



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.59
WB	-	-
NB	1.0%	0.79
SB	1.6%	0.92
TOTAL	1.0%	0.84

Two-Hour Count Summaries

Interval Start	Driveway Out				Dead Leg				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	0	3	0	0	0	0	0	0	58	0	0	0	81	0	143	0	
7:45 AM	0	2	0	15	0	0	0	0	0	0	149	0	0	0	112	0	278	0	
8:00 AM	0	3	0	60	0	0	0	0	0	0	227	0	0	0	106	0	396	0	
8:15 AM	0	4	0	94	0	0	0	0	0	0	199	0	0	0	121	0	418	1,235	
8:30 AM	0	1	0	54	0	0	0	0	0	0	145	0	0	0	105	0	305	1,397	
8:45 AM	0	3	0	3	0	0	0	0	0	0	94	0	0	0	105	0	205	1,324	
9:00 AM	0	1	0	2	0	0	0	0	0	0	60	0	0	0	92	0	155	1,083	
9:15 AM	0	0	0	3	0	0	0	0	0	0	63	0	0	0	89	0	155	820	
Count Total	0	15	0	234	0	0	0	0	0	0	995	0	0	0	811	0	2,055	0	
Peak Hour	All	0	10	0	223	0	0	0	0	0	0	720	0	0	0	444	0	1,397	0
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14	0
	HV%	-	0%	-	0%	-	-	-	-	-	-	1%	-	-	-	2%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	2	4	6	0	0	1	1	2	0	5	0	1	6
7:45 AM	0	0	1	0	1	0	0	0	0	0	2	4	0	1	7
8:00 AM	0	0	2	2	4	0	0	0	0	0	2	1	0	1	4
8:15 AM	0	0	3	3	6	0	0	0	0	0	2	1	7	1	11
8:30 AM	0	0	1	2	3	0	0	0	0	0	2	1	1	3	7
8:45 AM	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2
9:00 AM	0	0	3	1	4	0	0	0	0	0	0	2	0	0	2
9:15 AM	0	0	0	3	3	0	0	0	2	2	1	4	0	0	5
Count Total	0	0	16	15	31	0	0	1	3	4	9	20	8	7	44
Peak Hour	0	0	7	7	14	0	0	0	0	0	8	7	8	6	29

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway Out				Dead Leg				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	17
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	14
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	17
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	17
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	14
Count Total	0	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	31	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway Out			Dead Leg			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

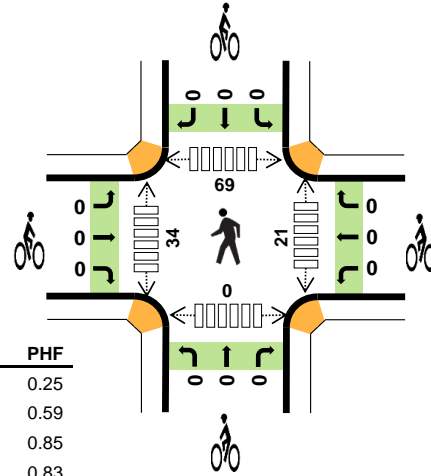
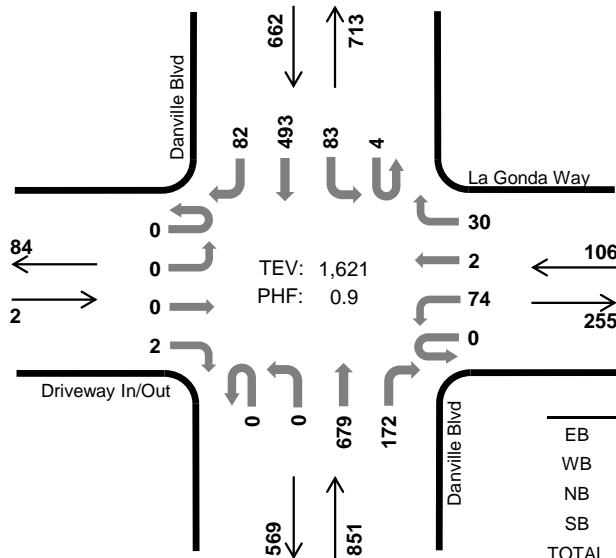
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd La Gonda Way



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.25
WB	0.0%	0.59
NB	0.8%	0.85
SB	1.1%	0.83
TOTAL	0.9%	0.90

Two-Hour Count Summaries

Interval Start	Driveway In/Out				La Gonda Way				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	2	0	13	0	1	0	0	67	31	1	5	70	4	194	0	
7:45 AM	0	0	0	0	0	36	0	9	0	0	134	67	2	11	105	6	370	0	
8:00 AM	0	0	0	0	0	20	1	12	0	0	204	47	2	19	126	19	450	0	
8:15 AM	0	0	0	0	0	11	1	8	0	0	202	26	0	29	129	42	448	1,462	
8:30 AM	0	0	0	2	0	7	0	1	0	0	139	32	0	24	133	15	353	1,621	
8:45 AM	0	0	0	0	0	17	0	3	0	0	93	10	0	1	103	1	228	1,479	
9:00 AM	0	0	0	1	0	6	0	2	0	0	59	14	0	2	90	1	175	1,204	
9:15 AM	0	0	0	1	0	11	0	1	0	0	62	19	0	2	89	2	187	943	
Count Total	0	0	0	6	0	121	2	37	0	0	960	246	5	93	845	90	2,405	0	
Peak Hour	All	0	0	0	2	0	74	2	30	0	0	679	172	4	83	493	82	1,621	0
	HV	0	0	0	0	0	0	0	0	0	0	7	0	0	1	6	0	14	0
	HV%	-	-	-	0%	-	0%	0%	0%	-	-	1%	0%	0%	1%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	0	2	4	8	0	0	1	1	2	0	5	1	0	6
7:45 AM	0	0	1	0	1	0	0	0	0	0	2	8	7	0	17
8:00 AM	0	0	2	2	4	0	0	0	0	0	6	9	11	0	26
8:15 AM	0	0	3	3	6	0	0	0	0	0	11	10	46	0	67
8:30 AM	0	0	1	2	3	0	0	0	0	0	2	7	5	0	14
8:45 AM	0	0	6	0	6	0	0	1	0	1	0	3	2	0	5
9:00 AM	0	0	4	1	5	0	1	0	0	1	0	6	0	0	6
9:15 AM	0	0	0	3	3	0	0	3	2	5	5	4	3	0	12
Count Total	2	0	19	15	36	0	1	5	3	9	26	52	75	0	153
Peak Hour	0	0	7	7	14	0	0	0	0	0	21	34	69	0	124

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway In/Out				La Gonda Way				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	4	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	4	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	14
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	19
9:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	20
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	17
Count Total	0	0	0	2	0	0	0	0	0	0	18	1	0	1	13	1	36	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	7	0	0	1	6	0	14	0

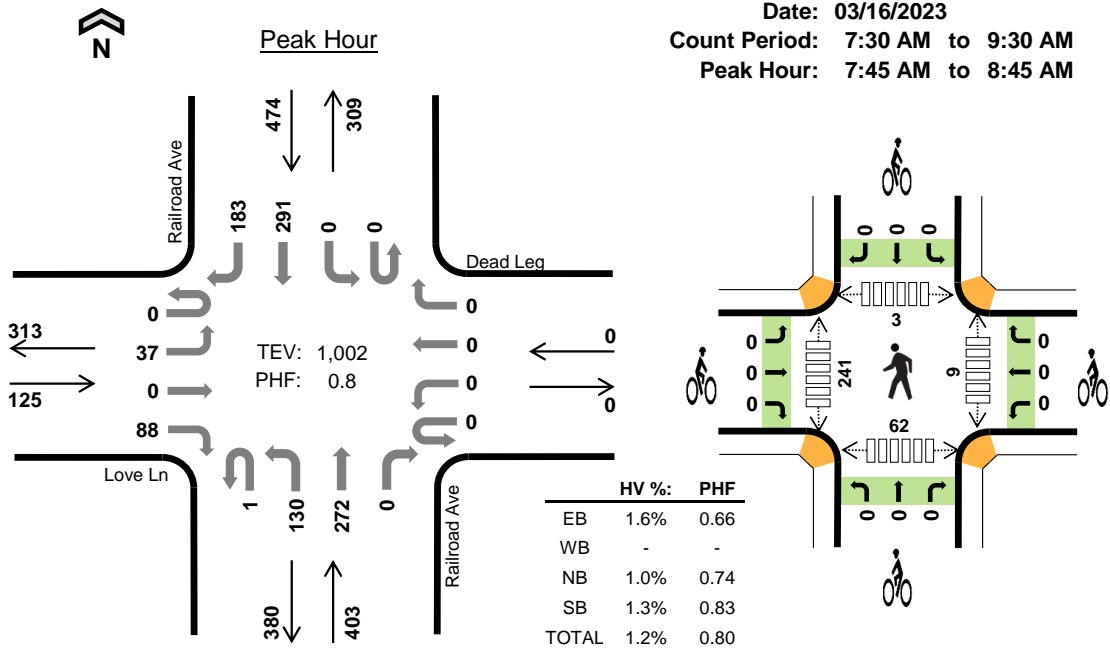
Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway In/Out			La Gonda Way			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2
9:15 AM	0	0	0	0	0	0	0	0	3	0	0	2	0	5	0	7	7
Count Total	0	0	0	0	0	0	1	0	5	0	0	3	0	9	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Railroad Ave Love Ln



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Love Ln				Dead Leg				Railroad Ave				Railroad Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	9	0	8	0	0	0	0	0	22	27	0	1	0	46	21	134	0	
7:45 AM	0	8	0	8	0	0	0	0	0	24	54	0	0	0	90	18	202	0	
8:00 AM	0	6	0	24	0	0	0	0	0	41	75	0	0	0	69	61	276	0	
8:15 AM	0	3	0	29	0	0	0	0	1	45	91	0	0	0	65	78	312	924	
8:30 AM	0	20	0	27	0	0	0	0	0	20	52	0	0	0	67	26	212	1,002	
8:45 AM	0	3	0	5	0	0	0	0	0	6	43	0	0	0	73	10	140	940	
9:00 AM	0	6	0	5	0	0	0	0	0	7	40	0	1	0	61	6	126	790	
9:15 AM	0	7	0	7	0	0	0	0	0	8	41	0	0	0	73	7	143	621	
Count Total	0	62	0	113	0	0	0	0	1	173	423	0	2	0	544	227	1,545	0	
Peak Hour	All	0	37	0	88	0	0	0	0	1	130	272	0	0	0	291	183	1,002	0
	HV	0	0	0	2	0	0	0	0	0	1	3	0	0	0	5	1	12	0
	HV%	-	0%	-	2%	-	-	-	-	0%	1%	1%	-	-	-	2%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	0	2	5	8	0	0	0	1	1	1	14	0	1	16
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	1	9
8:00 AM	1	0	2	1	4	0	0	0	0	0	1	42	0	8	51
8:15 AM	0	0	1	3	4	0	0	0	0	0	4	175	0	44	223
8:30 AM	1	0	1	2	4	0	0	0	0	0	4	16	3	9	32
8:45 AM	3	0	2	0	5	0	0	1	0	1	1	4	0	1	6
9:00 AM	0	0	2	1	3	0	0	0	0	0	0	7	0	0	7
9:15 AM	1	0	0	2	3	1	0	0	0	1	0	9	0	0	9
Count Total	7	0	10	14	31	1	0	1	1	3	11	275	3	64	353
Peak Hour	2	0	4	6	12	0	0	0	0	0	9	241	3	62	315

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Love Ln				Dead Leg				Railroad Ave				Railroad Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	5	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	16
8:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	4	12
8:45 AM	0	1	0	2	0	0	0	0	0	0	2	0	0	0	0	0	5	17
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	16
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	15
Count Total	0	3	0	4	0	0	0	0	0	2	8	0	0	0	13	1	31	0
Peak Hour	0	0	0	2	0	0	0	0	0	1	3	0	0	0	5	1	12	0

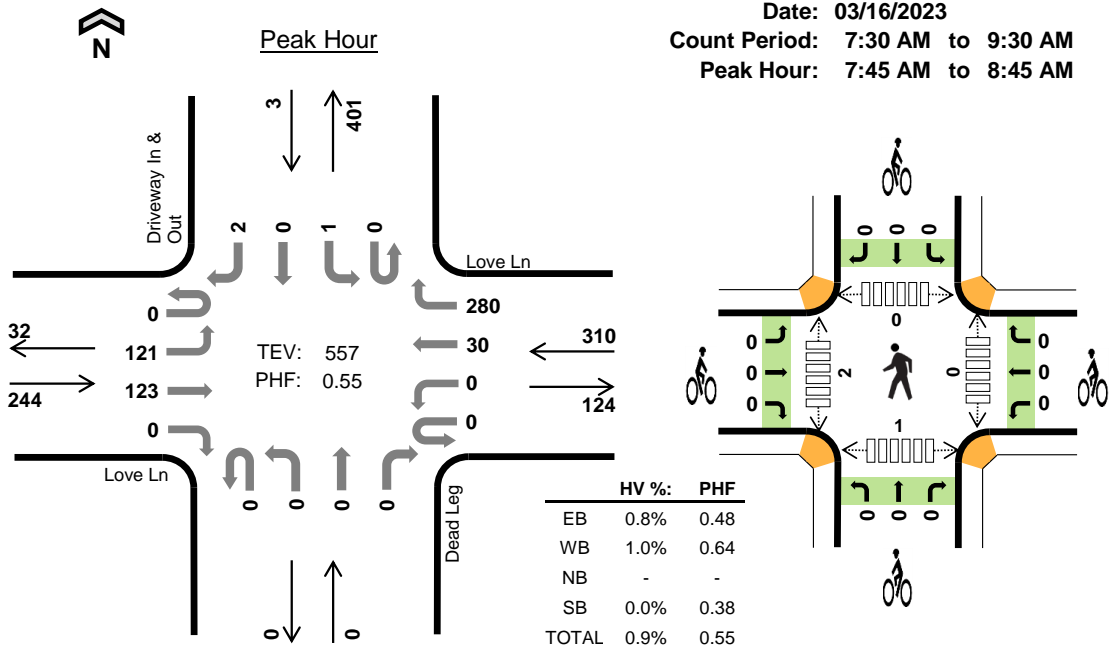
Two-Hour Count Summaries - Bikes																	
Interval Start	Love Ln			Dead Leg			Railroad Ave			Railroad Ave			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	2			
Count Total	0	0	1	0	0	0	0	1	0	0	1	0	3	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

Driveway In & Out Love Ln



Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Love Ln Eastbound				Love Ln Westbound				Dead Leg Northbound				Driveway In & Out Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	7:30 AM	0	1	19	0	0	0	8	34	0	0	0	0	0	0	0			0
7:45 AM	0	3	17	0	0	0	10	30	0	0	0	0	0	0	0	0	60	0	
8:00 AM	0	18	28	0	0	0	8	91	0	0	0	0	0	0	1	0	146	0	
8:15 AM	0	92	36	0	0	0	6	116	0	0	0	0	0	0	0	2	252	520	
8:30 AM	0	8	42	0	0	0	6	43	0	0	0	0	0	0	0	0	99	557	
8:45 AM	0	1	8	0	0	0	5	12	0	0	0	0	0	0	0	0	26	523	
9:00 AM	0	2	11	0	0	0	10	3	0	0	0	0	0	1	0	0	27	404	
9:15 AM	0	0	13	0	0	0	13	2	0	0	0	0	0	1	0	0	29	181	
Count Total	0	125	174	0	0	0	66	331	0	0	0	0	0	3	0	2	701	0	
Peak Hour	All	0	121	123	0	0	0	30	280	0	0	0	0	0	1	0	2	557	0
	HV	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0
	HV%	-	0%	2%	-	-	-	0%	1%	-	-	-	-	-	0%	-	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
Count Total	5	5	0	0	10	0	0	0	0	0	2	2	2	1	7
Peak Hour	2	3	0	0	5	0	0	0	0	0	0	2	0	1	3

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Love Ln				Love Ln				Dead Leg				Driveway In & Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3	0	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	
8:30 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3	5	
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	6	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Count Total	0	0	5	0	0	0	2	3	0	0	0	0	0	0	0	10	0	
Peak Hour	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	5	0	

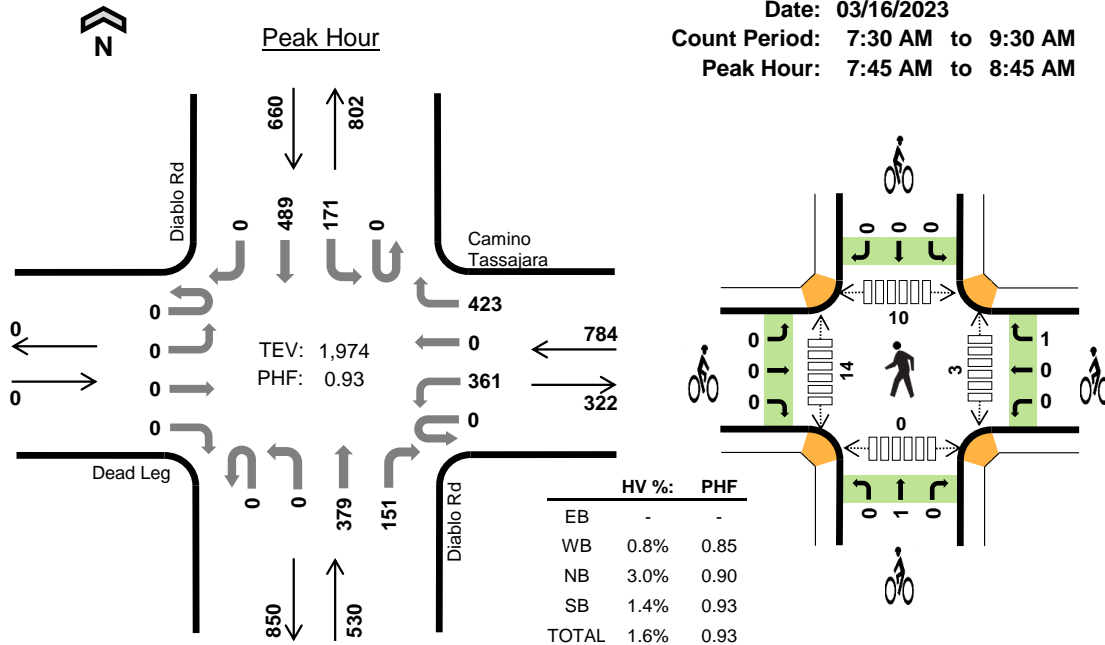
Two-Hour Count Summaries - Bikes																
Interval Start	Love Ln			Love Ln			Dead Leg			Driveway In & Out			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Diablo Rd Camino Tassajara



Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Dead Leg				Camino Tassajara				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	71	0	49	0	0	93	16	0	9	90	0	328	0	
7:45 AM	0	0	0	0	0	96	0	135	0	0	77	27	0	40	118	0	493	0	
8:00 AM	0	0	0	0	0	89	0	119	0	0	102	33	0	43	114	0	500	0	
8:15 AM	0	0	0	0	0	104	0	106	0	0	102	41	0	45	132	0	530	1,851	
8:30 AM	0	0	0	0	0	72	0	63	0	0	98	50	0	43	125	0	451	1,974	
8:45 AM	0	0	0	0	0	76	0	30	0	0	85	36	0	16	99	0	342	1,823	
9:00 AM	0	0	0	0	0	65	0	32	0	0	97	44	0	24	118	0	380	1,703	
9:15 AM	0	0	0	0	0	50	0	14	0	0	66	37	0	17	90	0	274	1,447	
Count Total	0	0	0	0	0	623	0	548	0	0	720	284	0	237	886	0	3,298	0	
Peak Hour	All	0	0	0	0	0	361	0	423	0	0	379	151	0	171	489	0	1,974	0
	HV	0	0	0	0	0	1	0	5	0	0	9	7	0	4	5	0	31	0
	HV%	-	-	-	-	-	0%	-	1%	-	-	2%	5%	-	2%	1%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	5	1	7	0	0	0	1	1	0	1	0	0	1
7:45 AM	0	1	2	3	6	0	0	0	0	0	1	4	2	0	7
8:00 AM	0	0	2	2	4	0	0	1	0	1	0	2	3	0	5
8:15 AM	0	3	3	3	9	0	0	0	0	0	2	4	4	0	10
8:30 AM	0	2	9	1	12	0	1	0	0	1	0	4	1	0	5
8:45 AM	0	1	3	4	8	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	2	5	3	10	0	0	0	0	0	1	3	3	0	7
9:15 AM	0	2	4	2	8	0	0	0	0	0	0	1	1	0	2
Count Total	0	12	33	19	64	0	1	1	1	3	4	19	14	0	37
Peak Hour	0	6	16	9	31	0	1	1	0	2	3	14	10	0	27

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dead Leg				Camino Tassajara				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	0	0	7	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	1	2	0	6	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	0
8:15 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	1	2	0	9	26
8:30 AM	0	0	0	0	0	1	0	1	0	0	6	3	0	0	1	0	12	31
8:45 AM	0	0	0	0	0	1	0	0	0	0	2	1	0	2	2	0	8	33
9:00 AM	0	0	0	0	0	0	0	2	0	0	4	1	0	3	0	0	10	39
9:15 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	1	0	8	38
Count Total	0	0	0	0	0	3	0	9	0	0	22	11	0	11	8	0	64	0
Peak Hour	0	0	0	0	0	1	0	5	0	0	9	7	0	4	5	0	31	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Dead Leg			Camino Tassajara			Diablo Rd			Diablo Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	3	0
Peak Hour	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0

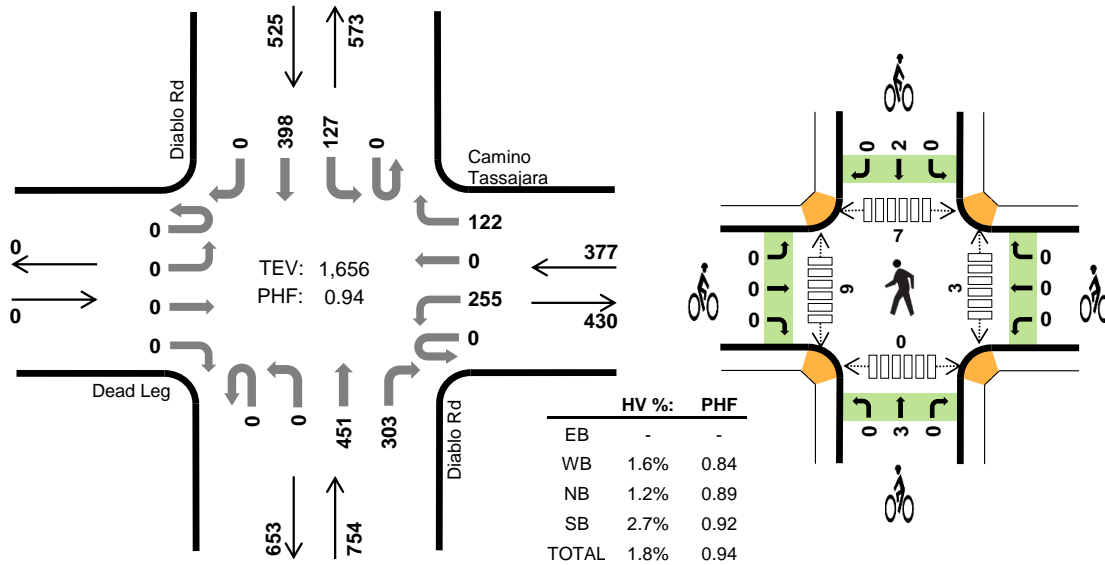
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Diablo Rd Camino Tassajara



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



Two-Hour Count Summaries

Interval Start	Dead Leg				Camino Tassajara				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	67	0	24	0	0	125	39	0	18	63	0	336	0	
1:45 PM	0	0	0	0	0	48	0	26	0	0	105	46	0	23	82	0	330	0	
2:00 PM	0	0	0	0	0	68	0	28	0	0	111	63	0	46	101	0	417	0	
2:15 PM	0	0	0	0	0	64	0	26	0	0	108	75	0	33	114	0	420	1,503	
2:30 PM	0	0	0	0	0	48	0	17	0	0	106	68	0	42	92	0	373	1,540	
2:45 PM	0	0	0	0	0	85	0	27	0	0	118	94	0	18	99	0	441	1,651	
3:00 PM	0	0	0	0	0	53	0	37	0	0	112	62	0	35	107	0	406	1,640	
3:15 PM	0	0	0	0	0	69	0	41	0	0	115	79	0	32	100	0	436	1,656	
Count Total	0	0	0	0	0	502	0	226	0	0	900	526	0	247	758	0	3,159	0	
Peak Hour	All	0	0	0	0	0	255	0	122	0	0	451	303	0	127	398	0	1,656	0
	HV	0	0	0	0	0	2	0	4	0	0	7	2	0	5	9	0	29	0
	HV%	-	-	-	-	-	1%	-	3%	-	-	2%	1%	-	4%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	2	2	5	9	0	2	0	2	4	0	0	0	0	0
1:45 PM	0	1	3	1	5	0	1	1	1	3	0	1	0	0	1
2:00 PM	0	1	0	6	7	0	0	2	1	3	0	2	2	0	4
2:15 PM	0	1	11	1	13	0	1	3	1	5	0	1	0	0	1
2:30 PM	0	1	1	7	9	0	0	1	1	2	0	1	0	0	1
2:45 PM	0	1	0	1	2	0	0	0	0	0	0	2	2	0	4
3:00 PM	0	3	4	1	8	0	0	2	0	2	3	6	5	0	14
3:15 PM	0	1	4	5	10	0	0	0	1	1	0	0	0	0	0
Count Total	0	11	25	27	63	0	4	9	7	20	3	13	9	0	25
Peak Hour	0	6	9	14	29	0	0	3	2	5	3	9	7	0	19

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dead Leg				Camino Tassajara				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	2	0	0	1	1	0	2	3	0	9	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	1	0	5	0
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	7	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	1	10	0	0	1	0	13	34
2:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	5	0	9	34
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	31
3:00 PM	0	0	0	0	0	1	0	2	0	0	4	0	0	0	1	0	8	32
3:15 PM	0	0	0	0	0	0	0	1	0	0	2	2	0	3	2	0	10	29
Count Total	0	0	0	0	0	5	0	6	0	0	9	16	0	7	20	0	63	0
Peak Hour	0	0	0	0	0	2	0	4	0	0	7	2	0	5	9	0	29	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Dead Leg			Camino Tassajara			Diablo Rd			Diablo Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	1	0	1	0	0	0	1	1	0	4	0			
1:45 PM	0	0	0	1	0	0	0	1	0	0	1	0	3	0			
2:00 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	0			
2:15 PM	0	0	0	0	0	1	0	2	1	1	0	0	5	15			
2:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	13			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10			
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	9			
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5			
Count Total	0	0	0	2	0	2	0	8	1	3	4	0	20	0			
Peak Hour	0	0	0	0	0	0	0	3	0	0	2	0	5	0			

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

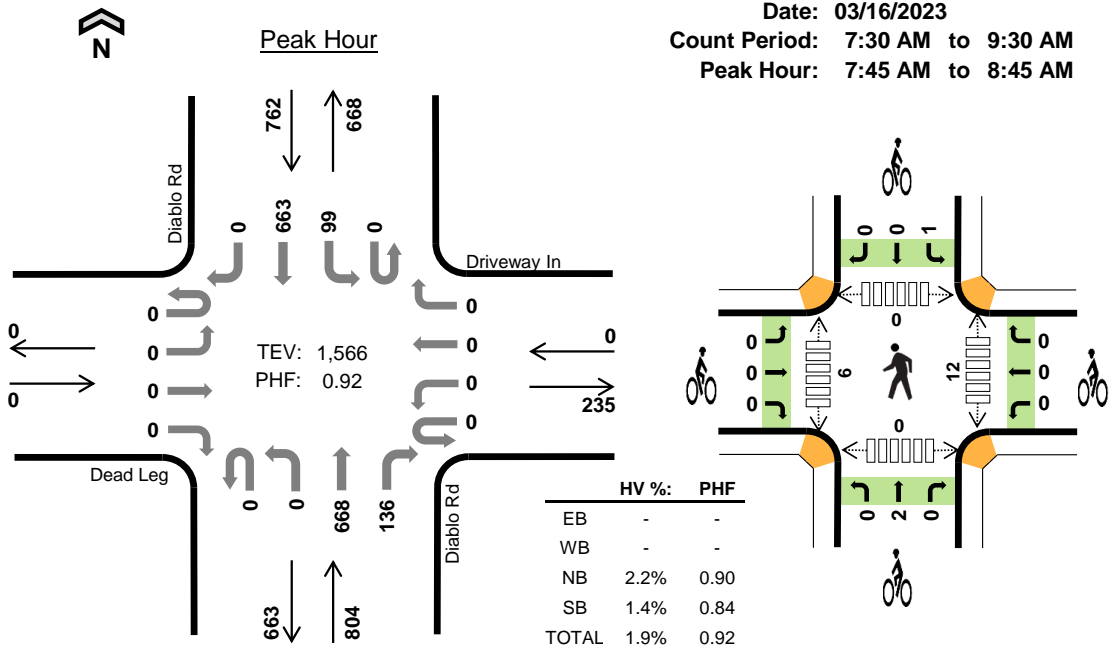


Diablo Rd Driveway In

Date: 03/16/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Dead Leg				Driveway In				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	124	18	0	7	99	0	248	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	197	16	0	15	169	0	397	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	192	31	0	30	148	0	401	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	135	65	0	46	181	0	427	1,473	
8:30 AM	0	0	0	0	0	0	0	0	0	0	144	24	0	8	165	0	341	1,566	
8:45 AM	0	0	0	0	0	0	0	0	0	0	112	5	0	1	118	0	236	1,405	
9:00 AM	0	0	0	0	0	0	0	0	0	0	107	23	0	10	137	0	277	1,281	
9:15 AM	0	0	0	0	0	0	0	0	0	0	77	1	0	1	110	0	189	1,043	
Count Total	0	0	0	0	0	0	0	0	0	0	1,088	183	0	118	1,127	0	2,516	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	0	668	136	0	99	663	0	1,566	0
	HV	0	0	0	0	0	0	0	0	0	0	15	3	0	1	10	0	29	0
	HV%	-	-	-	-	-	-	-	-	-	-	2%	2%	-	1%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	7	1	8	0	0	0	1	1	1	0	0	0	1
7:45 AM	0	0	5	3	8	0	0	1	0	1	0	2	0	0	2
8:00 AM	0	0	3	2	5	0	0	0	0	0	2	1	0	0	3
8:15 AM	0	0	4	4	8	0	0	0	0	0	7	1	0	0	8
8:30 AM	0	0	6	2	8	0	0	1	1	2	3	2	0	0	5
8:45 AM	0	0	2	3	5	0	0	0	0	0	2	2	0	0	4
9:00 AM	0	0	6	2	8	0	0	0	0	0	4	0	0	0	4
9:15 AM	0	0	1	3	4	0	0	0	1	1	4	0	0	0	4
Count Total	0	0	34	20	54	0	0	2	3	5	23	8	0	0	31
Peak Hour	0	0	18	11	29	0	0	2	1	3	12	6	0	0	18

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dead Leg				Driveway In				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	8	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	3	0	8	29
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	29
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	26
9:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	29
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	25
Count Total	0	0	0	0	0	0	0	0	0	0	31	3	0	1	19	0	54	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	15	3	0	1	10	0	29	0

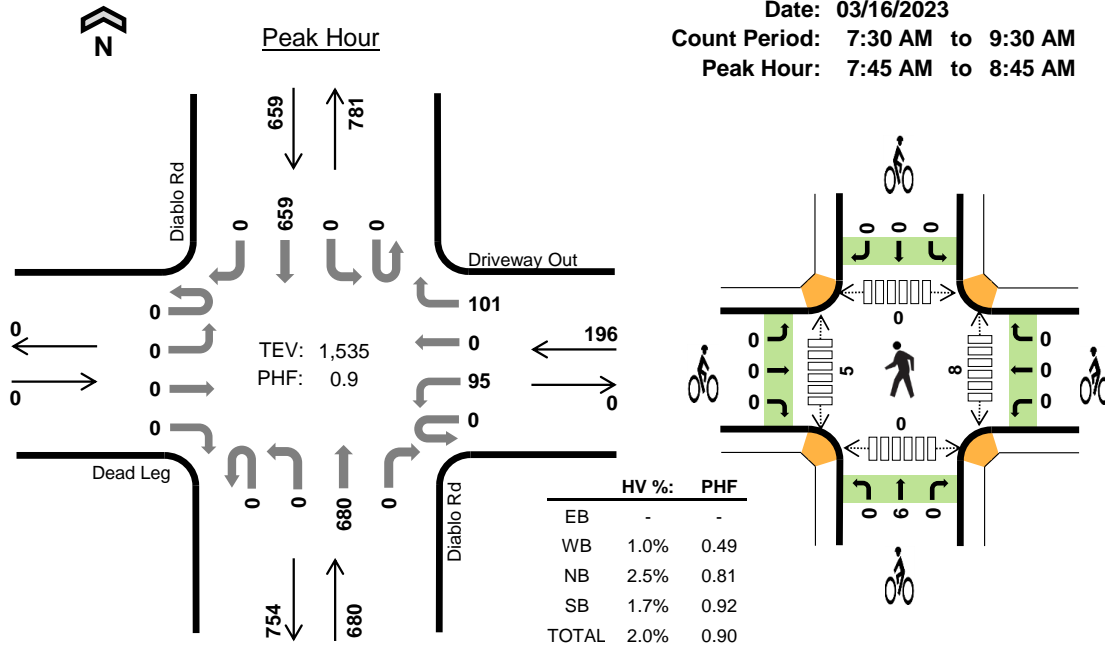
Two-Hour Count Summaries - Bikes																	
Interval Start	Dead Leg			Driveway In			Diablo Rd			Diablo Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	
Count Total	0	0	0	0	0	0	0	0	2	0	1	2	0	5	0		
Peak Hour	0	0	0	0	0	0	0	0	2	0	1	0	0	3	0		

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

Diablo Rd Driveway Out



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Dead Leg				Driveway Out				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	6	0	2	0	0	123	0	0	0	99	0	230	0	
7:45 AM	0	0	0	0	0	14	0	13	0	0	211	0	0	0	170	0	408	0	
8:00 AM	0	0	0	0	0	14	0	15	0	0	180	0	0	0	167	0	376	0	
8:15 AM	0	0	0	0	0	45	0	55	0	0	146	0	0	0	179	0	425	1,439	
8:30 AM	0	0	0	0	0	22	0	18	0	0	143	0	0	0	143	0	326	1,535	
8:45 AM	0	0	0	0	0	2	0	0	0	0	116	0	0	0	119	0	237	1,364	
9:00 AM	0	0	0	0	0	16	0	12	0	0	99	0	0	0	134	0	261	1,249	
9:15 AM	0	0	0	0	0	9	0	2	0	0	80	0	0	0	99	0	190	1,014	
Count Total	0	0	0	0	0	128	0	117	0	0	1,098	0	0	0	1,110	0	2,453	0	
Peak Hour	All	0	0	0	0	0	95	0	101	0	0	680	0	0	0	659	0	1,535	0
	HV	0	0	0	0	0	1	0	1	0	0	17	0	0	0	11	0	30	0
	HV%	-	-	-	-	-	1%	-	1%	-	-	3%	-	-	-	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	8	1	9	0	0	0	1	1	2	0	1	0	3
7:45 AM	0	0	6	3	9	0	0	3	0	3	2	2	0	0	4
8:00 AM	0	0	3	3	6	0	0	2	0	2	2	0	0	0	2
8:15 AM	0	2	2	3	7	0	0	0	0	0	3	1	0	0	4
8:30 AM	0	0	6	2	8	0	0	1	0	1	1	2	0	0	3
8:45 AM	0	1	2	2	5	0	0	0	1	1	2	1	0	0	3
9:00 AM	0	0	6	2	8	0	0	0	0	0	1	0	0	0	1
9:15 AM	0	0	3	3	6	0	0	0	1	1	3	0	0	0	3
Count Total	0	3	36	19	58	0	0	6	3	9	16	6	1	0	23
Peak Hour	0	2	17	11	30	0	0	6	0	6	8	5	0	0	13

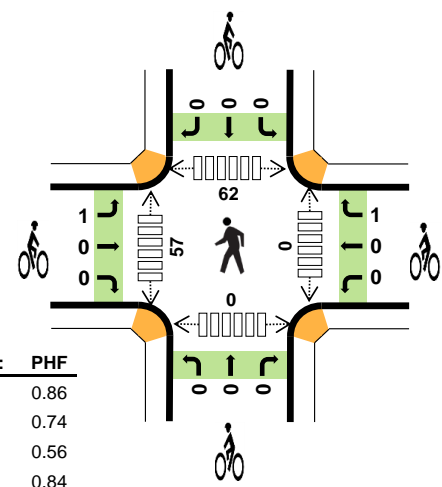
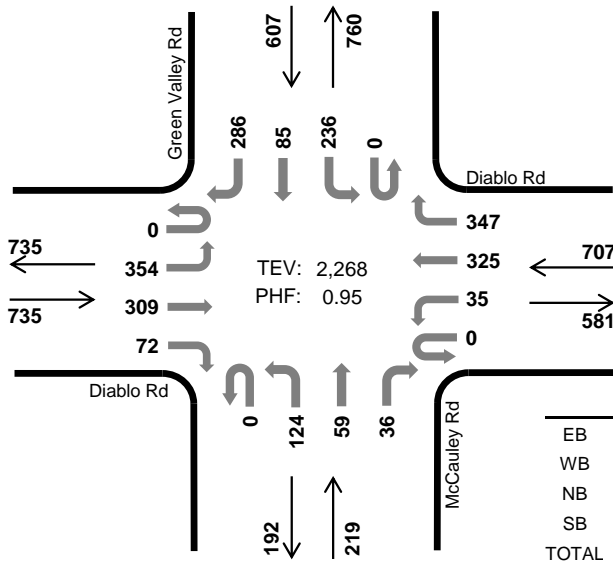
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Dead Leg				Driveway Out				Diablo Rd				Diablo Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	9	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	3	0	7	31
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	30
8:45 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0	5	26
9:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	28
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	27
Count Total	0	0	0	0	0	2	0	1	0	0	36	0	0	0	19	0	58	0
Peak Hour	0	0	0	0	0	1	0	1	0	0	17	0	0	0	11	0	30	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Dead Leg			Driveway Out			Diablo Rd			Diablo Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0		
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3		
Count Total	0	0	0	0	0	0	0	0	0	6	0	0	3	0	9	0		
Peak Hour	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Green Valley Rd Diablo Rd



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.7%	0.86
WB	1.6%	0.74
NB	0.0%	0.56
SB	1.6%	0.84
TOTAL	1.8%	0.95

Two-Hour Count Summaries

Interval Start	Diablo Rd Eastbound				Diablo Rd Westbound				McCauley Rd Northbound				Green Valley Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	53	63	11	0	2	79	84	0	15	3	2	0	36	2	68	418	0	
7:45 AM	0	115	76	13	0	2	107	130	0	12	7	3	0	46	12	74	597	0	
8:00 AM	0	84	75	21	0	20	91	98	0	26	15	6	0	51	36	76	599	0	
8:15 AM	0	60	59	19	0	11	71	92	0	58	27	12	0	53	35	44	541	2,155	
8:30 AM	0	95	99	19	0	2	56	27	0	28	10	15	0	86	2	92	531	2,268	
8:45 AM	0	39	105	8	0	1	76	16	0	19	6	2	0	29	1	67	369	2,040	
9:00 AM	0	46	96	5	0	0	82	16	0	22	0	2	0	17	0	79	365	1,806	
9:15 AM	0	35	60	12	0	0	52	18	0	7	0	0	0	19	1	41	245	1,510	
Count Total	0	527	633	108	0	38	614	481	0	187	68	42	0	337	89	541	3,665	0	
Peak Hour	All	0	354	309	72	0	35	325	347	0	124	59	36	0	236	85	286	2,268	0
	HV	0	9	11	0	0	0	9	2	0	0	0	0	0	3	1	6	41	0
	HV%	-	3%	4%	0%	-	0%	3%	1%	-	0%	0%	0%	-	1%	1%	2%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	5	0	0	3	8	0	0	0	0	0	0	0	2	0	2
7:45 AM	8	2	0	2	12	0	0	0	0	0	0	1	2	0	3
8:00 AM	4	2	0	2	8	1	0	0	0	1	0	27	33	0	60
8:15 AM	2	5	0	3	10	0	1	0	0	1	0	29	20	0	49
8:30 AM	6	2	0	3	11	0	0	0	0	0	0	0	7	0	7
8:45 AM	3	2	0	0	5	0	0	0	0	0	0	4	4	0	8
9:00 AM	4	1	0	0	5	0	0	0	0	0	0	1	0	0	1
9:15 AM	4	1	0	0	5	0	1	0	0	1	0	2	0	0	2
Count Total	36	15	0	13	64	1	2	0	0	3	0	64	68	0	132
Peak Hour	20	11	0	10	41	1	1	0	0	2	0	57	62	0	119

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Diablo Rd				Diablo Rd				McCauley Rd				Green Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	2	8	0
7:45 AM	0	6	2	0	0	0	0	2	0	0	0	0	0	1	0	1	12	0
8:00 AM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	2	8	0
8:15 AM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	1	2	10	38
8:30 AM	0	2	4	0	0	0	2	0	0	0	0	0	0	2	0	1	11	41
8:45 AM	0	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0	5	34
9:00 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	31
9:15 AM	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5	26
Count Total	0	11	24	1	0	0	12	3	0	0	0	0	0	4	1	8	64	0
Peak Hour	0	9	11	0	0	0	9	2	0	0	0	0	0	3	1	6	41	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Diablo Rd			Diablo Rd			McCauley Rd			Green Valley Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Count Total	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0
Peak Hour	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0

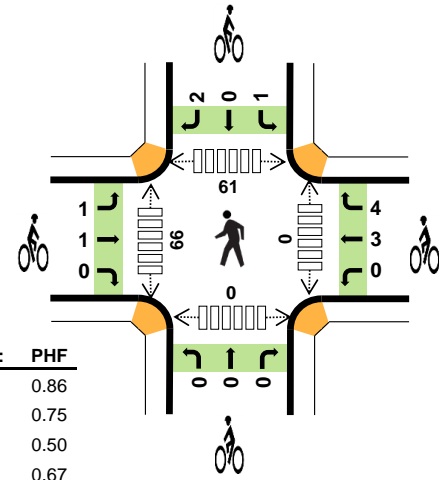
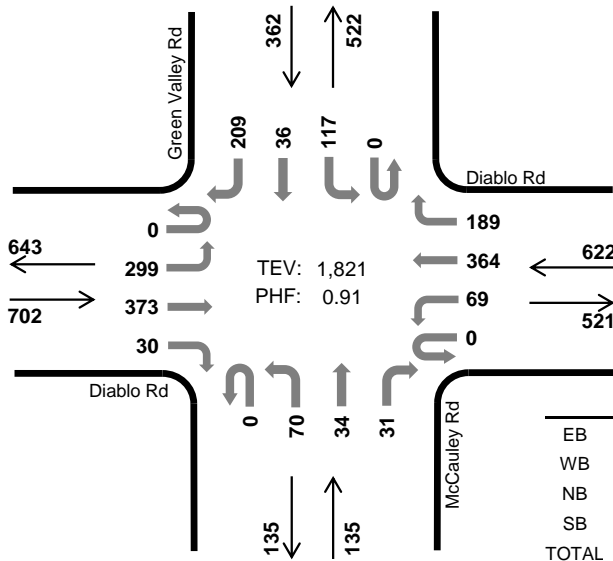
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Green Valley Rd Diablo Rd



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	2.1%	0.86
WB	1.4%	0.75
NB	1.5%	0.50
SB	4.1%	0.67
TOTAL	2.3%	0.91

Two-Hour Count Summaries

Interval Start	Diablo Rd Eastbound				Diablo Rd Westbound				McCauley Rd Northbound				Green Valley Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	82	61	3	0	16	62	46	0	9	1	0	0	21	1	33	335	0	
1:45 PM	0	64	47	2	0	9	77	55	0	12	3	2	0	63	2	59	395	0	
2:00 PM	0	46	69	2	0	20	91	39	0	12	0	3	0	107	5	65	459	0	
2:15 PM	0	55	70	2	0	16	98	30	0	13	1	1	0	68	3	73	430	1,619	
2:30 PM	0	74	79	4	0	11	69	32	0	18	3	5	0	51	17	68	431	1,715	
2:45 PM	0	63	87	18	0	23	96	26	0	15	1	2	0	28	15	54	428	1,748	
3:00 PM	0	67	102	4	0	22	87	49	0	26	22	19	0	18	1	43	460	1,749	
3:15 PM	0	95	105	4	0	13	112	82	0	11	8	5	0	20	3	44	502	1,821	
Count Total	0	546	620	39	0	130	692	359	0	116	39	37	0	376	47	439	3,440	0	
Peak Hour	All	0	299	373	30	0	69	364	189	0	70	34	31	0	117	36	209	1,821	0
	HV	0	5	10	0	0	1	8	0	0	0	0	2	0	6	1	8	41	0
	HV%	-	2%	3%	0%	-	1%	2%	0%	-	0%	0%	6%	-	5%	3%	4%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	6	4	1	2	13	1	3	1	0	5	0	2	1	0	3
1:45 PM	4	1	1	0	6	0	2	0	0	2	0	0	3	0	3
2:00 PM	3	3	1	7	14	2	2	0	2	6	0	2	5	0	7
2:15 PM	5	2	0	3	10	1	3	0	0	4	0	2	8	0	10
2:30 PM	2	1	0	7	10	1	3	0	0	4	0	7	6	0	13
2:45 PM	1	0	1	2	4	0	2	0	3	5	0	17	10	0	27
3:00 PM	9	5	0	6	20	1	1	0	0	2	0	42	42	0	84
3:15 PM	3	3	1	0	7	0	1	0	0	1	0	0	3	0	3
Count Total	33	19	5	27	84	6	17	1	5	29	0	72	78	0	150
Peak Hour	15	9	2	15	41	2	7	0	3	12	0	66	61	0	127

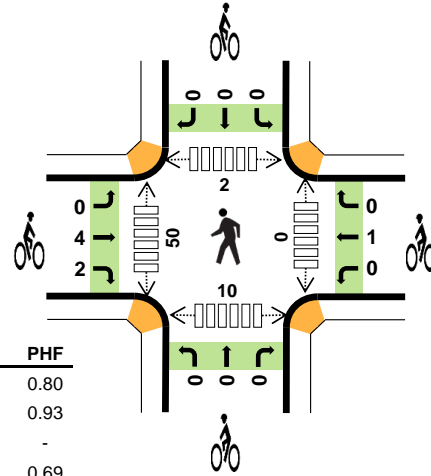
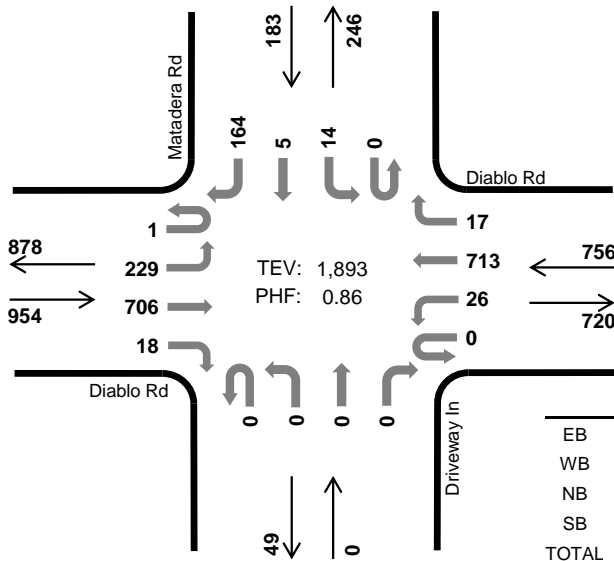
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Diablo Rd				Diablo Rd				McCauley Rd				Green Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	1	4	1	0	1	2	1	0	1	0	0	0	2	0	0	13	0
1:45 PM	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0
2:00 PM	0	1	2	0	0	1	1	1	0	0	0	0	1	0	4	0	14	0
2:15 PM	0	2	2	1	0	0	2	0	0	0	0	0	0	0	3	0	10	43
2:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	1	10	40
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	4	38
3:00 PM	0	3	6	0	0	1	4	0	0	0	0	0	0	3	0	3	20	44
3:15 PM	0	1	2	0	0	0	3	0	0	0	0	1	0	0	0	0	7	41
Count Total	0	13	18	2	0	3	14	2	0	2	0	3	0	15	1	11	84	0
Peak Hour	0	5	10	0	0	1	8	0	0	0	0	2	0	6	1	8	41	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Diablo Rd			Diablo Rd			McCauley Rd			Green Valley Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	1	0	0	0	1	2	1	0	0	0	0	0	5	0				
1:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0				
2:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	6	0				
2:15 PM	1	0	0	0	1	2	0	0	0	0	0	0	4	17				
2:30 PM	0	1	0	0	1	2	0	0	0	0	0	0	4	16				
2:45 PM	0	0	0	0	1	1	0	0	0	0	1	0	5	19				
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	15				
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	12				
Count Total	4	2	0	0	9	8	1	0	0	1	0	4	29	0				
Peak Hour	1	1	0	0	3	4	0	0	0	1	0	2	12	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Matadera Rd Diablo Rd



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.7%	0.80
WB	2.6%	0.93
NB	-	-
SB	0.0%	0.69
TOTAL	2.4%	0.86

Two-Hour Count Summaries

Interval Start	Diablo Rd Eastbound				Diablo Rd Westbound				Driveway In Northbound				Matadera Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	23	126	7	0	11	154	2	0	0	0	0	0	2	0	16	341	0	
7:45 AM	0	82	209	6	0	8	191	4	0	0	0	0	0	2	1	49	552	0	
8:00 AM	0	68	176	4	0	4	170	2	0	0	0	0	0	5	2	59	490	0	
8:15 AM	0	63	157	5	0	7	181	8	0	0	0	0	0	7	2	27	457	1,840	
8:30 AM	1	16	164	3	0	7	171	3	0	0	0	0	0	0	0	29	394	1,893	
8:45 AM	0	7	155	2	0	6	164	0	0	0	0	0	0	1	0	9	344	1,685	
9:00 AM	0	5	140	6	0	19	168	4	0	0	0	0	0	0	2	8	352	1,547	
9:15 AM	0	9	122	1	0	1	101	2	0	0	0	0	0	2	0	6	244	1,334	
Count Total	1	273	1,249	34	0	63	1,300	25	0	0	0	0	0	19	7	203	3,174	0	
Peak Hour	All	1	229	706	18	0	26	713	17	0	0	0	0	0	14	5	164	1,893	0
	HV	0	1	25	0	0	6	14	0	0	0	0	0	0	0	0	0	46	0
	HV%	0%	0%	4%	0%	-	23%	2%	0%	-	-	-	-	-	0%	0%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	6	2	0	0	8	0	0	0	0	0	0	2	2	1	5
7:45 AM	10	1	0	0	11	1	0	0	0	1	0	3	0	2	5
8:00 AM	4	2	0	0	6	3	0	0	0	3	0	20	2	4	26
8:15 AM	5	13	0	0	18	1	1	0	0	2	0	27	0	3	30
8:30 AM	7	4	0	0	11	1	0	0	0	1	0	0	0	1	1
8:45 AM	2	1	0	0	3	0	0	0	0	0	0	2	0	2	4
9:00 AM	10	3	0	0	13	0	0	0	0	0	0	7	0	0	7
9:15 AM	5	3	0	0	8	0	1	0	0	1	0	2	0	1	3
Count Total	49	29	0	0	78	6	2	0	0	8	0	63	4	14	81
Peak Hour	26	20	0	0	46	6	1	0	0	7	0	50	2	10	62

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Diablo Rd				Diablo Rd				Driveway In				Matadera Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	0
7:45 AM	0	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	11	0
8:00 AM	0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6	0
8:15 AM	0	0	5	0	0	5	8	0	0	0	0	0	0	0	0	0	18	43
8:30 AM	0	1	6	0	0	0	4	0	0	0	0	0	0	0	0	0	11	46
8:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	38
9:00 AM	0	1	9	0	0	0	3	0	0	0	0	0	0	0	0	0	13	45
9:15 AM	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8	35
Count Total	0	2	47	0	0	6	22	1	0	0	0	0	0	0	0	0	78	0
Peak Hour	0	1	25	0	0	6	14	0	0	0	0	0	0	0	0	0	46	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Diablo Rd			Diablo Rd			Driveway In			Matadera Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	4	2	0	2	0	0	0	0	0	0	0	0	0	0	8	0
Peak Hour	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7	0

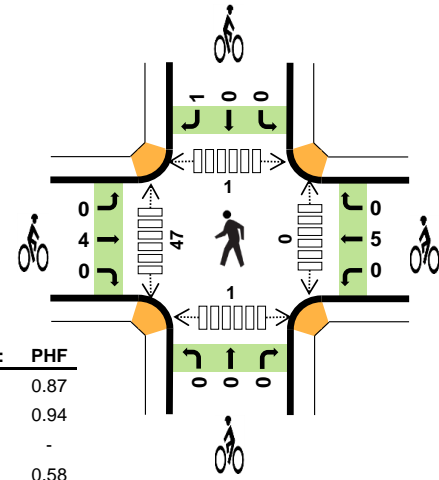
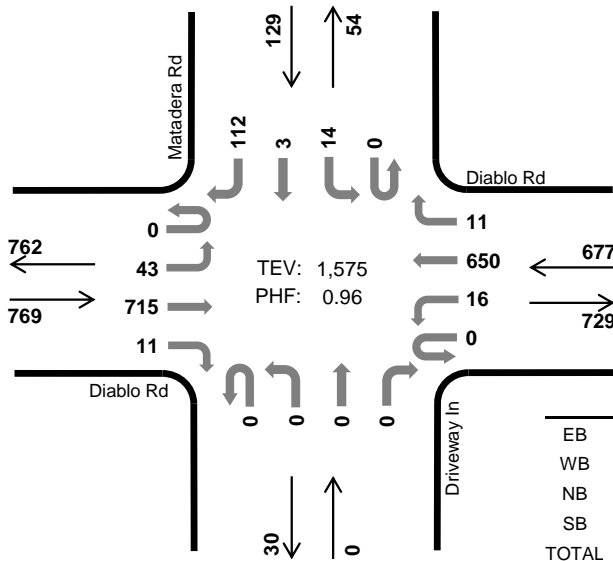
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Matadera Rd Diablo Rd



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	1.7%	0.87
WB	3.5%	0.94
NB	-	-
SB	1.6%	0.58
TOTAL	2.5%	0.96

Two-Hour Count Summaries

Interval Start	Diablo Rd Eastbound				Diablo Rd Westbound				Driveway In Northbound				Matadera Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	19	157	2	0	2	103	2	0	0	0	0	0	3	0	12	300	0	
1:45 PM	0	23	128	2	0	1	155	0	0	0	0	0	0	1	0	11	321	0	
2:00 PM	0	27	127	5	0	6	163	2	0	0	0	0	0	5	0	49	384	0	
2:15 PM	0	26	145	5	0	6	176	4	0	0	0	0	0	3	1	19	385	1,390	
2:30 PM	0	17	147	4	0	2	161	4	0	0	0	0	0	6	0	50	391	1,481	
2:45 PM	0	6	184	1	0	2	178	0	0	0	0	0	0	3	0	27	401	1,561	
3:00 PM	0	11	175	3	0	5	152	6	0	0	0	0	0	3	3	15	373	1,550	
3:15 PM	0	9	209	3	0	7	159	1	0	0	0	0	0	2	0	20	410	1,575	
Count Total	0	138	1,272	25	0	31	1,247	19	0	0	0	0	0	26	4	203	2,965	0	
Peak Hour	All	0	43	715	11	0	16	650	11	0	0	0	0	0	14	3	112	1,575	0
	HV	0	0	11	2	0	3	20	1	0	0	0	0	0	0	0	2	39	0
	HV%	-	0%	2%	18%	-	19%	3%	9%	-	-	-	-	-	0%	0%	2%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	8	5	0	0	13	1	1	0	0	2	0	0	0	0	0
1:45 PM	5	3	0	0	8	2	1	0	0	3	0	1	0	0	1
2:00 PM	5	4	0	0	9	1	2	0	0	3	0	1	1	2	4
2:15 PM	4	7	0	0	11	5	2	0	0	7	0	1	0	1	2
2:30 PM	1	9	0	1	11	2	1	0	1	4	0	15	0	1	16
2:45 PM	2	3	0	0	5	0	3	0	0	3	0	3	0	0	3
3:00 PM	5	7	0	1	13	2	1	0	0	3	0	23	0	0	23
3:15 PM	5	5	0	0	10	0	0	0	0	0	0	6	1	0	7
Count Total	35	43	0	2	80	13	11	0	1	25	0	50	2	4	56
Peak Hour	13	24	0	2	39	4	5	0	1	10	0	47	1	1	49

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Diablo Rd				Diablo Rd				Driveway In				Matadera Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	13	0
1:45 PM	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0	8	0
2:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0
2:15 PM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11	41
2:30 PM	0	0	1	0	0	0	9	0	0	0	0	0	0	0	1	11	39	
2:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	5	36	
3:00 PM	0	0	3	2	0	3	3	1	0	0	0	0	0	0	1	13	40	
3:15 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	10	39	
Count Total	0	1	32	2	0	3	39	1	0	0	0	0	0	0	2	80	0	
Peak Hour	0	0	11	2	0	3	20	1	0	0	0	0	0	0	2	39	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	Diablo Rd			Diablo Rd			Driveway In			Matadera Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	
1:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0	
2:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	0	
2:15 PM	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7	15	
2:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	1	4	17	
2:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	17	
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	17	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
Count Total	0	13	0	0	11	0	0	0	0	0	0	0	0	1	25	0	
Peak Hour	0	4	0	0	5	0	0	0	0	0	0	0	0	1	10	0	

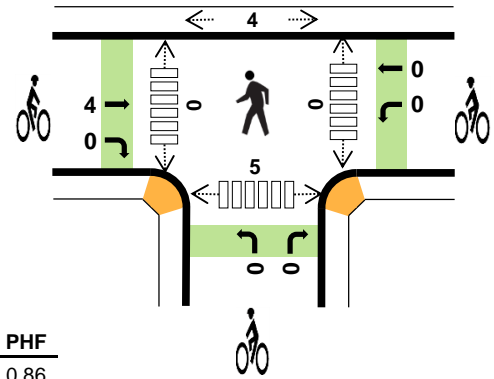
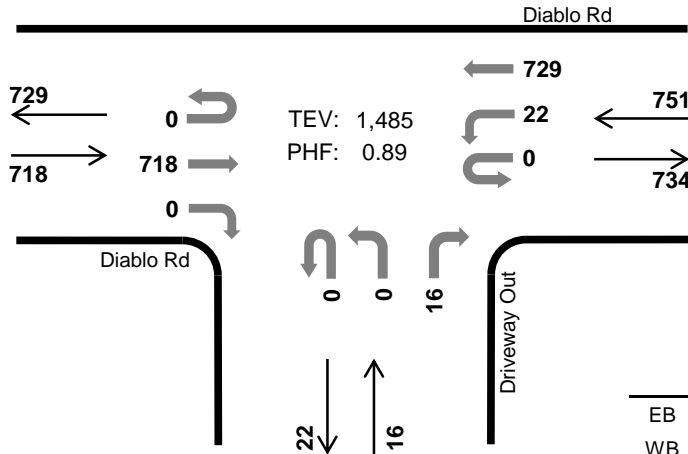
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Driveway Out Diablo Rd



Peak Hour

Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.1%	0.86
WB	2.8%	0.92
NB	6.3%	0.67
SB	-	-
TOTAL	3.0%	0.89

Two-Hour Count Summaries

Interval Start	Diablo Rd Eastbound				Diablo Rd Westbound				Driveway Out Northbound				n/a Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	131	0	0	3	166	0	0	0	0	7	0	0	0	0	307	0	
7:45 AM	0	0	208	0	0	7	197	0	0	0	0	5	0	0	0	0	417	0	
8:00 AM	0	0	175	0	0	2	193	0	0	0	0	3	0	0	0	0	373	0	
8:15 AM	0	0	157	0	0	10	167	0	0	0	0	2	0	0	0	0	336	1,433	
8:30 AM	0	0	178	0	0	3	172	0	0	0	0	6	0	0	0	0	359	1,485	
8:45 AM	0	0	164	0	0	4	166	0	0	0	0	0	0	0	0	0	334	1,402	
9:00 AM	0	0	142	0	0	15	179	0	0	0	0	13	0	0	0	0	349	1,378	
9:15 AM	0	0	116	0	0	2	104	0	0	0	0	0	0	0	0	0	222	1,264	
Count Total	0	0	1,271	0	0	46	1,344	0	0	0	0	36	0	0	0	0	2,697	0	
Peak Hour	All	0	0	718	0	0	22	729	0	0	0	0	16	0	0	0	0	1,485	0
	HV	0	0	22	0	0	6	15	0	0	0	0	1	0	0	0	0	44	0
	HV%	-	-	3%	-	-	27%	2%	-	-	-	-	6%	-	-	-	-	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	6	2	0	0	8	1	0	0	0	1	0	0	1	1	2
7:45 AM	7	1	0	0	8	1	0	0	0	1	0	0	1	1	2
8:00 AM	5	4	0	0	9	1	0	0	0	1	0	0	2	0	2
8:15 AM	5	12	0	0	17	1	0	0	0	1	0	0	0	2	2
8:30 AM	5	4	1	0	10	1	0	0	0	1	0	0	1	2	3
8:45 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	2	2
9:00 AM	9	5	0	0	14	0	0	0	0	0	0	0	0	0	0
9:15 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	43	32	1	0	76	5	0	0	0	5	0	0	5	8	13
Peak Hr	22	21	1	0	44	4	0	0	0	4	0	0	4	5	9

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Diablo Rd				Diablo Rd				Driveway Out				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	0
7:45 AM	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0
8:00 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0
8:15 AM	0	0	5	0	0	6	6	0	0	0	0	0	0	0	0	0	17	42
8:30 AM	0	0	5	0	0	0	4	0	0	0	0	1	0	0	0	0	10	44
8:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	41
9:00 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	14	46
9:15 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	34
Count Total	0	0	43	0	0	6	26	0	0	0	0	1	0	0	0	0	76	0
Peak Hour	0	0	22	0	0	6	15	0	0	0	0	1	0	0	0	0	44	0

Two-Hour Count Summaries - Bikes

Interval Start	Diablo Rd			Diablo Rd			Driveway Out			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	5	0	0	0	0	0	0	0	0	0	0	5	0
Peak Hour	0	4	0	0	0	0	0	0	0	0	0	0	4	0

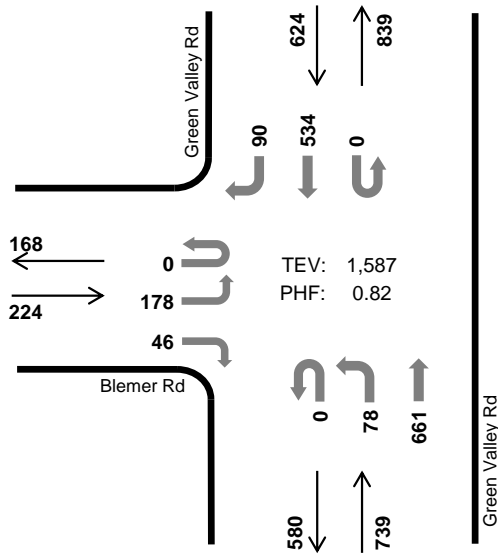
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Green Valley Rd Blemer Rd

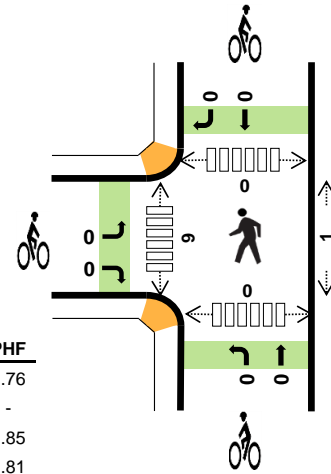


Peak Hour

Date: 04/18/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



TEV: 1,587
PHF: 0.82



	HV %:	PHF
EB	3.6%	0.76
WB	-	-
NB	1.5%	0.85
SB	1.8%	0.81
TOTAL	1.9%	0.82

Two-Hour Count Summaries

Interval Start	Blemer Rd				N/A				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	7	0	8	0	0	0	0	0	18	139	0	0	0	107	5	284	0
7:45 AM	0	45	0	26	0	0	0	0	0	42	175	0	0	0	135	58	481	0
8:00 AM	0	65	0	9	0	0	0	0	0	13	190	0	0	0	151	19	447	0
8:15 AM	0	61	0	3	0	0	0	0	0	5	157	0	0	0	141	8	375	1,587
8:30 AM	0	5	0	1	0	0	0	0	0	1	55	0	0	0	120	9	191	1,494
8:45 AM	0	2	0	5	0	0	0	0	0	3	53	0	0	0	78	3	144	1,157
9:00 AM	0	2	0	1	0	0	0	0	0	3	43	0	0	0	55	1	105	815
9:15 AM	0	1	0	1	0	0	0	0	0	1	42	0	0	0	49	3	97	537
Count Total	0	188	0	54	0	0	0	0	0	86	854	0	0	0	836	106	2,124	0
Peak Hour	All	0	178	0	46	0	0	0	0	78	661	0	0	0	534	90	1,587	0
	HV	0	4	0	4	0	0	0	0	4	7	0	0	0	10	1	30	0
	HV%	-	2%	-	9%	-	-	-	-	-	5%	1%	-	-	-	2%	1%	2%

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	4	0	1	1	6	0	0	0	0	0	1	1	0	0	2
7:45 AM	3	0	7	4	14	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	1	4	6	0	0	0	0	0	0	3	0	0	3
8:15 AM	0	0	2	2	4	0	0	0	0	0	0	5	0	0	5
8:30 AM	0	0	1	3	4	0	0	0	2	2	0	2	0	0	2
8:45 AM	1	0	2	1	4	0	0	0	1	1	0	0	0	0	0
9:00 AM	0	0	2	0	2	0	0	2	1	3	0	0	0	0	0
9:15 AM	0	0	1	4	5	0	0	0	0	0	0	3	0	0	3
Count Total	9	0	17	19	45	0	0	2	4	6	1	14	0	0	15
Peak Hr	8	0	11	11	30	0	0	0	0	0	1	9	0	0	10

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Blemer Rd				N/A				Green Valley Rd				Green Valley Rd					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	1	6	0
7:45 AM	0	3	0	0	0	0	0	0	0	2	5	0	0	0	4	0	14	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	6	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	4	30
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	28
8:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	14
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	5	15
Count Total	0	5	0	4	0	0	0	0	0	4	13	0	0	0	17	2	45	0
Peak Hour	0	4	0	4	0	0	0	0	0	4	7	0	0	0	10	1	30	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour			
Interval Start	Blemer Rd			N/A			Green Valley Rd			Green Valley Rd								
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

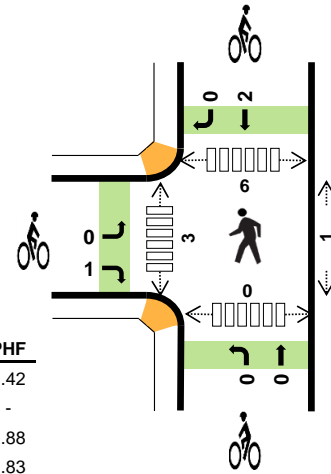
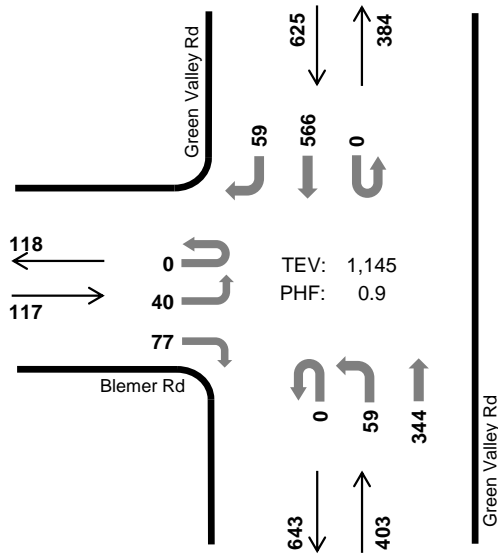
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Green Valley Rd Blemer Rd



Peak Hour

Date: 04/18/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 1:45 PM to 2:45 PM



	HV %:	PHF
EB	9.4%	0.42
WB	-	-
NB	3.7%	0.88
SB	3.0%	0.83
TOTAL	3.9%	0.90

Two-Hour Count Summaries

Interval Start	Blemer Rd				N/A				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	1	0	2	0	0	0	0	0	3	83	0	0	0	69	4	162	0	
1:45 PM	0	4	0	3	0	0	0	0	0	16	98	0	0	0	158	4	283	0	
2:00 PM	0	3	0	29	0	0	0	0	0	22	76	0	0	0	172	16	318	0	
2:15 PM	0	6	0	3	0	0	0	0	0	14	87	0	0	0	147	30	287	1,050	
2:30 PM	0	27	0	42	0	0	0	0	0	7	83	0	0	0	89	9	257	1,145	
2:45 PM	0	1	0	5	0	0	0	0	0	3	83	0	0	0	93	4	189	1,051	
3:00 PM	0	7	0	7	0	0	0	0	0	7	130	0	0	0	72	4	227	960	
3:15 PM	0	10	0	3	0	0	0	0	0	13	197	0	0	0	75	4	302	975	
Count Total	0	59	0	94	0	0	0	0	0	85	837	0	0	0	875	75	2,025	0	
Peak Hour	All	0	40	0	77	0	0	0	0	0	59	344	0	0	0	566	59	1,145	0
	HV	0	2	0	9	0	0	0	0	0	9	6	0	0	0	17	2	45	0
	HV%	-	5%	-	12%	-	-	-	-	-	15%	2%	-	-	-	3%	3%	4%	0

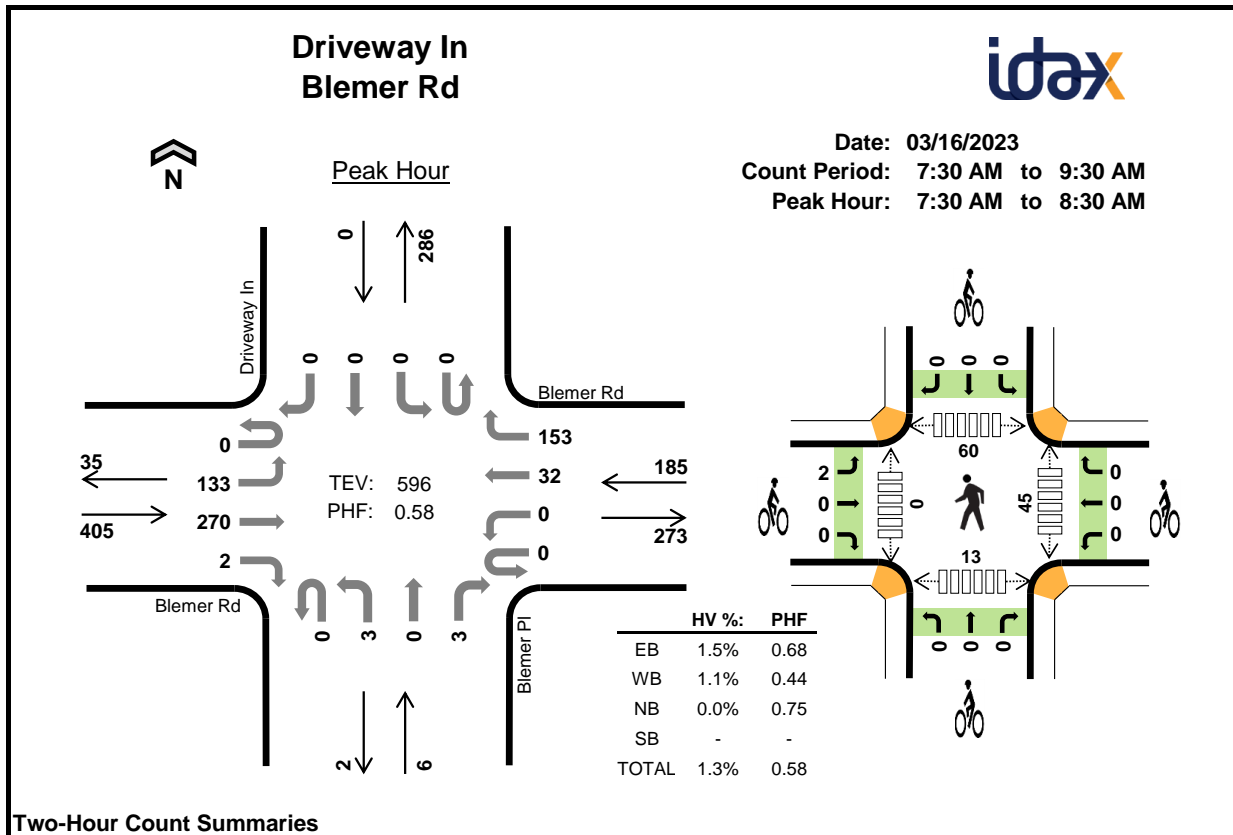
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	5	1	6	0	0	4	0	4	0	0	0	0	0
1:45 PM	1	0	4	5	10	0	0	0	1	1	0	1	0	0	1
2:00 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	4	6	10	0	0	0	1	1	0	0	0	0	0
2:30 PM	10	0	1	1	12	1	0	0	0	1	1	2	6	0	9
2:45 PM	0	0	3	2	5	0	0	0	1	1	0	1	0	0	1
3:00 PM	1	0	5	1	7	0	0	1	1	2	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	1	2	0	4	0	0	4
Count Total	12	0	28	23	63	2	0	5	5	12	1	8	6	0	15
Peak Hr	11	0	15	19	45	1	0	0	2	3	1	3	6	0	10

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Blemer Rd				N/A				Green Valley Rd				Green Valley Rd					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	0
1:45 PM	0	0	0	1	0	0	0	0	0	4	0	0	0	0	5	0	10	0
2:00 PM	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	1	13	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5	1	10	39
2:30 PM	0	2	0	8	0	0	0	0	0	0	1	0	0	0	1	0	12	45
2:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	40
3:00 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	0	7	34
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Count Total	0	3	0	9	0	0	0	0	0	9	19	0	0	0	21	2	63	0
Peak Hour	0	2	0	9	0	0	0	0	0	9	6	0	0	0	17	2	45	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Blemer Rd			N/A			Green Valley Rd			Green Valley Rd					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	4	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	3	
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3	
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	5	
3:15 PM	1	0	0	0	0	0	0	0	0	0	0	1	2	6	
Count Total	1	0	1	0	0	0	0	5	0	0	3	2	12	0	
Peak Hour	0	0	1	0	0	0	0	0	0	0	2	0	3	0	

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



Two-Hour Count Summaries

Interval Start	Blemer Rd Eastbound				Blemer Rd Westbound				Blemer PI Northbound				Driveway In Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	16	16	0	0	0	4	27	0	0	0	2	0	0	0	0	65	0	
7:45 AM	0	69	79	1	0	0	5	99	0	1	0	1	0	0	0	0	255	0	
8:00 AM	0	32	100	0	0	0	13	22	0	1	0	0	0	0	0	0	168	0	
8:15 AM	0	16	75	1	0	0	10	5	0	1	0	0	0	0	0	0	108	596	
8:30 AM	0	7	12	0	0	0	16	4	0	0	0	0	0	0	0	0	39	570	
8:45 AM	0	3	2	1	0	0	3	0	0	0	0	2	0	0	0	0	11	326	
9:00 AM	0	2	3	0	0	0	2	3	0	0	0	0	0	0	0	0	10	168	
9:15 AM	0	4	2	0	0	0	0	8	0	1	0	0	0	0	0	0	15	75	
Count Total	0	149	289	3	0	0	53	168	0	4	0	5	0	0	0	0	671	0	
Peak Hour	All	0	133	270	2	0	0	32	153	0	3	0	3	0	0	0	0	596	0
	HV	0	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0
	HV%	-	0%	2%	0%	-	-	0%	1%	-	0%	-	0%	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	4	1	0	0	5	0	0	0	0	0	2	0	1	1	4
7:45 AM	1	1	0	0	2	1	0	0	0	1	0	0	10	8	18
8:00 AM	1	0	0	0	1	1	0	0	0	1	12	0	43	3	58
8:15 AM	0	0	0	0	0	0	0	0	0	0	31	0	6	1	38
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	91	1	94
9:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	38	1	44
Count Total	6	2	0	0	8	2	0	0	0	2	60	0	189	15	264
Peak Hour	6	2	0	0	8	2	0	0	0	2	45	0	60	13	118

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blemer Rd				Blemer Rd				Blemer PI				Driveway In				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0
Peak Hour	0	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	8	0

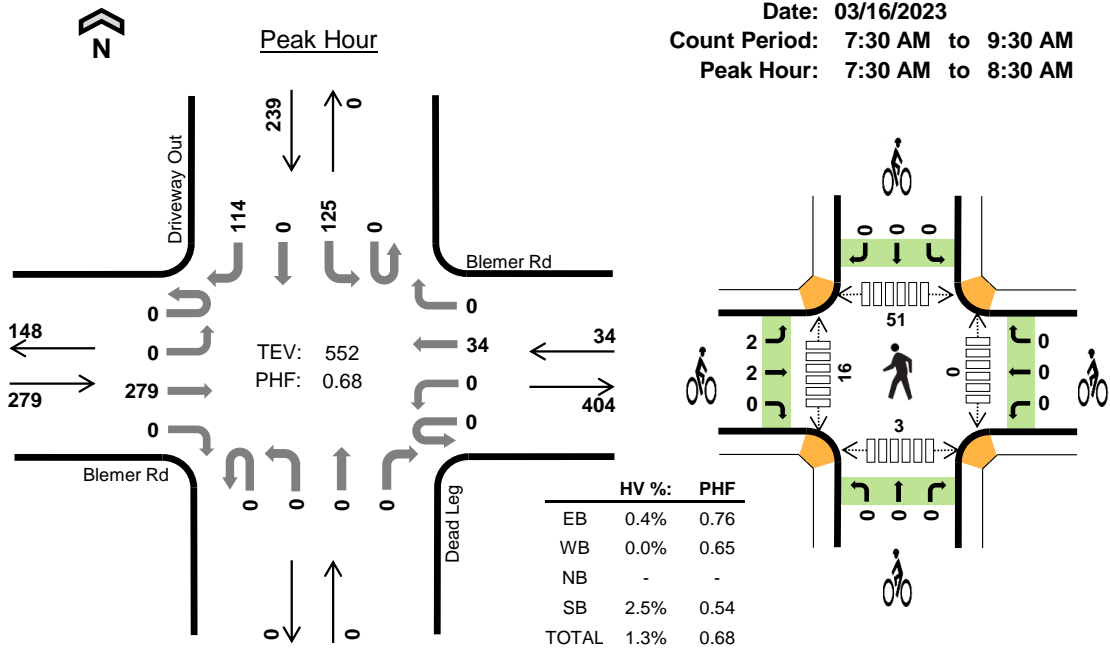
Two-Hour Count Summaries - Bikes																	
Interval Start	Blemer Rd			Blemer Rd			Blemer PI			Driveway In			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

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

Driveway Out Blemer Rd



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Blemer Rd Eastbound				Blemer Rd Westbound				Dead Leg Northbound				Driveway Out Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	20	0	0	0	3	0	0	0	0	0	0	12	0	10	45	0	
7:45 AM	0	0	89	0	0	0	5	0	0	0	0	0	0	68	0	42	204	0	
8:00 AM	0	0	78	0	0	0	13	0	0	0	0	0	0	43	0	50	184	0	
8:15 AM	0	0	92	0	0	0	13	0	0	0	0	0	0	2	0	12	119	552	
8:30 AM	0	0	15	0	0	0	18	0	0	0	0	0	0	3	0	4	40	547	
8:45 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	1	0	2	10	353	
9:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	2	0	4	11	180	
9:15 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	2	0	1	8	69	
Count Total	0	0	306	0	0	0	57	0	0	0	0	0	0	133	0	125	621	0	
Peak Hour	All	0	0	279	0	0	0	34	0	0	0	0	0	0	125	0	114	552	0
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	7	0
	HV%	-	-	0%	-	-	-	0%	-	-	-	-	-	-	5%	-	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	4	4	2	0	0	0	2	0	3	0	1	4
7:45 AM	0	0	0	1	1	1	0	0	0	1	0	10	4	1	15
8:00 AM	0	0	0	1	1	1	0	0	0	1	0	2	0	0	2
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	47	1	49
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	93	2	95
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	35	1	36
Count Total	1	0	0	6	7	4	0	0	0	4	0	17	181	6	204
Peak Hour	1	0	0	6	7	4	0	0	0	4	0	16	51	3	70

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Blemer Rd				Blemer Rd				Dead Leg				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	7	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Blemer Rd			Blemer Rd			Dead Leg			Driveway Out			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	0			
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	2	2	0	0	0	0	0	0	0	0	0	0	4	0			
Peak Hour	2	2	0	0	0	0	0	0	0	0	0	0	4	0			

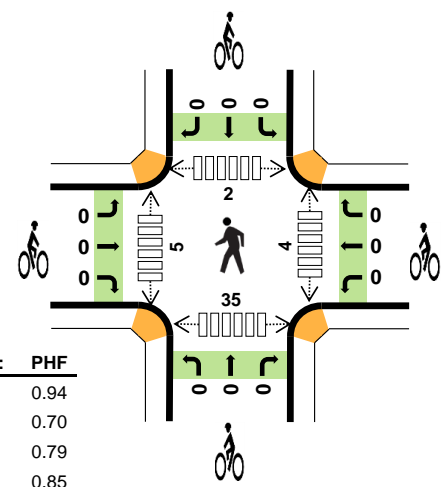
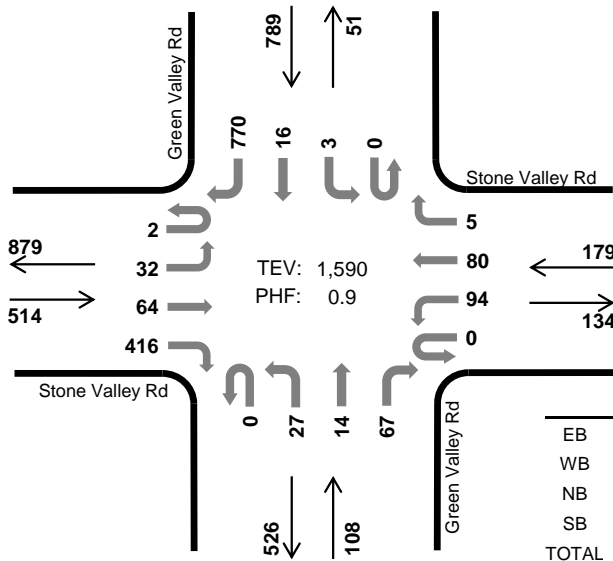
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Green Valley Rd Stone Valley Rd



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.4%	0.94
WB	3.4%	0.70
NB	3.7%	0.79
SB	1.6%	0.85
TOTAL	1.9%	0.90

Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				Green Valley Rd Northbound				Green Valley Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	1	3	6	57	0	20	13	2	0	2	3	8	0	0	6	123	244	0	
7:45 AM	1	9	10	105	0	29	11	2	0	5	4	15	0	0	8	186	385	0	
8:00 AM	1	2	15	111	0	41	22	1	0	4	5	15	0	1	4	218	440	0	
8:15 AM	0	16	16	104	0	12	25	1	0	13	2	11	0	1	2	229	432	1,501	
8:30 AM	0	5	23	96	0	12	22	1	0	5	3	26	0	1	2	137	333	1,590	
8:45 AM	0	1	12	48	0	27	17	2	0	2	3	11	0	0	4	45	172	1,377	
9:00 AM	0	6	19	31	0	22	24	1	0	4	2	8	0	1	1	42	161	1,098	
9:15 AM	0	5	19	28	0	18	21	0	0	5	3	10	0	0	5	34	148	814	
Count Total	3	47	120	580	0	181	155	10	0	40	25	104	0	4	32	1,014	2,315	0	
Peak Hour	All	2	32	64	416	0	94	80	5	0	27	14	67	0	3	16	770	1,590	0
	HV	0	0	2	5	0	4	2	0	0	1	1	2	0	1	0	12	30	0
	HV%	0%	0%	3%	1%	-	4%	3%	0%	-	4%	7%	3%	-	33%	0%	2%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	1	1	1	5	0	0	0	0	0	0	3	3	2	8
7:45 AM	3	0	3	7	13	0	0	0	0	0	0	0	1	5	6
8:00 AM	2	5	0	2	9	0	0	0	0	0	2	1	0	6	9
8:15 AM	1	1	1	1	4	0	0	0	0	0	2	4	1	20	27
8:30 AM	1	0	0	3	4	0	0	0	0	0	0	0	0	4	4
8:45 AM	1	0	1	2	4	0	0	0	0	0	1	1	0	1	3
9:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	2	2
9:15 AM	1	0	0	0	1	0	0	0	0	0	2	1	0	2	5
Count Total	11	8	6	17	42	0	0	0	0	0	7	10	5	42	64
Peak Hour	7	6	4	13	30	0	0	0	0	0	4	5	2	35	46

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	1	5	0
7:45 AM	0	0	1	2	0	0	0	0	0	1	0	2	0	0	0	7	13	0
8:00 AM	0	0	1	1	0	3	2	0	0	0	0	0	0	1	0	1	9	0
8:15 AM	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	1	4	31
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	4	4	30
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4	21
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	14
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
Count Total	0	0	3	8	0	5	2	1	0	1	1	4	0	1	0	16	42	0
Peak Hour	0	0	2	5	0	4	2	0	0	1	1	2	0	1	0	12	30	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Stone Valley Rd			Stone Valley Rd			Green Valley Rd			Green Valley Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

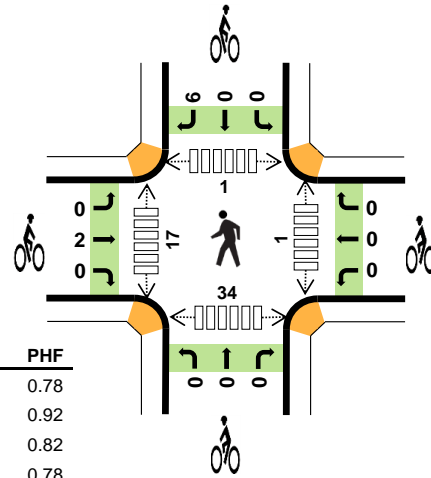
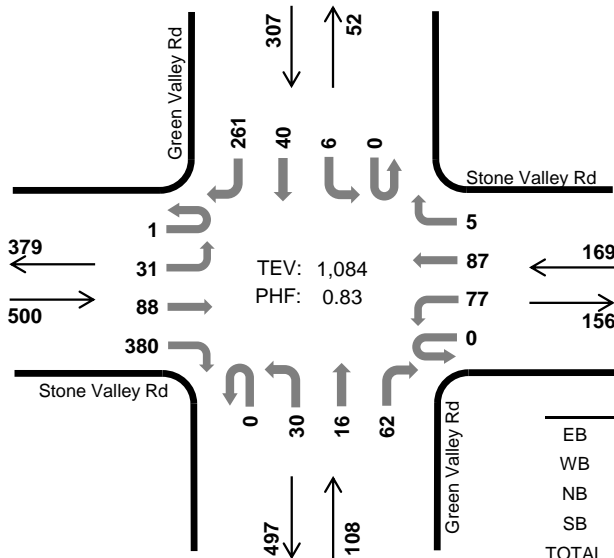
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Green Valley Rd Stone Valley Rd



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 1:45 PM to 2:45 PM



	HV %:	PHF
EB	3.4%	0.78
WB	1.2%	0.92
NB	2.8%	0.82
SB	1.6%	0.78
TOTAL	2.5%	0.83

Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				Green Valley Rd Northbound				Green Valley Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	4	21	40	0	10	15	0	0	7	3	26	0	2	5	67	200	0	
1:45 PM	0	7	16	128	0	22	22	2	0	11	5	16	0	1	15	82	327	0	
2:00 PM	0	9	24	127	0	15	27	0	0	9	3	14	0	1	13	56	298	0	
2:15 PM	0	10	26	79	0	20	20	2	0	3	5	9	0	3	6	54	237	1,062	
2:30 PM	1	5	22	46	0	20	18	1	0	7	3	23	0	1	6	69	222	1,084	
2:45 PM	0	3	16	42	0	26	15	1	0	3	5	31	0	0	4	50	196	953	
3:00 PM	0	3	19	40	0	14	15	2	0	6	6	30	0	1	7	63	206	861	
3:15 PM	0	9	13	49	0	24	15	3	0	5	5	18	0	0	2	123	266	890	
Count Total	1	50	157	551	0	151	147	11	0	51	35	167	0	9	58	564	1,952	0	
Peak Hour	All	1	31	88	380	0	77	87	5	0	30	16	62	0	6	40	261	1,084	0
	HV	0	2	3	12	0	1	1	0	0	2	0	1	0	0	2	3	27	0
	HV%	0%	6%	3%	3%	-	1%	1%	0%	-	7%	0%	2%	-	0%	5%	1%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	0	1	0	2	0	0	3	1	4	0	2	3	2	7
1:45 PM	2	0	2	0	4	0	0	0	1	1	0	15	0	21	36
2:00 PM	8	0	0	4	12	1	0	0	1	2	1	2	0	5	8
2:15 PM	6	2	0	0	8	0	0	0	1	1	0	0	0	2	2
2:30 PM	1	0	1	1	3	1	0	0	3	4	0	0	1	6	7
2:45 PM	0	4	0	3	7	1	1	0	1	3	0	1	2	3	6
3:00 PM	1	1	1	2	5	0	0	0	1	1	2	0	0	4	6
3:15 PM	1	2	2	2	7	0	0	0	1	1	0	0	0	4	4
Count Total	20	9	7	12	48	3	1	3	10	17	3	20	6	47	76
Peak Hour	17	2	3	5	27	2	0	0	6	8	1	17	1	34	53

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0
1:45 PM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	0
2:00 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	2	2	12	0
2:15 PM	0	2	2	2	0	1	1	0	0	0	0	0	0	0	0	0	8	26
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	3	27
2:45 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	2	7	30
3:00 PM	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	1	5	23
3:15 PM	0	0	1	0	0	0	1	1	0	1	0	1	0	0	0	2	7	22
Count Total	0	2	4	14	0	4	4	1	0	3	0	4	0	0	4	8	48	0
Peak Hour	0	2	3	12	0	1	1	0	0	2	0	1	0	0	2	3	27	0

Two-Hour Count Summaries - Bikes																
Interval Start	Stone Valley Rd			Stone Valley Rd			Green Valley Rd			Green Valley Rd			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
1:30 PM	0	0	0	0	0	0	3	0	0	0	0	1	4	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0		
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	2	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	8		
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	3	4	8		
2:45 PM	0	0	1	1	0	0	0	0	0	0	0	1	3	10		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	9		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	9		
Count Total	0	2	1	1	0	0	3	0	0	0	0	10	17	0		
Peak Hour	0	2	0	0	0	0	0	0	0	0	0	6	8	0		

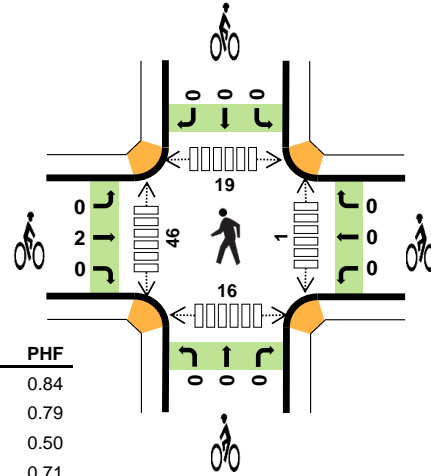
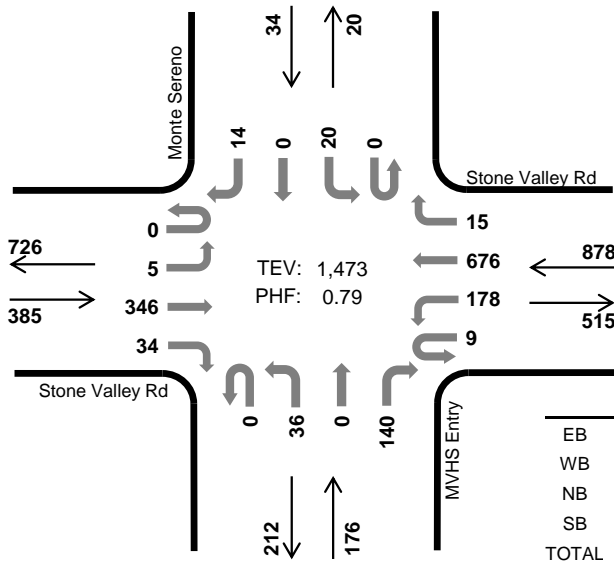
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Monte Sereno Stone Valley Rd



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.3%	0.84
WB	1.6%	0.79
NB	4.5%	0.50
SB	5.9%	0.71
TOTAL	2.0%	0.79

Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				MVHS Entry Northbound				Monte Sereno Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	1	46	11	1	24	98	2	0	3	0	20	0	5	0	2	213	0	
7:45 AM	0	1	106	7	7	13	170	2	0	1	0	5	0	7	0	5	324	0	
8:00 AM	0	1	101	11	2	29	203	9	0	6	0	20	0	5	0	6	393	0	
8:15 AM	0	2	83	12	0	91	185	1	0	18	0	70	0	3	0	2	467	1,397	
8:30 AM	0	1	56	4	0	45	118	3	0	11	0	45	0	5	0	1	289	1,473	
8:45 AM	0	0	51	3	0	8	60	0	0	2	0	9	0	0	0	2	135	1,284	
9:00 AM	0	2	54	3	0	6	63	2	0	4	0	3	0	0	0	2	139	1,030	
9:15 AM	0	3	50	1	0	4	50	1	0	2	0	2	0	1	0	4	118	681	
Count Total	0	11	547	52	10	220	947	20	0	47	0	174	0	26	0	24	2,078	0	
Peak Hour	All	0	5	346	34	9	178	676	15	0	36	0	140	0	20	0	14	1,473	0
	HV	0	0	3	2	0	6	7	1	0	5	0	3	0	1	0	1	29	0
	HV%	-	0%	1%	6%	0%	3%	1%	7%	-	14%	-	2%	-	5%	-	7%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	1	0	0	3	0	0	0	0	0	0	5	3	2	10
7:45 AM	2	8	4	1	15	0	0	0	0	0	0	2	4	2	8
8:00 AM	2	3	3	0	8	0	0	0	0	0	1	6	1	9	17
8:15 AM	0	0	1	1	2	2	0	0	0	2	0	32	14	3	49
8:30 AM	1	3	0	0	4	0	0	0	0	0	0	6	0	2	8
8:45 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	5	6
9:00 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	1	2
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1
Count Total	9	18	8	2	37	3	0	0	0	3	1	54	22	24	101
Peak Hour	5	14	8	2	29	2	0	0	0	2	1	46	19	16	82

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				MVHS Entry				Monte Sereno				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	1	1	0	6	2	0	0	1	0	3	0	0	0	1	15	0
8:00 AM	0	0	1	1	0	0	2	1	0	3	0	0	0	0	0	0	8	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	28
8:30 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	29
8:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	17
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	0	7	2	0	6	10	2	0	5	0	3	0	1	0	1	37	0
Peak Hour	0	0	3	2	0	6	7	1	0	5	0	3	0	1	0	1	29	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Stone Valley Rd			Stone Valley Rd			MVHS Entry			Monte Sereno			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

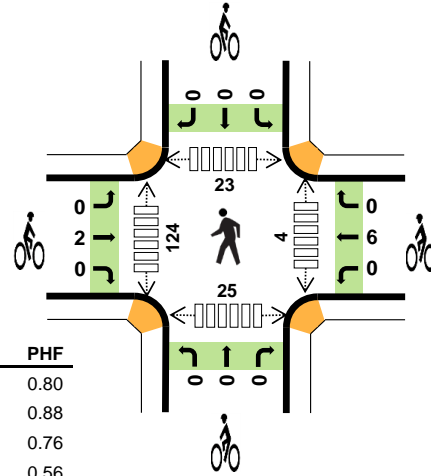
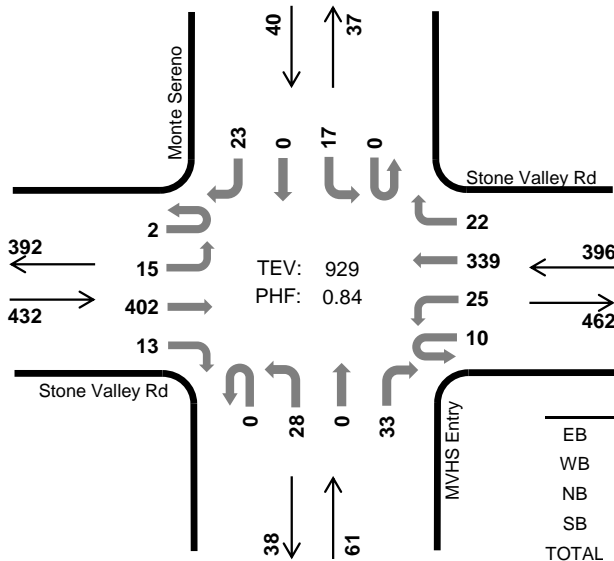
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Monte Sereno Stone Valley Rd



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 1:45 PM to 2:45 PM



	HV %:	PHF
EB	2.5%	0.80
WB	1.5%	0.88
NB	11.5%	0.76
SB	0.0%	0.56
TOTAL	2.6%	0.84

Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				MVHS Entry Northbound				Monte Sereno Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	1	2	62	8	1	1	82	7	0	0	0	2	0	1	0	2	169	0	
1:45 PM	0	5	126	4	8	1	94	9	0	3	0	7	0	8	0	10	275	0	
2:00 PM	1	6	127	0	1	2	100	4	0	3	0	11	0	2	0	5	262	0	
2:15 PM	0	2	88	4	0	11	65	3	0	13	0	7	0	4	0	4	201	907	
2:30 PM	1	2	61	5	1	11	80	6	0	9	0	8	0	3	0	4	191	929	
2:45 PM	0	2	53	1	0	7	59	1	0	6	0	8	0	3	0	2	142	796	
3:00 PM	0	1	48	1	2	9	69	1	0	2	0	6	0	5	1	0	145	679	
3:15 PM	1	2	68	4	1	9	116	5	0	4	0	6	0	0	0	4	220	698	
Count Total	4	22	633	27	14	51	665	36	0	40	0	55	0	26	1	31	1,605	0	
Peak Hour	All	2	15	402	13	10	25	339	22	0	28	0	33	0	17	0	23	929	0
	HV	0	0	10	1	0	0	6	0	0	0	0	7	0	0	0	0	24	0
	HV%	0%	0%	2%	8%	0%	0%	2%	0%	-	0%	-	21%	-	0%	-	0%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	7	0	0	0	7	1	4	0	0	5	0	0	1	2	3
1:45 PM	3	1	0	0	4	0	1	0	0	1	4	101	15	18	138
2:00 PM	3	2	7	0	12	0	1	0	0	1	0	18	8	5	31
2:15 PM	4	0	0	0	4	1	1	0	0	2	0	2	0	0	2
2:30 PM	1	3	0	0	4	1	3	0	0	4	0	3	0	2	5
2:45 PM	0	3	0	0	3	1	2	0	1	4	0	2	0	3	5
3:00 PM	1	2	0	0	3	0	2	0	0	2	0	0	0	1	1
3:15 PM	2	3	0	1	6	0	2	0	0	2	0	2	0	4	6
Count Total	21	14	7	1	43	4	16	0	1	21	4	128	24	35	191
Peak Hour	11	6	7	0	24	2	6	0	0	8	4	124	23	25	176

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				MVHS Entry				Monte Sereno				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0
1:45 PM	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0
2:00 PM	0	0	3	0	0	0	2	0	0	0	0	7	0	0	0	0	12	0
2:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27
2:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	24
2:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	23
3:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14
3:15 PM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	1	6	16
Count Total	0	0	14	7	0	0	13	1	0	0	0	7	0	0	0	1	43	0
Peak Hour	0	0	10	1	0	0	6	0	0	0	0	7	0	0	0	0	24	0

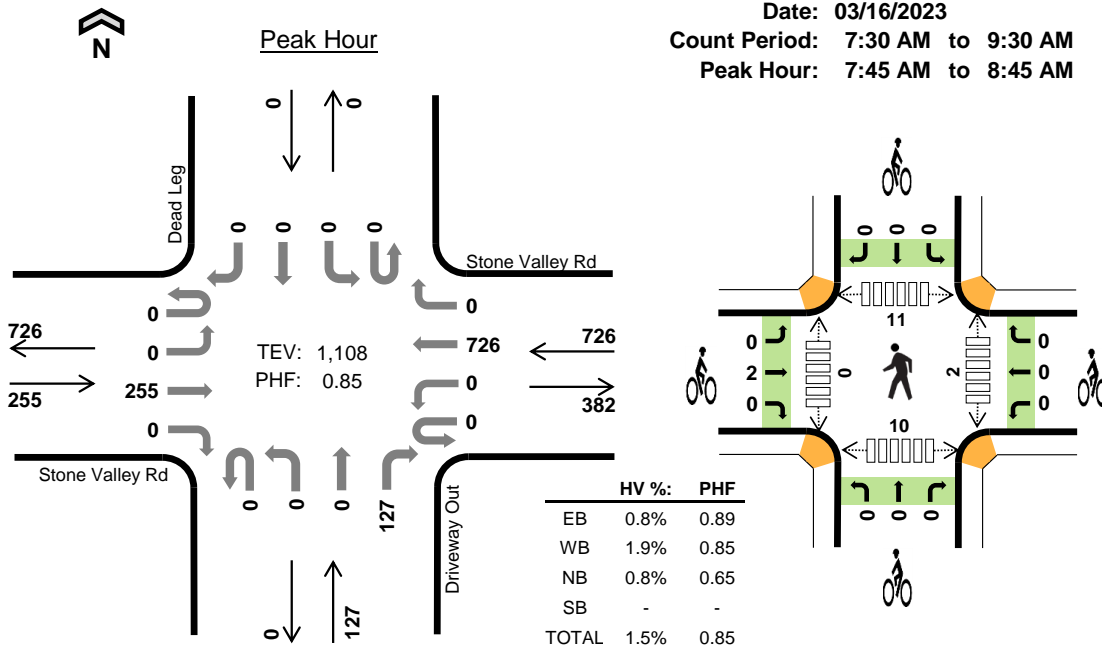
Two-Hour Count Summaries - Bikes																
Interval Start	Stone Valley Rd			Stone Valley Rd			MVHS Entry			Monte Sereno			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
1:30 PM	0	1	0	0	4	0	0	0	0	0	0	0	5	0		
1:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0		
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0		
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	9		
2:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	8		
2:45 PM	0	1	0	0	2	0	0	0	0	0	0	1	4	11		
3:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	12		
3:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	12		
Count Total	0	4	0	0	16	0	0	0	0	0	0	1	21	0		
Peak Hour	0	2	0	0	6	0	0	0	0	0	0	0	8	0		

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

Driveway Out Stone Valley Rd



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				Driveway Out Northbound				Dead Leg Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	7:30 AM	0	0	54	0	0	0	99	0	0	0	5	0	0	0	0		
7:45 AM	0	0	63	0	0	0	180	0	0	0	49	0	0	0	0	292	0	
8:00 AM	0	0	72	0	0	0	214	0	0	0	40	0	0	0	0	326	0	
8:15 AM	0	0	68	0	0	0	204	0	0	0	31	0	0	0	0	303	1,079	
8:30 AM	0	0	52	0	0	0	128	0	0	0	7	0	0	0	0	187	1,108	
8:45 AM	0	0	51	0	0	0	65	0	0	0	5	0	0	0	0	121	937	
9:00 AM	0	0	60	0	0	0	70	0	0	0	1	0	0	0	0	131	742	
9:15 AM	0	0	54	0	0	0	56	0	0	0	0	0	0	0	0	110	549	
Count Total	0	0	474	0	0	0	1,016	0	0	0	138	0	0	0	0	1,628	0	
Peak Hour	All	0	0	255	0	0	0	726	0	0	0	127	0	0	0	0	1,108	0
	HV	0	0	2	0	0	0	14	0	0	0	1	0	0	0	0	17	0
	HV%	-	-	1%	-	-	-	2%	-	-	-	1%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	5	0	0	6	0	0	0	0	0	0	0	1	1	2
8:00 AM	1	5	1	0	7	0	0	0	0	0	0	0	0	7	7
8:15 AM	0	2	0	0	2	2	0	0	0	2	1	0	6	1	8
8:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	4	1	6
8:45 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	2	2
9:00 AM	0	0	0	0	0	1	0	0	0	1	1	1	1	1	4
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	2	3
Count Total	6	16	1	0	23	3	0	0	0	3	3	1	13	15	32
Peak Hour	2	14	1	0	17	2	0	0	0	2	2	0	11	10	23

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				Driveway Out				Dead Leg				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0
8:00 AM	0	0	1	0	0	0	5	0	0	0	0	1	0	0	0	0	7	0
8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	17
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	17
8:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	6	0	0	0	16	0	0	0	0	1	0	0	0	0	23	0
Peak Hour	0	0	2	0	0	0	14	0	0	0	0	1	0	0	0	0	17	0

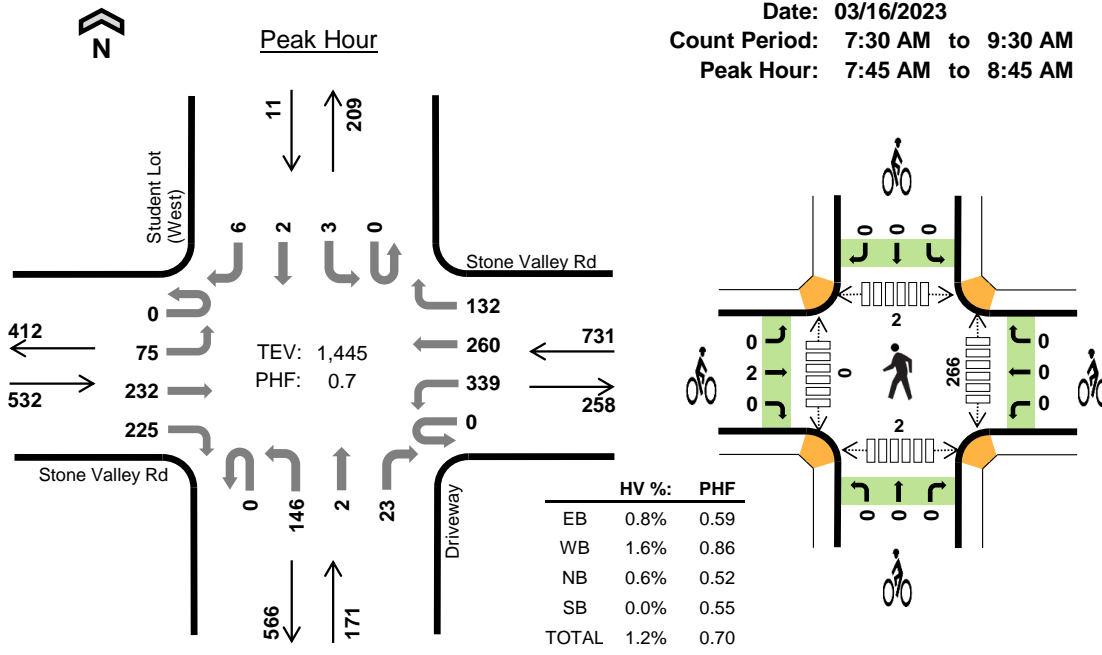
Two-Hour Count Summaries - Bikes																	
Interval Start	Stone Valley Rd			Stone Valley Rd			Driveway Out			Dead Leg			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

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

Student Lot (West) Stone Valley Rd



Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				Driveway Northbound				Student Lot (West) Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	2	52	6	0	35	49	13	0	2	0	2	0	0	0	1	162	0	
7:45 AM	0	3	56	23	0	116	43	25	0	9	1	6	0	1	0	1	284	0	
8:00 AM	0	15	66	59	0	102	64	47	0	33	0	6	0	2	0	3	397	0	
8:15 AM	0	50	61	116	0	88	74	44	0	76	0	6	0	0	0	2	517	1,360	
8:30 AM	0	7	49	27	0	33	79	16	0	28	1	5	0	0	2	0	247	1,445	
8:45 AM	0	0	48	6	0	6	55	4	0	4	0	1	0	0	0	0	124	1,285	
9:00 AM	0	1	59	1	0	4	63	2	0	2	1	1	0	0	0	3	137	1,025	
9:15 AM	0	0	51	5	0	5	51	0	0	1	0	1	0	0	0	0	114	622	
Count Total	0	78	442	243	0	389	478	151	0	155	3	28	0	3	2	10	1,982	0	
Peak Hour	All	0	75	232	225	0	339	260	132	0	146	2	23	0	3	2	6	1,445	0
	HV	0	0	3	1	0	1	11	0	0	0	0	1	0	0	0	0	17	0
	HV%	-	0%	1%	0%	-	0%	4%	0%	-	0%	0%	4%	-	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4
7:45 AM	3	4	0	0	7	0	0	0	0	0	3	0	1	1	5
8:00 AM	1	4	0	0	5	0	0	0	0	0	39	0	1	0	40
8:15 AM	0	1	0	0	1	2	0	0	0	2	176	0	0	0	176
8:30 AM	0	3	1	0	4	0	0	0	0	0	48	0	0	1	49
8:45 AM	1	2	0	0	3	0	0	0	0	0	9	0	0	4	13
9:00 AM	0	1	0	0	1	1	0	0	0	1	6	0	0	1	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	1	1	4
Count Total	8	15	1	0	24	3	0	0	0	3	287	0	3	8	298
Peak Hour	4	12	1	0	17	2	0	0	0	2	266	0	2	2	270

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				Driveway				Student Lot (West)				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	2	1	0	1	3	0	0	0	0	0	0	0	0	0	7	0
8:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	16
8:30 AM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	17
8:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	0	7	1	0	1	14	0	0	0	0	1	0	0	0	0	24	0
Peak Hour	0	0	3	1	0	1	11	0	0	0	0	1	0	0	0	0	17	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Stone Valley Rd			Stone Valley Rd			Driveway			Student Lot (West)			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

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

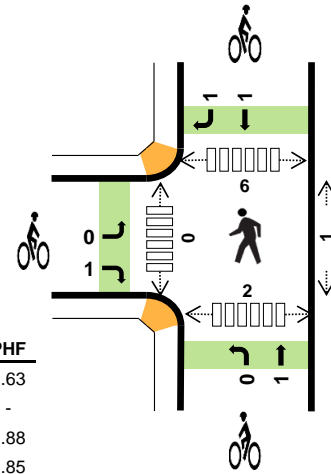
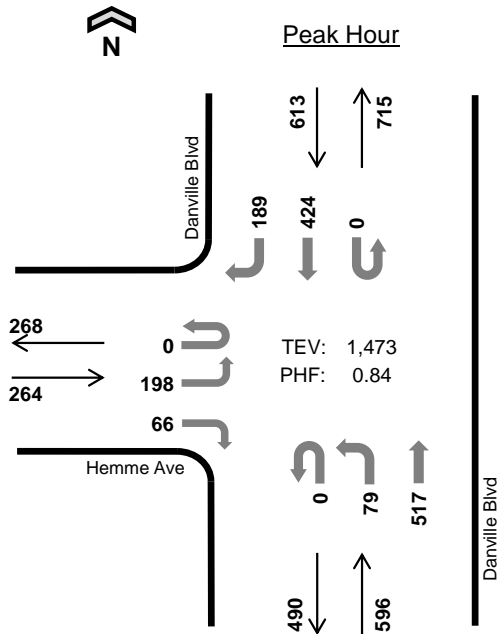


Danville Blvd Hemme Ave

Date: 03/16/2023

Count Period: 7:30 AM to 9:30 AM

Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.8%	0.63
WB	-	-
NB	1.0%	0.88
SB	1.6%	0.85
TOTAL	1.2%	0.84

Two-Hour Count Summaries

Interval Start	Hemme Ave				N/A				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		UT		TH		RT		UT		TH		RT				
7:30 AM	0	28	0	5	0	0	0	0	0	7	39	0	0	0	52	56	187	0	
7:45 AM	0	81	0	23	0	0	0	0	0	39	113	0	0	0	76	104	436	0	
8:00 AM	0	62	0	25	0	0	0	0	0	11	159	0	0	0	128	25	410	0	
8:15 AM	0	25	0	8	0	0	0	0	0	11	117	0	0	0	132	27	320	1,353	
8:30 AM	0	30	0	10	0	0	0	0	0	18	128	0	0	0	88	33	307	1,473	
8:45 AM	0	28	0	22	0	0	0	0	0	11	94	0	0	0	75	32	262	1,299	
9:00 AM	0	18	0	10	0	0	0	0	0	3	67	0	0	0	73	13	184	1,073	
9:15 AM	0	4	0	5	0	0	0	0	0	2	48	0	0	0	78	6	143	896	
Count Total	0	276	0	108	0	0	0	0	0	102	765	0	0	0	702	296	2,249	0	
Peak Hour	All	0	198	0	66	0	0	0	0	0	79	517	0	0	0	424	189	1,473	0
	HV	0	2	0	0	0	0	0	0	0	0	6	0	0	0	7	3	18	0
	HV%	-	1%	-	0%	-	-	-	-	-	0%	1%	-	-	-	2%	2%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	2	4	6	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	5	1	6
8:00 AM	0	0	3	1	4	1	0	0	1	2	0	0	0	1	1
8:15 AM	2	0	2	6	10	0	0	1	1	2	0	0	0	0	0
8:30 AM	0	0	1	2	3	0	0	0	0	0	1	0	1	0	2
8:45 AM	0	0	2	3	5	0	0	1	2	3	0	0	0	0	0
9:00 AM	1	0	2	4	7	0	0	1	1	2	0	0	3	0	3
9:15 AM	0	0	2	2	4	0	0	3	2	5	0	0	0	0	0
Count Total	3	0	14	23	40	1	0	6	7	14	1	0	9	3	13
Peak Hr	2	0	6	10	18	1	0	1	2	4	1	0	6	2	9

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Hemme Ave				N/A				Danville Blvd				Danville Blvd					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	4	2	10	21
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	18
8:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	5	22
9:00 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3	1	7	25
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	19
Count Total	0	3	0	0	0	0	0	0	0	1	13	0	0	0	19	4	40	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	6	0	0	0	7	3	18	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour			
Interval Start	Hemme Ave			N/A			Danville Blvd			Danville Blvd								
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	2	0	0	3	7
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	7
9:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	0	2	0	0	5	10
Count Total	0	0	1	0	0	0	1	5	0	0	6	1	0	6	1	0	14	0
Peak Hour	0	0	1	0	0	0	0	1	0	0	1	1	0	1	1	0	4	0

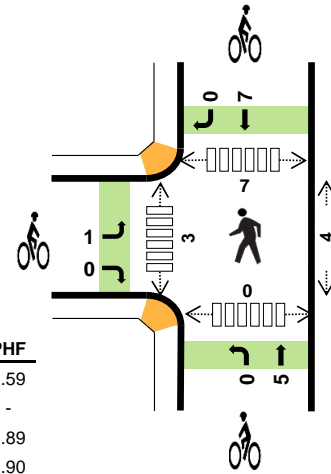
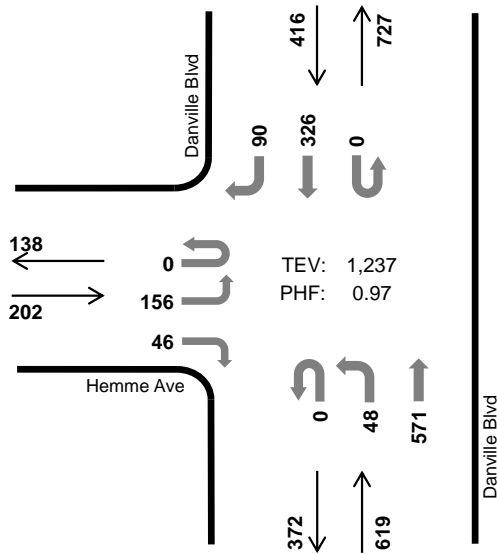
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd Hemme Ave



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	2.5%	0.59
WB	-	-
NB	1.1%	0.89
SB	1.4%	0.90
TOTAL	1.5%	0.97

Two-Hour Count Summaries

Interval Start	Hemme Ave				N/A				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		UT		TH		RT		UT		TH		RT				
1:30 PM	0	11	0	6	0	0	0	0	0	4	65	0	0	0	77	18	181	0	
1:45 PM	0	29	0	9	0	0	0	0	0	13	71	0	0	0	69	26	217	0	
2:00 PM	0	11	0	7	0	0	0	0	0	5	98	0	0	0	62	27	210	0	
2:15 PM	0	10	0	6	0	0	0	0	0	5	88	0	0	0	78	41	228	836	
2:30 PM	0	73	0	13	0	0	0	0	0	13	118	0	0	0	69	33	319	974	
2:45 PM	0	34	0	16	0	0	0	0	0	6	144	0	0	0	84	12	296	1,053	
3:00 PM	0	25	0	7	0	0	0	0	0	11	153	0	0	0	93	22	311	1,154	
3:15 PM	0	24	0	10	0	0	0	0	0	18	156	0	0	0	80	23	311	1,237	
Count Total	0	217	0	74	0	0	0	0	0	75	893	0	0	0	612	202	2,073	0	
Peak Hour	All	0	156	0	46	0	0	0	0	0	48	571	0	0	0	326	90	1,237	0
	HV	0	1	0	4	0	0	0	0	0	1	6	0	0	0	5	1	18	0
	HV%	-	1%	-	9%	-	-	-	-	-	2%	1%	-	-	-	2%	1%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	2	2	4	0	0	2	0	2	3	0	3	0	6
1:45 PM	0	0	2	2	4	0	0	11	10	21	1	0	1	0	2
2:00 PM	0	0	2	4	6	0	0	3	4	7	0	0	0	0	0
2:15 PM	0	0	1	3	4	0	0	1	3	4	0	0	0	0	0
2:30 PM	0	0	1	2	3	0	0	4	1	5	4	0	7	0	11
2:45 PM	3	0	0	3	6	0	0	0	1	1	0	0	0	0	0
3:00 PM	0	0	3	1	4	0	0	1	1	2	0	0	0	0	0
3:15 PM	2	0	3	0	5	1	0	0	4	5	0	3	0	0	3
Count Total	5	0	14	17	36	1	0	22	24	47	8	3	11	0	22
Peak Hr	5	0	7	6	18	1	0	5	7	13	4	3	7	0	14

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Hemme Ave				N/A				Danville Blvd				Danville Blvd					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	6	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	4	18
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	17
2:45 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	0	6	19
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	17
3:15 PM	0	0	0	2	0	0	0	0	0	1	2	0	0	0	0	0	5	18
Count Total	0	1	0	4	0	0	0	0	0	1	13	0	0	0	10	7	36	0
Peak Hour	0	1	0	4	0	0	0	0	0	1	6	0	0	0	5	1	18	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Hemme Ave			N/A			Danville Blvd			Danville Blvd					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	
1:45 PM	0	0	0	0	0	0	0	11	0	0	10	0	21	0	
2:00 PM	0	0	0	0	0	0	0	3	0	0	4	0	7	0	
2:15 PM	0	0	0	0	0	0	1	0	0	0	3	0	4	34	
2:30 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	37	
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	17	
3:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	12	
3:15 PM	1	0	0	0	0	0	0	0	0	0	4	0	5	13	
Count Total	1	0	0	0	0	0	1	21	0	0	24	0	47	0	
Peak Hour	1	0	0	0	0	0	0	5	0	0	7	0	13	0	

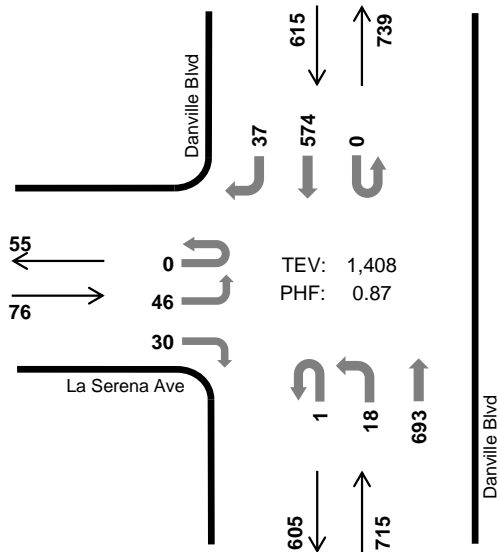
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd La Serena Ave

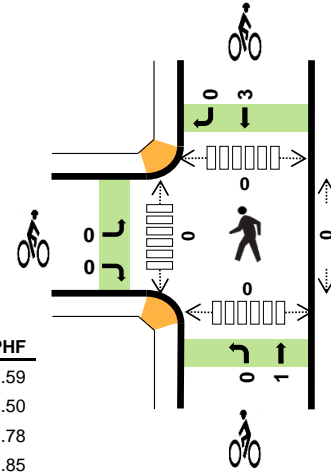


Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



TEV: 1,408
PHF: 0.87



	HV %:	PHF
EB	0.0%	0.59
WB	-	0.50
NB	1.5%	0.78
SB	2.0%	0.85
TOTAL	1.6%	0.87

Two-Hour Count Summaries

Interval Start	La Serena Ave				N/A				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	8	0	4	0	0	0	0	0	2	67	0	0	0	111	4	196	0	
7:45 AM	0	23	0	9	0	0	0	0	0	1	191	0	0	0	168	12	404	0	
8:00 AM	0	8	0	10	0	0	0	0	1	5	221	1	0	1	135	7	389	0	
8:15 AM	0	9	0	5	0	0	0	1	0	5	132	0	0	2	156	8	318	1,307	
8:30 AM	0	6	0	6	0	0	0	1	0	7	149	2	0	1	115	10	297	1,408	
8:45 AM	0	7	0	6	0	0	0	0	0	4	125	0	0	3	104	10	259	1,263	
9:00 AM	0	11	0	4	0	0	0	2	0	4	81	2	0	3	82	8	197	1,071	
9:15 AM	0	4	0	2	0	0	0	0	0	1	54	0	0	0	79	5	145	898	
Count Total	0	76	0	46	0	0	0	0	1	29	1,020	5	0	10	950	64	2,201	0	
Peak Hour	All	0	46	0	30	0	0	0	0	1	18	693	3	0	4	574	37	1,406	0
	HV	0	0	0	0	0	0	0	0	0	1	9	1	0	1	11	0	23	0
	HV%	-	0%	-	0%	-	-	-	-	0%	6%	1%	33%	-	25%	2%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	3	1	4	0	0	0	1	1	0	0	0	0	0
8:15 AM	0	0	5	7	12	0	0	0	2	2	0	0	0	0	0
8:30 AM	0	0	2	3	5	0	0	1	0	1	0	0	0	0	0
8:45 AM	0	0	1	4	5	0	0	2	3	5	0	0	0	0	0
9:00 AM	0	0	3	6	9	0	0	1	1	2	0	0	0	0	0
9:15 AM	1	0	3	4	8	0	0	3	2	5	2	0	0	0	2
Count Total	1	0	20	29	50	0	0	7	9	16	2	0	0	0	2
Peak Hr	0	0	11	12	23	0	0	1	3	4	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	La Serena Ave				N/A				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	4	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	7	0	13	24
8:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	2	0	6	25
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	28
9:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	4	1	9	33
9:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	1	8	28
Count Total	0	1	0	0	0	0	0	0	0	2	17	1	0	2	25	2	50	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	9	1	0	1	11	0	23	0

Two-Hour Count Summaries - Bikes														
Interval Start	La Serena Ave			N/A			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	3
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	9
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	10
9:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	13
Count Total	0	0	0	0	0	0	0	7	0	0	9	0	16	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	3	0	4	0

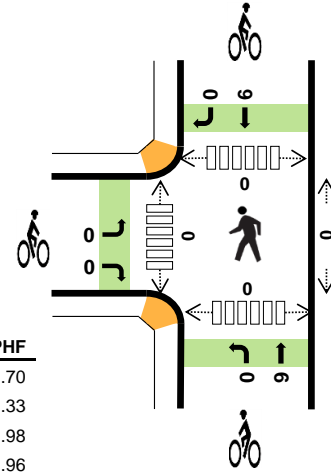
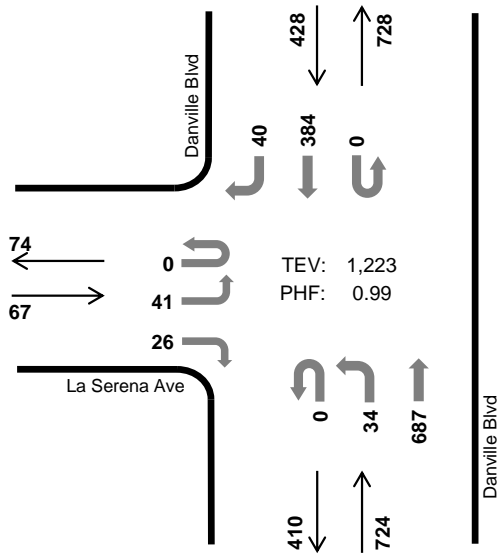
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd La Serena Ave



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	3.0%	0.70
WB	-	0.33
NB	1.1%	0.98
SB	0.9%	0.96
TOTAL	1.1%	0.99

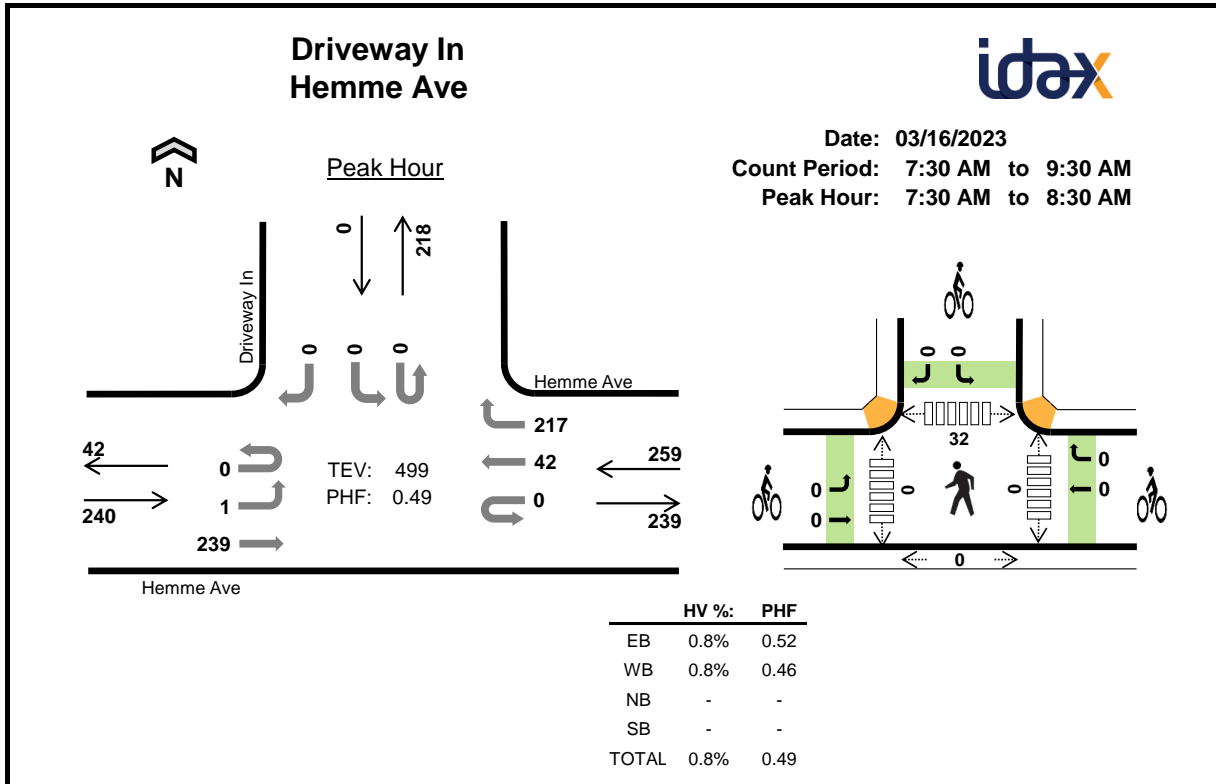
Two-Hour Count Summaries

Interval Start	La Serena Ave				N/A				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	7	0	1	0	0	0	0	0	4	77	0	0	1	97	2	189	0	
1:45 PM	0	13	0	4	0	0	0	0	0	7	94	0	0	2	87	4	211	0	
2:00 PM	0	5	0	3	0	0	0	1	0	2	108	0	0	1	89	4	213	0	
2:15 PM	0	6	0	4	0	0	0	0	0	6	91	0	0	0	128	11	246	859	
2:30 PM	0	12	0	6	0	1	0	0	0	9	171	2	0	1	87	16	305	975	
2:45 PM	0	8	0	6	0	0	0	3	0	12	171	1	0	2	94	12	309	1,073	
3:00 PM	0	5	0	6	0	0	0	0	0	8	177	0	0	1	101	9	307	1,167	
3:15 PM	0	16	0	8	0	0	0	0	0	5	168	0	0	0	102	3	302	1,223	
Count Total	0	72	0	38	0	0	0	0	0	53	1,057	3	0	8	785	61	2,077	0	
Peak Hour	All	0	41	0	26	0	0	0	0	0	34	687	3	0	4	384	40	1,219	0
	HV	0	1	0	1	0	0	0	0	0	0	7	1	0	0	4	0	14	0
	HV%	-	2%	-	4%	-	-	-	-	-	0%	1%	33%	-	0%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	1	4	5	0	0	1	0	1	0	0	0	0	0
1:45 PM	0	0	2	4	6	0	0	11	12	23	0	0	0	0	0
2:00 PM	1	0	3	4	8	0	0	1	2	3	0	0	0	0	0
2:15 PM	1	0	1	3	5	0	0	3	4	7	0	0	0	0	0
2:30 PM	0	0	1	1	2	0	0	4	2	6	0	0	0	0	0
2:45 PM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	3	1	4	0	0	4	1	5	0	0	0	0	0
3:15 PM	1	0	3	1	5	0	0	1	3	4	0	0	0	0	0
Count Total	4	0	15	19	38	0	0	25	24	49	0	0	0	0	0
Peak Hr	2	0	8	4	14	0	0	9	6	15	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	La Serena Ave				N/A				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	6	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	8	0
2:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	5	24
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	21
2:45 PM	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	4	19
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	15
3:15 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	5	15
Count Total	0	2	0	2	0	0	0	0	0	1	13	1	0	0	19	0	38	0
Peak Hour	0	1	0	1	0	0	0	0	0	0	7	1	0	0	4	0	14	0
Two-Hour Count Summaries - Bikes																		
Interval Start	La Serena Ave			N/A			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0
1:45 PM	0	0	0	0	0	0	0	10	1	0	12	0	0	0	23	0	23	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	3	0
2:15 PM	0	0	0	0	0	0	0	3	0	0	4	0	0	0	7	0	7	34
2:30 PM	0	0	0	0	0	0	0	4	0	0	2	0	0	0	6	0	6	39
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
3:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5	0	5	18
3:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	0	4	15
Count Total	0	0	0	0	0	0	0	24	1	0	24	0	0	0	49	0	49	0
Peak Hour	0	0	0	0	0	0	0	9	0	0	6	0	0	0	15	0	15	0
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		



Two-Hour Count Summaries

Interval Start	Hemme Ave Eastbound				Hemme Ave Westbound				n/a Northbound				Driveway In Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	39	0	0	0	10	44	0	0	0	0	0	0	0	0	93	0	
7:45 AM	0	0	115	0	0	0	12	128	0	0	0	0	0	0	0	0	255	0	
8:00 AM	0	1	65	0	0	0	10	30	0	0	0	0	0	0	0	0	106	0	
8:15 AM	0	0	20	0	0	0	10	15	0	0	0	0	0	0	0	0	45	499	
8:30 AM	0	1	28	0	0	0	12	24	0	0	0	0	0	0	0	0	65	471	
8:45 AM	0	1	42	0	1	0	12	25	0	0	0	0	0	0	0	0	81	297	
9:00 AM	0	0	24	0	0	0	12	2	0	0	0	0	0	0	0	0	38	229	
9:15 AM	0	0	8	0	0	0	4	1	0	0	0	0	0	0	0	0	13	197	
Count Total	0	3	341	0	1	0	82	269	0	0	0	0	0	0	0	0	696	0	
Peak Hour	All	0	1	239	0	0	0	42	217	0	0	0	0	0	0	0	0	499	0
	HV	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
	HV%	-	0%	1%	-	-	-	5%	0%	-	-	-	-	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	2	2	0	0	4	0	0	0	0	0	0	0	5	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	4	0	0	7	0	0	0	0	0	0	0	36	0	36
Peak Hr	2	2	0	0	4	0	0	0	0	0	0	0	32	0	32

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Hemme Ave				Hemme Ave				n/a				Driveway In				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	
9:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	7	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Count Total	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	0	
Peak Hour	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	

Two-Hour Count Summaries - Bikes														
Interval Start	Hemme Ave			Hemme Ave			n/a			Driveway In			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Hemme Ave				Hemme Ave				Driveway				Driveway Out				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	
9:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	7	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Count Total	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	0	
Peak Hour	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	

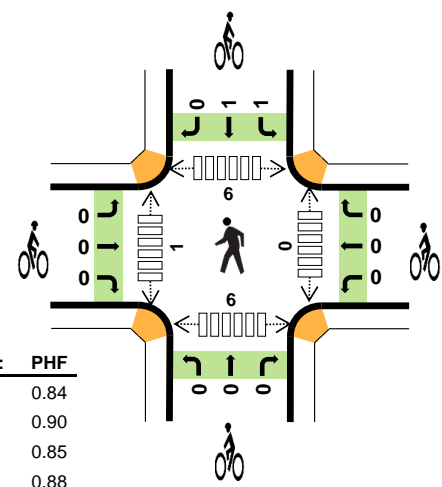
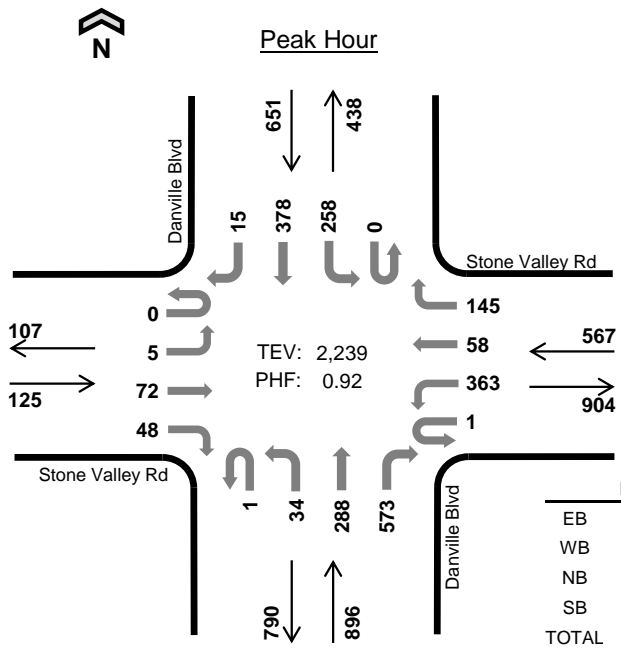
Two-Hour Count Summaries - Bikes																	
Interval Start	Hemme Ave			Hemme Ave			Driveway			Driveway Out			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Danville Blvd Stone Valley Rd



Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.4%	0.84
WB	2.6%	0.90
NB	1.6%	0.85
SB	1.8%	0.88
TOTAL	2.0%	0.92

Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				Danville Blvd Northbound				Danville Blvd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	11	11	0	81	11	22	0	3	22	75	0	37	66	1	340	0	
7:45 AM	0	3	21	12	0	93	7	23	0	13	66	175	0	47	81	5	546	0	
8:00 AM	0	0	26	11	0	101	18	27	0	3	83	178	0	59	97	4	607	0	
8:15 AM	0	1	11	13	0	96	13	48	0	6	71	115	0	74	99	1	548	2,041	
8:30 AM	0	1	14	12	1	73	20	47	1	12	68	105	0	78	101	5	538	2,239	
8:45 AM	0	6	15	11	0	68	24	34	0	13	56	93	0	63	82	4	469	2,162	
9:00 AM	0	7	17	4	0	68	26	54	0	8	53	82	0	62	85	7	473	2,028	
9:15 AM	0	4	17	15	0	58	19	48	2	6	31	69	0	60	63	3	395	1,875	
Count Total	0	22	132	89	1	638	138	303	3	64	450	892	0	480	674	30	3,916	0	
Peak Hour	All	0	5	72	48	1	363	58	145	1	34	288	573	0	258	378	15	2,239	0
	HV	0	0	2	1	0	9	1	5	0	0	6	8	0	2	10	0	44	0
	HV%	-	0%	3%	2%	0%	2%	2%	3%	0%	0%	2%	1%	-	1%	3%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	3	2	7	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	6	0	2	9	0	0	0	0	0	0	1	2	6	9
8:00 AM	2	3	5	4	14	0	0	0	2	2	0	0	4	0	4
8:15 AM	0	4	7	6	17	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	6	2	5	14	0	1	0	1	2	0	0	0	0	0
9:00 AM	1	2	3	3	9	0	0	0	1	1	0	2	0	1	3
9:15 AM	0	0	2	4	6	0	0	6	2	8	0	4	0	3	7
Count Total	5	25	24	26	80	0	1	6	6	13	0	7	6	10	23
Peak Hour	3	15	14	12	44	0	0	0	2	2	0	1	6	6	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	2	0	0	0	0	2	1	0	0	2	0	7	0
7:45 AM	0	0	0	1	0	4	0	2	0	0	0	0	0	0	2	0	9	0
8:00 AM	0	0	2	0	0	1	0	2	0	0	2	3	0	1	3	0	14	0
8:15 AM	0	0	0	0	0	2	1	1	0	0	4	3	0	1	5	0	17	47
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	44
8:45 AM	0	0	1	0	0	2	3	1	0	0	1	1	0	0	4	1	14	49
9:00 AM	0	0	0	1	0	2	0	0	0	1	2	0	0	0	3	0	9	44
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	6	33
Count Total	0	0	3	2	0	15	4	6	0	1	11	12	0	5	20	1	80	0
Peak Hour	0	0	2	1	0	9	1	5	0	0	6	8	0	2	10	0	44	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Stone Valley Rd			Stone Valley Rd			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	4	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	3
9:15 AM	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	11	11
Count Total	0	0	0	1	0	0	0	0	6	0	0	1	5	0	13	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0

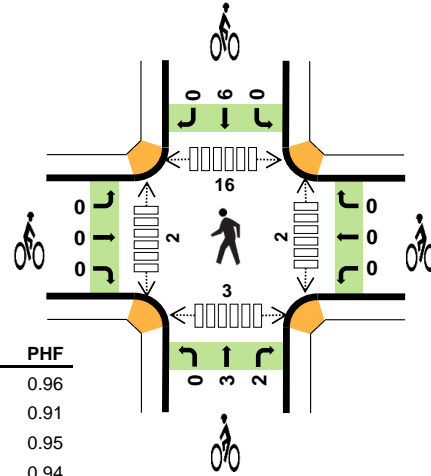
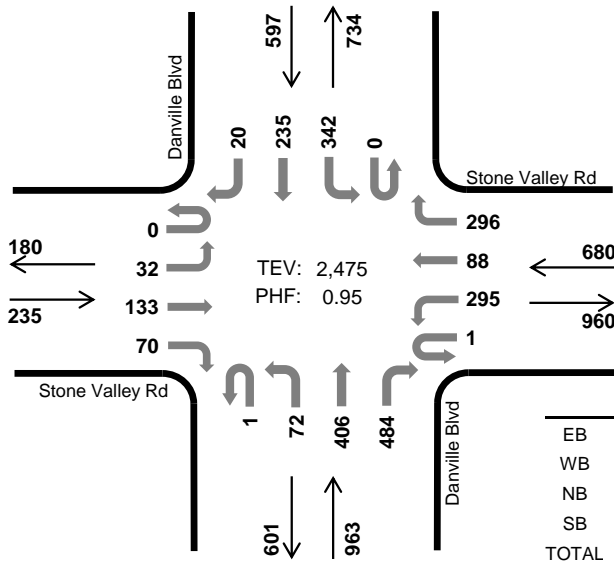
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Danville Blvd Stone Valley Rd



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	0.0%	0.96
WB	1.9%	0.91
NB	0.9%	0.95
SB	1.3%	0.94
TOTAL	1.2%	0.95

Two-Hour Count Summaries

Interval Start	Stone Valley Rd Eastbound				Stone Valley Rd Westbound				Danville Blvd Northbound				Danville Blvd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	13	30	15	0	83	17	69	2	15	57	78	0	87	70	3	539	0	
1:45 PM	0	9	23	11	0	76	20	65	1	15	59	101	0	75	60	3	518	0	
2:00 PM	0	7	32	15	0	94	13	72	0	14	72	78	0	64	52	2	515	0	
2:15 PM	0	8	30	23	0	88	26	66	1	16	70	82	0	95	84	3	592	2,164	
2:30 PM	0	4	31	19	0	83	22	68	0	13	68	122	0	75	55	5	565	2,190	
2:45 PM	0	13	33	14	1	74	22	76	1	16	99	137	0	86	63	5	640	2,312	
3:00 PM	0	6	34	20	0	86	17	84	0	26	120	107	0	86	61	2	649	2,446	
3:15 PM	0	9	35	17	0	52	27	68	0	17	119	118	0	95	56	8	621	2,475	
Count Total	0	69	248	134	1	636	164	568	5	132	664	823	0	663	501	31	4,639	0	
Peak Hour	All	0	32	133	70	1	295	88	296	1	72	406	484	0	342	235	20	2,475	0
	HV	0	0	0	0	0	5	2	6	0	1	5	3	0	6	2	0	30	0
	HV%	-	0%	0%	0%	0%	2%	2%	2%	0%	1%	1%	1%	-	2%	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	2	3	4	10	0	0	2	2	4	4	0	2	0	6
1:45 PM	1	2	3	1	7	0	1	11	9	21	1	0	3	0	4
2:00 PM	3	2	2	2	9	0	0	1	2	3	0	0	0	1	1
2:15 PM	0	5	5	2	12	0	1	3	2	6	0	0	0	3	3
2:30 PM	0	4	1	1	6	0	0	2	2	4	1	0	0	2	3
2:45 PM	0	5	2	1	8	0	0	0	0	0	0	2	6	0	8
3:00 PM	0	3	2	3	8	0	0	3	1	4	1	0	7	0	8
3:15 PM	0	1	4	3	8	0	0	0	3	3	0	0	3	1	4
Count Total	5	24	22	17	68	0	2	22	21	45	7	2	21	7	37
Peak Hour	0	13	9	8	30	0	0	5	6	11	2	2	16	3	23

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Stone Valley Rd				Stone Valley Rd				Danville Blvd				Danville Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	1	0	0	0	0	1	1	0	1	1	1	0	1	2	1	10	0
1:45 PM	0	0	0	1	0	2	0	0	0	1	1	1	0	1	0	0	7	0
2:00 PM	0	1	2	0	0	2	0	0	0	0	2	0	0	0	2	0	9	0
2:15 PM	0	0	0	0	0	3	1	1	0	1	2	2	0	1	1	0	12	38
2:30 PM	0	0	0	0	0	3	0	1	0	0	0	1	0	1	0	0	6	34
2:45 PM	0	0	0	0	0	1	1	3	0	0	1	1	0	1	0	0	8	35
3:00 PM	0	0	0	0	0	0	1	2	0	0	2	0	0	2	1	0	8	34
3:15 PM	0	0	0	0	0	1	0	0	0	1	2	1	0	2	1	0	8	30
Count Total	0	2	2	1	0	12	4	8	0	4	11	7	0	9	7	1	68	0
Peak Hour	0	0	0	0	0	5	2	6	0	1	5	3	0	6	2	0	30	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Stone Valley Rd			Stone Valley Rd			Danville Blvd			Danville Blvd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0			
1:45 PM	0	0	0	0	0	1	2	7	2	0	8	1	21	0			
2:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0			
2:15 PM	0	0	0	1	0	0	0	3	0	0	2	0	6	34			
2:30 PM	0	0	0	0	0	0	0	0	2	0	2	0	4	34			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13			
3:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	14			
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	11			
Count Total	0	0	0	1	0	1	2	16	4	0	20	1	45	0			
Peak Hour	0	0	0	0	0	0	0	3	2	0	6	0	11	0			

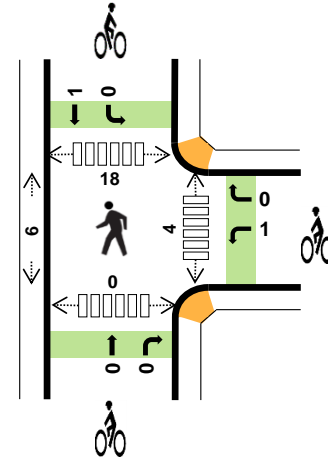
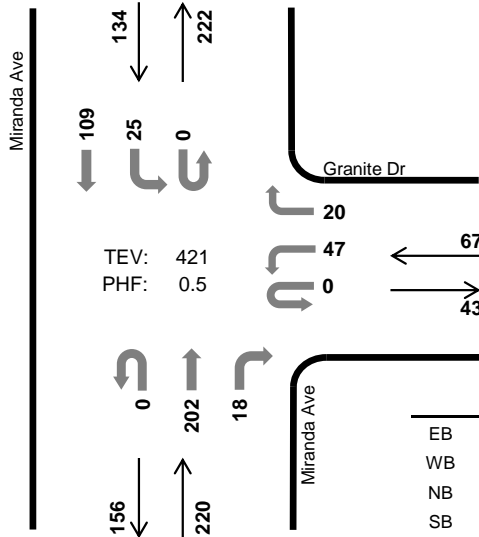
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Miranda Ave Granite Dr



Peak Hour

Date: 03/16/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.48
NB	1.4%	0.55
SB	1.5%	0.44
TOTAL	1.2%	0.50

Two-Hour Count Summaries

Interval Start	N/A				Granite Dr				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	9	0	2	0	0	11	1	0	0	15	0	38	0	
7:45 AM	0	0	0	0	0	9	0	4	0	0	57	5	0	2	14	0	91	0	
8:00 AM	0	0	0	0	0	25	0	10	0	0	95	5	0	18	58	0	211	0	
8:15 AM	0	0	0	0	0	6	0	3	0	0	35	2	0	4	22	0	72	412	
8:30 AM	0	0	0	0	0	7	0	3	0	0	15	6	0	1	15	0	47	421	
8:45 AM	0	0	0	0	0	7	0	0	0	0	16	3	0	1	14	0	41	371	
9:00 AM	0	0	0	0	0	5	0	1	0	0	16	5	0	1	24	0	52	212	
9:15 AM	0	0	0	0	0	1	0	0	0	0	14	5	0	1	11	0	32	172	
Count Total	0	0	0	0	0	69	0	23	0	0	259	32	0	28	173	0	584	0	
Peak Hour	All	0	0	0	0	0	47	0	20	0	0	202	18	0	25	109	0	421	0
	HV	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	5	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	17%	-	4%	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	1	0	1	2	0	1	1	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	2	17	0	22
8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	3	1	4	0	0	0	0	0	1	3	0	0	4
8:45 AM	0	1	2	0	3	0	0	0	0	0	1	0	1	0	2
9:00 AM	0	1	1	1	3	0	0	0	0	0	1	2	0	0	3
9:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	8	3	13	0	1	0	1	2	7	8	19	0	34
Peak Hr	0	0	3	2	5	0	1	0	1	2	4	6	18	0	28

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Granite Dr				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	3	
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
Count Total	0	0	0	0	0	2	0	0	0	0	2	6	0	1	2	0	13	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	5	

Two-Hour Count Summaries - Bikes																
Interval Start	N/A			Granite Dr			Miranda Ave			Miranda Ave			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2

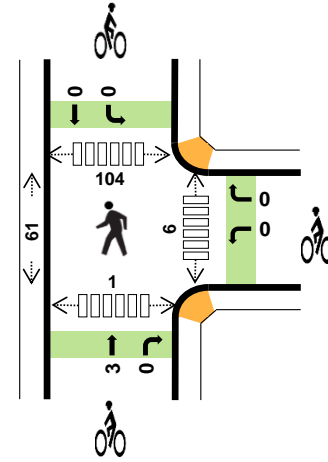
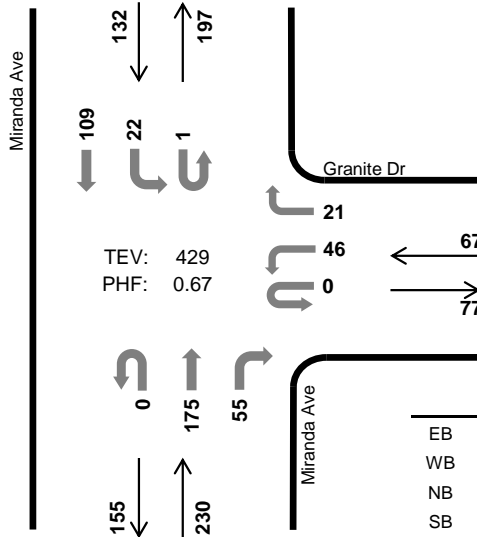
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Miranda Ave Granite Dr



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	-	-
WB	1.5%	0.49
NB	0.9%	0.78
SB	3.0%	0.63
TOTAL	1.6%	0.67

Two-Hour Count Summaries

Interval Start	N/A				Granite Dr				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	3	0	1	0	0	13	2	0	3	12	0	34	0	
1:45 PM	0	0	0	0	0	6	0	1	0	0	14	6	0	0	14	0	41	0	
2:00 PM	0	0	0	0	0	8	0	4	1	0	29	6	0	1	17	0	66	0	
2:15 PM	0	0	0	0	0	9	0	4	0	0	31	5	0	0	27	0	76	217	
2:30 PM	0	0	0	0	0	11	0	2	0	0	43	13	0	3	23	0	95	278	
2:45 PM	0	0	0	0	0	21	0	13	0	0	53	21	0	13	39	0	160	397	
3:00 PM	0	0	0	0	0	9	0	4	0	0	48	7	1	1	19	0	89	420	
3:15 PM	0	0	0	0	0	5	0	2	0	0	31	14	0	5	28	0	85	429	
Count Total	0	0	0	0	0	72	0	31	1	0	262	74	1	26	179	0	646	0	
Peak Hour	All	0	0	0	0	0	46	0	21	0	0	175	55	1	22	109	0	429	0
	HV	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	7	0
	HV%	-	-	-	-	-	2%	-	0%	-	-	1%	0%	0%	0%	4%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1
2:00 PM	0	0	2	2	4	0	0	1	2	3	3	1	1	0	5
2:15 PM	0	0	1	0	1	0	0	0	0	0	2	0	1	0	3
2:30 PM	0	1	0	2	3	0	0	2	0	2	3	1	2	1	7
2:45 PM	0	0	0	1	1	0	0	1	0	1	3	52	99	0	154
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	7	3	0	10
3:15 PM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1
Count Total	0	1	7	8	16	0	0	4	2	6	11	63	106	1	181
Peak Hr	0	1	2	4	7	0	0	3	0	3	6	61	104	1	172

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	N/A				Granite Dr				Miranda Ave				Miranda Ave					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	10
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	7
Count Total	0	0	0	0	0	1	0	0	0	0	7	0	0	0	8	0	16	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	7	0

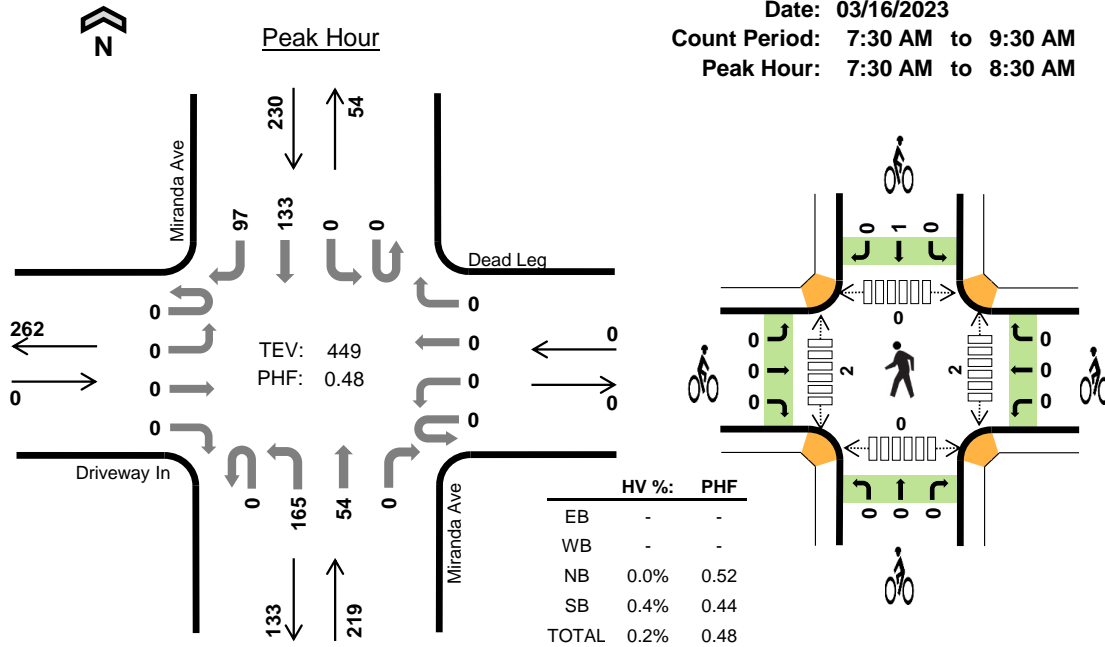
Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	N/A			Granite Dr			Miranda Ave			Miranda Ave					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	5	
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	6	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Count Total	0	0	0	0	0	0	0	4	0	0	2	0	6	0	
Peak Hour	0	0	0	0	0	0	0	3	0	0	0	0	3	0	

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

Miranda Ave Driveway In



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Driveway In				Dead Leg				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	6	7	0	0	0	15	8	36	0	
7:45 AM	0	0	0	0	0	0	0	0	0	44	17	0	0	0	17	25	103	0	
8:00 AM	0	0	0	0	0	0	0	0	0	94	12	0	0	0	79	51	236	0	
8:15 AM	0	0	0	0	0	0	0	0	0	21	18	0	0	0	22	13	74	449	
8:30 AM	0	0	0	0	0	0	0	0	0	5	13	0	0	0	16	0	34	447	
8:45 AM	0	0	0	0	0	0	0	0	0	4	12	0	0	0	15	2	33	377	
9:00 AM	0	0	0	0	0	0	0	0	0	2	15	0	0	0	24	1	42	183	
9:15 AM	0	0	0	0	0	0	0	0	0	1	13	0	0	0	12	0	26	135	
Count Total	0	0	0	0	0	0	0	0	0	177	107	0	0	0	200	100	584	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	165	54	0	0	0	133	97	449	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	HV%	-	-	-	-	-	-	-	-	-	0%	0%	-	-	-	1%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5
9:00 AM	0	0	0	1	1	0	0	0	0	0	1	2	0	0	3
9:15 AM	0	0	2	0	2	0	0	0	0	0	1	2	0	0	3
Count Total	0	0	2	4	6	0	0	0	1	1	7	8	0	0	15
Peak Hour	0	0	0	1	1	0	0	0	1	1	2	2	0	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway In				Dead Leg				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
Count Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	

Two-Hour Count Summaries - Bikes																		
Interval Start	Driveway In				Dead Leg				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
7:45 AM	0	0	0		0	0	0		0	0	0		0	1	0		1	
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
8:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
9:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
9:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	
Count Total	0	0	0		0	0	0		0	0	0		0	1	0		1	
Peak Hour	0	0	0		0	0	0		0	0	0		0	1	0		1	

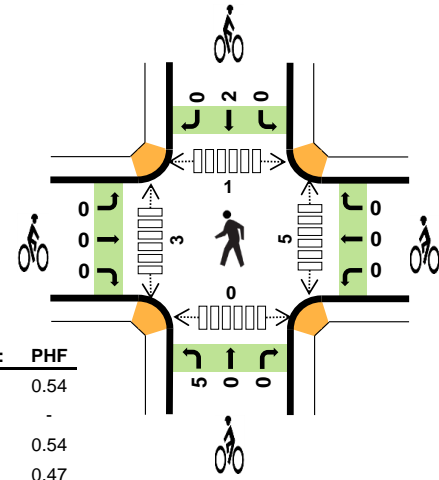
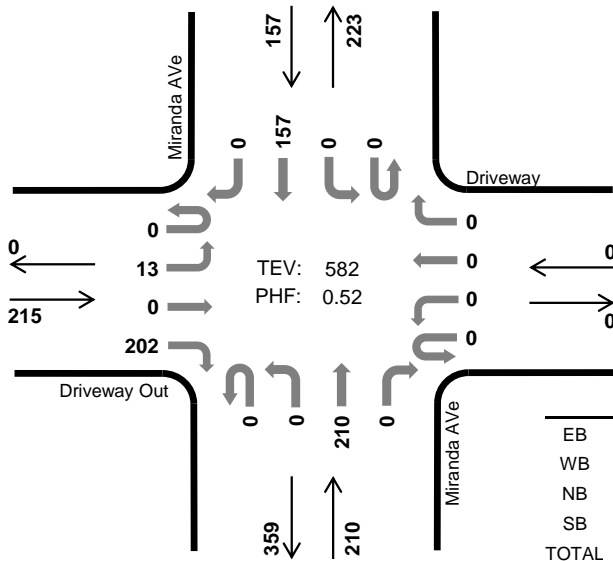
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Miranda Ave Driveway Out



Peak Hour

Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.54
WB	-	-
NB	1.4%	0.54
SB	0.6%	0.47
TOTAL	0.7%	0.52

Two-Hour Count Summaries

Interval Start	Driveway Out				Driveway				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	3	0	0	0	0	0	0	11	0	0	0	24	0	38	0
7:45 AM	0	7	0	46	0	0	0	0	0	0	62	0	0	0	22	0	137	0
8:00 AM	0	2	0	98	0	0	0	0	0	0	97	0	0	0	84	0	281	0
8:15 AM	0	4	0	55	0	0	0	0	0	0	30	0	0	0	29	0	118	574
8:30 AM	0	0	0	3	0	0	0	0	0	0	21	0	0	0	22	0	46	582
8:45 AM	0	1	0	3	0	0	0	0	0	0	19	0	0	0	21	0	44	489
9:00 AM	0	1	0	1	0	0	0	0	0	0	19	0	0	0	29	0	50	258
9:15 AM	0	0	0	2	0	0	0	0	0	0	18	0	0	0	12	0	32	172
Count Total	0	15	0	211	0	0	0	0	0	0	277	0	0	0	243	0	746	0
Peak Hour	All	0	13	0	202	0	0	0	0	0	210	0	0	0	157	0	582	0
	HV	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
	HV%	-	0%	-	0%	-	-	-	-	-	1%	-	-	-	1%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	4	0	0	7
7:45 AM	0	0	0	0	0	0	0	3	2	5	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	1	1	2	1	0	4
8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:30 AM	0	0	3	1	4	0	0	0	0	0	3	1	0	0	4
8:45 AM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	2	2	0	0	0	0	0	2	2	1	0	5
9:15 AM	0	0	2	0	2	0	0	0	0	0	2	2	0	0	4
Count Total	0	0	8	4	12	0	0	5	2	7	12	11	2	0	25
Peak Hour	0	0	3	1	4	0	0	5	2	7	5	3	1	0	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Driveway Out				Driveway				Miranda Ave				Miranda Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
Count Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	12	
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	

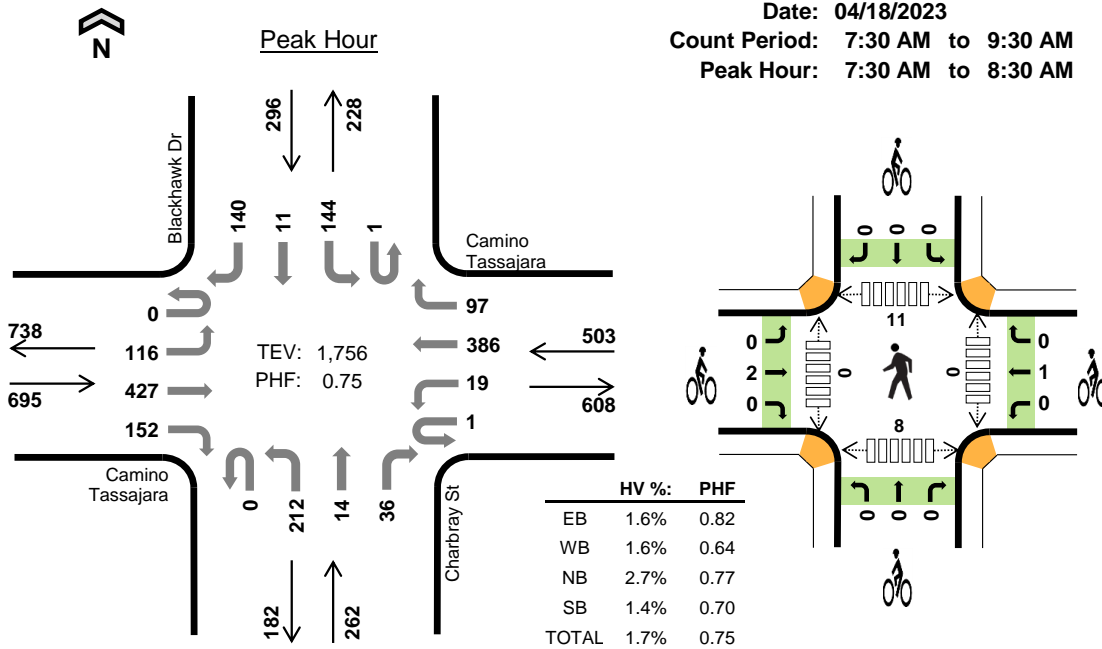
Two-Hour Count Summaries - Bikes																	
Interval Start	Driveway Out			Driveway			Miranda Ave			Miranda Ave			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	5	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	7	
Peak Hour	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	7	

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

Charbray St Camino Tassajara



Date: 04/18/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Charbray St Northbound				Blackhawk Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	15	140	38	1	4	82	21	0	60	2	5	0	71	5	30	474	0	
7:45 AM	0	25	134	52	0	5	153	38	0	67	3	11	0	46	2	47	583	0	
8:00 AM	0	44	80	32	0	6	83	27	0	66	8	11	0	17	1	44	419	0	
8:15 AM	0	32	73	30	0	4	68	11	0	19	1	9	1	10	3	19	280	1,756	
8:30 AM	0	16	81	17	0	5	82	19	0	33	2	8	1	33	2	29	328	1,610	
8:45 AM	0	18	102	31	0	6	93	15	0	16	4	6	0	17	2	24	334	1,361	
9:00 AM	0	19	56	19	0	4	92	15	0	41	3	4	0	14	2	23	292	1,234	
9:15 AM	1	19	60	19	0	3	56	13	0	19	3	5	0	11	2	25	236	1,190	
Count Total	1	188	726	238	1	37	709	159	0	321	26	59	2	219	19	241	2,946	0	
Peak Hour	All	0	116	427	152	1	19	386	97	0	212	14	36	1	144	11	140	1,756	0
	HV	0	3	5	3	0	0	6	2	0	6	0	1	0	1	1	2	30	0
	HV%	-	3%	1%	2%	0%	0%	2%	2%	-	3%	0%	3%	0%	1%	9%	1%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	2	2	2	2	8	0	0	0	0	0	0	0	9	2	11
7:45 AM	3	1	0	2	6	0	1	0	0	1	0	0	1	5	6
8:00 AM	4	2	4	0	10	1	0	0	0	1	0	0	0	0	0
8:15 AM	2	3	1	0	6	1	0	0	0	1	0	0	1	1	2
8:30 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	5	6	0	0	11	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	5	0	0	5	1	1	0	0	2	1	0	0	1	2
9:15 AM	2	6	0	1	9	0	0	0	0	0	0	0	0	0	0
Count Total	21	27	7	5	60	3	2	0	0	5	1	0	12	9	22
Peak Hour	11	8	7	4	30	2	1	0	0	3	0	0	11	8	19

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Charbray St				Blackhawk Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	1	0	1	0	0	1	1	0	2	0	0	0	1	0	1	8	0
7:45 AM	0	1	0	2	0	0	1	0	0	0	0	0	0	0	1	1	6	0
8:00 AM	0	1	3	0	0	0	2	0	0	3	0	1	0	0	0	0	10	0
8:15 AM	0	0	2	0	0	0	2	1	0	1	0	0	0	0	0	0	6	30
8:30 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	27
8:45 AM	0	0	5	0	0	1	5	0	0	0	0	0	0	0	0	0	11	32
9:00 AM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5	27
9:15 AM	0	1	1	0	0	0	6	0	0	0	0	0	0	0	1	0	9	30
Count Total	0	4	14	3	0	1	22	4	0	6	0	1	0	1	2	2	60	0
Peak Hour	0	3	5	3	0	0	6	2	0	6	0	1	0	1	1	2	30	0

Two-Hour Count Summaries - Bikes																
Interval Start	Camino Tassajara			Camino Tassajara			Charbray St			Blackhawk Dr			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0		
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0		
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	3		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Count Total	0	3	0	0	2	0	0	0	0	0	0	0	5	0		
Peak Hour	0	2	0	0	1	0	0	0	0	0	0	0	3	0		

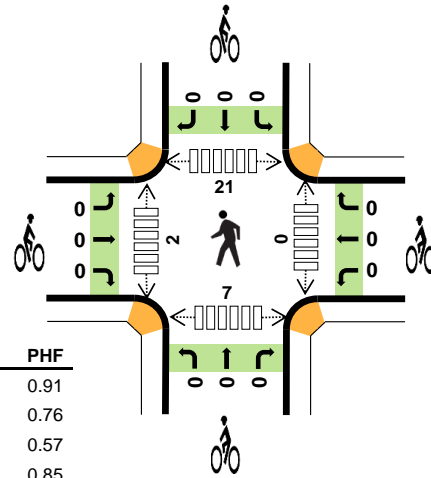
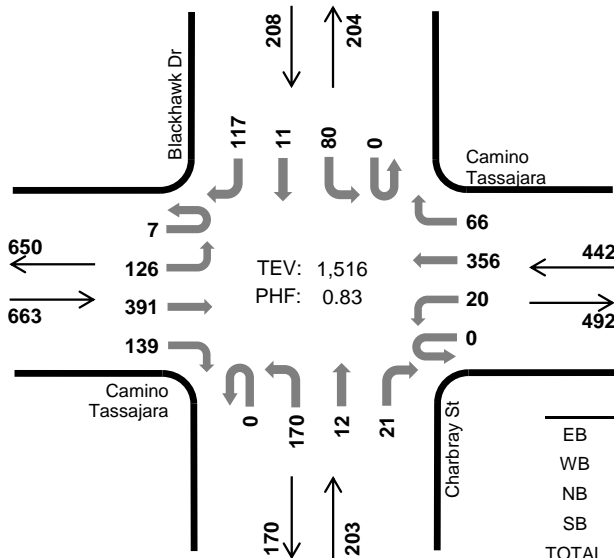
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Charbray St Camino Tassajara



Peak Hour

Date: 04/18/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	2.4%	0.91
WB	1.6%	0.76
NB	3.9%	0.57
SB	0.5%	0.85
TOTAL	2.1%	0.83

Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Charbray St Northbound				Blackhawk Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	20	64	26	1	3	51	10	0	19	2	3	0	11	0	17	227	0	
1:45 PM	0	14	70	24	0	2	62	7	0	27	0	3	0	15	1	24	249	0	
2:00 PM	0	21	98	47	0	6	57	11	0	25	1	4	0	29	2	23	324	0	
2:15 PM	1	25	117	40	0	8	54	12	0	31	0	6	0	26	3	28	351	1,151	
2:30 PM	5	28	85	40	0	3	119	24	0	77	4	8	0	24	2	35	454	1,378	
2:45 PM	0	37	90	29	0	3	101	18	0	32	4	4	0	14	2	21	355	1,484	
3:00 PM	1	36	99	30	0	6	82	12	0	30	4	3	0	16	4	33	356	1,516	
3:15 PM	0	30	95	30	0	9	63	9	0	29	2	4	0	15	0	18	304	1,469	
Count Total	7	211	718	266	1	40	589	103	0	270	17	35	0	150	14	199	2,620	0	
Peak Hour	All	7	126	391	139	0	20	356	66	0	170	12	21	0	80	11	117	1,516	0
	HV	1	1	11	3	0	0	7	0	0	7	0	1	0	1	0	0	32	0
	HV%	14%	1%	3%	2%	-	0%	2%	0%	-	4%	0%	5%	-	1%	0%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
1:30 PM	3	3	0	0	6	0	0	0	0	0	0	0	0	2	0	2
1:45 PM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	6	2	0	0	8	2	0	0	0	2	0	0	0	3	3	
2:15 PM	4	1	2	0	7	0	0	0	0	0	0	0	0	0	0	
2:30 PM	3	0	5	1	9	0	0	0	0	0	0	0	20	5	25	
2:45 PM	3	3	0	0	6	0	0	0	0	0	0	0	1	2	3	
3:00 PM	6	3	1	0	10	0	0	0	0	0	0	2	0	0	2	
3:15 PM	1	1	2	1	5	0	0	0	0	0	0	0	0	0	0	
Count Total	28	13	11	3	55	2	0	0	0	2	0	2	23	10	35	
Peak Hour	16	7	8	1	32	0	0	0	0	0	0	2	21	7	30	

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Charbray St				Blackhawk Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	2	1	0	0	2	1	0	0	0	0	0	0	0	0	6	0
1:45 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0	4	0
2:00 PM	0	0	4	2	0	0	2	0	0	0	0	0	0	0	0	0	8	0
2:15 PM	0	0	3	1	0	0	1	0	0	1	0	1	0	0	0	0	7	25
2:30 PM	1	0	2	0	0	0	0	0	0	5	0	0	0	1	0	0	9	28
2:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	30
3:00 PM	0	1	3	2	0	0	3	0	0	1	0	0	0	0	0	0	10	32
3:15 PM	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	1	5	30
Count Total	1	2	19	6	0	0	12	1	0	9	0	2	0	2	0	1	55	0
Peak Hour	1	1	11	3	0	0	7	0	0	7	0	1	0	1	0	0	32	0

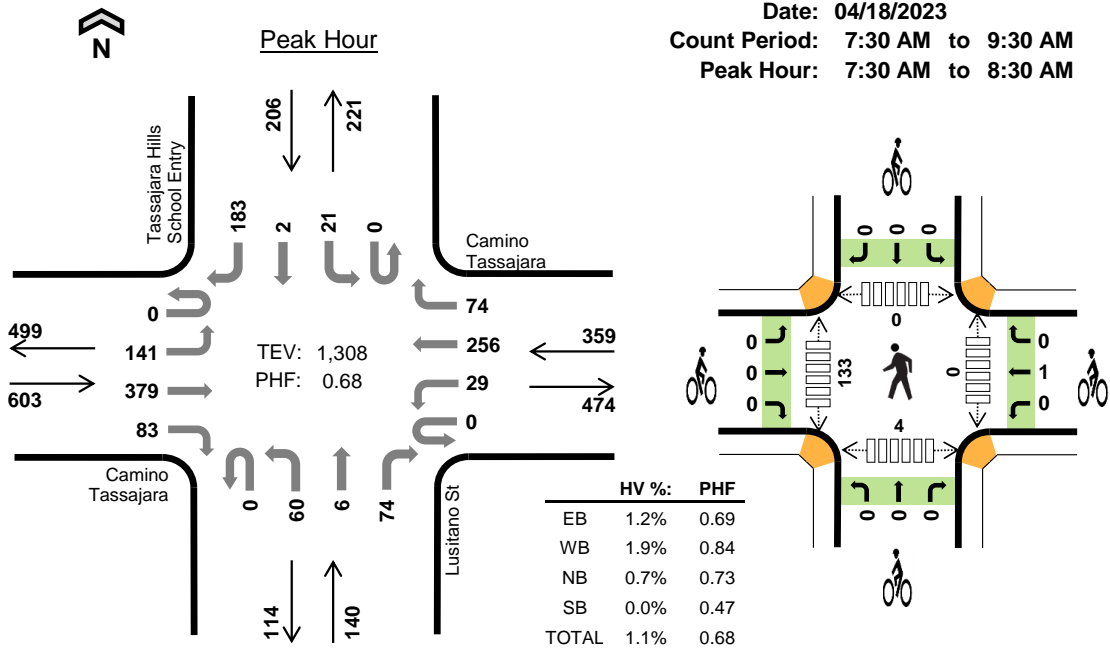
Two-Hour Count Summaries - Bikes																		
Interval Start	Camino Tassajara			Camino Tassajara			Charbray St			Blackhawk Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Tassajara Hills School Entry Camino Tassajara



Date: 04/18/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Camino Tassajara				Camino Tassajara				Lusitano St				Tassajara Hills School Entry				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	68	92	31	0	6	58	41	0	11	2	21	0	4	0	38	372	0	
7:45 AM	0	54	119	44	0	13	62	32	0	27	1	20	0	9	1	100	482	0	
8:00 AM	0	12	88	3	0	4	69	1	0	16	1	21	0	7	0	33	255	0	
8:15 AM	0	7	80	5	0	6	67	0	0	6	2	12	0	1	1	12	199	1,308	
8:30 AM	0	33	84	5	0	7	72	2	0	4	1	10	0	2	1	31	252	1,188	
8:45 AM	0	26	94	5	0	14	98	0	0	3	1	8	0	1	1	14	265	971	
9:00 AM	0	3	73	5	0	5	77	0	0	7	0	8	0	2	0	26	206	922	
9:15 AM	0	2	74	1	0	5	60	0	0	3	0	7	0	0	0	10	162	885	
Count Total	0	205	704	99	0	60	563	76	0	77	8	107	0	26	4	264	2,193	0	
Peak Hour	All	0	141	379	83	0	29	256	74	0	60	6	74	0	21	2	183	1,308	0
	HV	0	0	6	1	0	1	6	0	0	1	0	0	0	0	0	0	15	0
	HV%	-	0%	2%	1%	-	3%	2%	0%	-	2%	0%	0%	-	0%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	31	0	1	32
7:45 AM	1	1	1	0	3	0	1	0	0	1	0	90	0	2	92
8:00 AM	4	2	0	0	6	0	0	0	0	0	0	12	0	0	12
8:15 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	1	1
8:30 AM	4	4	0	0	8	0	0	0	0	0	0	1	0	0	1
8:45 AM	5	8	0	0	13	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	5	0	0	5	2	0	1	0	3	0	0	0	1	1
9:15 AM	1	6	1	0	8	0	0	0	0	0	0	0	0	0	0
Count Total	17	30	2	0	49	2	1	1	0	4	0	135	0	5	140
Peak Hour	7	7	1	0	15	0	1	0	0	1	0	133	0	4	137

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Lusitano St				Tassajara Hills School Entry				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3	0	
8:00 AM	0	0	3	1	0	0	2	0	0	0	0	0	0	0	0	6	0	
8:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	15	
8:30 AM	0	0	3	1	0	1	3	0	0	0	0	0	0	0	0	8	21	
8:45 AM	0	0	5	0	0	2	6	0	0	0	0	0	0	0	0	13	31	
9:00 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	30	
9:15 AM	0	0	1	0	0	1	5	0	0	1	0	0	0	0	0	8	34	
Count Total	0	0	15	2	0	5	25	0	0	2	0	0	0	0	0	49	0	
Peak Hour	0	0	6	1	0	1	6	0	0	1	0	0	0	0	0	15	0	

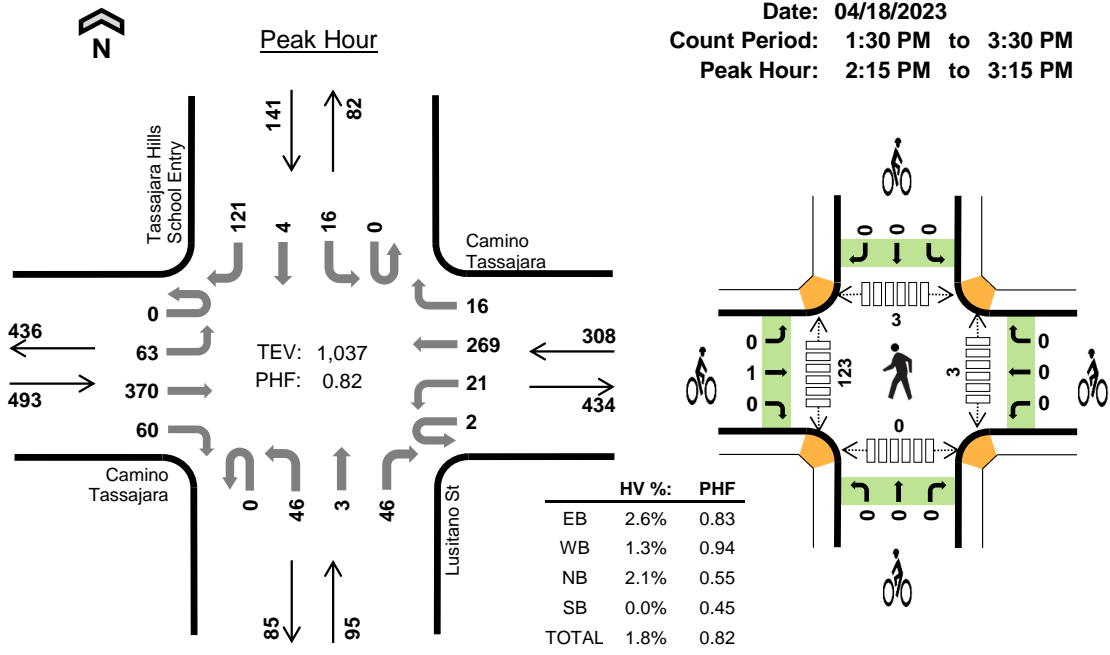
Two-Hour Count Summaries - Bikes																
Interval Start	Camino Tassajara			Camino Tassajara			Lusitano St			Tassajara Hills School Entry			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0

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

Tassajara Hills School Entry Camino Tassajara



Date: 04/18/2023
 Count Period: 1:30 PM to 3:30 PM
 Peak Hour: 2:15 PM to 3:15 PM



Two-Hour Count Summaries

Interval Start	Camino Tassajara Eastbound				Camino Tassajara Westbound				Lusitano St Northbound				Tassajara Hills School Entry Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	13	59	4	0	4	54	1	0	6	0	5	0	1	1	5	153	0	
1:45 PM	0	21	65	5	1	4	57	3	0	4	0	9	0	2	0	17	188	0	
2:00 PM	0	39	80	9	0	4	65	3	0	5	1	10	0	0	3	6	225	0	
2:15 PM	0	25	99	24	0	10	64	4	0	4	0	11	0	0	2	4	247	813	
2:30 PM	0	22	75	19	0	4	65	11	0	24	3	16	0	9	1	68	317	977	
2:45 PM	0	8	87	12	2	3	63	0	0	10	0	8	0	6	1	39	239	1,028	
3:00 PM	0	8	109	5	0	4	77	1	0	8	0	11	0	1	0	10	234	1,037	
3:15 PM	0	12	95	6	1	5	63	0	0	3	0	14	0	2	0	13	214	1,004	
Count Total	0	148	669	84	4	38	508	23	0	64	4	84	0	21	8	162	1,817	0	
Peak Hour	All	0	63	370	60	2	21	269	16	0	46	3	46	0	16	4	121	1,037	0
	HV	0	0	11	2	0	0	4	0	0	2	0	0	0	0	0	0	19	0
	HV%	-	0%	3%	3%	0%	0%	1%	0%	-	4%	0%	0%	-	0%	0%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	2	3	1	0	6	0	0	0	0	0	0	1	0	0	1
1:45 PM	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1
2:00 PM	4	2	1	0	7	2	0	0	0	2	0	1	0	0	1
2:15 PM	4	0	0	0	4	0	0	0	0	0	0	13	0	0	13
2:30 PM	3	0	1	0	4	0	0	0	0	0	0	93	0	0	93
2:45 PM	3	3	0	0	6	1	0	0	0	1	0	9	3	0	12
3:00 PM	3	1	1	0	5	0	0	0	0	0	3	8	0	0	11
3:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	23	10	5	0	38	3	0	0	0	3	4	125	3	0	132
Peak Hour	13	4	2	0	19	1	0	0	0	1	3	123	3	0	129

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Camino Tassajara				Camino Tassajara				Lusitano St				Tassajara Hills School Entry				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	6	0
1:45 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0
2:00 PM	0	0	2	2	0	0	2	0	0	1	0	0	0	0	0	0	7	0
2:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20
2:30 PM	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4	18
2:45 PM	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6	21
3:00 PM	0	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5	19
3:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	18
Count Total	0	0	19	4	0	0	10	0	0	3	0	2	0	0	0	0	38	0
Peak Hour	0	0	11	2	0	0	4	0	0	2	0	0	0	0	0	0	19	0

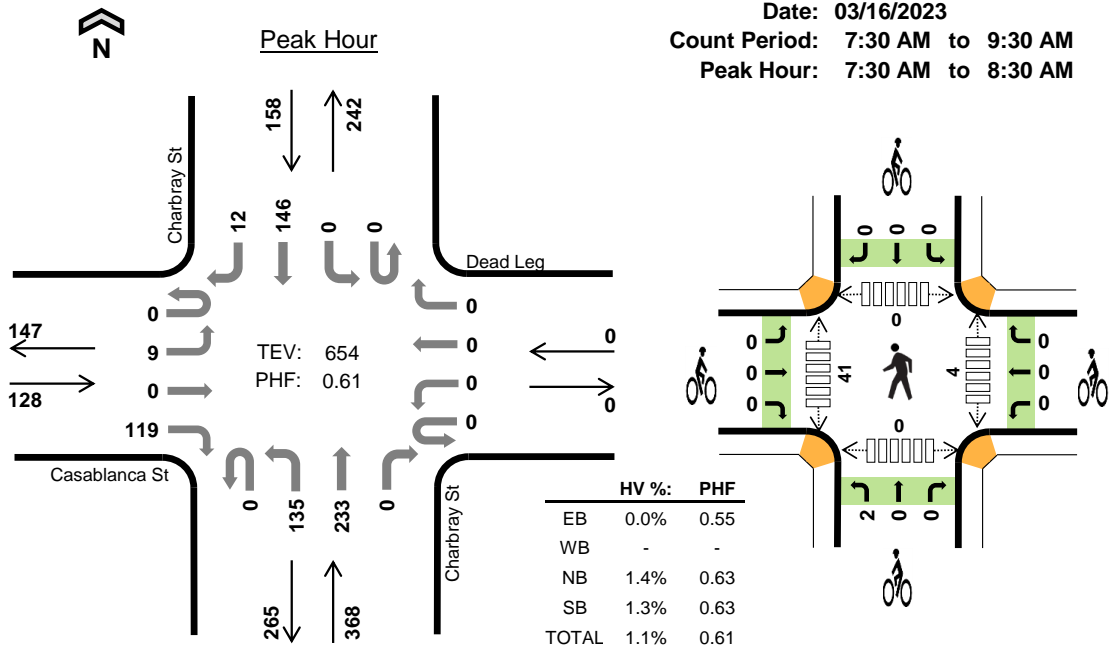
Two-Hour Count Summaries - Bikes																	
Interval Start	Camino Tassajara			Camino Tassajara			Lusitano St			Tassajara Hills School Entry			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

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

Charbray St Casablanca St



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Casablanca St				Dead Leg				Charbray St				Charbray St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	3	0	30	0	0	0	0	0	11	56	0	0	0	35	1	136	0	
7:45 AM	0	3	0	55	0	0	0	0	0	60	86	0	0	0	61	2	267	0	
8:00 AM	0	1	0	27	0	0	0	0	0	63	65	0	0	0	30	5	191	0	
8:15 AM	0	2	0	7	0	0	0	0	0	1	26	0	0	0	20	4	60	654	
8:30 AM	0	1	0	11	0	0	0	0	0	14	36	0	0	0	28	3	93	611	
8:45 AM	0	1	0	9	0	0	0	0	0	8	23	0	0	0	32	5	78	422	
9:00 AM	0	3	0	6	0	0	0	0	0	12	38	0	0	0	24	1	84	315	
9:15 AM	0	1	0	3	0	0	0	0	0	6	24	0	0	0	20	1	55	310	
Count Total	0	15	0	148	0	0	0	0	0	175	354	0	0	0	250	22	964	0	
Peak Hour	All	0	9	0	119	0	0	0	0	0	135	233	0	0	0	146	12	654	0
	HV	0	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	7	0
	HV%	-	0%	-	0%	-	-	-	-	-	1%	2%	-	-	-	1%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	1	0	1	0	0	0	0	0	3	3	0	0	6
7:45 AM	0	0	0	1	1	0	0	1	0	1	0	24	0	0	24
8:00 AM	0	0	2	1	3	0	0	1	0	1	1	12	0	0	13
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	2	7
9:00 AM	0	0	0	2	2	0	0	1	0	1	0	7	1	1	9
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5
Count Total	0	0	5	4	9	0	0	3	0	3	4	61	1	4	70
Peak Hour	0	0	5	2	7	0	0	2	0	2	4	41	0	0	45

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Casablanca St				Dead Leg				Charbray St				Charbray St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	1	4	0	0	0	4	0	9	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Casablanca St			Dead Leg			Charbray St			Charbray St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0
Peak Hour	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0

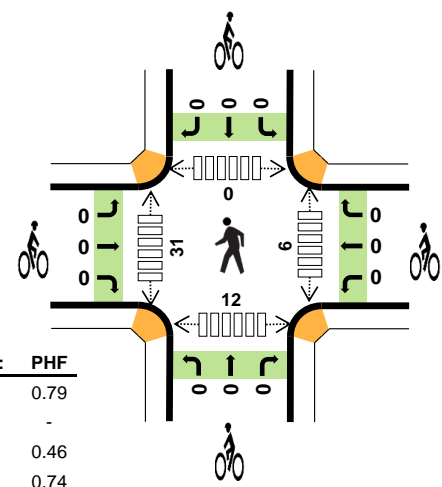
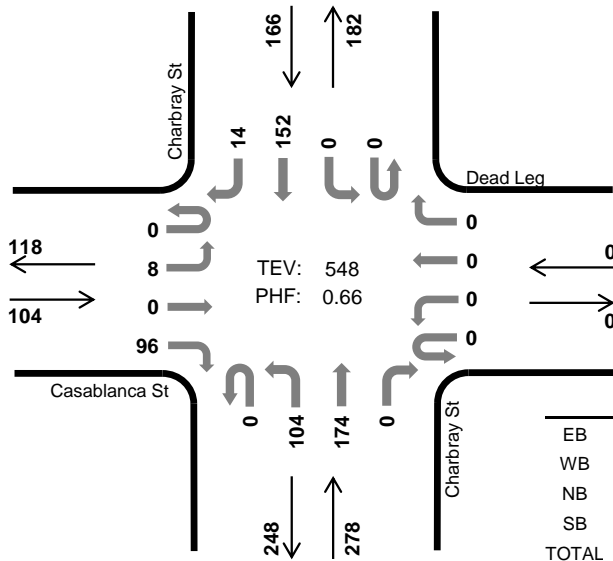
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Charbray St Casablanca St



Peak Hour

Date: 03/16/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	4.8%	0.79
WB	-	-
NB	1.4%	0.46
SB	1.2%	0.74
TOTAL	2.0%	0.66

Two-Hour Count Summaries

Interval Start	Casablanca St				Dead Leg				Charbray St				Charbray St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	4	0	0	0	0	0	0	33	0	0	0	24	0	61	0	
1:45 PM	0	3	0	6	0	0	0	0	0	6	35	0	0	0	31	3	84	0	
2:00 PM	0	0	0	10	0	0	0	0	0	2	17	0	0	0	26	1	56	0	
2:15 PM	0	2	0	25	0	0	0	0	0	7	21	0	0	0	52	4	111	312	
2:30 PM	0	4	0	14	0	0	0	0	0	67	84	0	0	0	35	5	209	460	
2:45 PM	0	0	0	33	0	0	0	0	0	27	39	0	0	0	26	2	127	503	
3:00 PM	0	2	0	24	0	0	0	0	0	3	30	0	0	0	39	3	101	548	
3:15 PM	0	0	0	4	0	0	0	0	0	6	29	0	0	0	23	0	62	499	
Count Total	0	11	0	120	0	0	0	0	0	118	288	0	0	0	256	18	811	0	
Peak Hour	All	0	8	0	96	0	0	0	0	0	104	174	0	0	0	152	14	548	0
	HV	0	1	0	4	0	0	0	0	0	0	4	0	0	0	2	0	11	0
	HV%	-	13%	-	4%	-	-	-	-	-	0%	2%	-	-	-	1%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	2	2	0	0	0	0	0	2	1	0	1	4
1:45 PM	0	0	2	0	2	0	0	0	0	0	0	3	0	2	5
2:00 PM	0	0	1	1	2	0	0	0	0	0	3	1	0	0	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	4	11
2:30 PM	4	0	4	0	8	0	0	0	0	0	6	19	0	8	33
2:45 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3
3:00 PM	0	0	0	2	2	0	0	0	0	0	0	2	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4
Count Total	5	0	7	5	17	0	0	0	0	0	13	38	0	15	66
Peak Hour	5	0	4	2	11	0	0	0	0	0	6	31	0	12	49

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Casablanca St				Dead Leg				Charbray St				Charbray St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:30 PM	0	1	0	3	0	0	0	0	0	0	4	0	0	0	0	0	8	12
2:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	11
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Count Total	0	1	0	4	0	0	0	0	0	0	7	0	0	0	5	0	17	0
Peak Hour	0	1	0	4	0	0	0	0	0	0	4	0	0	0	2	0	11	0

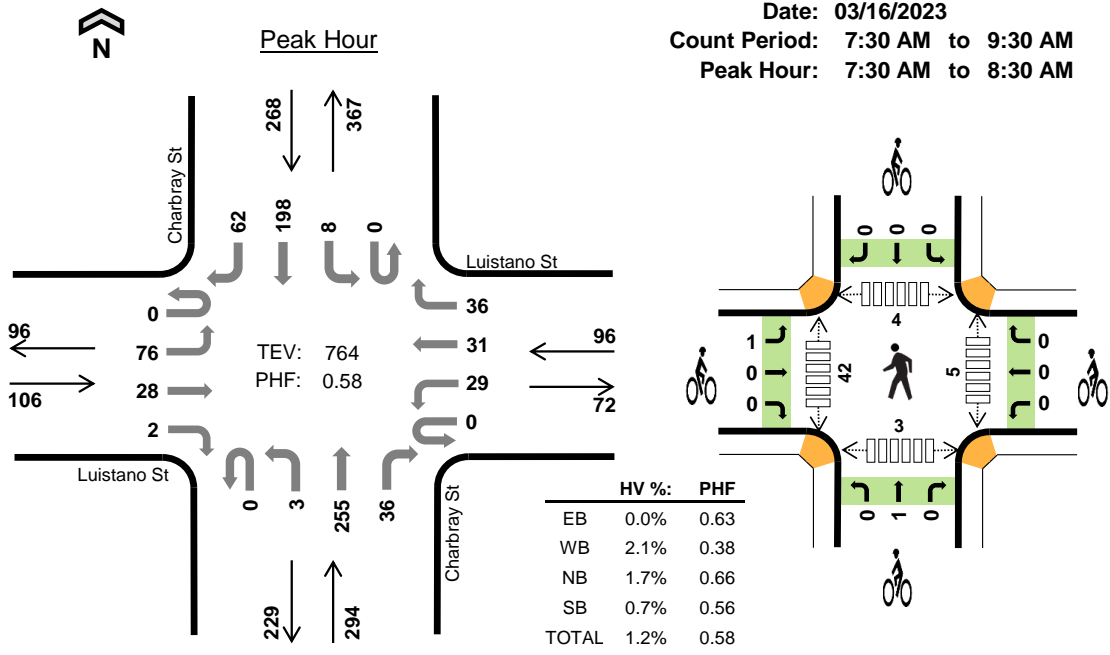
Two-Hour Count Summaries - Bikes																	
Interval Start	Casablanca St			Dead Leg			Charbray St			Charbray St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Charbray St Luistano St



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Luistano St Eastbound				Luistano St Westbound				Charbray St Northbound				Charbray St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	13	7	0	0	9	1	6	0	0	48	5	0	3	51	9	152	0	
7:45 AM	0	26	9	0	0	12	26	26	0	1	94	16	0	0	82	37	329	0	
8:00 AM	0	32	9	1	0	5	3	3	0	2	91	12	0	3	41	12	214	0	
8:15 AM	0	5	3	1	0	3	1	1	0	0	22	3	0	2	24	4	69	764	
8:30 AM	0	7	3	0	0	3	1	1	0	0	41	6	0	0	32	5	99	711	
8:45 AM	0	4	3	1	0	4	0	0	0	0	27	8	0	1	33	8	89	471	
9:00 AM	0	14	2	0	0	1	1	2	0	0	35	6	0	1	23	5	90	347	
9:15 AM	0	10	2	0	0	5	1	3	0	0	16	4	0	0	23	0	64	342	
Count Total	0	111	38	3	0	42	34	42	0	3	374	60	0	10	309	80	1,106	0	
Peak Hour	All	0	76	28	2	0	29	31	36	0	3	255	36	0	8	198	62	764	0
	HV	0	0	0	0	0	1	1	0	0	0	5	0	0	0	2	0	9	0
	HV%	-	0%	0%	0%	-	3%	3%	0%	-	0%	2%	0%	-	0%	1%	0%	1%	0

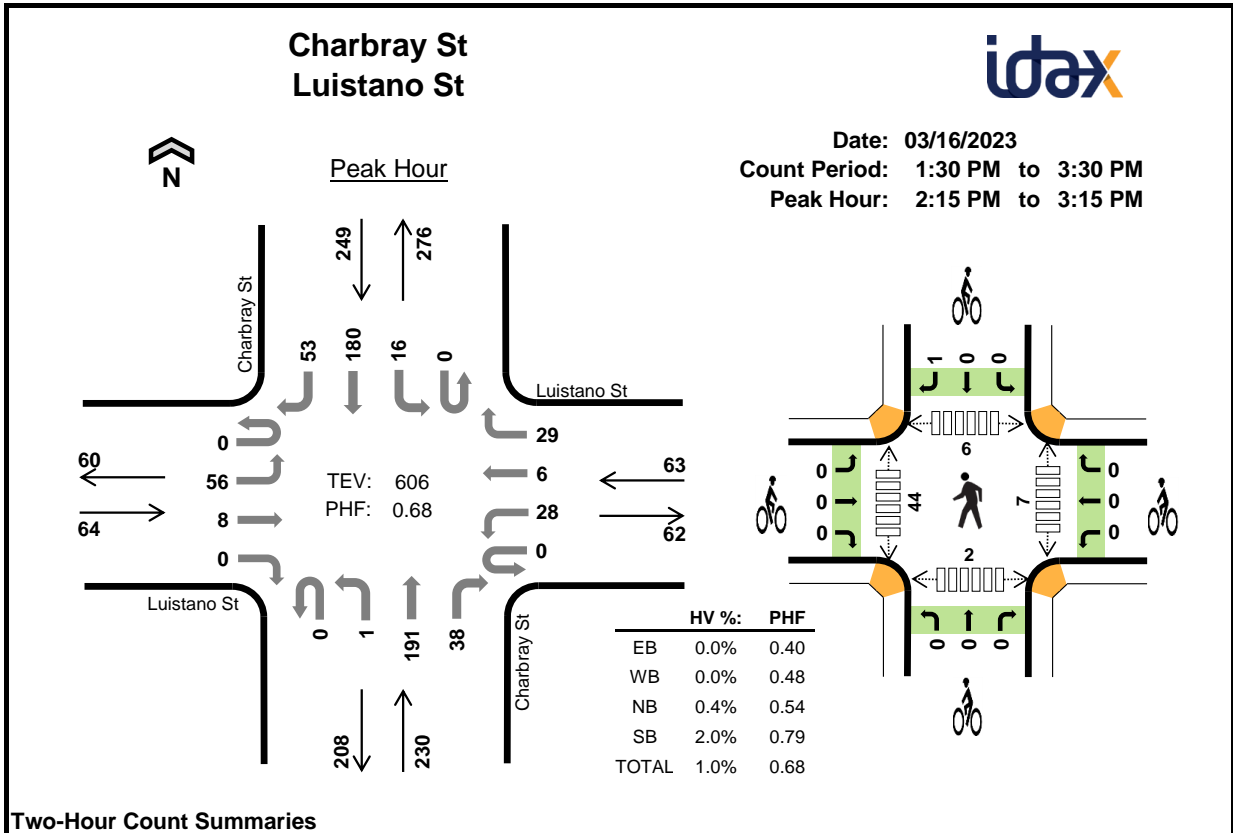
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	1	1	0	2	0	0	0	0	0	0	5	4	0	9
7:45 AM	0	1	0	1	2	1	0	1	0	2	3	26	0	0	29
8:00 AM	0	0	2	1	3	0	0	0	0	0	2	8	0	2	12
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	3	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	3	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10
9:00 AM	0	0	0	2	2	0	0	1	0	1	0	8	2	0	10
9:15 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2
Count Total	0	3	5	4	12	1	0	2	0	3	7	63	7	6	83
Peak Hour	0	2	5	2	9	1	0	1	0	2	5	42	4	3	54

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Luistano St				Luistano St				Charbray St				Charbray St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	0	0	0	0	2	1	0	0	0	5	0	0	0	4	0	12	0
Peak Hour	0	0	0	0	0	1	1	0	0	0	5	0	0	0	2	0	9	0

Two-Hour Count Summaries - Bikes																
Interval Start	Luistano St			Luistano St			Charbray St			Charbray St			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	2	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Count Total	1	0	0	0	0	0	0	2	0	0	0	0	3	0		
Peak Hour	1	0	0	0	0	0	0	1	0	0	0	0	2	0		

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



Two-Hour Count Summaries

Interval Start	Luistano St Eastbound				Luistano St Westbound				Charbray St Northbound				Charbray St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	6	1	0	0	4	2	1	0	0	26	7	0	1	24	3	75	0	
1:45 PM	0	7	2	0	0	1	1	2	0	0	32	5	0	2	33	2	87	0	
2:00 PM	0	1	1	0	0	7	0	1	0	1	18	6	0	0	30	5	70	0	
2:15 PM	0	4	0	0	0	9	1	2	0	0	21	4	0	3	64	12	120	352	
2:30 PM	0	35	5	0	0	8	3	22	0	1	94	11	0	7	27	11	224	501	
2:45 PM	0	9	2	0	0	3	0	5	0	0	50	10	0	4	46	12	141	555	
3:00 PM	0	8	1	0	0	8	2	0	0	0	26	13	0	2	43	18	121	606	
3:15 PM	0	7	0	0	0	5	2	3	0	0	25	7	0	0	24	2	75	561	
Count Total	0	77	12	0	0	45	11	36	0	2	292	63	0	19	291	65	913	0	
Peak Hour	All	0	56	8	0	0	28	6	29	0	1	191	38	0	16	180	53	606	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	0
	HV%	-	0%	0%	-	-	0%	0%	0%	-	0%	1%	0%	-	0%	3%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	1	2	3	0	0	0	0	0	2	3	1	0	6
1:45 PM	0	2	2	1	5	0	0	0	0	0	5	2	0	2	9
2:00 PM	0	0	1	1	2	0	0	0	0	0	1	2	1	2	6
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8
2:30 PM	0	0	1	3	4	0	0	0	0	0	6	30	4	0	40
2:45 PM	0	0	0	0	0	0	0	0	1	1	0	3	0	1	4
3:00 PM	0	0	0	2	2	0	0	0	0	0	1	4	1	1	7
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
Count Total	0	2	5	9	16	0	0	0	1	1	15	54	8	9	86
Peak Hour	0	0	1	5	6	0	0	0	1	1	7	44	6	2	59

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Luistano St				Luistano St				Charbray St				Charbray St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	0
1:45 PM	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	1	5	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	11
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	0	0	0	1	1	0	0	0	4	1	0	1	7	1	16	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	0

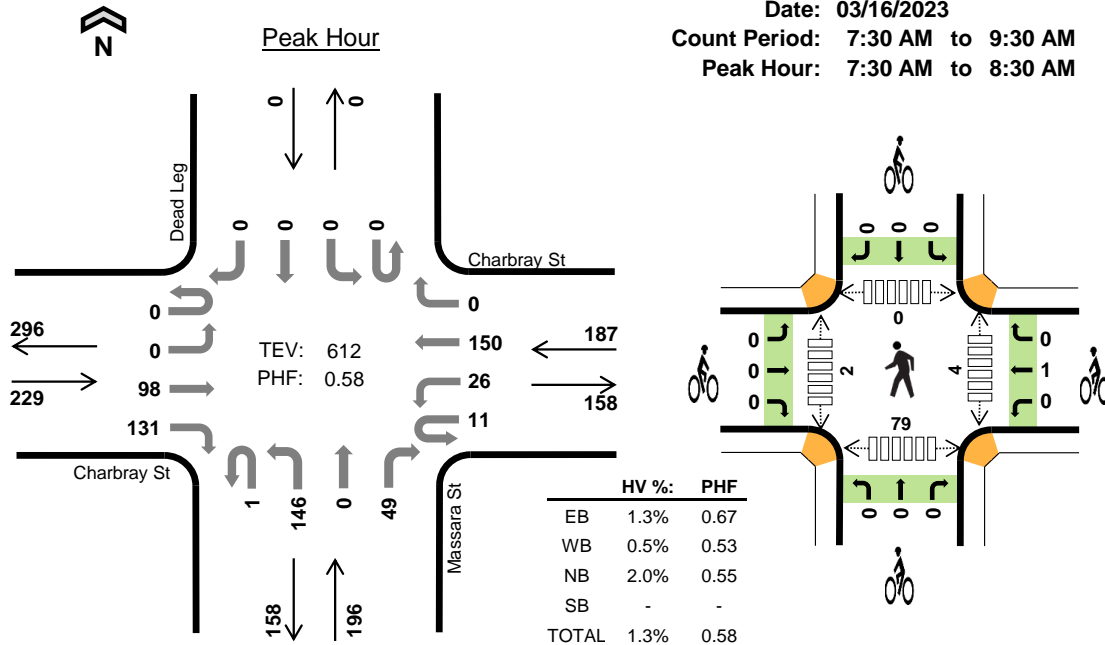
Two-Hour Count Summaries - Bikes																	
Interval Start	Luistano St			Luistano St			Charbray St			Charbray St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

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

Massara St Charbray St



Date: 03/16/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Charbray St Eastbound				Charbray St Westbound				Massara St Northbound				Dead Leg Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	13	42	1	3	39	0	0	17	0	1	0	0	0	0	116	0	
7:45 AM	0	0	31	55	9	18	62	0	0	63	0	26	0	0	0	0	264	0	
8:00 AM	0	0	37	24	1	4	31	0	1	59	0	21	0	0	0	0	178	0	
8:15 AM	0	0	17	10	0	1	18	0	0	7	0	1	0	0	0	0	54	612	
8:30 AM	0	0	12	22	0	7	26	0	0	21	0	7	0	0	0	0	95	591	
8:45 AM	0	0	22	17	0	5	27	0	0	8	0	1	0	0	0	0	80	407	
9:00 AM	0	0	17	10	0	3	22	0	0	21	0	6	0	0	0	0	79	308	
9:15 AM	0	0	20	7	0	0	13	0	0	5	0	2	0	0	0	0	47	301	
Count Total	0	0	169	187	11	41	238	0	1	201	0	65	0	0	0	0	913	0	
Peak Hour	All	0	0	98	131	11	26	150	0	1	146	0	49	0	0	0	0	612	0
	HV	0	0	0	3	0	0	1	0	0	4	0	0	0	0	0	0	8	0
	HV%	-	-	0%	2%	0%	0%	1%	-	0%	3%	-	0%	-	-	-	-	1%	0

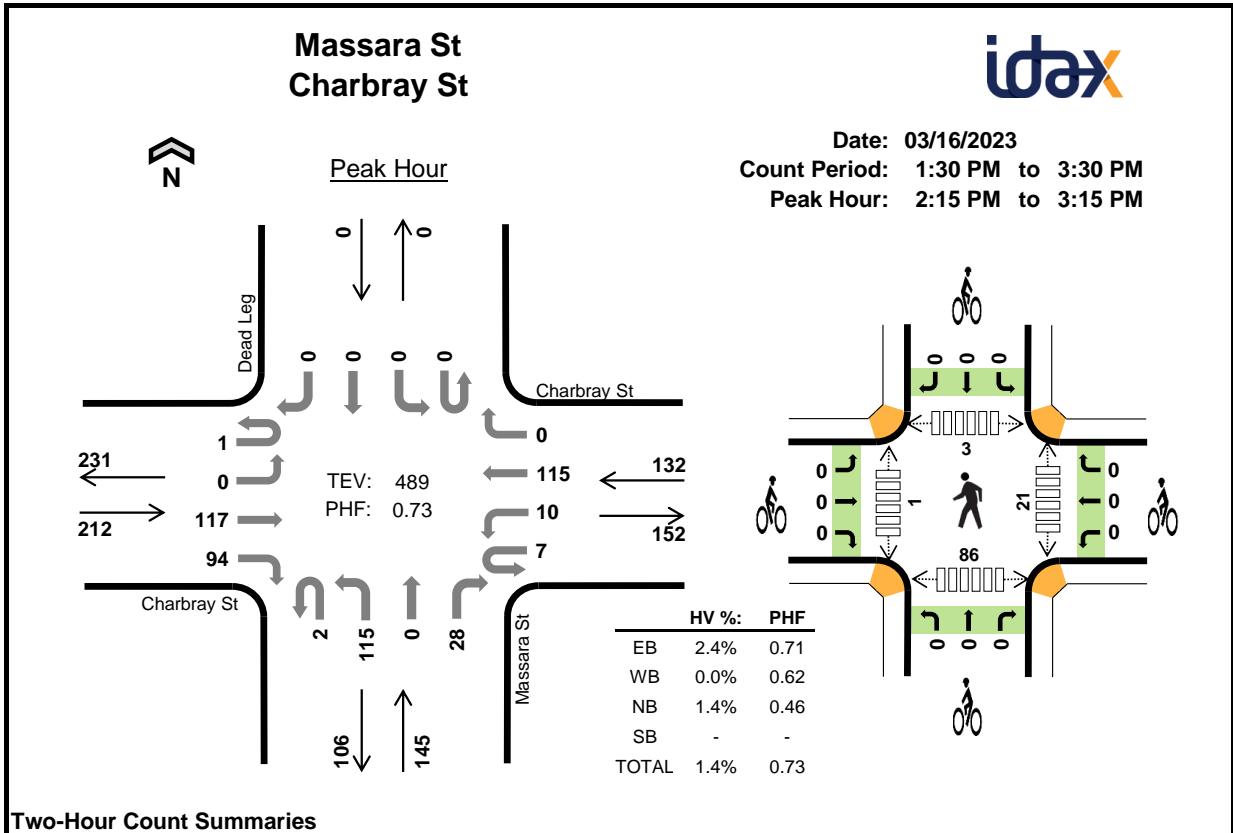
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	1	0	0	2	0	0	0	0	0	1	2	0	2	5
7:45 AM	1	0	0	0	1	0	1	0	0	1	2	0	0	64	66
8:00 AM	1	0	2	0	3	0	0	0	0	0	1	0	0	9	10
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	4	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	4	9	17
9:00 AM	2	0	0	0	2	0	0	1	0	1	0	1	0	4	5
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	6	1	4	0	11	0	1	1	0	2	4	8	4	95	111
Peak Hour	3	1	4	0	8	0	1	0	0	1	4	2	0	79	85

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Charbray St				Charbray St				Massara St				Dead Leg				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	0	2	4	0	0	1	0	0	4	0	0	0	0	0	0	11	0
Peak Hour	0	0	0	3	0	0	1	0	0	4	0	0	0	0	0	0	8	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Charbray St			Charbray St			Massara St			Dead Leg			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0

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



Two-Hour Count Summaries

Interval Start	Charbray St Eastbound				Charbray St Westbound				Massara St Northbound				Massara St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	15	13	1	0	20	0	0	11	0	1	0	0	0	0	61	0	
1:45 PM	0	0	18	16	0	3	13	0	0	26	0	7	0	0	0	0	83	0	
2:00 PM	0	0	18	14	2	2	16	0	0	7	0	1	0	0	0	0	60	0	
2:15 PM	0	0	31	44	4	3	18	0	1	8	0	5	0	0	0	0	114	318	
2:30 PM	0	0	21	16	2	4	47	0	0	61	0	17	0	0	0	0	168	425	
2:45 PM	1	0	31	16	1	0	31	0	1	26	0	5	0	0	0	0	112	454	
3:00 PM	0	0	34	18	0	3	19	0	0	20	0	1	0	0	0	0	95	489	
3:15 PM	0	0	17	11	0	3	19	0	0	12	0	0	0	0	0	0	62	437	
Count Total	1	0	185	148	10	18	183	0	2	171	0	37	0	0	0	0	755	0	
Peak Hour	All	1	0	117	94	7	10	115	0	2	115	0	28	0	0	0	0	489	0
	HV	0	0	5	0	0	0	0	0	0	1	0	1	0	0	0	0	7	0
	HV%	0%	-	4%	0%	0%	0%	0%	-	0%	1%	-	4%	-	-	-	-	1%	0

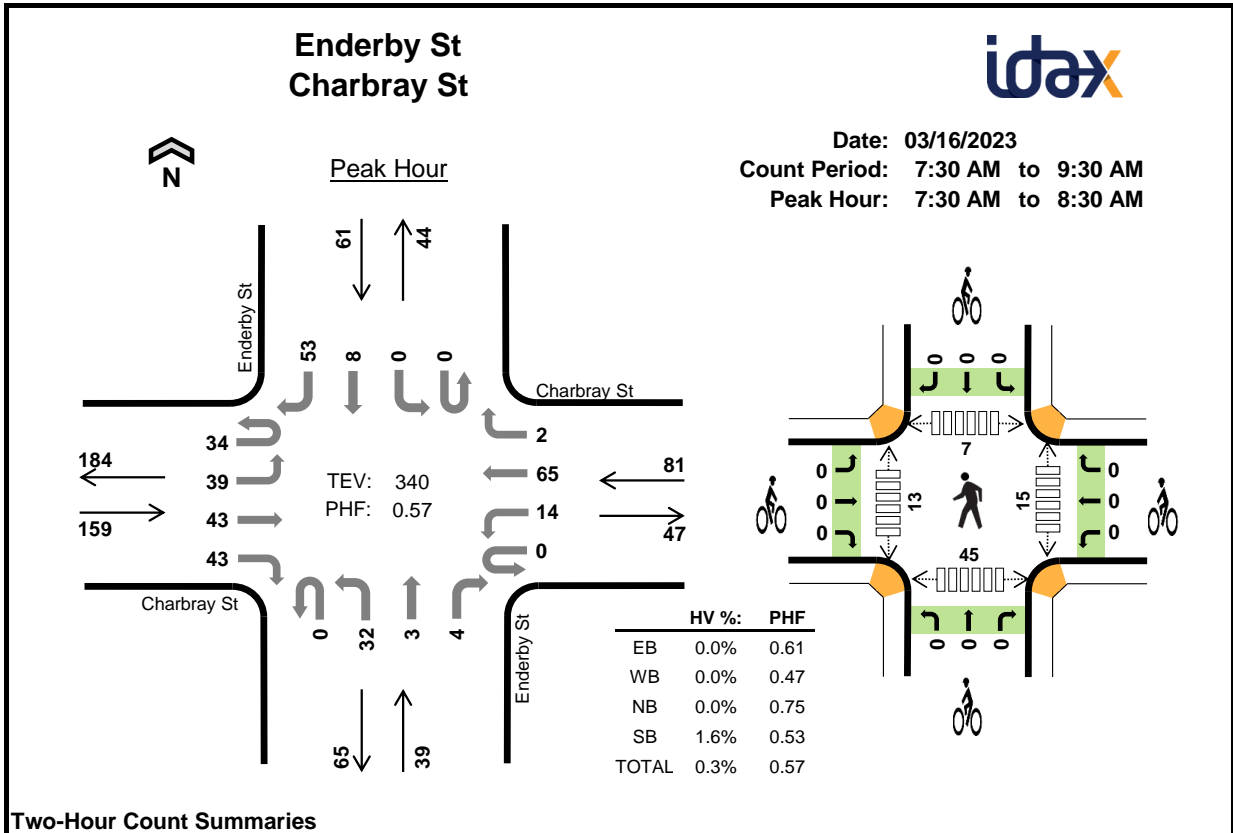
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	1	1	0	0	2	0	0	0	0	0	1	0	1	4	6
1:45 PM	1	0	2	0	3	0	0	0	0	0	5	0	5	20	30
2:00 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	2	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	15	16
2:30 PM	3	0	2	0	5	0	0	0	0	0	20	0	3	64	87
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:00 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	4	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	8	1	5	0	14	0	0	0	0	0	27	1	9	112	149
Peak Hour	5	0	2	0	7	0	0	0	0	0	21	1	3	86	111

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Charbray St				Charbray St				Massara St				Dead Leg				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	0
2:00 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:30 PM	0	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	5	10
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Count Total	0	0	5	3	0	0	1	0	0	4	0	1	0	0	0	0	14	0
Peak Hour	0	0	5	0	0	0	0	0	0	1	0	1	0	0	0	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Charbray St			Charbray St			Massara St			Dead Leg			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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



Two-Hour Count Summaries

Interval Start	Charbray St Eastbound				Charbray St Westbound				Enderby St Northbound				Enderby St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	5	3	2	3	0	1	12	2	0	12	0	0	0	0	0	14	54	0	
7:45 AM	22	10	13	19	0	11	32	0	0	11	1	1	0	0	7	22	149	0	
8:00 AM	7	21	17	20	0	1	10	0	0	5	2	3	0	0	1	14	101	0	
8:15 AM	0	5	11	1	0	1	11	0	0	4	0	0	0	0	0	3	36	340	
8:30 AM	0	5	8	7	0	0	15	0	0	9	0	0	0	0	1	9	54	340	
8:45 AM	0	6	12	3	0	1	15	0	0	8	0	0	0	0	5	11	61	252	
9:00 AM	0	9	13	5	0	0	12	0	0	4	0	0	0	0	0	8	51	202	
9:15 AM	0	7	10	5	0	0	5	0	0	4	0	1	0	0	0	5	37	203	
Count Total	34	66	86	63	0	15	112	2	0	57	3	5	0	0	14	86	543	0	
Peak Hour	All	34	39	43	43	0	14	65	2	0	32	3	4	0	0	8	53	340	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
	HV%	0%	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	-	0%	2%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	1	1	0	0	0	0	0	4	1	5	4	14
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	11	0	34	53
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	2	5	11
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	8	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	1	5	9
9:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	1	2	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	2	0	0	1	3	0	0	0	0	0	18	15	9	61	103
Peak Hour	0	0	0	1	1	0	0	0	0	0	15	13	7	45	80

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Charbray St				Charbray St				Enderby St				Enderby St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Charbray St			Charbray St			Enderby St			Enderby St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

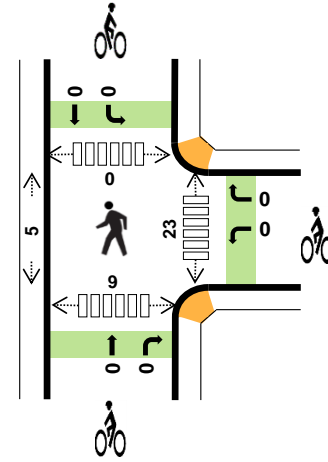
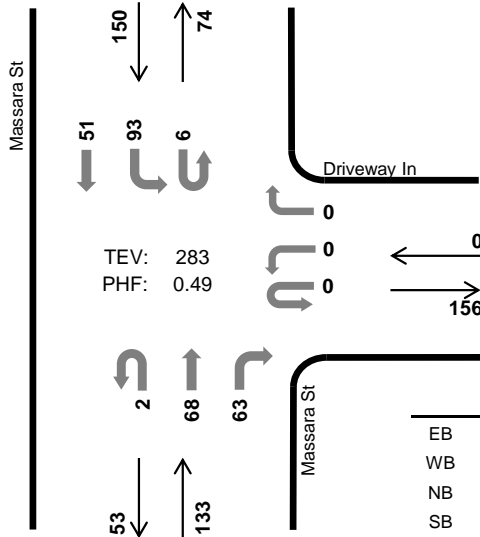
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Massara St Driveway In



Peak Hour

Date: 03/30/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	-	-
NB	3.0%	0.44
SB	2.7%	0.54
TOTAL	2.8%	0.49

Two-Hour Count Summaries

Interval Start	N/A				Driveway In				Massara St				Massara St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	0	0	0	0	0	10	5	2	25	10	0	52	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	21	54	2	50	18	0	145	0	
8:00 AM	0	0	0	0	0	0	0	0	2	0	24	3	1	13	20	0	63	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	13	1	1	5	3	0	23	283	
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	3	1	28	3	0	38	269	
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	20	0	28	152	
9:00 AM	0	0	0	0	0	0	0	0	0	0	18	2	1	2	9	0	32	121	
9:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	1	7	0	14	112	
Count Total	0	0	0	0	0	0	0	0	2	0	102	68	8	125	90	0	395	0	
Peak Hour	All	0	0	0	0	0	0	0	0	2	0	68	63	6	93	51	0	283	0
	HV	0	0	0	0	0	0	0	0	0	0	4	0	0	1	3	0	8	0
	HV%	-	-	-	-	-	-	-	-	0%	-	6%	0%	0%	1%	6%	-	3%	0

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

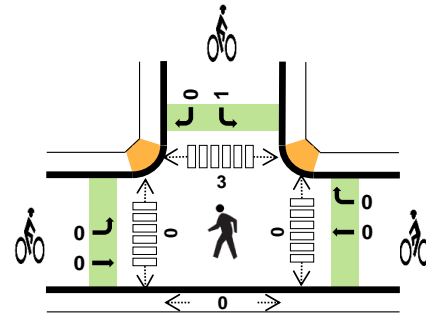
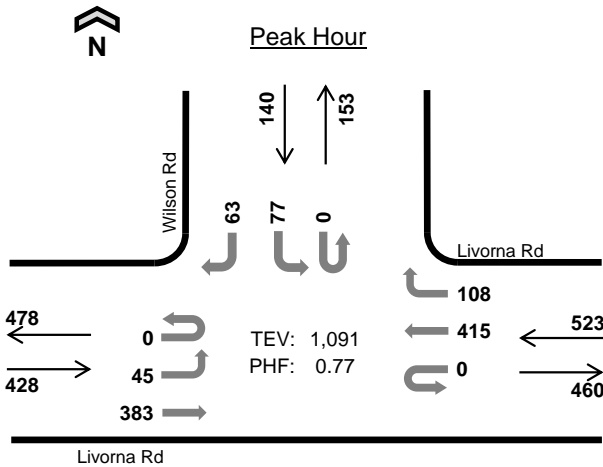
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	1	1	0	0	0	0	0	15	2	0	8	25
8:00 AM	0	0	3	0	3	0	0	0	0	0	7	2	0	1	10
8:15 AM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	1	0	1	0	0	0	0	0	2	2	0	0	4
8:45 AM	0	0	1	1	2	0	0	0	0	0	7	3	0	0	10
9:00 AM	0	0	0	2	2	0	0	1	0	1	3	0	1	0	4
9:15 AM	0	0	0	1	1	0	0	0	0	0	3	1	0	0	4
Count Total	0	0	6	8	14	0	0	1	0	1	38	11	1	9	59
Peak Hr	0	0	4	4	8	0	0	0	0	0	23	5	0	9	37

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Driveway In				Massara St				Massara St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		
Count Total	0	0	0	0	0	0	0	0	0	0	6	0	0	1	7	14		
Peak Hour	0	0	0	0	0	0	0	0	0	0	4	0	0	1	3	8		
Two-Hour Count Summaries - Bikes																		
Interval Start	N/A			Driveway In			Massara St			Massara St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Wilson Rd Livorna Rd



Date: 03/30/2023
 Count Period: 7:30 AM to 9:30 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.6%	0.86
WB	0.6%	0.76
NB	-	-
SB	0.7%	0.52
TOTAL	1.4%	0.77

Two-Hour Count Summaries

Interval Start	Livorna Rd Eastbound				Livorna Rd Westbound				N/A Northbound				Wilson Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	12	46	0	0	0	103	5	0	0	0	0	0	0	0	6	172	0	
7:45 AM	0	29	84	0	0	0	105	67	0	0	0	0	0	37	0	30	352	0	
8:00 AM	0	3	121	0	0	0	121	23	0	0	0	0	0	23	0	23	314	0	
8:15 AM	0	3	84	0	0	0	102	4	0	0	0	0	0	4	0	2	199	1,037	
8:30 AM	0	10	94	0	0	0	87	14	0	0	0	0	0	13	0	8	226	1,091	
8:45 AM	0	6	78	0	0	0	83	8	0	0	0	0	0	3	0	4	182	921	
9:00 AM	0	3	86	0	0	0	78	2	0	0	0	0	0	8	0	8	185	792	
9:15 AM	0	4	62	0	0	0	91	1	0	0	0	0	0	0	0	5	163	756	
Count Total	0	70	655	0	0	0	770	124	0	0	0	0	0	88	0	86	1,793	0	
Peak Hour	All	0	45	383	0	0	0	415	108	0	0	0	0	0	77	0	63	1,091	0
	HV	0	1	10	0	0	0	3	0	0	0	0	0	0	0	0	1	15	0
	HV%	-	2%	3%	-	-	-	1%	0%	-	-	-	-	-	0%	-	2%	1%	0

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

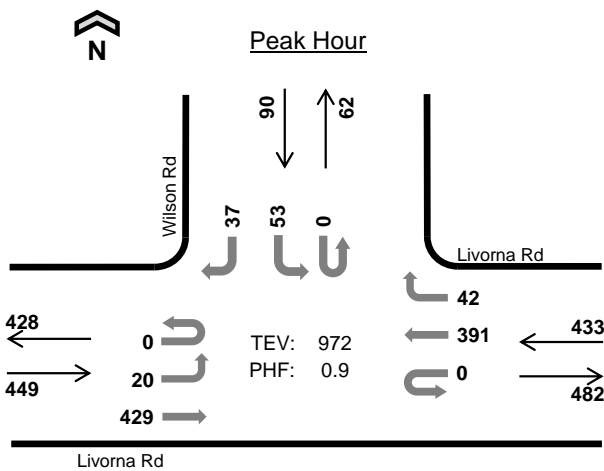
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2
7:45 AM	3	0	0	0	3	0	0	0	1	1	0	0	2	0	2
8:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1
8:15 AM	4	1	0	1	6	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	2	0	0	5	0	0	0	0	0	0	0	1	0	1
9:00 AM	1	1	0	1	3	0	0	0	0	0	0	0	0	1	1
9:15 AM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
Count Total	17	9	0	3	29	0	0	0	1	1	0	0	6	1	7
Peak Hr	11	3	0	1	15	0	0	0	1	1	0	0	3	0	3

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Livorna Rd				Livorna Rd				N/A				Wilson Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	6	14
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
8:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	17
9:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	17
9:15 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	4	15
Count Total	0	3	14	0	0	0	9	0	0	0	0	0	0	1	0	2	29	0
Peak Hour	0	1	10	0	0	0	3	0	0	0	0	0	0	0	0	1	15	0

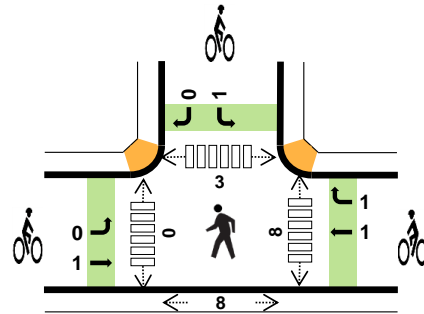
Two-Hour Count Summaries - Bikes														
Interval Start	Livorna Rd			Livorna Rd			N/A			Wilson Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	1	0

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

Wilson Rd Livorna Rd



Date: 03/30/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	1.3%	0.97
WB	2.3%	0.87
NB	-	-
SB	0.0%	0.36
TOTAL	1.6%	0.90

Two-Hour Count Summaries

Interval Start	Livorna Rd Eastbound				Livorna Rd Westbound				N/A Northbound				Wilson Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	4	79	0	0	0	77	2	0	0	0	0	0	3	0	3	168	0	
1:45 PM	0	4	88	0	0	0	79	4	0	0	0	0	0	1	0	4	180	0	
2:00 PM	0	7	94	0	0	0	89	11	0	0	0	0	0	4	0	9	214	0	
2:15 PM	0	12	104	0	0	0	99	26	0	0	0	0	0	2	0	3	246	808	
2:30 PM	0	3	107	0	0	0	91	8	0	0	0	0	0	43	0	19	271	911	
2:45 PM	0	2	111	0	0	0	111	3	0	0	0	0	0	5	0	7	239	970	
3:00 PM	0	3	107	0	0	0	90	5	0	0	0	0	0	3	0	8	216	972	
3:15 PM	0	6	116	0	0	0	90	5	0	0	0	0	0	3	0	6	226	952	
Count Total	0	41	806	0	0	0	726	64	0	0	0	0	0	64	0	59	1,760	0	
Peak Hour	All	0	20	429	0	0	0	391	42	0	0	0	0	0	53	0	37	972	0
	HV	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0	0	16	0
	HV%	-	0%	1%	-	-	-	3%	0%	-	-	-	-	-	0%	-	0%	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	5	2	0	0	7	0	1	0	0	1	0	0	0	0	0
1:45 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	5	0	0	6	0	0	0	0	0	0	0	2	0	2
2:15 PM	1	2	0	0	3	0	0	0	0	0	2	0	1	2	5
2:30 PM	1	2	0	0	3	0	2	0	0	2	6	0	0	6	12
2:45 PM	2	3	0	0	5	1	0	0	1	2	0	0	1	0	1
3:00 PM	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2
Count Total	13	22	0	0	35	1	3	0	1	5	8	0	7	8	23
Peak Hr	6	10	0	0	16	1	2	0	1	4	8	0	3	8	19

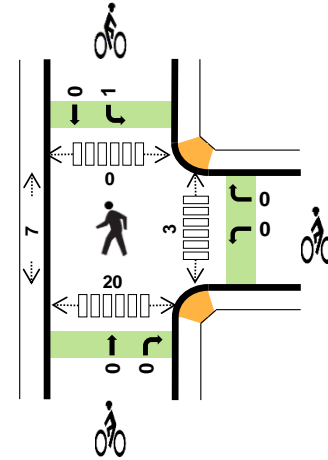
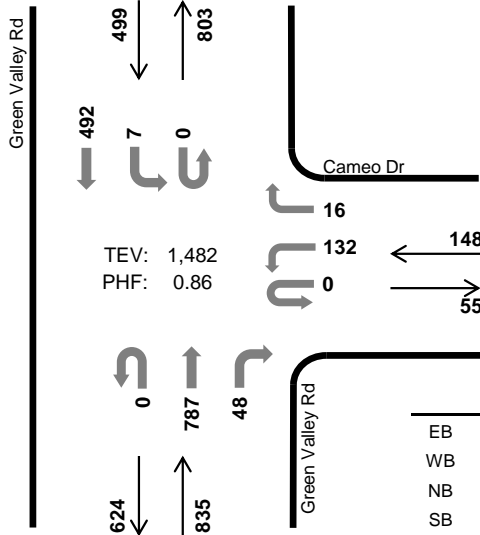
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Livorna Rd				Livorna Rd				N/A				Wilson Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0
1:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
2:00 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0
2:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	20
2:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	16
2:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	17
3:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	16
3:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	15
Count Total	0	0	13	0	0	0	22	0	0	0	0	0	0	0	0	0	35	0
Peak Hour	0	0	6	0	0	0	10	0	0	0	0	0	0	0	0	0	16	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Livorna Rd			Livorna Rd			N/A			Wilson Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	1	0	0	0	2	1	0	0	0	0	1	0	0	0	0	5	0
Peak Hour	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	4	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Green Valley Rd Cameo Dr



Peak Hour

Date: 04/18/2023
Count Period: 7:30 AM to 9:30 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	1.4%	0.88
NB	1.3%	0.83
SB	2.0%	0.80
TOTAL	1.6%	0.86

Two-Hour Count Summaries

Interval Start	N/A				Cameo Dr				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:30 AM	0	0	0	0	0	34	0	6	0	0	135	4	0	2	79	0	260	0	
7:45 AM	0	0	0	0	0	39	0	3	0	0	210	15	0	3	153	0	423	0	
8:00 AM	0	0	0	0	0	35	0	1	0	0	240	13	0	1	139	0	429	0	
8:15 AM	0	0	0	0	0	24	0	6	0	0	202	16	0	1	121	0	370	1,482	
8:30 AM	0	0	0	0	0	23	0	7	0	0	55	10	0	4	105	0	204	1,426	
8:45 AM	0	0	0	0	0	14	0	9	0	0	42	13	0	2	68	0	148	1,151	
9:00 AM	0	0	0	0	0	11	0	0	0	0	33	13	0	3	44	0	104	826	
9:15 AM	0	0	0	0	0	13	0	6	0	0	33	10	0	1	39	0	102	558	
Count Total	0	0	0	0	0	193	0	38	0	0	950	94	0	17	748	0	2,040	0	
Peak Hour	All	0	0	0	0	0	132	0	16	0	0	787	48	0	7	492	0	1,482	0
	HV	0	0	0	0	0	2	0	0	0	0	11	0	0	1	9	0	23	0
	HV%	-	-	-	-	-	2%	-	0%	-	-	1%	0%	-	14%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	0	0	0	1	1	0	0	0	1	1	0	2	0	5	7
7:45 AM	0	0	8	5	13	0	0	0	0	0	1	1	0	13	15
8:00 AM	0	2	2	3	7	0	0	0	0	0	2	2	0	1	5
8:15 AM	0	0	1	1	2	0	0	0	0	0	0	2	0	1	3
8:30 AM	0	1	1	2	4	0	0	0	2	2	0	3	0	2	5
8:45 AM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	2	0	2	0	1	0	2	3	0	1	0	3	4
9:15 AM	0	2	1	3	6	0	0	0	1	1	0	3	0	2	5
Count Total	0	5	18	16	39	0	1	0	6	7	3	14	0	27	44
Peak Hr	0	2	11	10	23	0	0	0	1	1	3	7	0	20	30

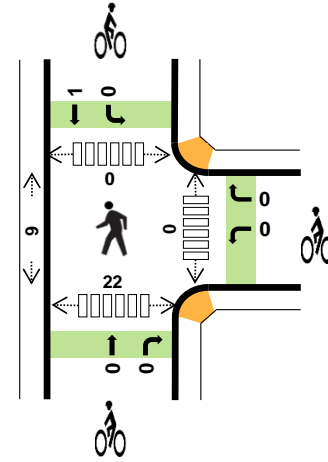
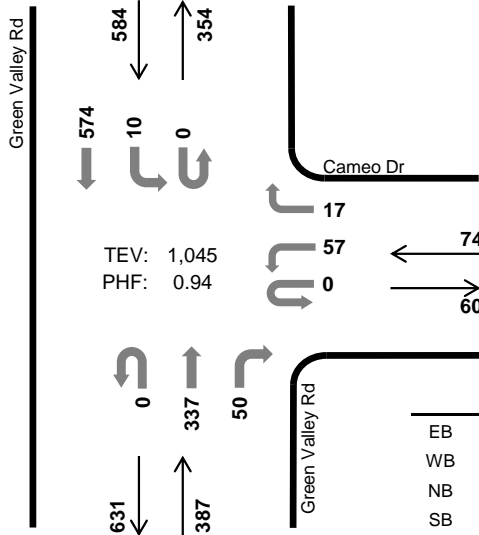
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	N/A				Cameo Dr				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	1	4	0		
8:00 AM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	3	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0		
8:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0		
9:15 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	3	0		
Count Total	0	0	0	0	0	4	0	1	0	0	17	1	0	1	15	0		
Peak Hour	0	0	0	0	0	2	0	0	0	0	11	0	0	1	9	0		
Two-Hour Count Summaries - Bikes																		
Interval Start	N/A			Cameo Dr			Green Valley Rd			Green Valley Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0			
Count Total	0	0	0	0	0	0	1	0	0	0	0	3	3	0	7			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Green Valley Rd Cameo Dr



Peak Hour

Date: 04/18/2023
Count Period: 1:30 PM to 3:30 PM
Peak Hour: 1:45 PM to 2:45 PM



	HV %:	PHF
EB	-	-
WB	5.4%	0.88
NB	2.1%	0.88
SB	2.4%	0.81
TOTAL	2.5%	0.94

Two-Hour Count Summaries

Interval Start	N/A				Cameo Dr				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	14	0	2	0	0	75	9	0	1	59	0	160	0	
1:45 PM	0	0	0	0	0	10	0	6	0	0	92	11	0	2	155	0	276	0	
2:00 PM	0	0	0	0	0	11	0	5	0	0	70	10	0	0	181	0	277	0	
2:15 PM	0	0	0	0	0	18	0	3	0	0	82	12	0	4	154	0	273	986	
2:30 PM	0	0	0	0	0	18	0	3	0	0	93	17	0	4	84	0	219	1,045	
2:45 PM	0	0	0	0	0	22	0	5	0	0	69	17	0	7	71	0	191	960	
3:00 PM	0	0	0	0	0	13	0	7	0	0	112	27	0	4	63	0	226	909	
3:15 PM	0	0	0	0	0	19	0	5	0	0	184	19	0	2	57	0	286	922	
Count Total	0	0	0	0	0	125	0	36	0	0	777	122	0	24	824	0	1,908	0	
Peak Hour	All	0	0	0	0	0	57	0	17	0	0	337	50	0	10	574	0	1,045	0
	HV	0	0	0	0	0	4	0	0	0	0	7	1	0	0	14	0	26	0
	HV%	-	-	-	-	-	7%	-	0%	-	-	2%	2%	-	0%	2%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	1	5	0	6	0	0	4	0	4	0	2	0	1	3
1:45 PM	0	2	0	3	5	0	0	0	0	0	0	2	0	2	4
2:00 PM	0	0	2	7	9	0	0	0	0	0	0	1	0	1	2
2:15 PM	0	2	3	4	9	0	0	0	1	1	0	1	0	0	1
2:30 PM	0	0	3	0	3	0	0	0	0	0	0	5	0	19	24
2:45 PM	0	0	3	3	6	0	0	0	1	1	0	1	0	0	1
3:00 PM	0	1	6	0	7	0	1	1	1	3	2	2	0	3	7
3:15 PM	0	0	0	0	0	0	1	0	1	2	0	4	0	3	7
Count Total	0	6	22	17	45	0	2	5	4	11	2	18	0	29	49
Peak Hr	0	4	8	14	26	0	0	0	1	1	0	9	0	22	31

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	N/A				Cameo Dr				Green Valley Rd				Green Valley Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	6	0	
1:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	7	0	9	0
2:15 PM	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	4	0	9	29
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	26
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	6	27
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	7	25
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Count Total	0	0	0	0	0	6	0	0	0	0	0	20	2	0	0	17	0	45	0
Peak Hour	0	0	0	0	0	4	0	0	0	0	0	7	1	0	0	14	0	26	0

Two-Hour Count Summaries - Bikes																			
Interval Start	N/A			Cameo Dr			Green Valley Rd			Green Valley Rd			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
1:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
3:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3	5	5
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	6	6
Count Total	0	0	0	0	2	0	0	0	0	5	0	0	0	2	2	0	11	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0

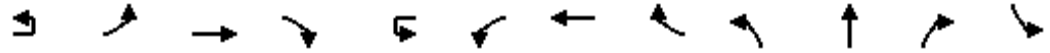
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix B
Level of Service Analysis – AM

HCM Signalized Intersection Capacity Analysis

1: Memorial Park Entr/Talavera Dr & Bollinger Canyon Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↗			↖	↗	↗		↖	↗	
Traffic Volume (vph)	4	96	576	8	4	21	380	59	13	2	9	167
Future Volume (vph)	4	96	576	8	4	21	380	59	13	2	9	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			-6%				3%			8%		
Total Lost time (s)		5.0	5.0			5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00		1.00	1.00	
Frbp, ped/bikes		1.00	1.00			1.00	1.00	0.98		1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00		1.00	1.00	
Frt		1.00	1.00			1.00	1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00	1.00		0.96	1.00	
Satd. Flow (prot)		1824	3709			1778	3486	1507		1746	1550	
Flt Permitted		0.95	1.00			0.95	1.00	1.00		0.96	1.00	
Satd. Flow (perm)		1824	3709			1778	3486	1507		1746	1550	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	5	117	702	10	5	26	463	72	16	2	11	204
RTOR Reduction (vph)	0	0	1	0	0	0	0	53	0	0	11	0
Lane Group Flow (vph)	0	122	711	0	0	31	463	19	0	18	0	0
Confl. Peds. (#/hr)				8				2	24			
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	2%	3%	0%	0%	0%	3%
Parking (#/hr)												0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		4	4		8
Permitted Phases							6				4	
Actuated Green, G (s)		12.5	30.5			4.1	22.1	22.1		3.6	3.6	
Effective Green, g (s)		12.5	30.5			4.1	22.1	22.1		3.6	3.6	
Actuated g/C Ratio		0.15	0.37			0.05	0.27	0.27		0.04	0.04	
Clearance Time (s)		5.0	5.0			5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		274	1362			87	928	401		75	67	
v/s Ratio Prot		c0.07	c0.19			0.02	0.13			c0.01		
v/s Ratio Perm								0.01			0.00	
v/c Ratio		0.45	0.52			0.36	0.50	0.05		0.24	0.01	
Uniform Delay, d1		32.1	20.5			38.2	25.8	22.6		38.4	38.0	
Progression Factor		1.00	1.00			1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2	0.4			2.5	0.4	0.0		1.7	0.0	
Delay (s)		33.2	20.9			40.7	26.2	22.7		40.0	38.0	
Level of Service		C	C			D	C	C		D	D	
Approach Delay (s)			22.7				26.5			39.3		
Approach LOS			C				C			D		
Intersection Summary												
HCM 2000 Control Delay			24.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			83.0				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			66.2%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 1: Memorial Park Entr/Talavera Dr & Bollinger Canyon Rd

















04/27/2023



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	2	48
Future Volume (vph)	2	48
Ideal Flow (vphpl)	1900	1900
Grade (%)	2%	
Total Lost time (s)	5.0	
Lane Util. Factor	1.00	
Frbp, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	0.97	
Flt Protected	0.96	
Satd. Flow (prot)	1523	
Flt Permitted	0.96	
Satd. Flow (perm)	1523	
Peak-hour factor, PHF	0.82	0.82
Adj. Flow (vph)	2	59
RTOR Reduction (vph)	5	0
Lane Group Flow (vph)	260	0
Confl. Peds. (#/hr)		24
Heavy Vehicles (%)	0%	4%
Parking (#/hr)	0	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	24.8	
Effective Green, g (s)	24.8	
Actuated g/C Ratio	0.30	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	455	
v/s Ratio Prot	c0.17	
v/s Ratio Perm		
v/c Ratio	0.57	
Uniform Delay, d1	24.6	
Progression Factor	1.00	
Incremental Delay, d2	1.7	
Delay (s)	26.3	
Level of Service	C	
Approach Delay (s)	26.3	
Approach LOS	C	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis 2: Talavera Dr & Santander Dr/Valdivia Cir

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	1	64	25	2	3	37	80	14	3	86	8
Future Volume (vph)	17	1	64	25	2	3	37	80	14	3	86	8
Peak Hour Factor	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Hourly flow rate (vph)	35	2	133	52	4	6	77	167	29	6	179	17
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	170	62	273	202								
Volume Left (vph)	35	52	77	6								
Volume Right (vph)	133	6	29	17								
Hadj (s)	-0.40	0.11	0.03	0.06								
Departure Headway (s)	4.8	5.4	4.8	4.9								
Degree Utilization, x	0.22	0.09	0.36	0.28								
Capacity (veh/h)	684	587	715	689								
Control Delay (s)	9.1	9.0	10.5	9.8								
Approach Delay (s)	9.1	9.0	10.5	9.8								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay			9.8									
Level of Service			A									
Intersection Capacity Utilization			31.2%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Davona Drive & Blue Fox Way

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	5	16	138	8	45	7	95	56	42	94	9
Future Volume (vph)	1	5	16	138	8	45	7	95	56	42	94	9
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	1	7	24	206	12	67	10	142	84	63	140	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	32	285	236	216								
Volume Left (vph)	1	206	10	63								
Volume Right (vph)	24	67	84	13								
Hadj (s)	-0.44	0.04	-0.18	0.06								
Departure Headway (s)	5.1	5.1	4.9	5.2								
Degree Utilization, x	0.05	0.41	0.32	0.31								
Capacity (veh/h)	608	654	689	653								
Control Delay (s)	8.3	11.6	10.2	10.4								
Approach Delay (s)	8.3	11.6	10.2	10.4								
Approach LOS	A	B	B	B								
Intersection Summary												
Delay			10.7									
Level of Service			B									
Intersection Capacity Utilization			49.7%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Brockton Ave & Blue Fox Way

04/27/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	➡			➡	➡	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	26	24	33	56	116	26
Future Volume (vph)	26	24	33	56	116	26
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	47	44	60	102	211	47

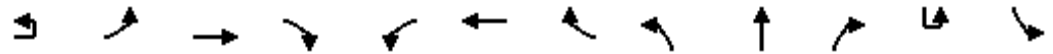
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	91	162	258
Volume Left (vph)	0	60	211
Volume Right (vph)	44	0	47
Hadj (s)	-0.29	0.10	0.11
Departure Headway (s)	4.5	4.8	4.6
Degree Utilization, x	0.11	0.21	0.33
Capacity (veh/h)	747	712	746
Control Delay (s)	8.0	9.0	9.9
Approach Delay (s)	8.0	9.0	9.9
Approach LOS	A	A	A

Intersection Summary			
Delay		9.3	
Level of Service		A	
Intersection Capacity Utilization	30.4%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

9: Driveway In/Lilac Ridge Rd & N Gale Ridge Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations			↔		↔	↔						
Traffic Volume (veh/h)	1	18	76	75	157	47	71	0	0	0	1	93
Future Volume (Veh/h)	1	18	76	75	157	47	71	0	0	0	1	93
Sign Control			Free			Free			Stop			
Grade			-2%			4%			0%			
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	27	113	112	234	70	106	0	0	0	0	139
Pedestrians						217			10			
Lane Width (ft)						12.0			0.0			
Walking Speed (ft/s)						3.5			3.5			
Percent Blockage						21			0			
Right turn flare (veh)												
Median type			None			None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00										0.00	
vC, conflicting volume	0	243			235			818	944	396	0	1098
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	243			235			818	944	396	0	1098
tC, single (s)	0.0	4.1			4.1			7.1	6.5	6.2	0.0	7.1
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	0.0	3.5
p0 queue free %	0	98			83			100	100	100	0	0
cM capacity (veh/h)	0	1250			1338			194	200	522	0	116
Direction, Lane #	EB 1	WB 1	WB 2	SB 1								
Volume Total	252	234	176	208								
Volume Left	27	234	0	139								
Volume Right	112	0	106	24								
cSH	1250	1338	1700	142								
Volume to Capacity	0.02	0.17	0.10	1.46								
Queue Length 95th (ft)	2	16	0	346								
Control Delay (s)	1.0	8.3	0.0	299.1								
Lane LOS	A	A		F								
Approach Delay (s)	1.0	4.7		299.1								
Approach LOS				F								
Intersection Summary												
Average Delay			74.0									
Intersection Capacity Utilization			48.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Driveway In/Lilac Ridge Rd & N Gale Ridge Rd

04/27/2023



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	30	16
Future Volume (Veh/h)	30	16
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.67	0.67
Hourly flow rate (vph)	45	24
Pedestrians	67	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	3.5	
Percent Blockage	6	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	947	190
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	947	190
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	77	97
cM capacity (veh/h)	197	802
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis

10: Dougherty Rd & N Gale Ridge Rd/N Monarch Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗		↖	↑↑↑	↗	↖	↑↑↑
Traffic Volume (vph)	65	157	154	120	143	148	4	47	490	65	123	615
Future Volume (vph)	65	157	154	120	143	148	4	47	490	65	123	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			-5%				0%			-1%
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		5.0	7.0	7.0	5.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91
Frbp, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99		1.00	1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1919	1603	1850	1947	1618		1772	5085	1561	1778	5111
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1919	1603	1850	1947	1618		1772	5085	1561	1778	5111
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	77	187	183	143	170	176	5	56	583	77	146	732
RTOR Reduction (vph)	0	0	148	0	0	124	0	0	0	61	0	0
Lane Group Flow (vph)	77	187	35	143	170	52	0	61	583	16	146	732
Confl. Peds. (#/hr)			6			1				7		
Heavy Vehicles (%)	2%	1%	1%	0%	0%	1%	0%	2%	2%	0%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases			4			8				2		
Actuated Green, G (s)	10.6	18.1	18.1	14.4	29.1	29.1		7.9	20.7	20.7	14.9	27.7
Effective Green, g (s)	10.6	18.1	18.1	14.4	29.1	29.1		7.9	20.7	20.7	14.9	27.7
Actuated g/C Ratio	0.11	0.18	0.18	0.15	0.29	0.29		0.08	0.21	0.21	0.15	0.28
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		5.0	7.0	7.0	5.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	192	349	292	268	570	474		140	1060	325	266	1425
v/s Ratio Prot	0.04	c0.10		c0.08	c0.09			0.03	0.11		c0.08	c0.14
v/s Ratio Perm			0.02			0.03				0.01		
v/c Ratio	0.40	0.54	0.12	0.53	0.30	0.11		0.44	0.55	0.05	0.55	0.51
Uniform Delay, d1	41.4	36.8	33.9	39.3	27.2	25.6		43.6	35.1	31.4	39.1	30.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	1.6	0.2	2.0	0.3	0.1		2.2	0.6	0.1	2.3	0.3
Delay (s)	42.8	38.4	34.1	41.4	27.5	25.7		45.7	35.8	31.5	41.4	30.4
Level of Service	D	D	C	D	C	C		D	D	C	D	C
Approach Delay (s)		37.4			30.9				36.1			31.7
Approach LOS		D			C				D			C

Intersection Summary

HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	99.3	Sum of lost time (s)	26.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 10: Dougherty Rd & N Gale Ridge Rd/N Monarch Rd

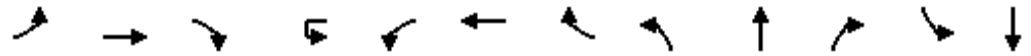
04/27/2023

Movement	SBR
←←← Configurations	↗
Traffic Volume (vph)	81
Future Volume (vph)	81
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	7.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1569
Flt Permitted	1.00
Satd. Flow (perm)	1569
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	96
RTOR Reduction (vph)	69
Lane Group Flow (vph)	27
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	27.7
Effective Green, g (s)	27.7
Actuated g/C Ratio	0.28
Clearance Time (s)	7.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	437
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.06
Uniform Delay, d1	26.3
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	26.3
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis

11: Briza Loop/Lantana Way & N Gale Ridge Rd

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Volume (veh/h)	5	133	4	1	8	49	6	4	2	22	14	1
Future Volume (Veh/h)	5	133	4	1	8	49	6	4	2	22	14	1
Sign Control		Free				Free			Stop			Stop
Grade		1%				2%			2%			-3%
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Hourly flow rate (vph)	8	211	6	0	13	78	10	6	3	35	22	2
Pedestrians		53				1			70			8
Lane Width (ft)		12.0				12.0			12.0			12.0
Walking Speed (ft/s)		3.5				3.5			3.5			3.5
Percent Blockage		5				0			7			1
Right turn flare (veh)												
Median type		None				None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked				0.00								
vC, conflicting volume	96			0	287			492	422	285	384	420
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96			0	287			492	422	285	384	420
tC, single (s)	4.1			0.0	4.1			7.1	6.5	6.2	7.1	6.5
tC, 2 stage (s)												
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	99			0	99			98	99	95	96	100
cM capacity (veh/h)	1499			0	1201			390	479	707	505	481
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	225	101	44	53								
Volume Left	8	13	6	22								
Volume Right	6	10	35	29								
cSH	1499	1201	619	645								
Volume to Capacity	0.01	0.01	0.07	0.08								
Queue Length 95th (ft)	0	1	6	7								
Control Delay (s)	0.3	1.1	11.3	11.1								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.3	1.1	11.3	11.1								
Approach LOS			B	B								
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			31.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: Briza Loop/Lantana Way & N Gale Ridge Rd

04/27/2023



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	18
Future Volume (Veh/h)	18
Sign Control	
Grade	
Peak Hour Factor	0.63
Hourly flow rate (vph)	29
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	144
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	144
tC, single (s)	6.3
tC, 2 stage (s)	
tF (s)	3.4
p0 queue free %	97
cM capacity (veh/h)	841
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis

13: Crow Canyon Rd & Canyon Crest Dr

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	150	156	663	155	2	103	393
Future Volume (vph)	150	156	663	155	2	103	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%				1%
Total Lost time (s)	5.0	5.0	6.3			5.0	6.3
Lane Util. Factor	1.00	1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.98	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.85	0.97			1.00	1.00
Flt Protected	0.95	1.00	1.00			0.95	1.00
Satd. Flow (prot)	1752	1552	3429			1779	3487
Flt Permitted	0.95	1.00	1.00			0.13	1.00
Satd. Flow (perm)	1752	1552	3429			238	3487
Peak-hour factor, PHF	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Adj. Flow (vph)	234	244	1036	242	3	161	614
RTOR Reduction (vph)	0	202	0	0	0	0	0
Lane Group Flow (vph)	234	42	1278	0	0	164	614
Confl. Peds. (#/hr)		6					
Heavy Vehicles (%)	3%	2%	3%	2%	0%	1%	3%
Turn Type	Prot	Perm	NA		custom	Prot	NA
Protected Phases	4		6			5	2
Permitted Phases		4			5		
Actuated Green, G (s)	23.0	23.0	58.7			31.5	95.2
Effective Green, g (s)	23.0	23.0	58.7			31.5	95.2
Actuated g/C Ratio	0.17	0.17	0.44			0.24	0.71
Clearance Time (s)	5.0	5.0	6.3			5.0	6.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	301	267	1507			56	2486
v/s Ratio Prot	c0.13		c0.37				0.18
v/s Ratio Perm		0.03				c0.69	
v/c Ratio	0.78	0.16	0.85			2.93	0.25
Uniform Delay, d1	52.8	47.0	33.4			51.0	6.7
Progression Factor	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	11.9	0.3	4.6			914.2	0.1
Delay (s)	64.7	47.3	38.1			965.2	6.7
Level of Service	E	D	D			F	A
Approach Delay (s)	55.8		38.1				208.8
Approach LOS	E		D				F

Intersection Summary

HCM 2000 Control Delay	93.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	133.5	Sum of lost time (s)	18.3
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: Canyon Crest Ave/Driveway In & Canyon Crest Dr

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (veh/h)	179	61	16	3	112	10	29	0	1	0	0	0
Future Volume (Veh/h)	179	61	16	3	112	10	29	0	1	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			-1%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Hourly flow rate (vph)	358	122	32	6	224	20	58	0	2	0	0	0
Pedestrians					86			13			18	
Lane Width (ft)					12.0			12.0			0.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					8			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		424										
pX, platoon unblocked												
vC, conflicting volume	262			167			1113	1141	237	1206	1147	252
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	262			167			1113	1141	237	1206	1147	252
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	73			100			59	100	100	100	100	100
cM capacity (veh/h)	1314			1406			142	145	732	116	144	792
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	512	250	60									
Volume Left	358	6	58									
Volume Right	32	20	2									
cSH	1314	1406	146									
Volume to Capacity	0.27	0.00	0.41									
Queue Length 95th (ft)	28	0	45									
Control Delay (s)	6.9	0.2	45.7									
Lane LOS	A	A	E									
Approach Delay (s)	6.9	0.2	45.7									
Approach LOS			E									
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization			46.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: Harcourt Way & Albion Rd

04/27/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	349	92	17	323	65	41
Future Volume (Veh/h)	349	92	17	323	65	41
Sign Control	Free			Free	Stop	
Grade	-1%			0%	1%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	406	107	20	376	76	48
Pedestrians				5	10	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			523		886	474
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			523		886	474
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		75	92
cM capacity (veh/h)			1044		309	586
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	513	396	124			
Volume Left	0	20	76			
Volume Right	107	0	48			
cSH	1700	1044	378			
Volume to Capacity	0.30	0.02	0.33			
Queue Length 95th (ft)	0	1	35			
Control Delay (s)	0.0	0.6	19.1			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.6	19.1			
Approach LOS			C			
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			44.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

17: Harcourt Way & Windemere Pkwy

04/27/2023

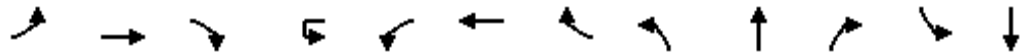


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	70	214	4	27	395	123	13	64	29	63	53	89	
Future Volume (vph)	70	214	4	27	395	123	13	64	29	63	53	89	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		1%			-2%			2%				-3%	
Total Lost time (s)	4.5	6.0		4.5	6.0			5.0				5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00				1.00	
Frbp, ped/bikes	1.00	1.00		1.00	0.99			0.99				0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00				1.00	
Frt	1.00	1.00		1.00	0.96			0.96				0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.99				0.98	
Satd. Flow (prot)	1796	3581		1753	3473			1761				1588	
Flt Permitted	0.95	1.00		0.95	1.00			0.99				0.98	
Satd. Flow (perm)	1796	3581		1753	3473			1761				1588	
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	
Adj. Flow (vph)	95	289	5	36	534	166	18	86	39	85	72	120	
RTOR Reduction (vph)	0	1	0	0	22	0	0	9	0	0	19	0	
Lane Group Flow (vph)	95	293	0	36	678	0	0	134	0	0	258	0	
Confl. Peds. (#/hr)			1			4	6		29	29		6	
Heavy Vehicles (%)	0%	0%	0%	4%	0%	2%	8%	0%	0%	0%	2%	0%	
Parking (#/hr)										0	0	0	
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA		
Protected Phases	5	2		1	6		8	8		4	4		
Permitted Phases													
Actuated Green, G (s)	9.2	34.8		4.6	30.2			20.2				23.2	
Effective Green, g (s)	9.2	34.8		4.6	30.2			20.2				23.2	
Actuated g/C Ratio	0.09	0.34		0.04	0.29			0.20				0.22	
Clearance Time (s)	4.5	6.0		4.5	6.0			5.0				5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0				3.0	
Lane Grp Cap (vph)	159	1206		78	1015			344				356	
v/s Ratio Prot	c0.05	0.08		0.02	c0.20			c0.08				c0.16	
v/s Ratio Perm													
v/c Ratio	0.60	0.24		0.46	0.67			0.39				0.73	
Uniform Delay, d1	45.3	24.7		48.1	32.1			36.2				37.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00				1.00	
Incremental Delay, d2	5.9	0.1		4.3	1.7			0.7				7.2	
Delay (s)	51.2	24.8		52.4	33.8			36.9				44.3	
Level of Service	D	C		D	C			D				D	
Approach Delay (s)		31.3			34.7			36.9				44.3	
Approach LOS		C			C			D				D	
Intersection Summary													
HCM 2000 Control Delay			35.8									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.61										
Actuated Cycle Length (s)			103.3									Sum of lost time (s)	20.5
Intersection Capacity Utilization			51.3%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 20: Sherwood Way & E Branch Pkwy

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations	↖	↗			↖	↗			↕			↕	
Traffic Volume (vph)	99	262	24	5	13	386	33	36	66	13	27	39	
Future Volume (vph)	99	262	24	5	13	386	33	36	66	13	27	39	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		-4%				-1%			2%			-2%	
Total Lost time (s)	5.8	5.0			5.5	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00			1.00	1.00			0.99			0.98	
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00	
Frt	1.00	0.99			1.00	0.99			0.99			0.90	
Flt Protected	0.95	1.00			0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1787	3588			1814	3525			1614			1508	
Flt Permitted	0.95	1.00			0.95	1.00			0.71			0.95	
Satd. Flow (perm)	1787	3588			1814	3525			1165			1438	
Peak-hour factor, PHF	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	
Adj. Flow (vph)	148	391	36	7	19	576	49	54	99	19	40	58	
RTOR Reduction (vph)	0	4	0	0	0	4	0	0	4	0	0	78	
Lane Group Flow (vph)	148	423	0	0	26	621	0	0	168	0	0	257	
Confl. Peds. (#/hr)			18				12	16		65	65		
Confl. Bikes (#/hr)													
Heavy Vehicles (%)	3%	1%	0%	0%	0%	1%	6%	0%	0%	8%	0%	0%	
Parking (#/hr)								0	0	0	0	0	
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	1	6			8			4	
Permitted Phases								8			4		
Actuated Green, G (s)	13.0	36.0			2.6	25.3			21.7			21.7	
Effective Green, g (s)	13.0	36.0			2.6	25.3			21.7			21.7	
Actuated g/C Ratio	0.16	0.43			0.03	0.30			0.26			0.26	
Clearance Time (s)	5.8	5.0			5.5	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	279	1554			56	1073			304			375	
v/s Ratio Prot	c0.08	0.12			0.01	c0.18							
v/s Ratio Perm									0.14			c0.18	
v/c Ratio	0.53	0.27			0.46	0.58			0.55			0.69	
Uniform Delay, d1	32.2	15.1			39.6	24.4			26.5			27.6	
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.9	0.1			6.0	0.8			2.2			5.2	
Delay (s)	34.2	15.2			45.5	25.2			28.7			32.8	
Level of Service	C	B			D	C			C			C	
Approach Delay (s)		20.1			26.0				28.7			32.8	
Approach LOS		C			C				C			C	
Intersection Summary													
HCM 2000 Control Delay			25.6									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.56										
Actuated Cycle Length (s)			83.1						17.8				
Intersection Capacity Utilization			60.1%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
 20: Sherwood Way & E Branch Pkwy

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	159
Future Volume (vph)	159
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.67
Adj. Flow (vph)	237
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	16
Confl. Bikes (#/hr)	2
Heavy Vehicles (%)	1%
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis

21: Sherwood Way & Melbourne Way

















04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	0	15	56	5	26	9	110	0	0	142	4
Future Volume (vph)	8	0	15	56	5	26	9	110	0	0	142	4
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	11	0	21	79	7	37	13	155	0	0	200	6
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	32	86	37	168	206							
Volume Left (vph)	11	79	0	13	0							
Volume Right (vph)	21	0	37	0	6							
Hadj (s)	-0.32	0.54	-0.70	0.03	0.00							
Departure Headway (s)	4.8	6.0	4.7	4.6	4.5							
Degree Utilization, x	0.04	0.14	0.05	0.21	0.26							
Capacity (veh/h)	683	565	708	751	761							
Control Delay (s)	8.0	8.7	6.7	8.8	9.1							
Approach Delay (s)	8.0	8.1		8.8	9.1							
Approach LOS	A	A		A	A							
Intersection Summary												
Delay			8.7									
Level of Service			A									
Intersection Capacity Utilization			35.2%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 24: Broadmoor Dr & Montevideo Dr

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	46	75	63	176	116	78	158	45	144	71	54	49
Future Volume (vph)	46	75	63	176	116	78	158	45	144	71	54	49
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
Hourly flow rate (vph)	51	83	70	196	129	87	176	50	160	79	60	54
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	204	412	386	193								
Volume Left (vph)	51	196	176	79								
Volume Right (vph)	70	87	160	54								
Hadj (s)	-0.11	-0.02	-0.15	-0.07								
Departure Headway (s)	6.7	6.3	6.2	6.8								
Degree Utilization, x	0.38	0.72	0.67	0.36								
Capacity (veh/h)	461	537	542	451								
Control Delay (s)	13.7	23.6	20.9	13.6								
Approach Delay (s)	13.7	23.6	20.9	13.6								
Approach LOS	B	C	C	B								
Intersection Summary												
Delay			19.4									
Level of Service			C									
Intersection Capacity Utilization			71.2%	ICU Level of Service	C							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

28: Goldenbay Ave & Cinnamon Ridge Rd/Driveway Out

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (veh/h)	7	0	31	41	46	54	2	89	0	0	59	25
Future Volume (Veh/h)	7	0	31	41	46	54	2	89	0	0	59	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			1%			-1%	
Peak Hour Factor	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49
Hourly flow rate (vph)	14	0	63	84	94	110	4	182	0	0	120	51
Pedestrians		113			19						208	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		11			2						20	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	814	468	258	418	493	409	284			201		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	814	468	258	418	493	409	284			201		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	100	91	81	78	78	100			100		
cM capacity (veh/h)	126	433	701	443	419	509	1151			1358		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	77	178	110	186	171							
Volume Left	14	84	0	4	0							
Volume Right	63	0	110	0	51							
cSH	383	430	509	1151	1700							
Volume to Capacity	0.20	0.41	0.22	0.00	0.10							
Queue Length 95th (ft)	19	50	20	0	0							
Control Delay (s)	16.8	19.2	14.0	0.2	0.0							
Lane LOS	C	C	B	A								
Approach Delay (s)	16.8	17.2		0.2	0.0							
Approach LOS	C	C										
Intersection Summary												
Average Delay		8.7										
Intersection Capacity Utilization		35.5%		ICU Level of Service				A				
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis

29: Goldenbay Ave & Applewood Dr

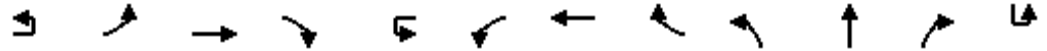
04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	29	50	10	18	87
Future Volume (Veh/h)	2	29	50	10	18	87
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.43	0.43	0.43	0.43	0.43	0.43
Hourly flow rate (vph)	5	67	116	23	42	202
Pedestrians	186		298		3	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	18		28		0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	898	316			325	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	898	316			325	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	89			96	
cM capacity (veh/h)	177	598			1025	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	72	139	244			
Volume Left	5	0	42			
Volume Right	67	23	0			
cSH	513	1700	1025			
Volume to Capacity	0.14	0.08	0.04			
Queue Length 95th (ft)	12	0	3			
Control Delay (s)	13.2	0.0	1.8			
Lane LOS	B		A			
Approach Delay (s)	13.2	0.0	1.8			
Approach LOS	B					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			24.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 32: Main Branch Rd/Blueheart Way & Bollinger Canyon Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		↖	↕			↗	↕		↖	↗		
Traffic Volume (vph)	1	18	581	192	2	230	725	9	30	25	339	1
Future Volume (vph)	1	18	581	192	2	230	725	9	30	25	339	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			-3%				1%			-2%		
Total Lost time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Lane Util. Factor		1.00	0.95			0.97	0.95		1.00	1.00		
Frbp, ped/bikes		1.00	0.99			1.00	1.00		1.00	0.92		
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		
Frt		1.00	0.96			1.00	1.00		1.00	0.86		
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1649	3105			3105	3190		1641	1361		
Flt Permitted		0.95	1.00			0.95	1.00		0.95	1.00		
Satd. Flow (perm)		1649	3105			3105	3190		1641	1361		
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	23	755	249	3	299	942	12	39	32	440	1
RTOR Reduction (vph)	0	0	23	0	0	0	1	0	0	377	0	0
Lane Group Flow (vph)	0	24	981	0	0	302	953	0	39	95	0	0
Confl. Peds. (#/hr)				28				38			38	
Confl. Bikes (#/hr)				1								
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Split	NA		Split
Protected Phases	5	5	2		1	1	6		8	8		4
Permitted Phases												
Actuated Green, G (s)		7.7	50.9			16.5	59.7		18.6	18.6		
Effective Green, g (s)		7.7	50.9			16.5	59.7		18.6	18.6		
Actuated g/C Ratio		0.06	0.39			0.13	0.46		0.14	0.14		
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		
Vehicle Extension (s)		3.0	2.0			3.0	2.0		3.3	3.3		
Lane Grp Cap (vph)		97	1215			394	1464		234	194		
v/s Ratio Prot		0.01	c0.32			0.10	c0.30		0.02	c0.07		
v/s Ratio Perm												
v/c Ratio		0.25	0.81			0.77	0.65		0.17	0.49		
Uniform Delay, d1		58.4	35.2			54.9	27.1		48.9	51.3		
Progression Factor		0.55	0.48			1.00	1.00		1.00	1.00		
Incremental Delay, d2		1.1	5.0			8.6	2.3		0.4	2.2		
Delay (s)		33.4	22.0			63.5	29.4		49.3	53.5		
Level of Service		C	C			E	C		D	D		
Approach Delay (s)			22.3				37.6			53.2		
Approach LOS			C				D			D		
Intersection Summary												
HCM 2000 Control Delay			35.4			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			24.5			
Intersection Capacity Utilization			75.4%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 32: Main Branch Rd/Blueheart Way & Bollinger Canyon Rd

04/27/2023



Movement	SBL	SBT	SBR
Lane Configurations	↶	↷	
Traffic Volume (vph)	24	52	19
Future Volume (vph)	24	52	19
Ideal Flow (vphpl)	1900	1900	1900
Grade (%)		-3%	
Total Lost time (s)	6.5	6.5	
Lane Util. Factor	1.00	1.00	
Frbp, ped/bikes	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	
Frt	1.00	0.96	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1649	1632	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1649	1632	
Peak-hour factor, PHF	0.77	0.77	0.77
Adj. Flow (vph)	31	68	25
RTOR Reduction (vph)	0	10	0
Lane Group Flow (vph)	32	83	0
Confl. Peds. (#/hr)			40
Confl. Bikes (#/hr)			
Heavy Vehicles (%)	0%	0%	0%
Turn Type	Split	NA	
Protected Phases	4	4	
Permitted Phases			
Actuated Green, G (s)	19.5	19.5	
Effective Green, g (s)	19.5	19.5	
Actuated g/C Ratio	0.15	0.15	
Clearance Time (s)	6.5	6.5	
Vehicle Extension (s)	3.3	3.3	
Lane Grp Cap (vph)	247	244	
v/s Ratio Prot	0.02	c0.05	
v/s Ratio Perm			
v/c Ratio	0.13	0.34	
Uniform Delay, d1	47.9	49.5	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.3	0.9	
Delay (s)	48.2	50.4	
Level of Service	D	D	
Approach Delay (s)		49.8	
Approach LOS		D	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

33: S Monarch Rd & Bayleaf Dr/Driveway Out

04/27/2023

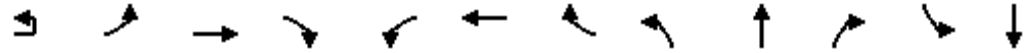


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Volume (veh/h)	24	0	19	119	14	133	6	159	0	0	131	73
Future Volume (Veh/h)	24	0	19	119	14	133	6	159	0	0	131	73
Sign Control		Stop		Stop				Free			Free	
Grade		2%		0%				1%			-3%	
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	44	0	35	216	25	242	11	289	0	0	238	133
Pedestrians		119			9						368	
Lane Width (ft)		12.0		12.0							12.0	
Walking Speed (ft/s)		3.5		3.5							3.5	
Percent Blockage		11		1							35	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)											1195	
pX, platoon unblocked												
vC, conflicting volume	1357	744	424	660	810	666	490			298		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1357	744	424	660	810	666	490			298		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	94	32	91	19	99			100		
cM capacity (veh/h)	12	300	563	317	275	298	961			1264		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	79	216	267	300	371							
Volume Left	44	216	0	11	0							
Volume Right	35	0	242	0	133							
cSH	20	317	296	961	1700							
Volume to Capacity	3.87	0.68	0.90	0.01	0.22							
Queue Length 95th (ft)	Err	117	209	1	0							
Control Delay (s)	Err	37.4	68.9	0.4	0.0							
Lane LOS	F	E	F	A								
Approach Delay (s)	Err	54.8		0.4	0.0							
Approach LOS	F	F										
Intersection Summary												
Average Delay			662.2									
Intersection Capacity Utilization			44.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

34: S Monarch Rd/N Monarch Rd & Bollinger Canyon Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT		
Lane Configurations		↖	↗	↘	↙	↗		↖	↗		↖	↗		
Traffic Volume (vph)	1	61	652	111	23	698	54	195	134	47	93	67		
Future Volume (vph)	1	61	652	111	23	698	54	195	134	47	93	67		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Grade (%)			-1%			3%			0%			-3%		
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.5	6.5		
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95		0.97	1.00		0.97	1.00		
Frbp, ped/bikes		1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	0.99		
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		
Frt		1.00	1.00	0.85	1.00	0.99		1.00	0.96		1.00	0.92		
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1729	3592	1577	1778	3473		3467	1802		3554	1763		
Flt Permitted		0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (perm)		1729	3592	1577	1778	3473		3467	1802		3554	1763		
Peak-hour factor, PHF	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69		
Adj. Flow (vph)	1	88	945	161	33	1012	78	283	194	68	135	97		
RTOR Reduction (vph)	0	0	0	91	0	4	0	0	10	0	0	34		
Lane Group Flow (vph)	0	89	945	70	33	1086	0	283	252	0	135	172		
Confl. Peds. (#/hr)				4			22			21				
Heavy Vehicles (%)	0%	5%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%		
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA		
Protected Phases	5	5	2		1	6		8	8		4	4		
Permitted Phases				2										
Actuated Green, G (s)		11.4	56.3	56.3	9.2	54.1		21.9	21.9		18.1	18.1		
Effective Green, g (s)		11.4	56.3	56.3	9.2	54.1		21.9	21.9		18.1	18.1		
Actuated g/C Ratio		0.09	0.43	0.43	0.07	0.42		0.17	0.17		0.14	0.14		
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.5	6.5		
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		151	1555	682	125	1445		584	303		494	245		
v/s Ratio Prot		0.05	c0.26		0.02	c0.31		0.08	c0.14		0.04	c0.10		
v/s Ratio Perm				0.04										
v/c Ratio		0.59	0.61	0.10	0.26	0.75		0.48	0.83		0.27	0.70		
Uniform Delay, d1		57.0	28.4	21.9	57.2	32.2		48.9	52.3		50.1	53.4		
Progression Factor		1.00	1.00	1.00	0.55	0.43		1.00	1.00		1.00	1.00		
Incremental Delay, d2		5.8	1.8	0.3	1.0	3.1		0.6	17.4		0.3	8.8		
Delay (s)		62.8	30.1	22.2	32.4	17.1		49.6	69.7		50.4	62.2		
Level of Service		E	C	C	C	B		D	E		D	E		
Approach Delay (s)			31.5			17.6			59.2			57.5		
Approach LOS			C			B			E			E		
Intersection Summary														
HCM 2000 Control Delay			34.1									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.76											
Actuated Cycle Length (s)			130.0						24.5					
Intersection Capacity Utilization			71.4%										ICU Level of Service	C
Analysis Period (min)			15											
c Critical Lane Group														

HCM Signalized Intersection Capacity Analysis
 34: S Monarch Rd/N Monarch Rd & Bollinger Canyon Rd

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	75
Future Volume (vph)	75
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.69
Adj. Flow (vph)	109
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

36: Bollinger Canyon Rd & E Branch Pkwy

04/27/2023



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	487	363	48	338	256	313	698
Future Volume (vph)	487	363	48	338	256	313	698
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)	-5%			0%			-1%
Total Lost time (s)	3.5	3.5	5.0	6.0	6.0	5.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.97	0.95
Frbp, ped/bikes	1.00	0.99	1.00	1.00	0.97	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3589	1615	1703	3539	1532	3484	3592
Flt Permitted	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3589	1615	1703	3539	1532	3484	3592
Peak-hour factor, PHF	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Adj. Flow (vph)	696	519	69	483	366	447	997
RTOR Reduction (vph)	0	287	0	0	255	0	0
Lane Group Flow (vph)	696	232	69	483	111	447	997
Confl. Peds. (#/hr)		4			25		
Heavy Vehicles (%)	0%	1%	6%	2%	2%	1%	1%
Turn Type	Prot	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	4		1	6		5	2
Permitted Phases		4			6		
Actuated Green, G (s)	25.3	25.3	8.0	25.7	25.7	19.1	36.8
Effective Green, g (s)	25.3	25.3	8.0	25.7	25.7	19.1	36.8
Actuated g/C Ratio	0.30	0.30	0.09	0.30	0.30	0.23	0.43
Clearance Time (s)	3.5	3.5	5.0	6.0	6.0	5.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1073	482	161	1075	465	786	1562
v/s Ratio Prot	c0.19		0.04	0.14		c0.13	c0.28
v/s Ratio Perm		0.14			0.07		
v/c Ratio	0.65	0.48	0.43	0.45	0.24	0.57	0.64
Uniform Delay, d1	25.8	24.3	36.1	23.7	22.1	29.1	18.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.8	1.8	0.3	0.3	0.9	0.9
Delay (s)	27.1	25.0	38.0	24.0	22.4	30.0	19.6
Level of Service	C	C	D	C	C	C	B
Approach Delay (s)	26.2			24.4			22.8
Approach LOS	C			C			C

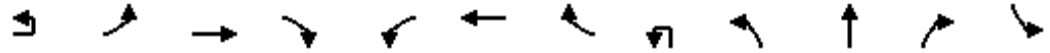
Intersection Summary

HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	14.5
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

40: Bollinger Canyon Rd & Albion Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	147	50	50	249	33	388	2	16	431	274	392
Future Volume (vph)	1	147	50	50	249	33	388	2	16	431	274	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			1%			-3%				0%		
Total Lost time (s)		5.5	5.5			5.0	5.0		5.0	6.0	6.0	5.0
Lane Util. Factor		1.00	1.00			1.00	1.00		0.97	0.95	1.00	0.97
Frbp, ped/bikes		1.00	1.00			1.00	0.73		1.00	1.00	0.97	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	0.93			1.00	0.85		1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.96	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)		1796	1731			1847	1201		3502	3539	1561	3467
Flt Permitted		0.95	1.00			0.96	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)		1796	1731			1847	1201		3502	3539	1561	3467
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	191	65	65	323	43	504	3	21	560	356	509
RTOR Reduction (vph)	0	0	30	0	0	0	201	0	0	0	272	0
Lane Group Flow (vph)	0	192	100	0	0	366	303	0	24	560	84	509
Confl. Peds. (#/hr)							282					11
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	1%
Turn Type	Split	Split	NA		Split	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	8	8	8		4	4		5	5	2		1
Permitted Phases							4					2
Actuated Green, G (s)		15.5	15.5			34.5	34.5		4.3	28.2	28.2	20.3
Effective Green, g (s)		15.5	15.5			34.5	34.5		4.3	28.2	28.2	20.3
Actuated g/C Ratio		0.13	0.13			0.29	0.29		0.04	0.23	0.23	0.17
Clearance Time (s)		5.5	5.5			5.0	5.0		5.0	6.0	6.0	5.0
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		231	223			531	345		125	831	366	586
v/s Ratio Prot		c0.11	0.06			0.20			0.01	c0.16		c0.15
v/s Ratio Perm							c0.25					0.05
v/c Ratio		0.83	0.45			0.69	0.88		0.19	0.67	0.23	0.87
Uniform Delay, d1		51.0	48.3			38.0	40.8		56.2	41.7	37.1	48.6
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		21.7	1.4			3.7	21.5		0.8	4.3	1.5	12.9
Delay (s)		72.7	49.8			41.7	62.2		56.9	46.1	38.6	61.5
Level of Service		E	D			D	E		E	D	D	E
Approach Delay (s)			63.4			53.6				43.5		
Approach LOS			E			D				D		
Intersection Summary												
HCM 2000 Control Delay			47.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				21.5		
Intersection Capacity Utilization			72.8%			ICU Level of Service				C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

40: Bollinger Canyon Rd & Albion Rd

04/27/2023



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	415	139
Future Volume (vph)	415	139
Ideal Flow (vphpl)	1900	1900
Grade (%)	0%	
Total Lost time (s)	6.0	6.0
Lane Util. Factor	0.95	1.00
Frbp, ped/bikes	1.00	0.95
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3574	1542
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3574	1542
Peak-hour factor, PHF	0.77	0.77
Adj. Flow (vph)	539	181
RTOR Reduction (vph)	0	114
Lane Group Flow (vph)	539	67
Confl. Peds. (#/hr)		18
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	1%	0%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	44.2	44.2
Effective Green, g (s)	44.2	44.2
Actuated g/C Ratio	0.37	0.37
Clearance Time (s)	6.0	6.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1316	567
v/s Ratio Prot	0.15	
v/s Ratio Perm		0.04
v/c Ratio	0.41	0.12
Uniform Delay, d1	28.2	25.0
Progression Factor	1.00	1.00
Incremental Delay, d2	0.9	0.4
Delay (s)	29.1	25.4
Level of Service	C	C
Approach Delay (s)	42.0	
Approach LOS	D	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
 41: Arrowfield Way/Driveway Center & Albion Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↔	↔	↔	↔			↔	↔
Traffic Volume (vph)	122	306	53	18	219	99	91	38	68	235	17	326
Future Volume (vph)	122	306	53	18	219	99	91	38	68	235	17	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-4%			0%				-1%
Total Lost time (s)	5.0	6.0		5.0	6.0	6.0	5.0	5.0			5.0	5.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frbp, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	0.98			1.00	0.39
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	3432	1785		1841	1938	1647	1805	1672			1824	630
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (perm)	3432	1785		1841	1938	1647	1805	1672			1824	630
Peak-hour factor, PHF	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	165	414	72	24	296	134	123	51	92	318	23	441
RTOR Reduction (vph)	0	3	0	0	0	101	0	53	0	0	0	295
Lane Group Flow (vph)	165	483	0	24	296	34	123	90	0	0	341	146
Confl. Peds. (#/hr)			12						6			504
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases						6						8
Actuated Green, G (s)	10.3	32.7		2.9	25.3	25.3	14.0	14.0			30.6	30.6
Effective Green, g (s)	10.3	32.7		2.9	25.3	25.3	14.0	14.0			30.6	30.6
Actuated g/C Ratio	0.10	0.32		0.03	0.25	0.25	0.14	0.14			0.30	0.30
Clearance Time (s)	5.0	6.0		5.0	6.0	6.0	5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	349	576		52	484	411	249	231			551	190
v/s Ratio Prot	c0.05	c0.27		0.01	0.15		c0.07	0.05			0.19	
v/s Ratio Perm						0.02						c0.23
v/c Ratio	0.47	0.84		0.46	0.61	0.08	0.49	0.39			0.62	0.77
Uniform Delay, d1	42.9	31.8		48.4	33.6	29.1	40.3	39.7			30.3	32.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	1.0	10.3		6.4	2.3	0.1	1.5	1.1			2.1	16.8
Delay (s)	43.9	42.1		54.7	35.9	29.1	41.9	40.8			32.4	48.9
Level of Service	D	D		D	D	C	D	D			C	D
Approach Delay (s)		42.6			34.9			41.3			41.7	
Approach LOS		D			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			40.5									D
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			101.2						21.0			
Intersection Capacity Utilization			64.6%									C
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

44: Bollinger Canyon Rd & Marsh Dr

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	80	202	22	91	246
Future Volume (Veh/h)	60	80	202	22	91	246
Sign Control	Stop		Free		Free	
Grade	3%		0%		-1%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	83	111	281	31	126	342
Pedestrians	8				11	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type			Raised		Raised	
Median storage (veh)			1		1	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	898	316			320	
vC1, stage 1 conf vol	304					
vC2, stage 2 conf vol	594					
vCu, unblocked vol	898	316			320	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	84			90	
cM capacity (veh/h)	391	714			1242	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	194	312	468			
Volume Left	83	0	126			
Volume Right	111	31	0			
cSH	527	1700	1242			
Volume to Capacity	0.37	0.18	0.10			
Queue Length 95th (ft)	42	0	8			
Control Delay (s)	15.7	0.0	3.0			
Lane LOS	C		A			
Approach Delay (s)	15.7	0.0	3.0			
Approach LOS	C					
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			50.6%	ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

45: Bollinger Canyon Rd & Dos Rios Dr

04/27/2023

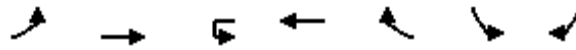


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	11	216	18	10	302
Future Volume (Veh/h)	18	11	216	18	10	302
Sign Control	Stop		Free		Free	
Grade	0%		1%		-1%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	22	14	267	22	12	373
Pedestrians	7		1		1	
Lane Width (ft)	12.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	1		0		0	
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage (veh)	1			1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	683	286			296	
vC1, stage 1 conf vol	285					
vC2, stage 2 conf vol	398					
vCu, unblocked vol	683	286			296	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	98			99	
cM capacity (veh/h)	513	752			1268	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	289	385			
Volume Left	22	0	12			
Volume Right	14	22	0			
cSH	585	1700	1268			
Volume to Capacity	0.06	0.17	0.01			
Queue Length 95th (ft)	5	0	1			
Control Delay (s)	11.6	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	11.6	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			34.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

48: Pine Valley Rd & Del Mar Dr

04/27/2023



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔		↔		↔	
Sign Control		Stop		Stop		Stop	
Traffic Volume (vph)	70	213	1	250	25	64	119
Future Volume (vph)	70	213	1	250	25	64	119
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	90	273	0	321	32	82	153

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total (vph)	363	353	235
Volume Left (vph)	90	0	82
Volume Right (vph)	0	32	153
Hadj (s)	0.08	-0.02	-0.28
Departure Headway (s)	5.2	5.1	5.4
Degree Utilization, x	0.52	0.50	0.35
Capacity (veh/h)	670	681	604
Control Delay (s)	13.6	13.0	11.3
Approach Delay (s)	13.6	13.0	11.3
Approach LOS	B	B	B

Intersection Summary			
Delay		12.8	
Level of Service		B	
Intersection Capacity Utilization	50.9%		ICU Level of Service A
Analysis Period (min)		15	

HCM 6th AWSC
49: Alcosta Blvd & Pine Valley Rd/Pine Valley Ct

04/11/2023

Intersection	
Intersection Delay, s/veh	19.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↕	↕			↕
Traffic Vol, veh/h	132	1	103	0	2	1	1	172	239	0	2	1
Future Vol, veh/h	132	1	103	0	2	1	1	172	239	0	2	1
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	2	0	1	0	0	0	0	2	3	0	50	0
Mvmt Flow	200	2	156	0	3	2	2	261	362	0	3	2
Number of Lanes	0	1	0	0	1	0	0	1	2	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	28.2	11.2	15.7	17.3
HCM LOS	D	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	56%	0%	100%	0%	0%
Vol Thru, %	0%	100%	100%	0%	67%	0%	100%	37%
Vol Right, %	0%	0%	0%	44%	33%	0%	0%	63%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	120	120	236	3	3	155	207
LT Vol	173	0	0	132	0	3	0	0
Through Vol	0	120	120	1	2	0	155	77
RT Vol	0	0	0	103	1	0	0	130
Lane Flow Rate	262	181	181	358	5	5	234	314
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.542	0.351	0.351	0.737	0.011	0.011	0.46	0.586
Departure Headway (Hd)	7.45	6.97	6.988	7.422	8.331	8.456	7.065	6.718
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	516	514	490	429	423	511	537
Service Time	5.197	4.717	4.734	5.122	6.091	6.204	4.812	4.465
HCM Lane V/C Ratio	0.54	0.351	0.352	0.731	0.012	0.012	0.458	0.585
HCM Control Delay	18.7	13.5	13.5	28.2	11.2	11.3	15.7	18.6
HCM Lane LOS	C	B	B	D	B	B	C	C
HCM 95th-tile Q	3.2	1.6	1.6	6.1	0	0	2.4	3.7

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Vol, veh/h	232	130
Future Vol, veh/h	232	130
Peak Hour Factor	0.66	0.66
Heavy Vehicles, %	6	1
Mvmt Flow	352	197
Number of Lanes	2	0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

HCM Unsignalized Intersection Capacity Analysis

52: Zinnia Ct/Trumpet Vine Ln & Hibiscus Rd

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	41	33	13	3	224
Future Volume (Veh/h)	62	41	33	13	3	224
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.49	0.49	0.49	0.49	0.49	0.49
Hourly flow rate (vph)	127	84	67	27	6	457
Pedestrians	75			49		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	7			5		
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	520	310	538			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	520	310	538			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	70	88	93			
cM capacity (veh/h)	426	678	966			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	211	94	463			
Volume Left	127	67	0			
Volume Right	84	0	457			
cSH	500	966	1700			
Volume to Capacity	0.42	0.07	0.27			
Queue Length 95th (ft)	52	6	0			
Control Delay (s)	17.4	6.6	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.4	6.6	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			38.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

53: Trumpet Vine Ln & Trefoil Rd

















04/27/2023



Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		W			W	W	
Traffic Volume (veh/h)	1	13	157	47	2	11	9
Future Volume (Veh/h)	1	13	157	47	2	11	9
Sign Control		Stop			Free	Free	
Grade		0%			1%	-2%	
Peak Hour Factor	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Hourly flow rate (vph)	0	32	392	118	5	28	22
Pedestrians		31					
Lane Width (ft)		12.0					
Walking Speed (ft/s)		3.5					
Percent Blockage		3					
Right turn flare (veh)							
Median type					None	None	
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	311	70	81			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	311	70	81			
tC, single (s)	0.0	6.5	6.2	4.1			
tC, 2 stage (s)							
tF (s)	0.0	3.6	3.3	2.2			
p0 queue free %	0	95	59	92			
cM capacity (veh/h)	0	598	966	1484			
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	424	123	50				
Volume Left	32	118	0				
Volume Right	392	0	22				
cSH	923	1484	1700				
Volume to Capacity	0.46	0.08	0.03				
Queue Length 95th (ft)	61	6	0				
Control Delay (s)	12.2	7.3	0.0				
Lane LOS	B	A					
Approach Delay (s)	12.2	7.3	0.0				
Approach LOS	B						
Intersection Summary							
Average Delay			10.2				
Intersection Capacity Utilization			26.9%		ICU Level of Service		A
Analysis Period (min)			15				

















HCM Unsignalized Intersection Capacity Analysis
 59: Davona Dr & Pine Valley Rd

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	139	170	23	26	235	91	50	141	45	84	54	67
Future Volume (vph)	139	170	23	26	235	91	50	141	45	84	54	67
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	183	224	30	34	309	120	66	186	59	111	71	88
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	437	463	311	270								
Volume Left (vph)	183	34	66	111								
Volume Right (vph)	30	120	59	88								
Hadj (s)	0.07	-0.13	-0.05	-0.09								
Departure Headway (s)	8.1	8.1	8.6	8.8								
Degree Utilization, x	0.99	1.04	0.74	0.66								
Capacity (veh/h)	435	452	407	390								
Control Delay (s)	68.7	81.1	32.7	27.3								
Approach Delay (s)	68.7	81.1	32.7	27.3								
Approach LOS	F	F	D	D								
Intersection Summary												
Delay			57.4									
Level of Service			F									
Intersection Capacity Utilization			68.6%	ICU Level of Service	C							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 60: Broadmoor Dr & Pine Valley Rd

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	78	93	17	73	147	128	32	126	115	57	100	69
Future Volume (vph)	78	93	17	73	147	128	32	126	115	57	100	69
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	100	119	22	94	188	164	41	162	147	73	128	88
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	241	446	350	289								
Volume Left (vph)	100	94	41	73								
Volume Right (vph)	22	164	147	88								
Hadj (s)	0.06	-0.16	-0.21	-0.13								
Departure Headway (s)	7.6	6.8	7.1	7.3								
Degree Utilization, x	0.51	0.84	0.69	0.59								
Capacity (veh/h)	419	507	469	436								
Control Delay (s)	18.3	36.6	24.2	20.3								
Approach Delay (s)	18.3	36.6	24.2	20.3								
Approach LOS	C	E	C	C								
Intersection Summary												
Delay			26.5									
Level of Service			D									
Intersection Capacity Utilization			53.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 63: San Ramon Valley Blvd & Montevideo Dr

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	192	607	274	141	498	356
Future Volume (vph)	192	607	274	141	498	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			-1%
Total Lost time (s)	5.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	0.95		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1599	3364		1796	3557
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1787	1599	3364		1796	3557
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	229	723	326	168	593	424
RTOR Reduction (vph)	0	220	0	0	0	0
Lane Group Flow (vph)	229	503	494	0	593	424
Heavy Vehicles (%)	1%	1%	2%	0%	1%	2%
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Actuated Green, G (s)	24.5	77.4	24.4		52.9	83.3
Effective Green, g (s)	24.5	77.4	24.4		52.9	83.3
Actuated g/C Ratio	0.18	0.58	0.18		0.39	0.62
Clearance Time (s)	5.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	0.2	1.5		0.2	1.5
Lane Grp Cap (vph)	325	919	609		705	2201
v/s Ratio Prot	c0.13	0.21	c0.15		c0.33	0.12
v/s Ratio Perm		0.10				
v/c Ratio	0.70	0.55	0.81		0.84	0.19
Uniform Delay, d1	51.7	17.7	52.9		37.0	11.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	6.8	0.4	7.7		8.6	0.0
Delay (s)	58.4	18.1	60.6		45.6	11.1
Level of Service	E	B	E		D	B
Approach Delay (s)	27.8		60.6			31.2
Approach LOS	C		E			C

Intersection Summary

HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	134.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

64: Broadmoor Dr & Millbridge Dr/Driveway

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↔			↔	↔		↔				↔
Sign Control		Stop			Stop			Stop				Stop
Traffic Volume (vph)	20	174	30	74	31	19	18	157	215	1	125	134
Future Volume (vph)	20	174	30	74	31	19	18	157	215	1	125	134
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	24	207	36	88	37	23	21	187	256	0	149	160

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	267	125	23	464	316
Volume Left (vph)	24	88	0	21	149
Volume Right (vph)	36	0	23	256	7
Hadj (s)	-0.05	0.36	-0.70	-0.32	0.09
Departure Headway (s)	6.7	7.9	6.8	5.7	6.4
Degree Utilization, x	0.50	0.27	0.04	0.74	0.56
Capacity (veh/h)	479	399	453	601	520
Control Delay (s)	16.3	12.6	8.9	23.2	17.2
Approach Delay (s)	16.3	12.1		23.2	17.2
Approach LOS	C	B		C	C

Intersection Summary

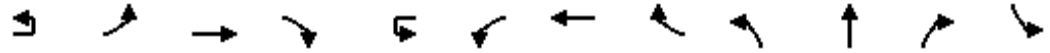
Delay	18.7
Level of Service	C
Intersection Capacity Utilization	68.2%
ICU Level of Service	C
Analysis Period (min)	15



Movement	SBR
Lane Configurations	
Sign Control	
Traffic Volume (vph)	6
Future Volume (vph)	6
Peak Hour Factor	0.84
Hourly flow rate (vph)	7
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis
 71: Lawrence Rd/Oak Gate Rd & Camino Tassajara

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↕			↖	↕		↖	↕		
Traffic Volume (vph)	1	13	670	148	12	44	978	8	245	4	62	11
Future Volume (vph)	1	13	670	148	12	44	978	8	245	4	62	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			1%				-1%			2%		
Total Lost time (s)		4.0	5.9			4.0	5.9		4.6	4.6		
Lane Util. Factor		1.00	0.95			1.00	0.95		1.00	1.00		
Frbp, ped/bikes		1.00	0.98			1.00	1.00		1.00	0.94		
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		
Frt		1.00	0.97			1.00	1.00		1.00	0.86		
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1796	3401			1745	3586		1769	1491		
Flt Permitted		0.95	1.00			0.95	1.00		0.55	1.00		
Satd. Flow (perm)		1796	3401			1745	3586		1031	1491		
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	1	17	893	197	16	59	1304	11	327	5	83	15
RTOR Reduction (vph)	0	0	16	0	0	0	1	0	0	62	0	0
Lane Group Flow (vph)	0	18	1074	0	0	75	1314	0	327	26	0	0
Confl. Peds. (#/hr)				30				15			42	42
Confl. Bikes (#/hr)				3								
Heavy Vehicles (%)	0%	0%	1%	1%	0%	5%	1%	0%	1%	0%	2%	0%
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8			4
Actuated Green, G (s)		2.5	41.5			7.2	46.2		25.1	25.1		
Effective Green, g (s)		2.5	41.5			7.2	46.2		25.1	25.1		
Actuated g/C Ratio		0.03	0.42			0.07	0.47		0.26	0.26		
Clearance Time (s)		4.0	5.9			4.0	5.9		4.6	4.6		
Vehicle Extension (s)		1.8	4.0			1.8	4.0		2.0	2.0		
Lane Grp Cap (vph)		45	1435			127	1685		263	380		
v/s Ratio Prot		0.01	0.32			c0.04	c0.37			0.02		
v/s Ratio Perm									c0.32			
v/c Ratio		0.40	0.75			0.59	0.78		1.24	0.07		
Uniform Delay, d1		47.2	24.0			44.1	21.8		36.6	27.7		
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00		
Incremental Delay, d2		2.1	2.3			4.8	2.6		137.4	0.0		
Delay (s)		49.3	26.3			48.9	24.4		174.0	27.8		
Level of Service		D	C			D	C		F	C		
Approach Delay (s)			26.7				25.7			143.0		
Approach LOS			C				C			F		
Intersection Summary												
HCM 2000 Control Delay			42.5				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			98.3				Sum of lost time (s)			17.5		
Intersection Capacity Utilization			70.0%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 71: Lawrence Rd/Oak Gate Rd & Camino Tassajara

04/27/2023

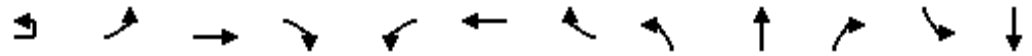


Movement	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	5	39
Future Volume (vph)	5	39
Ideal Flow (vphpl)	1900	1900
Grade (%)	-2%	
Total Lost time (s)	4.6	4.6
Lane Util. Factor	1.00	1.00
Frpb, ped/bikes	1.00	1.00
Flpb, ped/bikes	0.97	1.00
Frt	1.00	0.85
Flt Protected	0.97	1.00
Satd. Flow (prot)	1798	1631
Flt Permitted	0.84	1.00
Satd. Flow (perm)	1555	1631
Peak-hour factor, PHF	0.75	0.75
Adj. Flow (vph)	7	52
RTOR Reduction (vph)	0	42
Lane Group Flow (vph)	22	10
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	18.7	18.7
Effective Green, g (s)	18.7	18.7
Actuated g/C Ratio	0.19	0.19
Clearance Time (s)	4.6	4.6
Vehicle Extension (s)	2.0	2.0
Lane Grp Cap (vph)	295	310
v/s Ratio Prot		
v/s Ratio Perm	0.01	0.01
v/c Ratio	0.07	0.03
Uniform Delay, d1	32.7	32.4
Progression Factor	1.00	1.00
Incremental Delay, d2	0.0	0.0
Delay (s)	32.7	32.4
Level of Service	C	C
Approach Delay (s)	32.5	
Approach LOS	C	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

72: Driveway/Hansen Ln & Camino Tassajara

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT		
Lane Configurations		↖	↕		↖	↕		↖		↕		↕		
Traffic Volume (vph)	9	0	586	160	110	867	7	164	0	104	5	0		
Future Volume (vph)	9	0	586	160	110	867	7	164	0	104	5	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Grade (%)			1%			2%			0%			0%		
Total Lost time (s)		4.0	5.9		4.0	5.9		4.0		4.0		4.0		
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00		1.00		1.00		
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00		0.95		1.00		
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00		0.97		
Frt		1.00	0.97		1.00	1.00		1.00		0.85		0.96		
Flt Protected		0.95	1.00		0.95	1.00		0.95		1.00		0.97		
Satd. Flow (prot)		1796	3423		1787	3499		1805		1527		1708		
Flt Permitted		0.95	1.00		0.95	1.00		0.75		1.00		0.97		
Satd. Flow (perm)		1796	3423		1787	3499		1427		1527		1708		
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73		
Adj. Flow (vph)	12	0	803	219	151	1188	10	225	0	142	7	0		
RTOR Reduction (vph)	0	0	19	0	0	0	0	0	0	111	0	8		
Lane Group Flow (vph)	0	12	1003	0	151	1198	0	225	0	31	0	2		
Confl. Peds. (#/hr)							2			30	30			
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%		
Turn Type	Prot	Prot	NA		Prot	NA		D.Pm		Perm	Perm	NA		
Protected Phases	5	5	2		1	6						4		
Permitted Phases								4		4	4			
Actuated Green, G (s)		1.1	41.8		12.8	53.5		21.9		21.9		21.9		
Effective Green, g (s)		1.1	41.8		12.8	53.5		21.9		21.9		21.9		
Actuated g/C Ratio		0.01	0.42		0.13	0.53		0.22		0.22		0.22		
Clearance Time (s)		4.0	5.9		4.0	5.9		4.0		4.0		4.0		
Vehicle Extension (s)		1.8	4.0		1.8	4.0		4.0		4.0		4.0		
Lane Grp Cap (vph)		19	1420		227	1858		310		332		371		
v/s Ratio Prot		0.01	c0.29		c0.08	0.34								
v/s Ratio Perm								c0.16		0.02		0.00		
v/c Ratio		0.63	0.71		0.67	0.64		0.73		0.09		0.01		
Uniform Delay, d1		49.6	24.4		41.9	16.8		36.6		31.5		30.9		
Progression Factor		1.00	1.00		1.00	1.00		1.00		1.00		1.00		
Incremental Delay, d2		40.9	1.7		5.6	0.9		8.7		0.2		0.0		
Delay (s)		90.5	26.1		47.5	17.7		45.3		31.6		30.9		
Level of Service		F	C		D	B		D		C		C		
Approach Delay (s)			26.9			21.0			40.0			30.9		
Approach LOS			C			C			D			C		
Intersection Summary														
HCM 2000 Control Delay			25.8									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.64											
Actuated Cycle Length (s)			100.7							16.9				
Intersection Capacity Utilization			51.8%										ICU Level of Service	A
Analysis Period (min)			15											
c	Critical Lane Group													

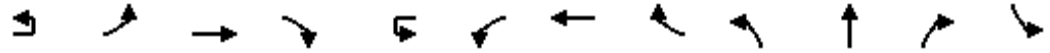
HCM Signalized Intersection Capacity Analysis
 72: Driveway/Hansen Ln & Camino Tassajara

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.73
Adj. Flow (vph)	3
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 73: Creekside Ave/Hollbrook Dr & Camino Tassajara

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↗			↖	↗		↕			↖
Traffic Volume (vph)	1	115	583	19	1	24	1155	202	44	36	17	170
Future Volume (vph)	1	115	583	19	1	24	1155	202	44	36	17	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			1%				-1%			0%		
Total Lost time (s)		4.0	5.9			4.0	5.9			4.6		4.6
Lane Util. Factor		1.00	0.95			1.00	0.95			1.00		1.00
Frbp, ped/bikes		1.00	1.00			1.00	1.00			1.00		1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00		1.00
Frt		1.00	1.00			1.00	0.98			0.98		1.00
Flt Protected		0.95	1.00			0.95	1.00			0.98		0.95
Satd. Flow (prot)		1778	3504			1814	3506			1806		1859
Flt Permitted		0.95	1.00			0.95	1.00			0.98		0.95
Satd. Flow (perm)		1778	3504			1814	3506			1806		1859
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	149	757	25	1	31	1500	262	57	47	22	221
RTOR Reduction (vph)	0	0	1	0	0	0	7	0	0	5	0	0
Lane Group Flow (vph)	0	150	781	0	0	32	1755	0	0	121	0	221
Confl. Peds. (#/hr)				8							12	
Confl. Bikes (#/hr)				1				1				
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	1%
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Split	NA		Split
Protected Phases	5	5	2		1	1	6		8	8		4
Permitted Phases												
Actuated Green, G (s)		15.1	64.5			4.3	53.7			17.7		19.5
Effective Green, g (s)		15.1	64.5			4.3	53.7			17.7		19.5
Actuated g/C Ratio		0.12	0.52			0.03	0.43			0.14		0.16
Clearance Time (s)		4.0	5.9			4.0	5.9			4.6		4.6
Vehicle Extension (s)		2.0	4.0			1.8	4.0			2.0		2.0
Lane Grp Cap (vph)		214	1806			62	1504			255		289
v/s Ratio Prot		c0.08	0.22			0.02	c0.50			c0.07		c0.12
v/s Ratio Perm												
v/c Ratio		0.70	0.43			0.52	1.17			0.47		0.76
Uniform Delay, d1		52.8	18.9			59.4	35.7			49.4		50.6
Progression Factor		1.00	1.00			1.00	1.00			1.00		1.00
Incremental Delay, d2		8.2	0.2			3.0	82.6			0.5		10.3
Delay (s)		61.0	19.1			62.4	118.3			49.9		60.9
Level of Service		E	B			E	F			D		E
Approach Delay (s)			25.9				117.3			49.9		
Approach LOS			C				F			D		
Intersection Summary												
HCM 2000 Control Delay			81.1				HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			125.1				Sum of lost time (s)			19.1		
Intersection Capacity Utilization			74.2%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

73: Creekside Ave/Hollbrook Dr & Camino Tassajara

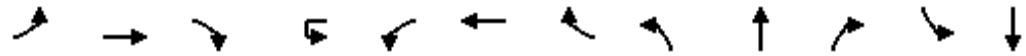
04/27/2023



Movement	SBT	SBR
Lane Configurations	1	1
Traffic Volume (vph)	1	110
Future Volume (vph)	1	110
Ideal Flow (vphpl)	1900	1900
Grade (%)	-8%	
Total Lost time (s)	4.6	
Lane Util. Factor	1.00	
Frbp, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1659	
Flt Permitted	1.00	
Satd. Flow (perm)	1659	
Peak-hour factor, PHF	0.77	0.77
Adj. Flow (vph)	1	143
RTOR Reduction (vph)	121	0
Lane Group Flow (vph)	23	0
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		1
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	19.5	
Effective Green, g (s)	19.5	
Actuated g/C Ratio	0.16	
Clearance Time (s)	4.6	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	258	
v/s Ratio Prot	0.01	
v/s Ratio Perm		
v/c Ratio	0.09	
Uniform Delay, d1	45.2	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	45.3	
Level of Service	D	
Approach Delay (s)	54.7	
Approach LOS	D	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
 74: Woodside Dr/Alta Vista Way & Camino Tassajara

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗			↖	↗		↖	↗		↖	↗
Traffic Volume (vph)	26	741	4	2	0	1267	30	12	0	5	41	2
Future Volume (vph)	26	741	4	2	0	1267	30	12	0	5	41	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%				-2%			3%			-4%
Total Lost time (s)	4.0	5.9			4.0	5.9		4.6	4.6		4.6	4.6
Lane Util. Factor	1.00	0.95			1.00	0.95		1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00			1.00	1.00		1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1787	3501			1823	3597		1778	1591		1841	1938
Flt Permitted	0.95	1.00			0.95	1.00		1.00	1.00		0.40	1.00
Satd. Flow (perm)	1787	3501			1823	3597		1872	1591		768	1938
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	32	915	5	2	0	1564	37	15	0	6	51	2
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	6	0	0	0
Lane Group Flow (vph)	32	920	0	0	2	1600	0	15	0	0	51	2
Confl. Peds. (#/hr)							2					
Confl. Bikes (#/hr)			2				1					
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6		8			8	4
Permitted Phases								8			4	
Actuated Green, G (s)	2.5	47.8			0.8	46.1		3.3	3.3		10.1	10.1
Effective Green, g (s)	2.5	47.8			0.8	46.1		3.3	3.3		10.1	10.1
Actuated g/C Ratio	0.03	0.60			0.01	0.57		0.04	0.04		0.13	0.13
Clearance Time (s)	4.0	5.9			4.0	5.9		4.6	4.6		4.6	4.6
Vehicle Extension (s)	1.8	4.0			1.8	4.0		2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	55	2086			18	2067		77	65		96	244
v/s Ratio Prot	c0.02	0.26			0.00	c0.44			0.00			0.00
v/s Ratio Perm								0.01			c0.07	
v/c Ratio	0.58	0.44			0.11	0.77		0.19	0.00		0.53	0.01
Uniform Delay, d1	38.3	8.9			39.3	13.1		37.2	36.9		32.8	30.7
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	9.7	0.2			1.0	2.0		0.5	0.0		2.8	0.0
Delay (s)	48.0	9.1			40.3	15.0		37.6	36.9		35.6	30.7
Level of Service	D	A			D	B		D	D		D	C
Approach Delay (s)		10.4				15.1			37.4			32.3
Approach LOS		B				B			D			C

Intersection Summary	
HCM 2000 Control Delay	14.8 HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio	0.66
Actuated Cycle Length (s)	80.2 Sum of lost time (s) 16.5
Intersection Capacity Utilization	58.3% ICU Level of Service B
Analysis Period (min)	15

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

74: Woodside Dr/Alta Vista Way & Camino Tassajara

04/27/2023

Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	4.6
Lane Util. Factor	1.00
Frbp, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1631
Flt Permitted	1.00
Satd. Flow (perm)	1631
Peak-hour factor, PHF	0.81
Adj. Flow (vph)	127
RTOR Reduction (vph)	111
Lane Group Flow (vph)	16
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	10.1
Effective Green, g (s)	10.1
Actuated g/C Ratio	0.13
Clearance Time (s)	4.6
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	205
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.08
Uniform Delay, d1	30.9
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	31.0
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
 75: Brookside Dr & Timberline Ct

04/27/2023



















Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	9	11	98	10	10	123
Future Volume (vph)	9	11	98	10	10	123
Peak Hour Factor	0.52	0.52	0.52	0.52	0.52	0.52
Hourly flow rate (vph)	17	21	188	19	19	237
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	38	207	256			
Volume Left (vph)	17	0	19			
Volume Right (vph)	21	19	0			
Hadj (s)	-0.24	-0.04	0.03			
Departure Headway (s)	4.7	4.2	4.2			
Degree Utilization, x	0.05	0.24	0.30			
Capacity (veh/h)	698	833	827			
Control Delay (s)	7.9	8.6	9.0			
Approach Delay (s)	7.9	8.6	9.0			
Approach LOS	A	A	A			
Intersection Summary						
Delay			8.8			
Level of Service			A			
Intersection Capacity Utilization			24.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

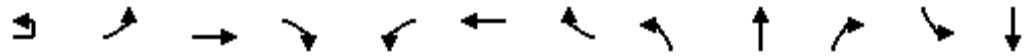
76: Brookside Dr & Paraiso Dr

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	31	32	10	3	30	64	23	33	0	49	36	51
Future Volume (vph)	31	32	10	3	30	64	23	33	0	49	36	51
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Hourly flow rate (vph)	52	53	17	5	50	107	38	55	0	82	60	85
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	122	162	93	227								
Volume Left (vph)	52	5	38	82								
Volume Right (vph)	17	107	0	85								
Hadj (s)	0.00	-0.33	0.11	-0.14								
Departure Headway (s)	4.9	4.5	5.0	4.6								
Degree Utilization, x	0.17	0.20	0.13	0.29								
Capacity (veh/h)	678	736	667	738								
Control Delay (s)	8.9	8.7	8.7	9.4								
Approach Delay (s)	8.9	8.7	8.7	9.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.0									
Level of Service			A									
Intersection Capacity Utilization			30.0%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
77: Brookside Dr & Sycamore Valley Dr

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	14	33	811	89	59	1150	92	98	10	39	12	4	
Future Volume (vph)	14	33	811	89	59	1150	92	98	10	39	12	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)			-2%			-2%			0%			0%	
Total Lost time (s)		4.0	5.9		4.0	5.9		4.6	4.6		4.6	4.6	
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.99		1.00	0.99		1.00	0.88		1.00	0.87	
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1650	3516		1823	3573		1803	1650		1671	1530	
Flt Permitted		0.95	1.00		0.95	1.00		0.73	1.00		0.72	1.00	
Satd. Flow (perm)		1650	3516		1823	3573		1390	1650		1269	1530	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	16	37	911	100	66	1292	103	110	11	44	13	4	
RTOR Reduction (vph)	0	0	5	0	0	3	0	0	37	0	0	29	
Lane Group Flow (vph)	0	53	1006	0	66	1392	0	110	18	0	13	9	
Confl. Peds. (#/hr)				2				1					
Confl. Bikes (#/hr)										3			
Heavy Vehicles (%)	7%	12%	2%	1%	0%	1%	0%	0%	0%	0%	8%	0%	
Turn Type	Prot	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	5	2		1	6			8			4	
Permitted Phases								8				4	
Actuated Green, G (s)		6.8	67.8		7.1	68.1		15.6	15.6		15.6	15.6	
Effective Green, g (s)		6.8	67.8		7.1	68.1		15.6	15.6		15.6	15.6	
Actuated g/C Ratio		0.06	0.65		0.07	0.65		0.15	0.15		0.15	0.15	
Clearance Time (s)		4.0	5.9		4.0	5.9		4.6	4.6		4.6	4.6	
Vehicle Extension (s)		1.8	4.0		1.8	4.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		106	2270		123	2317		206	245		188	227	
v/s Ratio Prot		0.03	0.29		c0.04	c0.39			0.01			0.01	
v/s Ratio Perm								c0.08			0.01		
v/c Ratio		0.50	0.44		0.54	0.60		0.53	0.07		0.07	0.04	
Uniform Delay, d1		47.5	9.2		47.4	10.6		41.3	38.5		38.5	38.3	
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.6		2.2	1.2		1.3	0.0		0.1	0.0	
Delay (s)		48.8	9.9		49.6	11.8		42.7	38.5		38.5	38.3	
Level of Service		D	A		D	B		D	D		D	D	
Approach Delay (s)			11.8			13.5			41.3			38.4	
Approach LOS			B			B			D			D	
Intersection Summary													
HCM 2000 Control Delay			15.0									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.59										
Actuated Cycle Length (s)			105.0									Sum of lost time (s)	14.5
Intersection Capacity Utilization			63.9%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

















77: Brookside Dr & Sycamore Valley Dr

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	34
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	7%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
 80: Greenbook Dr & El Capitan Dr

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	86	42	33	9	63	48	37	67	2	30	71	136
Future Volume (vph)	86	42	33	9	63	48	37	67	2	30	71	136
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	141	69	54	15	103	79	61	110	3	49	116	223
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	264	197	174	388								
Volume Left (vph)	141	15	61	49								
Volume Right (vph)	54	79	3	223								
Hadj (s)	0.00	-0.18	0.09	-0.32								
Departure Headway (s)	5.9	5.8	6.1	5.3								
Degree Utilization, x	0.43	0.32	0.29	0.57								
Capacity (veh/h)	549	544	523	638								
Control Delay (s)	13.3	11.6	11.6	15.1								
Approach Delay (s)	13.3	11.6	11.6	15.1								
Approach LOS	B	B	B	C								
Intersection Summary												
Delay			13.3									
Level of Service			B									
Intersection Capacity Utilization			37.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

81: El Capitan Dr & Orange Blossom Way

04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	42	163	198	54	33	45
Future Volume (vph)	42	163	198	54	33	45
Peak Hour Factor	0.51	0.51	0.51	0.51	0.51	0.51
Hourly flow rate (vph)	82	320	388	106	65	88
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total (vph)	402	494	153			
Volume Left (vph)	82	0	65			
Volume Right (vph)	0	106	88			
Hadj (s)	0.05	-0.13	-0.24			
Departure Headway (s)	5.0	4.8	5.8			
Degree Utilization, x	0.56	0.65	0.24			
Capacity (veh/h)	688	736	551			
Control Delay (s)	14.3	16.3	10.6			
Approach Delay (s)	14.3	16.3	10.6			
Approach LOS	B	C	B			
Intersection Summary						
Delay			14.7			
Level of Service			B			
Intersection Capacity Utilization			39.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

84: Esther Ln/Danvilla Ct & W Linda Mesa Ave

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	92	9	143	62	0	7	0	83	0	0	0
Future Volume (vph)	0	92	9	143	62	0	7	0	83	0	0	0
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Hourly flow rate (vph)	0	148	15	231	100	0	11	0	134	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	163	331	145	0
Volume Left (vph)	0	231	11	0
Volume Right (vph)	15	0	134	0
Hadj (s)	-0.04	0.14	-0.54	0.00
Departure Headway (s)	4.6	4.6	4.5	5.3
Degree Utilization, x	0.21	0.42	0.18	0.00
Capacity (veh/h)	749	758	727	610
Control Delay (s)	8.8	10.9	8.5	8.3
Approach Delay (s)	8.8	10.9	8.5	0.0
Approach LOS	A	B	A	A

Intersection Summary			
Delay		9.8	
Level of Service		A	
Intersection Capacity Utilization	30.1%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 85: Estates Dr & Quinterra Ln

04/27/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↶	↷	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	0	0	78	64	124	79
Future Volume (vph)	0	0	78	64	124	79
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	0	0	142	116	225	144
Direction, Lane #	WB 1	NB 1				
Volume Total (vph)	258	369				
Volume Left (vph)	142	225				
Volume Right (vph)	0	144				
Hadj (s)	0.11	-0.09				
Departure Headway (s)	4.9	4.5				
Degree Utilization, x	0.35	0.46				
Capacity (veh/h)	693	773				
Control Delay (s)	10.5	11.2				
Approach Delay (s)	10.5	11.2				
Approach LOS	B	B				
Intersection Summary						
Delay			11.0			
Level of Service			B			
Intersection Capacity Utilization			32.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

87: Hartz Ave/Danville Blvd & Railroad Ave

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	265	44	151	593	251	323
Future Volume (vph)	265	44	151	593	251	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
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
Frbp, ped/bikes	1.00	0.93	1.00	1.00	1.00	0.91
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1616	1343	1624	1693	1710	1299
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1616	1343	1624	1693	1710	1299
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	298	49	170	666	282	363
RTOR Reduction (vph)	0	35	0	0	0	250
Lane Group Flow (vph)	298	14	170	666	282	113
Confl. Peds. (#/hr)		23				38
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Actuated Green, G (s)	17.3	17.3	11.4	33.7	18.3	18.3
Effective Green, g (s)	17.3	17.3	11.4	33.7	18.3	18.3
Actuated g/C Ratio	0.29	0.29	0.19	0.57	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	1.8	3.0	3.0	3.0
Lane Grp Cap (vph)	473	393	313	967	530	402
v/s Ratio Prot	c0.18		0.10	c0.39	0.16	
v/s Ratio Perm		0.01				0.09
v/c Ratio	0.63	0.04	0.54	0.69	0.53	0.28
Uniform Delay, d1	18.1	14.9	21.5	8.9	16.8	15.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.0	1.0	2.1	1.0	0.4
Delay (s)	20.8	14.9	22.5	11.0	17.8	15.8
Level of Service	C	B	C	B	B	B
Approach Delay (s)	20.0			13.3	16.7	
Approach LOS	B			B	B	

Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

88: Danville Blvd & El Cerro Blvd

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	244	274	396	159	1	248	291
Future Volume (vph)	244	274	396	159	1	248	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%				1%
Total Lost time (s)	4.6	4.6	4.6			4.0	5.1
Lane Util. Factor	1.00	1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	0.93	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.85	0.96			1.00	1.00
Flt Protected	0.95	1.00	1.00			0.95	1.00
Satd. Flow (prot)	1593	1321	3223			1585	3345
Flt Permitted	0.95	1.00	1.00			0.95	1.00
Satd. Flow (perm)	1593	1321	3223			1585	3345
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	287	322	466	187	1	292	342
RTOR Reduction (vph)	0	243	40	0	0	0	0
Lane Group Flow (vph)	287	79	613	0	0	293	342
Confl. Peds. (#/hr)		48					
Confl. Bikes (#/hr)				1			
Heavy Vehicles (%)	2%	2%	2%	1%	0%	2%	2%
Parking (#/hr)	0	0	0	0		0	0
Turn Type	Prot	Perm	NA		Prot	Prot	NA
Protected Phases	4		2		1	1	6
Permitted Phases		4					
Actuated Green, G (s)	22.4	22.4	25.5			22.8	51.8
Effective Green, g (s)	22.4	22.4	25.5			22.8	51.8
Actuated g/C Ratio	0.25	0.25	0.28			0.25	0.57
Clearance Time (s)	4.6	4.6	4.6			4.0	5.1
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	391	324	902			396	1901
v/s Ratio Prot	c0.18		c0.19			c0.18	0.10
v/s Ratio Perm		0.06					
v/c Ratio	0.73	0.24	0.68			0.74	0.18
Uniform Delay, d1	31.6	27.6	29.2			31.4	9.4
Progression Factor	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	7.0	0.4	2.1			7.1	0.0
Delay (s)	38.6	28.0	31.3			38.5	9.5
Level of Service	D	C	C			D	A
Approach Delay (s)	33.0		31.3				22.9
Approach LOS	C		C				C

Intersection Summary

HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	91.1	Sum of lost time (s)	15.2
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

89: La Gonda Way & El Cerro Blvd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	320	50	133	427	114	65	93	209	73	67	38
Future Volume (vph)	53	320	50	133	427	114	65	93	209	73	67	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			1%			9%				-4%
Total Lost time (s)	4.0	4.6		4.0	4.6	4.6		4.6	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.99	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1760	1773		1796	1853	1524		1768	1523	1753	1806	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1760	1773		1796	1853	1524		1768	1523	1753	1806	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	69	416	65	173	555	148	84	121	271	95	87	49
RTOR Reduction (vph)	0	4	0	0	0	53	0	0	176	0	18	0
Lane Group Flow (vph)	69	477	0	173	555	95	0	205	95	95	118	0
Confl. Peds. (#/hr)			1			1			2			6
Confl. Bikes (#/hr)			2			1						2
Heavy Vehicles (%)	0%	2%	2%	0%	2%	3%	0%	1%	0%	5%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases						6			8			
Actuated Green, G (s)	6.7	31.7		14.7	39.7	39.7		16.3	31.0	10.9	10.9	
Effective Green, g (s)	6.7	31.7		14.7	39.7	39.7		16.3	31.0	10.9	10.9	
Actuated g/C Ratio	0.07	0.35		0.16	0.43	0.43		0.18	0.34	0.12	0.12	
Clearance Time (s)	4.0	4.6		4.0	4.6	4.6		4.6	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	4.0		3.0	4.0	4.0		2.5	3.0	2.0	2.0	
Lane Grp Cap (vph)	129	614		288	804	661		315	516	209	215	
v/s Ratio Prot	0.04	c0.27		c0.10	0.30			c0.12	0.03	0.05	c0.07	
v/s Ratio Perm						0.06			0.03			
v/c Ratio	0.53	0.78		0.60	0.69	0.14		0.65	0.18	0.45	0.55	
Uniform Delay, d1	40.8	26.7		35.6	20.9	15.6		34.9	21.3	37.5	37.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	6.5		3.5	2.8	0.1		4.3	0.2	0.6	1.7	
Delay (s)	43.0	33.2		39.1	23.7	15.7		39.2	21.5	38.1	39.7	
Level of Service	D	C		D	C	B		D	C	D	D	
Approach Delay (s)		34.4			25.4			29.1			39.0	
Approach LOS		C			C			C			D	













Intersection Summary		
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.68	C
Actuated Cycle Length (s)	91.4	Sum of lost time (s)
Intersection Capacity Utilization	54.0%	ICU Level of Service
Analysis Period (min)	15	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

95: Diablo Rd & Camino Tassajara

04/27/2023

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	361	423	393	151	172	491
Future Volume (vph)	361	423	393	151	172	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			-1%
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.96	1.00	0.97	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	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1540	1853	1491	1778	1891
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1540	1853	1491	1778	1891
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	388	455	423	162	185	528
RTOR Reduction (vph)	0	182	0	54	0	0
Lane Group Flow (vph)	388	273	423	108	185	528
Confl. Peds. (#/hr)		10		3		
Confl. Bikes (#/hr)		1		1		
Heavy Vehicles (%)	0%	1%	2%	5%	2%	1%
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Actuated Green, G (s)	27.2	27.2	27.3	27.3	14.3	46.1
Effective Green, g (s)	27.2	27.2	27.3	27.3	14.3	46.1
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.16	0.52
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	2.0	3.0	3.0	1.8	3.0
Lane Grp Cap (vph)	557	476	574	462	288	990
v/s Ratio Prot	c0.21		c0.23		c0.10	0.28
v/s Ratio Perm		0.18		0.07		
v/c Ratio	0.70	0.57	0.74	0.23	0.64	0.53
Uniform Delay, d1	26.8	25.5	27.1	22.6	34.5	13.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	1.0	4.9	0.3	3.6	0.6
Delay (s)	29.8	26.6	32.0	22.8	38.1	14.4
Level of Service	C	C	C	C	D	B
Approach Delay (s)	28.1		29.5			20.5
Approach LOS	C		C			C
Intersection Summary						
HCM 2000 Control Delay			26.0		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			88.0		Sum of lost time (s)	15.8
Intersection Capacity Utilization			61.5%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
 98: McCauley Rd/Green Valley Rd & Diablo Rd

04/27/2023

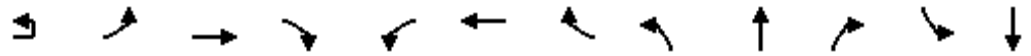


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↕	↗	↖	↗			↖	↗
Traffic Volume (vph)	354	309	72	35	325	347	124	59	36	236	85	286
Future Volume (vph)	354	309	72	35	325	347	124	59	36	236	85	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			1%			1%	
Total Lost time (s)	4.0	4.6		4.0	4.6	4.6	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.76	1.00	1.00			1.00	0.81
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1735	1763		1823	3540	1231	1796	1783			1805	1277
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (perm)	1735	1763		1823	3540	1231	1796	1783			1805	1277
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	373	325	76	37	342	365	131	62	38	248	89	301
RTOR Reduction (vph)	0	4	0	0	0	308	0	13	0	0	0	185
Lane Group Flow (vph)	373	397	0	37	342	57	131	87	0	0	337	116
Confl. Peds. (#/hr)	62					62	57					57
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	4%	0%	0%	3%	1%	0%	0%	0%	1%	1%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases						6						4
Actuated Green, G (s)	38.5	65.4		6.4	23.1	23.1	15.2	15.2			34.2	34.2
Effective Green, g (s)	38.5	65.4		6.4	23.1	23.1	15.2	15.2			34.2	34.2
Actuated g/C Ratio	0.26	0.44		0.04	0.16	0.16	0.10	0.10			0.23	0.23
Clearance Time (s)	4.0	4.6		4.0	4.6	4.6	4.0	4.0			4.0	4.0
Vehicle Extension (s)	4.0	3.5		2.0	3.5	3.5	1.5	1.5			4.0	4.0
Lane Grp Cap (vph)	451	779		78	552	192	184	183			417	295
v/s Ratio Prot	c0.21	c0.22		0.02	c0.10		c0.07	0.05			c0.19	
v/s Ratio Perm						0.05						0.09
v/c Ratio	0.83	0.51		0.47	0.62	0.30	0.71	0.48			0.81	0.39
Uniform Delay, d1	51.6	29.7		69.2	58.3	55.3	64.3	62.7			53.8	48.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	12.3	0.6		1.7	2.2	1.0	10.3	0.7			11.5	1.2
Delay (s)	63.9	30.4		70.8	60.5	56.3	74.6	63.4			65.3	49.3
Level of Service	E	C		E	E	E	E	E			E	D
Approach Delay (s)		46.5			59.0			69.7			57.8	
Approach LOS		D			E			E			E	
Intersection Summary												
HCM 2000 Control Delay			55.7									E
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			148.0						20.6			
Intersection Capacity Utilization			64.2%									C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 99: Driveway In/Matadera Way & Diablo Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕		↖	↕						↕
Traffic Volume (vph)	1	229	706	18	26	713	17	0	0	0	14	5
Future Volume (vph)	1	229	706	18	26	713	17	0	0	0	14	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			1%			-1%			0%			0%
Total Lost time (s)		4.0	4.6		4.0	4.6						4.0
Lane Util. Factor		1.00	0.95		1.00	0.95						1.00
Frbp, ped/bikes		1.00	1.00		1.00	1.00						0.92
Flpb, ped/bikes		1.00	1.00		1.00	1.00						1.00
Frt		1.00	1.00		1.00	1.00						0.88
Flt Protected		0.95	1.00		0.95	1.00						1.00
Satd. Flow (prot)		1796	3440		1475	3544						1537
Flt Permitted		0.95	1.00		0.95	1.00						1.00
Satd. Flow (perm)		1796	3440		1475	3544						1537
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	1	266	821	21	30	829	20	0	0	0	16	6
RTOR Reduction (vph)	0	0	1	0	0	2	0	0	0	0	0	173
Lane Group Flow (vph)	0	267	841	0	30	847	0	0	0	0	0	40
Confl. Peds. (#/hr)		2		10	10		2	50				
Confl. Bikes (#/hr)				6			1					
Heavy Vehicles (%)	0%	0%	4%	0%	23%	2%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Prot	NA		Prot	NA					Perm	NA
Protected Phases	5	5	2		1	6						4
Permitted Phases												4
Actuated Green, G (s)		14.8	45.1		2.7	27.9						7.0
Effective Green, g (s)		14.8	45.1		2.7	27.9						7.0
Actuated g/C Ratio		0.20	0.60		0.04	0.37						0.09
Clearance Time (s)		4.0	4.6		4.0	4.6						4.0
Vehicle Extension (s)		2.0	4.0		2.0	4.0						2.0
Lane Grp Cap (vph)		356	2079		53	1325						144
v/s Ratio Prot		c0.15	c0.24		0.02	c0.24						
v/s Ratio Perm												0.03
v/c Ratio		0.75	0.40		0.57	0.64						0.28
Uniform Delay, d1		28.2	7.7		35.4	19.2						31.4
Progression Factor		1.00	1.00		1.00	1.00						1.00
Incremental Delay, d2		7.7	0.2		8.0	1.2						0.4
Delay (s)		35.8	7.9		43.4	20.4						31.8
Level of Service		D	A		D	C						C
Approach Delay (s)			14.6			21.1		0.0				31.8
Approach LOS			B			C		A				C
Intersection Summary												
HCM 2000 Control Delay			18.9			HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			74.6			Sum of lost time (s)		16.6				
Intersection Capacity Utilization			58.2%			ICU Level of Service		B				
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 99: Driveway In/Matadera Way & Diablo Rd

04/27/2023



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	164
Future Volume (vph)	164
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.86
Adj. Flow (vph)	191
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	50
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

101: Green Valley Rd & Blemer Rd

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	176	39	61	585	547	94
Future Volume (vph)	176	39	61	585	547	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			1%	-1%	
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1761	1607	1710	1872	1826	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1761	1607	1710	1872	1826	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	226	50	78	750	701	121
RTOR Reduction (vph)	0	41	0	0	3	0
Lane Group Flow (vph)	226	9	78	750	819	0
Confl. Peds. (#/hr)			10			10
Confl. Bikes (#/hr)						2
Heavy Vehicles (%)	2%	0%	5%	1%	2%	0%
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	8
Permitted Phases		4				
Actuated Green, G (s)	19.1	19.1	7.9	56.1	64.5	
Effective Green, g (s)	19.1	19.1	7.9	56.1	64.5	
Actuated g/C Ratio	0.18	0.18	0.07	0.52	0.60	
Clearance Time (s)	4.0	4.0	4.0	4.6		
Vehicle Extension (s)	1.8	1.8	1.8	3.0		
Lane Grp Cap (vph)	311	283	124	971	1089	
v/s Ratio Prot	c0.13		0.05	c0.40	c0.45	
v/s Ratio Perm		0.01				
v/c Ratio	0.73	0.03	0.63	0.77	0.75	
Uniform Delay, d1	42.0	36.8	48.7	20.9	15.9	
Progression Factor	1.00	1.00	1.00	1.00	0.22	
Incremental Delay, d2	7.0	0.0	7.0	3.9	2.0	
Delay (s)	49.0	36.9	55.7	24.7	5.5	
Level of Service	D	D	E	C	A	
Approach Delay (s)	46.8			27.7	5.5	
Approach LOS	D			C	A	

Intersection Summary

HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	108.1	Sum of lost time (s)	16.6
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th AWSC
 104: Green Valley Road/Green Valley Road & Stone Valley Rd

04/11/2023

Intersection	
Intersection Delay, s/veh	163
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↶	↷	↶	↶	↷		↶	↷	↶		↷
Traffic Vol, veh/h	2	32	64	416	94	80	5	27	14	67	3	16
Future Vol, veh/h	2	32	64	416	94	80	5	27	14	67	3	16
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, %	0	0	3	1	4	3	0	4	7	3	33	0
Mvmt Flow	2	36	71	462	104	89	6	30	16	74	3	18
Number of Lanes	0	1	1	1	1	2	0	1	1	1	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	3
HCM Control Delay	43.1	15.5	13.8	295
HCM LOS	E	C	B	F


Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	33%	0%	100%	0%	0%	100%	0%	0%	16%	0%
Vol Thru, %	0%	67%	0%	0%	100%	0%	0%	100%	84%	84%	0%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	16%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	21	67	34	64	416	94	53	32	19	770
LT Vol	20	7	0	34	0	0	94	0	0	3	0
Through Vol	0	14	0	0	64	0	0	53	27	16	0
RT Vol	0	0	67	0	0	416	0	0	5	0	770
Lane Flow Rate	22	23	74	38	71	462	104	59	35	21	856
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.059	0.058	0.169	0.085	0.151	0.898	0.263	0.141	0.082	0.048	1.612
Departure Headway (Hd)	10.558	10.262	9.301	9.456	8.943	8.277	10.485	9.948	9.781	8.122	6.782
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	341	351	388	381	404	444	345	363	369	440	539
Service Time	8.258	7.962	7.001	7.156	6.643	5.977	8.185	7.648	7.481	5.894	4.554
HCM Lane V/C Ratio	0.065	0.066	0.191	0.1	0.176	1.041	0.301	0.163	0.095	0.048	1.588
HCM Control Delay	13.9	13.6	13.9	13	13.2	50.2	16.9	14.3	13.4	11.3	302
HCM Lane LOS	B	B	B	B	B	F	C	B	B	B	F
HCM 95th-tile Q	0.2	0.2	0.6	0.3	0.5	9.6	1	0.5	0.3	0.2	46.9

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations 

Traffic Vol, veh/h 770

Future Vol, veh/h 770

Peak Hour Factor 0.90

Heavy Vehicles, % 2

Mvmt Flow 856

Number of Lanes 1

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

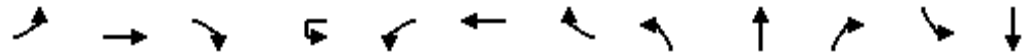
Conflicting Lanes Right

HCM Control Delay

HCM LOS

HCM Unsignalized Intersection Capacity Analysis
 105: Driveway In/Out/Monte Sereno Dr & Stone Valley Rd

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT		
Lane Configurations	↗	↘			↖	↗		↖		↗	↘	↙↘		
Traffic Volume (veh/h)	5	346	34	9	178	681	15	36	0	140	20	0		
Future Volume (Veh/h)	5	346	34	9	178	681	15	36	0	140	20	0		
Sign Control	Free			Free			Stop			Stop				
Grade	4%			-3%			0%			-1%				
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79		
Hourly flow rate (vph)	6	438	43	0	225	862	19	46	0	177	25	0		
Pedestrians	46			1			16			19				
Lane Width (ft)	12.0			12.0			12.0			12.0				
Walking Speed (ft/s)	3.5			3.5			3.5			3.5				
Percent Blockage	4			0			2			2				
Right turn flare (veh)														
Median type	None			None										
Median storage (veh)														
Upstream signal (ft)	456													
pX, platoon unblocked				0.00	0.86				0.86	0.86	0.86	0.86	0.86	
vC, conflicting volume	900				0	497				1864	1838	476	1968	1850
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	900				0	337				1921	1891	314	2043	1905
tC, single (s)	4.1				0.0	4.1				7.2	6.5	6.2	7.1	6.5
tC, 2 stage (s)														
tF (s)	2.2				0.0	2.2				3.6	4.0	3.3	3.5	4.0
p0 queue free %	99				0	78				0	100	71	0	100
cM capacity (veh/h)	749				0	1033				29	46	617	20	45
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1							
Volume Total	6	481	225	881	46	177	43							
Volume Left	6	0	225	0	46	0	25							
Volume Right	0	43	0	19	0	177	18							
cSH	749	1700	1033	1700	29	617	33							
Volume to Capacity	0.01	0.28	0.22	0.52	1.58	0.29	1.32							
Queue Length 95th (ft)	1	0	21	0	134	30	118							
Control Delay (s)	9.8	0.0	9.5	0.0	585.9	13.2	452.5							
Lane LOS	A		A		F	B	F							
Approach Delay (s)	0.1	1.9		131.3			452.5							
Approach LOS			F			F								
Intersection Summary														
Average Delay	27.4													
Intersection Capacity Utilization	64.2%		ICU Level of Service			C								
Analysis Period (min)	15													

HCM Unsignalized Intersection Capacity Analysis
 105: Driveway In/Out/Monte Sereno Dr & Stone Valley Rd

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	14
Future Volume (Veh/h)	14
Sign Control	
Grade	
Peak Hour Factor	0.79
Hourly flow rate (vph)	18
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	936
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	936
tC, single (s)	6.3
tC, 2 stage (s)	
tF (s)	3.4
p0 queue free %	94
cM capacity (veh/h)	295
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis

108: Danville Blvd & Hemme Ave

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	198	66	79	517	424	189
Future Volume (vph)	198	66	79	517	424	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			0%	1%	
Total Lost time (s)	4.0		4.0	5.5	5.5	5.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frbp, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1762		1805	1881	1853	1541
Flt Permitted	0.96		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1762		1805	1881	1853	1541
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	236	79	94	615	505	225
RTOR Reduction (vph)	8	0	0	0	0	0
Lane Group Flow (vph)	307	0	94	615	505	225
Confl. Peds. (#/hr)		2				
Confl. Bikes (#/hr)		1				2
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	27.7		11.3	57.9	42.6	42.6
Effective Green, g (s)	27.7		11.3	57.9	42.6	42.6
Actuated g/C Ratio	0.22		0.09	0.47	0.34	0.34
Clearance Time (s)	4.0		4.0	5.5	5.5	5.5
Vehicle Extension (s)	3.0		2.0	4.0	4.0	4.0
Lane Grp Cap (vph)	394		164	880	638	530
v/s Ratio Prot	c0.17		0.05	c0.33	c0.27	
v/s Ratio Perm						0.15
v/c Ratio	0.78		0.57	0.70	0.79	0.42
Uniform Delay, d1	45.1		53.9	26.0	36.5	31.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	9.4		3.0	2.6	7.0	0.7
Delay (s)	54.6		56.9	28.6	43.6	31.9
Level of Service	D		E	C	D	C
Approach Delay (s)	54.6			32.4	40.0	
Approach LOS	D			C	D	

Intersection Summary

HCM 2000 Control Delay	39.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	123.7	Sum of lost time (s)	17.5
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

109: Danville Blvd & La Serena Ave/Creekside Community Church Entr

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Volume (veh/h)	46	0	30	0	0	2	1	18	693	3	4	574
Future Volume (Veh/h)	46	0	30	0	0	2	1	18	693	3	4	574
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				-1%			1%
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
Hourly flow rate (vph)	53	0	34	0	0	2	0	21	797	3	5	660
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.74	0.74		0.74	0.74	0.74	0.00					0.74
vC, conflicting volume	1534	1534	682	1566	1554	798	0	703				800
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1546	1545	682	1590	1573	548	0	703				550
tC, single (s)	7.1	6.5	6.2	7.1	6.5	7.2	0.0	4.2				4.3
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	4.2	0.0	2.3				2.4
p0 queue free %	21	100	93	100	100	99	0	98				99
cM capacity (veh/h)	67	83	454	58	79	286	0	876				673
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	87	2	821	708								
Volume Left	53	0	21	5								
Volume Right	34	2	3	43								
cSH	101	286	876	673								
Volume to Capacity	0.86	0.01	0.02	0.01								
Queue Length 95th (ft)	123	1	2	1								
Control Delay (s)	131.3	17.7	0.6	0.2								
Lane LOS	F	C	A	A								
Approach Delay (s)	131.3	17.7	0.6	0.2								
Approach LOS	F	C										
Intersection Summary												
Average Delay			7.5									
Intersection Capacity Utilization			67.2%	ICU Level of Service							C	
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 109: Danville Blvd & La Serena Ave/Creekside Community Church Entr

04/27/2023



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	37
Future Volume (Veh/h)	37
Sign Control	
Grade	
Peak Hour Factor	0.87
Hourly flow rate (vph)	43
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis

112: Danville Blvd & Stone Valley Rd

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations		↕	↗			↕	↗		↖	↕↔		↖↗
Traffic Volume (vph)	5	72	48	1	363	58	145	1	34	288	573	258
Future Volume (vph)	5	72	48	1	363	58	145	1	34	288	573	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				-1%				-1%		
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	5.5		4.0
Lane Util. Factor		1.00	1.00			1.00	1.00		1.00	0.95		0.97
Frbp, ped/bikes		1.00	0.98			1.00	0.99		1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Frt		1.00	0.85			1.00	0.85		1.00	0.90		1.00
Flt Protected		1.00	1.00			0.96	1.00		0.95	1.00		0.95
Satd. Flow (prot)		1852	1558			1795	1555		1814	3223		3450
Flt Permitted		1.00	1.00			0.96	1.00		0.95	1.00		0.95
Satd. Flow (perm)		1852	1558			1795	1555		1814	3223		3450
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	78	52	1	395	63	158	1	37	313	623	280
RTOR Reduction (vph)	0	0	47	0	0	0	63	0	0	183	0	0
Lane Group Flow (vph)	0	83	5	0	0	459	95	0	38	753	0	280
Confl. Peds. (#/hr)			6				6					
Confl. Bikes (#/hr)												
Heavy Vehicles (%)	0%	3%	2%	0%	2%	2%	3%	0%	0%	2%	1%	1%
Turn Type	Split	NA	Perm	Split	Split	NA	pm+ov	Prot	Prot	NA		Prot
Protected Phases	4	4		8	8	8	1	5	5	2		1
Permitted Phases			4				8					
Actuated Green, G (s)		12.0	12.0			41.0	56.5		6.2	37.7		15.5
Effective Green, g (s)		12.0	12.0			41.0	56.5		6.2	37.7		15.5
Actuated g/C Ratio		0.10	0.10			0.33	0.46		0.05	0.30		0.13
Clearance Time (s)		4.0	4.0			4.0	4.0		4.0	5.5		4.0
Vehicle Extension (s)		2.0	2.0			2.0	2.0		2.0	4.0		2.0
Lane Grp Cap (vph)		179	151			594	760		90	982		432
v/s Ratio Prot		c0.04				c0.26	0.02		0.02	c0.23		c0.08
v/s Ratio Perm			0.00				0.05					
v/c Ratio		0.46	0.03			0.77	0.12		0.42	0.94dr		0.65
Uniform Delay, d1		52.8	50.6			37.2	19.4		57.0	39.0		51.5
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2		0.7	0.0			5.7	0.0		1.2	3.9		2.5
Delay (s)		53.5	50.6			42.8	19.4		58.2	42.9		54.0
Level of Service		D	D			D	B		E	D		D
Approach Delay (s)		52.4				36.8				43.5		
Approach LOS		D				D				D		

Intersection Summary		
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.72	D
Actuated Cycle Length (s)	123.7	Sum of lost time (s)
Intersection Capacity Utilization	74.9%	ICU Level of Service
Analysis Period (min)	15	D

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

112: Danville Blvd & Stone Valley Rd

04/27/2023



Movement	SBT	SBR
Lane Configurations	T	
Traffic Volume (vph)	378	15
Future Volume (vph)	378	15
Ideal Flow (vphpl)	1900	1900
Grade (%)	1%	
Total Lost time (s)	5.5	
Lane Util. Factor	1.00	
Frbp, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	1825	
Flt Permitted	1.00	
Satd. Flow (perm)	1825	
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	411	16
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	426	0
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Heavy Vehicles (%)	3%	0%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	47.0	
Effective Green, g (s)	47.0	
Actuated g/C Ratio	0.38	
Clearance Time (s)	5.5	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	693	
v/s Ratio Prot	0.23	
v/s Ratio Perm		
v/c Ratio	0.62	
Uniform Delay, d1	31.0	
Progression Factor	1.00	
Incremental Delay, d2	1.9	
Delay (s)	32.9	
Level of Service	C	
Approach Delay (s)	41.3	
Approach LOS	D	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis
 113: Miranda Ave & Granite Dr

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	47	20	205	18	25	110
Future Volume (vph)	47	20	205	18	25	110
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Hourly flow rate (vph)	94	40	410	36	50	220

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	134	446	270
Volume Left (vph)	94	0	50
Volume Right (vph)	40	36	0
Hadj (s)	-0.04	-0.03	0.06
Departure Headway (s)	5.5	4.6	4.9
Degree Utilization, x	0.21	0.57	0.37
Capacity (veh/h)	585	762	706
Control Delay (s)	9.9	13.5	10.7
Approach Delay (s)	9.9	13.5	10.7
Approach LOS	A	B	B

Intersection Summary			
Delay		12.0	
Level of Service		B	
Intersection Capacity Utilization		37.7%	ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis
 116: Charbray St/Blackhawk Dr & Camino Tassajara

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	
Lane Configurations	↖	↕			↖	↕		↖	↕				
Traffic Volume (vph)	116	427	152	1	19	386	97	212	14	36	1	144	
Future Volume (vph)	116	427	152	1	19	386	97	212	14	36	1	144	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		1%				-1%			-2%				
Total Lost time (s)	4.0	6.0			4.0	6.0		4.0	4.0				
Lane Util. Factor	1.00	0.95			1.00	0.95		1.00	1.00				
Frbp, ped/bikes	1.00	0.99			1.00	0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00				
Frt	1.00	0.96			1.00	0.97		1.00	0.89				
Flt Protected	0.95	1.00			0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1744	3362			1814	3419		1770	1677				
Flt Permitted	0.95	1.00			0.95	1.00		0.58	1.00				
Satd. Flow (perm)	1744	3362			1814	3419		1082	1677				
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	
Adj. Flow (vph)	155	569	203	1	25	515	129	283	19	48	1	192	
RTOR Reduction (vph)	0	26	0	0	0	19	0	0	27	0	0	0	
Lane Group Flow (vph)	155	746	0	0	26	625	0	283	40	0	0	0	
Confl. Peds. (#/hr)	11		8		8		11						
Confl. Bikes (#/hr)			2				1						
Heavy Vehicles (%)	3%	1%	2%	0%	0%	2%	2%	3%	0%	3%	0%	1%	
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	Perm	
Protected Phases	5	2		1	1	6			8				
Permitted Phases								8			4	4	
Actuated Green, G (s)	12.6	37.0			2.6	27.0		40.3	40.3				
Effective Green, g (s)	12.6	37.0			2.6	27.0		40.3	40.3				
Actuated g/C Ratio	0.13	0.39			0.03	0.29		0.43	0.43				
Clearance Time (s)	4.0	6.0			4.0	6.0		4.0	4.0				
Vehicle Extension (s)	2.0	4.0			2.0	4.0		2.0	2.0				
Lane Grp Cap (vph)	234	1324			50	983		464	719				
v/s Ratio Prot	c0.09	0.22			0.01	c0.18			0.02				
v/s Ratio Perm								c0.26					
v/c Ratio	0.66	0.56			0.52	0.64		0.61	0.06				
Uniform Delay, d1	38.6	22.2			45.0	29.2		20.7	15.7				
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00				
Incremental Delay, d2	5.4	0.7			4.4	1.5		1.6	0.0				
Delay (s)	44.0	22.8			49.5	30.7		22.3	15.7				
Level of Service	D	C			D	C		C	B				
Approach Delay (s)		26.4				31.4			21.0				
Approach LOS		C				C			C				
Intersection Summary													
HCM 2000 Control Delay			25.5									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.63										
Actuated Cycle Length (s)			93.9									Sum of lost time (s)	14.0
Intersection Capacity Utilization			51.8%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 116: Charbray St/Blackhawk Dr & Camino Tassajara

04/27/2023



Movement	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	11	140
Future Volume (vph)	11	140
Ideal Flow (vphpl)	1900	1900
Grade (%)	-2%	
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frpb, ped/bikes	1.00	1.00
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.96	1.00
Satd. Flow (prot)	1806	1615
Flt Permitted	0.69	1.00
Satd. Flow (perm)	1309	1615
Peak-hour factor, PHF	0.75	0.75
Adj. Flow (vph)	15	187
RTOR Reduction (vph)	0	107
Lane Group Flow (vph)	208	80
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	9%	1%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	40.3	40.3
Effective Green, g (s)	40.3	40.3
Actuated g/C Ratio	0.43	0.43
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	2.0	2.0
Lane Grp Cap (vph)	561	693
v/s Ratio Prot		
v/s Ratio Perm	0.16	0.05
v/c Ratio	0.37	0.12
Uniform Delay, d1	18.2	16.1
Progression Factor	1.00	1.00
Incremental Delay, d2	0.2	0.0
Delay (s)	18.3	16.1
Level of Service	B	B
Approach Delay (s)	17.3	
Approach LOS	B	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

117: Lusitano St/Tassajara Hlls School Entry & Camino Tassajara

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Volume (vph)	142	383	83	29	260	74	60	6	74	21	2	183
Future Volume (vph)	142	383	83	29	260	74	60	6	74	21	2	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			0%			0%	
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.97		1.00	0.97			0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.96	1.00
Satd. Flow (prot)	1814	3451		1744	3403			1713			1817	1461
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.96	1.00
Satd. Flow (perm)	1814	3451		1744	3403			1713			1817	1461
Peak-hour factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Adj. Flow (vph)	209	563	122	43	382	109	88	9	109	31	3	269
RTOR Reduction (vph)	0	9	0	0	15	0	0	19	0	0	0	242
Lane Group Flow (vph)	209	676	0	43	476	0	0	187	0	0	34	27
Confl. Peds. (#/hr)			4	4				133				133
Confl. Bikes (#/hr)							1					
Heavy Vehicles (%)	0%	2%	1%	3%	2%	0%	2%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												4
Actuated Green, G (s)	16.1	31.8		5.8	21.5			15.3			7.8	7.8
Effective Green, g (s)	16.1	31.8		5.8	21.5			15.3			7.8	7.8
Actuated g/C Ratio	0.20	0.40		0.07	0.27			0.19			0.10	0.10
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	4.0
Vehicle Extension (s)	2.0	4.0		2.0	4.0			2.0			2.0	2.0
Lane Grp Cap (vph)	371	1394		128	929			333			180	144
v/s Ratio Prot	c0.12	c0.20		0.02	0.14			c0.11			c0.02	
v/s Ratio Perm												0.02
v/c Ratio	0.56	0.48		0.34	0.51			0.56			0.19	0.19
Uniform Delay, d1	28.1	17.4		34.6	24.2			28.7			32.5	32.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	1.2	0.4		0.6	0.6			1.3			0.2	0.2
Delay (s)	29.3	17.7		35.2	24.8			30.0			32.7	32.8
Level of Service	C	B		D	C			C			C	C
Approach Delay (s)		20.4			25.6			30.0			32.8	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.51	
Actuated Cycle Length (s)	78.7	Sum of lost time (s) 18.0
Intersection Capacity Utilization	60.1%	ICU Level of Service B
Analysis Period (min)	15	

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

118: Charbray St & Casablanca St



















04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	119	135	235	150	12
Future Volume (Veh/h)	9	119	135	235	150	12
Sign Control	Stop			Free	Free	
Grade	4%			-1%	-1%	
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	15	195	221	385	246	20
Pedestrians	41					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	4					
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						1182
pX, platoon unblocked						
vC, conflicting volume	1124	297	307			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1124	297	307			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	73	82			
cM capacity (veh/h)	180	718	1210			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	210	221	385	266		
Volume Left	15	221	0	0		
Volume Right	195	0	0	20		
cSH	591	1210	1700	1700		
Volume to Capacity	0.36	0.18	0.23	0.16		
Queue Length 95th (ft)	40	17	0	0		
Control Delay (s)	14.4	8.6	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	14.4	3.2		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			37.5%	ICU Level of Service	A	
Analysis Period (min)	15					













HCM Unsignalized Intersection Capacity Analysis
 119: Charbray St & Lusitano St

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	76	28	2	29	31	36	3	258	36	8	199	62
Future Volume (vph)	76	28	2	29	31	36	3	258	36	8	199	62
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Hourly flow rate (vph)	131	48	3	50	53	62	5	445	62	14	343	107
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total (vph)	182	165	5	507	14	450						
Volume Left (vph)	131	50	5	0	14	0						
Volume Right (vph)	3	62	0	62	0	107						
Hadj (s)	0.13	-0.13	0.50	-0.06	0.50	-0.15						
Departure Headway (s)	7.6	7.4	7.2	6.7	7.3	6.7						
Degree Utilization, x	0.38	0.34	0.01	0.94	0.03	0.83						
Capacity (veh/h)	431	444	479	532	479	525						
Control Delay (s)	15.2	14.2	9.1	49.5	9.4	33.4						
Approach Delay (s)	15.2	14.2	49.1		32.7							
Approach LOS	C	B	E		D							
Intersection Summary												
Delay			34.3									
Level of Service			D									
Intersection Capacity Utilization			34.9%	ICU Level of Service	A							
Analysis Period (min)			15									

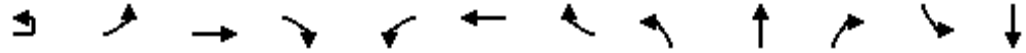
HCM Unsignalized Intersection Capacity Analysis
 120: Massara St & Charbray St

04/27/2023

							
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Sign Control	Stop				Stop	Stop	
Traffic Volume (vph)	99	131	11	26	150	147	49
Future Volume (vph)	99	131	11	26	150	147	49
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Hourly flow rate (vph)	171	226	0	45	259	253	84
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2		
Volume Total (vph)	397	45	259	253	84		
Volume Left (vph)	0	45	0	253	0		
Volume Right (vph)	226	0	0	0	84		
Hadj (s)	-0.32	0.50	0.02	0.55	-0.70		
Departure Headway (s)	5.6	6.7	6.2	7.0	5.7		
Degree Utilization, x	0.61	0.08	0.45	0.49	0.13		
Capacity (veh/h)	627	512	558	486	592		
Control Delay (s)	17.0	9.1	12.9	15.3	8.4		
Approach Delay (s)	17.0	12.3		13.5			
Approach LOS	C	B		B			
Intersection Summary							
Delay			14.5				
Level of Service			B				
Intersection Capacity Utilization			38.4%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 121: Enderby St & Charbray St

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control		Stop			Stop			Stop				Stop
Traffic Volume (vph)	34	39	43	43	14	68	2	32	3	4	0	8
Future Volume (vph)	34	39	43	43	14	68	2	32	3	4	0	8
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Hourly flow rate (vph)	0	68	75	75	25	119	4	56	5	7	0	14

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	68	150	25	123	68	107
Volume Left (vph)	68	0	25	0	56	0
Volume Right (vph)	0	75	0	4	7	93
Hadj (s)	0.50	-0.35	0.50	-0.02	0.10	-0.49
Departure Headway (s)	5.6	4.7	5.6	5.1	5.0	4.4
Degree Utilization, x	0.11	0.20	0.04	0.17	0.09	0.13
Capacity (veh/h)	615	731	608	673	669	759
Control Delay (s)	8.0	7.7	7.7	8.0	8.5	8.0
Approach Delay (s)	7.8		7.9		8.5	8.0
Approach LOS	A		A		A	A

Intersection Summary

Delay	8.0
Level of Service	A
Intersection Capacity Utilization	30.1%
ICU Level of Service	A
Analysis Period (min)	15



Movement	SBR
Lane Configurations	
Sign Control	
Traffic Volume (vph)	53
Future Volume (vph)	53
Peak Hour Factor	0.57
Hourly flow rate (vph)	93
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis

124: Livorna Rd & Wilson Rd

04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	383	415	108	77	63
Future Volume (vph)	45	383	415	108	77	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	5%		0%	
Total Lost time (s)	4.6	5.1	5.1	5.1	4.6	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1734	1808	1834	1575	1805	1547
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1734	1808	1834	1575	1805	1547
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	58	497	539	140	100	82
RTOR Reduction (vph)	0	0	0	72	0	54
Lane Group Flow (vph)	58	497	539	68	100	28
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	2%	3%	1%	0%	0%	2%
Turn Type	Prot	NA	NA	pt+ov	Prot	Perm
Protected Phases	1	6	2	2 8	8	
Permitted Phases						8
Actuated Green, G (s)	7.2	46.8	35.0	46.2	11.2	11.2
Effective Green, g (s)	7.2	46.8	35.0	46.2	11.2	11.2
Actuated g/C Ratio	0.08	0.49	0.37	0.48	0.12	0.12
Clearance Time (s)	4.6	5.1	5.1		4.6	4.6
Vehicle Extension (s)	3.0	5.0	5.0		3.0	3.0
Lane Grp Cap (vph)	130	883	670	759	211	180
v/s Ratio Prot	0.03	c0.27	c0.29	0.04	c0.06	
v/s Ratio Perm						0.02
v/c Ratio	0.45	0.56	0.80	0.09	0.47	0.16
Uniform Delay, d1	42.4	17.3	27.3	13.4	39.5	38.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	1.4	7.9	0.1	1.7	0.4
Delay (s)	44.8	18.6	35.2	13.5	41.2	38.5
Level of Service	D	B	D	B	D	D
Approach Delay (s)		21.4	30.8		40.0	
Approach LOS		C	C		D	
Intersection Summary						
HCM 2000 Control Delay			28.3		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			95.8		Sum of lost time (s)	18.3
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

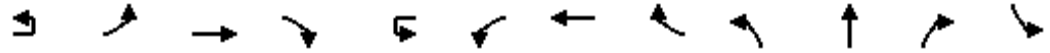
c Critical Lane Group

Appendix C
Level of Service Analysis – PM

HCM Signalized Intersection Capacity Analysis

1: Memorial Park Entr/Talavera Dr & Bollinger Canyon Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↕			↖	↕	↗		↖	↗	
Traffic Volume (vph)	1	85	527	8	2	11	449	21	8	2	14	98
Future Volume (vph)	1	85	527	8	2	11	449	21	8	2	14	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			-6%				3%			8%		
Total Lost time (s)		5.0	5.0			5.0	5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	0.95			1.00	0.95	1.00		1.00	1.00	
Frbp, ped/bikes		1.00	1.00			1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00		1.00	1.00	
Frt		1.00	1.00			1.00	1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00	1.00		0.96	1.00	
Satd. Flow (prot)		1859	3663			1778	3486	1591		1584	1550	
Flt Permitted		0.95	1.00			0.95	1.00	1.00		0.96	1.00	
Satd. Flow (perm)		1859	3663			1778	3486	1591		1584	1550	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	91	567	9	2	12	483	23	9	2	15	105
RTOR Reduction (vph)	0	0	1	0	0	0	0	15	0	0	14	0
Lane Group Flow (vph)	0	92	575	0	0	14	483	8	0	11	1	0
Confl. Peds. (#/hr)				12								
Confl. Bikes (#/hr)				1								
Heavy Vehicles (%)	0%	0%	1%	13%	0%	0%	2%	0%	13%	0%	0%	0%
Parking (#/hr)												0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6		4	4		8
Permitted Phases							6					4
Actuated Green, G (s)		8.3	32.6			1.0	25.3	25.3		3.3	3.3	
Effective Green, g (s)		8.3	32.6			1.0	25.3	25.3		3.3	3.3	
Actuated g/C Ratio		0.11	0.42			0.01	0.33	0.33		0.04	0.04	
Clearance Time (s)		5.0	5.0			5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		199	1544			23	1140	520		67	66	
v/s Ratio Prot		c0.05	0.16			0.01	c0.14			c0.01		
v/s Ratio Perm								0.00				0.00
v/c Ratio		0.46	0.37			0.61	0.42	0.01		0.16	0.01	
Uniform Delay, d1		32.4	15.3			38.0	20.3	17.6		35.7	35.4	
Progression Factor		1.00	1.00			1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7	0.2			38.0	0.3	0.0		1.2	0.1	
Delay (s)		34.1	15.5			76.0	20.6	17.6		36.8	35.5	
Level of Service		C	B			E	C	B		D	D	
Approach Delay (s)			18.1				21.9			36.1		
Approach LOS			B				C			D		
Intersection Summary												
HCM 2000 Control Delay			20.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			77.3				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			65.1%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 1: Memorial Park Entr/Talavera Dr & Bollinger Canyon Rd

04/27/2023



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	2	48
Future Volume (vph)	2	48
Ideal Flow (vphpl)	1900	1900
Grade (%)	2%	
Total Lost time (s)	5.0	
Lane Util. Factor	1.00	
Frbp, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	0.96	
Flt Protected	0.97	
Satd. Flow (prot)	1542	
Flt Permitted	0.97	
Satd. Flow (perm)	1542	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	2	52
RTOR Reduction (vph)	9	0
Lane Group Flow (vph)	150	0
Confl. Peds. (#/hr)		28
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	2%
Parking (#/hr)	0	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	20.4	
Effective Green, g (s)	20.4	
Actuated g/C Ratio	0.26	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	406	
v/s Ratio Prot	c0.10	
v/s Ratio Perm		
v/c Ratio	0.37	
Uniform Delay, d1	23.2	
Progression Factor	1.00	
Incremental Delay, d2	0.6	
Delay (s)	23.8	
Level of Service	C	
Approach Delay (s)	23.8	
Approach LOS	C	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

2: Talavera Dr & Santander Dr/Valdivia Cir

04/27/2023

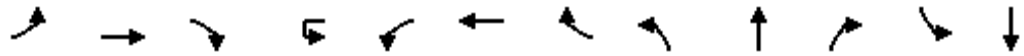


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	1	29	15	0	5	48	61	18	3	30	4
Future Volume (vph)	4	1	29	15	0	5	48	61	18	3	30	4
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Hourly flow rate (vph)	8	2	55	28	0	9	91	115	34	6	57	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	65	37	240	71								
Volume Left (vph)	8	28	91	6								
Volume Right (vph)	55	9	34	8								
Hadj (s)	-0.44	0.01	0.01	-0.05								
Departure Headway (s)	4.2	4.7	4.2	4.3								
Degree Utilization, x	0.08	0.05	0.28	0.09								
Capacity (veh/h)	786	709	830	790								
Control Delay (s)	7.5	7.9	8.9	7.7								
Approach Delay (s)	7.5	7.9	8.9	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.4									
Level of Service			A									
Intersection Capacity Utilization			27.2%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Davona Drive & Blue Fox Way

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Sign Control		Stop				Stop			Stop			Stop
Traffic Volume (vph)	3	3	13	1	69	8	23	6	84	26	24	79
Future Volume (vph)	3	3	13	1	69	8	23	6	84	26	24	79
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	4	4	19	0	103	12	34	9	125	39	36	118

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	27	149	173	161
Volume Left (vph)	4	103	9	36
Volume Right (vph)	19	34	39	7
Hadj (s)	-0.39	0.09	-0.11	0.02
Departure Headway (s)	4.5	4.8	4.4	4.6
Degree Utilization, x	0.03	0.20	0.21	0.20
Capacity (veh/h)	724	698	775	748
Control Delay (s)	7.6	9.0	8.6	8.7
Approach Delay (s)	7.6	9.0	8.6	8.7
Approach LOS	A	A	A	A

Intersection Summary			
Delay		8.7	
Level of Service		A	
Intersection Capacity Utilization		33.1%	ICU Level of Service
Analysis Period (min)		15	A



Movement	SBR
Lane Configurations	↕
Sign Control	
Traffic Volume (vph)	5
Future Volume (vph)	5
Peak Hour Factor	0.67
Hourly flow rate (vph)	7
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis

6: Brockton Ave & Blue Fox Way

04/27/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	16	26	21	20	58	21
Future Volume (vph)	16	26	21	20	58	21
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	24	39	31	30	87	31

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	63	61	118
Volume Left (vph)	0	31	87
Volume Right (vph)	39	0	31
Hadj (s)	-0.37	0.10	0.06
Departure Headway (s)	3.9	4.3	4.2
Degree Utilization, x	0.07	0.07	0.14
Capacity (veh/h)	898	804	822
Control Delay (s)	7.1	7.7	7.9
Approach Delay (s)	7.1	7.7	7.9
Approach LOS	A	A	A

Intersection Summary			
Delay		7.6	
Level of Service		A	
Intersection Capacity Utilization	25.8%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

9: Driveway In/Lilac Ridge Rd & N Gale Ridge Rd

04/27/2023

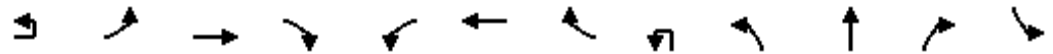


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕						↕	
Traffic Volume (veh/h)	20	47	31	53	31	73	0	0	0	61	12	6
Future Volume (Veh/h)	20	47	31	53	31	73	0	0	0	61	12	6
Sign Control		Free			Free			Stop			Stop	
Grade		-2%			4%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Hourly flow rate (vph)	32	76	50	85	50	118	0	0	0	98	19	10
Pedestrians					174			19			62	
Lane Width (ft)					12.0			0.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					17			0			6	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	230			145			424	584	294	680	550	171
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	230			145			424	584	294	680	550	171
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.6	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.1	3.3
p0 queue free %	97			94			100	100	100	62	95	99
cM capacity (veh/h)	1216			1437			463	367	626	256	375	826
Direction, Lane #	EB 1	WB 1	WB 2	SB 1								
Volume Total	158	85	168	127								
Volume Left	32	85	0	98								
Volume Right	50	0	118	10								
cSH	1216	1437	1700	285								
Volume to Capacity	0.03	0.06	0.10	0.45								
Queue Length 95th (ft)	2	5	0	54								
Control Delay (s)	1.8	7.7	0.0	27.4								
Lane LOS	A	A		D								
Approach Delay (s)	1.8	2.6		27.4								
Approach LOS				D								
Intersection Summary												
Average Delay			8.2									
Intersection Capacity Utilization			33.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

10: Dougherty Rd & N Gale Ridge Rd/N Monarch Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations		↘	↗	↗	↘	↗	↗		↘	↗↗↗	↗	↘
Traffic Volume (vph)	1	47	87	83	56	80	155	3	52	595	87	114
Future Volume (vph)	1	47	87	83	56	80	155	3	52	595	87	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			-4%			-5%				0%		
Total Lost time (s)		5.0	7.0	7.0	5.0	7.0	7.0		5.0	7.0	7.0	5.0
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00
Frbp, ped/bikes		1.00	1.00	0.97	1.00	1.00	0.98		1.00	1.00	0.98	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)		1806	1919	1573	1850	1928	1613		1805	5085	1580	1744
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)		1806	1919	1573	1850	1928	1613		1805	5085	1580	1744
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	1	54	100	95	64	92	178	3	60	684	100	131
RTOR Reduction (vph)	0	0	0	77	0	0	129	0	0	0	75	0
Lane Group Flow (vph)	0	55	100	18	64	92	49	0	63	684	25	131
Confl. Peds. (#/hr)				17			3				1	
Confl. Bikes (#/hr)							2					
Heavy Vehicles (%)	0%	2%	1%	2%	0%	1%	1%	0%	0%	2%	0%	4%
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases				4			8				2	
Actuated Green, G (s)		7.3	18.5	18.5	7.7	26.3	26.3		7.7	23.4	23.4	14.1
Effective Green, g (s)		7.3	18.5	18.5	7.7	26.3	26.3		7.7	23.4	23.4	14.1
Actuated g/C Ratio		0.08	0.19	0.19	0.08	0.28	0.28		0.08	0.25	0.25	0.15
Clearance Time (s)		5.0	7.0	7.0	5.0	7.0	7.0		5.0	7.0	7.0	5.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		138	373	305	149	533	446		146	1251	388	258
v/s Ratio Prot		0.03	c0.05		c0.03	c0.05			0.03	c0.13		c0.08
v/s Ratio Perm				0.01			0.03				0.02	
v/c Ratio		0.40	0.27	0.06	0.43	0.17	0.11		0.43	0.55	0.06	0.51
Uniform Delay, d1		41.8	32.5	31.2	41.6	26.1	25.7		41.6	31.2	27.5	37.3
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		1.9	0.4	0.1	2.0	0.2	0.1		2.0	0.5	0.1	1.6
Delay (s)		43.7	32.9	31.3	43.6	26.3	25.8		43.7	31.7	27.5	38.9
Level of Service		D	C	C	D	C	C		D	C	C	D
Approach Delay (s)			34.7			29.3				32.1		
Approach LOS			C			C				C		

Intersection Summary

HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	95.1	Sum of lost time (s)	26.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 10: Dougherty Rd & N Gale Ridge Rd/N Monarch Rd

04/27/2023



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (vph)	515	44
Future Volume (vph)	515	44
Ideal Flow (vphpl)	1900	1900
Grade (%)	-1%	
Total Lost time (s)	7.0	7.0
Lane Util. Factor	0.91	1.00
Frbp, ped/bikes	1.00	0.98
Flpb, ped/bikes	1.00	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	5161	1553
Flt Permitted	1.00	1.00
Satd. Flow (perm)	5161	1553
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	592	51
RTOR Reduction (vph)	0	35
Lane Group Flow (vph)	592	16
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	1%	2%
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	29.8	29.8
Effective Green, g (s)	29.8	29.8
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	7.0	7.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1617	486
v/s Ratio Prot	0.11	
v/s Ratio Perm		0.01
v/c Ratio	0.37	0.03
Uniform Delay, d1	25.3	22.7
Progression Factor	1.00	1.00
Incremental Delay, d2	0.1	0.0
Delay (s)	25.5	22.7
Level of Service	C	C
Approach Delay (s)	27.6	
Approach LOS	C	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis

11: Briza Loop/Lantana Way & N Gale Ridge Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	14	81	3	7	23	7	2	0	10	7	2	11
Future Volume (Veh/h)	14	81	3	7	23	7	2	0	10	7	2	11
Sign Control		Free			Free			Stop			Stop	
Grade		1%			2%			2%			-3%	
Peak Hour Factor	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54	0.54
Hourly flow rate (vph)	26	150	6	13	43	13	4	0	19	13	4	20
Pedestrians		47			2			82			15	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		4			0			8			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	71			238			432	384	237	316	380	112
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	71			238			432	384	237	316	380	112
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	98			99			99	100	97	98	99	98
cM capacity (veh/h)	1520			1236			419	488	742	559	491	869
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	182	69	23	37								
Volume Left	26	13	4	13								
Volume Right	6	13	19	20								
cSH	1520	1236	654	680								
Volume to Capacity	0.02	0.01	0.04	0.05								
Queue Length 95th (ft)	1	1	3	4								
Control Delay (s)	1.2	1.6	10.7	10.6								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.2	1.6	10.7	10.6								
Approach LOS			B	B								
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			31.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

13: Crow Canyon Rd & Canyon Crest Dr

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	121	108	629	85	2	74	684
Future Volume (vph)	121	108	629	85	2	74	684
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%				1%
Total Lost time (s)	5.0	5.0	6.3			5.0	6.3
Lane Util. Factor	1.00	1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.98	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.85	0.98			1.00	1.00
Flt Protected	0.95	1.00	1.00			0.95	1.00
Satd. Flow (prot)	1770	1531	3489			1796	3556
Flt Permitted	0.95	1.00	1.00			0.95	1.00
Satd. Flow (perm)	1770	1531	3489			1796	3556
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	136	121	707	96	2	83	769
RTOR Reduction (vph)	0	91	0	0	0	0	0
Lane Group Flow (vph)	136	30	803	0	0	85	769
Confl. Peds. (#/hr)		17		8		8	
Confl. Bikes (#/hr)				2			
Heavy Vehicles (%)	2%	3%	2%	0%	0%	0%	1%
Turn Type	Prot	Perm	NA		Prot	Prot	NA
Protected Phases	4		6		5	5	2
Permitted Phases		4					
Actuated Green, G (s)	17.3	17.3	24.6			7.8	37.4
Effective Green, g (s)	17.3	17.3	24.6			7.8	37.4
Actuated g/C Ratio	0.25	0.25	0.35			0.11	0.53
Clearance Time (s)	5.0	5.0	6.3			5.0	6.3
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	436	377	1222			199	1894
v/s Ratio Prot	c0.08		c0.23			0.05	c0.22
v/s Ratio Perm		0.02					
v/c Ratio	0.31	0.08	0.66			0.43	0.41
Uniform Delay, d1	21.6	20.3	19.2			29.1	9.8
Progression Factor	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.4	0.1	1.3			1.5	0.1
Delay (s)	22.0	20.4	20.5			30.6	9.9
Level of Service	C	C	C			C	A
Approach Delay (s)	21.3		20.5				12.0
Approach LOS	C		C				B
















Intersection Summary

HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	70.2	Sum of lost time (s)	18.3
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 14: Canyon Crest Ave/Driveway In & Canyon Crest Dr

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	72	26	3	90	10	35	3	3	0	0	0
Future Volume (Veh/h)	68	72	26	3	90	10	35	3	3	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			-1%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Hourly flow rate (vph)	113	120	43	5	150	17	58	5	5	0	0	0
Pedestrians					152			60			37	
Lane Width (ft)					12.0			12.0			0.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					14			6			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		424										
pX, platoon unblocked												
vC, conflicting volume	204			223			596	642	354	732	654	196
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	204			223			596	642	354	732	654	196
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			83	99	99	100	100	100
cM capacity (veh/h)	1380			1280			349	341	560	254	335	851
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	276	172	68									
Volume Left	113	5	58									
Volume Right	43	17	5									
cSH	1380	1280	358									
Volume to Capacity	0.08	0.00	0.19									
Queue Length 95th (ft)	7	0	17									
Control Delay (s)	3.6	0.3	17.4									
Lane LOS	A	A	C									
Approach Delay (s)	3.6	0.3	17.4									
Approach LOS			C									
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			36.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: Harcourt Way & Albion Rd

04/27/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	212	52	13	128	54	29
Future Volume (Veh/h)	212	52	13	128	54	29
Sign Control	Free			Free	Stop	
Grade	-1%			0%	1%	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Hourly flow rate (vph)	342	84	21	206	87	47
Pedestrians				5	38	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				0	4	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			464		670	427
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			464		670	427
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			98		78	92
cM capacity (veh/h)			1028		396	606
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	426	227	134			
Volume Left	0	21	87			
Volume Right	84	0	47			
cSH	1700	1028	450			
Volume to Capacity	0.25	0.02	0.30			
Queue Length 95th (ft)	0	2	31			
Control Delay (s)	0.0	1.0	16.3			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.0	16.3			
Approach LOS			C			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			30.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

17: Harcourt Way & Windemere Pkwy

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	34	220	12	15	193	46	6	31	22	1	48	30	
Future Volume (vph)	34	220	12	15	193	46	6	31	22	1	48	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		1%			-2%			2%				-3%	
Total Lost time (s)	4.5	6.0		4.5	6.0			5.0				5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00				1.00	
Frbp, ped/bikes	1.00	1.00		1.00	0.99			0.98				0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00				1.00	
Frt	1.00	0.99		1.00	0.97			0.95				0.94	
Flt Protected	0.95	1.00		0.95	1.00			1.00				0.98	
Satd. Flow (prot)	1796	3523		1823	3452			1687				1571	
Flt Permitted	0.95	1.00		0.95	1.00			1.00				0.98	
Satd. Flow (perm)	1796	3523		1823	3452			1687				1571	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	
Adj. Flow (vph)	40	262	14	18	230	55	7	37	26	1	57	36	
RTOR Reduction (vph)	0	3	0	0	17	0	0	14	0	0	0	21	
Lane Group Flow (vph)	40	273	0	18	268	0	0	56	0	0	0	150	
Confl. Peds. (#/hr)			12			2			53				
Confl. Bikes (#/hr)						3							
Heavy Vehicles (%)	0%	1%	0%	0%	2%	2%	0%	3%	5%	0%	4%	0%	
Parking (#/hr)											0	0	
Turn Type	Prot	NA		Prot	NA		Split	NA		Perm	Split	NA	
Protected Phases	5	2		1	6		8	8			4	4	
Permitted Phases										4			
Actuated Green, G (s)	4.1	19.0		2.1	17.0			13.0				14.1	
Effective Green, g (s)	4.1	19.0		2.1	17.0			13.0				14.1	
Actuated g/C Ratio	0.06	0.28		0.03	0.25			0.19				0.21	
Clearance Time (s)	4.5	6.0		4.5	6.0			5.0				5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0				3.0	
Lane Grp Cap (vph)	107	974		55	854			319				322	
v/s Ratio Prot	c0.02	0.08		0.01	c0.08			c0.03				c0.10	
v/s Ratio Perm													
v/c Ratio	0.37	0.28		0.33	0.31			0.18				0.47	
Uniform Delay, d1	31.1	19.5		32.6	21.1			23.4				24.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00				1.00	
Incremental Delay, d2	2.2	0.2		3.5	0.2			0.3				1.1	
Delay (s)	33.3	19.6		36.1	21.3			23.6				25.1	
Level of Service	C	B		D	C			C				C	
Approach Delay (s)		21.4			22.2			23.6				25.1	
Approach LOS		C			C			C				C	
Intersection Summary													
HCM 2000 Control Delay			22.6									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.33										
Actuated Cycle Length (s)			68.7						20.5				
Intersection Capacity Utilization			47.8%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

17: Harcourt Way & Windemere Pkwy

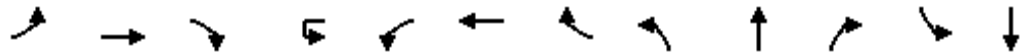
04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	65
Future Volume (vph)	65
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	77
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	5
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

20: Sherwood Way & E Branch Pkwy

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	122	315	30	3	21	224	21	19	28	9	21	37
Future Volume (vph)	122	315	30	3	21	224	21	19	28	9	21	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%				-1%			2%			-2%
Total Lost time (s)	5.8	5.0			5.5	5.0			5.0			5.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00
Frbp, ped/bikes	1.00	0.99			1.00	1.00			0.99			0.99
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			0.99
Frt	1.00	0.99			1.00	0.99			0.98			0.91
Flt Protected	0.95	1.00			0.95	1.00			0.98			0.99
Satd. Flow (prot)	1805	3599			1668	3538			1499			1499
Flt Permitted	0.95	1.00			0.95	1.00			0.85			0.96
Satd. Flow (perm)	1805	3599			1668	3538			1300			1450
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	149	384	37	4	26	273	26	23	34	11	26	45
RTOR Reduction (vph)	0	4	0	0	0	5	0	0	6	0	0	66
Lane Group Flow (vph)	149	417	0	0	30	294	0	0	62	0	0	150
Confl. Peds. (#/hr)			42				10	16		85	85	
Heavy Vehicles (%)	2%	0%	3%	33%	5%	1%	0%	5%	4%	22%	0%	0%
Parking (#/hr)								0	0	0	0	0
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			8			4
Permitted Phases								8			4	
Actuated Green, G (s)	12.1	28.4			2.5	18.5			15.0			18.6
Effective Green, g (s)	12.1	28.4			2.5	18.5			15.0			18.6
Actuated g/C Ratio	0.17	0.39			0.03	0.26			0.21			0.26
Clearance Time (s)	5.8	5.0			5.5	5.0			5.0			5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	301	1409			57	902			268			372
v/s Ratio Prot	c0.08	c0.12			0.02	0.08						
v/s Ratio Perm									0.05			c0.10
v/c Ratio	0.50	0.30			0.53	0.33			0.23			0.40
Uniform Delay, d1	27.4	15.2			34.4	21.9			23.9			22.3
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	1.3	0.1			8.5	0.2			0.4			0.7
Delay (s)	28.7	15.3			42.9	22.1			24.4			23.1
Level of Service	C	B			D	C			C			C
Approach Delay (s)		18.8				24.0			24.4			23.1
Approach LOS		B				C			C			C

Intersection Summary		
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.36	C
Actuated Cycle Length (s)	72.5	Sum of lost time (s)
Intersection Capacity Utilization	61.5%	17.8
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 20: Sherwood Way & E Branch Pkwy

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	119
Future Volume (vph)	119
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.82
Adj. Flow (vph)	145
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	16
Heavy Vehicles (%)	3%
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis

21: Sherwood Way & Melbourne Way

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	0	13	20	0	17	24	73	0	0	93	3
Future Volume (vph)	3	0	13	20	0	17	24	73	0	0	93	3
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Hourly flow rate (vph)	5	0	20	31	0	26	37	112	0	0	143	5
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	25	31	26	149	148							
Volume Left (vph)	5	31	0	37	0							
Volume Right (vph)	20	0	26	0	5							
Hadj (s)	-0.44	0.58	-0.50	0.05	-0.02							
Departure Headway (s)	4.3	5.8	4.7	4.3	4.2							
Degree Utilization, x	0.03	0.05	0.03	0.18	0.17							
Capacity (veh/h)	766	585	716	810	817							
Control Delay (s)	7.4	7.9	6.7	8.2	8.1							
Approach Delay (s)	7.4	7.3		8.2	8.1							
Approach LOS	A	A		A	A							
Intersection Summary												
Delay			8.0									
Level of Service			A									
Intersection Capacity Utilization			32.9%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

24: Broadmoor Dr & Montevideo Dr

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	34	115	48	102	97	46	106	39	127	86	30	72
Future Volume (vph)	34	115	48	102	97	46	106	39	127	86	30	72
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	39	131	55	116	110	52	120	44	144	98	34	82

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	225	278	308	214
Volume Left (vph)	39	116	120	98
Volume Right (vph)	55	52	144	82
Hadj (s)	-0.10	-0.02	-0.19	-0.12
Departure Headway (s)	5.9	5.9	5.6	5.9
Degree Utilization, x	0.37	0.45	0.48	0.35
Capacity (veh/h)	546	561	584	545
Control Delay (s)	12.3	13.6	13.8	12.0
Approach Delay (s)	12.3	13.6	13.8	12.0
Approach LOS	B	B	B	B

Intersection Summary			
Delay		13.0	
Level of Service		B	
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 28: Goldenbay Ave & Cinnamon Ridge Rd/Driveway Out

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔			↔	
Traffic Volume (veh/h)	7	1	22	22	35	24	5	27	0	1	40	23
Future Volume (Veh/h)	7	1	22	22	35	24	5	27	0	1	40	23
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			1%			-1%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	12	2	37	37	59	41	8	46	0	2	68	39
Pedestrians		90			4			2			194	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		9			0			0			18	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	508	248	180	198	267	244	197			50		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	508	248	180	198	267	244	197			50		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	95	94	90	94	99			100		
cM capacity (veh/h)	273	595	793	661	581	649	1269			1564		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	51	96	41	54	109							
Volume Left	12	37	0	8	2							
Volume Right	37	0	41	0	39							
cSH	542	609	649	1269	1564							
Volume to Capacity	0.09	0.16	0.06	0.01	0.00							
Queue Length 95th (ft)	8	14	5	0	0							
Control Delay (s)	12.3	12.0	10.9	1.2	0.1							
Lane LOS	B	B	B	A	A							
Approach Delay (s)	12.3	11.7		1.2	0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			6.6									
Intersection Capacity Utilization			32.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 29: Goldenbay Ave & Applewood Dr

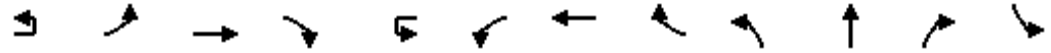
04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	15	27	5	14	49
Future Volume (Veh/h)	1	15	27	5	14	49
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.49	0.49	0.49	0.49	0.49	0.49
Hourly flow rate (vph)	2	31	55	10	29	100
Pedestrians	143		242			3
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	14		23			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	603	206			208	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	603	206			208	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			98	
cM capacity (veh/h)	302	723			1188	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	33	65	129			
Volume Left	2	0	29			
Volume Right	31	10	0			
cSH	667	1700	1188			
Volume to Capacity	0.05	0.04	0.02			
Queue Length 95th (ft)	4	0	2			
Control Delay (s)	10.7	0.0	2.0			
Lane LOS	B		A			
Approach Delay (s)	10.7	0.0	2.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			24.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 32: Main Branch Rd/Blueheart Way & Bollinger Canyon Rd

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↗			↖	↗		↖	↗		↖
Traffic Volume (vph)	4	17	433	88	5	177	529	19	43	25	142	12
Future Volume (vph)	4	17	433	88	5	177	529	19	43	25	142	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			-3%				1%			-2%		
Total Lost time (s)		6.0	6.0			6.0	6.0		6.0	6.0		6.5
Lane Util. Factor		1.00	0.95			0.97	0.95		1.00	1.00		1.00
Frbp, ped/bikes		1.00	0.99			1.00	0.99		1.00	0.94		1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Frt		1.00	0.97			1.00	0.99		1.00	0.87		1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00		0.95
Satd. Flow (prot)		1649	3152			3106	3162		1641	1409		1649
Flt Permitted		0.95	1.00			0.95	1.00		0.95	1.00		0.95
Satd. Flow (perm)		1649	3152			3106	3162		1641	1409		1649
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	5	20	515	105	6	211	630	23	51	30	169	14
RTOR Reduction (vph)	0	0	13	0	0	0	2	0	0	144	0	0
Lane Group Flow (vph)	0	25	607	0	0	217	651	0	51	55	0	14
Confl. Peds. (#/hr)				35				69			33	
Confl. Bikes (#/hr)								9				
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Split	NA		Split
Protected Phases	5	5	2		1	1	6		8	8		4
Permitted Phases												
Actuated Green, G (s)		6.0	46.5			14.2	54.7		17.8	17.8		17.0
Effective Green, g (s)		6.0	46.5			14.2	54.7		17.8	17.8		17.0
Actuated g/C Ratio		0.05	0.39			0.12	0.46		0.15	0.15		0.14
Clearance Time (s)		6.0	6.0			6.0	6.0		6.0	6.0		6.5
Vehicle Extension (s)		3.0	2.0			3.0	2.0		3.3	3.3		3.3
Lane Grp Cap (vph)		82	1221			367	1441		243	209		233
v/s Ratio Prot		0.02	c0.19			c0.07	0.21		0.03	c0.04		0.01
v/s Ratio Perm												
v/c Ratio		0.30	0.50			0.59	0.45		0.21	0.26		0.06
Uniform Delay, d1		55.0	27.9			50.1	22.4		44.9	45.3		44.6
Progression Factor		1.14	1.20			1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2		2.0	1.4			2.5	1.0		0.5	0.8		0.1
Delay (s)		64.9	34.9			52.7	23.4		45.4	46.0		44.7
Level of Service		E	C			D	C		D	D		D
Approach Delay (s)			36.0				30.7			45.9		
Approach LOS			D				C			D		
Intersection Summary												
HCM 2000 Control Delay			35.3			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			24.5			
Intersection Capacity Utilization			59.2%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

32: Main Branch Rd/Blueheart Way & Bollinger Canyon Rd

04/27/2023



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	32	23
Future Volume (vph)	32	23
Ideal Flow (vphpl)	1900	1900
Grade (%)	-3%	
Total Lost time (s)	6.5	
Lane Util. Factor	1.00	
Frbp, ped/bikes	0.96	
Flpb, ped/bikes	1.00	
Frt	0.94	
Flt Protected	1.00	
Satd. Flow (prot)	1561	
Flt Permitted	1.00	
Satd. Flow (perm)	1561	
Peak-hour factor, PHF	0.84	0.84
Adj. Flow (vph)	38	27
RTOR Reduction (vph)	23	0
Lane Group Flow (vph)	42	0
Confl. Peds. (#/hr)		59
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	17.0	
Effective Green, g (s)	17.0	
Actuated g/C Ratio	0.14	
Clearance Time (s)	6.5	
Vehicle Extension (s)	3.3	
Lane Grp Cap (vph)	221	
v/s Ratio Prot	c0.03	
v/s Ratio Perm		
v/c Ratio	0.19	
Uniform Delay, d1	45.4	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	45.9	
Level of Service	D	
Approach Delay (s)	45.7	
Approach LOS	D	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis

33: S Monarch Rd & Bayleaf Dr/Driveway Out

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↖			↗	
Traffic Volume (veh/h)	16	0	11	84	8	69	3	101	0	0	142	55
Future Volume (Veh/h)	16	0	11	84	8	69	3	101	0	0	142	55
Sign Control		Stop			Stop			Free			Free	
Grade		2%			0%			1%			-3%	
Peak Hour Factor	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Hourly flow rate (vph)	34	0	23	179	17	147	6	215	0	0	302	117
Pedestrians		96			23						361	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		9			2						34	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1195	
pX, platoon unblocked												
vC, conflicting volume	1200	706	456	634	765	599	515			238		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1200	706	456	634	765	599	515			238		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	26	100	96	47	94	55	99			100		
cM capacity (veh/h)	46	320	552	337	296	323	964			1311		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	57	179	164	221	419							
Volume Left	34	179	0	6	0							
Volume Right	23	0	147	0	117							
cSH	73	337	320	964	1700							
Volume to Capacity	0.78	0.53	0.51	0.01	0.25							
Queue Length 95th (ft)	93	74	69	0	0							
Control Delay (s)	144.3	27.2	27.5	0.3	0.0							
Lane LOS	F	D	D	A								
Approach Delay (s)	144.3	27.3		0.3	0.0							
Approach LOS	F	D										
Intersection Summary												
Average Delay				17.0								
Intersection Capacity Utilization			33.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 34: S Monarch Rd/N Monarch Rd & Bollinger Canyon Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	41	486	120	25	540	34	112	72	18	38	74	60
Future Volume (vph)	41	486	120	25	540	34	112	72	18	38	74	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			3%			0%				-3%
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		0.97	1.00	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.97		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1814	3592	1601	1778	3475		3467	1827		3554	1753	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1814	3592	1601	1778	3475		3467	1827		3554	1753	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	49	586	145	30	651	41	135	87	22	46	89	72
RTOR Reduction (vph)	0	0	77	0	3	0	0	9	0	0	27	0
Lane Group Flow (vph)	49	586	68	30	689	0	135	100	0	46	134	0
Confl. Peds. (#/hr)			1			43			17			3
Confl. Bikes (#/hr)						8						
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	1%	3%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2									
Actuated Green, G (s)	7.5	56.2	56.2	7.9	56.6		15.6	15.6		15.8	15.8	
Effective Green, g (s)	7.5	56.2	56.2	7.9	56.6		15.6	15.6		15.8	15.8	
Actuated g/C Ratio	0.06	0.47	0.47	0.07	0.47		0.13	0.13		0.13	0.13	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	113	1682	749	117	1639		450	237		467	230	
v/s Ratio Prot	0.03	c0.16		0.02	c0.20		0.04	c0.05		0.01	c0.08	
v/s Ratio Perm			0.04									
v/c Ratio	0.43	0.35	0.09	0.26	0.42		0.30	0.42		0.10	0.58	
Uniform Delay, d1	54.2	20.3	17.7	53.3	20.9		47.3	48.1		45.8	49.0	
Progression Factor	1.00	1.00	1.00	1.09	1.24		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.7	0.6	0.2	1.1	0.7		0.4	1.2		0.1	3.7	
Delay (s)	56.9	20.8	18.0	59.1	26.6		47.6	49.3		45.9	52.7	
Level of Service	E	C	B	E	C		D	D		D	D	
Approach Delay (s)		22.6			27.9			48.4			51.2	
Approach LOS		C			C			D			D	

Intersection Summary		
HCM 2000 Control Delay	30.8	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.45	
Actuated Cycle Length (s)	120.0	Sum of lost time (s) 24.5
Intersection Capacity Utilization	68.7%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

36: Bollinger Canyon Rd & E Branch Pkwy

04/27/2023



Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	1	241	198	73	407	276	1	232	489
Future Volume (vph)	1	241	198	73	407	276	1	232	489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			0%				-1%
Total Lost time (s)		3.5	3.5	5.0	6.0	6.0		5.0	6.0
Lane Util. Factor		0.97	1.00	1.00	0.95	1.00		0.97	0.95
Frbp, ped/bikes		1.00	0.99	1.00	1.00	0.96		1.00	1.00
Flpb, ped/bikes		0.76	1.00	1.00	1.00	1.00		1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected		0.95	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)		2698	1602	1805	3574	1537		3484	3592
Flt Permitted		0.95	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)		2698	1602	1805	3574	1537		3484	3592
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	1	280	230	85	473	321	1	270	569
RTOR Reduction (vph)	0	0	162	0	0	169	0	0	0
Lane Group Flow (vph)	0	281	68	85	473	152	0	271	569
Confl. Peds. (#/hr)		281	2			38			
Confl. Bikes (#/hr)						2			
Heavy Vehicles (%)	0%	1%	2%	0%	1%	1%	0%	1%	1%
Turn Type	Perm	Prot	Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases		4		1	6		5	5	2
Permitted Phases	4		4			6			
Actuated Green, G (s)		20.3	20.3	7.9	21.2	21.2		12.6	25.9
Effective Green, g (s)		20.3	20.3	7.9	21.2	21.2		12.6	25.9
Actuated g/C Ratio		0.30	0.30	0.12	0.31	0.31		0.18	0.38
Clearance Time (s)		3.5	3.5	5.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		798	474	207	1104	474		639	1356
v/s Ratio Prot				0.05	0.13			c0.08	c0.16
v/s Ratio Perm		0.10	0.04			0.10			
v/c Ratio		0.35	0.14	0.41	0.43	0.32		0.42	0.42
Uniform Delay, d1		19.0	17.8	28.2	18.9	18.2		24.8	15.8
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2		0.3	0.1	1.3	0.3	0.4		0.5	0.2
Delay (s)		19.3	17.9	29.5	19.1	18.6		25.2	16.0
Level of Service		B	B	C	B	B		C	B
Approach Delay (s)		18.6			19.9				19.0
Approach LOS		B			B				B
Intersection Summary									
HCM 2000 Control Delay			19.3		HCM 2000 Level of Service				B
HCM 2000 Volume to Capacity ratio			0.41						
Actuated Cycle Length (s)			68.6		Sum of lost time (s)				14.5
Intersection Capacity Utilization			54.1%		ICU Level of Service				A
Analysis Period (min)			15						

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

40: Bollinger Canyon Rd & Albion Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↗			↖	↗	↖↗	↖↗	↗		↖↗	↖↗
Traffic Volume (vph)	51	8	37	207	16	295	26	383	131	1	168	351
Future Volume (vph)	51	8	37	207	16	295	26	383	131	1	168	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			0%				0%
Total Lost time (s)	5.5	5.5			5.0	5.0	5.0	6.0	6.0		5.0	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00	0.97	0.95	1.00		0.97	0.95
Frbp, ped/bikes	1.00	1.00			1.00	0.82	1.00	1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.88			1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1796	1618			1835	1348	3502	3539	1536		3502	3574
Flt Permitted	0.95	1.00			0.96	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1796	1618			1835	1348	3502	3539	1536		3502	3574
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	64	10	46	259	20	369	32	479	164	1	210	439
RTOR Reduction (vph)	0	40	0	0	0	253	0	0	129	0	0	0
Lane Group Flow (vph)	64	16	0	0	279	116	33	479	35	0	211	439
Confl. Peds. (#/hr)						238			26			
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	3%	0%	6%	0%	0%	2%	0%	0%	0%	1%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases	8	8		4	4		5	2		1	1	6
Permitted Phases						4			2			
Actuated Green, G (s)	11.1	11.1			24.7	24.7	3.9	19.9	19.9		14.8	30.8
Effective Green, g (s)	11.1	11.1			24.7	24.7	3.9	19.9	19.9		14.8	30.8
Actuated g/C Ratio	0.12	0.12			0.27	0.27	0.04	0.22	0.22		0.16	0.33
Clearance Time (s)	5.5	5.5			5.0	5.0	5.0	6.0	6.0		5.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	216	195			492	361	148	765	332		563	1196
v/s Ratio Prot	c0.04	0.01			c0.15		0.01	c0.14			0.06	c0.12
v/s Ratio Perm						0.09			0.02			
v/c Ratio	0.30	0.08			0.57	0.32	0.22	0.63	0.11		0.37	0.37
Uniform Delay, d1	36.9	35.9			29.0	26.9	42.6	32.7	28.9		34.5	23.2
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.8	0.2			1.5	0.5	0.8	1.6	0.1		0.4	0.2
Delay (s)	37.7	36.1			30.5	27.5	43.4	34.3	29.1		34.9	23.4
Level of Service	D	D			C	C	D	C	C		C	C
Approach Delay (s)		36.9			28.8			33.5				26.4
Approach LOS		D			C			C				C

Intersection Summary		
HCM 2000 Control Delay	29.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.51	C
Actuated Cycle Length (s)	92.0	Sum of lost time (s)
Intersection Capacity Utilization	79.0%	ICU Level of Service
Analysis Period (min)	15	D

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

40: Bollinger Canyon Rd & Albion Rd

04/27/2023



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	72
Future Volume (vph)	72
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	6.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.91
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1454
Flt Permitted	1.00
Satd. Flow (perm)	1454
Peak-hour factor, PHF	0.80
Adj. Flow (vph)	90
RTOR Reduction (vph)	60
Lane Group Flow (vph)	30
Confl. Peds. (#/hr)	55
Confl. Bikes (#/hr)	1
Heavy Vehicles (%)	1%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	30.8
Effective Green, g (s)	30.8
Actuated g/C Ratio	0.33
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	486
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.06
Uniform Delay, d1	20.8
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	20.8
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

41: Arrowfield Way/Driveway Center & Albion Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↗		↖	↖	↖	↖	↖	↖		↖	↖
Traffic Volume (vph)	23	146	46	29	208	16	57	3	39	156	10	149
Future Volume (vph)	23	146	46	29	208	16	57	3	39	156	10	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-4%			0%				-1%
Total Lost time (s)	5.0	6.0		5.0	6.0	6.0	5.0	5.0			5.0	5.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frbp, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00			1.00	0.51
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	3432	1784		1787	1938	1529	1805	1634			1824	823
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (perm)	3432	1784		1787	1938	1529	1805	1634			1824	823
Peak-hour factor, PHF	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Adj. Flow (vph)	34	215	68	43	306	24	84	4	57	229	15	219
RTOR Reduction (vph)	0	7	0	0	0	17	0	51	0	0	0	161
Lane Group Flow (vph)	34	276	0	43	306	7	84	10	0	0	244	58
Confl. Peds. (#/hr)			3			5						338
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	3%	0%	6%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases						6						8
Actuated Green, G (s)	3.3	19.6		4.2	20.5	20.5	7.6	7.6			18.9	18.9
Effective Green, g (s)	3.3	19.6		4.2	20.5	20.5	7.6	7.6			18.9	18.9
Actuated g/C Ratio	0.05	0.27		0.06	0.29	0.29	0.11	0.11			0.27	0.27
Clearance Time (s)	5.0	6.0		5.0	6.0	6.0	5.0	5.0			5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	158	490		105	557	439	192	174			483	218
v/s Ratio Prot	0.01	0.16		c0.02	c0.16		c0.05	0.01			c0.13	
v/s Ratio Perm						0.00						0.07
v/c Ratio	0.22	0.56		0.41	0.55	0.02	0.44	0.06			0.51	0.27
Uniform Delay, d1	32.8	22.2		32.4	21.5	18.2	29.8	28.6			22.2	20.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.7	1.5		2.6	1.1	0.0	1.6	0.1			0.8	0.7
Delay (s)	33.4	23.7		34.9	22.6	18.2	31.4	28.8			23.1	21.4
Level of Service	C	C		C	C	B	C	C			C	C
Approach Delay (s)		24.7			23.7			30.3			22.3	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.51	
Actuated Cycle Length (s)	71.3	Sum of lost time (s) 21.0
Intersection Capacity Utilization	51.1%	ICU Level of Service A
Analysis Period (min)	15	

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

44: Bollinger Canyon Rd & Marsh Dr

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	54	61	200	32	74	192
Future Volume (Veh/h)	54	61	200	32	74	192
Sign Control	Stop		Free		Free	
Grade	3%		0%		-1%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	71	80	263	42	97	253
Pedestrians	9				12	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage (veh)	1			1		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	740	305			314	
vC1, stage 1 conf vol	293					
vC2, stage 2 conf vol	447					
vCu, unblocked vol	740	305			314	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	89			92	
cM capacity (veh/h)	458	720			1247	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	151	305	350			
Volume Left	71	0	97			
Volume Right	80	42	0			
cSH	567	1700	1247			
Volume to Capacity	0.27	0.18	0.08			
Queue Length 95th (ft)	27	0	6			
Control Delay (s)	13.6	0.0	2.8			
Lane LOS	B		A			
Approach Delay (s)	13.6	0.0	2.8			
Approach LOS	B					
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			46.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

45: Bollinger Canyon Rd & Dos Rios Dr

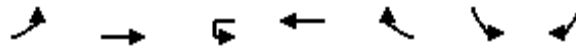
04/27/2023



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	14	11	224	20	2	6	236
Future Volume (Veh/h)	14	11	224	20	2	6	236
Sign Control	Stop		Free			Free	
Grade	0%		1%			-1%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	17	13	270	24	0	7	284
Pedestrians	10						
Lane Width (ft)	12.0						
Walking Speed (ft/s)	3.5						
Percent Blockage	1						
Right turn flare (veh)							
Median type	Raised			Raised			
Median storage (veh)	1			1			
Upstream signal (ft)							
pX, platoon unblocked					0.00		
vC, conflicting volume	590	292			0	304	
vC1, stage 1 conf vol	292						
vC2, stage 2 conf vol	298						
vCu, unblocked vol	590	292			0	304	
tC, single (s)	6.4	6.2			0.0	4.1	
tC, 2 stage (s)	5.4						
tF (s)	3.5	3.3			0.0	2.2	
p0 queue free %	97	98			0	99	
cM capacity (veh/h)	557	745			0	1256	
Direction, Lane #	WB 1	NB 1	SB 1				
Volume Total	30	294	291				
Volume Left	17	0	7				
Volume Right	13	24	0				
cSH	625	1700	1256				
Volume to Capacity	0.05	0.17	0.01				
Queue Length 95th (ft)	4	0	0				
Control Delay (s)	11.0	0.0	0.2				
Lane LOS	B		A				
Approach Delay (s)	11.0	0.0	0.2				
Approach LOS	B						
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utilization			28.9%	ICU Level of Service			A
Analysis Period (min)	15						

HCM Unsignalized Intersection Capacity Analysis
 48: Pine Valley Rd & Del Mar Dr

04/27/2023



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↖		→		↘	
Sign Control		Stop		Stop		Stop	
Traffic Volume (vph)	77	188	2	162	29	35	54
Future Volume (vph)	77	188	2	162	29	35	54
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	99	241	0	208	37	45	69
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total (vph)	340	245	114				
Volume Left (vph)	99	0	45				
Volume Right (vph)	0	37	69				
Hadj (s)	0.13	-0.07	-0.28				
Departure Headway (s)	4.6	4.5	4.9				
Degree Utilization, x	0.43	0.31	0.16				
Capacity (veh/h)	751	763	646				
Control Delay (s)	11.1	9.5	8.9				
Approach Delay (s)	11.1	9.5	8.9				
Approach LOS	B	A	A				
Intersection Summary							
Delay			10.2				
Level of Service			B				
Intersection Capacity Utilization			42.1%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM 6th AWSC
49: Alcosta Blvd & Pine Valley Rd/Pine Valley Ct

04/11/2023

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	128	1	97	1	5	2	115	269	5	8	293	88
Future Vol, veh/h	128	1	97	1	5	2	115	269	5	8	293	88
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	4	0	1	0	0	0	2	3	0	0	1	0
Mvmt Flow	149	1	113	1	6	2	134	313	6	9	341	102
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	15.7	10.1	11.6	12.2
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	57%	12%	100%	0%	0%
Vol Thru, %	0%	100%	95%	0%	62%	0%	100%	53%
Vol Right, %	0%	0%	5%	43%	25%	0%	0%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	179	95	226	8	8	195	186
LT Vol	115	0	0	128	1	8	0	0
Through Vol	0	179	90	1	5	0	195	98
RT Vol	0	0	5	97	2	0	0	88
Lane Flow Rate	134	209	110	263	9	9	227	216
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.247	0.357	0.186	0.489	0.019	0.017	0.388	0.348
Departure Headway (Hd)	6.655	6.164	6.074	6.694	7.18	6.645	6.153	5.798
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	539	582	589	539	496	537	584	617
Service Time	4.41	3.918	3.828	4.447	4.96	4.399	3.907	3.552
HCM Lane V/C Ratio	0.249	0.359	0.187	0.488	0.018	0.017	0.389	0.35
HCM Control Delay	11.6	12.3	10.2	15.7	10.1	9.5	12.8	11.6
HCM Lane LOS	B	B	B	C	B	A	B	B
HCM 95th-tile Q	1	1.6	0.7	2.7	0.1	0.1	1.8	1.6

HCM Unsignalized Intersection Capacity Analysis

52: Zinnia Ct/Trumpet Vine Ln & Hibiscus Rd

04/27/2023



Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	1	33	28	22	6	2	165
Future Volume (Veh/h)	1	33	28	22	6	2	165
Sign Control		Stop			Free	Free	
Grade		0%			0%	0%	
Peak Hour Factor	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Hourly flow rate (vph)	0	80	68	54	15	5	402
Pedestrians		68				10	
Lane Width (ft)		12.0				12.0	
Walking Speed (ft/s)		3.5				3.5	
Percent Blockage		6				1	
Right turn flare (veh)							
Median type					None	None	
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	407	274	475			
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	407	274	475			
tC, single (s)	0.0	6.4	6.2	4.1			
tC, 2 stage (s)							
tF (s)	0.0	3.5	3.3	2.2			
p0 queue free %	0	85	91	95			
cM capacity (veh/h)	0	530	720	1027			
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	148	69	407				
Volume Left	80	54	0				
Volume Right	68	0	402				
cSH	603	1027	1700				
Volume to Capacity	0.25	0.05	0.24				
Queue Length 95th (ft)	24	4	0				
Control Delay (s)	12.9	6.9	0.0				
Lane LOS	B	A					
Approach Delay (s)	12.9	6.9	0.0				
Approach LOS	B						
Intersection Summary							
Average Delay			3.8				
Intersection Capacity Utilization			29.7%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

53: Trumpet Vine Ln & Trefoil Rd

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	101	23	3	2	11
Future Volume (Veh/h)	8	101	23	3	2	11
Sign Control	Stop			Free	Free	
Grade	0%			1%	-2%	
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Hourly flow rate (vph)	14	180	41	5	4	20
Pedestrians	39			3		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	4			0		
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	140	56	63			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	140	56	63			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	82	97			
cM capacity (veh/h)	803	973	1495			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	194	46	24			
Volume Left	14	41	0			
Volume Right	180	0	20			
cSH	958	1495	1700			
Volume to Capacity	0.20	0.03	0.01			
Queue Length 95th (ft)	19	2	0			
Control Delay (s)	9.7	6.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	6.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			8.3			
Intersection Capacity Utilization			24.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

59: Davona Dr & Pine Valley Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	77	124	45	19	182	46	50	87	27	29	70	76
Future Volume (vph)	77	124	45	19	182	46	50	87	27	29	70	76
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	92	148	54	23	217	55	60	104	32	35	83	90

















Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	294	295	196	208
Volume Left (vph)	92	23	60	35
Volume Right (vph)	54	55	32	90
Hadj (s)	-0.01	-0.05	0.00	-0.22
Departure Headway (s)	5.6	5.6	6.0	5.8
Degree Utilization, x	0.46	0.46	0.33	0.33
Capacity (veh/h)	592	597	530	554
Control Delay (s)	13.4	13.2	11.9	11.6
Approach Delay (s)	13.4	13.2	11.9	11.6
Approach LOS	B	B	B	B

Intersection Summary

Delay	12.7
Level of Service	B
Intersection Capacity Utilization	53.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 60: Broadmoor Dr & Pine Valley Rd

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	48	99	29	65	107	65	23	98	95	84	94	41
Future Volume (vph)	48	99	29	65	107	65	23	98	95	84	94	41
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
Hourly flow rate (vph)	55	114	33	75	123	75	26	113	109	97	108	47
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	202	273	248	252								
Volume Left (vph)	55	75	26	97								
Volume Right (vph)	33	75	109	47								
Hadj (s)	0.01	-0.10	-0.20	-0.01								
Departure Headway (s)	5.9	5.6	5.6	5.7								
Degree Utilization, x	0.33	0.43	0.38	0.40								
Capacity (veh/h)	548	583	582	571								
Control Delay (s)	11.7	12.8	12.0	12.5								
Approach Delay (s)	11.7	12.8	12.0	12.5								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay			12.3									
Level of Service			B									
Intersection Capacity Utilization			54.7%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

63: San Ramon Valley Blvd & Montevideo Dr

04/27/2023



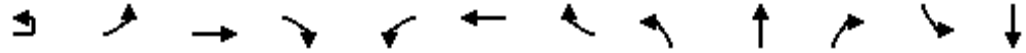
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	121	531	337	124	392	332
Future Volume (vph)	121	531	337	124	392	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			-1%
Total Lost time (s)	5.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frbp, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.96		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1599	3367		1796	3522
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1787	1599	3367		1796	3522
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	146	640	406	149	472	400
RTOR Reduction (vph)	0	294	0	0	0	0
Lane Group Flow (vph)	146	346	555	0	472	400
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	1%	1%	2%	1%	1%	3%
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Actuated Green, G (s)	17.7	48.1	23.5		30.4	59.9
Effective Green, g (s)	17.7	48.1	23.5		30.4	59.9
Actuated g/C Ratio	0.15	0.41	0.20		0.26	0.51
Clearance Time (s)	5.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	0.2	1.5		0.2	1.5
Lane Grp Cap (vph)	268	651	670		462	1787
v/s Ratio Prot	c0.08	0.14	c0.16		c0.26	0.11
v/s Ratio Perm		0.08				
v/c Ratio	0.54	0.53	0.83		1.02	0.22
Uniform Delay, d1	46.4	26.4	45.3		43.8	16.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.3	0.4	7.9		47.5	0.0
Delay (s)	48.7	26.9	53.3		91.3	16.2
Level of Service	D	C	D		F	B
Approach Delay (s)	30.9		53.3			56.8
Approach LOS	C		D			E

Intersection Summary

HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	118.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 64: Broadmoor Dr & Millbridge Dr/Driveway

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control			Stop			Stop			Stop			Stop
Traffic Volume (vph)	1	14	33	21	74	80	79	24	107	48	36	122
Future Volume (vph)	1	14	33	21	74	80	79	24	107	48	36	122
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	20	46	30	104	113	111	34	151	68	51	172

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	96	217	111	253	258
Volume Left (vph)	20	104	0	34	51
Volume Right (vph)	30	0	111	68	35
Hadj (s)	-0.12	0.24	-0.70	-0.10	-0.01
Departure Headway (s)	5.9	6.3	5.4	5.4	5.5
Degree Utilization, x	0.16	0.38	0.17	0.38	0.39
Capacity (veh/h)	534	535	625	614	613
Control Delay (s)	10.0	11.9	8.2	11.7	12.0
Approach Delay (s)	10.0	10.7		11.7	12.0
Approach LOS	B	B		B	B

Intersection Summary

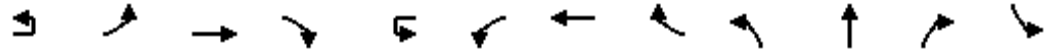
Delay	11.3
Level of Service	B
Intersection Capacity Utilization	37.4%
ICU Level of Service	A
Analysis Period (min)	15



Movement	SBR
Lane Configurations	
Sign Control	
Traffic Volume (vph)	25
Future Volume (vph)	25
Peak Hour Factor	0.71
Hourly flow rate (vph)	35
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis
 71: Lawrence Rd/Oak Gate Rd & Camino Tassajara

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	34	801	135	11	36	860	12	150	1	31	10
Future Volume (vph)	5	34	801	135	11	36	860	12	150	1	31	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			1%				-1%			2%		
Total Lost time (s)		4.0	5.9			4.0	5.9		4.6	4.6		
Lane Util. Factor		1.00	0.95			1.00	0.95		1.00	1.00		
Frbp, ped/bikes		1.00	0.98			1.00	1.00		1.00	0.92		
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		
Frt		1.00	0.98			1.00	1.00		1.00	0.85		
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1750	3337			1814	3547		1769	1440		
Flt Permitted		0.95	1.00			0.95	1.00		0.47	1.00		
Satd. Flow (perm)		1750	3337			1814	3547		870	1440		
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	6	42	989	167	14	44	1062	15	185	1	38	12
RTOR Reduction (vph)	0	0	11	0	0	0	1	0	0	29	0	0
Lane Group Flow (vph)	0	48	1145	0	0	58	1076	0	185	10	0	0
Confl. Peds. (#/hr)				54				23			61	61
Confl. Bikes (#/hr)				5				3				
Heavy Vehicles (%)	0%	3%	3%	4%	0%	0%	2%	0%	1%	0%	3%	10%
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases									8			4
Actuated Green, G (s)		4.3	38.7			5.9	40.3		20.5	20.5		
Effective Green, g (s)		4.3	38.7			5.9	40.3		20.5	20.5		
Actuated g/C Ratio		0.05	0.43			0.07	0.45		0.23	0.23		
Clearance Time (s)		4.0	5.9			4.0	5.9		4.6	4.6		
Vehicle Extension (s)		1.8	4.0			1.8	4.0		2.0	2.0		
Lane Grp Cap (vph)		83	1436			119	1590		198	328		
v/s Ratio Prot		0.03	c0.34			c0.03	0.30			0.01		
v/s Ratio Perm									c0.21			
v/c Ratio		0.58	0.80			0.49	0.68		0.93	0.03		
Uniform Delay, d1		41.9	22.2			40.5	19.6		34.0	27.0		
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00		
Incremental Delay, d2		5.9	3.4			1.1	1.3		44.9	0.0		
Delay (s)		47.9	25.5			41.7	20.9		78.9	27.0		
Level of Service		D	C			D	C		E	C		
Approach Delay (s)			26.4				22.0			69.9		
Approach LOS			C				C			E		
Intersection Summary												
HCM 2000 Control Delay			28.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			89.9				Sum of lost time (s)			17.5		
Intersection Capacity Utilization			66.9%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

71: Lawrence Rd/Oak Gate Rd & Camino Tassajara

04/27/2023

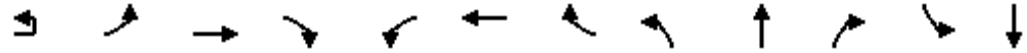


Movement	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	2	32
Future Volume (vph)	2	32
Ideal Flow (vphpl)	1900	1900
Grade (%)	-2%	
Total Lost time (s)	4.6	4.6
Lane Util. Factor	1.00	1.00
Frpb, ped/bikes	1.00	1.00
Flpb, ped/bikes	0.94	1.00
Frt	1.00	0.85
Flt Protected	0.96	1.00
Satd. Flow (prot)	1601	1631
Flt Permitted	0.81	1.00
Satd. Flow (perm)	1356	1631
Peak-hour factor, PHF	0.81	0.81
Adj. Flow (vph)	2	40
RTOR Reduction (vph)	0	34
Lane Group Flow (vph)	14	6
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Heavy Vehicles (%)	0%	0%
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Actuated Green, G (s)	12.8	12.8
Effective Green, g (s)	12.8	12.8
Actuated g/C Ratio	0.14	0.14
Clearance Time (s)	4.6	4.6
Vehicle Extension (s)	2.0	2.0
Lane Grp Cap (vph)	193	232
v/s Ratio Prot		
v/s Ratio Perm	0.01	0.00
v/c Ratio	0.07	0.02
Uniform Delay, d1	33.4	33.2
Progression Factor	1.00	1.00
Incremental Delay, d2	0.1	0.0
Delay (s)	33.5	33.2
Level of Service	C	C
Approach Delay (s)	33.3	
Approach LOS	C	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

72: Driveway/Hansen Ln & Camino Tassajara

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕		↖	↕		↖		↗		↕
Traffic Volume (vph)	2	0	782	69	34	808	0	108	0	58	0	0
Future Volume (vph)	2	0	782	69	34	808	0	108	0	58	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)			1%			2%			0%			0%
Total Lost time (s)		4.0	5.9		4.0	5.9		4.0		4.0		4.0
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00		1.00		1.00
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00		0.94		1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00		1.00		1.00
Frt		1.00	0.99		1.00	1.00		1.00		0.85		0.86
Flt Protected		0.95	1.00		0.95	1.00		0.95		1.00		1.00
Satd. Flow (prot)		1796	3447		1787	3504		1805		1518		1644
Flt Permitted		0.95	1.00		0.95	1.00		0.76		1.00		1.00
Satd. Flow (perm)		1796	3447		1787	3504		1439		1518		1644
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	3	0	990	87	43	1023	0	137	0	73	0	0
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	59	0	1
Lane Group Flow (vph)	0	3	1072	0	43	1023	0	137	0	14	0	0
Confl. Peds. (#/hr)							1			42	42	
Confl. Bikes (#/hr)				4			3					
Heavy Vehicles (%)	0%	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	Prot	NA		Prot	NA		D.Pm		Perm		NA
Protected Phases	5	5	2		1	6						4
Permitted Phases								4		4	4	
Actuated Green, G (s)		0.8	37.5		3.9	40.6		16.3		16.3		16.3
Effective Green, g (s)		0.8	37.5		3.9	40.6		16.3		16.3		16.3
Actuated g/C Ratio		0.01	0.46		0.05	0.49		0.20		0.20		0.20
Clearance Time (s)		4.0	5.9		4.0	5.9		4.0		4.0		4.0
Vehicle Extension (s)		1.8	4.0		1.8	4.0		4.0		4.0		4.0
Lane Grp Cap (vph)		17	1572		84	1730		285		301		326
v/s Ratio Prot		0.00	c0.31		c0.02	c0.29						0.00
v/s Ratio Perm								c0.10		0.01		
v/c Ratio		0.18	0.68		0.51	0.59		0.48		0.05		0.00
Uniform Delay, d1		40.4	17.6		38.2	14.9		29.2		26.7		26.4
Progression Factor		1.00	1.00		1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2		1.8	1.3		2.2	0.6		1.7		0.1		0.0
Delay (s)		42.2	19.0		40.4	15.5		30.9		26.8		26.4
Level of Service		D	B		D	B		C		C		C
Approach Delay (s)			19.1			16.5			29.5			26.4
Approach LOS			B			B			C			C
Intersection Summary												
HCM 2000 Control Delay			18.8									B
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			82.2							16.9		
Intersection Capacity Utilization			53.7%									A
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

72: Driveway/Hansen Ln & Camino Tassajara

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.79
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 73: Creekside Ave/Hollbrook Dr & Camino Tassajara

04/27/2023

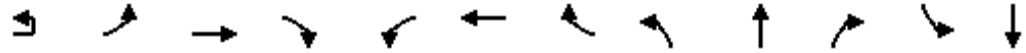


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕		↖	↗	
Traffic Volume (vph)	48	876	29	17	801	66	21	3	10	158	6	83
Future Volume (vph)	48	876	29	17	801	66	21	3	10	158	6	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%				-8%
Total Lost time (s)	4.0	5.9		4.0	5.9			4.6		4.6	4.6	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99			0.96		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.97		0.95	1.00	
Satd. Flow (prot)	1796	3538		1814	3513			1757		1877	1662	
Flt Permitted	0.95	1.00		0.95	1.00			0.97		0.95	1.00	
Satd. Flow (perm)	1796	3538		1814	3513			1757		1877	1662	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	55	995	33	19	910	75	24	3	11	180	7	94
RTOR Reduction (vph)	0	1	0	0	3	0	0	10	0	0	78	0
Lane Group Flow (vph)	55	1027	0	19	982	0	0	28	0	180	23	0
Confl. Peds. (#/hr)			8			5			14			
Confl. Bikes (#/hr)			11			6			1			2
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)	6.5	46.5		1.9	41.9			10.3		15.7	15.7	
Effective Green, g (s)	6.5	46.5		1.9	41.9			10.3		15.7	15.7	
Actuated g/C Ratio	0.07	0.50		0.02	0.45			0.11		0.17	0.17	
Clearance Time (s)	4.0	5.9		4.0	5.9			4.6		4.6	4.6	
Vehicle Extension (s)	2.0	4.0		1.8	4.0			2.0		2.0	2.0	
Lane Grp Cap (vph)	124	1759		36	1574			193		315	279	
v/s Ratio Prot	c0.03	0.29		0.01	c0.28			c0.02		c0.10	0.01	
v/s Ratio Perm												
v/c Ratio	0.44	0.58		0.53	0.62			0.15		0.57	0.08	
Uniform Delay, d1	41.8	16.6		45.4	19.8			37.6		35.8	32.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.6		6.3	0.9			0.1		1.6	0.0	
Delay (s)	42.7	17.2		51.7	20.6			37.8		37.4	32.9	
Level of Service	D	B		D	C			D		D	C	
Approach Delay (s)		18.5			21.2			37.8			35.7	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			22.0									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			93.5									Sum of lost time (s) 19.1
Intersection Capacity Utilization			56.5%									ICU Level of Service B
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 74: Woodside Dr/Alta Vista Way & Camino Tassajara

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations		↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (vph)	1	30	1009	4	3	847	18	5	1	5	29	0	
Future Volume (vph)	1	30	1009	4	3	847	18	5	1	5	29	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)			2%			-2%			3%			-4%	
Total Lost time (s)		4.0	5.9		4.0	5.9		4.6	4.6		4.6		
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00	1.00		1.00		
Frbp, ped/bikes		1.00	1.00		1.00	1.00		1.00	0.99		1.00		
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00	1.00		1.00		
Frt		1.00	1.00		1.00	1.00		1.00	0.87		1.00		
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95		
Satd. Flow (prot)		1787	3536		1823	3564		1778	1611		1838		
Flt Permitted		0.95	1.00		0.95	1.00		0.93	1.00		0.60		
Satd. Flow (perm)		1787	3536		1823	3564		1741	1611		1155		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	1	33	1121	4	3	941	20	6	1	6	32	0	
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	6	0	0	0	
Lane Group Flow (vph)	0	34	1125	0	3	960	0	6	1	0	32	0	
Confl. Peds. (#/hr)				9			7			3	3		
Confl. Bikes (#/hr)				10			6						
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	
Turn Type	Prot	Prot	NA		Prot	NA		Perm	NA		Perm		
Protected Phases	5	5	2		1	6			8			4	
Permitted Phases								8				4	
Actuated Green, G (s)		2.1	30.8		0.6	29.3		4.3	4.3		6.7		
Effective Green, g (s)		2.1	30.8		0.6	29.3		4.3	4.3		6.7		
Actuated g/C Ratio		0.03	0.51		0.01	0.48		0.07	0.07		0.11		
Clearance Time (s)		4.0	5.9		4.0	5.9		4.6	4.6		4.6		
Vehicle Extension (s)		1.8	4.0		1.8	4.0		2.0	2.0		2.0		
Lane Grp Cap (vph)		61	1794		18	1720		123	114		127		
v/s Ratio Prot		c0.02	c0.32		0.00	0.27			0.00				
v/s Ratio Perm								0.00			c0.03		
v/c Ratio		0.56	0.63		0.17	0.56		0.05	0.01		0.25		
Uniform Delay, d1		28.8	10.8		29.8	11.1		26.3	26.2		24.7		
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00		
Incremental Delay, d2		6.1	0.8		1.6	0.5		0.1	0.0		0.4		
Delay (s)		35.0	11.6		31.4	11.6		26.4	26.2		25.1		
Level of Service		C	B		C	B		C	C		C		
Approach Delay (s)			12.3			11.7			26.3			24.6	
Approach LOS			B			B			C			C	
Intersection Summary													
HCM 2000 Control Delay			12.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.50										
Actuated Cycle Length (s)			60.7									Sum of lost time (s)	16.5
Intersection Capacity Utilization			47.3%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis












74: Woodside Dr/Alta Vista Way & Camino Tassajara

04/27/2023

Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	31
Future Volume (vph)	31
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	4.6
Lane Util. Factor	1.00
Frbp, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1647
Flt Permitted	1.00
Satd. Flow (perm)	1647
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	34
RTOR Reduction (vph)	30
Lane Group Flow (vph)	4
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	6.7
Effective Green, g (s)	6.7
Actuated g/C Ratio	0.11
Clearance Time (s)	4.6
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	181
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.02
Uniform Delay, d1	24.1
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	24.1
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
 75: Brookside Dr & Timberline Ct

















04/27/2023

								
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Sign Control	Stop			Stop				Stop
Traffic Volume (vph)	6	12	1	74	6	1	13	92
Future Volume (vph)	6	12	1	74	6	1	13	92
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	9	18	0	109	9	0	19	135
Direction, Lane #	WB 1	NB 1	SB 1					
Volume Total (vph)	27	118	154					
Volume Left (vph)	9	0	19					
Volume Right (vph)	18	9	0					
Hadj (s)	-0.33	-0.03	0.07					
Departure Headway (s)	4.1	4.1	4.1					
Degree Utilization, x	0.03	0.13	0.18					
Capacity (veh/h)	812	861	857					
Control Delay (s)	7.3	7.7	8.0					
Approach Delay (s)	7.3	7.7	8.0					
Approach LOS	A	A	A					
Intersection Summary								
Delay			7.8					
Level of Service			A					
Intersection Capacity Utilization			22.3%	ICU Level of Service	A			
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis

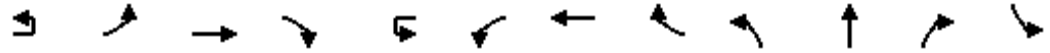
76: Brookside Dr & Paraiso Dr

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	26	32	39	7	23	25	18	28	5	36	31	30
Future Volume (vph)	26	32	39	7	23	25	18	28	5	36	31	30
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	38	47	57	10	34	37	26	41	7	53	46	44
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	142	81	74	143								
Volume Left (vph)	38	10	26	53								
Volume Right (vph)	57	37	7	44								
Hadj (s)	-0.17	-0.25	0.01	-0.11								
Departure Headway (s)	4.3	4.3	4.6	4.4								
Degree Utilization, x	0.17	0.10	0.09	0.17								
Capacity (veh/h)	780	776	737	772								
Control Delay (s)	8.2	7.8	8.1	8.3								
Approach Delay (s)	8.2	7.8	8.1	8.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			31.2%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
77: Brookside Dr & Sycamore Valley Dr

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	
Lane Configurations													
Traffic Volume (vph)	9	25	1006	84	1	46	872	21	68	8	37	52	
Future Volume (vph)	9	25	1006	84	1	46	872	21	68	8	37	52	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)			-2%				-2%			0%			
Total Lost time (s)		4.0	5.9			4.0	5.9		4.6	4.6		4.6	
Lane Util. Factor		1.00	0.95			1.00	0.95		1.00	1.00		1.00	
Frbp, ped/bikes		1.00	1.00			1.00	1.00		1.00	0.99		1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00	
Frt		1.00	0.99			1.00	1.00		1.00	0.88		1.00	
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00		0.95	
Satd. Flow (prot)		1771	3563			1823	3557		1803	1647		1736	
Flt Permitted		0.95	1.00			0.95	1.00		0.73	1.00		0.73	
Satd. Flow (perm)		1771	3563			1823	3557		1382	1647		1325	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	10	27	1082	90	1	49	938	23	73	9	40	56	
RTOR Reduction (vph)	0	0	3	0	0	0	1	0	0	34	0	0	
Lane Group Flow (vph)	0	37	1169	0	0	50	960	0	73	15	0	56	
Confl. Peds. (#/hr)								1	2				
Confl. Bikes (#/hr)				2				12			2		
Heavy Vehicles (%)	0%	4%	1%	1%	0%	0%	2%	5%	0%	0%	0%	4%	
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	
Protected Phases	5	5	2		1	1	6			8			
Permitted Phases									8			4	
Actuated Green, G (s)		3.5	36.1			3.8	36.4		9.4	9.4		9.4	
Effective Green, g (s)		3.5	36.1			3.8	36.4		9.4	9.4		9.4	
Actuated g/C Ratio		0.05	0.57			0.06	0.57		0.15	0.15		0.15	
Clearance Time (s)		4.0	5.9			4.0	5.9		4.6	4.6		4.6	
Vehicle Extension (s)		1.8	4.0			1.8	4.0		2.0	2.0		2.0	
Lane Grp Cap (vph)		97	2016			108	2029		203	242		195	
v/s Ratio Prot		0.02	c0.33			c0.03	0.27			0.01			
v/s Ratio Perm									c0.05			0.04	
v/c Ratio		0.38	0.58			0.46	0.47		0.36	0.06		0.29	
Uniform Delay, d1		29.1	8.9			29.0	8.1		24.5	23.4		24.2	
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		0.9	0.5			1.1	0.2		0.4	0.0		0.3	
Delay (s)		30.0	9.4			30.2	8.3		24.9	23.4		24.5	
Level of Service		C	A			C	A		C	C		C	
Approach Delay (s)			10.1				9.4			24.3			
Approach LOS			B				A			C			
Intersection Summary													
HCM 2000 Control Delay			11.1									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.53										
Actuated Cycle Length (s)			63.8									Sum of lost time (s)	14.5
Intersection Capacity Utilization			58.3%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

77: Brookside Dr & Sycamore Valley Dr

04/27/2023



Movement	SBT	SBR
Lane Configurations	⤴	
Traffic Volume (vph)	15	26
Future Volume (vph)	15	26
Ideal Flow (vphpl)	1900	1900
Grade (%)	0%	
Total Lost time (s)	4.6	
Lane Util. Factor	1.00	
Frbp, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.90	
Flt Protected	1.00	
Satd. Flow (prot)	1693	
Flt Permitted	1.00	
Satd. Flow (perm)	1693	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	16	28
RTOR Reduction (vph)	24	0
Lane Group Flow (vph)	20	0
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		7
Heavy Vehicles (%)	0%	0%
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	9.4	
Effective Green, g (s)	9.4	
Actuated g/C Ratio	0.15	
Clearance Time (s)	4.6	
Vehicle Extension (s)	2.0	
Lane Grp Cap (vph)	249	
v/s Ratio Prot	0.01	
v/s Ratio Perm		
v/c Ratio	0.08	
Uniform Delay, d1	23.5	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	23.5	
Level of Service	C	
Approach Delay (s)	24.1	
Approach LOS	C	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis

80: Greenbook Dr & El Capitan Dr

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	59	52	44	2	41	65	32	109	9	73	84	62
Future Volume (vph)	59	52	44	2	41	65	32	109	9	73	84	62
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	74	65	55	2	51	81	40	136	11	91	105	78

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	194	134	187	274
Volume Left (vph)	74	2	40	91
Volume Right (vph)	55	81	11	78
Hadj (s)	-0.07	-0.32	0.02	-0.07
Departure Headway (s)	5.2	5.1	5.2	5.0
Degree Utilization, x	0.28	0.19	0.27	0.38
Capacity (veh/h)	628	630	640	675
Control Delay (s)	10.3	9.3	10.1	11.0
Approach Delay (s)	10.3	9.3	10.1	11.0
Approach LOS	B	A	B	B

Intersection Summary

Delay	10.3
Level of Service	B
Intersection Capacity Utilization	41.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

81: El Capitan Dr & Orange Blossom Way

04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↘	
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	45	137	180	29	30	49
Future Volume (vph)	45	137	180	29	30	49
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Hourly flow rate (vph)	71	217	286	46	48	78
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total (vph)	288	332	126			
Volume Left (vph)	71	0	48			
Volume Right (vph)	0	46	78			
Hadj (s)	0.07	-0.07	-0.30			
Departure Headway (s)	4.7	4.5	5.0			
Degree Utilization, x	0.38	0.42	0.18			
Capacity (veh/h)	733	769	638			
Control Delay (s)	10.5	10.7	9.1			
Approach Delay (s)	10.5	10.7	9.1			
Approach LOS	B	B	A			
Intersection Summary						
Delay			10.3			
Level of Service			B			
Intersection Capacity Utilization			36.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

84: Esther Ln/Danvilla Ct & W Linda Mesa Ave

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	71	13	121	57	0	4	0	30	0	0	0
Future Volume (vph)	0	71	13	121	57	0	4	0	30	0	0	0
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Hourly flow rate (vph)	0	127	23	216	102	0	7	0	54	0	0	0

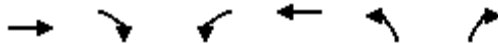
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	150	318	61	0
Volume Left (vph)	0	216	7	0
Volume Right (vph)	23	0	54	0
Hadj (s)	-0.05	0.18	-0.51	0.00
Departure Headway (s)	4.3	4.4	4.4	5.0
Degree Utilization, x	0.18	0.39	0.08	0.00
Capacity (veh/h)	807	800	733	649
Control Delay (s)	8.3	10.1	7.8	8.0
Approach Delay (s)	8.3	10.1	7.8	0.0
Approach LOS	A	B	A	A

Intersection Summary			
Delay		9.3	
Level of Service		A	
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

85: Estates Dr & Quinterra Ln

04/27/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↶	↷	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	0	0	101	31	49	25
Future Volume (vph)	0	0	101	31	49	25
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45
Hourly flow rate (vph)	0	0	224	69	109	56
Direction, Lane #	WB 1	NB 1				
Volume Total (vph)	293	165				
Volume Left (vph)	224	109				
Volume Right (vph)	0	56				
Hadj (s)	0.17	0.00				
Departure Headway (s)	4.5	4.6				
Degree Utilization, x	0.36	0.21				
Capacity (veh/h)	783	739				
Control Delay (s)	10.0	8.8				
Approach Delay (s)	10.0	8.8				
Approach LOS	B	A				
Intersection Summary						
Delay			9.6			
Level of Service			A			
Intersection Capacity Utilization			25.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

87: Hartz Ave/Danville Blvd & Railroad Ave

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	391	82	69	346	292	362
Future Volume (vph)	391	82	69	346	292	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			0%	0%	
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
Frbp, ped/bikes	1.00	0.88	1.00	1.00	1.00	0.86
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1616	1273	1624	1693	1693	1226
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1616	1273	1624	1693	1693	1226
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	416	87	73	368	311	385
RTOR Reduction (vph)	0	54	0	0	0	260
Lane Group Flow (vph)	416	33	73	368	311	125
Confl. Peds. (#/hr)		43				62
Confl. Bikes (#/hr)		1				4
Heavy Vehicles (%)	0%	0%	0%	1%	1%	2%
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Actuated Green, G (s)	23.1	23.1	6.0	29.8	19.8	19.8
Effective Green, g (s)	23.1	23.1	6.0	29.8	19.8	19.8
Actuated g/C Ratio	0.38	0.38	0.10	0.49	0.33	0.33
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	1.8	3.0	3.0	3.0
Lane Grp Cap (vph)	612	482	160	828	550	398
v/s Ratio Prot	c0.26		0.04	c0.22	c0.18	
v/s Ratio Perm		0.03				0.10
v/c Ratio	0.68	0.07	0.46	0.44	0.57	0.31
Uniform Delay, d1	15.8	12.0	25.9	10.1	17.0	15.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	0.1	0.8	0.4	1.3	0.5
Delay (s)	18.8	12.1	26.7	10.5	18.3	15.9
Level of Service	B	B	C	B	B	B
Approach Delay (s)	17.7			13.2	17.0	
Approach LOS	B			B	B	

Intersection Summary

HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	60.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

88: Danville Blvd & El Cerro Blvd

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	236	243	415	220	245	308
Future Volume (vph)	236	243	415	220	245	308
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			1%
Total Lost time (s)	4.6	4.6	4.6		4.0	5.1
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.94	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.95		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1624	1350	3213		1569	3379
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1624	1350	3213		1569	3379
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	248	256	437	232	258	324
RTOR Reduction (vph)	0	198	63	0	0	0
Lane Group Flow (vph)	248	58	606	0	258	324
Confl. Peds. (#/hr)		42		4	4	
Confl. Bikes (#/hr)		1		3		
Heavy Vehicles (%)	0%	1%	1%	0%	3%	1%
Parking (#/hr)	0	0	0	0	0	0
Turn Type	Prot	Perm	NA		Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4				
Actuated Green, G (s)	18.9	18.9	24.4		19.9	47.8
Effective Green, g (s)	18.9	18.9	24.4		19.9	47.8
Actuated g/C Ratio	0.23	0.23	0.29		0.24	0.57
Clearance Time (s)	4.6	4.6	4.6		4.0	5.1
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	366	304	936		373	1929
v/s Ratio Prot	c0.15		c0.19		c0.16	0.10
v/s Ratio Perm		0.04				
v/c Ratio	0.68	0.19	0.65		0.69	0.17
Uniform Delay, d1	29.6	26.2	25.9		29.1	8.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.9	0.3	1.6		5.5	0.0
Delay (s)	34.5	26.5	27.4		34.6	8.6
Level of Service	C	C	C		C	A
Approach Delay (s)	30.5		27.4			20.1
Approach LOS	C		C			C

Intersection Summary

HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	83.7	Sum of lost time (s)	15.2
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

89: La Gonda Way & El Cerro Blvd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	405	23	124	389	97	30	82	230	98	41	42
Future Volume (vph)	37	405	23	124	389	97	30	82	230	98	41	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			1%			9%				-4%
Total Lost time (s)	4.0	4.6		4.0	4.6	4.6		4.6	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1760	1814		1796	1872	1568		1790	1489	1787	1747	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1760	1814		1796	1872	1568		1790	1489	1787	1747	
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)	41	445	25	136	427	107	33	90	253	108	45	46
RTOR Reduction (vph)	0	1	0	0	0	51	0	0	164	0	33	0
Lane Group Flow (vph)	41	469	0	136	427	56	0	123	89	108	58	0
Confl. Peds. (#/hr)						1			26			4
Confl. Bikes (#/hr)			5			2			1			
Heavy Vehicles (%)	0%	1%	4%	0%	1%	0%	0%	0%	0%	3%	0%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	4	4	
Permitted Phases						6			8			
Actuated Green, G (s)	4.3	30.6		12.2	38.5	38.5		14.1	26.3	10.3	10.3	
Effective Green, g (s)	4.3	30.6		12.2	38.5	38.5		14.1	26.3	10.3	10.3	
Actuated g/C Ratio	0.05	0.36		0.14	0.45	0.45		0.17	0.31	0.12	0.12	
Clearance Time (s)	4.0	4.6		4.0	4.6	4.6		4.6	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	4.0		3.0	4.0	4.0		2.5	3.0	2.0	2.0	
Lane Grp Cap (vph)	89	653		257	847	710		296	460	216	211	
v/s Ratio Prot	0.02	c0.26		c0.08	0.23			c0.07	0.03	c0.06	0.03	
v/s Ratio Perm						0.04			0.03			
v/c Ratio	0.46	0.72		0.53	0.50	0.08		0.42	0.19	0.50	0.28	
Uniform Delay, d1	39.2	23.5		33.7	16.5	13.2		31.8	21.6	34.9	34.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	4.0		2.0	0.6	0.1		0.7	0.2	0.7	0.3	
Delay (s)	40.6	27.5		35.7	17.1	13.3		32.4	21.8	35.6	34.2	
Level of Service	D	C		D	B	B		C	C	D	C	
Approach Delay (s)		28.6			20.3			25.3			35.0	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.59	C
Actuated Cycle Length (s)	85.0	Sum of lost time (s)
Intersection Capacity Utilization	58.0%	17.8
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

95: Diablo Rd & Camino Tassajara

04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	255	122	451	303	127	398
Future Volume (vph)	255	122	451	303	127	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			-1%
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.96	1.00	0.97	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	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1508	1853	1546	1744	1872
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1508	1853	1546	1744	1872
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	271	130	480	322	135	423
RTOR Reduction (vph)	0	88	0	95	0	0
Lane Group Flow (vph)	271	42	480	227	135	423
Confl. Peds. (#/hr)		7		3	3	
Confl. Bikes (#/hr)				3		
Heavy Vehicles (%)	1%	3%	2%	1%	4%	2%
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Actuated Green, G (s)	22.0	22.0	37.2	37.2	13.7	55.4
Effective Green, g (s)	22.0	22.0	37.2	37.2	13.7	55.4
Actuated g/C Ratio	0.19	0.19	0.32	0.32	0.12	0.47
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	2.0	3.0	3.0	1.8	3.0
Lane Grp Cap (vph)	334	282	587	489	203	883
v/s Ratio Prot	c0.15		c0.26		c0.08	0.23
v/s Ratio Perm		0.03		0.15		
v/c Ratio	0.81	0.15	0.82	0.46	0.67	0.48
Uniform Delay, d1	45.7	39.9	37.0	32.1	49.7	21.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.2	0.1	8.7	0.7	6.2	0.4
Delay (s)	58.9	40.0	45.6	32.8	55.9	21.6
Level of Service	E	D	D	C	E	C
Approach Delay (s)	52.8		40.5		29.9	
Approach LOS	D		D		C	

Intersection Summary

HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	117.4	Sum of lost time (s)	15.8
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 98: McCauley Rd/Green Valley Rd & Diablo Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	265	10	56	335	156	55	7	11	289	27	265
Future Volume (vph)	239	265	10	56	335	156	55	7	11	289	27	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-2%			1%				1%
Total Lost time (s)	4.0	4.6		4.0	4.6	4.6	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.91	1.00	1.00			1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.91			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1735	1827		1787	3610	1468	1761	1632			1754	1494
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (perm)	1735	1827		1787	3610	1468	1761	1632			1754	1494
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	257	285	11	60	360	168	59	8	12	311	29	285
RTOR Reduction (vph)	0	1	0	0	0	140	0	11	0	0	0	165
Lane Group Flow (vph)	257	295	0	60	360	28	59	9	0	0	340	120
Confl. Peds. (#/hr)	22						22	11				11
Confl. Bikes (#/hr)			4			10						2
Heavy Vehicles (%)	3%	2%	10%	2%	1%	1%	2%	0%	9%	3%	4%	3%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4		4
Permitted Phases						6						4
Actuated Green, G (s)	25.9	49.6		7.5	20.9	20.9	7.2	7.2			33.4	33.4
Effective Green, g (s)	25.9	49.6		7.5	20.9	20.9	7.2	7.2			33.4	33.4
Actuated g/C Ratio	0.21	0.40		0.06	0.17	0.17	0.06	0.06			0.27	0.27
Clearance Time (s)	4.0	4.6		4.0	4.6	4.6	4.0	4.0			4.0	4.0
Vehicle Extension (s)	4.0	3.5		2.0	3.5	3.5	1.5	1.5			4.0	4.0
Lane Grp Cap (vph)	360	727		107	605	246	101	94			470	400
v/s Ratio Prot	c0.15	c0.16		0.03	c0.10		c0.03	0.01			c0.19	
v/s Ratio Perm						0.02						0.08
v/c Ratio	0.71	0.41		0.56	0.60	0.11	0.58	0.09			0.72	0.30
Uniform Delay, d1	45.9	26.9		56.9	47.9	44.0	57.2	55.6			41.4	36.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	7.0	0.4		4.0	1.7	0.2	5.4	0.2			5.8	0.6
Delay (s)	52.9	27.4		60.9	49.6	44.2	62.7	55.8			47.2	36.9
Level of Service	D	C		E	D	D	E	E			D	D
Approach Delay (s)		39.2			49.2			60.9			42.5	
Approach LOS		D			D			E			D	

Intersection Summary

HCM 2000 Control Delay	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	124.6	Sum of lost time (s)	20.6
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 99: Driveway In/Matadera Way & Diablo Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘						↕	
Traffic Volume (vph)	93	547	16	15	655	10	0	0	0	15	1	129
Future Volume (vph)	93	547	16	15	655	10	0	0	0	15	1	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			0%				0%
Total Lost time (s)	4.0	4.6		4.0	4.6							4.0
Lane Util. Factor	1.00	0.95		1.00	0.95							1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00							0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00							1.00
Frt	1.00	1.00		1.00	1.00							0.88
Flt Protected	0.95	1.00		0.95	1.00							0.99
Satd. Flow (prot)	1778	3472		1808	3481							1597
Flt Permitted	0.95	1.00		0.95	1.00							0.99
Satd. Flow (perm)	1778	3472		1808	3481							1597
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	98	576	17	16	689	11	0	0	0	16	1	136
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	0	0	124	0
Lane Group Flow (vph)	98	591	0	16	699	0	0	0	0	0	29	0
Confl. Peds. (#/hr)	1		4	4		1	18					18
Confl. Bikes (#/hr)			10			6						1
Heavy Vehicles (%)	1%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA						Perm	NA
Protected Phases	5	2		1	6							4
Permitted Phases										4		
Actuated Green, G (s)	6.3	32.6		0.9	21.8							5.3
Effective Green, g (s)	6.3	32.6		0.9	21.8							5.3
Actuated g/C Ratio	0.11	0.55		0.02	0.37							0.09
Clearance Time (s)	4.0	4.6		4.0	4.6							4.0
Vehicle Extension (s)	2.0	4.0		2.0	4.0							2.0
Lane Grp Cap (vph)	189	1915		27	1284							143
v/s Ratio Prot	c0.06	c0.17		0.01	c0.20							
v/s Ratio Perm												0.02
v/c Ratio	0.52	0.31		0.59	0.54							0.20
Uniform Delay, d1	25.0	7.2		28.9	14.7							24.9
Progression Factor	1.00	1.00		1.00	1.00							1.00
Incremental Delay, d2	1.0	0.1		21.0	0.6							0.3
Delay (s)	26.0	7.3		50.0	15.3							25.2
Level of Service	C	A		D	B							C
Approach Delay (s)		9.9			16.1			0.0				25.2
Approach LOS		A			B			A				C
Intersection Summary												
HCM 2000 Control Delay			14.3									HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			59.1									Sum of lost time (s) 16.6
Intersection Capacity Utilization			45.4%									ICU Level of Service A
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

101: Green Valley Rd & Blemer Rd

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	77	59	347	572	59
Future Volume (vph)	40	77	59	347	572	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			1%	-1%	
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frbp, ped/bikes	1.00	0.98	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1710	1400	1562	1853	1825	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1710	1400	1562	1853	1825	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	86	66	386	636	66
RTOR Reduction (vph)	0	78	0	0	2	0
Lane Group Flow (vph)	44	8	66	386	700	0
Confl. Peds. (#/hr)	6		3			3
Confl. Bikes (#/hr)		1				2
Heavy Vehicles (%)	5%	12%	15%	2%	3%	3%
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6 8	
Permitted Phases		4				
Actuated Green, G (s)	8.3	8.3	7.1	54.5	61.7	
Effective Green, g (s)	8.3	8.3	7.1	54.5	61.7	
Actuated g/C Ratio	0.09	0.09	0.08	0.58	0.66	
Clearance Time (s)	4.0	4.0	4.0	4.6		
Vehicle Extension (s)	1.8	1.8	1.8	3.0		
Lane Grp Cap (vph)	151	124	118	1077	1201	
v/s Ratio Prot	c0.03		c0.04	0.21	c0.38	
v/s Ratio Perm		0.01				
v/c Ratio	0.29	0.06	0.56	0.36	0.58	
Uniform Delay, d1	39.9	39.1	41.8	10.4	8.9	
Progression Factor	1.00	1.00	1.00	1.00	0.53	
Incremental Delay, d2	0.4	0.1	3.2	0.2	0.6	
Delay (s)	40.3	39.2	45.0	10.6	5.2	
Level of Service	D	D	D	B	A	
Approach Delay (s)	39.6			15.6	5.2	
Approach LOS	D			B	A	

Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	93.7	Sum of lost time (s)	16.6
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	19.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↶	↷	↶	↶	↷		↶	↷	↶		↷
Traffic Vol, veh/h	1	31	88	380	77	87	5	30	16	62	6	40
Future Vol, veh/h	1	31	88	380	77	87	5	30	16	62	6	40
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	6	3	3	1	1	0	7	0	2	0	5
Mvmt Flow	1	37	106	458	93	105	6	36	19	75	7	48
Number of Lanes	0	1	1	1	1	2	0	1	1	1	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	3
HCM Control Delay	25.4	12.4	11.7	17.6
HCM LOS	D	B	B	C


Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	32%	0%	100%	0%	0%	100%	0%	0%	13%	0%
Vol Thru, %	0%	68%	0%	0%	100%	0%	0%	100%	85%	87%	0%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	24	62	32	88	380	77	58	34	46	261
LT Vol	23	8	0	32	0	0	77	0	0	6	0
Through Vol	0	16	0	0	88	0	0	58	29	40	0
RT Vol	0	0	62	0	0	380	0	0	5	0	261
Lane Flow Rate	27	28	75	39	106	458	93	70	41	55	314
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.066	0.065	0.154	0.08	0.208	0.801	0.214	0.152	0.088	0.114	0.589
Departure Headway (Hd)	8.728	8.263	7.427	7.463	7.06	6.3	8.32	7.812	7.69	7.425	6.744
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	410	433	482	480	508	572	431	458	465	483	535
Service Time	6.493	6.028	5.192	5.209	4.806	4.045	6.08	5.571	5.449	5.172	4.492
HCM Lane V/C Ratio	0.066	0.065	0.156	0.081	0.209	0.801	0.216	0.153	0.088	0.114	0.587
HCM Control Delay	12.1	11.6	11.6	10.9	11.7	29.8	13.3	12	11.2	11.1	18.8
HCM Lane LOS	B	B	B	B	B	D	B	B	B	B	C
HCM 95th-tile Q	0.2	0.2	0.5	0.3	0.8	7.8	0.8	0.5	0.3	0.4	3.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations 

Traffic Vol, veh/h 261

Future Vol, veh/h 261

Peak Hour Factor 0.83

Heavy Vehicles, % 1

Mvmt Flow 314

Number of Lanes 1

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

HCM Unsignalized Intersection Capacity Analysis
 105: Driveway In/Out/Monte Sereno Dr & Stone Valley Rd

04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	402	13	35	339	22	28	0	33	17	0	23
Future Volume (Veh/h)	17	402	13	35	339	22	28	0	33	17	0	23
Sign Control	Free			Free			Stop			Stop		
Grade	4%			-3%			0%			-1%		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	20	479	15	42	404	26	33	0	39	20	0	27
Pedestrians	124			4			25			23		
Lane Width (ft)	12.0			12.0			12.0			12.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	12			0			2			2		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	456											
pX, platoon unblocked				0.82			0.82			0.82		
vC, conflicting volume	453			519			1190			1088		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	453			305			1123			999		
tC, single (s)	4.1			4.1			7.1			6.5		
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5			4.0		
p0 queue free %	98			96			71			100		
cM capacity (veh/h)	1094			1016			113			181		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	20	494	42	430	33	39	47					
Volume Left	20	0	42	0	33	0	20					
Volume Right	0	15	0	26	0	39	27					
cSH	1094	1700	1016	1700	113	556	249					
Volume to Capacity	0.02	0.29	0.04	0.25	0.29	0.07	0.19					
Queue Length 95th (ft)	1	0	3	0	28	6	17					
Control Delay (s)	8.4	0.0	8.7	0.0	49.4	12.0	22.8					
Lane LOS	A		A		E	B	C					
Approach Delay (s)	0.3		0.8		29.1		22.8					
Approach LOS					D		C					
Intersection Summary												
Average Delay	3.3											
Intersection Capacity Utilization	49.8%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis

108: Danville Blvd & Hemme Ave

04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	156	46	48	571	326	90
Future Volume (vph)	156	46	48	571	326	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			0%	1%	
Total Lost time (s)	4.0		4.0	5.5	5.5	5.5
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1734		1770	1881	1853	1532
Flt Permitted	0.96		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1734		1770	1881	1853	1532
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	161	47	49	589	336	93
RTOR Reduction (vph)	7	0	0	0	0	0
Lane Group Flow (vph)	201	0	49	589	336	93
Confl. Peds. (#/hr)						3
Confl. Bikes (#/hr)		1				7
Heavy Vehicles (%)	1%	9%	2%	1%	2%	1%
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	17.2		6.2	36.4	26.2	26.2
Effective Green, g (s)	17.2		6.2	36.4	26.2	26.2
Actuated g/C Ratio	0.19		0.07	0.40	0.29	0.29
Clearance Time (s)	4.0		4.0	5.5	5.5	5.5
Vehicle Extension (s)	3.0		2.0	4.0	4.0	4.0
Lane Grp Cap (vph)	324		119	745	528	437
v/s Ratio Prot	c0.12		0.03	c0.31	0.18	
v/s Ratio Perm						0.06
v/c Ratio	0.62		0.41	0.79	0.64	0.21
Uniform Delay, d1	34.3		41.1	24.3	28.6	25.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5		0.8	6.1	2.8	0.3
Delay (s)	37.8		41.9	30.4	31.5	25.3
Level of Service	D		D	C	C	C
Approach Delay (s)	37.8			31.3	30.1	
Approach LOS	D			C	C	

Intersection Summary

HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	17.5
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

109: Danville Blvd & La Serena Ave/Creekside Community Church Entr

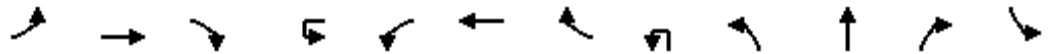
04/27/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	41	0	26	1	0	3	34	687	3	4	384	40
Future Volume (Veh/h)	41	0	26	1	0	3	34	687	3	4	384	40
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			-1%			1%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	41	0	26	1	0	3	34	694	3	4	388	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1194				
pX, platoon unblocked	0.72	0.72		0.72	0.72	0.72				0.72		
vC, conflicting volume	1182	1181	408	1206	1200	696	428			697		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1059	1057	408	1091	1082	382	428			384		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.5	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.6	2.2			2.2		
p0 queue free %	71	100	96	99	100	99	97			100		
cM capacity (veh/h)	141	158	639	130	152	433	1142			853		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	67	4	731	432								
Volume Left	41	1	34	4								
Volume Right	26	3	3	40								
cSH	202	274	1142	853								
Volume to Capacity	0.33	0.01	0.03	0.00								
Queue Length 95th (ft)	34	1	2	0								
Control Delay (s)	31.4	18.3	0.8	0.1								
Lane LOS	D	C	A	A								
Approach Delay (s)	31.4	18.3	0.8	0.1								
Approach LOS	D	C										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			73.2%		ICU Level of Service					D		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 112: Danville Blvd & Stone Valley Rd

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations		↕	↕			↕	↕		↕	↕↕		↕↕
Traffic Volume (vph)	32	133	70	1	295	88	296	1	72	406	484	342
Future Volume (vph)	32	133	70	1	295	88	296	1	72	406	484	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				-1%				-1%		
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	5.5		4.0
Lane Util. Factor		1.00	1.00			1.00	1.00		1.00	0.95		0.97
Frbp, ped/bikes		1.00	0.98			1.00	0.98		1.00	0.99		1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Frt		1.00	0.85			1.00	0.85		1.00	0.92		1.00
Flt Protected		0.99	1.00			0.96	1.00		0.95	1.00		0.95
Satd. Flow (prot)		1891	1596			1803	1557		1796	3267		3416
Flt Permitted		0.99	1.00			0.96	1.00		0.95	1.00		0.95
Satd. Flow (perm)		1891	1596			1803	1557		1796	3267		3416
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	140	74	1	311	93	312	1	76	427	509	360
RTOR Reduction (vph)	0	0	64	0	0	0	147	0	0	108	0	0
Lane Group Flow (vph)	0	174	10	0	0	405	165	0	77	828	0	360
Confl. Peds. (#/hr)			3				16				2	
Confl. Bikes (#/hr)											5	
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%	2%	0%	1%	1%	1%	2%
Turn Type	Split	NA	Perm	Split	Split	NA	pm+ov	Prot	Prot	NA		Prot
Protected Phases	4	4		8	8	8	1	5	5	2		1
Permitted Phases			4				8					
Actuated Green, G (s)		18.4	18.4			40.8	61.2		11.0	44.2		20.4
Effective Green, g (s)		18.4	18.4			40.8	61.2		11.0	44.2		20.4
Actuated g/C Ratio		0.13	0.13			0.29	0.43		0.08	0.31		0.14
Clearance Time (s)		4.0	4.0			4.0	4.0		4.0	5.5		4.0
Vehicle Extension (s)		2.0	2.0			2.0	2.0		2.0	4.0		2.0
Lane Grp Cap (vph)		246	207			520	718		139	1021		493
v/s Ratio Prot		c0.09				c0.22	0.03		0.04	c0.25		c0.11
v/s Ratio Perm			0.01				0.07					
v/c Ratio		0.71	0.05			0.78	0.23		0.55	0.81		0.73
Uniform Delay, d1		58.9	53.8			46.1	25.2		62.8	44.7		57.8
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2		7.4	0.0			6.6	0.1		2.7	5.2		4.8
Delay (s)		66.2	53.8			52.7	25.3		65.5	49.9		62.6
Level of Service		E	D			D	C		E	D		E
Approach Delay (s)		62.5				40.8			51.1			
Approach LOS		E				D			D			

Intersection Summary		
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.77	D
Actuated Cycle Length (s)	141.3	Sum of lost time (s)
Intersection Capacity Utilization	85.0%	17.5
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

112: Danville Blvd & Stone Valley Rd

04/27/2023



Movement	SBT	SBR
Lane Configurations	T	
Traffic Volume (vph)	235	20
Future Volume (vph)	235	20
Ideal Flow (vphpl)	1900	1900
Grade (%)	1%	
Total Lost time (s)	5.5	
Lane Util. Factor	1.00	
Frbp, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	1846	
Flt Permitted	1.00	
Satd. Flow (perm)	1846	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	247	21
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	267	0
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		6
Heavy Vehicles (%)	1%	0%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	53.6	
Effective Green, g (s)	53.6	
Actuated g/C Ratio	0.38	
Clearance Time (s)	5.5	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	700	
v/s Ratio Prot	0.14	
v/s Ratio Perm		
v/c Ratio	0.38	
Uniform Delay, d1	31.8	
Progression Factor	1.00	
Incremental Delay, d2	0.5	
Delay (s)	32.3	
Level of Service	C	
Approach Delay (s)	49.6	
Approach LOS	D	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis
 113: Miranda Ave & Granite Dr

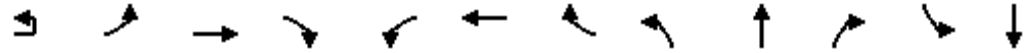
04/27/2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	46	21	175	55	23	109
Future Volume (vph)	46	21	175	55	23	109
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	69	31	261	82	34	163
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	100	343	197			
Volume Left (vph)	69	0	34			
Volume Right (vph)	31	82	0			
Hadj (s)	-0.02	-0.13	0.09			
Departure Headway (s)	5.1	4.3	4.6			
Degree Utilization, x	0.14	0.41	0.25			
Capacity (veh/h)	643	821	746			
Control Delay (s)	8.9	10.2	9.2			
Approach Delay (s)	8.9	10.2	9.2			
Approach LOS	A	B	A			
Intersection Summary						
Delay			9.7			
Level of Service			A			
Intersection Capacity Utilization			42.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 116: Charbray St/Blackhawk Dr & Camino Tassajara

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations		↖	↕		↖	↕		↖	↕			↗	
Traffic Volume (vph)	7	126	392	139	20	356	66	170	12	21	80	11	
Future Volume (vph)	7	126	392	139	20	356	66	170	12	21	80	11	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)			1%			-1%			-2%			-2%	
Total Lost time (s)		4.0	6.0		4.0	6.0		4.0	4.0			4.0	
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frbp, ped/bikes		1.00	0.99		1.00	0.99		1.00	1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt		1.00	0.96		1.00	0.98		1.00	0.90			1.00	
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00			0.96	
Satd. Flow (prot)		1767	3326		1814	3456		1750	1681			1822	
Flt Permitted		0.95	1.00		0.95	1.00		0.69	1.00			0.75	
Satd. Flow (perm)		1767	3326		1814	3456		1265	1681			1419	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
Adj. Flow (vph)	8	152	472	167	24	429	80	205	14	25	96	13	
RTOR Reduction (vph)	0	0	22	0	0	12	0	0	18	0	0	0	
Lane Group Flow (vph)	0	160	617	0	24	497	0	205	21	0	0	109	
Confl. Peds. (#/hr)		21		7	7		21	2					
Heavy Vehicles (%)	14%	1%	3%	2%	0%	2%	0%	4%	0%	5%	1%	0%	
Turn Type	Prot	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	5	2		1	6			8			4	
Permitted Phases								8				4	
Actuated Green, G (s)		11.8	31.4		2.2	21.8		19.1	19.1			19.1	
Effective Green, g (s)		11.8	31.4		2.2	21.8		19.1	19.1			19.1	
Actuated g/C Ratio		0.18	0.47		0.03	0.33		0.29	0.29			0.29	
Clearance Time (s)		4.0	6.0		4.0	6.0		4.0	4.0			4.0	
Vehicle Extension (s)		2.0	4.0		2.0	4.0		2.0	2.0			2.0	
Lane Grp Cap (vph)		312	1565		59	1129		362	481			406	
v/s Ratio Prot		c0.09	0.19		0.01	c0.14			0.01				
v/s Ratio Perm								c0.16				0.08	
v/c Ratio		0.51	0.39		0.41	0.44		0.57	0.04			0.27	
Uniform Delay, d1		24.8	11.5		31.6	17.7		20.3	17.2			18.4	
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2		0.6	0.2		1.7	0.4		1.2	0.0			0.1	
Delay (s)		25.4	11.7		33.3	18.0		21.5	17.2			18.5	
Level of Service		C	B		C	B		C	B			B	
Approach Delay (s)			14.4			18.7			20.8			17.9	
Approach LOS			B			B			C			B	
Intersection Summary													
HCM 2000 Control Delay			17.0									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.50										
Actuated Cycle Length (s)			66.7						14.0				
Intersection Capacity Utilization			55.1%									ICU Level of Service	B
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 116: Charbray St/Blackhawk Dr & Camino Tassajara

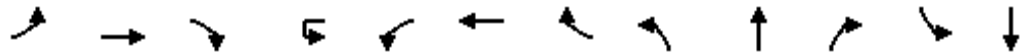
04/27/2023

Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	117
Future Volume (vph)	117
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1608
Flt Permitted	1.00
Satd. Flow (perm)	1608
Peak-hour factor, PHF	0.83
Adj. Flow (vph)	141
RTOR Reduction (vph)	101
Lane Group Flow (vph)	40
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	0%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	19.1
Effective Green, g (s)	19.1
Actuated g/C Ratio	0.29
Clearance Time (s)	4.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	460
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.09
Uniform Delay, d1	17.4
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	17.5
Level of Service	B
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

117: Lusitano St/Tassajara Hlls School Entry & Camino Tassajara

04/27/2023



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑↑			↖	↑↑			↕			↖
Traffic Volume (vph)	63	370	60	2	21	275	16	46	3	46	16	4
Future Volume (vph)	63	370	60	2	21	275	16	46	3	46	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%				1%			0%			0%
Total Lost time (s)	4.0	6.0			4.0	6.0			4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00
Frbp, ped/bikes	1.00	1.00			1.00	1.00			0.99			1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Frt	1.00	0.98			1.00	0.99			0.93			1.00
Flt Protected	0.95	1.00			0.95	1.00			0.98			0.96
Satd. Flow (prot)	1814	3439			1796	3524			1691			1827
Flt Permitted	0.95	1.00			0.95	1.00			0.98			0.96
Satd. Flow (perm)	1814	3439			1796	3524			1691			1827
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	77	451	73	2	26	335	20	56	4	56	20	5
RTOR Reduction (vph)	0	7	0	0	0	3	0	0	16	0	0	0
Lane Group Flow (vph)	77	517	0	0	28	352	0	0	100	0	0	25
Confl. Peds. (#/hr)	3						3	123		3	3	
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	3%	3%	0%	0%	1%	0%	4%	0%	0%	0%	0%
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA		Split	NA
Protected Phases	5	2		1	1	6		8	8		4	4
Permitted Phases												
Actuated Green, G (s)	6.1	19.5			2.2	15.6			8.7			6.2
Effective Green, g (s)	6.1	19.5			2.2	15.6			8.7			6.2
Actuated g/C Ratio	0.11	0.36			0.04	0.29			0.16			0.11
Clearance Time (s)	4.0	6.0			4.0	6.0			4.0			4.0
Vehicle Extension (s)	2.0	4.0			2.0	4.0			2.0			2.0
Lane Grp Cap (vph)	202	1228			72	1006			269			207
v/s Ratio Prot	c0.04	c0.15			0.02	0.10			c0.06			c0.01
v/s Ratio Perm												
v/c Ratio	0.38	0.42			0.39	0.35			0.37			0.12
Uniform Delay, d1	22.5	13.3			25.5	15.5			20.5			21.8
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	0.4	0.3			1.3	0.3			0.3			0.1
Delay (s)	22.9	13.6			26.8	15.8			20.8			21.8
Level of Service	C	B			C	B			C			C
Approach Delay (s)		14.8				16.6			20.8			21.8
Approach LOS		B				B			C			C

Intersection Summary

HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	54.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

117: Lusitano St/Tassajara Hlls School Entry & Camino Tassajara

04/27/2023

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	121
Future Volume (vph)	121
Ideal Flow (vphpl)	1900
Grade (%)	
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frbp, ped/bikes	0.93
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1509
Flt Permitted	1.00
Satd. Flow (perm)	1509
Peak-hour factor, PHF	0.82
Adj. Flow (vph)	148
RTOR Reduction (vph)	131
Lane Group Flow (vph)	17
Confl. Peds. (#/hr)	123
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	6.2
Effective Green, g (s)	6.2
Actuated g/C Ratio	0.11
Clearance Time (s)	4.0
Vehicle Extension (s)	2.0
Lane Grp Cap (vph)	171
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.10
Uniform Delay, d1	21.7
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	21.8
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis

118: Charbray St & Casablanca St



















04/27/2023



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	96	104	176	173	14
Future Volume (Veh/h)	8	96	104	176	173	14
Sign Control	Stop			Free	Free	
Grade	4%			-1%	-1%	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Hourly flow rate (vph)	12	145	158	267	262	21
Pedestrians	31			12		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	3			1		
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						1182
pX, platoon unblocked						
vC, conflicting volume	886	316	314			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	886	316	314			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	95	79	87			
cM capacity (veh/h)	254	691	1221			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	157	158	267	283		
Volume Left	12	158	0	0		
Volume Right	145	0	0	21		
cSH	611	1221	1700	1700		
Volume to Capacity	0.26	0.13	0.16	0.17		
Queue Length 95th (ft)	26	11	0	0		
Control Delay (s)	12.9	8.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.9	3.1		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			37.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 119: Charbray St & Lusitano St

04/27/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	56	8	0	28	6	29	1	195	38	16	200	53
Future Volume (vph)	56	8	0	28	6	29	1	195	38	16	200	53
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	82	12	0	41	9	43	1	287	56	24	294	78
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total (vph)	94	93	1	343	24	372						
Volume Left (vph)	82	41	1	0	24	0						
Volume Right (vph)	0	43	0	56	0	78						
Hadj (s)	0.17	-0.19	0.50	-0.10	0.50	-0.11						
Departure Headway (s)	6.1	5.8	6.0	5.4	6.0	5.4						
Degree Utilization, x	0.16	0.15	0.00	0.52	0.04	0.55						
Capacity (veh/h)	514	540	572	643	578	653						
Control Delay (s)	10.3	9.8	7.8	12.9	8.0	13.6						
Approach Delay (s)	10.3	9.8	12.9		13.3							
Approach LOS	B	A	B		B							
Intersection Summary												
Delay			12.5									
Level of Service			B									
Intersection Capacity Utilization			28.0%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 120: Massara St & Charbray St

04/27/2023



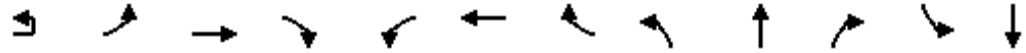
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations		↩			↩	↩	↩	↩
Sign Control		Stop				Stop	Stop	
Traffic Volume (vph)	1	133	94	7	10	116	117	28
Future Volume (vph)	1	133	94	7	10	116	117	28
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	182	129	0	14	159	160	38

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	311	14	159	160	38
Volume Left (vph)	0	14	0	160	0
Volume Right (vph)	129	0	0	0	38
Hadj (s)	-0.21	0.50	0.00	0.52	-0.63
Departure Headway (s)	4.9	5.9	5.4	6.2	5.1
Degree Utilization, x	0.43	0.02	0.24	0.28	0.05
Capacity (veh/h)	700	575	632	545	657
Control Delay (s)	11.6	7.9	8.9	10.4	7.2
Approach Delay (s)	11.6	8.9		9.8	
Approach LOS	B	A		A	

Intersection Summary				
Delay			10.3	
Level of Service			B	
Intersection Capacity Utilization		32.5%	ICU Level of Service	A
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis
 121: Enderby St & Charbray St

04/27/2023



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control		Stop			Stop			Stop				Stop
Traffic Volume (vph)	19	40	65	44	6	48	0	34	2	8	0	5
Future Volume (vph)	19	40	65	44	6	48	0	34	2	8	0	5
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	0	58	94	64	9	70	0	49	3	12	0	7

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	58	158	9	70	64	53
Volume Left (vph)	58	0	9	0	49	0
Volume Right (vph)	0	64	0	0	12	46
Hadj (s)	0.55	-0.21	0.50	0.00	0.04	-0.52
Departure Headway (s)	5.4	4.6	5.5	5.0	4.7	4.1
Degree Utilization, x	0.09	0.20	0.01	0.10	0.08	0.06
Capacity (veh/h)	652	753	632	698	722	803
Control Delay (s)	7.7	7.6	7.3	7.3	8.1	7.4
Approach Delay (s)	7.6		7.3		8.1	7.4
Approach LOS	A		A		A	A

Intersection Summary

Delay	7.6
Level of Service	A
Intersection Capacity Utilization	28.7%
ICU Level of Service	A
Analysis Period (min)	15



Movement	SBR
Lane Configurations	
Sign Control	
Traffic Volume (vph)	32
Future Volume (vph)	32
Peak Hour Factor	0.69
Hourly flow rate (vph)	46
Direction, Lane #	

HCM Signalized Intersection Capacity Analysis

124: Livorna Rd & Wilson Rd

04/27/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	429	391	42	53	37
Future Volume (vph)	20	429	391	42	53	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	5%		0%	
Total Lost time (s)	4.6	5.1	5.1	5.1	4.6	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1769	1844	1799	1575	1805	1576
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1769	1844	1799	1575	1805	1576
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	477	434	47	59	41
RTOR Reduction (vph)	0	0	0	27	0	38
Lane Group Flow (vph)	22	477	434	20	59	3
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)				2		1
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Turn Type	Prot	NA	NA	pt+ov	Prot	Perm
Protected Phases	1	6	2	2 8	8	
Permitted Phases						8
Actuated Green, G (s)	2.5	33.4	26.3	33.0	6.7	6.7
Effective Green, g (s)	2.5	33.4	26.3	33.0	6.7	6.7
Actuated g/C Ratio	0.03	0.43	0.34	0.42	0.09	0.09
Clearance Time (s)	4.6	5.1	5.1		4.6	4.6
Vehicle Extension (s)	3.0	5.0	5.0		3.0	3.0
Lane Grp Cap (vph)	56	784	602	662	154	134
v/s Ratio Prot	0.01	c0.26	c0.24	0.01	c0.03	
v/s Ratio Perm						0.00
v/c Ratio	0.39	0.61	0.72	0.03	0.38	0.03
Uniform Delay, d1	37.3	17.5	22.9	13.4	33.9	32.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.5	2.0	5.2	0.0	1.6	0.1
Delay (s)	41.8	19.5	28.1	13.4	35.5	33.0
Level of Service	D	B	C	B	D	C
Approach Delay (s)		20.4	26.6		34.5	
Approach LOS		C	C		C	
Intersection Summary						
HCM 2000 Control Delay			24.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.40			
Actuated Cycle Length (s)			78.5		Sum of lost time (s)	18.3
Intersection Capacity Utilization			34.0%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

Appendix D
SimTraffic Results – Existing Conditions

1: Memorial Park Entr/Talavera Dr & Bollinger Canyon Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.2	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	5.7	7.3	6.5	7.4	7.7	7.9	6.9	7.2	6.7	6.7	7.0
Total Del/Veh (s)	15.5	18.3	16.0	19.2	19.3	20.0	18.2	18.1	17.0	17.3	17.9
Stop Delay (hr)	4.3	5.6	4.9	5.8	6.0	6.2	5.3	5.5	5.1	5.1	5.4
Stop Del/Veh (s)	11.6	14.2	12.0	15.0	15.1	15.6	13.9	13.9	13.0	13.2	13.8
Vehicles Entered	1330	1417	1457	1375	1424	1419	1365	1407	1400	1388	1399
Vehicles Exited	1330	1419	1453	1361	1428	1422	1369	1406	1393	1384	1397
Hourly Exit Rate	1330	1419	1453	1361	1428	1422	1369	1406	1393	1384	1397
Input Volume	1397	1397	1397	1397	1397	1397	1397	1397	1397	1397	1397
% of Volume	95	102	104	97	102	102	98	101	100	99	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	1	1	0	0	0	0

2: Talavera Dr & Santander Dr/Valdivia Cir Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.5	0.5	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.6	0.5
Total Del/Veh (s)	4.7	4.8	5.3	5.2	5.0	5.1	4.8	5.1	4.6	5.4	5.0
Stop Delay (hr)	0.3	0.3	0.4	0.4	0.4	0.4	0.3	0.4	0.3	0.4	0.3
Stop Del/Veh (s)	2.9	3.2	3.6	3.5	3.3	3.6	3.1	3.5	2.8	3.7	3.3
Vehicles Entered	348	352	392	391	405	368	349	364	372	378	374
Vehicles Exited	348	352	392	394	406	367	349	366	372	378	374
Hourly Exit Rate	348	352	392	394	406	367	349	366	372	378	374
Input Volume	372	372	372	372	372	372	372	372	372	372	372
% of Volume	93	94	105	106	109	99	94	98	100	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

3: Talavera Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.3	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.5	0.6	0.8	0.6	0.6	0.4	0.5	0.7	0.6	0.6	0.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Vehicles Entered	428	439	491	458	474	429	396	425	459	443	444
Vehicles Exited	426	439	491	457	473	429	396	426	457	443	444
Hourly Exit Rate	426	439	491	457	473	429	396	426	457	443	444
Input Volume	435	435	435	435	435	435	435	435	435	435	435
% of Volume	98	101	113	105	109	99	91	98	105	102	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

4: Talavera Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	1.8	1.5	1.6	1.8	1.8	1.4	1.7	2.0	2.0	1.9	1.8
Stop Delay (hr)	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	1.6	1.3	1.3	1.5	1.5	1.2	1.5	1.9	1.7	1.6	1.5
Vehicles Entered	359	376	378	351	409	373	327	380	360	372	369
Vehicles Exited	357	375	376	351	409	373	327	382	359	371	369
Hourly Exit Rate	357	375	376	351	409	373	327	382	359	371	369
Input Volume	370	370	370	370	370	370	370	370	370	370	370
% of Volume	96	101	102	95	110	101	88	103	97	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.6	0.6	0.7	0.6	0.6	0.5	0.5
Total Delay (hr)	6.4	8.0	7.4	8.2	8.6	8.7	7.6
Total Del/Veh (s)	157.7	201.0	174.6	185.3	186.8	229.2	242.6
Stop Delay (hr)	4.8	6.1	5.5	6.3	6.6	6.7	5.8
Stop Del/Veh (s)	116.5	153.8	129.5	142.9	143.6	177.7	183.6
Vehicles Entered	796	749	893	843	840	823	812
Vehicles Exited	134	126	131	135	155	127	106
Hourly Exit Rate	134	126	131	135	155	127	106
Input Volume	2574	2574	2574	2574	2574	2574	2574
% of Volume	5	5	5	5	6	5	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	1	1

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.2	0.1
Denied Del/Veh (s)	0.6	0.6	0.6	0.6
Total Delay (hr)	8.0	7.4	7.5	7.8
Total Del/Veh (s)	222.7	162.0	179.5	197.1
Stop Delay (hr)	6.1	5.6	5.7	5.9
Stop Del/Veh (s)	169.6	121.7	135.3	149.6
Vehicles Entered	851	855	852	832
Vehicles Exited	113	143	138	130
Hourly Exit Rate	113	143	138	130
Input Volume	2574	2574	2574	2574
% of Volume	4	6	5	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

5: Davona Drive & Blue Fox Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.9	1.0	1.1	1.0	1.1	1.0	1.0	0.9	0.9	1.0	1.0
Total Del/Veh (s)	5.9	6.9	7.9	6.8	6.8	6.3	6.4	6.0	6.2	6.5	6.6
Stop Delay (hr)	0.6	0.8	0.9	0.8	0.8	0.7	0.7	0.6	0.6	0.7	0.7
Stop Del/Veh (s)	4.1	5.1	6.1	5.1	4.9	4.5	4.6	4.2	4.4	4.6	4.8
Vehicles Entered	554	538	513	533	565	577	557	523	506	560	542
Vehicles Exited	551	539	513	533	568	578	558	519	509	560	543
Hourly Exit Rate	551	539	513	533	568	578	558	519	509	560	543
Input Volume	542	542	542	542	542	542	542	542	542	542	542
% of Volume	102	99	95	98	105	107	103	96	94	103	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

6: Brockton Ave & Blue Fox Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.4	0.4	0.5	0.4	0.5	0.6	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	4.8	5.1	5.2	4.9	5.4	6.1	5.4	5.2	5.1	5.4	5.3
Stop Delay (hr)	0.2	0.2	0.3	0.2	0.3	0.4	0.3	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	3.0	3.3	3.4	3.1	3.6	4.3	3.4	3.4	3.2	3.6	3.5
Vehicles Entered	284	271	314	277	300	326	291	267	302	295	292
Vehicles Exited	282	270	313	279	304	326	290	267	301	296	292
Hourly Exit Rate	282	270	313	279	304	326	290	267	301	296	292
Input Volume	291	291	291	291	291	291	291	291	291	291	291
% of Volume	97	93	108	96	105	112	100	92	104	102	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

7: Blue Fox Way & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.8	0.8	0.8	0.8	1.0	0.7	0.7	0.7	0.7	0.7	0.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.3	0.2	0.3	0.3	0.5	0.2	0.2	0.2	0.2	0.2	0.3
Vehicles Entered	320	294	307	296	309	321	312	297	289	330	308
Vehicles Exited	320	292	308	296	310	321	314	298	289	329	308
Hourly Exit Rate	320	292	308	296	310	321	314	298	289	329	308
Input Volume	308	308	308	308	308	308	308	308	308	308	308
% of Volume	104	95	100	96	101	104	102	97	94	107	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

8: Blue Fox Way & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.2
Total Del/Veh (s)	2.0	2.1	2.0	2.0	1.9	2.0	2.0	1.8	1.9	2.0	2.0
Stop Delay (hr)	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.2	0.1
Stop Del/Veh (s)	1.6	1.7	1.5	1.6	1.5	1.7	1.7	1.4	1.6	1.7	1.6
Vehicles Entered	340	328	310	313	313	340	330	305	285	340	321
Vehicles Exited	340	328	310	313	313	342	332	306	285	340	321
Hourly Exit Rate	340	328	310	313	313	342	332	306	285	340	321
Input Volume	316	316	316	316	316	316	316	316	316	316	316
% of Volume	107	104	98	99	99	108	105	97	90	107	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.3	0.2
Total Delay (hr)	1.5	1.7	1.8	1.6	1.8	1.8	1.7
Total Del/Veh (s)	58.9	70.4	76.2	69.3	72.9	69.7	57.9
Stop Delay (hr)	1.0	1.2	1.3	1.2	1.2	1.3	1.2
Stop Del/Veh (s)	39.8	49.9	55.1	49.5	51.1	49.0	40.1
Vehicles Entered	767	763	762	744	806	812	788
Vehicles Exited	88	82	84	81	87	91	102
Hourly Exit Rate	88	82	84	81	87	91	102
Input Volume	1458	1458	1458	1458	1458	1458	1458
% of Volume	6	6	6	6	6	6	7
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.1	0.1	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.2
Total Delay (hr)	1.5	1.5	1.7	1.7
Total Del/Veh (s)	57.3	59.1	62.8	66.6
Stop Delay (hr)	1.0	1.0	1.2	1.2
Stop Del/Veh (s)	39.2	40.3	44.1	46.6
Vehicles Entered	726	751	775	769
Vehicles Exited	87	90	93	89
Hourly Exit Rate	87	90	93	89
Input Volume	1458	1458	1458	1458
% of Volume	6	6	6	6
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

9: Driveway In/Lilac Ridge Rd & N Gale Ridge Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.9	1.0	1.3	1.4	1.1	0.9	1.0	0.9	1.1	1.3	1.1
Total Del/Veh (s)	5.5	6.2	7.8	8.4	6.4	5.5	6.2	6.2	6.7	7.6	6.7
Stop Delay (hr)	0.7	0.8	1.1	1.2	0.9	0.7	0.8	0.8	0.9	1.1	0.9
Stop Del/Veh (s)	4.3	4.9	6.7	7.2	5.2	4.3	5.1	4.9	5.5	6.4	5.5
Vehicles Entered	607	576	606	592	592	590	562	552	613	608	590
Vehicles Exited	610	577	606	592	591	593	565	549	609	607	590
Hourly Exit Rate	610	577	606	592	591	593	565	549	609	607	590
Input Volume	592	592	592	592	592	592	592	592	592	592	592
% of Volume	103	98	102	100	100	100	96	93	103	103	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

10: Dougherty Rd & N Gale Ridge Rd/N Monarch Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Denied Del/Veh (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Total Delay (hr)	16.2	15.8	15.3	15.8	16.0	16.1	16.2	15.2	15.6	15.9	15.8
Total Del/Veh (s)	26.1	26.1	24.2	25.1	26.0	26.2	26.1	24.8	25.9	25.6	25.6
Stop Delay (hr)	13.1	12.8	12.1	12.7	12.8	13.0	13.0	12.0	12.6	12.8	12.7
Stop Del/Veh (s)	21.1	21.1	19.2	20.1	20.8	21.1	21.1	19.6	21.0	20.6	20.6
Vehicles Entered	2201	2154	2249	2243	2199	2205	2202	2188	2147	2224	2201
Vehicles Exited	2203	2169	2258	2231	2201	2188	2209	2174	2139	2211	2198
Hourly Exit Rate	2203	2169	2258	2231	2201	2188	2209	2174	2139	2211	2198
Input Volume	2222	2222	2222	2222	2222	2222	2222	2222	2222	2222	2222
% of Volume	99	98	102	100	99	98	99	98	96	100	99
Denied Entry Before	1	0	0	1	1	1	0	0	0	1	0
Denied Entry After	0	0	1	0	0	1	0	0	2	0	0

11: Briza Loop/Lantana Way & N Gale Ridge Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.1	1.2	1.3	1.4	1.3	1.6	1.3	1.0	0.9	1.1	1.2
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1
Stop Del/Veh (s)	0.7	0.8	0.9	0.9	0.9	1.1	0.9	0.6	0.5	0.7	0.8
Vehicles Entered	278	234	278	277	274	268	253	247	272	265	264
Vehicles Exited	277	235	280	277	274	268	254	247	272	264	264
Hourly Exit Rate	277	235	280	277	274	268	254	247	272	264	264
Input Volume	268	268	268	268	268	268	268	268	268	268	268
% of Volume	103	88	104	103	102	100	95	92	101	98	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

12: Driveway Out & N Gale Ridge Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.3	0.1
Total Delay (hr)	0.4	0.3	0.4	0.3	0.3	0.4	0.4	0.3	0.4	0.5	0.4
Total Del/Veh (s)	1.9	1.6	1.9	1.7	1.7	1.9	2.0	1.7	2.1	2.4	1.9
Stop Delay (hr)	0.3	0.2	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.4	0.3
Stop Del/Veh (s)	1.6	1.3	1.6	1.3	1.4	1.6	1.7	1.4	1.7	2.2	1.6
Vehicles Entered	715	690	695	691	656	677	663	663	700	707	686
Vehicles Exited	715	690	696	688	656	681	660	662	697	709	685
Hourly Exit Rate	715	690	696	688	656	681	660	662	697	709	685
Input Volume	680	680	680	680	680	680	680	680	680	680	680
% of Volume	105	101	102	101	96	100	97	97	102	104	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.7	0.6	0.6	0.7	0.6	0.7	0.7
Denied Del/Veh (s)	1.0	0.9	0.9	1.0	0.9	1.0	1.0
Total Delay (hr)	17.6	17.2	17.0	17.6	17.5	17.5	17.6
Total Del/Veh (s)	680.9	793.7	829.1	682.7	969.1	840.0	1111.2
Stop Delay (hr)	14.2	13.9	13.6	14.2	14.0	14.1	14.2
Stop Del/Veh (s)	549.2	641.1	663.0	549.4	776.4	676.9	895.7
Vehicles Entered	2424	2352	2480	2461	2437	2433	2424
Vehicles Exited	60	61	60	52	44	44	38
Hourly Exit Rate	60	61	60	52	44	44	38
Input Volume	3762	3762	3762	3762	3762	3762	3762
% of Volume	2	2	2	1	1	1	1
Denied Entry Before	1	0	0	1	1	1	0
Denied Entry After	0	0	1	0	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.6	0.7	0.7	0.6
Denied Del/Veh (s)	0.9	1.0	1.0	1.0
Total Delay (hr)	16.5	17.2	17.8	17.4
Total Del/Veh (s)	646.5	624.5	688.3	790.8
Stop Delay (hr)	13.1	13.9	14.4	14.0
Stop Del/Veh (s)	512.5	505.9	556.7	636.1
Vehicles Entered	2400	2378	2454	2423
Vehicles Exited	53	64	59	54
Hourly Exit Rate	53	64	59	54
Input Volume	3762	3762	3762	3762
% of Volume	1	2	2	1
Denied Entry Before	0	0	1	0
Denied Entry After	0	2	0	0

13: Crow Canyon Rd & Canyon Crest Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	6.3	8.4	6.8	7.2	7.0	9.1	7.7	8.0	8.0	7.3	7.6
Total Del/Veh (s)	13.4	18.0	14.8	15.7	15.1	18.9	16.4	16.4	16.9	16.0	16.2
Stop Delay (hr)	4.6	6.2	4.9	5.2	5.0	6.6	5.5	5.7	5.8	5.4	5.5
Stop Del/Veh (s)	9.8	13.3	10.6	11.3	10.9	13.8	11.7	11.8	12.4	11.7	11.7
Vehicles Entered	1677	1673	1645	1639	1651	1710	1695	1730	1691	1640	1676
Vehicles Exited	1682	1673	1634	1620	1648	1722	1692	1741	1695	1637	1674
Hourly Exit Rate	1682	1673	1634	1620	1648	1722	1692	1741	1695	1637	1674
Input Volume	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678
% of Volume	100	100	97	97	98	103	101	104	101	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

14: Canyon Crest Ave/Driveway In & Canyon Crest Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.4	0.3	0.2	0.3	0.4	0.2	0.2	0.3	0.3	0.3
Total Del/Veh (s)	2.1	3.3	2.4	2.1	2.7	3.0	2.0	1.8	2.4	2.5	2.4
Stop Delay (hr)	0.1	0.3	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2
Stop Del/Veh (s)	1.1	2.2	1.4	1.1	1.5	1.9	1.0	0.8	1.3	1.4	1.3
Vehicles Entered	413	432	419	416	450	470	419	421	450	421	432
Vehicles Exited	413	431	419	415	450	470	421	422	450	420	432
Hourly Exit Rate	413	431	419	415	450	470	421	422	450	420	432
Input Volume	429	429	429	429	429	429	429	429	429	429	429
% of Volume	96	100	98	97	105	109	98	98	105	98	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

15: Canyon Crest Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.2	0.0	0.1	0.0	0.6	0.0	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.1	0.9	0.2	0.4	0.3	3.1	0.2	0.3	0.4	0.4	0.7
Total Delay (hr)	0.3	0.6	0.3	0.3	0.4	0.7	0.3	0.4	0.4	0.4	0.4
Total Del/Veh (s)	1.9	3.3	2.0	1.9	2.2	3.6	1.9	2.4	2.3	2.6	2.4
Stop Delay (hr)	0.3	0.5	0.3	0.3	0.3	0.6	0.3	0.4	0.4	0.4	0.3
Stop Del/Veh (s)	1.5	2.9	1.6	1.5	1.6	3.2	1.5	2.1	2.0	2.1	2.0
Vehicles Entered	602	628	601	615	634	661	624	622	647	610	625
Vehicles Exited	600	626	602	615	634	658	626	621	647	613	624
Hourly Exit Rate	600	626	602	615	634	658	626	621	647	613	624
Input Volume	618	618	618	618	618	618	618	618	618	618	618
% of Volume	97	101	97	100	103	106	101	100	105	99	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.2	0.0	0.1	0.1	0.6	0.0
Denied Del/Veh (s)	0.3	1.5	0.4	0.7	0.5	4.5	0.3
Total Delay (hr)	6.8	9.4	7.4	7.7	7.7	10.1	8.3
Total Del/Veh (s)	164.5	232.6	171.6	160.7	186.8	256.2	247.1
Stop Delay (hr)	4.9	7.0	5.3	5.6	5.5	7.5	5.9
Stop Del/Veh (s)	119.5	173.2	122.6	115.6	133.5	189.0	176.2
Vehicles Entered	443	439	429	437	437	470	439
Vehicles Exited	145	134	138	146	133	134	113
Hourly Exit Rate	145	134	138	146	133	134	113
Input Volume	2725	2725	2725	2725	2725	2725	2725
% of Volume	5	5	5	5	5	5	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.9	0.7	0.7	1.1
Total Delay (hr)	8.6	8.7	8.0	8.3
Total Del/Veh (s)	209.1	256.9	217.9	211.2
Stop Delay (hr)	6.2	6.3	5.9	6.0
Stop Del/Veh (s)	150.2	187.1	158.9	153.2
Vehicles Entered	451	485	448	450
Vehicles Exited	142	119	122	132
Hourly Exit Rate	142	119	122	132
Input Volume	2725	2725	2725	2725
% of Volume	5	4	4	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

16: Harcourt Way & Albion Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.5	0.5	0.7	0.6	0.7	0.6	0.6	0.5	0.6	0.6	0.6
Total Del/Veh (s)	2.1	2.1	2.7	2.2	2.6	2.4	2.3	2.1	2.4	2.4	2.3
Stop Delay (hr)	0.2	0.2	0.3	0.2	0.3	0.3	0.2	0.2	0.3	0.3	0.3
Stop Del/Veh (s)	1.0	0.9	1.4	1.0	1.3	1.1	1.0	0.9	1.1	1.1	1.1
Vehicles Entered	928	890	894	912	927	896	906	896	930	950	913
Vehicles Exited	930	888	895	909	925	898	907	899	928	947	912
Hourly Exit Rate	930	888	895	909	925	898	907	899	928	947	912
Input Volume	910	910	910	910	910	910	910	910	910	910	910
% of Volume	102	98	98	100	102	99	100	99	102	104	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

17: Harcourt Way & Windemere Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.4	0.4	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.5	0.4
Total Delay (hr)	7.7	8.3	7.8	7.9	8.6	7.6	8.4	7.8	8.2	6.9	7.9
Total Del/Veh (s)	22.4	22.8	24.4	24.7	25.6	23.5	26.0	24.1	24.1	21.4	23.9
Stop Delay (hr)	6.8	7.3	6.9	7.1	7.7	6.8	7.5	6.9	7.3	6.1	7.0
Stop Del/Veh (s)	19.9	20.1	21.8	22.0	22.9	20.8	23.2	21.5	21.5	18.9	21.3
Vehicles Entered	1218	1288	1141	1143	1195	1158	1148	1139	1203	1153	1177
Vehicles Exited	1222	1296	1137	1142	1204	1156	1146	1148	1209	1154	1181
Hourly Exit Rate	1222	1296	1137	1142	1204	1156	1146	1148	1209	1154	1181
Input Volume	1179	1179	1179	1179	1179	1179	1179	1179	1179	1179	1179
% of Volume	104	110	96	97	102	98	97	97	103	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

18: Harcourt Way & Craiglee Way/Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.4	0.3	0.3	0.3	0.4	0.5	0.3	0.3	0.3	0.3
Total Del/Veh (s)	2.7	2.3	2.1	2.2	1.9	2.5	3.3	2.2	2.0	1.9	2.3
Stop Delay (hr)	0.3	0.2	0.2	0.2	0.1	0.2	0.3	0.2	0.2	0.1	0.2
Stop Del/Veh (s)	1.6	1.1	1.1	1.2	0.9	1.3	2.3	1.1	1.0	1.0	1.3
Vehicles Entered	576	581	540	538	540	546	544	507	544	515	543
Vehicles Exited	578	579	538	539	542	545	543	508	541	516	543
Hourly Exit Rate	578	579	538	539	542	545	543	508	541	516	543
Input Volume	554	554	554	554	554	554	554	554	554	554	554
% of Volume	104	105	97	97	98	98	98	92	98	93	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

19: Harcourt Way & Bandol Way/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.6	0.5	0.4	0.5	0.6	0.4	0.4	0.5	0.4	0.5
Total Del/Veh (s)	3.6	4.9	3.8	3.5	4.1	5.0	3.6	3.2	4.1	3.4	3.9
Stop Delay (hr)	0.3	0.5	0.3	0.3	0.3	0.5	0.3	0.2	0.4	0.3	0.3
Stop Del/Veh (s)	2.5	3.6	2.6	2.4	3.0	3.7	2.5	2.2	2.9	2.3	2.8
Vehicles Entered	425	451	441	438	414	458	438	400	430	426	432
Vehicles Exited	423	452	442	439	417	460	435	398	430	426	433
Hourly Exit Rate	423	452	442	439	417	460	435	398	430	426	433
Input Volume	433	433	433	433	433	433	433	433	433	433	433
% of Volume	98	104	102	101	96	106	100	92	99	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.3
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.5
Total Delay (hr)	9.1	9.8	9.2	9.2	10.1	9.2	9.9
Total Del/Veh (s)	211.9	258.2	233.9	209.2	266.3	239.1	250.6
Stop Delay (hr)	7.6	8.1	7.8	7.8	8.5	7.7	8.4
Stop Del/Veh (s)	177.2	215.2	196.8	176.3	226.0	199.6	212.0
Vehicles Entered	2155	2215	2075	2063	2135	2077	2082
Vehicles Exited	136	117	122	137	124	121	122
Hourly Exit Rate	136	117	122	137	124	121	122
Input Volume	3076	3076	3076	3076	3076	3076	3076
% of Volume	4	4	4	4	4	4	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.4	0.4	0.4
Total Delay (hr)	9.0	9.6	8.2	9.3
Total Del/Veh (s)	257.9	228.3	229.3	248.6
Stop Delay (hr)	7.6	8.0	6.8	7.8
Stop Del/Veh (s)	218.0	191.8	190.4	208.8
Vehicles Entered	2042	2146	2116	2112
Vehicles Exited	106	131	106	123
Hourly Exit Rate	106	131	106	123
Input Volume	3076	3076	3076	3076
% of Volume	3	4	3	4
Denied Entry Before	0	0	1	0
Denied Entry After	0	0	0	0

20: Sherwood Way & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.4	0.4	0.5	0.4	0.4	0.5	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	8.5	7.5	7.2	7.4	8.3	6.9	7.0	7.1	7.4	7.1	7.4
Total Del/Veh (s)	24.0	22.1	21.8	22.1	23.9	22.2	21.4	20.8	22.0	21.6	22.2
Stop Delay (hr)	6.9	6.0	5.8	6.0	6.7	5.7	5.7	5.7	6.1	5.8	6.0
Stop Del/Veh (s)	19.6	17.8	17.7	18.0	19.5	18.2	17.3	16.8	18.1	17.7	18.1
Vehicles Entered	1258	1211	1170	1194	1231	1124	1171	1207	1206	1165	1193
Vehicles Exited	1260	1207	1167	1195	1238	1127	1163	1213	1206	1168	1193
Hourly Exit Rate	1260	1207	1167	1195	1238	1127	1163	1213	1206	1168	1193
Input Volume	1186	1186	1186	1186	1186	1186	1186	1186	1186	1186	1186
% of Volume	106	102	98	101	104	95	98	102	102	99	101
Denied Entry Before	0	0	1	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	2	0	1	0	1	0	0	0

21: Sherwood Way & Melbourne Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.5	0.6	0.6	0.5	0.5	0.5	0.6	0.6	0.6	0.5
Total Del/Veh (s)	4.9	5.3	5.2	5.0	4.8	4.8	5.0	4.9	5.0	5.1	5.0
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3
Stop Del/Veh (s)	3.0	3.2	3.1	3.0	2.8	2.8	2.9	3.0	3.1	3.2	3.0
Vehicles Entered	380	372	383	406	364	362	372	403	401	391	383
Vehicles Exited	379	373	387	406	366	366	369	401	400	392	384
Hourly Exit Rate	379	373	387	406	366	366	369	401	400	392	384
Input Volume	395	395	395	395	395	395	395	395	395	395	395
% of Volume	96	94	98	103	93	93	93	102	101	99	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

22: Sherwood Way & Mornington Ln/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.8	0.8	0.9	0.8	0.9	0.9	1.0	0.8	0.8	1.0	0.9
Total Del/Veh (s)	6.4	6.0	6.0	5.9	6.3	6.4	6.7	5.7	5.9	6.8	6.2
Stop Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.4	0.5	0.6	0.5
Stop Del/Veh (s)	4.0	3.6	3.6	3.5	3.6	3.9	4.2	3.3	3.4	4.3	3.8
Vehicles Entered	465	486	516	509	511	496	513	483	499	504	498
Vehicles Exited	465	485	515	510	510	497	515	483	499	504	498
Hourly Exit Rate	465	485	515	510	510	497	515	483	499	504	498
Input Volume	503	503	503	503	503	503	503	503	503	503	503
% of Volume	92	96	102	101	101	99	102	96	99	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

23: Sherwood Way & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.3	0.2	0.3	0.3	0.2	0.2	0.2	0.3	0.2
Total Del/Veh (s)	2.5	2.2	2.5	2.2	2.4	2.4	2.4	2.1	2.2	2.6	2.4
Stop Delay (hr)	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.1
Stop Del/Veh (s)	0.6	0.4	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.6	0.5
Vehicles Entered	358	363	393	381	383	384	371	390	391	376	379
Vehicles Exited	360	364	392	383	384	384	372	389	389	375	380
Hourly Exit Rate	360	364	392	383	384	384	372	389	389	375	380
Input Volume	390	390	390	390	390	390	390	390	390	390	390
% of Volume	92	93	101	98	98	98	95	100	100	96	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.5	0.4
Total Delay (hr)	10.1	9.0	8.9	9.0	9.9	8.6	8.7
Total Del/Veh (s)	452.4	370.1	339.0	378.5	434.2	506.3	382.3
Stop Delay (hr)	7.8	6.9	6.7	6.9	7.6	6.6	6.6
Stop Del/Veh (s)	351.1	281.7	257.2	290.1	333.6	387.2	289.6
Vehicles Entered	1483	1464	1423	1421	1490	1387	1450
Vehicles Exited	67	74	75	72	73	60	63
Hourly Exit Rate	67	74	75	72	73	60	63
Input Volume	2473	2473	2473	2473	2473	2473	2473
% of Volume	3	3	3	3	3	2	3
Denied Entry Before	0	0	1	0	0	0	0
Denied Entry After	0	0	0	2	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.4	0.4	0.4
Total Delay (hr)	8.6	9.1	8.9	9.1
Total Del/Veh (s)	316.1	423.8	399.5	413.4
Stop Delay (hr)	6.5	7.0	6.8	6.9
Stop Del/Veh (s)	239.7	325.1	306.5	316.2
Vehicles Entered	1426	1446	1422	1440
Vehicles Exited	81	63	65	68
Hourly Exit Rate	81	63	65	68
Input Volume	2473	2473	2473	2473
% of Volume	3	3	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	0	0

24: Broadmoor Dr & Montevideo Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.2
Total Delay (hr)	3.0	3.2	2.7	3.1	2.6	3.0	3.8	3.2	3.5	3.0	3.1
Total Del/Veh (s)	10.1	11.0	9.1	11.0	8.8	9.8	13.0	11.0	12.0	10.1	10.6
Stop Delay (hr)	2.5	2.7	2.2	2.6	2.0	2.4	3.3	2.7	3.0	2.4	2.6
Stop Del/Veh (s)	8.3	9.2	7.2	9.1	6.9	7.9	11.4	9.1	10.3	8.3	8.8
Vehicles Entered	1061	1046	1070	1010	1041	1079	1051	1057	1031	1045	1051
Vehicles Exited	1057	1047	1072	1008	1038	1073	1051	1051	1032	1049	1047
Hourly Exit Rate	1057	1047	1072	1008	1038	1073	1051	1051	1032	1049	1047
Input Volume	1081	1081	1081	1081	1081	1081	1081	1081	1081	1081	1081
% of Volume	98	97	99	93	96	99	97	97	95	97	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

25: Broadmoor Dr & Dunbarton Cir Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.2	0.1	0.1
Total Del/Veh (s)	2.5	2.9	2.4	2.2	2.4	2.7	2.7	2.1	2.6	2.3	2.5
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.9	2.1	1.6	1.6	1.7	1.9	1.9	1.4	1.8	1.6	1.7
Vehicles Entered	218	209	224	170	208	203	213	198	233	198	208
Vehicles Exited	217	209	224	170	208	205	213	200	234	197	208
Hourly Exit Rate	217	209	224	170	208	205	213	200	234	197	208
Input Volume	216	216	216	216	216	216	216	216	216	216	216
% of Volume	101	97	104	79	97	95	99	93	109	91	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

26: Broadmoor Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.5	0.4	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Vehicles Entered	301	317	323	256	313	311	314	305	325	285	305
Vehicles Exited	303	318	323	256	313	311	315	305	326	284	305
Hourly Exit Rate	303	318	323	256	313	311	315	305	326	284	305
Input Volume	314	314	314	314	314	314	314	314	314	314	314
% of Volume	97	101	103	82	100	99	100	97	104	91	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

27: Driveway Out & Dunbarton Cir Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.7	2.6	2.7	2.4	2.5	2.2	2.6	2.4	2.7	2.5	2.5
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.9	1.8	1.9	1.7	1.7	1.6	1.8	1.7	1.9	1.7	1.8
Vehicles Entered	139	148	149	113	146	163	156	129	167	145	145
Vehicles Exited	138	148	149	113	144	163	156	129	169	145	145
Hourly Exit Rate	138	148	149	113	144	163	156	129	169	145	145
Input Volume	147	147	147	147	147	147	147	147	147	147	147
% of Volume	94	101	101	77	98	111	106	88	115	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.3	0.2	0.2	0.3	0.2	0.3
Total Delay (hr)	3.3	3.5	3.0	3.3	2.9	3.2	4.1
Total Del/Veh (s)	169.9	176.5	161.8	196.3	158.2	164.5	208.4
Stop Delay (hr)	2.7	2.9	2.3	2.7	2.2	2.6	3.5
Stop Del/Veh (s)	137.2	146.0	125.8	160.2	120.6	130.2	179.0
Vehicles Entered	810	768	771	714	799	760	787
Vehicles Exited	57	63	60	50	50	58	66
Hourly Exit Rate	57	63	60	50	50	58	66
Input Volume	1758	1758	1758	1758	1758	1758	1758
% of Volume	3	4	3	3	3	3	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.2	0.3
Total Delay (hr)	3.5	3.8	3.2	3.4
Total Del/Veh (s)	186.8	177.9	200.6	184.9
Stop Delay (hr)	2.8	3.2	2.6	2.8
Stop Del/Veh (s)	152.4	148.5	161.3	150.2
Vehicles Entered	775	808	763	774
Vehicles Exited	56	70	49	59
Hourly Exit Rate	56	70	49	59
Input Volume	1758	1758	1758	1758
% of Volume	3	4	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

28: Goldenbay Ave & Cinnamon Ridge Rd/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.3	0.1
Total Delay (hr)	0.4	0.3	0.3	0.3	0.4	0.4	0.3	0.4	0.4	0.4	0.4
Total Del/Veh (s)	3.5	3.2	3.1	2.9	3.9	3.5	3.0	3.9	3.5	3.9	3.5
Stop Delay (hr)	0.4	0.3	0.3	0.3	0.4	0.3	0.3	0.4	0.3	0.4	0.3
Stop Del/Veh (s)	3.1	2.8	2.6	2.5	3.5	3.1	2.7	3.5	3.1	3.5	3.1
Vehicles Entered	409	362	372	374	403	398	372	405	391	394	386
Vehicles Exited	410	361	372	372	405	399	372	404	390	394	386
Hourly Exit Rate	410	361	372	372	405	399	372	404	390	394	386
Input Volume	396	396	396	396	396	396	396	396	396	396	396
% of Volume	104	91	94	94	102	101	94	102	99	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

29: Goldenbay Ave & Applewood Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.3	1.7	1.5	1.6	2.1	1.3	1.3	1.6	1.5	1.4	1.6
Stop Delay (hr)	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.7	1.3	1.0	1.1	1.5	0.9	0.8	1.0	0.9	0.9	1.0
Vehicles Entered	228	233	213	211	277	239	208	225	253	210	230
Vehicles Exited	226	233	212	211	278	238	207	225	253	210	228
Hourly Exit Rate	226	233	212	211	278	238	207	225	253	210	228
Input Volume	229	229	229	229	229	229	229	229	229	229	229
% of Volume	99	102	93	92	121	104	90	98	110	92	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

30: Gatekeeper Rd/Goldenbay Ave & Ivy Leaf Springs Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.1
Total Delay (hr)	0.3	0.2	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	3.1	2.8	3.3	3.6	3.2	4.5	3.2	3.2	3.3	3.4	3.4
Stop Delay (hr)	0.1	0.1	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	1.8	1.6	1.9	2.2	1.9	3.1	1.9	2.0	2.0	2.0	2.0
Vehicles Entered	296	318	339	339	331	327	353	311	317	358	330
Vehicles Exited	298	318	336	339	330	328	354	311	314	357	329
Hourly Exit Rate	298	318	336	339	330	328	354	311	314	357	329
Input Volume	332	332	332	332	332	332	332	332	332	332	332
% of Volume	90	96	101	102	100	99	107	94	95	108	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

31: Goldenbay Ave & Irisview Pl/Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.2	0.2
Total Del/Veh (s)	2.1	3.0	2.5	2.5	2.3	2.3	2.3	2.7	2.5	2.2	2.4
Stop Delay (hr)	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Stop Del/Veh (s)	1.1	1.9	1.5	1.5	1.2	1.3	1.2	1.7	1.4	1.2	1.4
Vehicles Entered	334	321	350	357	327	352	353	344	372	363	347
Vehicles Exited	333	322	351	357	326	352	357	345	372	362	348
Hourly Exit Rate	333	322	351	357	326	352	357	345	372	362	348
Input Volume	343	343	343	343	343	343	343	343	343	343	343
% of Volume	97	94	102	104	95	103	104	101	109	106	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.9	1.0	1.0	1.0	1.1	1.1	0.9
Total Del/Veh (s)	23.6	28.4	23.1	23.6	28.3	30.9	24.9
Stop Delay (hr)	0.6	0.7	0.7	0.7	0.8	0.8	0.6
Stop Del/Veh (s)	16.4	20.2	15.7	16.3	20.2	22.8	16.9
Vehicles Entered	727	746	765	749	832	775	801
Vehicles Exited	136	120	144	147	138	124	133
Hourly Exit Rate	136	120	144	147	138	124	133
Input Volume	1299	1299	1299	1299	1299	1299	1299
% of Volume	10	9	11	11	11	10	10
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.2
Total Delay (hr)	1.1	1.0	1.1	1.0
Total Del/Veh (s)	27.9	28.9	29.4	27.2
Stop Delay (hr)	0.8	0.7	0.7	0.7
Stop Del/Veh (s)	20.5	20.0	20.8	19.2
Vehicles Entered	780	813	794	778
Vehicles Exited	136	125	127	134
Hourly Exit Rate	136	125	127	134
Input Volume	1299	1299	1299	1299
% of Volume	10	10	10	10
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

32: Main Branch Rd/Blueheart Way & Bollinger Canyon Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.4	0.4	0.1	0.4	0.8	0.5	0.6	0.2	0.8	0.4
Denied Del/Veh (s)	0.3	0.6	0.5	0.1	0.7	1.2	0.7	0.9	0.3	1.2	0.7
Total Delay (hr)	27.5	30.7	36.0	23.0	35.1	32.9	32.7	37.7	31.6	33.8	32.1
Total Del/Veh (s)	43.5	46.8	54.3	34.9	56.3	48.9	50.8	55.5	48.7	50.8	49.1
Stop Delay (hr)	22.4	25.5	30.6	17.5	30.3	27.4	27.8	31.6	26.4	28.0	26.8
Stop Del/Veh (s)	35.5	38.9	46.1	26.6	48.6	40.7	43.1	46.6	40.7	42.1	40.9
Vehicles Entered	2221	2330	2349	2330	2223	2391	2286	2407	2304	2348	2318
Vehicles Exited	2244	2331	2340	2333	2185	2340	2261	2394	2282	2363	2308
Hourly Exit Rate	2244	2331	2340	2333	2185	2340	2261	2394	2282	2363	2308
Input Volume	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306	2306
% of Volume	97	101	101	101	95	101	98	104	99	102	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	1	0	0	0	0	4	3	0	1	0	1

33: S Monarch Rd & Bayleaf Dr/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.6	0.1	0.2	0.2	2.9	0.2	0.1	0.2	0.5
Total Delay (hr)	1.6	2.9	5.7	2.7	1.7	2.6	4.8	2.2	2.3	1.9	2.8
Total Del/Veh (s)	7.9	14.1	28.4	14.4	9.0	12.6	23.1	10.9	11.8	9.4	14.2
Stop Delay (hr)	1.4	2.8	5.6	2.6	1.5	2.3	4.7	2.0	2.1	1.6	2.7
Stop Del/Veh (s)	6.9	13.4	28.1	13.7	7.9	11.4	22.6	9.9	10.9	8.2	13.3
Vehicles Entered	740	737	716	674	672	730	737	725	696	712	714
Vehicles Exited	739	740	716	670	671	732	746	723	699	716	716
Hourly Exit Rate	739	740	716	670	671	732	746	723	699	716	716
Input Volume	716	716	716	716	716	716	716	716	716	716	716
% of Volume	103	103	100	94	94	102	104	101	98	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

34: S Monarch Rd/N Monarch Rd & Bollinger Canyon Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.5	0.4	0.5	0.4	0.5	0.4
Denied Del/Veh (s)	0.6	0.6	0.7	0.6	0.7	0.7	0.6	0.8	0.7	0.8	0.7
Total Delay (hr)	19.1	20.2	19.2	19.4	18.2	21.1	18.1	22.2	19.4	19.8	19.7
Total Del/Veh (s)	30.1	31.6	29.8	30.3	29.2	31.3	29.0	33.8	31.3	30.5	30.7
Stop Delay (hr)	15.0	15.7	14.7	15.1	14.2	16.3	14.1	17.3	15.2	15.4	15.3
Stop Del/Veh (s)	23.6	24.6	22.7	23.5	22.8	24.2	22.5	26.3	24.5	23.7	23.8
Vehicles Entered	2274	2282	2306	2278	2215	2401	2220	2330	2221	2327	2285
Vehicles Exited	2273	2273	2297	2298	2219	2413	2234	2346	2229	2323	2290
Hourly Exit Rate	2273	2273	2297	2298	2219	2413	2234	2346	2229	2323	2290
Input Volume	2275	2275	2275	2275	2275	2275	2275	2275	2275	2275	2275
% of Volume	100	100	101	101	98	106	98	103	98	102	101
Denied Entry Before	0	1	0	1	0	0	1	0	0	1	0
Denied Entry After	0	0	1	0	0	2	0	0	0	1	0

35: Main Branch Rd & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.6	1.8	0.2	0.2	0.2	3.0	0.4	0.2	0.2	0.7
Denied Del/Veh (s)	0.7	2.0	6.5	0.6	0.7	0.8	11.3	1.7	0.6	0.6	2.6
Total Delay (hr)	2.1	3.9	5.3	0.4	2.1	3.2	6.9	3.0	2.2	2.0	3.1
Total Del/Veh (s)	8.1	13.5	18.8	1.4	8.3	12.0	25.5	11.1	7.9	7.3	11.4
Stop Delay (hr)	1.6	3.5	5.0	0.1	1.6	2.8	6.6	2.5	1.8	1.6	2.7
Stop Del/Veh (s)	6.1	11.9	17.9	0.3	6.4	10.3	24.6	9.0	6.5	5.9	9.9
Vehicles Entered	933	1039	1007	984	915	957	968	970	996	998	976
Vehicles Exited	936	1043	1012	985	915	963	967	982	1001	998	981
Hourly Exit Rate	936	1043	1012	985	915	963	967	982	1001	998	981
Input Volume	1008	1008	1008	1008	1008	1008	1008	1008	1008	1008	1008
% of Volume	93	104	100	98	91	96	96	97	99	99	97
Denied Entry Before	1	0	0	0	0	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.8	1.4	2.7	0.7	1.1	1.5	4.5
Denied Del/Veh (s)	1.3	2.1	4.2	1.1	1.8	2.3	7.1
Total Delay (hr)	50.4	57.7	66.2	45.5	57.1	59.8	62.5
Total Del/Veh (s)	737.6	804.5	879.3	595.6	716.5	737.5	821.4
Stop Delay (hr)	40.4	47.5	55.9	35.2	47.6	48.8	53.2
Stop Del/Veh (s)	591.7	662.4	742.5	460.9	597.1	601.3	698.8
Vehicles Entered	2282	2372	2352	2290	2222	2333	2257
Vehicles Exited	192	202	192	217	196	187	196
Hourly Exit Rate	192	202	192	217	196	187	196
Input Volume	6304	6304	6304	6304	6304	6304	6304
% of Volume	3	3	3	3	3	3	3
Denied Entry Before	1	1	0	1	0	0	1
Denied Entry After	1	0	1	0	0	6	3

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.6	0.8	1.5	1.7
Denied Del/Veh (s)	2.5	1.3	2.3	2.6
Total Delay (hr)	65.2	55.5	57.6	57.7
Total Del/Veh (s)	885.3	812.6	860.1	784.5
Stop Delay (hr)	53.4	45.6	46.7	47.4
Stop Del/Veh (s)	724.8	667.0	697.6	644.2
Vehicles Entered	2376	2269	2305	2305
Vehicles Exited	187	179	183	193
Hourly Exit Rate	187	179	183	193
Input Volume	6304	6304	6304	6304
% of Volume	3	3	3	3
Denied Entry Before	1	0	2	0
Denied Entry After	0	1	2	1

36: Bollinger Canyon Rd & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.2	0.2	0.3	0.3
Denied Del/Veh (s)	0.4	0.4	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	12.9	13.4	12.4	15.0	13.2	12.6	13.3	13.3	13.1	13.3	13.3
Total Del/Veh (s)	18.5	19.1	17.9	20.9	18.8	18.0	19.1	19.3	18.8	18.3	18.9
Stop Delay (hr)	9.5	9.9	9.2	11.3	9.9	9.3	9.7	10.0	9.6	9.8	9.8
Stop Del/Veh (s)	13.6	14.1	13.3	15.8	14.0	13.2	14.0	14.4	13.8	13.5	14.0
Vehicles Entered	2495	2509	2488	2561	2511	2508	2469	2453	2476	2599	2509
Vehicles Exited	2495	2506	2492	2560	2513	2498	2480	2458	2481	2591	2507
Hourly Exit Rate	2495	2506	2492	2560	2513	2498	2480	2458	2481	2591	2507
Input Volume	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550	2550
% of Volume	98	98	98	100	99	98	97	96	97	102	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

37: Driveway In & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.0	0.9	0.9	0.9	0.9	0.8	0.9	0.9	0.9	1.0	0.9
Total Del/Veh (s)	2.1	1.9	1.9	2.0	2.0	1.9	1.9	2.0	1.9	2.0	2.0
Stop Delay (hr)	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	0.5	0.4	0.3	0.4	0.4	0.4	0.4	0.4	0.3	0.5	0.4
Vehicles Entered	1640	1642	1581	1693	1643	1615	1602	1628	1610	1683	1634
Vehicles Exited	1639	1643	1581	1694	1642	1612	1603	1631	1605	1682	1633
Hourly Exit Rate	1639	1643	1581	1694	1642	1612	1603	1631	1605	1682	1633
Input Volume	1642	1642	1642	1642	1642	1642	1642	1642	1642	1642	1642
% of Volume	100	100	96	103	100	98	98	99	98	102	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

38: Driveway Out & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2
Total Delay (hr)	6.2	6.4	6.2	6.9	6.4	6.2	6.8	6.5	6.5	6.4	6.5
Total Del/Veh (s)	16.2	16.5	16.2	17.4	16.4	15.7	17.7	17.1	17.0	16.1	16.6
Stop Delay (hr)	5.1	5.3	5.1	5.7	5.3	5.2	5.6	5.3	5.4	5.3	5.3
Stop Del/Veh (s)	13.3	13.8	13.2	14.3	13.4	13.1	14.6	14.0	14.1	13.4	13.7
Vehicles Entered	1373	1390	1372	1419	1394	1396	1382	1354	1368	1416	1387
Vehicles Exited	1374	1394	1382	1424	1398	1403	1381	1353	1376	1420	1391
Hourly Exit Rate	1374	1394	1382	1424	1398	1403	1381	1353	1376	1420	1391
Input Volume	1399	1399	1399	1399	1399	1399	1399	1399	1399	1399	1399
% of Volume	98	100	99	102	100	100	99	97	98	102	99
Denied Entry Before	0	0	1	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

39: Bollinger Canyon Rd & Watermill Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	8.4	7.6	7.0	8.3	7.6	7.6	8.3	8.8	8.2	8.0	8.0
Total Del/Veh (s)	16.4	15.2	14.0	16.0	15.3	14.9	16.4	17.5	16.5	15.4	15.8
Stop Delay (hr)	5.7	5.1	4.8	5.7	5.3	5.3	5.6	6.0	5.5	5.5	5.4
Stop Del/Veh (s)	11.1	10.3	9.5	11.0	10.5	10.3	11.0	11.9	11.1	10.5	10.7
Vehicles Entered	1847	1790	1786	1854	1793	1816	1811	1811	1781	1870	1815
Vehicles Exited	1842	1787	1785	1847	1787	1822	1802	1815	1781	1871	1814
Hourly Exit Rate	1842	1787	1785	1847	1787	1822	1802	1815	1781	1871	1814
Input Volume	1842	1842	1842	1842	1842	1842	1842	1842	1842	1842	1842
% of Volume	100	97	97	100	97	99	98	99	97	102	98
Denied Entry Before	0	0	0	0	1	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Total Delay (hr)	28.5	28.2	26.5	31.2	28.2	27.2	29.3
Total Del/Veh (s)	629.3	664.5	619.2	645.0	630.7	583.4	646.1
Stop Delay (hr)	20.6	20.5	19.2	22.9	20.6	19.9	21.1
Stop Del/Veh (s)	454.1	483.0	449.5	473.3	460.1	426.2	465.0
Vehicles Entered	2953	2943	2906	3022	2941	2944	2940
Vehicles Exited	115	115	114	122	106	110	114
Hourly Exit Rate	115	115	114	122	106	110	114
Input Volume	7433	7433	7433	7433	7433	7433	7433
% of Volume	2	2	2	2	1	1	2
Denied Entry Before	0	0	1	0	1	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.6	0.6	0.6	0.6
Total Delay (hr)	29.5	28.6	28.7	28.6
Total Del/Veh (s)	590.9	628.6	658.1	627.7
Stop Delay (hr)	21.5	20.7	20.8	20.8
Stop Del/Veh (s)	430.2	454.0	476.2	455.8
Vehicles Entered	2869	2879	3033	2945
Vehicles Exited	126	121	114	117
Hourly Exit Rate	126	121	114	117
Input Volume	7433	7433	7433	7433
% of Volume	2	2	2	2
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

40: Bollinger Canyon Rd & Albion Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.3	0.3	1.1	0.3	0.5	0.3	0.3	0.4
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.5	1.5	0.4	0.7	0.4	0.5	0.6
Total Delay (hr)	25.4	26.9	28.1	26.1	25.9	29.6	23.5	37.6	27.9	28.1	27.9
Total Del/Veh (s)	35.1	36.8	37.6	35.7	35.1	40.1	32.9	49.4	37.7	38.8	38.0
Stop Delay (hr)	21.9	23.6	24.4	22.5	22.3	25.9	20.1	33.5	24.3	24.3	24.3
Stop Del/Veh (s)	30.2	32.2	32.6	30.8	30.3	35.0	28.2	44.0	32.8	33.6	33.0
Vehicles Entered	2580	2599	2675	2612	2634	2630	2555	2719	2647	2579	2622
Vehicles Exited	2586	2612	2667	2606	2625	2634	2537	2672	2636	2581	2615
Hourly Exit Rate	2586	2612	2667	2606	2625	2634	2537	2672	2636	2581	2615
Input Volume	2593	2593	2593	2593	2593	2593	2593	2593	2593	2593	2593
% of Volume	100	101	103	101	101	102	98	103	102	100	101
Denied Entry Before	0	0	0	0	1	1	0	0	1	0	0
Denied Entry After	0	1	1	0	0	0	0	0	0	0	0

41: Arrowfield Way/Driveway Center & Albion Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.1	0.2	0.2	1.6	0.2	0.2	1.5	0.3	0.5
Denied Del/Veh (s)	0.4	0.4	0.3	0.6	0.5	3.5	0.5	0.4	3.1	0.7	1.0
Total Delay (hr)	10.5	10.9	10.7	11.4	12.3	12.6	11.1	11.1	13.6	12.4	11.7
Total Del/Veh (s)	23.6	24.4	23.8	25.6	26.5	27.5	25.6	24.7	28.7	28.4	25.9
Stop Delay (hr)	9.3	9.7	9.5	10.3	11.1	11.5	9.9	9.9	12.4	11.1	10.5
Stop Del/Veh (s)	21.0	21.7	21.1	23.0	23.9	25.1	23.1	22.0	26.3	25.4	23.3
Vehicles Entered	1587	1594	1605	1595	1658	1633	1539	1610	1694	1568	1609
Vehicles Exited	1578	1592	1614	1600	1652	1639	1543	1607	1687	1563	1608
Hourly Exit Rate	1578	1592	1614	1600	1652	1639	1543	1607	1687	1563	1608
Input Volume	1606	1606	1606	1606	1606	1606	1606	1606	1606	1606	1606
% of Volume	98	99	100	100	103	102	96	100	105	97	100
Denied Entry Before	0	0	0	0	0	1	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	1	0	0

42: Albion Rd & Driveway East Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	1.4	1.3	1.4	1.4	1.3	1.4	1.4	1.3	1.4	1.3	1.4
Total Delay (hr)	1.4	1.4	1.5	1.5	1.5	1.5	1.3	2.1	1.4	1.5	1.5
Total Del/Veh (s)	3.9	3.9	3.9	4.0	3.9	3.9	3.7	5.7	3.6	4.2	4.1
Stop Delay (hr)	0.8	0.8	0.9	0.9	0.9	0.8	0.8	1.5	0.8	0.9	0.9
Stop Del/Veh (s)	2.2	2.2	2.3	2.4	2.4	2.2	2.2	4.1	2.1	2.5	2.5
Vehicles Entered	1308	1295	1347	1316	1331	1354	1279	1309	1345	1286	1317
Vehicles Exited	1311	1294	1348	1317	1329	1355	1278	1315	1339	1293	1316
Hourly Exit Rate	1311	1294	1348	1317	1329	1355	1278	1315	1339	1293	1316
Input Volume	1325	1325	1325	1325	1325	1325	1325	1325	1325	1325	1325
% of Volume	99	98	102	99	100	102	96	99	101	98	99
Denied Entry Before	1	0	1	0	0	0	0	1	1	0	0
Denied Entry After	1	0	1	0	0	1	0	0	0	0	0

43: Albion Rd & Driveway West Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	1.6	1.8	1.8	1.6	1.9	3.1	1.6	1.5	1.7	1.2	1.8
Total Del/Veh (s)	4.0	4.3	4.4	3.9	4.4	7.5	4.2	3.7	4.1	3.2	4.4
Stop Delay (hr)	1.0	1.1	1.2	1.0	1.2	2.3	1.0	0.9	1.1	0.6	1.1
Stop Del/Veh (s)	2.4	2.7	2.8	2.3	2.8	5.6	2.6	2.2	2.5	1.6	2.7
Vehicles Entered	1445	1459	1500	1464	1504	1451	1401	1486	1494	1394	1460
Vehicles Exited	1442	1461	1503	1456	1509	1452	1407	1488	1494	1393	1461
Hourly Exit Rate	1442	1461	1503	1456	1509	1452	1407	1488	1494	1393	1461
Input Volume	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458
% of Volume	99	100	103	100	103	100	96	102	102	96	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.0	1.0	1.0	1.1	1.1	3.2	1.0
Denied Del/Veh (s)	1.4	1.4	1.4	1.5	1.5	4.3	1.4
Total Delay (hr)	38.8	41.0	42.2	40.6	41.4	46.8	37.5
Total Del/Veh (s)	1356.9	1506.4	1598.6	1460.1	1275.1	1574.0	1262.9
Stop Delay (hr)	32.9	35.2	35.9	34.6	35.5	40.5	31.9
Stop Del/Veh (s)	1150.6	1292.6	1361.9	1245.4	1091.7	1362.6	1072.4
Vehicles Entered	2602	2558	2636	2597	2635	2677	2575
Vehicles Exited	51	45	45	49	60	53	50
Hourly Exit Rate	51	45	45	49	60	53	50
Input Volume	6982	6982	6982	6982	6982	6982	6982
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	1	0	1	0	1	2	0
Denied Entry After	1	1	2	0	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.2	2.3	1.1	1.4
Denied Del/Veh (s)	1.7	3.1	1.6	1.9
Total Delay (hr)	52.4	44.6	43.2	42.9
Total Del/Veh (s)	1274.0	1315.8	1748.0	1469.2
Stop Delay (hr)	45.8	38.6	36.9	36.8
Stop Del/Veh (s)	1113.8	1139.3	1494.4	1261.1
Vehicles Entered	2588	2694	2534	2606
Vehicles Exited	54	57	39	50
Hourly Exit Rate	54	57	39	50
Input Volume	6982	6982	6982	6982
% of Volume	1	1	1	1
Denied Entry Before	1	2	0	0
Denied Entry After	0	1	0	0

44: Bollinger Canyon Rd & Marsh Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.2	0.1
Denied Del/Veh (s)	1.2	0.5	0.0	0.5	0.2	0.1	0.0	0.4	1.0	1.1	0.5
Total Delay (hr)	1.2	0.8	0.7	1.1	0.7	1.0	0.8	1.1	1.2	1.0	1.0
Total Del/Veh (s)	5.7	4.2	3.5	4.7	3.5	4.8	3.7	5.6	6.0	5.3	4.7
Stop Delay (hr)	1.0	0.6	0.5	0.9	0.5	0.8	0.6	0.9	1.0	0.9	0.8
Stop Del/Veh (s)	4.8	3.2	2.5	3.8	2.7	3.9	2.8	4.6	5.1	4.4	3.8
Vehicles Entered	738	698	772	809	733	740	745	729	720	703	739
Vehicles Exited	738	700	771	813	734	742	744	731	716	703	740
Hourly Exit Rate	738	700	771	813	734	742	744	731	716	703	740
Input Volume	739	739	739	739	739	739	739	739	739	739	739
% of Volume	100	95	104	110	99	100	101	99	97	95	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

45: Bollinger Canyon Rd & Dos Rios Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.2	0.1	0.2
Total Delay (hr)	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	0.7	0.9	1.1	0.8	1.1	0.8	0.9	0.8	1.0	0.7	0.9
Stop Delay (hr)	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1
Stop Del/Veh (s)	0.3	0.4	0.5	0.4	0.5	0.3	0.4	0.4	0.5	0.3	0.4
Vehicles Entered	574	555	625	648	579	597	564	576	562	524	581
Vehicles Exited	576	556	627	646	578	592	567	573	563	524	581
Hourly Exit Rate	576	556	627	646	578	592	567	573	563	524	581
Input Volume	584	584	584	584	584	584	584	584	584	584	584
% of Volume	99	95	107	111	99	101	97	98	96	90	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

46: Marsh Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.0	1.2	1.0	0.8	1.0	1.0	0.9	1.0	1.0	1.1	1.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.3	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.2
Vehicles Entered	211	229	238	211	199	226	195	204	244	225	218
Vehicles Exited	211	228	237	211	199	227	194	206	244	225	218
Hourly Exit Rate	211	228	237	211	199	227	194	206	244	225	218
Input Volume	226	226	226	226	226	226	226	226	226	226	226
% of Volume	93	101	105	93	88	100	86	91	108	99	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

47: Marsh Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.6	2.0	1.7	1.9	1.8	1.7	1.3	1.7	1.6	1.6	1.7
Stop Delay (hr)	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.6	2.0	1.5	1.9	1.8	1.6	1.2	1.7	1.5	1.5	1.6
Vehicles Entered	321	337	332	346	312	333	294	309	332	319	324
Vehicles Exited	321	336	332	346	312	332	294	308	332	319	323
Hourly Exit Rate	321	336	332	346	312	332	294	308	332	319	323
Input Volume	325	325	325	325	325	325	325	325	325	325	325
% of Volume	99	103	102	107	96	102	91	95	102	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.3	0.1	0.0	0.2	0.1	0.1	0.0
Denied Del/Veh (s)	1.6	0.9	0.2	0.8	0.4	0.3	0.2
Total Delay (hr)	1.5	1.2	1.2	1.4	1.1	1.3	1.1
Total Del/Veh (s)	53.2	55.1	44.7	47.0	47.5	49.4	43.5
Stop Delay (hr)	1.2	0.9	0.8	1.1	0.8	1.0	0.8
Stop Del/Veh (s)	42.6	39.9	30.1	36.0	34.3	36.9	31.0
Vehicles Entered	624	629	654	679	622	657	608
Vehicles Exited	99	78	89	106	78	91	84
Hourly Exit Rate	99	78	89	106	78	91	84
Input Volume	1874	1874	1874	1874	1874	1874	1874
% of Volume	5	4	5	6	4	5	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.2	0.2	0.1
Denied Del/Veh (s)	0.7	1.4	1.5	0.8
Total Delay (hr)	1.5	1.6	1.3	1.3
Total Del/Veh (s)	59.4	71.2	51.1	52.9
Stop Delay (hr)	1.2	1.3	1.1	1.0
Stop Del/Veh (s)	47.3	57.1	39.9	40.1
Vehicles Entered	635	620	609	634
Vehicles Exited	84	76	89	88
Hourly Exit Rate	84	76	89	88
Input Volume	1874	1874	1874	1874
% of Volume	4	4	5	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

48: Pine Valley Rd & Del Mar Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	1.5	1.4	1.4	1.5	1.4	1.6	1.6	1.5	1.3	1.5	1.5
Total Del/Veh (s)	7.1	6.6	6.6	6.9	6.7	7.7	7.3	7.1	6.8	7.1	7.0
Stop Delay (hr)	1.0	0.9	0.9	1.0	0.9	1.1	1.1	1.0	0.9	1.0	1.0
Stop Del/Veh (s)	4.8	4.3	4.3	4.6	4.5	5.4	5.0	4.8	4.4	4.8	4.7
Vehicles Entered	754	747	761	786	737	752	797	768	711	729	755
Vehicles Exited	751	741	764	783	739	747	802	764	714	729	754
Hourly Exit Rate	751	741	764	783	739	747	802	764	714	729	754
Input Volume	764	764	764	764	764	764	764	764	764	764	764
% of Volume	98	97	100	102	97	98	105	100	93	95	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	1	0	0	0

49: Alcosta Blvd & Pine Valley Rd/Pine Valley Ct Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.6	0.6	0.7	0.7	0.7	0.6	0.7	0.7	0.7	0.6	0.7
Total Delay (hr)	2.2	2.3	1.9	2.4	2.3	2.1	2.1	2.2	2.5	2.3	2.2
Total Del/Veh (s)	7.6	8.0	6.9	7.9	8.0	7.0	7.2	7.4	8.6	7.8	7.7
Stop Delay (hr)	1.2	1.3	1.0	1.3	1.4	1.1	1.1	1.1	1.5	1.2	1.2
Stop Del/Veh (s)	4.2	4.4	3.5	4.3	4.7	3.7	3.8	3.9	5.1	4.1	4.2
Vehicles Entered	1033	1035	979	1084	1033	1051	1052	1042	1031	1073	1042
Vehicles Exited	1032	1039	982	1083	1032	1047	1049	1043	1033	1075	1041
Hourly Exit Rate	1032	1039	982	1083	1032	1047	1049	1043	1033	1075	1041
Input Volume	1042	1042	1042	1042	1042	1042	1042	1042	1042	1042	1042
% of Volume	99	100	94	104	99	100	101	100	99	103	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	1	0	0	0	0	0	1	0	0

50: Driveway In/Pinehurst PI & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.4	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3
Total Del/Veh (s)	1.8	1.9	1.9	1.9	1.7	2.0	1.9	2.1	1.9	1.8	1.9
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.5	0.6	0.5	0.6	0.5	0.6	0.6	0.6	0.6	0.6	0.6
Vehicles Entered	623	657	660	663	650	660	682	637	629	616	649
Vehicles Exited	622	656	660	659	652	659	682	640	627	613	647
Hourly Exit Rate	622	656	660	659	652	659	682	640	627	613	647
Input Volume	658	658	658	658	658	658	658	658	658	658	658
% of Volume	95	100	100	100	99	100	104	97	95	93	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

51: Driveway Out & Pine Valley Rd/Pine Balley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.4	0.3
Total Del/Veh (s)	1.6	1.7	1.4	1.5	1.7	1.5	1.5	1.4	1.5	1.8	1.5
Stop Delay (hr)	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Stop Del/Veh (s)	1.4	1.4	1.1	1.2	1.5	1.2	1.3	1.2	1.3	1.5	1.3
Vehicles Entered	726	758	734	741	764	744	778	726	711	721	740
Vehicles Exited	726	758	735	742	764	744	776	724	712	722	741
Hourly Exit Rate	726	758	735	742	764	744	776	724	712	722	741
Input Volume	753	753	753	753	753	753	753	753	753	753	753
% of Volume	96	101	98	99	101	99	103	96	95	96	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.6	0.6	0.7	0.6	0.6	0.6	0.7
Total Delay (hr)	4.3	4.4	3.9	4.5	4.4	4.3	4.4
Total Del/Veh (s)	139.0	130.7	139.9	123.8	126.7	153.1	121.3
Stop Delay (hr)	2.6	2.6	2.2	2.7	2.7	2.6	2.6
Stop Del/Veh (s)	83.1	77.6	78.3	72.7	78.0	91.7	71.7
Vehicles Entered	1244	1248	1218	1290	1257	1224	1287
Vehicles Exited	100	105	96	116	112	84	116
Hourly Exit Rate	100	105	96	116	112	84	116
Input Volume	3218	3218	3218	3218	3218	3218	3218
% of Volume	3	3	3	4	3	3	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	1	0	1	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.7	0.6	0.6	0.6
Total Delay (hr)	4.3	4.5	4.5	4.4
Total Del/Veh (s)	127.9	141.9	135.1	134.0
Stop Delay (hr)	2.5	2.7	2.6	2.6
Stop Del/Veh (s)	74.6	86.3	78.8	79.4
Vehicles Entered	1249	1235	1272	1252
Vehicles Exited	109	105	102	104
Hourly Exit Rate	109	105	102	104
Input Volume	3218	3218	3218	3218
% of Volume	3	3	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	1	1	0	0

52: Zinnia Ct/Trumpet Vine Ln & Hibiscus Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.4	0.3	0.3	0.3	0.6	0.4	0.6	0.3	0.4	0.4
Total Del/Veh (s)	3.6	3.2	3.1	3.1	2.7	4.8	3.6	5.0	3.0	3.2	3.5
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.2	0.5	0.3	0.5	0.3	0.3	0.3
Stop Del/Veh (s)	2.9	2.3	2.4	2.4	2.0	4.1	2.9	4.3	2.3	2.5	2.8
Vehicles Entered	411	428	376	398	384	417	385	404	395	416	402
Vehicles Exited	412	428	374	399	384	417	385	406	393	417	402
Hourly Exit Rate	412	428	374	399	384	417	385	406	393	417	402
Input Volume	406	406	406	406	406	406	406	406	406	406	406
% of Volume	101	105	92	98	94	103	95	100	97	103	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

53: Trumpet Vine Ln & Trefoil Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.4	0.2	0.2	0.3
Total Delay (hr)	0.3	0.3	0.4	0.4	0.3	0.2	0.3	0.4	0.2	0.3	0.3
Total Del/Veh (s)	4.3	4.5	4.6	5.7	4.1	3.5	4.0	5.4	3.5	3.9	4.4
Stop Delay (hr)	0.2	0.2	0.2	0.3	0.2	0.1	0.2	0.3	0.1	0.2	0.2
Stop Del/Veh (s)	2.8	3.1	3.1	4.2	2.5	2.1	2.6	3.7	2.0	2.5	2.9
Vehicles Entered	242	251	280	261	261	253	253	290	220	244	255
Vehicles Exited	240	250	281	262	261	253	253	290	221	244	255
Hourly Exit Rate	240	250	281	262	261	253	253	290	221	244	255
Input Volume	258	258	258	258	258	258	258	258	258	258	258
% of Volume	93	97	109	102	101	98	98	113	86	95	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

54: Dougherty Rd & Rancho Park Loop (North)/Hibiscus Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	4.8	4.8	4.6	4.4	4.3	5.4	4.9	5.9	5.0	5.1	4.9
Total Del/Veh (s)	10.8	10.9	10.6	10.0	9.7	11.8	10.9	13.1	11.0	11.4	11.0
Stop Delay (hr)	3.3	3.3	3.1	3.0	2.9	3.7	3.4	4.2	3.4	3.6	3.4
Stop Del/Veh (s)	7.5	7.5	7.2	6.7	6.5	8.2	7.6	9.4	7.5	8.0	7.6
Vehicles Entered	1581	1573	1551	1590	1605	1630	1589	1613	1616	1592	1595
Vehicles Exited	1582	1576	1549	1584	1599	1628	1590	1620	1604	1595	1594
Hourly Exit Rate	1582	1576	1549	1584	1599	1628	1590	1620	1604	1595	1594
Input Volume	1578	1578	1578	1578	1578	1578	1578	1578	1578	1578	1578
% of Volume	100	100	98	100	101	103	101	103	102	101	101
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	0	0	0	0	0

55: Trumpet Vine Ln & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.2	0.2
Total Del/Veh (s)	1.5	1.4	1.5	1.3	1.5	1.4	1.5	1.6	1.3	1.4	1.4
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.3	0.2
Vehicles Entered	387	402	437	387	429	445	404	388	380	412	407
Vehicles Exited	387	403	436	388	427	443	402	391	382	411	407
Hourly Exit Rate	387	403	436	388	427	443	402	391	382	411	407
Input Volume	420	420	420	420	420	420	420	420	420	420	420
% of Volume	92	96	104	92	102	105	96	93	91	98	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

56: Trumpet Vine Ln & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1	0.1
Total Delay (hr)	0.3	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.2	0.2
Total Del/Veh (s)	2.9	2.8	2.3	2.2	2.2	3.3	2.4	2.7	2.8	2.5	2.6
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.1	0.3	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	2.4	2.3	1.8	1.8	1.8	3.1	1.9	2.2	2.3	2.0	2.2
Vehicles Entered	324	348	312	318	297	344	307	320	325	345	324
Vehicles Exited	326	346	308	317	295	345	307	319	327	345	323
Hourly Exit Rate	326	346	308	317	295	345	307	319	327	345	323
Input Volume	328	328	328	328	328	328	328	328	328	328	328
% of Volume	99	105	94	97	90	105	94	97	100	105	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.3	0.2
Total Delay (hr)	5.9	5.9	5.7	5.5	5.3	6.7	5.9
Total Del/Veh (s)	96.0	90.3	83.1	93.1	95.0	95.3	98.9
Stop Delay (hr)	4.1	4.0	3.8	3.7	3.5	4.7	4.1
Stop Del/Veh (s)	66.5	61.7	55.8	63.0	62.5	66.9	68.0
Vehicles Entered	1892	1866	1893	1904	1923	1958	1904
Vehicles Exited	206	221	229	199	186	237	205
Hourly Exit Rate	206	221	229	199	186	237	205
Input Volume	2990	2990	2990	2990	2990	2990	2990
% of Volume	7	7	8	7	6	8	7
Denied Entry Before	0	1	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.2	0.2	0.2
Total Delay (hr)	7.3	5.9	6.1	6.0
Total Del/Veh (s)	135.9	98.2	94.9	98.4
Stop Delay (hr)	5.2	4.0	4.3	4.1
Stop Del/Veh (s)	97.3	66.5	66.2	67.7
Vehicles Entered	1951	1923	1903	1912
Vehicles Exited	187	191	223	209
Hourly Exit Rate	187	191	223	209
Input Volume	2990	2990	2990	2990
% of Volume	6	6	7	7
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

57: Alcosta Blvd & Driveway (Central)/Woodland Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2
Total Delay (hr)	9.5	7.8	8.5	8.8	9.3	8.1	8.0	9.4	9.7	9.2	8.8
Total Del/Veh (s)	21.3	18.9	20.2	20.5	20.7	18.7	19.4	20.9	22.1	21.0	20.4
Stop Delay (hr)	7.5	6.1	6.6	6.8	7.2	6.2	6.1	7.3	7.5	7.1	6.8
Stop Del/Veh (s)	16.8	14.8	15.7	15.9	16.0	14.4	14.8	16.2	17.3	16.2	15.8
Vehicles Entered	1593	1488	1507	1530	1604	1540	1481	1603	1566	1570	1550
Vehicles Exited	1599	1476	1514	1526	1607	1540	1483	1607	1568	1566	1549
Hourly Exit Rate	1599	1476	1514	1526	1607	1540	1483	1607	1568	1566	1549
Input Volume	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535	1535
% of Volume	104	96	99	99	105	100	97	105	102	102	101
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

58: Alcosta Blvd & Driveway (South) Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Total Delay (hr)	0.7	0.6	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7	0.7
Total Del/Veh (s)	1.9	1.7	2.1	2.1	2.0	2.1	2.0	1.9	2.1	1.9	2.0
Stop Delay (hr)	0.3	0.2	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	0.8	0.7	0.9	1.0	1.0	1.0	1.0	0.8	0.9	0.8	0.9
Vehicles Entered	1311	1274	1338	1343	1380	1331	1265	1348	1310	1341	1324
Vehicles Exited	1310	1277	1342	1343	1381	1331	1265	1349	1310	1345	1326
Hourly Exit Rate	1310	1277	1342	1343	1381	1331	1265	1349	1310	1345	1326
Input Volume	1306	1306	1306	1306	1306	1306	1306	1306	1306	1306	1306
% of Volume	100	98	103	103	106	102	97	103	100	103	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	10.2	8.5	9.3	9.5	10.0	8.8	8.7
Total Del/Veh (s)	938.6	708.6	667.0	613.5	976.7	636.7	1047.0
Stop Delay (hr)	7.8	6.4	6.9	7.1	7.5	6.6	6.5
Stop Del/Veh (s)	716.6	532.0	499.5	459.3	732.9	471.7	776.3
Vehicles Entered	1606	1493	1520	1540	1616	1550	1493
Vehicles Exited	31	27	46	43	31	36	25
Hourly Exit Rate	31	27	46	43	31	36	25
Input Volume	2841	2841	2841	2841	2841	2841	2841
% of Volume	1	1	2	2	1	1	1
Denied Entry Before	1	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.3	0.3	0.3
Total Delay (hr)	10.1	10.4	9.9	9.5
Total Del/Veh (s)	910.4	871.0	870.1	818.4
Stop Delay (hr)	7.6	7.9	7.4	7.2
Stop Del/Veh (s)	682.8	659.7	650.1	613.9
Vehicles Entered	1612	1585	1579	1561
Vehicles Exited	32	37	29	34
Hourly Exit Rate	32	37	29	34
Input Volume	2841	2841	2841	2841
% of Volume	1	1	1	1
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

59: Davona Dr & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.3	1.8	0.1	0.1	0.8	0.1	0.1	0.3
Denied Del/Veh (s)	0.2	0.2	0.2	0.8	5.6	0.2	0.3	2.6	0.2	0.2	1.1
Total Delay (hr)	4.0	6.7	5.0	9.1	12.1	4.4	4.5	8.7	7.7	7.8	7.0
Total Del/Veh (s)	13.4	21.2	17.1	27.7	37.7	13.5	14.6	29.3	24.5	23.5	22.3
Stop Delay (hr)	3.4	6.2	4.5	8.8	11.9	3.7	3.9	8.5	7.3	7.4	6.6
Stop Del/Veh (s)	11.3	19.7	15.3	26.8	37.2	11.3	12.5	28.7	23.2	22.1	20.9
Vehicles Entered	1071	1119	1043	1175	1147	1175	1114	1065	1133	1188	1123
Vehicles Exited	1079	1124	1036	1172	1147	1179	1112	1066	1132	1190	1123
Hourly Exit Rate	1079	1124	1036	1172	1147	1179	1112	1066	1132	1190	1123
Input Volume	1146	1146	1146	1146	1146	1146	1146	1146	1146	1146	1146
% of Volume	94	98	90	102	100	103	97	93	99	104	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	0	0	0	0	0

60: Broadmoor Dr & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.7	0.0	0.1	0.1	0.1	0.6	0.1	0.2	0.3	0.1	0.2
Denied Del/Veh (s)	2.3	0.1	0.2	0.2	0.2	1.9	0.2	0.7	0.9	0.3	0.7
Total Delay (hr)	5.1	3.4	4.6	5.0	4.7	5.6	5.7	3.9	5.4	4.1	4.7
Total Del/Veh (s)	16.9	11.6	15.6	16.4	16.1	18.6	17.7	12.8	18.6	13.6	15.8
Stop Delay (hr)	4.7	2.9	4.1	4.6	4.3	5.2	5.3	3.4	5.1	3.6	4.3
Stop Del/Veh (s)	15.7	10.0	14.2	15.1	14.8	17.5	16.5	11.2	17.4	12.1	14.4
Vehicles Entered	1075	1052	1045	1088	1047	1075	1156	1093	1054	1080	1077
Vehicles Exited	1073	1051	1048	1086	1050	1077	1152	1092	1052	1079	1078
Hourly Exit Rate	1073	1051	1048	1086	1050	1077	1152	1092	1052	1079	1078
Input Volume	1076	1076	1076	1076	1076	1076	1076	1076	1076	1076	1076
% of Volume	100	98	97	101	98	100	107	101	98	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	1	0	0

61: Broadmoor Dr & Cabrillo Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.1	0.2	1.6	0.1	0.2	0.8	0.3	0.3	0.9	0.5
Denied Del/Veh (s)	0.7	0.5	1.0	7.4	0.5	0.7	3.3	1.5	1.4	4.2	2.1
Total Delay (hr)	1.4	1.2	1.3	2.0	1.2	1.3	2.1	1.5	1.4	1.5	1.5
Total Del/Veh (s)	6.4	5.6	6.2	9.0	5.8	6.1	9.1	6.5	6.4	6.8	6.8
Stop Delay (hr)	1.1	0.9	1.1	1.8	1.0	1.1	1.9	1.2	1.1	1.3	1.3
Stop Del/Veh (s)	5.2	4.5	5.2	8.1	4.5	5.0	8.2	5.3	5.1	5.7	5.7
Vehicles Entered	800	755	776	803	773	780	838	829	787	788	794
Vehicles Exited	800	755	777	804	774	781	839	827	788	788	795
Hourly Exit Rate	800	755	777	804	774	781	839	827	788	788	795
Input Volume	774	774	774	774	774	774	774	774	774	774	774
% of Volume	103	97	100	104	100	101	108	107	102	102	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

62: Bus Driveway In & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2
Total Del/Veh (s)	0.7	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.7	0.8	0.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.1	0.2	0.2	0.2	0.3	0.3	0.2	0.1	0.2	0.2
Vehicles Entered	692	670	663	714	697	702	690	671	628	689	682
Vehicles Exited	691	673	665	715	695	704	690	671	628	686	682
Hourly Exit Rate	691	673	665	715	695	704	690	671	628	686	682
Input Volume	694	694	694	694	694	694	694	694	694	694	694
% of Volume	100	97	96	103	100	101	99	97	90	99	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

126: Bus Driveway Out & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.1
Total Delay (hr)	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.4	0.3
Total Del/Veh (s)	2.0	2.0	2.0	2.4	2.1	2.0	2.0	2.2	2.1	2.2	2.1
Stop Delay (hr)	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.2	0.3	0.3
Stop Del/Veh (s)	1.5	1.6	1.5	1.9	1.6	1.5	1.5	1.6	1.6	1.7	1.6
Vehicles Entered	588	566	542	594	558	568	600	563	533	579	568
Vehicles Exited	587	566	541	594	560	569	601	561	532	577	569
Hourly Exit Rate	587	566	541	594	560	569	601	561	532	577	569
Input Volume	579	579	579	579	579	579	579	579	579	579	579
% of Volume	101	98	93	103	97	98	104	97	92	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

127: Broadmoor Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.1	0.2	0.1	0.2	0.1	0.2	0.2	0.1	0.1
Total Del/Veh (s)	1.0	0.9	0.9	1.0	0.9	1.1	1.0	1.0	1.4	1.1	1.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.3	0.2	0.3	0.6	0.3	0.3
Vehicles Entered	540	502	496	515	510	520	542	561	543	487	521
Vehicles Exited	539	501	497	515	511	520	543	560	542	488	522
Hourly Exit Rate	539	501	497	515	511	520	543	560	542	488	522
Input Volume	508	508	508	508	508	508	508	508	508	508	508
% of Volume	106	99	98	101	101	102	107	110	107	96	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.0	0.2	0.4	2.0	2.0	0.8	1.0
Denied Del/Veh (s)	1.7	0.4	0.7	3.6	3.7	1.5	1.7
Total Delay (hr)	11.1	11.9	11.5	16.8	18.7	12.0	13.1
Total Del/Veh (s)	114.5	122.7	116.9	175.2	212.3	126.7	146.9
Stop Delay (hr)	9.5	10.4	10.0	15.6	17.6	10.4	11.5
Stop Del/Veh (s)	98.4	107.4	101.9	162.4	199.5	109.9	129.2
Vehicles Entered	1995	1934	1882	2033	1989	2073	2049
Vehicles Exited	337	328	332	324	299	328	300
Hourly Exit Rate	337	328	332	324	299	328	300
Input Volume	4778	4778	4778	4778	4778	4778	4778
% of Volume	7	7	7	7	6	7	6
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.4	0.7	1.1	1.1
Denied Del/Veh (s)	2.5	1.2	2.0	1.9
Total Delay (hr)	14.7	15.2	14.0	13.9
Total Del/Veh (s)	151.6	180.8	157.5	151.6
Stop Delay (hr)	13.5	13.9	12.6	12.5
Stop Del/Veh (s)	138.7	165.1	141.1	136.3
Vehicles Entered	1982	1987	2022	1991
Vehicles Exited	337	291	298	318
Hourly Exit Rate	337	291	298	318
Input Volume	4778	4778	4778	4778
% of Volume	7	6	6	7
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	0	0

63: San Ramon Valley Blvd & Montevideo Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.9	0.9	0.9	1.1	0.9	0.9	0.9	0.8	0.9	0.8	0.9
Denied Del/Veh (s)	1.5	1.5	1.6	1.9	1.5	1.6	1.5	1.5	1.5	1.5	1.6
Total Delay (hr)	36.3	51.6	47.5	67.9	42.6	31.9	22.0	43.6	54.2	24.9	42.3
Total Del/Veh (s)	63.2	84.9	82.9	115.7	71.8	56.1	37.5	78.2	91.9	43.5	72.8
Stop Delay (hr)	31.1	45.9	42.2	61.5	36.8	27.1	17.8	38.8	47.0	20.9	36.9
Stop Del/Veh (s)	54.2	75.5	73.6	104.6	62.1	47.6	30.4	69.5	79.7	36.4	63.5
Vehicles Entered	2034	2097	2026	2053	2084	2021	2079	1984	2090	2035	2050
Vehicles Exited	1988	2078	1959	2013	2067	1981	2084	1932	2069	2022	2018
Hourly Exit Rate	1988	2078	1959	2013	2067	1981	2084	1932	2069	2022	2018
Input Volume	2068	2068	2068	2068	2068	2068	2068	2068	2068	2068	2068
% of Volume	96	100	95	97	100	96	101	93	100	98	98
Denied Entry Before	0	2	1	0	0	1	0	1	1	1	0
Denied Entry After	2	0	0	2	1	1	0	1	0	1	0

64: Broadmoor Dr & Millbridge Dr/Driveway Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.4	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.4	0.3	0.3
Total Delay (hr)	2.7	2.5	2.7	3.8	3.4	2.3	2.4	2.3	2.7	3.2	2.8
Total Del/Veh (s)	10.0	9.6	10.0	13.7	12.1	8.8	8.9	8.6	9.9	11.4	10.3
Stop Delay (hr)	2.2	1.9	2.1	3.3	2.9	1.8	1.9	1.7	2.1	2.6	2.3
Stop Del/Veh (s)	8.1	7.5	7.9	12.0	10.2	6.8	6.8	6.5	7.8	9.4	8.3
Vehicles Entered	963	916	954	995	1017	944	984	953	984	1006	971
Vehicles Exited	963	922	957	989	1018	949	989	949	984	1002	972
Hourly Exit Rate	963	922	957	989	1018	949	989	949	984	1002	972
Input Volume	1005	1005	1005	1005	1005	1005	1005	1005	1005	1005	1005
% of Volume	96	92	95	98	101	94	98	94	98	100	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

65: Broadmoor Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Total Del/Veh (s)	1.5	1.5	1.6	1.5	1.7	1.5	1.5	1.5	1.5	1.5	1.5
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.4	0.3	0.5	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4
Vehicles Entered	603	600	639	638	650	602	627	592	633	629	621
Vehicles Exited	605	600	637	638	652	603	628	593	633	628	622
Hourly Exit Rate	605	600	637	638	652	603	628	593	633	628	622
Input Volume	638	638	638	638	638	638	638	638	638	638	638
% of Volume	95	94	100	100	102	94	98	93	99	98	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

66: Broadmoor Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.4	0.4	0.5	0.4	0.5	0.5	0.5	0.4	0.4	0.5
Total Del/Veh (s)	1.8	1.9	2.0	2.3	1.9	2.1	2.4	2.1	1.8	1.9	2.0
Stop Delay (hr)	0.3	0.3	0.3	0.4	0.3	0.3	0.4	0.4	0.3	0.3	0.3
Stop Del/Veh (s)	1.3	1.4	1.5	1.9	1.5	1.6	1.9	1.6	1.3	1.4	1.5
Vehicles Entered	772	777	797	813	826	792	784	800	801	819	798
Vehicles Exited	772	778	797	810	827	790	783	800	798	818	797
Hourly Exit Rate	772	778	797	810	827	790	783	800	798	818	797
Input Volume	812	812	812	812	812	812	812	812	812	812	812
% of Volume	95	96	98	100	102	97	96	98	98	101	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

67: Broadmoor Dr & St Dennis Dr/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	1.0	1.2	0.9	0.9	1.8	0.8	0.8	0.9	0.9	1.1	1.0
Total Del/Veh (s)	3.5	4.5	3.3	3.1	6.2	2.9	3.1	3.1	3.4	4.1	3.7
Stop Delay (hr)	0.7	1.0	0.7	0.6	1.5	0.6	0.6	0.6	0.7	0.9	0.8
Stop Del/Veh (s)	2.7	3.7	2.4	2.2	5.3	2.1	2.3	2.2	2.5	3.1	2.9
Vehicles Entered	970	985	1012	1000	1037	984	962	1005	993	1015	995
Vehicles Exited	966	984	1011	1005	1036	980	961	1002	989	1014	994
Hourly Exit Rate	966	984	1011	1005	1036	980	961	1002	989	1014	994
Input Volume	1008	1008	1008	1008	1008	1008	1008	1008	1008	1008	1008
% of Volume	96	98	100	100	103	97	95	99	98	101	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.0	1.0	1.0	1.2	1.0	1.0	1.0
Denied Del/Veh (s)	1.1	1.1	1.1	1.3	1.1	1.1	1.1
Total Delay (hr)	40.6	56.0	51.8	73.4	48.6	35.7	26.1
Total Del/Veh (s)	948.9	1028.5	1065.8	1467.8	1165.3	974.4	929.5
Stop Delay (hr)	34.3	49.2	45.4	65.9	41.7	29.9	20.8
Stop Del/Veh (s)	802.7	904.5	933.0	1317.7	1001.1	814.2	742.0
Vehicles Entered	3324	3373	3331	3412	3441	3334	3374
Vehicles Exited	58	78	58	65	74	58	63
Hourly Exit Rate	58	78	58	65	74	58	63
Input Volume	5532	5532	5532	5532	5532	5532	5532
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	0	2	1	0	0	1	0
Denied Entry After	2	0	0	2	1	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.9	1.0	1.0	1.0
Denied Del/Veh (s)	1.0	1.1	1.0	1.1
Total Delay (hr)	47.5	58.5	30.0	46.8
Total Del/Veh (s)	1029.8	1572.1	877.5	1138.7
Stop Delay (hr)	41.5	50.2	24.8	40.4
Stop Del/Veh (s)	900.5	1348.0	725.7	982.0
Vehicles Entered	3297	3378	3401	3367
Vehicles Exited	76	67	66	66
Hourly Exit Rate	76	67	66	66
Input Volume	5532	5532	5532	5532
% of Volume	1	1	1	1
Denied Entry Before	1	1	1	0
Denied Entry After	1	0	1	0

68: Calais Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1
Total Del/Veh (s)	1.1	1.1	0.8	0.9	0.8	0.9	0.7	0.9	0.7	0.9	0.9
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2
Vehicles Entered	191	229	198	181	206	212	243	224	174	231	209
Vehicles Exited	191	228	196	181	206	213	242	224	174	231	209
Hourly Exit Rate	191	228	196	181	206	213	242	224	174	231	209
Input Volume	210	210	210	210	210	210	210	210	210	210	210
% of Volume	91	109	93	86	98	101	115	107	83	110	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

69: Calais Dr & Gorham PI Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.2	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Total Delay (hr)	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	1.4	1.8	1.1	1.9	1.0	1.3	1.4	1.7	1.3	1.4	1.4
Stop Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.1
Stop Del/Veh (s)	0.5	0.7	0.4	1.0	0.3	0.5	0.6	0.7	0.5	0.5	0.6
Vehicles Entered	348	393	355	352	339	374	339	396	346	350	360
Vehicles Exited	348	394	354	351	338	374	340	398	346	353	361
Hourly Exit Rate	348	394	354	351	338	374	340	398	346	353	361
Input Volume	364	364	364	364	364	364	364	364	364	364	364
% of Volume	96	108	97	96	93	103	93	109	95	97	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

70: Calais Dr & Mennet Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.5	1.6	1.7	2.1	1.6	1.5	1.7	1.7	1.7	1.5	1.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	1.0	1.2	1.1	1.6	1.1	1.0	1.1	1.3	1.2	1.0	1.2
Vehicles Entered	92	107	106	86	102	93	147	104	90	122	105
Vehicles Exited	92	107	106	86	102	94	147	104	89	122	105
Hourly Exit Rate	92	107	106	86	102	94	147	104	89	122	105
Input Volume	102	102	102	102	102	102	102	102	102	102	102
% of Volume	90	104	103	84	100	92	143	101	87	119	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.2	0.3	0.2	0.2	0.2
Total Delay (hr)	0.2	0.3	0.2	0.3	0.2	0.2	0.2
Total Del/Veh (s)	16.5	18.1	11.1	14.9	12.1	15.5	13.5
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	6.6	7.6	4.6	7.5	4.3	5.7	6.1
Vehicles Entered	335	383	332	322	318	344	352
Vehicles Exited	50	61	62	67	53	54	65
Hourly Exit Rate	50	61	62	67	53	54	65
Input Volume	677	677	677	677	677	677	677
% of Volume	7	9	9	10	8	8	10
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.3	0.3
Total Delay (hr)	0.3	0.2	0.2	0.2
Total Del/Veh (s)	16.0	14.6	16.9	15.2
Stop Delay (hr)	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	6.3	5.7	6.8	6.3
Vehicles Entered	379	318	342	342
Vehicles Exited	66	49	52	58
Hourly Exit Rate	66	49	52	58
Input Volume	677	677	677	677
% of Volume	10	7	8	9
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

71: Lawrence Rd/Oak Gate Rd & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.4	0.4	0.4
Denied Del/Veh (s)	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.6	0.6
Total Delay (hr)	13.5	14.6	12.7	13.3	12.6	13.9	13.9	12.7	12.8	14.9	13.5
Total Del/Veh (s)	21.1	22.9	20.3	20.2	20.0	22.0	22.3	20.8	20.5	23.7	21.4
Stop Delay (hr)	10.7	11.6	10.1	10.5	10.0	11.0	11.3	10.1	10.3	12.1	10.8
Stop Del/Veh (s)	16.7	18.2	16.1	16.0	16.0	17.3	18.2	16.6	16.5	19.2	17.1
Vehicles Entered	2282	2282	2244	2341	2224	2255	2223	2177	2232	2241	2250
Vehicles Exited	2292	2277	2220	2332	2239	2268	2210	2162	2221	2239	2246
Hourly Exit Rate	2292	2277	2220	2332	2239	2268	2210	2162	2221	2239	2246
Input Volume	2254	2254	2254	2254	2254	2254	2254	2254	2254	2254	2254
% of Volume	102	101	98	103	99	101	98	96	99	99	100
Denied Entry Before	0	0	0	1	1	0	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	0	0	1	1	0

72: Driveway/Hansen Ln & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.2	0.2	0.3	0.2	0.3	0.2	0.2	0.2	0.2
Total Delay (hr)	13.2	11.9	11.2	11.2	11.4	10.8	9.5	10.2	10.5	9.9	11.0
Total Del/Veh (s)	22.4	20.3	20.0	19.2	20.0	18.9	17.1	18.2	18.9	17.6	19.3
Stop Delay (hr)	10.8	9.6	9.2	9.1	9.2	8.7	7.6	8.2	8.5	7.8	8.9
Stop Del/Veh (s)	18.4	16.4	16.4	15.5	16.2	15.2	13.7	14.5	15.3	13.9	15.6
Vehicles Entered	2087	2085	1998	2085	2040	2039	1968	2002	1980	2014	2030
Vehicles Exited	2079	2080	2013	2092	2029	2026	1986	2006	1988	2003	2030
Hourly Exit Rate	2079	2080	2013	2092	2029	2026	1986	2006	1988	2003	2030
Input Volume	2024	2024	2024	2024	2024	2024	2024	2024	2024	2024	2024
% of Volume	103	103	99	103	100	100	98	99	98	99	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	2	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.9	0.8	0.8	0.8	0.8	0.8	0.8
Total Delay (hr)	26.7	26.4	23.9	24.6	24.0	24.7	23.4
Total Del/Veh (s)	1248.4	1586.2	1304.0	1148.1	1371.5	1347.7	1296.1
Stop Delay (hr)	21.6	21.2	19.3	19.6	19.2	19.7	18.9
Stop Del/Veh (s)	1007.5	1272.9	1052.3	917.6	1099.5	1071.8	1047.2
Vehicles Entered	2242	2240	2169	2298	2198	2200	2173
Vehicles Exited	20	19	28	25	20	26	23
Hourly Exit Rate	20	19	28	25	20	26	23
Input Volume	4278	4278	4278	4278	4278	4278	4278
% of Volume	0	0	1	1	0	1	1
Denied Entry Before	0	0	0	1	1	0	0
Denied Entry After	0	1	2	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.8	0.9	0.8	0.8
Total Delay (hr)	22.9	23.3	24.8	24.5
Total Del/Veh (s)	1309.4	1373.0	1258.6	1355.3
Stop Delay (hr)	18.3	18.8	19.9	19.6
Stop Del/Veh (s)	1043.6	1111.6	1008.6	1088.2
Vehicles Entered	2156	2183	2177	2203
Vehicles Exited	19	20	19	22
Hourly Exit Rate	19	20	19	22
Input Volume	4278	4278	4278	4278
% of Volume	0	0	0	1
Denied Entry Before	0	0	0	0
Denied Entry After	0	1	1	0

73: Creekside Ave/Hollbrook Dr & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.6	0.6	0.5	1.0	4.8	2.1	1.3	1.4	0.6	0.9	1.4
Denied Del/Veh (s)	0.9	0.8	0.8	1.4	7.3	3.0	1.9	2.0	0.9	1.3	2.0
Total Delay (hr)	28.1	25.8	37.0	31.5	32.3	33.5	28.3	34.0	27.4	26.3	30.4
Total Del/Veh (s)	39.9	37.0	53.0	44.4	48.7	47.6	40.5	48.1	38.4	37.9	43.6
Stop Delay (hr)	20.2	18.1	28.1	22.5	23.8	24.5	20.2	25.1	19.5	18.8	22.1
Stop Del/Veh (s)	28.7	25.9	40.3	31.6	35.9	34.9	28.8	35.6	27.3	27.0	31.6
Vehicles Entered	2518	2501	2491	2537	2356	2508	2494	2514	2533	2482	2494
Vehicles Exited	2488	2488	2444	2535	2355	2465	2444	2512	2543	2465	2472
Hourly Exit Rate	2488	2488	2444	2535	2355	2465	2444	2512	2543	2465	2472
Input Volume	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500
% of Volume	100	100	98	101	94	99	98	100	102	99	99
Denied Entry Before	1	0	0	0	0	0	1	0	0	0	0
Denied Entry After	1	0	0	0	0	0	1	0	0	0	0

74: Woodside Dr/Alta Vista Way & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.2	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	9.8	7.2	15.1	14.2	12.3	14.8	7.0	15.6	6.5	5.5	10.8
Total Del/Veh (s)	15.6	11.4	24.1	22.3	20.7	23.5	11.1	24.7	10.3	8.9	17.3
Stop Delay (hr)	5.7	3.7	9.9	9.3	8.1	9.5	3.4	10.3	2.8	2.4	6.5
Stop Del/Veh (s)	9.1	5.8	15.9	14.5	13.6	15.1	5.3	16.2	4.5	3.9	10.4
Vehicles Entered	2242	2259	2230	2286	2119	2256	2271	2269	2258	2183	2238
Vehicles Exited	2237	2268	2230	2279	2129	2254	2272	2265	2258	2195	2240
Hourly Exit Rate	2237	2268	2230	2279	2129	2254	2272	2265	2258	2195	2240
Input Volume	2246	2246	2246	2246	2246	2246	2246	2246	2246	2246	2246
% of Volume	100	101	99	101	95	100	101	101	101	98	100
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.7	0.7	0.7	1.1	4.9	2.3	1.5
Denied Del/Veh (s)	1.0	1.0	1.0	1.6	7.2	3.1	2.0
Total Delay (hr)	37.9	33.1	52.1	45.8	44.6	48.3	35.3
Total Del/Veh (s)	1299.3	1950.9	1576.1	2289.0	2060.2	1581.3	1017.9
Stop Delay (hr)	25.9	21.7	38.0	31.8	31.9	34.0	23.5
Stop Del/Veh (s)	888.3	1282.8	1150.5	1587.8	1472.8	1113.9	678.2
Vehicles Entered	2606	2589	2584	2615	2446	2612	2585
Vehicles Exited	39	25	30	33	35	26	36
Hourly Exit Rate	39	25	30	33	35	26	36
Input Volume	4747	4747	4747	4747	4747	4747	4747
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	2	0	0	0	0	0	1
Denied Entry After	1	0	0	0	0	0	1

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.5	0.8	1.0	1.5
Denied Del/Veh (s)	2.1	1.0	1.4	2.1
Total Delay (hr)	49.6	34.0	31.8	41.2
Total Del/Veh (s)	2052.4	1527.8	1611.6	1668.4
Stop Delay (hr)	35.4	22.3	21.1	28.6
Stop Del/Veh (s)	1464.8	1005.6	1072.0	1156.1
Vehicles Entered	2613	2601	2568	2583
Vehicles Exited	42	28	31	32
Hourly Exit Rate	42	28	31	32
Input Volume	4747	4747	4747	4747
% of Volume	1	1	1	1
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

75: Brookside Dr & Timberline Ct Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.4	0.4	0.5	0.4	0.4	0.4	0.5	0.4	0.4	0.4
Total Del/Veh (s)	4.9	5.2	4.6	4.9	5.0	4.9	4.7	5.2	4.6	4.9	4.9
Stop Delay (hr)	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	2.6	2.9	2.5	2.8	2.7	2.7	2.7	2.8	2.4	2.7	2.7
Vehicles Entered	330	297	330	338	272	269	298	311	294	285	302
Vehicles Exited	330	298	332	338	272	269	296	311	294	288	303
Hourly Exit Rate	330	298	332	338	272	269	296	311	294	288	303
Input Volume	294	294	294	294	294	294	294	294	294	294	294
% of Volume	112	102	113	115	93	92	101	106	100	98	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

76: Brookside Dr & Paraiso Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.6	0.5
Total Del/Veh (s)	4.5	4.6	4.9	4.4	4.5	4.6	4.7	5.0	4.6	5.1	4.7
Stop Delay (hr)	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.4	0.3	0.4	0.3
Stop Del/Veh (s)	2.9	3.1	3.5	3.0	3.0	3.0	3.1	3.4	3.0	3.5	3.2
Vehicles Entered	367	371	383	380	398	395	386	398	367	395	385
Vehicles Exited	369	372	384	378	397	395	386	398	366	397	385
Hourly Exit Rate	369	372	384	378	397	395	386	398	366	397	385
Input Volume	382	382	382	382	382	382	382	382	382	382	382
% of Volume	97	97	100	99	104	103	101	104	96	104	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

77: Brookside Dr & Sycamore Valley Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Denied Del/Veh (s)	0.3	0.4	0.3	0.4	0.4	0.4	0.3	0.4	0.3	0.3	0.4
Total Delay (hr)	7.4	8.9	7.9	7.6	7.6	7.3	7.3	7.8	7.9	8.1	7.8
Total Del/Veh (s)	10.9	12.6	11.3	11.1	11.2	10.9	10.7	11.1	11.7	11.6	11.3
Stop Delay (hr)	4.8	5.8	4.9	5.0	4.8	4.6	4.6	4.9	5.3	5.1	5.0
Stop Del/Veh (s)	7.1	8.2	7.0	7.3	7.1	6.9	6.7	7.0	7.9	7.3	7.3
Vehicles Entered	2421	2521	2499	2439	2409	2386	2436	2525	2398	2487	2451
Vehicles Exited	2426	2508	2507	2433	2413	2379	2441	2508	2396	2475	2449
Hourly Exit Rate	2426	2508	2507	2433	2413	2379	2441	2508	2396	2475	2449
Input Volume	2445	2445	2445	2445	2445	2445	2445	2445	2445	2445	2445
% of Volume	99	103	103	100	99	97	100	103	98	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	2	0	1	1	0	0

78: Brookside Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.1	1.4	1.1	1.4	1.2	1.1	1.2	1.2	1.1	1.1	1.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.4	0.2	0.4	0.2	0.2	0.3	0.2	0.3	0.2	0.3
Vehicles Entered	394	381	391	380	353	353	359	398	340	368	371
Vehicles Exited	393	381	391	380	353	353	360	399	339	369	371
Hourly Exit Rate	393	381	391	380	353	353	360	399	339	369	371
Input Volume	368	368	368	368	368	368	368	368	368	368	368
% of Volume	107	104	106	103	96	96	98	109	92	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

79: Brookside Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.2	0.1	0.2	0.2
Total Del/Veh (s)	1.7	1.6	1.5	1.6	1.6	1.7	1.6	1.7	1.6	1.9	1.7
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Stop Del/Veh (s)	1.3	1.2	1.1	1.3	1.3	1.3	1.2	1.3	1.2	1.4	1.3
Vehicles Entered	337	327	343	351	352	306	322	337	315	380	337
Vehicles Exited	336	325	342	351	351	307	322	336	315	380	336
Hourly Exit Rate	336	325	342	351	351	307	322	336	315	380	336
Input Volume	338	338	338	338	338	338	338	338	338	338	338
% of Volume	99	96	101	104	104	91	95	99	93	112	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	8.6	10.1	9.1	8.8	8.7	8.4	8.5
Total Del/Veh (s)	201.4	202.8	195.2	165.8	212.4	231.6	208.5
Stop Delay (hr)	5.5	6.5	5.6	5.7	5.5	5.3	5.3
Stop Del/Veh (s)	128.8	130.3	120.8	107.9	133.9	145.0	130.3
Vehicles Entered	2767	2878	2848	2791	2776	2780	2796
Vehicles Exited	131	143	145	161	119	101	127
Hourly Exit Rate	131	143	145	161	119	101	127
Input Volume	3826	3826	3826	3826	3826	3826	3826
% of Volume	3	4	4	4	3	3	3
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	2	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.4	0.3	0.3	0.3
Total Delay (hr)	9.1	9.0	9.3	9.0
Total Del/Veh (s)	225.2	230.2	221.0	215.1
Stop Delay (hr)	5.7	5.9	5.8	5.7
Stop Del/Veh (s)	140.7	152.6	138.2	136.5
Vehicles Entered	2914	2733	2827	2813
Vehicles Exited	118	113	122	128
Hourly Exit Rate	118	113	122	128
Input Volume	3826	3826	3826	3826
% of Volume	3	3	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	1	1	0	0

80: Greenbook Dr & El Capitan Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	1.0	0.9	1.1	1.2	1.1	1.0	1.1	1.0	1.0	1.1	1.1
Total Del/Veh (s)	5.6	5.5	6.4	6.5	5.9	5.9	6.1	5.9	5.7	6.1	6.0
Stop Delay (hr)	0.7	0.6	0.8	0.9	0.7	0.7	0.8	0.7	0.7	0.7	0.7
Stop Del/Veh (s)	3.8	3.6	4.6	4.7	4.0	4.2	4.3	4.1	3.8	4.1	4.2
Vehicles Entered	646	603	631	668	643	631	645	615	642	649	637
Vehicles Exited	644	608	628	666	641	628	642	616	642	647	635
Hourly Exit Rate	644	608	628	666	641	628	642	616	642	647	635
Input Volume	648	648	648	648	648	648	648	648	648	648	648
% of Volume	99	94	97	103	99	97	99	95	99	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

81: El Capitan Dr & Orange Blossom Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.2	0.2	0.6	0.2	0.2	0.7	0.4	0.2	0.3
Total Delay (hr)	0.9	0.9	0.9	0.9	1.0	0.9	0.7	1.0	0.9	1.0	0.9
Total Del/Veh (s)	5.3	5.5	5.5	5.4	5.9	5.2	5.0	5.9	5.9	5.8	5.5
Stop Delay (hr)	0.6	0.6	0.6	0.6	0.7	0.5	0.4	0.7	0.6	0.7	0.6
Stop Del/Veh (s)	3.3	3.4	3.5	3.4	4.1	3.2	3.0	4.1	4.0	3.8	3.6
Vehicles Entered	618	592	602	599	631	588	528	598	582	617	595
Vehicles Exited	619	592	601	600	634	584	528	598	582	620	597
Hourly Exit Rate	619	592	601	600	634	584	528	598	582	620	597
Input Volume	592	592	592	592	592	592	592	592	592	592	592
% of Volume	105	100	102	101	107	99	89	101	98	105	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

82: El Capitan Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.4	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.3	0.3	0.3
Total Del/Veh (s)	2.1	1.8	2.0	1.7	2.2	2.0	2.2	2.0	1.8	1.9	2.0
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.8	0.5	0.6	0.4	0.8	0.6	0.9	0.6	0.6	0.6	0.7
Vehicles Entered	642	634	625	636	640	640	614	640	606	602	628
Vehicles Exited	646	632	626	636	640	640	614	640	604	604	628
Hourly Exit Rate	646	632	626	636	640	640	614	640	604	604	628
Input Volume	635	635	635	635	635	635	635	635	635	635	635
% of Volume	102	100	99	100	101	101	97	101	95	95	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

83: El Capitan Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.9	0.8	0.6	0.7	0.7	0.6	0.7	0.8	0.6	0.7	0.7
Total Del/Veh (s)	4.8	4.7	3.4	4.1	3.9	3.5	4.0	4.3	3.4	4.0	4.0
Stop Delay (hr)	0.7	0.7	0.4	0.5	0.6	0.4	0.5	0.6	0.4	0.5	0.5
Stop Del/Veh (s)	3.9	3.8	2.5	3.0	3.0	2.5	2.9	3.4	2.5	3.0	3.1
Vehicles Entered	667	637	626	646	657	608	595	637	599	632	630
Vehicles Exited	666	636	623	644	655	609	595	638	601	627	629
Hourly Exit Rate	666	636	623	644	655	609	595	638	601	627	629
Input Volume	630	630	630	630	630	630	630	630	630	630	630
% of Volume	106	101	99	102	104	97	94	101	95	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.5	0.3	0.3
Total Delay (hr)	3.2	3.0	3.0	3.2	3.2	2.8	2.9
Total Del/Veh (s)	54.9	55.4	44.8	53.1	57.5	48.6	53.1
Stop Delay (hr)	2.1	1.9	1.9	2.1	2.1	1.8	1.8
Stop Del/Veh (s)	36.2	36.0	29.2	34.6	38.2	30.9	34.0
Vehicles Entered	1300	1254	1274	1307	1290	1261	1236
Vehicles Exited	202	182	230	207	192	195	185
Hourly Exit Rate	202	182	230	207	192	195	185
Input Volume	2504	2504	2504	2504	2504	2504	2504
% of Volume	8	7	9	8	8	8	7
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.1	0.1	0.1
Denied Del/Veh (s)	0.5	0.4	0.3	0.3
Total Delay (hr)	3.1	2.8	3.1	3.0
Total Del/Veh (s)	56.7	51.6	58.6	53.2
Stop Delay (hr)	2.1	1.8	2.0	2.0
Stop Del/Veh (s)	38.2	33.3	38.1	34.7
Vehicles Entered	1247	1241	1287	1270
Vehicles Exited	193	190	183	198
Hourly Exit Rate	193	190	183	198
Input Volume	2504	2504	2504	2504
% of Volume	8	8	7	8
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

84: Esther Ln/Danvilla Ct & W Linda Mesa Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.6	0.5	0.6	0.5	0.5	0.6	0.6	0.6	0.5	0.5	0.6
Total Del/Veh (s)	5.1	4.8	5.3	4.9	4.8	4.9	4.8	5.0	4.8	4.9	4.9
Stop Delay (hr)	0.4	0.3	0.4	0.3	0.3	0.4	0.3	0.4	0.3	0.3	0.4
Stop Del/Veh (s)	3.3	3.1	3.6	3.1	3.0	3.1	2.9	3.1	3.0	3.0	3.1
Vehicles Entered	421	402	396	399	400	447	417	406	401	385	407
Vehicles Exited	420	404	393	397	398	446	417	405	403	385	407
Hourly Exit Rate	420	404	393	397	398	446	417	405	403	385	407
Input Volume	408	408	408	408	408	408	408	408	408	408	408
% of Volume	103	99	96	97	97	109	102	99	99	94	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

85: Estates Dr & Quinterra Ln Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.1	0.2
Total Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.5	0.5	0.5	0.5
Total Del/Veh (s)	4.6	4.7	4.8	4.9	4.9	4.7	4.4	4.8	4.7	4.5	4.7
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	2.9	3.0	3.1	3.2	3.1	3.0	2.8	3.2	3.1	2.9	3.0
Vehicles Entered	397	346	377	378	352	402	362	370	372	362	372
Vehicles Exited	398	347	380	374	349	400	360	369	371	362	370
Hourly Exit Rate	398	347	380	374	349	400	360	369	371	362	370
Input Volume	371	371	371	371	371	371	371	371	371	371	371
% of Volume	107	93	102	101	94	108	97	99	100	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

86: Houston Ct/Driveway Out & Quinterra Ln Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	4.1	4.2	4.0	4.1	4.3	4.2	4.4	4.1	4.4	4.2	4.2
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	2.2	2.2	2.0	2.1	2.4	2.1	2.4	2.1	2.4	2.2	2.2
Vehicles Entered	190	175	200	202	181	181	177	195	192	199	190
Vehicles Exited	190	176	200	202	180	182	177	195	193	199	191
Hourly Exit Rate	190	176	200	202	180	182	177	195	193	199	191
Input Volume	185	185	185	185	185	185	185	185	185	185	185
% of Volume	103	95	108	109	97	98	96	105	104	108	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	1.3	1.2	1.3	1.3	1.2	1.3	1.2
Total Del/Veh (s)	103.3	95.7	121.1	102.8	105.6	107.8	90.9
Stop Delay (hr)	0.8	0.7	0.8	0.8	0.8	0.8	0.7
Stop Del/Veh (s)	63.8	59.9	77.3	64.3	65.4	66.1	55.8
Vehicles Entered	738	691	711	736	700	750	708
Vehicles Exited	45	45	35	37	36	42	44
Hourly Exit Rate	45	45	35	37	36	42	44
Input Volume	965	965	965	965	965	965	965
% of Volume	5	5	4	4	4	4	5
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.2
Total Delay (hr)	1.3	1.3	1.2	1.3
Total Del/Veh (s)	86.4	82.9	87.1	101.2
Stop Delay (hr)	0.8	0.8	0.7	0.8
Stop Del/Veh (s)	54.1	51.7	52.9	62.9
Vehicles Entered	704	715	707	715
Vehicles Exited	51	52	48	44
Hourly Exit Rate	51	52	48	44
Input Volume	965	965	965	965
% of Volume	5	5	5	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

87: Hartz Ave/Danville Blvd & Railroad Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.4	0.3	0.3
Denied Del/Veh (s)	0.8	0.7	0.7	0.8	0.7	0.7	0.7	0.7	0.8	0.8	0.7
Total Delay (hr)	4.6	4.7	5.0	5.1	4.4	4.6	4.5	4.5	4.6	4.3	4.6
Total Del/Veh (s)	10.1	10.5	10.9	10.9	10.2	9.9	10.2	9.8	10.0	9.9	10.2
Stop Delay (hr)	3.4	3.6	3.8	3.8	3.3	3.4	3.3	3.3	3.3	3.2	3.5
Stop Del/Veh (s)	7.5	7.9	8.4	8.2	7.8	7.3	7.6	7.3	7.3	7.5	7.7
Vehicles Entered	1620	1621	1639	1676	1527	1663	1572	1632	1647	1546	1614
Vehicles Exited	1621	1619	1638	1677	1529	1672	1570	1628	1647	1549	1615
Hourly Exit Rate	1621	1619	1638	1677	1529	1672	1570	1628	1647	1549	1615
Input Volume	1641	1641	1641	1641	1641	1641	1641	1641	1641	1641	1641
% of Volume	99	99	100	102	93	102	96	99	100	94	98
Denied Entry Before	1	0	0	0	0	0	0	2	0	2	0
Denied Entry After	0	0	0	0	0	0	0	1	0	1	0

88: Danville Blvd & El Cerro Blvd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Denied Del/Veh (s)	0.6	0.5	0.7	0.6	0.7	0.6	0.6	0.5	0.7	0.7	0.6
Total Delay (hr)	8.4	8.9	8.3	9.6	9.1	9.2	9.1	7.8	9.1	8.7	8.8
Total Del/Veh (s)	18.8	19.6	18.3	20.6	19.7	20.0	20.3	17.4	20.0	19.0	19.4
Stop Delay (hr)	7.2	7.7	7.0	8.3	7.8	7.9	7.8	6.6	7.8	7.5	7.5
Stop Del/Veh (s)	16.1	16.9	15.5	17.7	16.8	17.1	17.3	14.7	17.1	16.2	16.6
Vehicles Entered	1597	1622	1616	1659	1645	1649	1614	1611	1626	1642	1628
Vehicles Exited	1588	1613	1615	1649	1648	1648	1617	1611	1621	1640	1623
Hourly Exit Rate	1588	1613	1615	1649	1648	1648	1617	1611	1621	1640	1623
Input Volume	1637	1637	1637	1637	1637	1637	1637	1637	1637	1637	1637
% of Volume	97	99	99	101	101	101	99	98	99	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

89: La Gonda Way & El Cerro Blvd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.5	0.5	0.4	0.5	0.5	0.6	1.2	0.5	0.5	0.4	0.6
Denied Del/Veh (s)	1.0	1.1	1.0	1.0	1.0	1.1	2.5	1.0	1.0	0.9	1.2
Total Delay (hr)	9.2	11.5	10.1	9.3	10.2	12.2	12.2	9.7	10.1	9.7	10.4
Total Del/Veh (s)	19.7	23.5	22.0	19.8	21.7	25.1	25.4	20.3	21.3	20.9	22.0
Stop Delay (hr)	7.4	9.4	8.4	7.5	8.2	10.1	10.0	7.9	8.3	8.0	8.5
Stop Del/Veh (s)	15.9	19.1	18.1	16.0	17.6	20.7	20.8	16.5	17.5	17.1	18.0
Vehicles Entered	1667	1752	1647	1681	1675	1740	1702	1700	1691	1665	1692
Vehicles Exited	1656	1748	1650	1678	1676	1736	1711	1699	1689	1651	1690
Hourly Exit Rate	1656	1748	1650	1678	1676	1736	1711	1699	1689	1651	1690
Input Volume	1686	1686	1686	1686	1686	1686	1686	1686	1686	1686	1686
% of Volume	98	104	98	100	99	103	101	101	100	98	100
Denied Entry Before	1	0	1	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	2	0	0	0	0	1	0	0

90: Danville Blvd & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.5	0.5	0.6	0.6	0.9	0.6	0.7	0.6	0.6	0.6
Total Del/Veh (s)	1.4	1.5	1.4	1.7	1.7	2.3	1.7	1.8	1.6	1.6	1.7
Stop Delay (hr)	0.2	0.1	0.1	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	0.5	0.4	0.4	0.6	0.5	0.9	0.5	0.5	0.5	0.5	0.5
Vehicles Entered	1274	1303	1289	1312	1278	1345	1261	1308	1264	1293	1292
Vehicles Exited	1272	1304	1285	1311	1276	1344	1261	1303	1262	1295	1292
Hourly Exit Rate	1272	1304	1285	1311	1276	1344	1261	1303	1262	1295	1292
Input Volume	1304	1304	1304	1304	1304	1304	1304	1304	1304	1304	1304
% of Volume	98	100	99	101	98	103	97	100	97	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

91: Danville Blvd & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	1.0	0.9	1.0	1.0	1.0	1.1	1.4	0.9	0.9	1.2	1.1
Total Del/Veh (s)	2.6	2.4	2.6	2.6	2.6	2.7	3.6	2.4	2.4	3.2	2.7
Stop Delay (hr)	0.6	0.5	0.6	0.5	0.6	0.7	1.0	0.5	0.5	0.9	0.6
Stop Del/Veh (s)	1.6	1.4	1.5	1.3	1.5	1.6	2.5	1.3	1.4	2.2	1.6
Vehicles Entered	1399	1384	1422	1427	1355	1458	1382	1405	1397	1390	1402
Vehicles Exited	1398	1387	1421	1428	1354	1455	1383	1403	1396	1399	1403
Hourly Exit Rate	1398	1387	1421	1428	1354	1455	1383	1403	1396	1399	1403
Input Volume	1416	1416	1416	1416	1416	1416	1416	1416	1416	1416	1416
% of Volume	99	98	100	101	96	103	98	99	99	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

92: Danville Blvd & Driveway/La Gonda Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.7	2.2	2.6	3.7	4.5	4.6	2.8	2.3	2.4	7.7	3.5
Total Del/Veh (s)	5.9	4.8	5.6	8.0	10.3	9.8	6.4	5.1	5.3	17.2	7.8
Stop Delay (hr)	2.0	1.6	1.9	3.1	4.0	3.9	2.2	1.7	1.8	7.1	2.9
Stop Del/Veh (s)	4.5	3.5	4.1	6.6	9.2	8.3	5.0	3.7	3.9	15.9	6.4
Vehicles Entered	1631	1642	1656	1657	1566	1697	1599	1648	1630	1594	1634
Vehicles Exited	1626	1639	1648	1656	1569	1700	1604	1647	1629	1596	1633
Hourly Exit Rate	1626	1639	1648	1656	1569	1700	1604	1647	1629	1596	1633
Input Volume	1654	1654	1654	1654	1654	1654	1654	1654	1654	1654	1654
% of Volume	98	99	100	100	95	103	97	100	99	97	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

93: Railroad Ave & Love Ln Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.7	0.6	0.6	0.7	0.6	0.6	0.6	0.6	0.7	0.6	0.6
Total Delay (hr)	2.0	1.7	1.8	1.6	1.4	1.6	2.3	1.8	1.8	2.2	1.8
Total Del/Veh (s)	6.9	5.9	6.1	5.5	5.4	5.6	8.0	6.3	6.2	7.8	6.4
Stop Delay (hr)	1.5	1.2	1.3	1.1	1.0	1.1	1.8	1.3	1.3	1.7	1.3
Stop Del/Veh (s)	5.2	4.3	4.5	3.8	3.8	3.9	6.2	4.6	4.6	6.2	4.7
Vehicles Entered	1041	1015	1033	1069	950	1012	1043	1020	1036	1013	1022
Vehicles Exited	1042	1016	1043	1072	946	1014	1044	1023	1040	1015	1026
Hourly Exit Rate	1042	1016	1043	1072	946	1014	1044	1023	1040	1015	1026
Input Volume	1036	1036	1036	1036	1036	1036	1036	1036	1036	1036	1036
% of Volume	101	98	101	103	91	98	101	99	100	98	99
Denied Entry Before	0	0	0	0	0	0	1	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

94: Love Ln & Driveway Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.1	1.2	0.3
Total Delay (hr)	0.3	0.4	0.3	0.3	0.3	0.4	0.4	0.3	0.4	1.9	0.5
Total Del/Veh (s)	1.9	2.7	2.0	2.0	2.0	2.5	2.4	2.0	2.1	10.6	3.1
Stop Delay (hr)	0.2	0.3	0.1	0.2	0.2	0.2	0.2	0.1	0.2	1.7	0.3
Stop Del/Veh (s)	0.9	1.6	0.9	0.9	1.0	1.3	1.3	0.8	1.1	9.5	2.0
Vehicles Entered	614	597	610	593	556	618	565	608	620	644	601
Vehicles Exited	615	597	609	596	553	619	566	607	622	642	602
Hourly Exit Rate	615	597	609	596	553	619	566	607	622	642	602
Input Volume	606	606	606	606	606	606	606	606	606	606	606
% of Volume	102	99	101	98	91	102	93	100	103	106	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.4	1.3	1.3	1.4	1.3	1.4	2.0
Denied Del/Veh (s)	1.5	1.5	1.5	1.6	1.5	1.5	2.3
Total Delay (hr)	28.7	30.9	29.6	31.3	31.4	34.6	33.3
Total Del/Veh (s)	344.2	418.1	337.6	385.1	408.3	446.3	441.2
Stop Delay (hr)	22.4	24.3	23.3	24.7	25.2	27.6	26.5
Stop Del/Veh (s)	269.4	329.4	265.1	303.4	327.6	355.9	350.9
Vehicles Entered	3216	3270	3233	3251	3168	3293	3216
Vehicles Exited	229	212	253	221	230	230	227
Hourly Exit Rate	229	212	253	221	230	230	227
Input Volume	10980	10980	10980	10980	10980	10980	10980
% of Volume	2	2	2	2	2	2	2
Denied Entry Before	2	0	1	0	0	0	1
Denied Entry After	0	0	0	2	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.3	1.4	1.5	1.4
Denied Del/Veh (s)	1.4	1.5	1.7	1.6
Total Delay (hr)	28.0	29.8	36.3	31.4
Total Del/Veh (s)	347.8	371.8	448.7	396.7
Stop Delay (hr)	21.7	23.4	30.2	24.9
Stop Del/Veh (s)	269.2	291.4	373.9	315.0
Vehicles Entered	3255	3289	3250	3243
Vehicles Exited	224	238	240	231
Hourly Exit Rate	224	238	240	231
Input Volume	10980	10980	10980	10980
% of Volume	2	2	2	2
Denied Entry Before	2	0	4	0
Denied Entry After	1	1	1	0

95: Diablo Rd & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	15.3	18.0	16.9	22.9	19.9	16.0	20.6	20.8	17.5	21.1	18.9
Total Del/Veh (s)	27.2	32.0	30.5	40.8	34.8	28.5	35.7	37.0	31.1	37.7	33.5
Stop Delay (hr)	12.4	14.8	14.1	19.5	16.6	13.1	17.1	17.4	14.6	17.5	15.7
Stop Del/Veh (s)	22.0	26.3	25.3	34.7	29.0	23.3	29.5	31.0	25.9	31.3	27.8
Vehicles Entered	2018	1994	1974	1984	2029	2002	2044	1994	1998	1996	2003
Vehicles Exited	2002	2008	1958	1993	2046	1991	2069	1988	2002	1979	2005
Hourly Exit Rate	2002	2008	1958	1993	2046	1991	2069	1988	2002	1979	2005
Input Volume	1997	1997	1997	1997	1997	1997	1997	1997	1997	1997	1997
% of Volume	100	101	98	100	102	100	104	100	100	99	100
Denied Entry Before	0	0	0	0	0	0	0	0	1	0	0
Denied Entry After	0	0	0	0	0	0	0	1	0	0	0

96: Diablo Rd & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	1.0	0.9	1.0	1.1	0.9	1.1	1.2	1.2	1.1	1.1
Total Del/Veh (s)	2.4	2.3	2.1	2.2	2.5	2.1	2.5	2.6	2.5	2.4	2.4
Stop Delay (hr)	0.3	0.4	0.3	0.4	0.4	0.3	0.4	0.5	0.4	0.4	0.4
Stop Del/Veh (s)	0.8	0.8	0.7	0.8	0.9	0.6	0.8	1.1	0.9	0.8	0.8
Vehicles Entered	1616	1597	1556	1605	1590	1577	1651	1605	1618	1571	1598
Vehicles Exited	1619	1596	1554	1610	1588	1582	1652	1609	1618	1568	1599
Hourly Exit Rate	1619	1596	1554	1610	1588	1582	1652	1609	1618	1568	1599
Input Volume	1588	1588	1588	1588	1588	1588	1588	1588	1588	1588	1588
% of Volume	102	101	98	101	100	100	104	101	102	99	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

97: Diablo Rd & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.3	0.4	0.3	0.4	0.4	0.4	0.3	0.4	0.5	0.4	0.4
Total Delay (hr)	1.5	1.2	1.6	1.5	1.5	1.5	1.8	1.9	1.8	1.4	1.6
Total Del/Veh (s)	3.5	2.8	3.7	3.5	3.4	3.4	4.0	4.4	4.1	3.3	3.6
Stop Delay (hr)	1.2	0.8	1.3	1.2	1.1	1.2	1.4	1.6	1.5	1.1	1.2
Stop Del/Veh (s)	2.7	2.0	3.0	2.7	2.7	2.6	3.2	3.6	3.3	2.4	2.8
Vehicles Entered	1570	1543	1545	1576	1523	1565	1598	1563	1583	1561	1563
Vehicles Exited	1571	1543	1545	1575	1527	1565	1600	1563	1581	1554	1563
Hourly Exit Rate	1571	1543	1545	1575	1527	1565	1600	1563	1581	1554	1563
Input Volume	1552	1552	1552	1552	1552	1552	1552	1552	1552	1552	1552
% of Volume	101	99	100	102	98	101	103	101	102	100	101
Denied Entry Before	0	1	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Denied Del/Veh (s)	1.0	1.0	0.9	0.9	1.0	1.1	1.0
Total Delay (hr)	18.0	20.2	19.5	25.4	22.5	18.4	23.6
Total Del/Veh (s)	840.3	1654.6	1030.0	1525.8	1500.0	1051.1	1662.6
Stop Delay (hr)	13.9	16.0	15.6	21.0	18.2	14.5	18.9
Stop Del/Veh (s)	651.9	1306.8	827.6	1260.2	1211.9	828.4	1331.2
Vehicles Entered	1447	1410	1435	1443	1447	1432	1441
Vehicles Exited	35	20	17	27	23	22	30
Hourly Exit Rate	35	20	17	27	23	22	30
Input Volume	5136	5136	5136	5136	5136	5136	5136
% of Volume	1	0	0	1	0	0	1
Denied Entry Before	0	1	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.4	0.5	0.4	0.4
Denied Del/Veh (s)	1.0	1.2	0.9	1.0
Total Delay (hr)	23.9	20.5	23.6	21.5
Total Del/Veh (s)	1193.0	1135.2	987.0	1212.0
Stop Delay (hr)	19.5	16.4	19.0	17.3
Stop Del/Veh (s)	973.0	910.5	793.5	972.8
Vehicles Entered	1426	1479	1468	1441
Vehicles Exited	28	27	29	25
Hourly Exit Rate	28	27	29	25
Input Volume	5136	5136	5136	5136
% of Volume	1	1	1	0
Denied Entry Before	0	1	0	0
Denied Entry After	1	0	0	0

98: McCauley Rd/Green Valley Rd & Diablo Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.6	0.8	0.8	0.7	0.7	0.8	0.6	1.4	0.7	1.0	0.8
Denied Del/Veh (s)	1.0	1.3	1.3	1.1	1.1	1.3	1.0	2.1	1.2	1.5	1.3
Total Delay (hr)	27.1	27.3	26.6	26.6	28.6	26.2	26.3	31.1	26.1	29.1	27.5
Total Del/Veh (s)	42.6	42.7	41.3	41.2	45.1	41.0	41.9	47.4	40.8	45.8	43.0
Stop Delay (hr)	24.4	24.6	24.0	24.0	25.8	23.6	23.7	28.0	23.4	26.2	24.8
Stop Del/Veh (s)	38.4	38.5	37.3	37.2	40.8	36.9	37.7	42.6	36.7	41.3	38.7
Vehicles Entered	2244	2271	2284	2287	2253	2265	2232	2322	2264	2252	2268
Vehicles Exited	2256	2278	2278	2286	2240	2278	2238	2328	2259	2244	2269
Hourly Exit Rate	2256	2278	2278	2286	2240	2278	2238	2328	2259	2244	2269
Input Volume	2284	2284	2284	2284	2284	2284	2284	2284	2284	2284	2284
% of Volume	99	100	100	100	98	100	98	102	99	98	99
Denied Entry Before	0	0	1	0	0	0	1	0	2	0	0
Denied Entry After	0	1	0	1	0	0	1	2	1	2	0

99: Driveway In/Matadera Way & Diablo Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.5	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.6	0.6	0.9	0.6	0.7	0.6	0.6	0.5	0.6	0.5	0.6
Total Delay (hr)	11.6	10.1	14.5	8.9	11.4	9.7	8.9	9.5	10.5	9.6	10.5
Total Del/Veh (s)	21.8	18.8	27.0	17.2	21.2	18.2	16.9	17.5	19.8	18.4	19.7
Stop Delay (hr)	9.7	8.2	12.3	7.3	9.4	8.0	7.2	7.8	8.6	7.8	8.6
Stop Del/Veh (s)	18.2	15.3	23.0	14.1	17.5	14.9	13.7	14.3	16.2	15.0	16.2
Vehicles Entered	1906	1908	1914	1835	1910	1918	1881	1938	1893	1865	1897
Vehicles Exited	1905	1908	1914	1849	1921	1906	1887	1945	1901	1874	1900
Hourly Exit Rate	1905	1908	1914	1849	1921	1906	1887	1945	1901	1874	1900
Input Volume	1911	1911	1911	1911	1911	1911	1911	1911	1911	1911	1911
% of Volume	100	100	100	97	101	100	99	102	99	98	99
Denied Entry Before	0	1	0	1	0	0	1	0	0	0	0
Denied Entry After	1	0	0	0	0	0	0	0	1	0	0

100: Driveway Out & Diablo Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Total Delay (hr)	0.4	0.3	0.5	0.3	0.7	0.3	0.5	2.1	0.5	0.3	0.6
Total Del/Veh (s)	1.0	0.7	1.3	0.8	1.7	0.8	1.3	4.8	1.3	0.7	1.5
Stop Delay (hr)	0.2	0.1	0.4	0.2	0.5	0.2	0.3	1.8	0.3	0.1	0.4
Stop Del/Veh (s)	0.6	0.3	0.9	0.5	1.2	0.4	0.8	4.1	0.8	0.4	1.0
Vehicles Entered	1502	1493	1505	1471	1488	1501	1483	1574	1481	1455	1495
Vehicles Exited	1496	1495	1506	1468	1485	1500	1482	1572	1482	1454	1494
Hourly Exit Rate	1496	1495	1506	1468	1485	1500	1482	1572	1482	1454	1494
Input Volume	1508	1508	1508	1508	1508	1508	1508	1508	1508	1508	1508
% of Volume	99	99	100	97	98	99	98	104	98	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.0	1.1	1.3	1.0	1.1	1.1	1.0
Denied Del/Veh (s)	1.6	1.8	2.2	1.7	1.8	1.9	1.7
Total Delay (hr)	39.1	37.7	41.6	35.8	40.7	36.3	35.7
Total Del/Veh (s)	1291.9	1190.1	1543.3	1228.7	1231.0	1346.3	1285.4
Stop Delay (hr)	34.3	33.0	36.7	31.4	35.8	31.7	31.2
Stop Del/Veh (s)	1133.3	1040.9	1360.8	1078.0	1081.6	1177.7	1123.5
Vehicles Entered	2118	2157	2132	2112	2122	2140	2081
Vehicles Exited	57	64	45	52	64	49	66
Hourly Exit Rate	57	64	45	52	64	49	66
Input Volume	5703	5703	5703	5703	5703	5703	5703
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	0	1	1	1	0	0	2
Denied Entry After	1	1	0	1	0	0	1

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.7	1.1	1.2	1.2
Denied Del/Veh (s)	2.8	1.8	2.1	2.0
Total Delay (hr)	42.8	37.1	39.0	38.6
Total Del/Veh (s)	1211.9	1121.7	1275.8	1262.3
Stop Delay (hr)	37.6	32.4	34.2	33.8
Stop Del/Veh (s)	1065.9	979.8	1119.1	1107.0
Vehicles Entered	2147	2156	2090	2126
Vehicles Exited	67	67	57	59
Hourly Exit Rate	67	67	57	59
Input Volume	5703	5703	5703	5703
% of Volume	1	1	1	1
Denied Entry Before	0	2	0	0
Denied Entry After	2	2	2	0

101: Green Valley Rd & Blemer Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.3	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.4	0.3	0.3	0.2	0.6	0.2	0.3	0.3
Total Delay (hr)	6.4	7.4	5.9	7.2	6.8	6.5	6.8	7.2	6.8	6.6	6.8
Total Del/Veh (s)	15.0	16.6	13.6	16.4	15.5	14.9	15.5	16.2	15.7	15.5	15.5
Stop Delay (hr)	4.9	5.8	4.4	5.6	5.2	4.9	5.2	5.4	5.3	5.1	5.2
Stop Del/Veh (s)	11.6	12.9	10.1	12.7	11.8	11.2	11.8	12.0	12.1	11.9	11.8
Vehicles Entered	1523	1601	1557	1562	1581	1569	1567	1607	1557	1530	1565
Vehicles Exited	1518	1598	1563	1559	1566	1559	1568	1594	1558	1531	1562
Hourly Exit Rate	1518	1598	1563	1559	1566	1559	1568	1594	1558	1531	1562
Input Volume	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
% of Volume	97	103	100	100	101	100	101	102	100	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

102: Blemer PI/Driveway In & Blemer Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.3	0.3	0.3
Total Del/Veh (s)	1.8	1.7	1.6	1.7	1.6	1.4	1.4	1.3	1.7	1.6	1.6
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.7	0.7	0.6	0.8	0.7	0.5	0.5	0.4	0.6	0.6	0.6
Vehicles Entered	621	605	622	645	616	636	624	595	647	612	622
Vehicles Exited	621	605	622	646	614	636	624	595	646	611	621
Hourly Exit Rate	621	605	622	646	614	636	624	595	646	611	621
Input Volume	632	632	632	632	632	632	632	632	632	632	632
% of Volume	98	96	98	102	97	101	99	94	102	97	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

103: Blemer Rd & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3
Total Del/Veh (s)	2.3	2.3	2.1	2.2	2.0	2.3	2.3	2.6	2.3	1.9	2.2
Stop Delay (hr)	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Stop Del/Veh (s)	1.6	1.6	1.4	1.5	1.3	1.6	1.7	2.0	1.6	1.3	1.6
Vehicles Entered	551	546	551	529	516	545	532	547	534	519	537
Vehicles Exited	554	546	552	528	516	545	533	545	535	519	537
Hourly Exit Rate	554	546	552	528	516	545	533	545	535	519	537
Input Volume	552	552	552	552	552	552	552	552	552	552	552
% of Volume	100	99	100	96	93	99	96	99	97	94	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

130: Green Valley Rd & Cameo Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.1	0.2	0.1	0.1	0.1	2.3	8.8	3.4	0.1	1.6
Denied Del/Veh (s)	0.9	0.3	0.4	0.3	0.3	0.3	5.6	21.0	8.3	0.3	3.8
Total Delay (hr)	6.9	6.2	5.8	5.5	7.0	5.0	8.2	11.4	9.0	6.3	7.1
Total Del/Veh (s)	17.4	14.9	14.4	13.4	17.2	12.4	20.2	27.0	22.2	15.7	17.5
Stop Delay (hr)	5.4	4.7	4.4	4.0	5.4	3.6	6.4	9.2	7.3	4.8	5.5
Stop Del/Veh (s)	13.7	11.2	10.9	9.8	13.3	8.9	15.8	21.9	18.0	12.0	13.6
Vehicles Entered	1425	1487	1449	1456	1472	1447	1459	1508	1449	1436	1459
Vehicles Exited	1416	1492	1447	1449	1460	1437	1457	1511	1451	1436	1457
Hourly Exit Rate	1416	1492	1447	1449	1460	1437	1457	1511	1451	1436	1457
Input Volume	1444	1444	1444	1444	1444	1444	1444	1444	1444	1444	1444
% of Volume	98	103	100	100	101	100	101	105	101	99	101
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.5	0.3	0.3	0.3	0.3	0.3	2.4
Denied Del/Veh (s)	1.4	0.9	0.9	0.9	0.8	0.7	6.5
Total Delay (hr)	14.0	14.3	12.3	13.2	14.5	12.1	15.6
Total Del/Veh (s)	314.3	316.9	287.9	283.7	287.5	256.4	360.6
Stop Delay (hr)	10.7	10.8	9.1	9.9	11.0	8.9	11.9
Stop Del/Veh (s)	241.6	239.8	212.8	211.9	217.9	187.7	275.3
Vehicles Entered	1315	1282	1329	1296	1290	1269	1313
Vehicles Exited	132	144	143	140	143	133	135
Hourly Exit Rate	132	144	143	140	143	133	135
Input Volume	4185	4185	4185	4185	4185	4185	4185
% of Volume	3	3	3	3	3	3	3
Denied Entry Before	0	1	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	9.1	3.5	0.3	1.7
Denied Del/Veh (s)	24.2	9.6	0.9	4.8
Total Delay (hr)	19.2	16.5	13.4	14.5
Total Del/Veh (s)	427.5	403.2	316.1	328.5
Stop Delay (hr)	15.0	12.9	10.2	11.0
Stop Del/Veh (s)	332.6	315.3	239.3	249.7
Vehicles Entered	1356	1298	1293	1304
Vehicles Exited	134	131	140	138
Hourly Exit Rate	134	131	140	138
Input Volume	4185	4185	4185	4185
% of Volume	3	3	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

104: Green Valley Road/Green Valley Road & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.5	0.5	0.5	0.4	0.4	0.5	0.5	0.5	0.5	0.5
Total Delay (hr)	4.0	3.2	3.0	3.0	3.3	3.2	3.6	3.6	2.9	3.8	3.4
Total Del/Veh (s)	9.0	7.6	6.9	6.7	7.5	7.2	7.9	8.3	6.6	8.5	7.6
Stop Delay (hr)	2.3	1.4	1.3	1.3	1.7	1.4	1.8	2.0	1.3	2.1	1.6
Stop Del/Veh (s)	5.2	3.4	2.9	2.9	3.8	3.1	4.0	4.6	2.8	4.7	3.8
Vehicles Entered	1586	1539	1544	1590	1557	1582	1630	1560	1590	1588	1575
Vehicles Exited	1582	1541	1545	1592	1552	1583	1619	1555	1602	1588	1575
Hourly Exit Rate	1582	1541	1545	1592	1552	1583	1619	1555	1602	1588	1575
Input Volume	1595	1595	1595	1595	1595	1595	1595	1595	1595	1595	1595
% of Volume	99	97	97	100	97	99	102	98	100	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	1	0	0
Denied Entry After	0	0	0	0	1	1	0	0	0	0	0

105: Driveway In/Out/Monte Sereno Dr & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	4.1	0.0	0.0	0.0	1.9	7.4	6.6	2.0
Denied Del/Veh (s)	0.2	0.2	0.2	9.6	0.1	0.1	0.1	4.6	17.7	15.4	4.8
Total Delay (hr)	4.0	3.6	3.8	6.6	1.8	2.8	2.5	8.0	8.4	6.4	4.8
Total Del/Veh (s)	9.4	8.7	9.4	15.6	4.3	6.5	5.7	19.3	20.0	15.0	11.3
Stop Delay (hr)	2.9	2.9	3.0	5.5	1.1	2.1	1.7	6.5	7.2	5.2	3.8
Stop Del/Veh (s)	7.0	7.0	7.3	13.0	2.6	5.0	3.9	15.7	17.2	12.1	9.0
Vehicles Entered	1519	1488	1463	1530	1523	1537	1585	1480	1503	1538	1517
Vehicles Exited	1519	1492	1463	1527	1519	1540	1586	1486	1506	1541	1519
Hourly Exit Rate	1519	1492	1463	1527	1519	1540	1586	1486	1506	1541	1519
Input Volume	1529	1529	1529	1529	1529	1529	1529	1529	1529	1529	1529
% of Volume	99	98	96	100	99	101	104	97	98	101	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

106: Driveway Out & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Total Delay (hr)	1.3	1.1	1.0	1.3	0.6	0.8	1.1	1.7	2.0	1.5	1.2
Total Del/Veh (s)	4.1	3.4	3.3	4.1	2.0	2.4	3.3	5.6	6.2	4.9	3.9
Stop Delay (hr)	0.8	0.7	0.6	0.9	0.3	0.4	0.7	1.2	1.5	1.1	0.8
Stop Del/Veh (s)	2.6	2.2	2.1	2.8	0.8	1.2	2.0	3.9	4.7	3.4	2.6
Vehicles Entered	1136	1139	1095	1181	1114	1159	1192	1101	1127	1127	1137
Vehicles Exited	1138	1138	1096	1183	1116	1158	1192	1104	1124	1125	1137
Hourly Exit Rate	1138	1138	1096	1183	1116	1158	1192	1104	1124	1125	1137
Input Volume	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150	1150
% of Volume	99	99	95	103	97	101	104	96	98	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

107: Monte Vista HS & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	1.0	0.6	0.6	1.8	0.7	0.9	0.9	0.7	1.9	1.3	1.1
Denied Del/Veh (s)	2.4	1.6	1.6	4.4	1.6	2.2	2.0	1.6	4.7	3.4	2.6
Total Delay (hr)	10.5	9.8	8.6	8.7	8.7	9.3	13.4	10.4	10.9	8.9	9.9
Total Del/Veh (s)	25.1	23.6	21.5	20.8	21.0	21.8	30.7	25.3	26.4	22.9	23.9
Stop Delay (hr)	9.3	8.7	7.6	7.7	7.7	8.2	11.7	9.2	9.7	7.9	8.8
Stop Del/Veh (s)	22.2	20.9	19.0	18.5	18.6	19.3	27.0	22.3	23.4	20.2	21.2
Vehicles Entered	1501	1488	1431	1498	1477	1520	1561	1477	1471	1393	1481
Vehicles Exited	1493	1483	1438	1494	1480	1518	1549	1475	1475	1395	1480
Hourly Exit Rate	1493	1483	1438	1494	1480	1518	1549	1475	1475	1395	1480
Input Volume	1492	1492	1492	1492	1492	1492	1492	1492	1492	1492	1492
% of Volume	100	99	96	100	99	102	104	99	99	93	99
Denied Entry Before	0	1	0	0	1	1	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	1	1	1	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.3	1.0	0.9	6.2	0.9	1.2	1.1
Denied Del/Veh (s)	3.3	2.3	2.4	15.0	2.2	2.9	2.7
Total Delay (hr)	19.8	17.7	16.4	19.6	14.4	16.0	20.6
Total Del/Veh (s)	413.9	420.0	391.8	447.6	305.1	321.3	420.8
Stop Delay (hr)	15.4	13.8	12.5	15.4	10.7	12.1	16.0
Stop Del/Veh (s)	322.1	325.8	298.5	351.5	226.9	243.5	326.8
Vehicles Entered	1450	1477	1400	1481	1441	1464	1542
Vehicles Exited	143	125	124	132	143	148	128
Hourly Exit Rate	143	125	124	132	143	148	128
Input Volume	5766	5766	5766	5766	5766	5766	5766
% of Volume	2	2	2	2	2	3	2
Denied Entry Before	0	1	0	0	1	1	0
Denied Entry After	0	0	0	1	1	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	2.8	9.5	8.2	3.3
Denied Del/Veh (s)	6.9	22.8	20.9	8.2
Total Delay (hr)	23.8	24.2	20.7	19.3
Total Del/Veh (s)	475.3	550.9	453.5	429.2
Stop Delay (hr)	18.9	19.6	16.3	15.1
Stop Del/Veh (s)	377.7	447.0	356.9	334.8
Vehicles Entered	1448	1505	1407	1456
Vehicles Exited	148	132	136	136
Hourly Exit Rate	148	132	136	136
Input Volume	5766	5766	5766	5766
% of Volume	3	2	2	2
Denied Entry Before	0	1	0	0
Denied Entry After	1	1	1	0

108: Danville Blvd & Hemme Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	1.0	0.2	0.2	0.3	0.2	0.3	0.2	0.2	0.3
Denied Del/Veh (s)	0.5	0.5	2.4	0.5	0.5	0.6	0.5	0.6	0.6	0.5	0.7
Total Delay (hr)	14.5	12.8	17.2	14.9	14.8	14.9	14.4	14.7	13.7	15.3	14.7
Total Del/Veh (s)	35.1	30.9	39.2	35.0	35.5	36.2	34.5	34.3	32.9	37.0	35.1
Stop Delay (hr)	11.8	10.2	13.8	11.9	11.9	12.1	11.7	11.8	10.9	12.2	11.8
Stop Del/Veh (s)	28.5	24.5	31.6	27.9	28.5	29.4	27.9	27.5	26.2	29.6	28.2
Vehicles Entered	1472	1477	1547	1502	1477	1462	1473	1531	1478	1463	1488
Vehicles Exited	1477	1480	1547	1511	1485	1455	1490	1518	1469	1467	1490
Hourly Exit Rate	1477	1480	1547	1511	1485	1455	1490	1518	1469	1467	1490
Input Volume	1496	1496	1496	1496	1496	1496	1496	1496	1496	1496	1496
% of Volume	99	99	103	101	99	97	100	101	98	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	1	0	0	0	0	0	0	0	0

109: Danville Blvd & La Serena Ave/Creekside Community Church Entr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	1.2	1.3	1.2	2.0	1.3	1.7	1.2	1.5	1.3	1.2	1.4
Total Del/Veh (s)	2.9	3.3	3.0	5.0	3.2	4.3	3.0	3.6	3.3	3.2	3.5
Stop Delay (hr)	0.3	0.4	0.4	1.1	0.5	0.9	0.4	0.6	0.5	0.4	0.5
Stop Del/Veh (s)	0.8	1.0	1.1	2.6	1.2	2.2	0.9	1.4	1.3	1.1	1.4
Vehicles Entered	1416	1426	1456	1472	1421	1422	1421	1466	1388	1372	1426
Vehicles Exited	1416	1427	1459	1468	1419	1426	1417	1474	1385	1375	1427
Hourly Exit Rate	1416	1427	1459	1468	1419	1426	1417	1474	1385	1375	1427
Input Volume	1431	1431	1431	1431	1431	1431	1431	1431	1431	1431	1431
% of Volume	99	100	102	103	99	100	99	103	97	96	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

110: Hemme Ave & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.8	0.7	0.7	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Vehicles Entered	575	537	547	557	532	528	537	548	523	543	543
Vehicles Exited	575	537	547	558	530	528	537	548	524	543	543
Hourly Exit Rate	575	537	547	558	530	528	537	548	524	543	543
Input Volume	548	548	548	548	548	548	548	548	548	548	548
% of Volume	105	98	100	102	97	96	98	100	96	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

111: Hemme Ave & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.2	0.3	0.1	0.2	0.2	0.2
Total Delay (hr)	0.3	0.3	0.3	0.3	0.2	0.3	0.4	0.3	0.3	0.2	0.3
Total Del/Veh (s)	3.8	3.5	3.8	4.0	3.0	3.4	4.7	3.5	3.6	3.4	3.7
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.1	0.2	0.3	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	2.6	2.3	2.6	2.9	2.0	2.4	3.7	2.3	2.4	2.4	2.6
Vehicles Entered	288	268	279	288	256	275	281	274	260	260	273
Vehicles Exited	287	267	279	289	256	275	281	274	259	260	273
Hourly Exit Rate	287	267	279	289	256	275	281	274	259	260	273
Input Volume	279	279	279	279	279	279	279	279	279	279	279
% of Volume	103	96	100	104	92	99	101	98	93	93	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.3	0.2	1.1	0.2	0.2	0.3	0.2
Denied Del/Veh (s)	0.9	0.9	3.7	0.9	0.8	1.0	0.9
Total Delay (hr)	16.1	14.5	18.8	17.4	16.4	16.9	16.1
Total Del/Veh (s)	364.6	300.5	419.4	416.8	376.8	438.4	386.7
Stop Delay (hr)	12.4	10.8	14.5	13.2	12.5	13.1	12.3
Stop Del/Veh (s)	279.9	222.6	323.7	316.6	287.1	340.5	296.1
Vehicles Entered	988	1033	1035	1038	1006	1021	996
Vehicles Exited	134	150	129	122	129	112	129
Hourly Exit Rate	134	150	129	122	129	112	129
Input Volume	3754	3754	3754	3754	3754	3754	3754
% of Volume	4	4	3	3	3	3	3
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	1	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.2	0.3
Denied Del/Veh (s)	1.1	0.9	0.8	1.2
Total Delay (hr)	16.6	15.3	16.9	16.5
Total Del/Veh (s)	333.3	367.1	355.7	375.9
Stop Delay (hr)	12.6	11.6	12.9	12.6
Stop Del/Veh (s)	252.9	277.7	271.2	286.7
Vehicles Entered	1023	1018	1006	1016
Vehicles Exited	147	116	143	132
Hourly Exit Rate	147	116	143	132
Input Volume	3754	3754	3754	3754
% of Volume	4	3	4	4
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

112: Danville Blvd & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.2	0.1	0.1	0.1
Total Delay (hr)	15.8	19.1	18.0	16.5	16.9	20.2	17.1	21.4	21.0	15.2	18.1
Total Del/Veh (s)	25.3	30.6	28.3	26.5	27.1	32.2	27.0	33.8	33.5	25.0	29.0
Stop Delay (hr)	13.7	16.8	15.9	14.4	14.8	17.9	15.0	19.0	18.5	13.4	15.9
Stop Del/Veh (s)	21.9	26.9	24.8	23.2	23.7	28.5	23.7	29.9	29.5	22.0	25.5
Vehicles Entered	2232	2235	2273	2210	2225	2247	2244	2266	2224	2174	2234
Vehicles Exited	2235	2231	2276	2202	2225	2245	2252	2269	2226	2154	2229
Hourly Exit Rate	2235	2231	2276	2202	2225	2245	2252	2269	2226	2154	2229
Input Volume	2245	2245	2245	2245	2245	2245	2245	2245	2245	2245	2245
% of Volume	100	99	101	98	99	100	100	101	99	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	1	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

113: Miranda Ave & Granite Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.7	0.6	0.9	0.7	0.6	0.7	0.7	0.7	1.0	0.7
Total Del/Veh (s)	5.8	5.7	5.6	7.3	5.9	5.4	5.7	5.7	5.9	8.0	6.1
Stop Delay (hr)	0.4	0.4	0.4	0.6	0.4	0.3	0.4	0.4	0.4	0.7	0.5
Stop Del/Veh (s)	3.5	3.3	3.2	5.1	3.5	3.1	3.3	3.4	3.4	5.7	3.8
Vehicles Entered	412	449	415	432	448	406	438	437	430	445	432
Vehicles Exited	413	450	412	436	448	405	440	436	430	446	431
Hourly Exit Rate	413	450	412	436	448	405	440	436	430	446	431
Input Volume	434	434	434	434	434	434	434	434	434	434	434
% of Volume	95	104	95	101	103	93	101	101	99	103	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

114: Miranda Ave & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.2	0.1	0.1
Total Delay (hr)	0.2	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	2.0	2.2	2.1	2.2	2.6	2.3	2.1	2.3	2.0	2.4	2.2
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.5	0.7	0.6	0.6	0.9	0.7	0.5	0.6	0.5	0.7	0.6
Vehicles Entered	413	485	441	462	490	440	462	453	462	463	457
Vehicles Exited	410	485	441	463	491	442	462	452	461	463	457
Hourly Exit Rate	410	485	441	463	491	442	462	452	461	463	457
Input Volume	456	456	456	456	456	456	456	456	456	456	456
% of Volume	90	106	97	101	108	97	101	99	101	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

115: Miranda Ave & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.3	0.2	0.2	0.2	0.3	0.2	0.3	0.2
Total Delay (hr)	0.4	0.4	0.4	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	2.9	2.6	2.4	3.1	2.8	3.0	2.5	2.4	2.6	2.6	2.7
Stop Delay (hr)	0.4	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.4	0.3
Stop Del/Veh (s)	2.3	2.0	1.8	2.4	2.2	2.5	1.9	1.9	2.0	2.1	2.1
Vehicles Entered	564	594	567	615	609	577	574	585	579	596	586
Vehicles Exited	563	595	568	611	608	576	575	587	580	594	586
Hourly Exit Rate	563	595	568	611	608	576	575	587	580	594	586
Input Volume	585	585	585	585	585	585	585	585	585	585	585
% of Volume	96	102	97	104	104	98	98	100	99	101	100
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.2	0.1	0.2	0.1
Denied Del/Veh (s)	0.5	0.6	0.4	0.6	0.5	0.6	0.6
Total Delay (hr)	17.2	20.6	19.3	18.2	18.5	21.6	18.4
Total Del/Veh (s)	1187.9	1576.0	1363.6	991.8	1359.1	1726.7	1441.9
Stop Delay (hr)	14.6	17.6	16.6	15.5	15.7	18.7	15.8
Stop Del/Veh (s)	1007.8	1351.8	1170.2	846.1	1156.7	1498.3	1233.2
Vehicles Entered	821	887	846	896	932	862	866
Vehicles Exited	28	25	25	27	24	25	22
Hourly Exit Rate	28	25	25	27	24	25	22
Input Volume	3720	3720	3720	3720	3720	3720	3720
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	0	1	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.1	0.1	0.1
Denied Del/Veh (s)	0.7	0.5	0.5	0.6
Total Delay (hr)	22.8	22.4	17.0	19.6
Total Del/Veh (s)	1466.8	1389.9	836.4	1330.7
Stop Delay (hr)	19.8	19.3	14.5	16.8
Stop Del/Veh (s)	1270.3	1196.1	716.6	1141.7
Vehicles Entered	854	869	855	869
Vehicles Exited	34	26	31	27
Hourly Exit Rate	34	26	31	27
Input Volume	3720	3720	3720	3720
% of Volume	1	1	1	1
Denied Entry Before	0	1	0	0
Denied Entry After	0	0	0	0

116: Charbray St/Blackhawk Dr & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	120.9	0.3	3.0	0.3	29.2	17.0	51.5	48.4	26.2	29.7
Denied Del/Veh (s)	0.6	240.8	0.7	5.9	0.6	58.3	34.0	101.3	96.0	54.1	59.8
Total Delay (hr)	6.5	31.2	5.7	12.4	6.1	17.6	15.6	21.3	20.5	16.2	15.3
Total Del/Veh (s)	12.9	71.3	12.1	25.2	12.2	37.8	32.9	46.0	44.6	35.7	32.4
Stop Delay (hr)	4.8	29.3	4.3	10.7	4.6	15.9	13.9	19.6	18.7	14.6	13.6
Stop Del/Veh (s)	9.5	67.1	9.0	21.7	9.1	34.1	29.4	42.3	40.7	32.2	28.9
Vehicles Entered	1807	1538	1690	1760	1777	1667	1695	1657	1634	1615	1684
Vehicles Exited	1808	1529	1690	1739	1784	1628	1676	1634	1610	1592	1669
Hourly Exit Rate	1808	1529	1690	1739	1784	1628	1676	1634	1610	1592	1669
Input Volume	1792	1792	1792	1792	1792	1792	1792	1792	1792	1792	1792
% of Volume	101	85	94	97	100	91	94	91	90	89	93
Denied Entry Before	0	1	0	1	0	0	0	0	2	2	0
Denied Entry After	0	269	0	38	0	133	99	172	180	126	102

117: Lusitano St/Tassajara Hlls School Entry & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Denied Del/Veh (s)	0.6	0.7	0.7	0.6	0.6	0.7	0.7	0.7	0.6	0.6	0.7
Total Delay (hr)	10.4	7.0	8.8	8.8	9.6	8.2	9.6	8.8	9.4	7.7	8.8
Total Del/Veh (s)	27.2	21.1	24.7	24.0	25.5	22.6	26.7	23.8	26.2	22.4	24.5
Stop Delay (hr)	9.3	6.1	7.9	7.7	8.5	7.2	8.6	7.8	8.4	6.8	7.8
Stop Del/Veh (s)	24.3	18.3	22.0	21.2	22.5	20.0	23.8	21.1	23.3	19.7	21.7
Vehicles Entered	1357	1176	1273	1302	1347	1274	1272	1310	1268	1228	1281
Vehicles Exited	1354	1176	1268	1297	1342	1285	1276	1303	1291	1219	1281
Hourly Exit Rate	1354	1176	1268	1297	1342	1285	1276	1303	1291	1219	1281
Input Volume	1338	1338	1338	1338	1338	1338	1338	1338	1338	1338	1338
% of Volume	101	88	95	97	100	96	95	97	96	91	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	1	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.6	121.1	0.6	3.2	0.5	29.4	17.2
Denied Del/Veh (s)	1.1	251.4	1.2	6.6	1.1	59.3	34.9
Total Delay (hr)	16.9	38.1	14.5	21.2	15.7	25.8	25.2
Total Del/Veh (s)	799.2	1194.2	630.4	707.3	596.5	827.7	935.8
Stop Delay (hr)	14.1	35.4	12.1	18.4	13.1	23.1	22.5
Stop Del/Veh (s)	665.7	1108.2	526.2	614.3	495.0	741.9	835.2
Vehicles Entered	1785	1465	1658	1704	1737	1652	1675
Vehicles Exited	51	52	55	51	64	51	48
Hourly Exit Rate	51	52	55	51	64	51	48
Input Volume	3130	3130	3130	3130	3130	3130	3130
% of Volume	2	2	2	2	2	2	2
Denied Entry Before	0	1	0	1	0	0	0
Denied Entry After	0	269	0	38	0	134	100

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	51.7	48.6	26.4	29.9
Denied Del/Veh (s)	102.0	97.4	55.2	61.4
Total Delay (hr)	30.1	29.9	23.9	24.1
Total Del/Veh (s)	895.3	1035.3	836.3	860.5
Stop Delay (hr)	27.4	27.1	21.4	21.5
Stop Del/Veh (s)	814.7	936.9	747.5	764.6
Vehicles Entered	1653	1616	1596	1654
Vehicles Exited	65	58	41	54
Hourly Exit Rate	65	58	41	54
Input Volume	3130	3130	3130	3130
% of Volume	2	2	1	2
Denied Entry Before	0	2	2	0
Denied Entry After	172	180	126	102

118: Charbray St & Casablanca St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.5	0.5
Total Del/Veh (s)	2.1	2.2	2.4	2.4	2.5	2.5	2.4	2.7	2.9	2.6	2.5
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	1.1	1.1	1.3	1.3	1.3	1.3	1.2	1.6	1.7	1.4	1.3
Vehicles Entered	637	695	659	667	697	677	694	647	692	699	676
Vehicles Exited	636	692	659	665	700	673	696	641	695	700	676
Hourly Exit Rate	636	692	659	665	700	673	696	641	695	700	676
Input Volume	691	691	691	691	691	691	691	691	691	691	691
% of Volume	92	100	95	96	101	97	101	93	101	101	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

119: Charbray St & Lusitano St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1
Total Delay (hr)	2.0	2.0	1.4	1.6	1.8	2.2	1.9	1.5	1.7	2.0	1.8
Total Del/Veh (s)	9.9	9.4	7.1	7.3	8.4	10.0	8.7	7.4	7.8	9.3	8.5
Stop Delay (hr)	1.5	1.5	0.9	1.0	1.3	1.7	1.4	1.0	1.1	1.5	1.3
Stop Del/Veh (s)	7.6	6.9	4.6	4.9	5.9	7.7	6.2	5.0	5.1	6.9	6.1
Vehicles Entered	721	767	730	760	785	770	806	732	796	789	766
Vehicles Exited	721	770	735	761	785	769	807	734	796	792	768
Hourly Exit Rate	721	770	735	761	785	769	807	734	796	792	768
Input Volume	776	776	776	776	776	776	776	776	776	776	776
% of Volume	93	99	95	98	101	99	104	95	103	102	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

120: Massara St & Charbray St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.1	1.2	1.2	1.2	1.3	1.3	2.2	1.4	1.3	1.2	1.3
Total Del/Veh (s)	6.8	6.6	6.9	6.7	7.4	7.0	11.8	8.2	7.2	6.8	7.6
Stop Delay (hr)	0.8	0.7	0.8	0.8	0.9	0.9	1.9	1.0	0.9	0.8	1.0
Stop Del/Veh (s)	4.6	4.3	4.7	4.5	5.2	4.7	10.0	6.1	4.8	4.5	5.4
Vehicles Entered	595	629	600	631	637	671	679	614	661	628	635
Vehicles Exited	592	630	602	629	638	669	678	620	661	632	635
Hourly Exit Rate	592	630	602	629	638	669	678	620	661	632	635
Input Volume	646	646	646	646	646	646	646	646	646	646	646
% of Volume	92	98	93	97	99	104	105	96	102	98	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

121: Enderby St & Charbray St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	5.2	5.3	5.0	5.1	5.1	5.5	5.2	5.6	5.3	5.2	5.3
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.4	0.3	0.3	0.3
Stop Del/Veh (s)	3.4	3.4	3.3	3.2	3.3	3.6	3.4	3.7	3.4	3.4	3.4
Vehicles Entered	323	339	345	328	339	370	331	342	357	327	339
Vehicles Exited	322	339	347	330	336	371	329	345	358	327	340
Hourly Exit Rate	322	339	347	330	336	371	329	345	358	327	340
Input Volume	343	343	343	343	343	343	343	343	343	343	343
% of Volume	94	99	101	96	98	108	96	101	104	95	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

122: Massara St & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.8	1.1	1.2	0.9	0.9	1.2	0.9	1.0	0.9	0.8	1.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.4	0.5	0.3	0.2	0.5	0.3	0.3	0.3	0.2	0.3
Vehicles Entered	295	324	347	327	282	363	341	316	338	353	329
Vehicles Exited	295	325	345	327	282	364	342	315	339	352	329
Hourly Exit Rate	295	325	345	327	282	364	342	315	339	352	329
Input Volume	326	326	326	326	326	326	326	326	326	326	326
% of Volume	90	100	106	100	86	111	105	96	104	108	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

123: Massara St & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.0	1.1	1.0	1.1	1.1	0.9	1.2	1.0	1.0	0.9	1.0
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.9	1.0	0.9	0.9	1.0	0.8	1.0	0.9	0.9	0.8	0.9
Vehicles Entered	349	377	387	407	389	430	436	380	402	387	394
Vehicles Exited	350	375	388	405	388	430	433	381	403	389	395
Hourly Exit Rate	350	375	388	405	388	430	433	381	403	389	395
Input Volume	397	397	397	397	397	397	397	397	397	397	397
% of Volume	88	95	98	102	98	108	109	96	102	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Denied Del/Veh (s)	0.3	0.3	0.2	0.2	0.2	0.3	0.9
Total Delay (hr)	4.1	4.3	3.8	3.9	4.3	4.7	5.4
Total Del/Veh (s)	86.2	95.9	79.1	81.3	91.1	100.1	98.3
Stop Delay (hr)	2.9	2.9	2.4	2.5	2.9	3.3	4.0
Stop Del/Veh (s)	59.9	64.5	51.3	52.4	61.6	69.9	72.9
Vehicles Entered	834	905	936	926	899	946	949
Vehicles Exited	160	151	164	158	156	157	182
Hourly Exit Rate	160	151	164	158	156	157	182
Input Volume	3179	3179	3179	3179	3179	3179	3179
% of Volume	5	5	5	5	5	5	6
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.3	0.2	0.3
Total Delay (hr)	4.2	4.3	4.4	4.3
Total Del/Veh (s)	82.7	94.6	87.9	92.9
Stop Delay (hr)	2.8	2.8	3.0	3.0
Stop Del/Veh (s)	56.1	61.6	60.1	63.3
Vehicles Entered	908	936	947	917
Vehicles Exited	165	158	170	161
Hourly Exit Rate	165	158	170	161
Input Volume	3179	3179	3179	3179
% of Volume	5	5	5	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

124: Livorna Rd & Wilson Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.4	0.4	0.4	0.3	0.3	0.4	0.3	0.4	0.3	0.4	0.4
Denied Del/Veh (s)	1.2	1.2	1.1	1.1	1.2	1.2	1.1	1.2	1.1	1.3	1.2
Total Delay (hr)	6.3	6.1	6.9	5.6	5.7	6.2	6.5	6.0	5.8	5.9	6.1
Total Del/Veh (s)	20.6	19.9	22.1	19.3	18.9	20.8	21.1	19.5	19.5	19.7	20.2
Stop Delay (hr)	5.2	5.0	5.7	4.7	4.6	5.1	5.3	4.9	4.8	4.9	5.0
Stop Del/Veh (s)	17.1	16.4	18.5	16.0	15.4	17.2	17.4	15.8	16.0	16.4	16.6
Vehicles Entered	1092	1101	1112	1046	1067	1071	1095	1094	1064	1057	1080
Vehicles Exited	1090	1090	1110	1040	1062	1067	1102	1104	1063	1072	1080
Hourly Exit Rate	1090	1090	1110	1040	1062	1067	1102	1104	1063	1072	1080
Input Volume	1091	1091	1091	1091	1091	1091	1091	1091	1091	1091	1091
% of Volume	100	100	102	95	97	98	101	101	97	98	99
Denied Entry Before	0	0	0	0	0	1	1	0	1	1	0
Denied Entry After	0	0	1	0	0	0	1	0	1	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.4	0.4	0.4	0.3	0.3	0.4	0.3
Denied Del/Veh (s)	1.2	1.2	1.1	1.1	1.2	1.2	1.1
Total Delay (hr)	6.3	6.1	6.9	5.6	5.7	6.2	6.5
Total Del/Veh (s)	1894.4	1224.7	2475.4	1563.2	1567.0	1728.1	7776.2
Stop Delay (hr)	5.2	5.0	5.7	4.7	4.6	5.1	5.3
Stop Del/Veh (s)	1566.1	1006.7	2069.3	1298.6	1273.8	1425.6	6413.3
Vehicles Entered	1092	1101	1112	1046	1067	1071	1095
Vehicles Exited	0	0	0	0	0	0	0
Hourly Exit Rate	0	0	0	0	0	0	0
Input Volume	1091	1091	1091	1091	1091	1091	1091
% of Volume	0	0	0	0	0	0	0
Denied Entry Before	0	0	0	0	0	1	1
Denied Entry After	0	0	1	0	0	0	1

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.4	0.3	0.4	0.4
Denied Del/Veh (s)	1.2	1.1	1.3	1.2
Total Delay (hr)	6.0	5.8	5.9	6.1
Total Del/Veh (s)	3088.3	2094.9	2366.4	1998.9
Stop Delay (hr)	4.9	4.8	4.9	5.0
Stop Del/Veh (s)	2512.2	1717.0	1966.1	1647.9
Vehicles Entered	1094	1064	1057	1080
Vehicles Exited	0	0	0	0
Hourly Exit Rate	0	0	0	0
Input Volume	1091	1091	1091	1091
% of Volume	0	0	0	0
Denied Entry Before	0	1	1	0
Denied Entry After	0	1	0	0

Appendix E
SimTraffic Results – with Busing Conditions

1: Memorial Park Entr/Talavera Dr & Bollinger Canyon Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.2	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.2
Total Delay (hr)	6.6	7.5	7.4	5.9	6.4	7.1	6.8	7.1	7.0	7.9	7.0
Total Del/Veh (s)	17.3	18.8	19.7	15.6	16.6	18.0	17.5	17.5	17.9	20.3	17.9
Stop Delay (hr)	5.0	5.7	5.8	4.4	4.7	5.4	5.1	5.4	5.3	6.1	5.3
Stop Del/Veh (s)	13.3	14.4	15.4	11.7	12.4	13.7	13.1	13.2	13.4	15.8	13.6
Vehicles Entered	1362	1426	1342	1343	1368	1423	1389	1449	1410	1391	1390
Vehicles Exited	1360	1428	1342	1346	1375	1424	1389	1455	1411	1389	1392
Hourly Exit Rate	1360	1428	1342	1346	1375	1424	1389	1455	1411	1389	1392
Input Volume	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384	1384
% of Volume	98	103	97	97	99	103	100	105	102	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

2: Talavera Dr & Santander Dr/Valdivia Cir Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.5	0.4	0.5	0.4	0.5	0.5	0.4	0.4	0.5	0.4	0.5
Total Del/Veh (s)	5.4	4.7	4.7	5.0	4.9	5.5	4.8	4.4	4.7	4.9	4.9
Stop Delay (hr)	0.4	0.3	0.3	0.3	0.3	0.4	0.3	0.2	0.3	0.3	0.3
Stop Del/Veh (s)	3.8	3.0	3.2	3.3	3.3	3.9	3.3	2.8	3.1	3.4	3.3
Vehicles Entered	350	323	348	301	357	334	325	299	359	324	331
Vehicles Exited	351	323	348	300	355	334	324	299	360	325	331
Hourly Exit Rate	351	323	348	300	355	334	324	299	360	325	331
Input Volume	328	328	328	328	328	328	328	328	328	328	328
% of Volume	107	99	106	92	108	102	99	91	110	99	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

3: Talavera Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1
Total Del/Veh (s)	0.5	0.5	0.5	0.6	0.5	0.5	0.7	0.5	0.5	0.4	0.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Vehicles Entered	383	393	421	365	407	403	408	403	417	366	396
Vehicles Exited	383	393	422	363	407	404	408	402	417	367	396
Hourly Exit Rate	383	393	422	363	407	404	408	402	417	367	396
Input Volume	398	398	398	398	398	398	398	398	398	398	398
% of Volume	96	99	106	91	102	102	103	101	105	92	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

4: Talavera Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.2	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.2
Total Del/Veh (s)	1.6	2.5	1.7	1.8	1.6	1.5	2.0	1.6	1.4	1.7	1.7
Stop Delay (hr)	0.1	0.3	0.2	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.3	2.5	1.4	1.7	1.3	1.3	1.7	1.4	1.2	1.4	1.5
Vehicles Entered	336	365	385	331	342	337	357	350	343	300	345
Vehicles Exited	338	365	387	330	341	338	357	350	343	300	346
Hourly Exit Rate	338	365	387	330	341	338	357	350	343	300	346
Input Volume	348	348	348	348	348	348	348	348	348	348	348
% of Volume	97	105	111	95	98	97	103	101	99	86	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.5	0.5	0.6	0.6	0.5	0.5	0.5
Total Delay (hr)	7.3	8.2	8.1	6.5	7.0	7.8	7.5
Total Del/Veh (s)	195.9	250.7	189.8	190.4	175.0	222.1	209.3
Stop Delay (hr)	5.6	6.3	6.2	4.9	5.2	5.9	5.6
Stop Del/Veh (s)	149.2	191.0	147.0	142.5	129.0	168.3	155.5
Vehicles Entered	785	793	796	739	817	812	761
Vehicles Exited	126	110	144	108	138	120	117
Hourly Exit Rate	126	110	144	108	138	120	117
Input Volume	2457	2457	2457	2457	2457	2457	2457
% of Volume	5	4	6	4	6	5	5
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.5	0.5	0.5	0.5
Total Delay (hr)	7.7	7.7	8.5	7.6
Total Del/Veh (s)	202.7	210.2	221.5	209.9
Stop Delay (hr)	5.8	5.7	6.5	5.8
Stop Del/Veh (s)	151.7	156.3	170.7	158.5
Vehicles Entered	806	826	814	795
Vehicles Exited	122	123	130	124
Hourly Exit Rate	122	123	130	124
Input Volume	2457	2457	2457	2457
% of Volume	5	5	5	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

5: Davona Drive & Blue Fox Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Total Delay (hr)	0.9	0.9	0.9	0.9	0.7	0.9	0.9	0.9	0.7	0.9	0.8
Total Del/Veh (s)	5.8	6.3	6.2	6.7	5.1	5.9	6.1	6.2	5.5	6.8	6.1
Stop Delay (hr)	0.6	0.6	0.6	0.7	0.4	0.6	0.6	0.6	0.5	0.6	0.6
Stop Del/Veh (s)	3.9	4.4	4.3	4.9	3.4	4.0	4.1	4.3	3.6	4.9	4.2
Vehicles Entered	536	487	506	505	462	519	514	503	483	470	499
Vehicles Exited	535	488	506	504	466	519	513	502	486	472	500
Hourly Exit Rate	535	488	506	504	466	519	513	502	486	472	500
Input Volume	500	500	500	500	500	500	500	500	500	500	500
% of Volume	107	98	101	101	93	104	103	101	97	94	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

6: Brockton Ave & Blue Fox Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.1	0.2
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	4.9	5.4	5.1	4.9	4.8	5.4	4.8	4.7	5.0	5.3	5.1
Stop Delay (hr)	0.2	0.3	0.3	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.2
Stop Del/Veh (s)	3.2	3.5	3.4	3.1	3.0	3.6	3.2	3.1	3.3	3.5	3.3
Vehicles Entered	281	276	271	259	267	272	263	277	276	263	271
Vehicles Exited	279	276	272	258	268	273	262	276	277	264	271
Hourly Exit Rate	279	276	272	258	268	273	262	276	277	264	271
Input Volume	277	277	277	277	277	277	277	277	277	277	277
% of Volume	101	100	98	93	97	98	94	100	100	95	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

7: Blue Fox Way & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.7	0.6	0.6	0.5	0.5	0.4	0.6	0.5	0.6	0.7	0.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.3	0.1	0.2	0.1	0.1	0.0	0.2	0.1	0.2	0.2	0.1
Vehicles Entered	303	266	256	250	261	275	274	272	274	261	269
Vehicles Exited	303	267	256	250	262	273	275	271	275	260	270
Hourly Exit Rate	303	267	256	250	262	273	275	271	275	260	270
Input Volume	280	280	280	280	280	280	280	280	280	280	280
% of Volume	108	95	91	89	94	98	98	97	98	93	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

8: Blue Fox Way & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.9	1.8	1.5	1.6	1.7	1.9	1.7	1.6	1.6	1.9	1.7
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.6	1.5	1.2	1.3	1.3	1.6	1.3	1.3	1.2	1.7	1.4
Vehicles Entered	306	255	276	246	251	272	275	267	263	247	266
Vehicles Exited	306	256	276	246	251	272	275	267	261	247	266
Hourly Exit Rate	306	256	276	246	251	272	275	267	261	247	266
Input Volume	276	276	276	276	276	276	276	276	276	276	276
% of Volume	111	93	100	89	91	99	100	97	95	90	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	1.5	1.4	1.4	1.4	1.2	1.4	1.4
Total Del/Veh (s)	50.1	59.1	55.5	67.3	40.7	59.1	66.1
Stop Delay (hr)	1.0	1.0	1.0	1.0	0.8	1.0	0.9
Stop Del/Veh (s)	33.7	40.5	37.7	47.3	26.4	40.4	44.5
Vehicles Entered	748	682	688	715	684	724	711
Vehicles Exited	100	87	91	72	103	81	74
Hourly Exit Rate	100	87	91	72	103	81	74
Input Volume	1332	1332	1332	1332	1332	1332	1332
% of Volume	8	7	7	5	8	6	6
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2
Total Delay (hr)	1.4	1.3	1.5	1.4
Total Del/Veh (s)	53.0	52.3	92.6	59.0
Stop Delay (hr)	0.9	0.8	1.0	0.9
Stop Del/Veh (s)	35.9	34.2	65.2	40.1
Vehicles Entered	712	713	685	706
Vehicles Exited	87	84	56	84
Hourly Exit Rate	87	84	56	84
Input Volume	1332	1332	1332	1332
% of Volume	7	6	4	6
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

9: Driveway In/Lilac Ridge Rd & N Gale Ridge Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.1
Total Delay (hr)	1.5	0.9	1.0	1.2	1.2	1.0	1.1	1.2	1.3	1.0	1.1
Total Del/Veh (s)	9.3	6.0	6.6	7.5	7.2	6.6	7.1	7.6	7.8	6.1	7.2
Stop Delay (hr)	1.4	0.7	0.8	1.0	1.0	0.8	0.9	1.0	1.1	0.8	1.0
Stop Del/Veh (s)	8.3	4.7	5.4	6.2	6.0	5.4	5.9	6.3	6.6	4.9	6.0
Vehicles Entered	597	565	535	592	581	526	558	575	592	578	569
Vehicles Exited	597	566	535	593	584	526	558	574	593	577	570
Hourly Exit Rate	597	566	535	593	584	526	558	574	593	577	570
Input Volume	565	565	565	565	565	565	565	565	565	565	565
% of Volume	106	100	95	105	103	93	99	102	105	102	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

10: Dougherty Rd & N Gale Ridge Rd/N Monarch Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Denied Del/Veh (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.9	1.0	1.0	1.0
Total Delay (hr)	16.3	16.5	15.1	15.8	15.1	15.7	14.8	16.0	15.2	16.0	15.7
Total Del/Veh (s)	26.2	26.3	25.6	25.1	24.1	26.3	24.0	25.0	25.2	26.0	25.4
Stop Delay (hr)	13.1	13.2	12.1	12.7	12.0	12.6	11.7	12.8	12.2	12.8	12.5
Stop Del/Veh (s)	20.9	21.0	20.4	20.1	19.1	21.1	19.1	20.0	20.2	20.8	20.3
Vehicles Entered	2220	2244	2115	2252	2240	2142	2192	2269	2158	2194	2203
Vehicles Exited	2230	2244	2107	2252	2233	2136	2198	2276	2138	2195	2200
Hourly Exit Rate	2230	2244	2107	2252	2233	2136	2198	2276	2138	2195	2200
Input Volume	2183	2183	2183	2183	2183	2183	2183	2183	2183	2183	2183
% of Volume	102	103	97	103	102	98	101	104	98	101	101
Denied Entry Before	1	1	1	0	0	1	0	1	0	0	0
Denied Entry After	1	1	1	1	0	1	0	0	1	0	0

11: Briza Loop/Lantana Way & N Gale Ridge Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.3	1.6	1.2	1.7	1.3	1.1	1.2	1.5	1.5	1.3	1.4
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.0	1.1	0.9	1.2	0.8	0.7	0.8	1.1	1.0	0.9	0.9
Vehicles Entered	241	256	236	246	263	236	254	254	268	248	251
Vehicles Exited	240	254	236	246	262	235	253	253	268	250	250
Hourly Exit Rate	240	254	236	246	262	235	253	253	268	250	250
Input Volume	256	256	256	256	256	256	256	256	256	256	256
% of Volume	94	99	92	96	103	92	99	99	105	98	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

12: Driveway Out & N Gale Ridge Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.3	0.4	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3
Total Del/Veh (s)	1.9	1.6	2.0	1.5	1.7	1.8	1.8	2.2	1.8	1.6	1.8
Stop Delay (hr)	0.3	0.2	0.3	0.2	0.2	0.2	0.3	0.4	0.3	0.2	0.3
Stop Del/Veh (s)	1.6	1.3	1.7	1.2	1.3	1.5	1.5	1.9	1.5	1.3	1.5
Vehicles Entered	678	655	651	679	648	588	637	676	657	631	651
Vehicles Exited	677	655	649	678	647	588	640	674	658	631	650
Hourly Exit Rate	677	655	649	678	647	588	640	674	658	631	650
Input Volume	640	640	640	640	640	640	640	640	640	640	640
% of Volume	106	102	101	106	101	92	100	105	103	99	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.7	0.6	0.6	0.7	0.6	0.6	0.6
Denied Del/Veh (s)	1.0	0.9	0.9	1.0	0.9	1.0	0.9
Total Delay (hr)	18.3	17.8	16.5	17.5	16.7	17.1	16.3
Total Del/Veh (s)	929.2	917.7	861.6	747.9	752.7	990.8	760.8
Stop Delay (hr)	14.8	14.2	13.2	14.0	13.3	13.7	13.0
Stop Del/Veh (s)	751.4	731.6	690.7	600.6	597.0	797.0	606.2
Vehicles Entered	2442	2438	2312	2440	2438	2351	2383
Vehicles Exited	49	52	49	63	51	38	53
Hourly Exit Rate	49	52	49	63	51	38	53
Input Volume	3643	3643	3643	3643	3643	3643	3643
% of Volume	1	1	1	2	1	1	1
Denied Entry Before	1	1	1	0	0	1	0
Denied Entry After	1	1	1	1	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.6	0.6	0.7	0.6
Denied Del/Veh (s)	0.9	1.0	1.0	1.0
Total Delay (hr)	17.8	16.9	17.4	17.2
Total Del/Veh (s)	863.5	782.2	932.8	885.9
Stop Delay (hr)	14.2	13.6	13.9	13.8
Stop Del/Veh (s)	692.9	629.6	746.1	709.9
Vehicles Entered	2448	2397	2410	2407
Vehicles Exited	42	46	39	48
Hourly Exit Rate	42	46	39	48
Input Volume	3643	3643	3643	3643
% of Volume	1	1	1	1
Denied Entry Before	1	0	0	0
Denied Entry After	0	1	0	0

13: Crow Canyon Rd & Canyon Crest Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	7.3	7.3	6.0	8.0	7.0	6.9	6.8	6.8	5.6	6.4	6.8
Total Del/Veh (s)	16.1	15.3	13.9	17.5	15.1	14.9	14.9	15.4	13.0	14.4	15.1
Stop Delay (hr)	5.4	5.2	4.3	5.8	5.1	5.0	5.0	5.0	4.0	4.5	4.9
Stop Del/Veh (s)	11.9	10.9	10.0	12.6	10.9	10.8	10.9	11.3	9.2	10.1	10.9
Vehicles Entered	1623	1709	1563	1635	1649	1668	1632	1577	1557	1595	1620
Vehicles Exited	1622	1703	1555	1631	1657	1667	1634	1581	1558	1596	1621
Hourly Exit Rate	1622	1703	1555	1631	1657	1667	1634	1581	1558	1596	1621
Input Volume	1619	1619	1619	1619	1619	1619	1619	1619	1619	1619	1619
% of Volume	100	105	96	101	102	103	101	98	96	99	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

14: Canyon Crest Ave/Driveway In & Canyon Crest Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.3	0.4	0.3	0.3	0.2	0.3	0.2	0.2	0.2	0.3
Total Del/Veh (s)	3.1	2.4	3.0	2.4	2.8	1.8	2.2	2.1	1.7	1.6	2.3
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	2.0	1.4	1.9	1.4	1.8	0.8	1.3	1.1	0.7	0.7	1.3
Vehicles Entered	409	446	435	428	390	399	424	369	350	383	403
Vehicles Exited	409	446	437	428	390	400	425	369	351	383	403
Hourly Exit Rate	409	446	437	428	390	400	425	369	351	383	403
Input Volume	402	402	402	402	402	402	402	402	402	402	402
% of Volume	102	111	109	107	97	100	106	92	87	95	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

15: Canyon Crest Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.6	0.2	0.6	0.2	0.2	0.2	0.2	0.1	0.3
Total Delay (hr)	0.4	0.3	0.4	0.3	0.4	0.3	0.3	0.3	0.2	0.2	0.3
Total Del/Veh (s)	2.5	1.5	2.5	2.1	2.6	1.7	1.8	2.0	1.6	1.5	2.0
Stop Delay (hr)	0.3	0.2	0.3	0.3	0.4	0.2	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	2.1	1.1	1.9	1.6	2.3	1.5	1.5	1.5	1.3	1.1	1.6
Vehicles Entered	571	625	553	584	557	563	587	527	492	523	557
Vehicles Exited	571	625	552	585	557	565	587	526	491	524	557
Hourly Exit Rate	571	625	552	585	557	565	587	526	491	524	557
Input Volume	560	560	560	560	560	560	560	560	560	560	560
% of Volume	102	112	98	104	99	101	105	94	88	93	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.0	0.1	0.1	0.1	0.0	0.0
Denied Del/Veh (s)	0.6	0.3	1.0	0.5	0.8	0.4	0.3
Total Delay (hr)	8.1	7.8	6.8	8.6	7.7	7.4	7.4
Total Del/Veh (s)	247.7	172.9	183.4	212.7	229.3	221.9	203.9
Stop Delay (hr)	6.0	5.5	4.9	6.2	5.6	5.3	5.4
Stop Del/Veh (s)	183.4	122.5	132.0	153.0	166.9	159.9	148.8
Vehicles Entered	405	452	422	416	434	414	432
Vehicles Exited	109	150	120	130	110	114	123
Hourly Exit Rate	109	150	120	130	110	114	123
Input Volume	2581	2581	2581	2581	2581	2581	2581
% of Volume	4	6	5	5	4	4	5
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.5
Total Delay (hr)	7.3	6.0	6.8	7.4
Total Del/Veh (s)	230.4	171.0	213.6	207.8
Stop Delay (hr)	5.3	4.2	4.7	5.3
Stop Del/Veh (s)	167.6	120.5	148.2	149.6
Vehicles Entered	382	374	364	407
Vehicles Exited	106	119	104	118
Hourly Exit Rate	106	119	104	118
Input Volume	2581	2581	2581	2581
% of Volume	4	5	4	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

16: Harcourt Way & Albion Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.5	0.5	0.6	0.5	0.6	0.7	0.5	0.6	0.6	0.6	0.6
Total Del/Veh (s)	1.9	2.1	2.5	1.8	2.3	2.5	1.9	2.2	2.2	2.3	2.2
Stop Delay (hr)	0.2	0.3	0.3	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.2
Stop Del/Veh (s)	0.8	1.0	1.1	0.8	0.9	1.2	0.7	0.9	1.0	1.2	1.0
Vehicles Entered	893	881	926	920	935	937	895	918	933	877	911
Vehicles Exited	892	877	930	922	935	936	900	914	933	874	913
Hourly Exit Rate	892	877	930	922	935	936	900	914	933	874	913
Input Volume	897	897	897	897	897	897	897	897	897	897	897
% of Volume	99	98	104	103	104	104	100	102	104	97	102
Denied Entry Before	0	0	0	0	0	1	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

17: Harcourt Way & Windemere Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.4	0.4
Total Delay (hr)	6.3	7.2	7.0	6.3	6.5	6.8	5.9	7.4	6.8	7.6	6.8
Total Del/Veh (s)	20.4	22.1	21.8	20.2	20.6	21.4	19.8	22.9	21.0	24.0	21.4
Stop Delay (hr)	5.6	6.4	6.2	5.6	5.7	6.1	5.2	6.5	6.0	6.8	6.0
Stop Del/Veh (s)	18.0	19.6	19.2	17.7	18.1	19.1	17.4	20.3	18.5	21.4	19.0
Vehicles Entered	1104	1155	1140	1111	1125	1130	1060	1152	1150	1132	1125
Vehicles Exited	1107	1158	1142	1114	1124	1136	1064	1145	1152	1141	1129
Hourly Exit Rate	1107	1158	1142	1114	1124	1136	1064	1145	1152	1141	1129
Input Volume	1135	1135	1135	1135	1135	1135	1135	1135	1135	1135	1135
% of Volume	98	102	101	98	99	100	94	101	101	101	99
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

18: Harcourt Way & Craiglee Way/Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.6	0.3	0.3
Total Del/Veh (s)	2.4	2.4	2.1	1.9	2.0	2.1	2.3	2.4	4.0	2.1	2.4
Stop Delay (hr)	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.4	0.1	0.2
Stop Del/Veh (s)	1.5	1.4	1.0	0.9	1.1	1.0	1.2	1.5	2.9	1.1	1.4
Vehicles Entered	483	498	496	473	476	526	477	531	501	499	495
Vehicles Exited	484	496	495	473	477	527	478	530	503	501	496
Hourly Exit Rate	484	496	495	473	477	527	478	530	503	501	496
Input Volume	512	512	512	512	512	512	512	512	512	512	512
% of Volume	95	97	97	92	93	103	93	104	98	98	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

19: Harcourt Way & Bandol Way/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.4	0.4	0.3	0.4	0.4	0.5	0.4	0.5	0.4	0.4
Total Del/Veh (s)	3.8	4.1	4.0	3.4	3.5	3.6	5.1	3.3	3.9	3.7	3.9
Stop Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	0.4	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	2.6	2.9	2.9	2.3	2.4	2.5	3.9	2.3	2.9	2.6	2.7
Vehicles Entered	373	376	403	356	389	430	387	404	423	411	394
Vehicles Exited	370	377	405	354	388	430	387	402	423	410	393
Hourly Exit Rate	370	377	405	354	388	430	387	402	423	410	393
Input Volume	404	404	404	404	404	404	404	404	404	404	404
% of Volume	92	93	100	88	96	106	96	99	105	101	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.4	0.4	0.3	0.4	0.4	0.3
Total Delay (hr)	7.5	8.4	8.3	7.4	7.8	8.2	7.2
Total Del/Veh (s)	180.9	230.3	240.3	206.3	188.5	227.3	214.8
Stop Delay (hr)	6.3	7.1	6.9	6.1	6.4	6.8	5.9
Stop Del/Veh (s)	150.5	193.9	199.2	170.5	155.5	189.4	176.9
Vehicles Entered	2009	2048	2083	2054	2071	2076	1990
Vehicles Exited	124	115	110	105	123	111	106
Hourly Exit Rate	124	115	110	105	123	111	106
Input Volume	2948	2948	2948	2948	2948	2948	2948
% of Volume	4	4	4	4	4	4	4
Denied Entry Before	0	0	0	1	0	1	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.3	0.4	0.4
Total Delay (hr)	8.7	8.4	8.9	8.1
Total Del/Veh (s)	196.0	247.0	246.7	223.8
Stop Delay (hr)	7.2	7.0	7.5	6.7
Stop Del/Veh (s)	163.8	206.0	208.9	186.5
Vehicles Entered	2090	2101	2041	2054
Vehicles Exited	132	105	117	114
Hourly Exit Rate	132	105	117	114
Input Volume	2948	2948	2948	2948
% of Volume	4	4	4	4
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

20: Sherwood Way & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.5
Total Delay (hr)	7.2	7.4	7.0	7.2	7.7	6.9	7.1	7.3	7.8	7.3	7.3
Total Del/Veh (s)	22.2	23.5	21.7	21.8	23.3	21.9	21.9	21.8	22.9	23.1	22.4
Stop Delay (hr)	5.9	6.1	5.7	5.8	6.3	5.6	5.8	6.0	6.4	6.0	6.0
Stop Del/Veh (s)	18.3	19.4	17.7	17.5	19.1	17.7	17.8	17.8	18.8	19.0	18.3
Vehicles Entered	1146	1120	1153	1186	1182	1134	1162	1195	1206	1136	1162
Vehicles Exited	1147	1123	1145	1186	1185	1123	1162	1203	1206	1138	1160
Hourly Exit Rate	1147	1123	1145	1186	1185	1123	1162	1203	1206	1138	1160
Input Volume	1158	1158	1158	1158	1158	1158	1158	1158	1158	1158	1158
% of Volume	99	97	99	102	102	97	100	104	104	98	100
Denied Entry Before	0	0	0	0	0	1	0	0	0	0	0
Denied Entry After	1	0	0	0	0	0	0	0	0	0	0

21: Sherwood Way & Melbourne Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	4.8	5.3	5.0	5.0	4.8	5.1	5.2	4.8	4.9	5.0	5.0
Stop Delay (hr)	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	3.0	3.3	3.1	3.1	2.9	3.1	3.2	2.9	2.9	3.0	3.1
Vehicles Entered	408	390	362	367	369	359	378	367	384	365	375
Vehicles Exited	405	392	361	365	370	358	379	367	381	365	374
Hourly Exit Rate	405	392	361	365	370	358	379	367	381	365	374
Input Volume	366	366	366	366	366	366	366	366	366	366	366
% of Volume	111	107	99	100	101	98	104	100	104	100	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

22: Sherwood Way & Mornington Ln/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2
Total Delay (hr)	0.8	0.8	0.7	0.7	0.9	0.8	0.8	0.7	0.8	0.8	0.8
Total Del/Veh (s)	6.2	6.0	5.5	5.7	6.6	6.0	5.8	5.8	5.7	6.1	5.9
Stop Delay (hr)	0.5	0.4	0.4	0.4	0.6	0.5	0.4	0.4	0.4	0.4	0.4
Stop Del/Veh (s)	3.8	3.5	3.1	3.3	4.0	3.6	3.2	3.3	3.3	3.6	3.5
Vehicles Entered	478	462	426	448	493	489	472	435	484	449	464
Vehicles Exited	479	463	428	449	493	488	470	434	484	448	464
Hourly Exit Rate	479	463	428	449	493	488	470	434	484	448	464
Input Volume	464	464	464	464	464	464	464	464	464	464	464
% of Volume	103	100	92	97	106	105	101	94	104	97	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

23: Sherwood Way & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	2.2	2.1	2.1	2.2	2.2	2.3	2.3	2.2	2.2	2.4	2.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Vehicles Entered	378	362	330	344	364	350	367	327	375	345	354
Vehicles Exited	379	362	330	344	363	350	366	328	375	344	353
Hourly Exit Rate	379	362	330	344	363	350	366	328	375	344	353
Input Volume	349	349	349	349	349	349	349	349	349	349	349
% of Volume	109	104	95	99	104	100	105	94	108	99	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.1	0.2
Denied Del/Veh (s)	0.5	0.5	0.5	0.4	0.5	0.4	0.4
Total Delay (hr)	8.8	9.0	8.3	8.7	9.3	8.5	8.7
Total Del/Veh (s)	339.5	495.8	349.4	375.5	405.1	346.2	355.0
Stop Delay (hr)	6.8	7.0	6.4	6.6	7.2	6.4	6.6
Stop Del/Veh (s)	263.1	385.0	268.5	285.2	312.5	263.2	270.0
Vehicles Entered	1372	1342	1347	1400	1431	1370	1379
Vehicles Exited	76	54	71	73	73	69	72
Hourly Exit Rate	76	54	71	73	73	69	72
Input Volume	2337	2337	2337	2337	2337	2337	2337
% of Volume	3	2	3	3	3	3	3
Denied Entry Before	0	0	0	0	0	1	0
Denied Entry After	1	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.5	0.4	0.4	0.4
Total Delay (hr)	8.7	9.3	8.8	8.8
Total Del/Veh (s)	337.7	367.2	442.0	377.4
Stop Delay (hr)	6.7	7.2	6.8	6.8
Stop Del/Veh (s)	260.6	283.2	341.7	290.2
Vehicles Entered	1388	1437	1337	1381
Vehicles Exited	77	74	62	71
Hourly Exit Rate	77	74	62	71
Input Volume	2337	2337	2337	2337
% of Volume	3	3	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

24: Broadmoor Dr & Montevideo Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	2.5	2.6	2.9	2.4	2.5	3.5	2.0	2.2	3.0	2.5	2.6
Total Del/Veh (s)	9.3	9.7	10.7	9.1	9.9	12.8	7.9	8.6	11.0	9.2	9.9
Stop Delay (hr)	2.0	2.1	2.4	1.9	2.0	3.1	1.5	1.7	2.5	2.0	2.1
Stop Del/Veh (s)	7.5	7.8	9.0	7.2	8.1	11.2	5.9	6.7	9.2	7.3	8.0
Vehicles Entered	974	970	972	949	892	983	908	908	959	981	950
Vehicles Exited	979	972	969	956	897	984	908	909	960	982	951
Hourly Exit Rate	979	972	969	956	897	984	908	909	960	982	951
Input Volume	949	949	949	949	949	949	949	949	949	949	949
% of Volume	103	102	102	101	95	104	96	96	101	103	100
Denied Entry Before	0	1	0	0	0	0	1	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

25: Broadmoor Dr & Dunbarton Cir Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.4	1.9	2.3	2.0	2.2	2.3	2.5	2.0	2.6	2.2	2.2
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.7	1.2	1.6	1.4	1.5	1.5	1.8	1.4	1.9	1.5	1.5
Vehicles Entered	196	209	204	176	191	169	172	171	191	200	188
Vehicles Exited	197	208	204	178	190	167	172	172	191	200	188
Hourly Exit Rate	197	208	204	178	190	167	172	172	191	200	188
Input Volume	185	185	185	185	185	185	185	185	185	185	185
% of Volume	106	112	110	96	103	90	93	93	103	108	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

26: Broadmoor Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	0.4	0.5	0.4	0.3	0.5	0.4	0.4	0.5	0.4
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Vehicles Entered	270	287	278	248	262	241	256	239	261	291	263
Vehicles Exited	269	287	280	248	261	243	257	236	262	292	264
Hourly Exit Rate	269	287	280	248	261	243	257	236	262	292	264
Input Volume	258	258	258	258	258	258	258	258	258	258	258
% of Volume	104	111	109	96	101	94	100	91	102	113	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

27: Driveway Out & Dunbarton Cir Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	2.1	2.1	2.2	2.3	2.5	2.3	1.9	2.5	2.1	2.2
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Stop Del/Veh (s)	1.6	1.5	1.5	1.7	1.7	1.8	1.7	1.4	1.8	1.5	1.6
Vehicles Entered	133	130	128	107	138	107	117	104	131	141	123
Vehicles Exited	132	130	128	107	140	107	117	104	131	141	124
Hourly Exit Rate	132	130	128	107	140	107	117	104	131	141	124
Input Volume	121	121	121	121	121	121	121	121	121	121	121
% of Volume	109	107	106	88	115	88	96	86	108	116	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Total Delay (hr)	2.8	2.9	3.1	2.6	2.7	3.7	2.2
Total Del/Veh (s)	172.6	158.5	198.1	150.6	171.5	224.3	114.7
Stop Delay (hr)	2.2	2.3	2.6	2.0	2.2	3.2	1.6
Stop Del/Veh (s)	135.9	125.3	163.2	116.9	137.3	192.9	84.6
Vehicles Entered	712	692	653	664	652	671	635
Vehicles Exited	54	58	48	55	49	50	65
Hourly Exit Rate	54	58	48	55	49	50	65
Input Volume	1514	1514	1514	1514	1514	1514	1514
% of Volume	4	4	3	4	3	3	4
Denied Entry Before	0	1	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2
Total Delay (hr)	2.4	3.2	2.8	2.8
Total Del/Veh (s)	139.6	214.8	160.8	182.9
Stop Delay (hr)	1.8	2.6	2.1	2.3
Stop Del/Veh (s)	106.9	176.4	124.8	146.1
Vehicles Entered	668	686	723	673
Vehicles Exited	53	47	56	52
Hourly Exit Rate	53	47	56	52
Input Volume	1514	1514	1514	1514
% of Volume	4	3	4	3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

28: Goldenbay Ave & Cinnamon Ridge Rd/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	3.4	3.4	2.9	2.2	2.8	2.9	2.6	2.9	3.1	2.6	2.9
Stop Delay (hr)	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	3.0	2.9	2.4	1.8	2.4	2.5	2.2	2.5	2.6	2.2	2.5
Vehicles Entered	351	363	353	323	327	343	348	338	315	349	340
Vehicles Exited	351	364	352	322	326	343	348	340	315	348	340
Hourly Exit Rate	351	364	352	322	326	343	348	340	315	348	340
Input Volume	342	342	342	342	342	342	342	342	342	342	342
% of Volume	103	106	103	94	95	100	102	99	92	102	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

29: Goldenbay Ave & Applewood Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.4	1.9	1.7	1.6	1.5	2.0	1.4	1.1	1.2	1.5	1.5
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1
Stop Del/Veh (s)	0.8	1.3	1.1	1.1	1.0	1.5	0.9	0.6	0.8	1.0	1.0
Vehicles Entered	221	215	224	221	227	224	214	209	207	229	220
Vehicles Exited	222	214	224	221	227	224	214	210	206	229	220
Hourly Exit Rate	222	214	224	221	227	224	214	210	206	229	220
Input Volume	229	229	229	229	229	229	229	229	229	229	229
% of Volume	97	93	98	97	99	98	93	92	90	100	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

30: Gatekeeper Rd/Goldenbay Ave & Ivy Leaf Springs Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.1
Total Delay (hr)	0.3	0.4	0.3	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	2.9	4.2	3.4	3.9	3.7	3.3	3.3	3.6	3.2	3.2	3.5
Stop Delay (hr)	0.1	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	1.6	2.9	2.1	2.5	2.3	1.9	1.9	2.2	1.8	1.9	2.1
Vehicles Entered	326	339	312	327	339	346	330	333	333	336	332
Vehicles Exited	327	338	312	326	337	344	329	335	333	337	332
Hourly Exit Rate	327	338	312	326	337	344	329	335	333	337	332
Input Volume	332	332	332	332	332	332	332	332	332	332	332
% of Volume	99	102	94	98	102	104	99	101	100	102	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

31: Goldenbay Ave & Irisview Pl/Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2
Total Del/Veh (s)	1.9	2.0	2.5	2.4	2.3	2.3	2.1	2.3	2.7	1.8	2.3
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.9	1.1	1.4	1.3	1.4	1.3	1.2	1.3	1.6	1.0	1.2
Vehicles Entered	313	317	308	304	293	345	340	287	316	301	313
Vehicles Exited	313	318	308	304	293	342	340	287	317	302	312
Hourly Exit Rate	313	318	308	304	293	342	340	287	317	302	312
Input Volume	310	310	310	310	310	310	310	310	310	310	310
% of Volume	101	102	99	98	94	110	110	93	102	97	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.8	1.0	0.9	0.9	0.9	0.9	0.8
Total Del/Veh (s)	25.8	29.0	26.9	26.2	26.6	28.5	21.7
Stop Delay (hr)	0.6	0.7	0.6	0.6	0.6	0.6	0.5
Stop Del/Veh (s)	17.4	21.0	18.0	17.6	18.2	19.2	14.1
Vehicles Entered	736	737	764	685	733	767	755
Vehicles Exited	118	125	119	114	117	113	137
Hourly Exit Rate	118	125	119	114	117	113	137
Input Volume	1213	1213	1213	1213	1213	1213	1213
% of Volume	10	10	10	9	10	9	11
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2
Total Delay (hr)	0.9	0.9	0.8	0.9
Total Del/Veh (s)	21.9	23.9	20.8	25.3
Stop Delay (hr)	0.6	0.6	0.5	0.6
Stop Del/Veh (s)	14.7	15.7	13.9	17.1
Vehicles Entered	709	725	721	731
Vehicles Exited	141	130	138	126
Hourly Exit Rate	141	130	138	126
Input Volume	1213	1213	1213	1213
% of Volume	12	11	11	10
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

32: Main Branch Rd/Blueheart Way & Bollinger Canyon Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.4	0.1	0.3	0.3	0.1	0.7	0.9	0.1	0.3
Denied Del/Veh (s)	0.2	0.1	0.7	0.2	0.5	0.5	0.2	1.2	1.5	0.2	0.5
Total Delay (hr)	18.8	17.9	27.1	19.6	34.7	24.6	22.2	38.7	34.2	21.6	25.9
Total Del/Veh (s)	30.2	29.1	45.1	32.3	55.1	38.7	34.8	62.1	56.5	35.3	42.0
Stop Delay (hr)	14.1	13.3	22.4	15.4	29.6	19.7	17.2	33.9	29.3	16.9	21.2
Stop Del/Veh (s)	22.6	21.6	37.2	25.4	47.1	31.0	27.0	54.5	48.5	27.7	34.3
Vehicles Entered	2223	2202	2143	2157	2242	2252	2255	2228	2157	2168	2203
Vehicles Exited	2205	2179	2141	2167	2240	2273	2268	2180	2126	2157	2193
Hourly Exit Rate	2205	2179	2141	2167	2240	2273	2268	2180	2126	2157	2193
Input Volume	2218	2218	2218	2218	2218	2218	2218	2218	2218	2218	2218
% of Volume	99	98	97	98	101	102	102	98	96	97	99
Denied Entry Before	0	0	1	1	0	1	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	5	6	0	1

33: S Monarch Rd & Bayleaf Dr/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Total Delay (hr)	1.5	2.5	1.7	1.7	1.1	1.4	1.2	1.7	2.2	3.4	1.8
Total Del/Veh (s)	8.4	13.2	9.5	9.3	6.8	7.9	6.3	9.8	11.8	19.3	10.3
Stop Delay (hr)	1.3	2.3	1.5	1.5	0.9	1.2	1.0	1.5	2.0	3.2	1.6
Stop Del/Veh (s)	7.3	12.2	8.3	8.2	5.7	6.7	5.1	8.7	10.6	18.5	9.2
Vehicles Entered	636	668	642	669	583	633	669	617	675	629	642
Vehicles Exited	636	677	638	674	585	633	670	616	673	625	642
Hourly Exit Rate	636	677	638	674	585	633	670	616	673	625	642
Input Volume	656	656	656	656	656	656	656	656	656	656	656
% of Volume	97	103	97	103	89	97	102	94	103	95	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

34: S Monarch Rd/N Monarch Rd & Bollinger Canyon Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Denied Del/Veh (s)	0.7	0.6	0.7	0.7	0.6	0.7	0.6	0.6	0.7	0.6	0.6
Total Delay (hr)	16.9	15.5	15.9	15.7	15.1	16.1	17.7	15.9	15.8	16.1	16.1
Total Del/Veh (s)	27.7	25.2	26.9	26.1	25.1	25.8	28.3	26.4	26.9	26.8	26.5
Stop Delay (hr)	13.0	11.8	12.1	12.0	11.5	12.0	13.5	12.2	12.3	12.3	12.3
Stop Del/Veh (s)	21.3	19.1	20.5	19.9	19.1	19.4	21.7	20.3	20.9	20.5	20.3
Vehicles Entered	2181	2201	2114	2142	2143	2218	2225	2140	2102	2153	2162
Vehicles Exited	2181	2211	2109	2126	2106	2219	2236	2151	2105	2151	2158
Hourly Exit Rate	2181	2211	2109	2126	2106	2219	2236	2151	2105	2151	2158
Input Volume	2179	2179	2179	2179	2179	2179	2179	2179	2179	2179	2179
% of Volume	100	101	97	98	97	102	103	99	97	99	99
Denied Entry Before	0	0	0	1	0	1	1	0	0	1	0
Denied Entry After	1	0	0	1	2	0	1	0	0	1	0

35: Main Branch Rd & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	4.9	0.3	0.2	0.7
Denied Del/Veh (s)	0.8	0.7	0.6	0.6	0.6	0.7	0.7	19.2	1.1	0.6	2.5
Total Delay (hr)	0.4	0.4	1.5	0.4	0.5	0.6	0.4	8.2	3.5	1.4	1.7
Total Del/Veh (s)	1.5	1.4	5.8	1.5	1.9	2.2	1.5	31.9	13.4	5.6	6.6
Stop Delay (hr)	0.1	0.1	1.1	0.1	0.2	0.2	0.1	7.8	2.9	1.1	1.4
Stop Del/Veh (s)	0.4	0.3	4.4	0.4	0.6	0.9	0.3	30.5	11.1	4.2	5.2
Vehicles Entered	946	897	910	920	966	975	945	918	926	922	933
Vehicles Exited	946	898	912	924	970	978	950	921	928	926	936
Hourly Exit Rate	946	898	912	924	970	978	950	921	928	926	936
Input Volume	944	944	944	944	944	944	944	944	944	944	944
% of Volume	100	95	97	98	103	104	101	98	98	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.7	0.7	1.0	0.7	0.8	1.0	0.7
Denied Del/Veh (s)	1.2	1.1	1.7	1.1	1.4	1.5	1.1
Total Delay (hr)	37.6	36.3	46.2	37.4	51.4	42.7	41.4
Total Del/Veh (s)	548.7	535.8	742.5	551.6	698.1	624.5	657.1
Stop Delay (hr)	28.5	27.5	37.1	28.9	42.2	33.2	31.8
Stop Del/Veh (s)	415.6	405.9	596.0	427.0	573.5	485.5	504.3
Vehicles Entered	2300	2229	2164	2197	2166	2264	2234
Vehicles Exited	180	192	174	187	178	204	184
Hourly Exit Rate	180	192	174	187	178	204	184
Input Volume	5996	5996	5996	5996	5996	5996	5996
% of Volume	3	3	3	3	3	3	3
Denied Entry Before	0	0	1	2	0	2	1
Denied Entry After	1	0	0	1	2	0	1

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	6.0	1.6	0.7	1.4
Denied Del/Veh (s)	10.0	2.6	1.1	2.3
Total Delay (hr)	64.4	55.7	42.5	45.6
Total Del/Veh (s)	1008.1	831.4	662.6	692.1
Stop Delay (hr)	55.5	46.5	33.5	36.5
Stop Del/Veh (s)	868.2	694.6	522.6	554.0
Vehicles Entered	2168	2199	2187	2210
Vehicles Exited	151	170	165	177
Hourly Exit Rate	151	170	165	177
Input Volume	5996	5996	5996	5996
% of Volume	3	3	3	3
Denied Entry Before	0	0	1	0
Denied Entry After	5	6	2	1

36: Bollinger Canyon Rd & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	12.9	12.9	13.2	14.2	13.5	13.4	13.6	12.6	12.9	13.0	13.2
Total Del/Veh (s)	18.9	17.8	18.7	20.0	19.4	18.7	19.4	18.1	19.0	18.8	18.9
Stop Delay (hr)	9.6	9.5	9.6	10.8	9.9	9.8	10.0	9.1	9.7	9.8	9.8
Stop Del/Veh (s)	14.1	13.1	13.7	15.2	14.3	13.7	14.3	13.1	14.2	14.1	14.0
Vehicles Entered	2443	2587	2519	2549	2494	2546	2493	2504	2440	2456	2505
Vehicles Exited	2443	2591	2524	2545	2493	2558	2501	2495	2427	2488	2507
Hourly Exit Rate	2443	2591	2524	2545	2493	2558	2501	2495	2427	2488	2507
Input Volume	2515	2515	2515	2515	2515	2515	2515	2515	2515	2515	2515
% of Volume	97	103	100	101	99	102	99	99	96	99	100
Denied Entry Before	0	1	0	0	0	0	0	0	0	1	0
Denied Entry After	0	1	0	0	0	0	0	1	0	0	0

37: Driveway In & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.9	0.8	0.9	0.8	0.8	0.9	0.8	0.8	0.9	0.9	0.8
Total Del/Veh (s)	2.2	1.8	2.0	1.8	1.9	1.9	1.7	1.8	1.9	1.9	1.9
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	0.5	0.4	0.4	0.4	0.4	0.5	0.3	0.4	0.4	0.4	0.4
Vehicles Entered	1552	1585	1598	1627	1535	1588	1549	1540	1585	1633	1580
Vehicles Exited	1551	1597	1604	1633	1545	1582	1542	1542	1589	1636	1583
Hourly Exit Rate	1551	1597	1604	1633	1545	1582	1542	1542	1589	1636	1583
Input Volume	1590	1590	1590	1590	1590	1590	1590	1590	1590	1590	1590
% of Volume	98	100	101	103	97	100	97	97	100	103	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

38: Driveway Out & E Branch Pkwy Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	5.7	6.0	5.9	6.3	5.9	5.6	5.7	5.7	6.7	6.6	6.0
Total Del/Veh (s)	15.8	16.4	15.8	16.5	16.0	15.2	15.4	15.6	17.5	16.9	16.1
Stop Delay (hr)	4.6	5.0	4.9	5.2	4.8	4.6	4.7	4.8	5.6	5.5	5.0
Stop Del/Veh (s)	12.8	13.5	13.1	13.7	13.1	12.6	12.7	13.2	14.6	14.1	13.4
Vehicles Entered	1295	1308	1334	1357	1316	1312	1317	1307	1362	1386	1330
Vehicles Exited	1296	1308	1326	1354	1316	1314	1320	1310	1370	1367	1327
Hourly Exit Rate	1296	1308	1326	1354	1316	1314	1320	1310	1370	1367	1327
Input Volume	1348	1348	1348	1348	1348	1348	1348	1348	1348	1348	1348
% of Volume	96	97	98	100	98	97	98	97	102	101	98
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

39: Bollinger Canyon Rd & Watermill Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	8.1	7.6	9.0	9.2	7.7	5.7	8.6	8.1	7.5	7.3	7.9
Total Del/Veh (s)	16.3	14.5	17.7	18.0	15.1	11.3	17.2	16.2	15.1	15.1	15.7
Stop Delay (hr)	5.5	5.1	6.2	6.5	5.1	3.7	5.9	5.4	5.1	5.0	5.4
Stop Del/Veh (s)	11.1	9.8	12.2	12.7	10.1	7.3	11.8	10.8	10.5	10.2	10.6
Vehicles Entered	1779	1878	1829	1829	1818	1815	1790	1793	1760	1739	1803
Vehicles Exited	1780	1872	1826	1820	1824	1818	1788	1798	1768	1737	1802
Hourly Exit Rate	1780	1872	1826	1820	1824	1818	1788	1798	1768	1737	1802
Input Volume	1808	1808	1808	1808	1808	1808	1808	1808	1808	1808	1808
% of Volume	98	104	101	101	101	101	99	99	98	96	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	1	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Total Delay (hr)	27.7	27.3	29.0	30.6	27.9	25.5	28.6
Total Del/Veh (s)	727.0	622.2	633.0	604.4	727.9	596.6	696.5
Stop Delay (hr)	20.0	19.7	20.9	22.7	20.1	18.4	20.8
Stop Del/Veh (s)	526.1	449.9	456.1	449.1	524.0	429.2	504.8
Vehicles Entered	2890	2953	2924	2918	2860	2916	2852
Vehicles Exited	96	117	116	121	100	113	94
Hourly Exit Rate	96	117	116	121	100	113	94
Input Volume	7262	7262	7262	7262	7262	7262	7262
% of Volume	1	2	2	2	1	2	1
Denied Entry Before	0	2	0	0	0	0	0
Denied Entry After	0	1	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.6	0.6	0.6	0.6
Total Delay (hr)	27.3	27.9	27.8	28.0
Total Del/Veh (s)	663.5	703.3	625.5	649.4
Stop Delay (hr)	19.6	20.6	20.4	20.3
Stop Del/Veh (s)	475.6	517.4	458.0	471.6
Vehicles Entered	2866	2827	2873	2889
Vehicles Exited	106	103	108	108
Hourly Exit Rate	106	103	108	108
Input Volume	7262	7262	7262	7262
% of Volume	1	1	1	1
Denied Entry Before	0	0	1	0
Denied Entry After	1	1	0	0

40: Bollinger Canyon Rd & Albion Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.4	0.5	0.4	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	23.5	24.8	20.6	22.0	25.4	24.3	28.0	25.9	21.7	22.2	23.8
Total Del/Veh (s)	33.4	35.9	30.2	32.3	36.3	34.5	39.1	36.9	31.8	31.7	34.3
Stop Delay (hr)	20.2	21.3	17.4	18.8	22.1	20.9	24.5	22.4	18.6	18.9	20.5
Stop Del/Veh (s)	28.6	30.9	25.6	27.6	31.5	29.7	34.3	31.9	27.2	27.0	29.5
Vehicles Entered	2515	2473	2435	2424	2507	2511	2556	2508	2436	2498	2486
Vehicles Exited	2521	2465	2433	2430	2498	2521	2551	2510	2435	2487	2484
Hourly Exit Rate	2521	2465	2433	2430	2498	2521	2551	2510	2435	2487	2484
Input Volume	2493	2493	2493	2493	2493	2493	2493	2493	2493	2493	2493
% of Volume	101	99	98	97	100	101	102	101	98	100	100
Denied Entry Before	1	1	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0	1	0	0	0

41: Arrowfield Way/Driveway Center & Albion Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.4	0.5	0.4	0.5	0.5	0.5	0.4	0.4	0.4	0.4
Total Delay (hr)	10.3	9.8	10.8	9.8	11.0	10.8	12.0	11.1	10.3	10.5	10.6
Total Del/Veh (s)	23.7	23.2	25.8	23.4	25.6	24.7	26.6	25.3	24.8	24.8	24.8
Stop Delay (hr)	9.1	8.6	9.7	8.7	9.8	9.6	10.7	9.9	9.2	9.4	9.5
Stop Del/Veh (s)	20.9	20.5	23.0	20.8	22.9	22.1	23.8	22.6	22.0	22.1	22.1
Vehicles Entered	1569	1513	1501	1492	1539	1557	1600	1568	1492	1516	1535
Vehicles Exited	1560	1504	1506	1492	1541	1564	1616	1569	1486	1522	1536
Hourly Exit Rate	1560	1504	1506	1492	1541	1564	1616	1569	1486	1522	1536
Input Volume	1526	1526	1526	1526	1526	1526	1526	1526	1526	1526	1526
% of Volume	102	99	99	98	101	103	106	103	97	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	1	0	2	0	0	0	0	0	0	0

42: Albion Rd & Driveway East Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	1.4	1.4	1.3	1.3	1.4	1.4	1.4	1.5	1.4	1.4	1.4
Total Delay (hr)	2.2	1.2	1.6	1.3	1.7	1.4	2.3	1.8	1.7	1.3	1.7
Total Del/Veh (s)	5.5	3.2	4.5	3.6	4.8	3.9	5.9	4.9	4.7	3.6	4.5
Stop Delay (hr)	1.5	0.6	1.0	0.7	1.2	0.8	1.6	1.2	1.1	0.7	1.0
Stop Del/Veh (s)	3.7	1.7	2.8	2.0	3.2	2.2	4.2	3.1	3.1	2.0	2.8
Vehicles Entered	1399	1317	1306	1288	1309	1285	1364	1348	1340	1340	1329
Vehicles Exited	1401	1315	1306	1291	1308	1282	1361	1351	1338	1343	1329
Hourly Exit Rate	1401	1315	1306	1291	1308	1282	1361	1351	1338	1343	1329
Input Volume	1325	1325	1325	1325	1325	1325	1325	1325	1325	1325	1325
% of Volume	106	99	99	97	99	97	103	102	101	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	1	0	0	2	1	0	0	0

43: Albion Rd & Driveway West Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	1.4	1.2	1.1	1.4	1.9	1.5	1.5	1.3	1.0	1.2	1.3
Total Del/Veh (s)	3.6	3.2	3.0	3.8	4.9	3.9	3.8	3.4	2.8	3.1	3.6
Stop Delay (hr)	0.8	0.6	0.6	0.9	1.2	0.9	0.9	0.7	0.5	0.6	0.8
Stop Del/Veh (s)	2.1	1.7	1.7	2.3	3.3	2.4	2.2	1.8	1.4	1.7	2.1
Vehicles Entered	1351	1320	1308	1312	1361	1391	1412	1385	1333	1346	1352
Vehicles Exited	1349	1317	1295	1305	1366	1391	1415	1387	1333	1342	1350
Hourly Exit Rate	1349	1317	1295	1305	1366	1391	1415	1387	1333	1342	1350
Input Volume	1357	1357	1357	1357	1357	1357	1357	1357	1357	1357	1357
% of Volume	99	97	95	96	101	103	104	102	98	99	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.0	1.0	1.0	0.9	1.1	1.0	1.0
Denied Del/Veh (s)	1.4	1.4	1.4	1.3	1.5	1.4	1.5
Total Delay (hr)	37.4	36.9	34.2	34.4	40.1	38.0	43.8
Total Del/Veh (s)	1602.2	1230.7	1538.0	1457.1	1781.1	1711.0	1607.3
Stop Delay (hr)	31.5	31.2	28.7	29.0	34.4	32.3	37.7
Stop Del/Veh (s)	1351.7	1039.6	1291.6	1228.6	1526.9	1452.3	1385.8
Vehicles Entered	2513	2532	2519	2475	2519	2489	2593
Vehicles Exited	42	55	37	41	39	42	44
Hourly Exit Rate	42	55	37	41	39	42	44
Input Volume	6700	6700	6700	6700	6700	6700	6700
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	1	1	0	0	0	0	0
Denied Entry After	0	1	0	3	0	0	2

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.0	1.0	1.0	1.0
Denied Del/Veh (s)	1.4	1.5	1.4	1.4
Total Delay (hr)	40.1	34.8	35.2	37.5
Total Del/Veh (s)	1520.9	1172.5	1218.2	1499.7
Stop Delay (hr)	34.2	29.4	29.7	31.8
Stop Del/Veh (s)	1297.2	990.0	1027.0	1272.5
Vehicles Entered	2601	2468	2546	2524
Vehicles Exited	58	55	45	46
Hourly Exit Rate	58	55	45	46
Input Volume	6700	6700	6700	6700
% of Volume	1	1	1	1
Denied Entry Before	0	0	3	0
Denied Entry After	2	0	1	0

44: Bollinger Canyon Rd & Marsh Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.5	0.0	0.2	0.3	0.0	0.1	0.2	0.1
Total Delay (hr)	0.7	0.8	0.7	0.9	0.6	0.8	0.8	0.7	0.6	0.6	0.7
Total Del/Veh (s)	3.3	4.2	3.8	4.5	3.3	3.9	4.0	3.6	3.0	3.4	3.7
Stop Delay (hr)	0.5	0.7	0.6	0.7	0.5	0.6	0.6	0.5	0.5	0.4	0.6
Stop Del/Veh (s)	2.5	3.3	3.0	3.7	2.4	3.1	3.1	2.7	2.2	2.5	2.9
Vehicles Entered	704	728	711	714	682	703	686	714	738	646	702
Vehicles Exited	707	724	713	713	681	703	687	716	736	646	703
Hourly Exit Rate	707	724	713	713	681	703	687	716	736	646	703
Input Volume	711	711	711	711	711	711	711	711	711	711	711
% of Volume	99	102	100	100	96	99	97	101	104	91	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

45: Bollinger Canyon Rd & Dos Rios Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	0.8	0.7	1.3	0.9	0.7	0.7	0.7	1.0	0.9	0.7	0.9
Stop Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Stop Del/Veh (s)	0.3	0.3	0.7	0.4	0.3	0.4	0.3	0.6	0.5	0.3	0.4
Vehicles Entered	570	565	555	551	534	559	518	564	559	526	550
Vehicles Exited	570	564	557	549	533	559	517	564	558	527	550
Hourly Exit Rate	570	564	557	549	533	559	517	564	558	527	550
Input Volume	558	558	558	558	558	558	558	558	558	558	558
% of Volume	102	101	100	98	96	100	93	101	100	94	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

46: Marsh Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	1.2	0.8	0.9	0.9	1.1	0.9	0.8	1.0	0.9	0.8	0.9
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.0	0.2	0.1	0.2	0.1	0.1	0.2	0.1	0.1	0.1
Vehicles Entered	193	171	190	174	179	204	183	205	174	191	186
Vehicles Exited	193	171	190	173	179	203	182	205	175	191	186
Hourly Exit Rate	193	171	190	173	179	203	182	205	175	191	186
Input Volume	188	188	188	188	188	188	188	188	188	188	188
% of Volume	103	91	101	92	95	108	97	109	93	102	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

47: Marsh Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.3	1.6	1.4	1.5	1.1	1.3	1.3	1.2	1.2	1.3	1.4
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.2	1.6	1.4	1.5	1.1	1.3	1.2	1.2	1.2	1.3	1.3
Vehicles Entered	308	282	278	283	254	291	269	291	259	288	281
Vehicles Exited	307	282	278	284	254	292	269	292	259	287	281
Hourly Exit Rate	307	282	278	284	254	292	269	292	259	287	281
Input Volume	283	283	283	283	283	283	283	283	283	283	283
% of Volume	108	100	98	100	90	103	95	103	92	101	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.4	0.3	0.8	0.2	0.4	0.5
Total Delay (hr)	1.0	1.1	1.1	1.2	0.9	1.0	1.0
Total Del/Veh (s)	40.9	45.9	47.7	51.7	48.4	40.0	48.1
Stop Delay (hr)	0.7	0.9	0.8	0.9	0.6	0.8	0.7
Stop Del/Veh (s)	28.0	34.8	35.5	40.3	33.1	29.7	34.9
Vehicles Entered	565	573	566	562	544	586	530
Vehicles Exited	80	81	81	78	60	87	73
Hourly Exit Rate	80	81	81	78	60	87	73
Input Volume	1739	1739	1739	1739	1739	1739	1739
% of Volume	5	5	5	4	3	5	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.4	0.4
Total Delay (hr)	1.0	0.9	0.8	1.0
Total Del/Veh (s)	43.2	43.1	38.2	45.9
Stop Delay (hr)	0.7	0.6	0.6	0.7
Stop Del/Veh (s)	31.0	29.7	26.6	33.3
Vehicles Entered	581	576	551	563
Vehicles Exited	85	68	78	76
Hourly Exit Rate	85	68	78	76
Input Volume	1739	1739	1739	1739
% of Volume	5	4	4	4
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

48: Pine Valley Rd & Del Mar Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	1.5	1.5	1.4	1.4	1.6	1.7	1.5	1.5	1.3	1.4	1.5
Total Del/Veh (s)	7.0	7.5	6.8	6.8	7.4	8.0	7.0	6.9	6.7	7.2	7.1
Stop Delay (hr)	1.0	1.1	0.9	0.9	1.1	1.2	1.0	1.0	0.9	0.9	1.0
Stop Del/Veh (s)	4.7	5.3	4.6	4.6	5.3	5.7	4.6	4.5	4.4	4.9	4.9
Vehicles Entered	763	714	728	741	775	781	748	757	717	676	740
Vehicles Exited	764	716	722	740	777	777	749	763	716	677	740
Hourly Exit Rate	764	716	722	740	777	777	749	763	716	677	740
Input Volume	738	738	738	738	738	738	738	738	738	738	738
% of Volume	104	97	98	100	105	105	101	103	97	92	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

49: Alcosta Blvd & Pine Valley Rd/Pine Valley Ct Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.8	0.7	0.6	0.6	0.7	0.7	0.7	0.6	0.7	0.6	0.7
Total Delay (hr)	2.2	2.1	2.0	2.1	2.1	1.9	2.0	2.3	2.2	2.0	2.1
Total Del/Veh (s)	7.8	7.5	7.2	7.3	7.5	7.3	7.2	8.0	7.8	7.2	7.5
Stop Delay (hr)	1.2	1.1	1.1	1.1	1.1	1.0	1.0	1.3	1.2	1.0	1.1
Stop Del/Veh (s)	4.4	4.0	3.8	3.8	4.1	3.9	3.8	4.5	4.4	3.7	4.0
Vehicles Entered	991	1007	990	1009	993	950	992	1013	993	1004	995
Vehicles Exited	993	1008	993	1012	992	948	990	1020	991	1004	995
Hourly Exit Rate	993	1008	993	1012	992	948	990	1020	991	1004	995
Input Volume	1015	1015	1015	1015	1015	1015	1015	1015	1015	1015	1015
% of Volume	98	99	98	100	98	93	98	100	98	99	98
Denied Entry Before	0	0	0	0	0	0	1	1	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	0

50: Driveway In/Pinehurst PI & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	1.9	1.6	1.7	1.7	1.7	1.8	1.6	1.8	1.7	1.7	1.7
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.7	0.5	0.5	0.6	0.5	0.5	0.4	0.5	0.5	0.5	0.5
Vehicles Entered	639	589	587	616	649	642	627	649	595	595	620
Vehicles Exited	639	588	586	615	649	639	626	648	594	596	618
Hourly Exit Rate	639	588	586	615	649	639	626	648	594	596	618
Input Volume	618	618	618	618	618	618	618	618	618	618	618
% of Volume	103	95	95	100	105	103	101	105	96	96	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

51: Driveway Out & Pine Valley Rd/Pine Balley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.3	0.2
Total Del/Veh (s)	1.2	1.1	1.2	1.1	1.2	1.2	1.2	1.5	1.2	1.5	1.2
Stop Delay (hr)	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Stop Del/Veh (s)	1.0	0.8	1.0	0.9	1.0	1.0	0.9	1.3	1.0	1.3	1.0
Vehicles Entered	720	658	689	685	713	703	727	748	686	682	702
Vehicles Exited	718	658	689	687	713	703	726	750	685	681	703
Hourly Exit Rate	718	658	689	687	713	703	726	750	685	681	703
Input Volume	713	713	713	713	713	713	713	713	713	713	713
% of Volume	101	92	97	96	100	99	102	105	96	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.7	0.6	0.6	0.6	0.6	0.7	0.6
Total Delay (hr)	4.2	4.1	3.9	4.0	4.2	4.2	4.0
Total Del/Veh (s)	144.9	130.0	108.5	114.5	109.5	135.1	121.9
Stop Delay (hr)	2.5	2.4	2.3	2.3	2.6	2.6	2.3
Stop Del/Veh (s)	87.3	77.2	63.4	66.1	66.6	81.8	69.9
Vehicles Entered	1177	1209	1167	1169	1236	1140	1174
Vehicles Exited	96	97	116	112	130	100	103
Hourly Exit Rate	96	97	116	112	130	100	103
Input Volume	3084	3084	3084	3084	3084	3084	3084
% of Volume	3	3	4	4	4	3	3
Denied Entry Before	0	0	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.6	0.6	0.6	0.6
Total Delay (hr)	4.4	4.0	3.9	4.1
Total Del/Veh (s)	149.5	129.5	127.3	128.1
Stop Delay (hr)	2.6	2.4	2.3	2.4
Stop Del/Veh (s)	88.6	76.6	73.7	75.7
Vehicles Entered	1207	1180	1194	1185
Vehicles Exited	99	92	100	105
Hourly Exit Rate	99	92	100	105
Input Volume	3084	3084	3084	3084
% of Volume	3	3	3	3
Denied Entry Before	1	0	0	0
Denied Entry After	0	0	1	0

52: Zinnia Ct/Trumpet Vine Ln & Hibiscus Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.3	0.3	0.2	0.3	0.2	0.3	0.3	0.3	0.3
Total Del/Veh (s)	2.5	2.7	3.3	2.6	2.5	3.0	2.2	3.4	3.2	2.7	2.8
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2
Stop Del/Veh (s)	1.9	2.0	2.6	2.0	1.9	2.4	1.6	2.7	2.5	2.0	2.2
Vehicles Entered	352	381	349	357	358	369	350	369	350	361	360
Vehicles Exited	351	381	350	356	355	371	350	368	350	360	359
Hourly Exit Rate	351	381	350	356	355	371	350	368	350	360	359
Input Volume	364	364	364	364	364	364	364	364	364	364	364
% of Volume	96	105	96	98	98	102	96	101	96	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

53: Trumpet Vine Ln & Trefoil Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.1	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.3	0.2	0.3	0.3	0.2	0.3	0.3	0.2	0.3	0.3	0.3
Total Del/Veh (s)	4.9	3.3	4.0	4.2	3.4	3.9	3.7	3.8	3.8	3.7	3.9
Stop Delay (hr)	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.2
Stop Del/Veh (s)	3.5	1.9	2.5	2.8	2.2	2.6	2.4	2.4	2.6	2.3	2.5
Vehicles Entered	211	231	261	241	221	237	254	215	237	256	235
Vehicles Exited	211	229	261	242	219	237	255	215	240	255	235
Hourly Exit Rate	211	229	261	242	219	237	255	215	240	255	235
Input Volume	245	245	245	245	245	245	245	245	245	245	245
% of Volume	86	94	107	99	89	97	104	88	98	104	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

54: Dougherty Rd & Rancho Park Loop (North)/Hibiscus Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	4.2	4.7	5.0	4.9	4.8	4.1	4.1	4.5	4.5	5.2	4.6
Total Del/Veh (s)	10.1	10.7	12.3	11.4	11.3	9.9	9.9	9.8	10.3	12.2	10.8
Stop Delay (hr)	2.9	3.3	3.5	3.3	3.4	2.9	2.8	3.1	3.0	3.7	3.2
Stop Del/Veh (s)	6.9	7.5	8.6	7.7	7.9	7.0	6.7	6.8	6.9	8.6	7.5
Vehicles Entered	1480	1550	1447	1549	1521	1492	1483	1639	1558	1538	1527
Vehicles Exited	1479	1547	1452	1551	1524	1493	1482	1640	1554	1534	1526
Hourly Exit Rate	1479	1547	1452	1551	1524	1493	1482	1640	1554	1534	1526
Input Volume	1536	1536	1536	1536	1536	1536	1536	1536	1536	1536	1536
% of Volume	96	101	95	101	99	97	97	107	101	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

55: Trumpet Vine Ln & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	1.3	1.5	1.3	1.5	1.5	1.3	1.4	1.2	1.5	1.2	1.4
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Vehicles Entered	371	406	349	370	369	408	385	357	416	383	381
Vehicles Exited	370	406	349	372	371	409	385	359	416	383	382
Hourly Exit Rate	370	406	349	372	371	409	385	359	416	383	382
Input Volume	388	388	388	388	388	388	388	388	388	388	388
% of Volume	95	105	90	96	96	106	99	93	107	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

56: Trumpet Vine Ln & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	2.4	2.5	2.5	2.2	2.6	2.1	2.1	2.1	2.1	2.2	2.3
Stop Delay (hr)	0.2	0.2	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.9	2.1	2.0	1.8	2.0	1.7	1.7	1.7	1.7	1.8	1.8
Vehicles Entered	287	297	269	273	293	302	271	291	286	288	285
Vehicles Exited	285	295	268	273	292	302	271	292	286	287	285
Hourly Exit Rate	285	295	268	273	292	302	271	292	286	287	285
Input Volume	290	290	290	290	290	290	290	290	290	290	290
% of Volume	98	102	93	94	101	104	94	101	99	99	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	5.0	5.5	5.9	5.8	5.6	5.0	4.9
Total Del/Veh (s)	84.4	92.8	108.9	98.6	103.3	96.5	81.5
Stop Delay (hr)	3.4	3.8	4.1	3.9	3.9	3.5	3.3
Stop Del/Veh (s)	57.7	63.6	75.7	66.3	71.3	67.3	54.0
Vehicles Entered	1751	1817	1736	1829	1815	1797	1770
Vehicles Exited	197	193	183	202	180	175	203
Hourly Exit Rate	197	193	183	202	180	175	203
Input Volume	2821	2821	2821	2821	2821	2821	2821
% of Volume	7	7	6	7	6	6	7
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2
Total Delay (hr)	5.4	5.4	6.1	5.5
Total Del/Veh (s)	106.3	95.3	102.3	98.8
Stop Delay (hr)	3.7	3.6	4.2	3.7
Stop Del/Veh (s)	73.0	62.8	71.3	67.5
Vehicles Entered	1917	1853	1839	1811
Vehicles Exited	167	191	196	189
Hourly Exit Rate	167	191	196	189
Input Volume	2821	2821	2821	2821
% of Volume	6	7	7	7
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

57: Alcosta Blvd & Driveway (Central)/Woodland Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2
Total Delay (hr)	7.9	8.2	7.4	8.6	8.3	8.0	7.9	8.0	7.3	7.6	7.9
Total Del/Veh (s)	19.9	19.6	18.0	21.1	20.4	18.8	19.4	18.9	17.8	18.0	19.2
Stop Delay (hr)	6.1	6.4	5.7	6.7	6.6	6.1	6.2	6.1	5.6	5.8	6.1
Stop Del/Veh (s)	15.5	15.2	13.8	16.6	16.1	14.4	15.2	14.4	13.7	13.7	14.9
Vehicles Entered	1405	1507	1472	1458	1462	1525	1461	1512	1452	1506	1474
Vehicles Exited	1417	1503	1477	1455	1457	1522	1458	1506	1462	1506	1476
Hourly Exit Rate	1417	1503	1477	1455	1457	1522	1458	1506	1462	1506	1476
Input Volume	1472	1472	1472	1472	1472	1472	1472	1472	1472	1472	1472
% of Volume	96	102	100	99	99	103	99	102	99	102	100
Denied Entry Before	0	0	1	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

58: Alcosta Blvd & Driveway (South) Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.8	0.8	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.7
Total Del/Veh (s)	2.2	2.1	1.8	2.0	2.1	1.9	1.9	1.9	2.0	1.8	2.0
Stop Delay (hr)	0.4	0.4	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.2	0.3
Stop Del/Veh (s)	1.1	1.0	0.7	0.8	1.0	0.8	0.8	0.8	0.8	0.6	0.8
Vehicles Entered	1262	1295	1261	1279	1251	1301	1246	1258	1242	1245	1264
Vehicles Exited	1261	1295	1256	1280	1253	1302	1246	1258	1243	1241	1263
Hourly Exit Rate	1261	1295	1256	1280	1253	1302	1246	1258	1243	1241	1263
Input Volume	1264	1264	1264	1264	1264	1264	1264	1264	1264	1264	1264
% of Volume	100	102	99	101	99	103	99	100	98	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.3	0.3	0.2	0.2	0.3	0.2
Total Delay (hr)	8.6	9.0	8.1	9.3	9.0	8.7	8.6
Total Del/Veh (s)	970.7	621.8	581.3	725.9	678.6	712.6	793.9
Stop Delay (hr)	6.5	6.8	6.0	7.0	6.9	6.4	6.5
Stop Del/Veh (s)	729.5	468.9	428.8	550.1	518.9	524.7	597.4
Vehicles Entered	1415	1511	1489	1470	1477	1542	1476
Vehicles Exited	24	43	36	33	34	35	25
Hourly Exit Rate	24	43	36	33	34	35	25
Input Volume	2736	2736	2736	2736	2736	2736	2736
% of Volume	1	2	1	1	1	1	1
Denied Entry Before	0	0	1	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2
Total Delay (hr)	8.6	7.9	8.2	8.6
Total Del/Veh (s)	647.4	715.1	536.7	688.7
Stop Delay (hr)	6.3	5.9	6.0	6.4
Stop Del/Veh (s)	476.1	526.6	392.8	514.0
Vehicles Entered	1518	1463	1514	1486
Vehicles Exited	37	34	37	34
Hourly Exit Rate	37	34	37	34
Input Volume	2736	2736	2736	2736
% of Volume	1	1	1	1
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

59: Davona Dr & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.5	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	1.4	0.3	0.3	0.2	0.2	0.4
Total Delay (hr)	5.6	4.5	5.2	6.8	3.7	13.3	6.3	8.7	5.6	6.9	6.7
Total Del/Veh (s)	17.6	15.0	16.3	22.0	12.4	39.1	20.8	28.1	17.4	22.8	21.3
Stop Delay (hr)	5.0	4.0	4.6	6.3	3.1	13.2	5.9	8.4	5.0	6.5	6.2
Stop Del/Veh (s)	15.7	13.1	14.5	20.5	10.3	38.9	19.4	27.2	15.5	21.4	19.8
Vehicles Entered	1140	1076	1131	1111	1085	1213	1076	1099	1155	1084	1117
Vehicles Exited	1132	1084	1138	1108	1082	1219	1083	1105	1155	1083	1121
Hourly Exit Rate	1132	1084	1138	1108	1082	1219	1083	1105	1155	1083	1121
Input Volume	1112	1112	1112	1112	1112	1112	1112	1112	1112	1112	1112
% of Volume	102	98	102	100	97	110	97	99	104	97	101
Denied Entry Before	0	0	0	0	0	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	1	0	0

60: Broadmoor Dr & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.0	1.2	0.1	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.1	0.1	0.2	0.8	0.1	4.3	0.4	0.1	0.1	0.1	0.6
Total Delay (hr)	3.0	2.9	3.5	3.8	4.0	4.8	3.8	3.7	3.5	2.7	3.6
Total Del/Veh (s)	10.5	10.9	12.4	14.2	14.0	17.3	14.5	12.9	12.4	10.4	13.0
Stop Delay (hr)	2.5	2.5	3.0	3.5	3.5	4.5	3.5	3.3	3.0	2.3	3.2
Stop Del/Veh (s)	8.7	9.2	10.8	13.0	12.4	16.2	13.2	11.4	10.8	8.7	11.5
Vehicles Entered	1021	949	993	956	1016	998	951	1024	1012	925	985
Vehicles Exited	1022	951	1000	956	1017	997	945	1024	1009	930	986
Hourly Exit Rate	1022	951	1000	956	1017	997	945	1024	1009	930	986
Input Volume	978	978	978	978	978	978	978	978	978	978	978
% of Volume	105	97	102	98	104	102	97	105	103	95	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

61: Broadmoor Dr & Cabrillo Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.0	0.1	0.3	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Denied Del/Veh (s)	0.5	0.2	0.3	1.5	0.4	0.3	0.7	0.4	0.2	0.3	0.5
Total Delay (hr)	1.0	1.0	1.0	1.1	0.9	1.1	0.8	1.1	0.9	0.8	1.0
Total Del/Veh (s)	5.4	5.3	5.4	5.9	4.9	5.6	4.9	5.7	4.8	4.8	5.3
Stop Delay (hr)	0.8	0.8	0.8	0.9	0.7	0.9	0.6	0.8	0.7	0.6	0.7
Stop Del/Veh (s)	4.3	4.1	4.2	4.7	3.7	4.5	3.6	4.4	3.6	3.5	4.1
Vehicles Entered	693	670	639	703	686	682	595	664	659	623	661
Vehicles Exited	694	671	641	701	687	685	596	663	659	620	661
Hourly Exit Rate	694	671	641	701	687	685	596	663	659	620	661
Input Volume	668	668	668	668	668	668	668	668	668	668	668
% of Volume	104	100	96	105	103	103	89	99	99	93	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

62: Bus Driveway In & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.1
Total Delay (hr)	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.1	0.2
Total Del/Veh (s)	0.7	0.8	0.8	1.0	1.0	0.9	0.8	1.0	0.8	0.8	0.9
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2
Vehicles Entered	661	654	678	674	658	709	632	674	684	596	662
Vehicles Exited	660	651	681	676	656	708	630	677	685	596	664
Hourly Exit Rate	660	651	681	676	656	708	630	677	685	596	664
Input Volume	655	655	655	655	655	655	655	655	655	655	655
% of Volume	101	99	104	103	100	108	96	103	105	91	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

126: Bus Driveway Out & Pine Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	2.0	2.1	2.1	2.3	2.1	2.2	2.2	2.2	2.0	2.1	2.1
Stop Delay (hr)	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	1.5	1.6	1.7	1.8	1.5	1.6	1.7	1.6	1.5	1.6	1.6
Vehicles Entered	553	544	581	539	551	564	535	550	553	508	548
Vehicles Exited	551	541	582	537	552	565	533	552	550	508	547
Hourly Exit Rate	551	541	582	537	552	565	533	552	550	508	547
Input Volume	542	542	542	542	542	542	542	542	542	542	542
% of Volume	102	100	107	99	102	104	98	102	102	94	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

127: Broadmoor Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.2
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.8	0.8	0.8	0.9	0.8	0.8	0.9	0.9	0.8	0.8	0.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Vehicles Entered	503	502	459	506	505	479	446	483	467	452	480
Vehicles Exited	504	503	458	505	505	480	446	484	469	453	481
Hourly Exit Rate	504	503	458	505	505	480	446	484	469	453	481
Input Volume	478	478	478	478	478	478	478	478	478	478	478
% of Volume	105	105	96	106	106	100	93	101	98	95	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.6	0.2	1.8	0.4
Denied Del/Veh (s)	0.4	0.3	0.4	1.2	0.4	3.2	0.7
Total Delay (hr)	10.2	9.0	10.2	12.4	9.3	19.8	11.5
Total Del/Veh (s)	117.6	108.4	125.7	151.2	107.9	240.2	162.1
Stop Delay (hr)	8.6	7.5	8.7	11.1	7.6	18.9	10.3
Stop Del/Veh (s)	99.3	89.8	107.1	134.9	88.7	229.1	144.6
Vehicles Entered	1906	1850	1861	1931	1881	1994	1808
Vehicles Exited	288	281	281	279	289	282	231
Hourly Exit Rate	288	281	281	279	289	282	231
Input Volume	4432	4432	4432	4432	4432	4432	4432
% of Volume	6	6	6	6	7	6	5
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.4
Denied Del/Veh (s)	0.5	0.3	0.3	0.8
Total Delay (hr)	14.0	10.6	11.0	11.8
Total Del/Veh (s)	182.6	128.3	134.9	148.1
Stop Delay (hr)	12.8	9.0	9.6	10.4
Stop Del/Veh (s)	165.8	109.2	118.1	130.5
Vehicles Entered	1868	1906	1822	1882
Vehicles Exited	264	279	275	275
Hourly Exit Rate	264	279	275	275
Input Volume	4432	4432	4432	4432
% of Volume	6	6	6	6
Denied Entry Before	1	0	0	0
Denied Entry After	0	1	0	0

63: San Ramon Valley Blvd & Montevideo Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.8	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	8.1	1.6
Denied Del/Veh (s)	1.5	1.6	1.6	1.5	1.6	1.6	1.5	1.6	1.6	14.2	2.8
Total Delay (hr)	25.4	36.6	28.3	43.9	48.1	55.8	67.3	23.0	26.3	95.9	45.1
Total Del/Veh (s)	44.8	63.2	48.7	75.7	83.6	97.8	112.9	39.8	47.1	164.7	78.1
Stop Delay (hr)	21.0	31.9	23.7	38.7	43.5	50.1	60.3	19.0	21.7	90.0	40.0
Stop Del/Veh (s)	37.0	55.1	40.7	66.6	75.6	87.8	101.1	32.9	38.9	154.4	69.3
Vehicles Entered	2005	2050	2049	2056	2047	1989	2116	2032	1995	2058	2040
Vehicles Exited	1994	2005	2058	1989	1981	1970	2051	2063	1978	1969	2005
Hourly Exit Rate	1994	2005	2058	1989	1981	1970	2051	2063	1978	1969	2005
Input Volume	2043	2043	2043	2043	2043	2043	2043	2043	2043	2043	2043
% of Volume	98	98	101	97	97	96	100	101	97	96	98
Denied Entry Before	2	1	1	1	1	1	1	1	0	1	1
Denied Entry After	0	1	2	0	2	0	2	0	0	0	0

64: Broadmoor Dr & Millbridge Dr/Driveway Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.3
Total Delay (hr)	3.1	2.6	3.5	3.3	2.4	2.8	2.6	2.3	3.1	2.2	2.8
Total Del/Veh (s)	11.4	9.8	12.1	12.1	9.1	10.7	9.6	9.0	11.4	8.2	10.4
Stop Delay (hr)	2.6	2.1	3.0	2.8	1.8	2.3	2.0	1.8	2.6	1.6	2.3
Stop Del/Veh (s)	9.5	7.9	10.5	10.1	7.1	8.6	7.6	6.9	9.6	6.1	8.4
Vehicles Entered	971	951	1016	977	930	959	951	924	972	940	958
Vehicles Exited	972	953	1020	975	927	959	953	924	973	944	961
Hourly Exit Rate	972	953	1020	975	927	959	953	924	973	944	961
Input Volume	960	960	960	960	960	960	960	960	960	960	960
% of Volume	101	99	106	102	97	100	99	96	101	98	100
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	0	0	0	0

65: Broadmoor Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.3	0.3	0.2	0.3	0.2	0.2	0.2	0.3	0.2
Total Del/Veh (s)	1.5	1.4	1.6	1.5	1.4	1.6	1.6	1.5	1.5	1.6	1.5
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.4	0.4	0.5	0.4	0.4	0.5	0.5	0.4	0.4	0.5	0.4
Vehicles Entered	633	573	599	603	551	600	563	565	581	590	586
Vehicles Exited	632	571	601	601	549	601	563	562	582	591	586
Hourly Exit Rate	632	571	601	601	549	601	563	562	582	591	586
Input Volume	589	589	589	589	589	589	589	589	589	589	589
% of Volume	107	97	102	102	93	102	96	95	99	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

66: Broadmoor Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.4	0.4	0.4
Total Del/Veh (s)	1.8	2.1	2.1	2.0	1.9	1.9	1.9	1.7	2.0	1.8	1.9
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3
Stop Del/Veh (s)	1.3	1.7	1.6	1.5	1.5	1.5	1.5	1.3	1.5	1.4	1.5
Vehicles Entered	756	728	767	763	688	741	724	688	722	727	731
Vehicles Exited	755	727	769	763	688	738	722	690	721	726	731
Hourly Exit Rate	755	727	769	763	688	738	722	690	721	726	731
Input Volume	736	736	736	736	736	736	736	736	736	736	736
% of Volume	103	99	105	104	94	100	98	94	98	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

67: Broadmoor Dr & St Dennis Dr/Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	1.0	0.8	0.9	0.9	0.7	0.9	0.8	0.7	0.6	0.6	0.8
Total Del/Veh (s)	3.6	3.2	3.5	3.5	3.0	3.8	3.1	2.7	2.4	2.5	3.1
Stop Delay (hr)	0.7	0.6	0.7	0.7	0.5	0.7	0.6	0.4	0.4	0.4	0.6
Stop Del/Veh (s)	2.7	2.3	2.6	2.6	2.2	3.0	2.2	1.8	1.6	1.7	2.3
Vehicles Entered	970	929	931	941	878	896	912	875	902	891	914
Vehicles Exited	969	925	932	935	879	895	911	877	903	887	912
Hourly Exit Rate	969	925	932	935	879	895	911	877	903	887	912
Input Volume	922	922	922	922	922	922	922	922	922	922	922
% of Volume	105	100	101	101	95	97	99	95	98	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.9	1.0	1.1	1.0	1.0	1.0	1.0
Denied Del/Veh (s)	1.0	1.1	1.1	1.0	1.1	1.1	1.1
Total Delay (hr)	30.1	40.7	33.4	48.8	51.8	60.3	71.3
Total Del/Veh (s)	994.4	927.0	1215.4	1084.4	1235.4	1428.1	1425.6
Stop Delay (hr)	24.7	35.0	27.8	42.5	46.2	53.5	63.2
Stop Del/Veh (s)	814.8	797.6	1009.3	944.1	1102.2	1268.0	1264.3
Vehicles Entered	3291	3350	3398	3360	3304	3263	3397
Vehicles Exited	49	65	49	42	50	56	68
Hourly Exit Rate	49	65	49	42	50	56	68
Input Volume	5250	5250	5250	5250	5250	5250	5250
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	2	1	1	2	1	1	1
Denied Entry After	0	1	2	1	2	0	2

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.0	1.0	8.2	1.7
Denied Del/Veh (s)	1.1	1.1	9.0	1.9
Total Delay (hr)	26.5	30.7	99.3	49.3
Total Del/Veh (s)	1223.6	1061.8	1912.5	1267.6
Stop Delay (hr)	21.5	25.1	92.3	43.2
Stop Del/Veh (s)	993.6	869.3	1777.3	1110.5
Vehicles Entered	3285	3266	3313	3323
Vehicles Exited	49	60	46	54
Hourly Exit Rate	49	60	46	54
Input Volume	5250	5250	5250	5250
% of Volume	1	1	1	1
Denied Entry Before	1	0	1	1
Denied Entry After	0	0	0	0

68: Calais Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	0.9	0.8	0.7	0.7	0.9	0.9	0.9	0.9	0.7	0.8	0.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1
Vehicles Entered	187	231	193	210	204	194	187	227	213	202	205
Vehicles Exited	188	232	193	211	204	194	188	226	213	201	205
Hourly Exit Rate	188	232	193	211	204	194	188	226	213	201	205
Input Volume	210	210	210	210	210	210	210	210	210	210	210
% of Volume	90	110	92	100	97	92	90	108	101	96	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

69: Calais Dr & Gorham PI Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.2	0.1
Total Del/Veh (s)	1.5	1.2	1.5	1.1	1.3	1.4	1.4	1.5	1.2	1.7	1.4
Stop Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Stop Del/Veh (s)	0.7	0.3	0.6	0.2	0.4	0.4	0.5	0.6	0.4	0.7	0.5
Vehicles Entered	329	380	339	362	375	373	333	379	368	366	361
Vehicles Exited	330	378	340	362	375	373	333	380	369	365	361
Hourly Exit Rate	330	378	340	362	375	373	333	380	369	365	361
Input Volume	364	364	364	364	364	364	364	364	364	364	364
% of Volume	91	104	93	99	103	102	91	104	101	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

70: Calais Dr & Mennet Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.3	1.8	1.7	1.8	1.5	1.7	1.6	1.6	1.5	1.7	1.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.9	1.3	1.3	1.4	1.0	1.3	1.1	1.0	1.0	1.2	1.1
Vehicles Entered	101	113	100	112	100	101	101	110	106	106	105
Vehicles Exited	101	111	100	112	100	102	102	110	105	107	105
Hourly Exit Rate	101	111	100	112	100	102	102	110	105	107	105
Input Volume	102	102	102	102	102	102	102	102	102	102	102
% of Volume	99	108	98	109	98	100	100	107	102	104	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.3	0.3	0.3	0.3	0.2
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	18.1	10.7	16.3	11.2	13.4	19.1	17.3
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	7.6	3.7	7.3	4.0	4.6	6.8	6.8
Vehicles Entered	306	360	319	357	350	357	326
Vehicles Exited	44	76	50	68	61	45	46
Hourly Exit Rate	44	76	50	68	61	45	46
Input Volume	677	677	677	677	677	677	677
% of Volume	7	11	7	10	9	7	7
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.3
Total Delay (hr)	0.3	0.2	0.3	0.2
Total Del/Veh (s)	12.9	11.6	15.4	14.3
Stop Delay (hr)	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	5.0	4.1	6.7	5.5
Vehicles Entered	361	341	338	342
Vehicles Exited	73	65	60	59
Hourly Exit Rate	73	65	60	59
Input Volume	677	677	677	677
% of Volume	11	10	9	9
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

71: Lawrence Rd/Oak Gate Rd & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Denied Del/Veh (s)	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.6	0.6
Total Delay (hr)	13.2	13.2	12.0	14.0	13.8	13.6	13.5	12.6	14.0	14.1	13.4
Total Del/Veh (s)	21.1	21.4	19.6	21.8	21.8	21.3	21.8	20.0	23.3	22.2	21.4
Stop Delay (hr)	10.5	10.4	9.6	11.1	11.1	11.0	10.9	9.9	11.5	11.1	10.7
Stop Del/Veh (s)	16.7	16.8	15.7	17.3	17.5	17.1	17.5	15.6	19.2	17.5	17.1
Vehicles Entered	2235	2202	2185	2298	2243	2266	2214	2246	2149	2275	2231
Vehicles Exited	2235	2206	2175	2291	2249	2281	2212	2244	2138	2269	2230
Hourly Exit Rate	2235	2206	2175	2291	2249	2281	2212	2244	2138	2269	2230
Input Volume	2219	2219	2219	2219	2219	2219	2219	2219	2219	2219	2219
% of Volume	101	99	98	103	101	103	100	101	96	102	100
Denied Entry Before	0	1	0	0	0	1	0	1	1	0	0
Denied Entry After	0	0	1	1	0	1	0	0	0	0	0

72: Driveway/Hansen Ln & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.2	0.2	0.2	0.2
Total Delay (hr)	11.6	9.8	10.3	10.0	10.2	10.8	10.8	10.8	7.1	10.2	10.2
Total Del/Veh (s)	21.0	17.9	19.2	17.7	18.7	19.2	19.9	19.7	13.8	18.2	18.6
Stop Delay (hr)	9.5	7.7	8.4	8.0	8.2	8.7	8.8	8.8	5.5	8.1	8.2
Stop Del/Veh (s)	17.1	14.0	15.7	14.1	15.0	15.5	16.1	16.0	10.6	14.5	14.9
Vehicles Entered	1971	1961	1914	2015	1945	2011	1955	1954	1837	1998	1955
Vehicles Exited	1980	1942	1910	2019	1960	2006	1951	1961	1853	1994	1958
Hourly Exit Rate	1980	1942	1910	2019	1960	2006	1951	1961	1853	1994	1958
Input Volume	1955	1955	1955	1955	1955	1955	1955	1955	1955	1955	1955
% of Volume	101	99	98	103	100	103	100	100	95	102	100
Denied Entry Before	0	0	0	0	3	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.8	0.8	0.8	0.8	0.8	0.8	0.9
Total Delay (hr)	24.9	23.0	22.3	24.1	24.0	24.5	24.4
Total Del/Veh (s)	1544.0	1151.4	1071.1	1420.0	1492.1	1544.3	1253.5
Stop Delay (hr)	20.0	18.1	18.0	19.1	19.3	19.7	19.6
Stop Del/Veh (s)	1239.4	905.1	866.0	1128.0	1196.4	1242.3	1010.1
Vehicles Entered	2172	2188	2152	2281	2195	2218	2179
Vehicles Exited	20	17	26	12	21	21	32
Hourly Exit Rate	20	17	26	12	21	21	32
Input Volume	4174	4174	4174	4174	4174	4174	4174
% of Volume	0	0	1	0	1	1	1
Denied Entry Before	0	1	0	0	3	1	0
Denied Entry After	0	0	1	1	1	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	0.8	0.8	0.8	0.8
Total Delay (hr)	23.4	21.2	24.3	23.6
Total Del/Veh (s)	1317.9	1410.6	1265.8	1370.3
Stop Delay (hr)	18.6	17.0	19.2	18.9
Stop Del/Veh (s)	1047.9	1132.0	1003.7	1095.4
Vehicles Entered	2182	2129	2221	2192
Vehicles Exited	25	17	26	21
Hourly Exit Rate	25	17	26	21
Input Volume	4174	4174	4174	4174
% of Volume	1	0	1	1
Denied Entry Before	1	1	0	0
Denied Entry After	0	0	0	0

73: Creekside Ave/Hollbrook Dr & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	2.4	1.7	3.2	2.2	0.4	1.1	3.9	2.3	0.9	1.1	1.9
Denied Del/Veh (s)	3.5	2.6	4.7	3.3	0.5	1.7	5.6	3.4	1.3	1.6	2.8
Total Delay (hr)	32.1	28.4	29.4	29.1	20.4	22.9	31.2	34.9	25.0	25.7	27.9
Total Del/Veh (s)	45.8	42.1	42.8	42.8	30.8	33.9	44.7	50.9	36.9	37.0	40.8
Stop Delay (hr)	23.1	20.7	21.3	21.0	13.9	15.8	22.4	26.0	17.5	18.3	20.0
Stop Del/Veh (s)	33.0	30.8	31.0	30.9	21.1	23.3	32.2	37.8	25.9	26.4	29.3
Vehicles Entered	2490	2395	2460	2437	2360	2394	2472	2428	2415	2467	2432
Vehicles Exited	2496	2406	2454	2430	2350	2416	2470	2427	2411	2477	2434
Hourly Exit Rate	2496	2406	2454	2430	2350	2416	2470	2427	2411	2477	2434
Input Volume	2447	2447	2447	2447	2447	2447	2447	2447	2447	2447	2447
% of Volume	102	98	100	99	96	99	101	99	99	101	99
Denied Entry Before	1	1	1	0	0	1	0	0	0	1	0
Denied Entry After	0	1	0	1	0	1	0	1	0	0	0

74: Woodside Dr/Alta Vista Way & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2
Total Delay (hr)	15.5	7.7	14.3	9.9	5.8	7.2	12.5	9.9	7.4	6.5	9.7
Total Del/Veh (s)	24.8	12.7	22.9	16.6	9.7	11.9	20.2	16.2	12.0	10.5	15.8
Stop Delay (hr)	10.2	4.2	9.6	5.9	2.6	3.6	7.7	5.4	3.7	3.0	5.6
Stop Del/Veh (s)	16.4	7.0	15.3	9.8	4.4	5.9	12.4	8.8	6.1	4.9	9.1
Vehicles Entered	2240	2169	2232	2143	2115	2163	2213	2192	2203	2208	2188
Vehicles Exited	2229	2160	2211	2149	2115	2163	2204	2190	2197	2207	2182
Hourly Exit Rate	2229	2160	2211	2149	2115	2163	2204	2190	2197	2207	2182
Input Volume	2194	2194	2194	2194	2194	2194	2194	2194	2194	2194	2194
% of Volume	102	98	101	98	96	99	100	100	100	101	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	2.6	1.9	3.3	2.3	0.5	1.3	4.0
Denied Del/Veh (s)	3.6	2.7	4.7	3.3	0.7	1.9	5.6
Total Delay (hr)	47.6	36.1	43.6	39.1	26.1	30.1	43.6
Total Del/Veh (s)	2090.8	1664.6	1725.8	2233.6	1175.9	1933.8	1586.9
Stop Delay (hr)	33.4	25.0	30.9	26.9	16.5	19.3	30.1
Stop Del/Veh (s)	1464.6	1153.2	1220.8	1538.0	743.0	1243.0	1093.9
Vehicles Entered	2595	2504	2560	2514	2451	2481	2578
Vehicles Exited	36	38	43	28	35	30	38
Hourly Exit Rate	36	38	43	28	35	30	38
Input Volume	4641	4641	4641	4641	4641	4641	4641
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	1	1	1	0	0	1	0
Denied Entry After	0	1	0	1	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	2.4	1.0	1.2	2.1
Denied Del/Veh (s)	3.5	1.5	1.7	2.9
Total Delay (hr)	44.8	32.4	32.2	37.6
Total Del/Veh (s)	1855.2	1690.2	1633.3	1803.3
Stop Delay (hr)	31.4	21.2	21.3	25.6
Stop Del/Veh (s)	1297.7	1108.3	1082.2	1228.8
Vehicles Entered	2518	2523	2560	2528
Vehicles Exited	33	28	33	34
Hourly Exit Rate	33	28	33	34
Input Volume	4641	4641	4641	4641
% of Volume	1	1	1	1
Denied Entry Before	0	0	1	0
Denied Entry After	1	0	0	0

75: Brookside Dr & Timberline Ct Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.4	0.4	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3
Total Del/Veh (s)	5.2	4.8	4.6	4.5	4.8	4.5	5.0	4.4	4.4	4.6	4.7
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	2.9	2.7	2.5	2.5	2.7	2.5	3.0	2.4	2.4	2.5	2.6
Vehicles Entered	295	277	280	258	250	264	262	266	264	251	267
Vehicles Exited	294	278	279	258	251	268	261	267	265	251	268
Hourly Exit Rate	294	278	279	258	251	268	261	267	265	251	268
Input Volume	265	265	265	265	265	265	265	265	265	265	265
% of Volume	111	105	105	97	95	101	99	101	100	95	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

76: Brookside Dr & Paraiso Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.4	0.4	0.5	0.5	0.4	0.5	0.4	0.4	0.4	0.4	0.5
Total Del/Veh (s)	4.4	4.3	4.8	4.7	4.4	4.9	4.4	4.5	4.4	4.6	4.6
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	2.8	2.8	3.3	3.3	2.9	3.3	2.9	3.0	3.0	3.0	3.0
Vehicles Entered	358	367	355	343	364	377	356	344	357	337	356
Vehicles Exited	354	370	357	342	360	375	357	343	356	337	356
Hourly Exit Rate	354	370	357	342	360	375	357	343	356	337	356
Input Volume	354	354	354	354	354	354	354	354	354	354	354
% of Volume	100	105	101	97	102	106	101	97	101	95	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

77: Brookside Dr & Sycamore Valley Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.3	0.4	0.3	0.3	0.4	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	9.1	8.6	8.4	7.4	6.7	8.3	7.9	7.5	7.5	7.1	7.8
Total Del/Veh (s)	13.0	12.7	12.2	11.0	10.2	11.9	11.8	10.8	11.1	10.1	11.5
Stop Delay (hr)	6.0	5.5	5.3	4.7	4.4	5.3	5.2	4.6	4.9	4.4	5.0
Stop Del/Veh (s)	8.6	8.1	7.7	7.0	6.7	7.6	7.7	6.7	7.3	6.3	7.4
Vehicles Entered	2470	2437	2467	2398	2332	2493	2386	2473	2407	2484	2435
Vehicles Exited	2474	2425	2462	2384	2327	2481	2389	2462	2392	2482	2427
Hourly Exit Rate	2474	2425	2462	2384	2327	2481	2389	2462	2392	2482	2427
Input Volume	2419	2419	2419	2419	2419	2419	2419	2419	2419	2419	2419
% of Volume	102	100	102	99	96	103	99	102	99	103	100
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	0	0	0	0

78: Brookside Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.2	1.1	1.3	1.1	1.2	1.1	1.1	1.1	1.1	1.1	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.3	0.2	0.3	0.3	0.3	0.2	0.3	0.3	0.2	0.2	0.3
Vehicles Entered	351	349	330	308	338	310	321	287	305	323	322
Vehicles Exited	351	348	330	308	338	310	321	287	305	323	322
Hourly Exit Rate	351	348	330	308	338	310	321	287	305	323	322
Input Volume	321	321	321	321	321	321	321	321	321	321	321
% of Volume	109	108	103	96	105	97	100	89	95	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

79: Brookside Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Total Delay (hr)	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.7	1.7	1.8	1.4	1.4	1.6	1.4	1.5	1.3	1.7	1.6
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	1.2	1.3	1.4	1.1	1.1	1.2	1.1	1.2	1.0	1.2	1.2
Vehicles Entered	308	318	316	284	317	296	305	271	301	301	302
Vehicles Exited	308	317	316	284	317	297	307	271	301	300	302
Hourly Exit Rate	308	317	316	284	317	297	307	271	301	300	302
Input Volume	298	298	298	298	298	298	298	298	298	298	298
% of Volume	103	106	106	95	106	100	103	91	101	101	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.3	0.2	0.3	0.2	0.2	0.3	0.2
Denied Del/Veh (s)	0.4	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	10.2	9.7	9.5	8.4	7.7	9.4	8.9
Total Del/Veh (s)	229.0	238.1	242.9	203.7	188.2	208.5	225.2
Stop Delay (hr)	6.6	6.2	6.0	5.3	5.0	6.0	5.8
Stop Del/Veh (s)	149.1	150.7	152.7	128.2	121.4	132.7	146.5
Vehicles Entered	2780	2776	2787	2705	2679	2806	2707
Vehicles Exited	125	117	116	115	122	127	122
Hourly Exit Rate	125	117	116	115	122	127	122
Input Volume	3656	3656	3656	3656	3656	3656	3656
% of Volume	3	3	3	3	3	3	3
Denied Entry Before	0	0	0	1	0	0	0
Denied Entry After	0	0	0	1	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.3	0.3
Denied Del/Veh (s)	0.3	0.3	0.3	0.3
Total Delay (hr)	8.4	8.4	8.1	8.9
Total Del/Veh (s)	228.5	202.3	213.3	223.2
Stop Delay (hr)	5.2	5.5	5.0	5.6
Stop Del/Veh (s)	140.2	132.2	132.4	142.1
Vehicles Entered	2765	2688	2773	2749
Vehicles Exited	102	113	105	116
Hourly Exit Rate	102	113	105	116
Input Volume	3656	3656	3656	3656
% of Volume	3	3	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

80: Greenbook Dr & El Capitan Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2
Total Delay (hr)	0.9	0.9	0.9	0.9	0.9	0.7	0.9	1.0	0.9	0.8	0.9
Total Del/Veh (s)	5.4	5.4	5.3	5.5	5.5	4.9	5.4	6.1	5.5	5.4	5.4
Stop Delay (hr)	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.7	0.6	0.5	0.6
Stop Del/Veh (s)	3.7	3.6	3.4	3.6	3.8	3.2	3.5	4.3	3.7	3.5	3.6
Vehicles Entered	598	588	612	576	610	538	590	588	558	533	579
Vehicles Exited	602	586	612	576	611	534	588	591	562	530	581
Hourly Exit Rate	602	586	612	576	611	534	588	591	562	530	581
Input Volume	574	574	574	574	574	574	574	574	574	574	574
% of Volume	105	102	107	100	106	93	102	103	98	92	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	0	0	0	0	0

81: El Capitan Dr & Orange Blossom Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.7	0.4	0.2	0.4	0.4	0.2	0.2	0.2	0.2	0.3	0.3
Total Delay (hr)	1.0	1.2	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.8	0.9
Total Del/Veh (s)	6.0	6.4	5.6	5.5	5.7	5.5	5.4	5.7	5.5	5.2	5.7
Stop Delay (hr)	0.7	0.8	0.6	0.6	0.6	0.6	0.5	0.6	0.5	0.5	0.6
Stop Del/Veh (s)	3.9	4.4	3.7	3.4	3.8	3.6	3.3	3.7	3.2	3.2	3.6
Vehicles Entered	616	655	594	582	580	585	591	585	578	551	592
Vehicles Exited	615	651	591	583	578	586	591	585	578	550	590
Hourly Exit Rate	615	651	591	583	578	586	591	585	578	550	590
Input Volume	592	592	592	592	592	592	592	592	592	592	592
% of Volume	104	110	100	98	98	99	100	99	98	93	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

82: El Capitan Dr & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.3	0.2	0.2	0.3	0.2	0.4	0.3	0.3	0.3	0.2	0.3
Total Del/Veh (s)	1.8	1.5	1.6	2.1	1.5	2.4	1.8	1.9	1.8	1.7	1.8
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.6	0.4	0.4	0.8	0.4	1.1	0.6	0.6	0.5	0.5	0.6
Vehicles Entered	570	570	537	577	579	551	565	602	564	475	558
Vehicles Exited	570	569	538	576	579	552	564	602	565	474	559
Hourly Exit Rate	570	569	538	576	579	552	564	602	565	474	559
Input Volume	558	558	558	558	558	558	558	558	558	558	558
% of Volume	102	102	96	103	104	99	101	108	101	85	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

83: El Capitan Dr & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.6	0.7	0.6	0.6	0.5	0.6	0.6	0.6	0.5	0.5	0.6
Total Del/Veh (s)	3.5	3.8	3.3	3.7	2.8	3.3	3.8	3.3	3.4	3.2	3.4
Stop Delay (hr)	0.4	0.5	0.4	0.5	0.3	0.4	0.5	0.4	0.4	0.4	0.4
Stop Del/Veh (s)	2.6	3.0	2.4	2.8	1.9	2.5	3.0	2.4	2.4	2.5	2.5
Vehicles Entered	612	641	606	591	593	601	605	615	555	551	597
Vehicles Exited	612	639	608	589	594	601	605	614	556	549	598
Hourly Exit Rate	612	639	608	589	594	601	605	614	556	549	598
Input Volume	596	596	596	596	596	596	596	596	596	596	596
% of Volume	103	107	102	99	100	101	102	103	93	92	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.6	0.4	0.3	0.4	0.3	0.3	0.2
Total Delay (hr)	2.8	3.0	2.6	2.7	2.6	2.6	2.7
Total Del/Veh (s)	52.6	49.2	49.3	48.6	44.8	47.9	55.1
Stop Delay (hr)	1.8	2.0	1.7	1.7	1.6	1.7	1.7
Stop Del/Veh (s)	33.8	33.0	31.0	30.9	28.5	30.8	34.9
Vehicles Entered	1198	1257	1223	1183	1216	1159	1210
Vehicles Exited	189	202	186	193	197	183	169
Hourly Exit Rate	189	202	186	193	197	183	169
Input Volume	2320	2320	2320	2320	2320	2320	2320
% of Volume	8	9	8	8	8	8	7
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.3	0.3	0.3	0.3
Total Delay (hr)	2.8	2.5	2.3	2.7
Total Del/Veh (s)	52.2	55.5	48.7	50.7
Stop Delay (hr)	1.8	1.5	1.5	1.7
Stop Del/Veh (s)	33.9	33.6	30.8	32.4
Vehicles Entered	1208	1183	1102	1196
Vehicles Exited	189	160	162	183
Hourly Exit Rate	189	160	162	183
Input Volume	2320	2320	2320	2320
% of Volume	8	7	7	8
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

84: Esther Ln/Danvilla Ct & W Linda Mesa Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.5	0.6	0.5	0.5
Total Del/Veh (s)	4.9	4.8	4.9	5.0	4.7	4.5	4.6	4.7	5.1	5.3	4.9
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.3
Stop Del/Veh (s)	3.1	3.0	3.0	3.1	3.0	2.8	2.9	2.9	3.3	3.4	3.1
Vehicles Entered	369	403	399	385	352	350	348	371	416	374	376
Vehicles Exited	368	404	400	387	352	350	347	371	417	374	377
Hourly Exit Rate	368	404	400	387	352	350	347	371	417	374	377
Input Volume	380	380	380	380	380	380	380	380	380	380	380
% of Volume	97	106	105	102	93	92	91	98	110	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

85: Estates Dr & Quinterra Ln Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.3	0.1	0.2	0.1	0.1	0.1	0.2
Total Delay (hr)	0.4	0.5	0.4	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4
Total Del/Veh (s)	4.5	4.6	4.5	4.0	4.7	4.4	4.7	4.3	4.3	4.3	4.4
Stop Delay (hr)	0.3	0.3	0.3	0.2	0.3	0.2	0.3	0.2	0.3	0.2	0.3
Stop Del/Veh (s)	3.0	3.0	3.0	2.5	3.3	2.9	3.1	2.8	2.8	2.6	2.9
Vehicles Entered	351	369	346	330	360	292	315	314	332	334	334
Vehicles Exited	351	371	342	330	358	292	315	314	333	334	334
Hourly Exit Rate	351	371	342	330	358	292	315	314	333	334	334
Input Volume	330	330	330	330	330	330	330	330	330	330	330
% of Volume	106	112	103	100	108	88	95	95	101	101	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

86: Houston Ct/Driveway Out & Quinterra Ln Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Del/Veh (s)	3.9	4.1	3.9	3.6	4.0	4.1	4.1	4.2	3.8	4.1	4.0
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	2.0	2.1	2.1	1.9	2.1	2.2	2.1	2.2	2.0	2.2	2.1
Vehicles Entered	162	161	143	141	158	140	163	148	175	164	156
Vehicles Exited	162	161	143	141	158	140	166	148	175	163	156
Hourly Exit Rate	162	161	143	141	158	140	166	148	175	163	156
Input Volume	159	159	159	159	159	159	159	159	159	159	159
% of Volume	102	101	90	89	100	88	105	93	110	103	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.3	0.2	0.2
Total Delay (hr)	1.1	1.2	1.1	1.0	1.1	1.0	1.0
Total Del/Veh (s)	89.3	79.9	75.3	71.8	79.9	111.1	138.9
Stop Delay (hr)	0.7	0.7	0.7	0.6	0.7	0.6	0.6
Stop Del/Veh (s)	55.9	48.9	47.5	44.0	51.1	68.6	86.6
Vehicles Entered	644	683	646	616	626	583	613
Vehicles Exited	44	53	49	51	48	30	24
Hourly Exit Rate	44	53	49	51	48	30	24
Input Volume	869	869	869	869	869	869	869
% of Volume	5	6	6	6	6	3	3
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2
Total Delay (hr)	1.0	1.2	1.1	1.1
Total Del/Veh (s)	82.4	98.8	90.6	93.7
Stop Delay (hr)	0.6	0.7	0.7	0.7
Stop Del/Veh (s)	50.5	61.6	55.2	58.2
Vehicles Entered	605	665	658	633
Vehicles Exited	44	42	43	42
Hourly Exit Rate	44	42	43	42
Input Volume	869	869	869	869
% of Volume	5	5	5	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

87: Hartz Ave/Danville Blvd & Railroad Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.8	0.8	0.6	0.6	0.7	0.7	0.7	0.7	0.6	0.6	0.7
Total Delay (hr)	4.6	4.2	4.4	4.5	4.2	4.8	3.9	4.3	4.7	4.5	4.4
Total Del/Veh (s)	10.2	9.5	9.8	10.0	9.2	10.5	8.8	10.2	10.2	10.1	9.8
Stop Delay (hr)	3.4	3.1	3.3	3.4	3.1	3.5	2.8	3.2	3.5	3.4	3.3
Stop Del/Veh (s)	7.6	7.0	7.4	7.6	6.7	7.7	6.5	7.6	7.7	7.7	7.4
Vehicles Entered	1600	1601	1615	1604	1627	1645	1576	1520	1661	1585	1604
Vehicles Exited	1605	1598	1620	1604	1628	1645	1573	1519	1654	1582	1603
Hourly Exit Rate	1605	1598	1620	1604	1628	1645	1573	1519	1654	1582	1603
Input Volume	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
% of Volume	100	100	101	100	102	103	98	95	103	99	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	1	0	0	0	0	0	0	0	0

88: Danville Blvd & El Cerro Blvd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.6	0.6	0.6	0.7	0.7	0.6	0.7	0.7	0.6	0.6	0.6
Total Delay (hr)	8.3	8.5	8.8	9.2	9.5	9.4	8.8	8.5	8.4	8.4	8.8
Total Del/Veh (s)	18.9	19.5	20.5	20.1	20.7	20.1	19.7	19.2	18.8	19.0	19.7
Stop Delay (hr)	7.1	7.3	7.6	7.8	8.1	8.0	7.5	7.3	7.2	7.1	7.5
Stop Del/Veh (s)	16.2	16.8	17.7	17.2	17.7	17.2	16.8	16.5	16.0	16.1	16.8
Vehicles Entered	1572	1557	1545	1622	1647	1662	1590	1587	1594	1571	1596
Vehicles Exited	1582	1553	1539	1620	1642	1662	1596	1580	1599	1583	1596
Hourly Exit Rate	1582	1553	1539	1620	1642	1662	1596	1580	1599	1583	1596
Input Volume	1586	1586	1586	1586	1586	1586	1586	1586	1586	1586	1586
% of Volume	100	98	97	102	103	105	101	100	101	100	101
Denied Entry Before	0	1	0	0	0	0	0	0	1	0	0
Denied Entry After	0	0	0	0	1	0	0	1	0	1	0

89: La Gonda Way & El Cerro Blvd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.4	0.4	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5
Denied Del/Veh (s)	1.0	0.9	1.0	1.0	1.1	1.1	1.0	1.0	1.0	1.1	1.0
Total Delay (hr)	8.3	9.1	10.5	10.6	11.1	10.9	8.8	10.2	10.0	10.5	10.0
Total Del/Veh (s)	18.4	19.7	22.6	22.2	22.6	22.3	18.9	22.0	21.1	22.7	21.3
Stop Delay (hr)	6.8	7.3	8.5	8.7	9.1	8.8	7.0	8.3	8.1	8.7	8.1
Stop Del/Veh (s)	15.0	15.8	18.4	18.2	18.4	18.1	15.1	17.8	17.1	18.7	17.3
Vehicles Entered	1603	1645	1658	1696	1763	1742	1662	1662	1677	1656	1677
Vehicles Exited	1603	1644	1659	1703	1762	1745	1667	1657	1694	1655	1679
Hourly Exit Rate	1603	1644	1659	1703	1762	1745	1667	1657	1694	1655	1679
Input Volume	1659	1659	1659	1659	1659	1659	1659	1659	1659	1659	1659
% of Volume	97	99	100	103	106	105	100	100	102	100	101
Denied Entry Before	0	0	0	0	1	0	0	1	2	1	0
Denied Entry After	3	0	0	1	0	0	0	1	0	2	0

90: Danville Blvd & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.5	0.6	0.5	0.6	0.5	0.5	0.6	0.6	0.5	0.5
Total Del/Veh (s)	1.6	1.4	1.7	1.4	1.7	1.5	1.4	1.6	1.6	1.3	1.5
Stop Delay (hr)	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.2
Stop Del/Veh (s)	0.5	0.5	0.6	0.3	0.5	0.4	0.4	0.6	0.4	0.4	0.5
Vehicles Entered	1270	1236	1233	1260	1265	1277	1220	1265	1313	1259	1259
Vehicles Exited	1272	1241	1232	1261	1262	1281	1219	1262	1314	1258	1260
Hourly Exit Rate	1272	1241	1232	1261	1262	1281	1219	1262	1314	1258	1260
Input Volume	1263	1263	1263	1263	1263	1263	1263	1263	1263	1263	1263
% of Volume	101	98	98	100	100	101	97	100	104	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

91: Danville Blvd & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	0.8	0.9	1.0	0.8	0.9	0.7	0.8	1.0	0.9	0.9
Total Del/Veh (s)	2.8	2.2	2.3	2.5	2.2	2.3	2.0	2.2	2.5	2.4	2.3
Stop Delay (hr)	0.7	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.5	0.5	0.5
Stop Del/Veh (s)	1.8	1.3	1.2	1.6	1.2	1.1	1.0	1.1	1.3	1.4	1.3
Vehicles Entered	1383	1335	1327	1380	1357	1388	1319	1345	1402	1365	1360
Vehicles Exited	1381	1341	1327	1379	1356	1383	1321	1345	1401	1361	1359
Hourly Exit Rate	1381	1341	1327	1379	1356	1383	1321	1345	1401	1361	1359
Input Volume	1361	1361	1361	1361	1361	1361	1361	1361	1361	1361	1361
% of Volume	101	99	97	101	100	102	97	99	103	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

92: Danville Blvd & Driveway/La Gonda Way Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.7	1.7	3.1	2.5	2.8	3.2	2.1	2.7	4.2	4.6	2.8
Total Del/Veh (s)	3.9	3.8	7.0	5.5	6.3	6.9	4.8	6.1	9.2	10.2	6.4
Stop Delay (hr)	1.2	1.1	2.4	1.8	2.2	2.4	1.5	2.1	3.5	4.0	2.2
Stop Del/Veh (s)	2.6	2.5	5.5	4.1	5.0	5.3	3.4	4.7	7.6	9.1	5.0
Vehicles Entered	1603	1583	1587	1617	1588	1645	1550	1574	1665	1599	1601
Vehicles Exited	1603	1578	1591	1625	1588	1651	1548	1568	1661	1599	1601
Hourly Exit Rate	1603	1578	1591	1625	1588	1651	1548	1568	1661	1599	1601
Input Volume	1597	1597	1597	1597	1597	1597	1597	1597	1597	1597	1597
% of Volume	100	99	100	102	99	103	97	98	104	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

93: Railroad Ave & Love Ln Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.7	0.6	0.7	0.6	0.5	0.6	0.7	0.7	0.6	0.6	0.6
Total Delay (hr)	2.2	1.7	2.1	1.9	1.9	3.3	2.3	1.8	2.0	1.2	2.1
Total Del/Veh (s)	7.6	6.0	7.6	6.6	6.7	11.4	7.9	6.7	6.8	4.4	7.2
Stop Delay (hr)	1.7	1.2	1.6	1.4	1.4	2.8	1.8	1.4	1.5	0.8	1.6
Stop Del/Veh (s)	5.9	4.3	5.9	4.8	5.0	9.5	6.1	5.1	5.1	2.8	5.5
Vehicles Entered	1032	1028	997	1044	1011	1049	1033	985	1051	1010	1023
Vehicles Exited	1036	1025	1000	1048	1012	1050	1035	984	1051	1012	1025
Hourly Exit Rate	1036	1025	1000	1048	1012	1050	1035	984	1051	1012	1025
Input Volume	1025	1025	1025	1025	1025	1025	1025	1025	1025	1025	1025
% of Volume	101	100	98	102	99	102	101	96	103	99	100
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	1	1	0

94: Love Ln & Driveway Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.2	6.6	0.2	0.2	0.2	0.2	0.9
Total Delay (hr)	0.4	0.4	0.3	0.5	0.5	3.5	1.2	0.4	0.7	0.4	0.8
Total Del/Veh (s)	2.4	2.5	2.2	3.1	2.9	19.8	6.8	2.6	4.5	2.8	5.1
Stop Delay (hr)	0.2	0.2	0.2	0.3	0.3	3.2	0.9	0.2	0.5	0.3	0.6
Stop Del/Veh (s)	1.2	1.5	1.2	1.8	1.6	18.1	5.3	1.5	3.2	1.7	3.8
Vehicles Entered	620	582	548	619	582	627	627	596	602	565	596
Vehicles Exited	622	583	546	620	579	628	630	596	602	567	596
Hourly Exit Rate	622	583	546	620	579	628	630	596	602	567	596
Input Volume	594	594	594	594	594	594	594	594	594	594	594
% of Volume	105	98	92	104	97	106	106	100	101	95	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.3	1.3	1.3	1.3	1.4	2.5	1.3
Denied Del/Veh (s)	1.5	1.5	1.5	1.4	1.5	2.7	1.5
Total Delay (hr)	27.2	27.0	30.7	30.6	31.4	36.4	28.2
Total Del/Veh (s)	370.4	322.5	403.3	389.0	416.0	500.7	348.9
Stop Delay (hr)	21.2	20.9	24.4	24.2	24.8	29.3	22.1
Stop Del/Veh (s)	289.7	250.4	321.1	307.4	328.1	402.7	273.0
Vehicles Entered	3175	3106	3070	3188	3239	3285	3158
Vehicles Exited	217	240	228	237	209	216	238
Hourly Exit Rate	217	240	228	237	209	216	238
Input Volume	10686	10686	10686	10686	10686	10686	10686
% of Volume	2	2	2	2	2	2	2
Denied Entry Before	1	1	0	0	1	0	0
Denied Entry After	3	0	1	1	1	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.3	1.3	1.3	1.4
Denied Del/Veh (s)	1.5	1.5	1.5	1.6
Total Delay (hr)	29.3	31.6	31.0	30.3
Total Del/Veh (s)	414.1	453.8	412.0	410.7
Stop Delay (hr)	23.1	25.0	25.0	24.0
Stop Del/Veh (s)	326.4	358.5	331.7	324.8
Vehicles Entered	3163	3210	3155	3176
Vehicles Exited	201	199	217	220
Hourly Exit Rate	201	199	217	220
Input Volume	10686	10686	10686	10686
% of Volume	2	2	2	2
Denied Entry Before	1	3	1	0
Denied Entry After	2	1	4	0

95: Diablo Rd & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	22.6	16.9	21.8	17.2	15.1	15.4	14.7	14.5	23.4	16.5	17.8
Total Del/Veh (s)	38.7	30.4	37.9	32.0	27.2	28.1	25.8	27.7	41.4	29.6	32.0
Stop Delay (hr)	19.0	13.9	18.2	14.2	12.3	12.7	11.7	11.9	19.6	13.5	14.7
Stop Del/Veh (s)	32.5	25.0	31.7	26.4	22.2	23.1	20.7	22.8	34.7	24.2	26.4
Vehicles Entered	2088	1982	2056	1917	1964	1957	2021	1872	2004	1996	1986
Vehicles Exited	2063	1971	2034	1900	1979	1941	2017	1874	1995	1973	1974
Hourly Exit Rate	2063	1971	2034	1900	1979	1941	2017	1874	1995	1973	1974
Input Volume	1997	1997	1997	1997	1997	1997	1997	1997	1997	1997	1997
% of Volume	103	99	102	95	99	97	101	94	100	99	99
Denied Entry Before	0	1	1	0	0	0	1	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

96: Diablo Rd & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.2	1.1	0.9	0.9	1.1	1.1	1.0	1.0	1.1	1.0	1.0
Total Del/Veh (s)	2.5	2.4	2.0	2.1	2.5	2.4	2.2	2.3	2.5	2.3	2.3
Stop Delay (hr)	0.4	0.4	0.3	0.3	0.4	0.4	0.3	0.3	0.4	0.3	0.3
Stop Del/Veh (s)	0.9	0.8	0.6	0.6	0.8	0.9	0.7	0.8	0.8	0.7	0.8
Vehicles Entered	1666	1576	1617	1510	1593	1559	1624	1523	1574	1585	1582
Vehicles Exited	1660	1577	1614	1501	1588	1562	1625	1520	1580	1586	1581
Hourly Exit Rate	1660	1577	1614	1501	1588	1562	1625	1520	1580	1586	1581
Input Volume	1588	1588	1588	1588	1588	1588	1588	1588	1588	1588	1588
% of Volume	105	99	102	95	100	98	102	96	100	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

97: Diablo Rd & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.5	0.2	0.2	0.1	0.1	0.6	0.2	0.1	0.2	0.1	0.2
Denied Del/Veh (s)	1.1	0.5	0.3	0.3	0.3	1.4	0.5	0.3	0.5	0.3	0.6
Total Delay (hr)	2.5	1.5	1.4	1.2	1.3	2.4	2.0	1.1	1.8	1.3	1.7
Total Del/Veh (s)	5.6	3.6	3.1	2.9	3.0	5.5	4.5	2.7	4.3	3.1	3.8
Stop Delay (hr)	2.2	1.2	1.0	0.8	0.9	2.1	1.6	0.8	1.5	1.0	1.3
Stop Del/Veh (s)	4.9	2.7	2.3	2.0	2.2	4.9	3.6	2.0	3.5	2.3	3.1
Vehicles Entered	1618	1532	1590	1470	1540	1537	1606	1484	1538	1550	1547
Vehicles Exited	1618	1534	1590	1473	1536	1536	1600	1485	1536	1547	1545
Hourly Exit Rate	1618	1534	1590	1473	1536	1536	1600	1485	1536	1547	1545
Input Volume	1552	1552	1552	1552	1552	1552	1552	1552	1552	1552	1552
% of Volume	104	99	102	95	99	99	103	96	99	100	100
Denied Entry Before	0	0	0	0	0	0	0	1	1	0	0
Denied Entry After	0	0	0	0	0	1	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.7	0.4	0.4	0.3	0.4	0.8	0.4
Denied Del/Veh (s)	1.8	1.1	1.0	0.9	0.9	2.1	1.1
Total Delay (hr)	26.3	19.5	24.1	19.3	17.5	18.9	17.7
Total Del/Veh (s)	1168.5	950.4	1097.9	963.5	914.2	808.6	872.3
Stop Delay (hr)	21.6	15.4	19.5	15.3	13.6	15.2	13.7
Stop Del/Veh (s)	959.1	751.0	888.8	765.4	712.0	650.4	675.4
Vehicles Entered	1526	1409	1449	1366	1381	1393	1423
Vehicles Exited	23	24	27	23	31	28	29
Hourly Exit Rate	23	24	27	23	31	28	29
Input Volume	5136	5136	5136	5136	5136	5136	5136
% of Volume	0	0	1	0	1	1	1
Denied Entry Before	0	1	1	0	0	0	1
Denied Entry After	0	0	0	0	0	1	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.4	0.4	0.4	0.5
Denied Del/Veh (s)	1.0	1.1	0.9	1.2
Total Delay (hr)	16.6	26.3	18.9	20.5
Total Del/Veh (s)	1087.0	1212.7	859.1	984.0
Stop Delay (hr)	13.1	21.5	14.8	16.4
Stop Del/Veh (s)	856.6	991.1	675.8	785.9
Vehicles Entered	1395	1436	1414	1420
Vehicles Exited	31	22	27	27
Hourly Exit Rate	31	22	27	27
Input Volume	5136	5136	5136	5136
% of Volume	1	0	1	1
Denied Entry Before	1	1	0	0
Denied Entry After	0	0	0	0

98: McCauley Rd/Green Valley Rd & Diablo Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	1.0	0.8	1.0	0.7	0.8	0.8	1.1	0.9	0.7	1.2	0.9
Denied Del/Veh (s)	1.5	1.2	1.6	1.1	1.2	1.2	1.7	1.5	1.1	1.8	1.4
Total Delay (hr)	29.3	27.4	30.1	25.9	26.8	25.6	28.0	27.6	26.8	34.7	28.2
Total Del/Veh (s)	44.8	42.7	45.4	40.1	42.8	40.2	44.2	43.2	42.2	51.0	43.7
Stop Delay (hr)	26.5	24.6	27.0	23.3	24.2	23.0	25.2	24.8	24.2	31.4	25.4
Stop Del/Veh (s)	40.4	38.3	40.8	36.1	38.7	36.1	39.8	38.9	38.1	46.2	39.3
Vehicles Entered	2325	2276	2325	2287	2217	2274	2256	2270	2248	2413	2290
Vehicles Exited	2300	2284	2347	2281	2209	2256	2252	2264	2258	2426	2289
Hourly Exit Rate	2300	2284	2347	2281	2209	2256	2252	2264	2258	2426	2289
Input Volume	2284	2284	2284	2284	2284	2284	2284	2284	2284	2284	2284
% of Volume	101	100	103	100	97	99	99	99	99	106	100
Denied Entry Before	0	0	2	0	0	1	0	0	1	1	0
Denied Entry After	4	0	1	0	0	0	0	2	1	1	0

99: Driveway In/Matadera Way & Diablo Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	0.5	0.6	0.6	0.5	0.6	0.5	0.6	0.6	0.6	0.5	0.6
Total Delay (hr)	9.3	9.6	9.6	8.0	11.7	8.5	9.8	8.5	10.3	11.5	9.7
Total Del/Veh (s)	17.4	17.7	18.0	15.8	22.1	15.6	18.0	16.0	19.0	20.5	18.0
Stop Delay (hr)	7.6	7.9	7.8	6.4	9.7	6.9	7.9	6.8	8.4	9.5	7.9
Stop Del/Veh (s)	14.1	14.5	14.7	12.7	18.4	12.7	14.6	12.9	15.5	16.8	14.7
Vehicles Entered	1921	1943	1900	1814	1872	1943	1930	1880	1928	2016	1915
Vehicles Exited	1927	1954	1904	1823	1893	1942	1920	1890	1932	2007	1918
Hourly Exit Rate	1927	1954	1904	1823	1893	1942	1920	1890	1932	2007	1918
Input Volume	1911	1911	1911	1911	1911	1911	1911	1911	1911	1911	1911
% of Volume	101	102	100	95	99	102	100	99	101	105	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	0	0

100: Driveway Out & Diablo Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.7	0.3	0.4	0.4	0.7	0.5	0.3	0.2	0.6	0.4
Total Del/Veh (s)	0.8	1.6	0.8	1.0	1.0	1.5	1.1	0.8	0.6	1.3	1.0
Stop Delay (hr)	0.2	0.5	0.2	0.2	0.2	0.5	0.3	0.2	0.1	0.4	0.3
Stop Del/Veh (s)	0.4	1.1	0.4	0.6	0.6	1.1	0.6	0.4	0.2	0.8	0.6
Vehicles Entered	1534	1534	1520	1475	1475	1532	1525	1489	1488	1584	1515
Vehicles Exited	1536	1527	1522	1474	1474	1533	1523	1483	1492	1585	1515
Hourly Exit Rate	1536	1527	1522	1474	1474	1533	1523	1483	1492	1585	1515
Input Volume	1508	1508	1508	1508	1508	1508	1508	1508	1508	1508	1508
% of Volume	102	101	101	98	98	102	101	98	99	105	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	1.3	1.1	1.3	1.0	1.1	1.0	1.4
Denied Del/Veh (s)	2.1	1.8	2.3	1.7	1.9	1.7	2.4
Total Delay (hr)	39.0	37.7	40.0	34.3	38.9	34.8	38.3
Total Del/Veh (s)	1113.9	1199.5	1309.3	1131.7	1333.9	1019.1	1187.2
Stop Delay (hr)	34.2	32.9	35.0	30.0	34.2	30.4	33.4
Stop Del/Veh (s)	978.0	1049.6	1145.7	989.6	1171.5	890.0	1036.5
Vehicles Entered	2169	2157	2153	2080	2096	2163	2098
Vehicles Exited	58	74	60	60	47	62	49
Hourly Exit Rate	58	74	60	60	47	62	49
Input Volume	5703	5703	5703	5703	5703	5703	5703
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	0	0	2	0	0	1	0
Denied Entry After	4	0	1	0	1	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.3	1.0	1.5	1.2
Denied Del/Veh (s)	2.1	1.7	2.5	2.0
Total Delay (hr)	36.3	37.3	46.8	38.3
Total Del/Veh (s)	1108.9	1371.0	1491.3	1210.6
Stop Delay (hr)	31.8	32.7	41.2	33.6
Stop Del/Veh (s)	971.4	1200.3	1313.8	1060.7
Vehicles Entered	2133	2115	2237	2139
Vehicles Exited	61	56	68	59
Hourly Exit Rate	61	56	68	59
Input Volume	5703	5703	5703	5703
% of Volume	1	1	1	1
Denied Entry Before	0	1	1	0
Denied Entry After	2	1	1	0

101: Green Valley Rd & Blemer Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.2	0.1
Denied Del/Veh (s)	0.2	0.2	0.1	0.3	0.2	0.4	0.4	0.2	0.1	0.4	0.2
Total Delay (hr)	6.0	6.5	7.5	6.9	6.9	6.6	6.4	6.1	6.5	7.8	6.7
Total Del/Veh (s)	14.0	15.0	16.4	15.6	15.8	15.4	14.7	14.1	15.0	17.2	15.3
Stop Delay (hr)	4.5	4.9	5.8	5.2	5.3	5.1	4.8	4.6	4.9	6.1	5.1
Stop Del/Veh (s)	10.7	11.2	12.9	11.8	12.1	11.9	11.0	10.5	11.3	13.4	11.7
Vehicles Entered	1521	1552	1620	1586	1560	1529	1554	1553	1555	1637	1567
Vehicles Exited	1511	1552	1617	1586	1562	1527	1556	1556	1558	1635	1566
Hourly Exit Rate	1511	1552	1617	1586	1562	1527	1556	1556	1558	1635	1566
Input Volume	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
% of Volume	97	100	104	102	100	98	100	100	100	105	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

102: Blemer PI/Driveway In & Blemer Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	2.0	1.5	1.4	1.5	1.6	1.8	1.5	1.7	1.6	1.5	1.6
Stop Delay (hr)	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.9	0.5	0.4	0.5	0.5	0.8	0.5	0.8	0.7	0.6	0.6
Vehicles Entered	641	609	659	619	698	650	602	607	682	587	634
Vehicles Exited	643	608	661	619	699	648	601	602	681	588	634
Hourly Exit Rate	643	608	661	619	699	648	601	602	681	588	634
Input Volume	632	632	632	632	632	632	632	632	632	632	632
% of Volume	102	96	105	98	111	103	95	95	108	93	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

103: Blemer Rd & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.4	0.3	0.4	0.4	0.4	0.4	0.3	0.3	0.4	0.3	0.4
Total Del/Veh (s)	2.3	2.2	2.4	2.3	2.3	2.3	2.2	2.1	2.2	2.2	2.3
Stop Delay (hr)	0.3	0.2	0.3	0.3	0.3	0.3	0.2	0.2	0.3	0.2	0.3
Stop Del/Veh (s)	1.7	1.6	1.7	1.7	1.7	1.6	1.6	1.5	1.6	1.6	1.6
Vehicles Entered	558	530	571	550	579	580	534	555	589	528	557
Vehicles Exited	557	530	571	550	580	579	532	554	588	530	557
Hourly Exit Rate	557	530	571	550	580	579	532	554	588	530	557
Input Volume	552	552	552	552	552	552	552	552	552	552	552
% of Volume	101	96	103	100	105	105	96	100	106	96	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

130: Green Valley Rd & Cameo Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.2	0.1	0.2	0.2	2.0	0.1	1.7	0.2	0.5
Denied Del/Veh (s)	0.3	0.2	0.4	0.3	0.4	0.4	5.1	0.3	4.2	0.4	1.2
Total Delay (hr)	5.1	5.5	6.3	6.4	7.3	6.1	9.3	6.7	8.2	6.2	6.7
Total Del/Veh (s)	13.3	13.4	15.1	15.6	18.1	15.3	23.0	16.4	20.3	14.4	16.5
Stop Delay (hr)	3.8	4.0	4.7	4.8	5.7	4.7	7.5	5.1	6.4	4.5	5.1
Stop Del/Veh (s)	9.9	9.9	11.2	11.7	14.1	11.7	18.5	12.4	15.9	10.6	12.6
Vehicles Entered	1384	1459	1493	1473	1447	1418	1451	1458	1436	1529	1454
Vehicles Exited	1390	1455	1492	1471	1446	1424	1449	1461	1430	1530	1456
Hourly Exit Rate	1390	1455	1492	1471	1446	1424	1449	1461	1430	1530	1456
Input Volume	1444	1444	1444	1444	1444	1444	1444	1444	1444	1444	1444
% of Volume	96	101	103	102	100	99	100	101	99	106	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0	1	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.3	0.3	0.3	0.4	2.2
Denied Del/Veh (s)	0.6	0.5	0.7	0.8	0.8	1.0	6.2
Total Delay (hr)	11.8	12.5	14.4	13.9	14.9	13.4	16.3
Total Del/Veh (s)	247.5	292.2	292.1	319.2	329.6	299.1	475.7
Stop Delay (hr)	8.8	9.2	10.8	10.4	11.4	10.1	12.6
Stop Del/Veh (s)	183.7	215.5	220.4	238.1	251.3	226.3	369.4
Vehicles Entered	1291	1288	1351	1297	1322	1310	1297
Vehicles Exited	146	137	151	136	139	143	102
Hourly Exit Rate	146	137	151	136	139	143	102
Input Volume	4185	4185	4185	4185	4185	4185	4185
% of Volume	3	3	4	3	3	3	2
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.2	1.8	0.4	0.6
Denied Del/Veh (s)	0.6	4.7	1.1	1.7
Total Delay (hr)	13.4	15.4	14.6	14.1
Total Del/Veh (s)	264.2	356.6	361.6	324.3
Stop Delay (hr)	10.0	11.7	11.0	10.6
Stop Del/Veh (s)	196.5	271.0	272.5	244.5
Vehicles Entered	1347	1349	1334	1317
Vehicles Exited	160	130	129	137
Hourly Exit Rate	160	130	129	137
Input Volume	4185	4185	4185	4185
% of Volume	4	3	3	3
Denied Entry Before	0	0	1	0
Denied Entry After	1	0	0	0

104: Green Valley Road/Green Valley Road & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.5	0.4	0.5	0.4	0.5	0.4	0.4	0.5	0.4	0.5	0.4
Total Delay (hr)	2.9	2.4	3.0	2.7	3.3	3.3	2.9	3.1	2.9	2.8	2.9
Total Del/Veh (s)	6.5	5.9	6.8	6.3	7.4	7.5	6.6	7.1	6.6	6.7	6.8
Stop Delay (hr)	1.1	0.9	1.2	1.1	1.3	1.4	1.1	1.4	1.1	1.2	1.2
Stop Del/Veh (s)	2.5	2.2	2.9	2.5	3.0	3.3	2.5	3.2	2.6	2.8	2.7
Vehicles Entered	1571	1473	1552	1533	1574	1564	1580	1567	1538	1531	1547
Vehicles Exited	1569	1476	1553	1525	1577	1572	1579	1571	1535	1526	1547
Hourly Exit Rate	1569	1476	1553	1525	1577	1572	1579	1571	1535	1526	1547
Input Volume	1545	1545	1545	1545	1545	1545	1545	1545	1545	1545	1545
% of Volume	102	96	101	99	102	102	102	102	99	99	100
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	1	0

105: Driveway In/Out/Monte Sereno Dr & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.5	0.1	0.1	0.1	1.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.1	0.1	0.1	1.3	0.2	0.1	0.2	2.5	0.1	0.1	0.5
Total Delay (hr)	2.2	2.4	3.3	5.7	3.0	2.5	5.2	3.0	2.6	3.2	3.3
Total Del/Veh (s)	5.2	6.0	8.0	13.7	7.0	6.0	12.4	7.4	6.2	7.7	8.0
Stop Delay (hr)	1.5	1.8	2.6	4.5	2.1	1.8	4.3	2.3	1.7	2.3	2.5
Stop Del/Veh (s)	3.5	4.3	6.2	10.8	4.9	4.2	10.2	5.6	4.1	5.7	6.0
Vehicles Entered	1502	1465	1491	1484	1523	1494	1520	1455	1484	1481	1491
Vehicles Exited	1496	1465	1491	1488	1528	1505	1515	1457	1481	1489	1491
Hourly Exit Rate	1496	1465	1491	1488	1528	1505	1515	1457	1481	1489	1491
Input Volume	1477	1477	1477	1477	1477	1477	1477	1477	1477	1477	1477
% of Volume	101	99	101	101	103	102	103	99	100	101	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

106: Driveway Out & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	1.0	0.8	0.9	1.5	1.4	1.1	1.5	0.9	1.3	1.0	1.1
Total Del/Veh (s)	3.2	2.5	2.9	5.0	4.3	3.5	4.6	2.9	4.2	3.1	3.6
Stop Delay (hr)	0.6	0.4	0.5	1.1	0.9	0.7	1.0	0.5	0.8	0.6	0.7
Stop Del/Veh (s)	1.9	1.3	1.6	3.4	2.9	2.2	3.2	1.6	2.7	1.9	2.3
Vehicles Entered	1124	1123	1081	1097	1164	1107	1157	1075	1108	1121	1115
Vehicles Exited	1125	1120	1081	1096	1161	1106	1156	1073	1107	1118	1114
Hourly Exit Rate	1125	1120	1081	1096	1161	1106	1156	1073	1107	1118	1114
Input Volume	1099	1099	1099	1099	1099	1099	1099	1099	1099	1099	1099
% of Volume	102	102	98	100	106	101	105	98	101	102	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

107: Monte Vista HS & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.7	0.6	0.6	0.5	0.8	1.7	0.8	0.6	2.2	0.8	0.9
Denied Del/Veh (s)	1.7	1.5	1.6	1.3	1.9	4.3	1.9	1.6	5.5	1.8	2.3
Total Delay (hr)	8.7	8.5	8.2	10.8	9.2	9.1	9.5	10.2	8.9	11.1	9.4
Total Del/Veh (s)	21.7	20.8	21.3	27.3	22.8	22.3	22.3	25.4	21.8	26.4	23.2
Stop Delay (hr)	7.7	7.5	7.3	9.6	8.2	8.1	8.5	9.0	7.9	9.8	8.4
Stop Del/Veh (s)	19.3	18.4	19.0	24.1	20.3	19.9	19.9	22.4	19.3	23.2	20.6
Vehicles Entered	1422	1450	1375	1416	1448	1456	1525	1434	1459	1503	1448
Vehicles Exited	1428	1445	1380	1419	1449	1437	1516	1439	1464	1511	1449
Hourly Exit Rate	1428	1445	1380	1419	1449	1437	1516	1439	1464	1511	1449
Input Volume	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440
% of Volume	99	100	96	99	101	100	105	100	102	105	101
Denied Entry Before	1	1	0	1	0	1	1	0	1	0	0
Denied Entry After	0	0	0	1	1	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.9	0.8	0.9	1.3	1.1	2.0	1.1
Denied Del/Veh (s)	2.4	2.1	2.3	3.2	2.8	5.0	2.8
Total Delay (hr)	14.7	14.1	15.4	20.7	16.9	15.9	19.2
Total Del/Veh (s)	301.6	350.5	316.0	478.3	375.4	334.6	361.0
Stop Delay (hr)	10.9	10.6	11.6	16.1	12.6	11.9	14.9
Stop Del/Veh (s)	222.4	262.3	239.1	372.4	279.8	251.4	280.9
Vehicles Entered	1368	1411	1359	1404	1376	1417	1430
Vehicles Exited	143	113	152	127	137	136	153
Hourly Exit Rate	143	113	152	127	137	136	153
Input Volume	5561	5561	5561	5561	5561	5561	5561
% of Volume	3	2	3	2	2	2	3
Denied Entry Before	2	1	0	1	0	1	1
Denied Entry After	0	0	0	1	2	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	1.9	2.5	1.0	1.3
Denied Del/Veh (s)	4.8	6.4	2.5	3.4
Total Delay (hr)	17.2	15.6	18.1	16.8
Total Del/Veh (s)	370.4	347.7	505.7	375.3
Stop Delay (hr)	13.2	11.5	13.9	12.7
Stop Del/Veh (s)	284.3	256.2	386.9	284.4
Vehicles Entered	1424	1396	1477	1406
Vehicles Exited	138	136	110	134
Hourly Exit Rate	138	136	110	134
Input Volume	5561	5561	5561	5561
% of Volume	2	2	2	2
Denied Entry Before	0	1	1	0
Denied Entry After	0	0	1	0

108: Danville Blvd & Hemme Ave Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.3	0.9	0.2	0.2	0.2	0.3
Denied Del/Veh (s)	0.4	0.4	0.5	0.4	0.6	0.8	2.1	0.6	0.5	0.4	0.7
Total Delay (hr)	13.3	11.9	12.9	11.8	13.1	12.6	14.4	13.7	13.8	11.9	12.9
Total Del/Veh (s)	32.0	30.6	31.2	29.4	32.1	31.2	34.9	33.2	33.0	30.3	31.8
Stop Delay (hr)	10.5	9.5	10.3	9.2	10.4	9.8	11.5	10.9	10.9	9.6	10.3
Stop Del/Veh (s)	25.5	24.4	24.9	22.9	25.5	24.3	27.8	26.5	26.1	24.4	25.2
Vehicles Entered	1473	1390	1476	1424	1448	1426	1474	1465	1488	1402	1446
Vehicles Exited	1468	1385	1476	1418	1439	1433	1473	1461	1490	1384	1444
Hourly Exit Rate	1468	1385	1476	1418	1439	1433	1473	1461	1490	1384	1444
Input Volume	1443	1443	1443	1443	1443	1443	1443	1443	1443	1443	1443
% of Volume	102	96	102	98	100	99	102	101	103	96	100
Denied Entry Before	0	0	0	0	0	1	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

109: Danville Blvd & La Serena Ave/Creekside Community Church Entr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.3	0.9	1.3	1.4	1.1	1.3	1.1	1.2	1.4	1.0	1.2
Total Del/Veh (s)	3.2	2.4	3.3	3.7	2.9	3.5	2.9	2.9	3.6	2.6	3.1
Stop Delay (hr)	0.4	0.2	0.5	0.6	0.3	0.4	0.3	0.4	0.6	0.3	0.4
Stop Del/Veh (s)	1.1	0.6	1.2	1.5	0.9	1.1	0.8	1.0	1.5	0.8	1.1
Vehicles Entered	1438	1322	1396	1371	1386	1360	1368	1408	1411	1339	1380
Vehicles Exited	1434	1325	1391	1374	1383	1359	1365	1403	1418	1347	1380
Hourly Exit Rate	1434	1325	1391	1374	1383	1359	1365	1403	1418	1347	1380
Input Volume	1378	1378	1378	1378	1378	1378	1378	1378	1378	1378	1378
% of Volume	104	96	101	100	100	99	99	102	103	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

110: Hemme Ave & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.6	0.6	0.7	0.5	0.7	0.5	0.7	0.5	0.5	0.6	0.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1
Vehicles Entered	493	449	513	438	497	455	541	481	487	469	482
Vehicles Exited	494	450	514	437	494	455	539	480	488	470	483
Hourly Exit Rate	494	450	514	437	494	455	539	480	488	470	483
Input Volume	488	488	488	488	488	488	488	488	488	488	488
% of Volume	101	92	105	90	101	93	111	98	100	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

111: Hemme Ave & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.2	0.3	0.3	0.2
Total Del/Veh (s)	3.0	2.7	3.4	3.9	3.3	3.1	4.2	3.2	3.7	3.6	3.5
Stop Delay (hr)	0.1	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	2.1	1.8	2.4	2.9	2.2	2.2	3.2	2.2	2.6	2.5	2.4
Vehicles Entered	253	222	259	231	237	232	272	253	275	260	249
Vehicles Exited	252	222	257	231	238	231	272	253	273	260	248
Hourly Exit Rate	252	222	257	231	238	231	272	253	273	260	248
Input Volume	252	252	252	252	252	252	252	252	252	252	252
% of Volume	100	88	102	92	94	92	108	100	108	103	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.3	0.3	0.9
Denied Del/Veh (s)	0.7	0.7	0.8	0.7	0.9	1.2	3.2
Total Delay (hr)	14.8	13.0	14.5	13.5	14.6	14.2	16.0
Total Del/Veh (s)	341.7	310.4	362.8	340.4	312.1	404.5	339.8
Stop Delay (hr)	11.1	9.9	11.0	10.0	10.9	10.4	12.1
Stop Del/Veh (s)	256.9	234.9	274.0	251.2	234.3	296.2	257.0
Vehicles Entered	1018	948	1005	965	993	1006	1017
Vehicles Exited	125	133	117	107	131	102	143
Hourly Exit Rate	125	133	117	107	131	102	143
Input Volume	3561	3561	3561	3561	3561	3561	3561
% of Volume	4	4	3	3	4	3	4
Denied Entry Before	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.3	0.2	0.2	0.3
Denied Del/Veh (s)	1.0	0.8	0.7	1.1
Total Delay (hr)	15.1	15.5	13.2	14.4
Total Del/Veh (s)	386.2	396.4	325.2	356.0
Stop Delay (hr)	11.5	11.7	10.1	10.9
Stop Del/Veh (s)	293.5	298.3	248.5	267.7
Vehicles Entered	948	1026	975	989
Vehicles Exited	112	124	118	122
Hourly Exit Rate	112	124	118	122
Input Volume	3561	3561	3561	3561
% of Volume	3	3	3	3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

112: Danville Blvd & Stone Valley Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Total Delay (hr)	15.0	14.3	16.2	20.0	15.2	15.0	16.4	15.1	16.9	15.4	16.0
Total Del/Veh (s)	24.1	24.0	26.3	31.6	25.0	24.7	27.0	24.6	27.3	25.7	26.1
Stop Delay (hr)	13.1	12.5	14.2	17.7	13.4	13.1	14.4	13.1	14.8	13.5	14.0
Stop Del/Veh (s)	21.0	21.0	23.2	27.9	22.0	21.6	23.7	21.4	23.9	22.5	22.9
Vehicles Entered	2222	2133	2192	2262	2174	2169	2163	2183	2223	2146	2186
Vehicles Exited	2231	2108	2191	2261	2168	2168	2174	2186	2214	2129	2182
Hourly Exit Rate	2231	2108	2191	2261	2168	2168	2174	2186	2214	2129	2182
Input Volume	2195	2195	2195	2195	2195	2195	2195	2195	2195	2195	2195
% of Volume	102	96	100	103	99	99	99	100	101	97	99
Denied Entry Before	0	0	0	0	0	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

113: Miranda Ave & Granite Dr Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.7	0.7	0.7	0.6	0.7	0.7	0.8	0.8	0.6	0.7
Total Del/Veh (s)	5.6	6.2	5.6	5.6	5.6	5.5	5.6	6.0	6.0	5.8	5.8
Stop Delay (hr)	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.4	0.4
Stop Del/Veh (s)	3.3	3.9	3.2	3.3	3.4	3.2	3.2	3.6	3.8	3.5	3.5
Vehicles Entered	385	424	435	445	394	427	429	454	451	400	424
Vehicles Exited	385	424	439	445	395	433	433	454	453	400	426
Hourly Exit Rate	385	424	439	445	395	433	433	454	453	400	426
Input Volume	417	417	417	417	417	417	417	417	417	417	417
% of Volume	92	102	105	107	95	104	104	109	109	96	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

114: Miranda Ave & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.1
Total Delay (hr)	0.2	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total Del/Veh (s)	2.2	2.3	2.0	2.3	2.4	2.1	2.1	2.1	2.1	2.3	2.2
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.7	0.7	0.6	0.7	0.8	0.6	0.6	0.5	0.6	0.6	0.6
Vehicles Entered	388	417	427	433	404	441	460	450	440	415	428
Vehicles Exited	389	417	429	436	405	440	459	448	440	414	428
Hourly Exit Rate	389	417	429	436	405	440	459	448	440	414	428
Input Volume	421	421	421	421	421	421	421	421	421	421	421
% of Volume	92	99	102	104	96	105	109	106	105	98	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

115: Miranda Ave & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2
Total Delay (hr)	0.4	0.3	0.4	0.4	0.3	0.3	0.4	0.4	0.3	0.3	0.3
Total Del/Veh (s)	2.5	2.0	2.3	2.3	2.0	1.9	2.4	2.5	2.1	2.1	2.2
Stop Delay (hr)	0.3	0.2	0.3	0.3	0.2	0.2	0.3	0.3	0.2	0.2	0.2
Stop Del/Veh (s)	1.9	1.4	1.7	1.7	1.4	1.3	1.8	1.9	1.4	1.5	1.6
Vehicles Entered	501	511	571	590	491	525	549	577	556	526	540
Vehicles Exited	501	511	572	592	490	527	549	578	555	526	541
Hourly Exit Rate	501	511	572	592	490	527	549	578	555	526	541
Input Volume	534	534	534	534	534	534	534	534	534	534	534
% of Volume	94	96	107	111	92	99	103	108	104	98	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.1	0.1	0.1	0.2	0.1	0.1	0.1
Denied Del/Veh (s)	0.6	0.5	0.4	0.7	0.5	0.6	0.5
Total Delay (hr)	16.2	15.6	17.5	21.4	16.4	16.2	17.7
Total Del/Veh (s)	1299.6	793.1	1186.4	1423.8	1090.9	1191.2	1418.6
Stop Delay (hr)	13.8	13.3	15.0	18.5	14.0	13.8	15.1
Stop Del/Veh (s)	1106.6	672.8	1016.7	1231.3	936.5	1013.2	1209.5
Vehicles Entered	741	785	789	849	766	809	836
Vehicles Exited	26	28	30	32	28	27	28
Hourly Exit Rate	26	28	30	32	28	27	28
Input Volume	3567	3567	3567	3567	3567	3567	3567
% of Volume	1	1	1	1	1	1	1
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.1	0.1	0.2	0.1
Denied Del/Veh (s)	0.5	0.5	0.7	0.6
Total Delay (hr)	16.5	18.3	16.6	17.2
Total Del/Veh (s)	1080.7	1060.1	906.6	1149.4
Stop Delay (hr)	13.9	15.6	14.2	14.7
Stop Del/Veh (s)	913.0	904.1	774.5	981.4
Vehicles Entered	851	819	794	804
Vehicles Exited	28	43	30	31
Hourly Exit Rate	28	43	30	31
Input Volume	3567	3567	3567	3567
% of Volume	1	1	1	1
Denied Entry Before	1	0	0	0
Denied Entry After	0	0	0	0

116: Charbray St/Blackhawk Dr & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	153.5	198.2	52.5	0.3	62.4	0.3	0.4	173.8	0.3	0.3	64.2
Denied Del/Veh (s)	327.8	413.6	113.5	0.6	131.6	0.7	0.8	359.6	0.7	0.7	134.4
Total Delay (hr)	31.2	31.8	21.7	6.3	23.3	6.4	6.1	31.8	5.3	5.7	17.0
Total Del/Veh (s)	78.2	79.7	51.5	12.7	54.9	13.0	12.2	78.6	11.5	12.1	37.9
Stop Delay (hr)	29.6	30.1	20.0	4.7	21.6	4.8	4.5	29.9	4.0	4.2	15.3
Stop Del/Veh (s)	74.1	75.3	47.4	9.4	50.8	9.6	9.1	74.1	8.6	8.9	34.3
Vehicles Entered	1397	1393	1503	1778	1519	1765	1774	1419	1667	1682	1589
Vehicles Exited	1396	1398	1483	1779	1505	1763	1769	1419	1656	1690	1585
Hourly Exit Rate	1396	1398	1483	1779	1505	1763	1769	1419	1656	1690	1585
Input Volume	1712	1712	1712	1712	1712	1712	1712	1712	1712	1712	1712
% of Volume	82	82	87	104	88	103	103	83	97	99	93
Denied Entry Before	31	64	0	0	1	0	0	32	1	0	12
Denied Entry After	288	332	161	0	187	0	0	321	0	0	130

117: Lusitano St/Tassajara Hlls School Entry & Camino Tassajara Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Denied Del/Veh (s)	0.7	0.7	0.6	0.6	0.7	0.6	0.6	0.6	0.6	0.6	0.6
Total Delay (hr)	7.9	8.2	7.7	9.4	8.4	9.9	9.6	7.6	8.1	9.7	8.7
Total Del/Veh (s)	25.2	25.1	23.2	24.9	25.4	26.3	25.8	24.0	23.1	26.6	25.0
Stop Delay (hr)	7.1	7.2	6.8	8.3	7.4	8.8	8.5	6.7	7.2	8.7	7.7
Stop Del/Veh (s)	22.4	22.2	20.4	22.0	22.6	23.4	22.9	21.0	20.5	23.7	22.2
Vehicles Entered	1124	1161	1185	1352	1167	1343	1324	1129	1258	1294	1234
Vehicles Exited	1114	1164	1180	1352	1164	1342	1326	1126	1256	1304	1233
Hourly Exit Rate	1114	1164	1180	1352	1164	1342	1326	1126	1256	1304	1233
Input Volume	1285	1285	1285	1285	1285	1285	1285	1285	1285	1285	1285
% of Volume	87	91	92	105	91	104	103	88	98	101	96
Denied Entry Before	1	0	1	0	0	0	1	0	1	0	0
Denied Entry After	0	1	1	0	0	0	0	0	1	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	153.7	198.4	52.7	0.5	62.6	0.6	0.6
Denied Del/Veh (s)	329.1	409.8	115.5	1.1	134.4	1.1	1.2
Total Delay (hr)	39.2	40.0	29.4	15.8	31.7	16.3	15.7
Total Del/Veh (s)	1305.7	1713.5	1081.1	660.4	1268.0	651.7	576.5
Stop Delay (hr)	36.7	37.3	26.8	13.0	29.0	13.6	13.0
Stop Del/Veh (s)	1222.7	1596.9	982.9	544.3	1161.2	542.8	479.3
Vehicles Entered	1393	1410	1480	1731	1490	1770	1748
Vehicles Exited	47	39	42	58	46	63	64
Hourly Exit Rate	47	39	42	58	46	63	64
Input Volume	2997	2997	2997	2997	2997	2997	2997
% of Volume	2	1	1	2	2	2	2
Denied Entry Before	32	64	1	0	1	0	1
Denied Entry After	288	333	162	0	187	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	174.0	0.5	0.5	64.4
Denied Del/Veh (s)	366.5	1.1	1.2	136.3
Total Delay (hr)	39.4	13.5	15.4	25.6
Total Del/Veh (s)	1431.1	647.2	827.0	1048.4
Stop Delay (hr)	36.6	11.2	12.9	23.0
Stop Del/Veh (s)	1330.8	538.6	691.2	941.0
Vehicles Entered	1388	1638	1676	1571
Vehicles Exited	48	44	48	50
Hourly Exit Rate	48	44	48	50
Input Volume	2997	2997	2997	2997
% of Volume	2	1	2	2
Denied Entry Before	32	2	0	12
Denied Entry After	321	1	0	130

118: Charbray St & Casablanca St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
Total Delay (hr)	0.4	0.4	0.4	0.5	0.4	0.5	0.5	0.4	0.3	0.4	0.4
Total Del/Veh (s)	2.6	2.5	2.4	2.6	2.6	2.6	2.9	2.4	2.1	2.5	2.5
Stop Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.2	0.2	0.2	0.2
Stop Del/Veh (s)	1.4	1.3	1.2	1.4	1.4	1.4	1.8	1.2	1.0	1.4	1.4
Vehicles Entered	607	624	631	626	615	678	669	630	589	609	626
Vehicles Exited	607	624	630	625	614	676	667	630	589	610	627
Hourly Exit Rate	607	624	630	625	614	676	667	630	589	610	627
Input Volume	637	637	637	637	637	637	637	637	637	637	637
% of Volume	95	98	99	98	96	106	105	99	93	96	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

119: Charbray St & Lusitano St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1
Total Delay (hr)	1.5	1.5	1.4	1.4	1.9	2.8	2.2	1.9	1.4	1.3	1.7
Total Del/Veh (s)	7.8	7.8	7.4	7.2	9.4	13.1	10.6	9.2	7.5	6.8	8.8
Stop Delay (hr)	1.0	1.0	0.9	0.9	1.4	2.4	1.7	1.4	1.0	0.8	1.3
Stop Del/Veh (s)	5.3	5.3	4.9	4.6	7.0	11.0	8.3	6.7	5.0	4.3	6.3
Vehicles Entered	692	700	681	704	710	772	754	726	689	695	713
Vehicles Exited	691	699	682	705	710	773	754	725	689	694	713
Hourly Exit Rate	691	699	682	705	710	773	754	725	689	694	713
Input Volume	722	722	722	722	722	722	722	722	722	722	722
% of Volume	96	97	94	98	98	107	104	100	95	96	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

120: Massara St & Charbray St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.0	1.0	1.0	1.1	1.1	1.4	1.1	1.2	1.0	1.0	1.1
Total Del/Veh (s)	6.3	6.4	6.2	6.7	6.7	7.4	6.5	7.4	6.3	6.4	6.6
Stop Delay (hr)	0.6	0.6	0.6	0.7	0.7	0.9	0.7	0.8	0.6	0.6	0.7
Stop Del/Veh (s)	4.0	4.2	4.0	4.5	4.3	4.9	4.2	5.0	4.1	4.0	4.3
Vehicles Entered	557	534	569	560	588	665	600	580	570	555	577
Vehicles Exited	557	533	577	558	586	662	598	580	572	555	578
Hourly Exit Rate	557	533	577	558	586	662	598	580	572	555	578
Input Volume	590	590	590	590	590	590	590	590	590	590	590
% of Volume	94	90	98	95	99	112	101	98	97	94	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

121: Enderby St & Charbray St Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2
Total Delay (hr)	0.5	0.4	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5
Total Del/Veh (s)	5.2	5.0	5.1	5.3	5.6	5.6	5.2	5.3	5.1	5.3	5.3
Stop Delay (hr)	0.3	0.3	0.3	0.3	0.4	0.4	0.3	0.3	0.3	0.3	0.3
Stop Del/Veh (s)	3.3	3.3	3.3	3.5	3.8	3.7	3.4	3.4	3.4	3.4	3.5
Vehicles Entered	327	314	318	327	350	396	351	329	329	319	337
Vehicles Exited	327	316	318	324	350	397	351	328	328	321	337
Hourly Exit Rate	327	316	318	324	350	397	351	328	328	321	337
Input Volume	343	343	343	343	343	343	343	343	343	343	343
% of Volume	95	92	93	94	102	116	102	96	96	94	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

122: Massara St & Driveway In Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.9	0.7	0.7	0.8	0.8	0.7	0.8	0.9	0.7	0.8	0.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.4	0.1	0.2	0.2	0.2	0.2	0.2	0.4	0.2	0.2	0.2
Vehicles Entered	287	263	298	293	292	312	286	291	260	289	286
Vehicles Exited	288	264	296	293	291	312	287	290	259	290	286
Hourly Exit Rate	288	264	296	293	291	312	287	290	259	290	286
Input Volume	294	294	294	294	294	294	294	294	294	294	294
% of Volume	98	90	101	99	99	106	97	98	88	98	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

123: Massara St & Driveway Out Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.0	1.1	1.0	1.1	1.0	1.0	0.9	1.0	0.9	1.0	1.0
Stop Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	0.9	1.0	0.9	0.9	0.9	0.9	0.8	0.9	0.8	0.9	0.9
Vehicles Entered	321	330	329	338	324	366	329	334	324	314	331
Vehicles Exited	320	330	329	337	323	366	330	334	324	313	331
Hourly Exit Rate	320	330	329	337	323	366	330	334	324	313	331
Input Volume	341	341	341	341	341	341	341	341	341	341	341
% of Volume	94	97	97	99	95	107	97	98	95	92	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Denied Del/Veh (s)	0.2	0.3	0.2	0.3	0.2	0.2	0.2
Total Delay (hr)	3.5	3.5	3.4	3.6	4.1	5.5	4.5
Total Del/Veh (s)	90.6	80.0	77.4	89.4	98.4	124.6	121.9
Stop Delay (hr)	2.3	2.3	2.2	2.3	2.8	4.1	3.2
Stop Del/Veh (s)	58.7	52.3	49.3	57.3	67.2	92.7	86.9
Vehicles Entered	834	873	853	880	868	913	886
Vehicles Exited	132	149	150	128	138	145	121
Hourly Exit Rate	132	149	150	128	138	145	121
Input Volume	2927	2927	2927	2927	2927	2927	2927
% of Volume	5	5	5	4	5	5	4
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2
Total Delay (hr)	4.1	3.4	3.3	3.9
Total Del/Veh (s)	102.3	78.4	91.2	98.8
Stop Delay (hr)	2.8	2.2	2.1	2.6
Stop Del/Veh (s)	69.6	50.3	56.9	66.4
Vehicles Entered	862	811	818	859
Vehicles Exited	135	143	125	135
Hourly Exit Rate	135	143	125	135
Input Volume	2927	2927	2927	2927
% of Volume	5	5	4	5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

124: Livorna Rd & Wilson Rd Performance by run number

Run Number	1	2	3	4	5	6	7	8	9	10	Avg
Denied Delay (hr)	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	1.1	1.2	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Total Delay (hr)	5.5	6.7	5.2	4.8	5.5	5.8	5.3	5.5	5.8	5.6	5.6
Total Del/Veh (s)	19.3	21.6	18.9	17.4	19.2	19.9	18.5	19.1	19.1	18.9	19.3
Stop Delay (hr)	4.6	5.5	4.2	4.0	4.6	4.8	4.4	4.5	4.7	4.5	4.6
Stop Del/Veh (s)	15.9	17.8	15.4	14.2	15.9	16.5	15.1	15.6	15.5	15.3	15.8
Vehicles Entered	1018	1107	976	985	1025	1035	1016	1034	1086	1051	1033
Vehicles Exited	1018	1109	981	986	1032	1022	1027	1036	1082	1049	1033
Hourly Exit Rate	1018	1109	981	986	1032	1022	1027	1036	1082	1049	1033
Input Volume	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040
% of Volume	98	107	94	95	99	98	99	100	104	101	99
Denied Entry Before	0	0	0	0	0	0	1	0	0	0	0
Denied Entry After	0	0	0	1	1	0	0	0	0	0	0

Total Zone Performance By Run

Run Number	1	2	3	4	5	6	7
Denied Delay (hr)	0.3	0.4	0.3	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	1.1	1.2	1.0	1.0	1.1	1.1	1.1
Total Delay (hr)	5.5	6.7	5.2	4.8	5.5	5.8	5.3
Total Del/Veh (s)	1421.8	2420.1	2337.1	1159.3	3986.2	1152.6	1913.6
Stop Delay (hr)	4.6	5.5	4.2	4.0	4.6	4.8	4.4
Stop Del/Veh (s)	1173.1	1988.2	1904.8	949.4	3302.3	955.2	1568.4
Vehicles Entered	1018	1107	976	985	1025	1035	1016
Vehicles Exited	0	0	0	0	0	0	0
Hourly Exit Rate	0	0	0	0	0	0	0
Input Volume	1040	1040	1040	1040	1040	1040	1040
% of Volume	0	0	0	0	0	0	0
Denied Entry Before	0	0	0	0	0	0	1
Denied Entry After	0	0	0	1	1	0	0

Total Zone Performance By Run

Run Number	8	9	10	Avg
Denied Delay (hr)	0.3	0.3	0.3	0.3
Denied Del/Veh (s)	1.1	1.1	1.1	1.1
Total Delay (hr)	5.5	5.8	5.6	5.6
Total Del/Veh (s)	2488.8	1744.5	2003.6	2008.9
Stop Delay (hr)	4.5	4.7	4.5	4.6
Stop Del/Veh (s)	2039.5	1413.5	1624.9	1647.0
Vehicles Entered	1034	1086	1051	1033
Vehicles Exited	0	0	0	0
Hourly Exit Rate	0	0	0	0
Input Volume	1040	1040	1040	1040
% of Volume	0	0	0	0
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0