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Plaza at San Mateo

(Cutler Ave / San Mateo Blvd)

Traffic Impact Study

September 27, 2011

DRAFT

Presented to:

City of Albuquerque
Transportation Development Section

NM Dept of Transportation
District 3

Prepared for:

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Plaza at San Mateo Commercial Development
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Introduction

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Plaza at San Mateo Commercial Development and determine the impact of the development on the adjacent transportation system. The recommendations of this study will provide guidelines for measures to mitigate the impact of the development of the site plan on critical intersections and street segments. This study is prepared to meet the requirements of the City of Albuquerque & the New Mexico Department of Transportation, District 3 (NMDOT) associated with its review of the Plaza at San Mateo Commercial Development as shown on the plan on Page A-2 in the Appendix of this report.

Study Procedures

E-mail exchanged occurred early in July, 2011 with City of Albuquerque & NMDOT personnel to determine the scope of this project.

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections utilized in the Synchro (Version 8, Build 8.0.800.509) Transportation System analysis software program as required by the City of Albuquerque.

Intersections targeted for analysis in this study include Indian School Rd / San Mateo Blvd, Cutler Ave / San Mateo Blvd, Prospect Ave / San Mateo Blvd, Cutler Ave / Washington St, and Prospect Ave / Quincy Street. In addition, the existing driveways for the site will be analyzed.

Following is a summary of the procedures utilized in this Traffic Impact Study:

1) Calculate the generated trips for the proposed development consisting of the following described lane uses:
   - *An approximately 9,500 S.F. High Turnover Sit-Down Restaurant*
   - *An approximately 1,800 S.F. Coffee / Donut Shop w/Drive-Thru Window*
   - *Approximately 58,000 S.F. of retail commercial building floor space.*
2) Analysis included in this Traffic Impact Study will consider that 100% implementation of the proposed land uses will occur in the year 2014. Implementation year analysis will be for the year 2014.
3) Calculate trip distribution for the newly generated trips by the proposed development. The new commercial trips will be distributed based on year 2014 population distribution within a two (2) mile radius boundary of the proposed site as shown in Appendix of this report. (Appendix Pages A-12 thru A-21)

4) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Appendix Pages A-22 thru A-23).
5) Conduct new traffic counts for the intersections (Turning Movement Counts) of Indian School Rd. / San Mateo Blvd., Cutler Ave. / San Mateo Blvd., Prospect Ave. / San Mateo Blvd., Cutler Ave. / Washington St., and Prospect Ave. / Quincy St.
6) Calculate historic growth rates based on 2006 – 2010 Traffic Flow Data from the Mid-Region Council of Governments (MRCOG).
7) Determine 2014 NO BUILD Volumes by growing the existing turning movement counts to the year 2014 utilizing the appropriate annual historic growth rate for the area.
8) Add in data from Trip Assignments Maps and Tables to the 2014 NO BUILD Volumes to obtain 2014 BUILD Volumes for this project. The 2014 BUILD Volumes will include 100% of the traffic generated by the proposed Plaza at San Mateo retail commercial development.
9) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Indian School Rd. / San Mateo Blvd.	Traffic Signal	2014	2014
2) Cutler Ave. / San Mateo Blvd.	Traffic Signal	2014	2014
3) Prospect Ave. / San Mateo Blvd.	Traffic Signal	2014	2014
4) Cutler Ave. / Washington St.	Traffic Signal	2014	2014
5) Cutler Ave. / Quincy St.	Stop Sign	2014	2014
6) Prospect Ave. / Driveway "A"	Stop Sign	N/A	2014
7) Driveway "B" / Quincy St.	Stop Sign	N/A	2014

Description of Proposed Development

The subject area of land discussed in this report is bound on the west by Quincy St, on the south by Cutler Ave, on the east by San Mateo Blvd, and on the north by Prospect Ave. See the Plaza at San Mateo Commercial Development site map on Pages A-2 in the Appendix of this report. The total area encompassed by this project is approximately 4 acres. The project consists of exclusively commercial uses. A vicinity map showing the location of the project is included on Page A-1 in the Appendix of this report. The property is currently zoned C-2 (SC).

The expected year of full implementation of the Plaza at San Mateo Commercial Development is 2014.

Access to this new site will be off of Prospect Ave and Quincy St.

San Mateo Blvd is classified as an Urban Principal Arterial Roadway on the Current Roadway Functional Classification System for the 2030 Metropolitan Transportation Plan. San Mateo Blvd is generally a six lane urban facility with raised medians. The posted speed limit along San Mateo Blvd in the vicinity of this project is 35 MPH.

Indian School Rd is classified as a Minor Arterial Roadway on the Current Roadway Functional Classification System for the 2030 Metropolitan Transportation Plan. Indian School Rd is generally a four lane urban facility with raised. The posted speed limit along Indian School Rd in the vicinity of this project is 35 MPH.

Washington St is classified as an Urban Collector Street on the Current Roadway Functional Classification System for the 2030 Metropolitan Transportation Plan. It is generally a two lane urban facility with raised medians & limited access. The posted speed limit along Washington St in the vicinity of this project is 30 MPH.

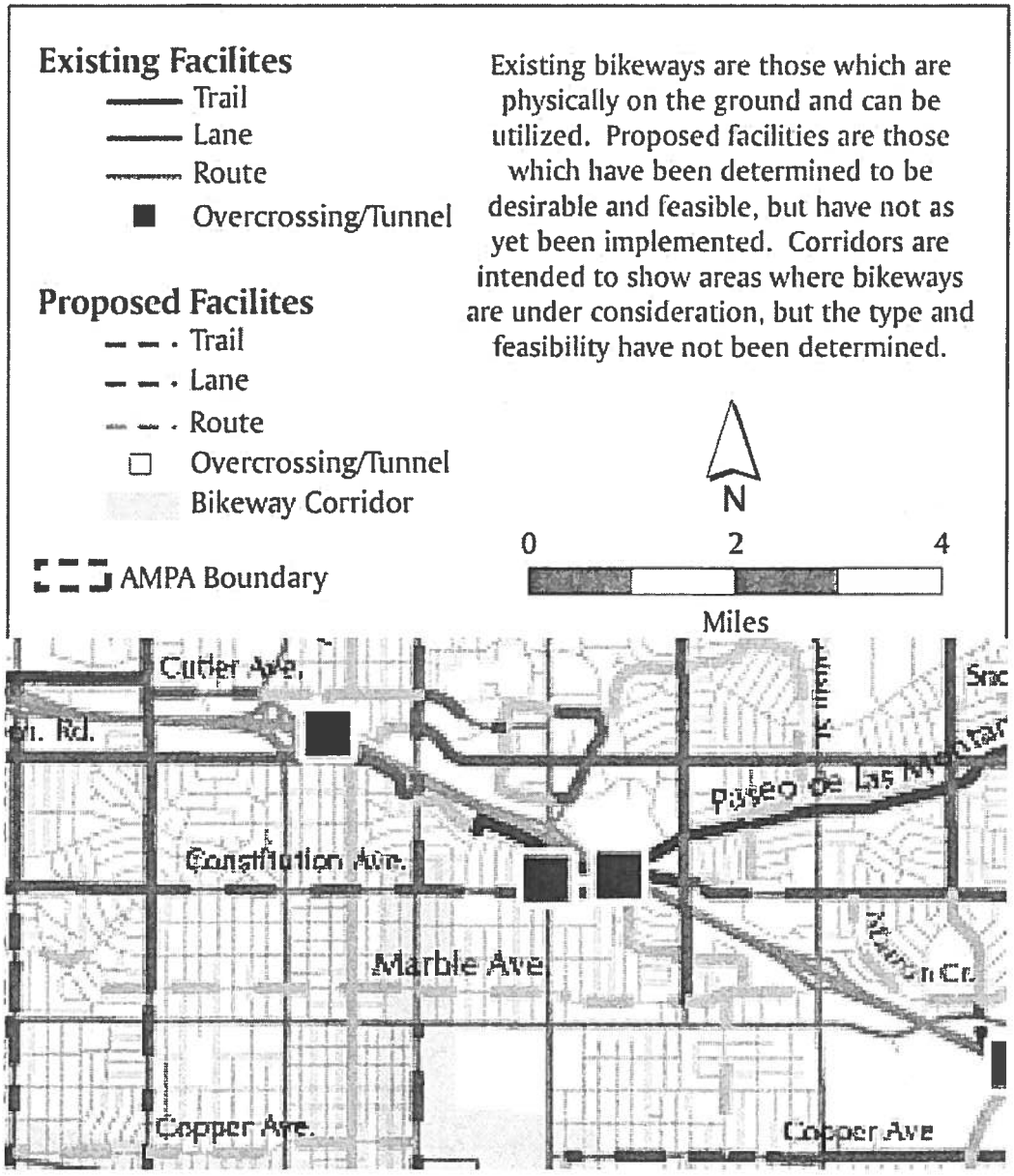
The Current Roadway Functional Classification System for the 2030 Metropolitan Transportation Plan Map is included in the report on Pages A-4 and A-5 in the Appendix.

Study Area Conditions

The Plaza at San Mateo Commercial Development is a proposed commercial use project. It will consist of a large anchor store and two small restaurants or small retail uses. The Plaza at San Mateo Commercial Development will replace an existing office complex. Site plans showing the layout are shown in the Appendix on Pages A-2 & A-3.

There are no proposed developments in the surrounding area that have been included in this study.

There are no programmed transportation improvements to the adjacent roadway system at this time. As shown by a portion of the Bikeway System Map below, there are some bike trails or bike lanes in this area. Also, Sun Tran has a bus route in the area. Route 140/141 runs between the VA Hospital at San Mateo Blvd / Gibson Blvd and CNM's Workforce Training Center from 5:40 AM to 10:15 PM weekdays. The weekend route runs north to Ellison Rd with more limited times as shown in the Appendix pages A-88 and A-89.



Analysis of Existing Conditions

2010 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-6 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted by the consulting engineer conducting the Traffic Impact Study. Existing AM and PM Peak Hour turning movement counts for the year 2011 were provided by the consulting engineer for the following intersections:

Indian School Rd / San Mateo Blvd
Cutler Ave / San Mateo Blvd
Prospect Ave / San Mateo Blvd
Cutler Ave / Washington St
Prospect Ave / Quincy Street

Due to the nature of the request associated with this project, there is currently no analysis of existing conditions. Existing conditions for the adjacent transportation system are not pertinent to the application for site plan approval of this project. This study will analyze the projected 2014 NO BUILD and BUILD conditions.

Implementation Year Traffic Analysis

Classification of levels-of-service and delay for signalized and unsignalized intersections will be made based on criteria established by Synchro, Version 8 (Build 8.0.800.509) computer modeling software which approximates the 2000 Highway Capacity Manual methodology. The average control delay is calculated for each intersection and for each lane group of each leg of the intersection. The control delay then determines the level-of-service based on the following tables:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Average Delay (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Average Delay (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Generally speaking, a Level-of-Service D or better is an acceptable parameter for design purposes.

The trip generation rate for this project was calculated utilizing data from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (8th Edition). The following table summarizes the results of that calculation:

Plaza at San Mateo (Cutler @ San Mateo)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Proposed	Shopping Center (820)	58.00	4,766	68	44	216	225
Proposed	High Turnover (Sit-Down) Restaurant (932)	9.50	1,208	57	53	62	43
Proposed	Coffee/Donut Shop w/ Drive Thru Window (937)	1.80	1,473	102	98	39	39
	Subtotal Proposed Retail Commercial Development Plan		**7,447**	**227**	**195**	**317**	**307**
Existing	General Office Building (710)	60.00	900	110	15	25	121
Increase in Trip Generation Rate			**6,547**	**117**	**180**	**292**	**186**

No pass-by trips were allocated for the analysis.

The Trip Generation Table and the individual trip generation worksheets for each land use are also found on Pages A-7 thru A-11 in the Appendix of this report.

Besides the intersections previously listed, two access driveways are targeted for analysis in this study. They are labeled as Driveways 'A' & 'B'.

The targeted intersections for analysis in this study are:

2014 AM / PM Peak Hour NO BUILD and BUILD Conditions

1. *Indian School Rd / San Mateo Blvd (Signalized)*
2. *Cutler Ave / San Mateo Blvd (Signalized)*
3. *Prospect Ave / San Mateo Blvd (Signalized)*
4. *Cutler Ave / Washington St (Signalized)*
5. *Prospect Ave / Quincy Street (Unsignalized)*
6. *Cutler Ave / Driveway 'A' (Unsignalized)*
7. *Driveway 'B' / Quincy St (Unsignalized)*

Following is a summary of the results of the Synchro Analysis for each of the intersections targeted for evaluation in this report:

Intersection #1 – Indian School Rd / San Mateo Blvd - Pages A-44 thru A-51

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #1 - Indian School Rd. / San Mateo Blvd.

	2014 AM Peak Hour			2014 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Indian School Rd.						
L	1	C - 32.3	C - 32.2	1	D - 38.2	D - 42.2
T	2	D - 38.1	D - 38.1	2	D - 48.1	D - 49.9
R	>	D - 40.2	D - 40.2	>	D - 50.2	D - 52.3
Westbound - Indian School Rd.						
L	1	C - 31.8	C - 31.8	1	C - 34.5	C - 34.2
T	2	D - 38.5	D - 38.5	2	D - 39.6	D - 39.0
R	1	E - 55.5	E - 57.9	1	E - 55.8	E - 55.1
Northbound - San Mateo Blvd.						
L	1	B - 14.3	B - 14.7	1	B - 19.3	B - 19.4
T	3	B - 14.4	B - 14.6	3	C - 26.2	C - 26.5
R	>	B - 14.6	B - 14.7	>	C - 29.8	C - 30.3
Southbound - San Mateo Blvd.						
L	1	A - 9.5	A - 9.4	1	C - 21.7	C - 22.3
T	3	C - 28.3	C - 28.9	3	D - 35.4	C - 34.3
R	1	B - 18.6	B - 19.6	1	C - 20.3	C - 20.6
Intersection:		**C - 24.6**	**C - 25.1**		**C - 33.0**	**C - 33.1**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The analysis of the intersection of Indian School Rd. / San Mateo Blvd. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Indian School Rd. / San Mateo Blvd are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Intersection: **Indian School Rd / San Mateo Blvd**

2014

Approach	Left Turns			Thru Movements				Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*103*	*90*	*2*	*88*	*Cont*		*0*	*88*	*0*
AM NO BUILD Queue	1	106	150	2	91	100		0	91	125
AM BUILD Queue	**1**	**106**	**150**	**2**	**91**	**100**		**0**	**91**	**125**
Existing Lane Length	*1*	*209*	*90*	*2*	*289*	*Cont*		*0*	*96*	*0*
PM NO BUILD Queue	1	215	325	2	298	250		0	99	175
PM BUILD Queue	**1**	**216**	**325**	**2**	**298**	**250**		**0**	**99**	**175**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*14*	*120*	*2*	*139*	*Cont*		*1*	*104*	*50*
AM NO BUILD Queue	1	14	50	2	143	125		1	107	150
AM BUILD Queue	**1**	**14**	**50**	**2**	**143**	**125**		**1**	**110**	**150**
Existing Lane Length	*1*	*22*	*120*	*2*	*121*	*Cont*		*1*	*137*	*50*
PM NO BUILD Queue	1	23	75	2	125	125		1	141	225
PM BUILD Queue	**1**	**23**	**75**	**2**	**125**	**125**		**1**	**148**	**225**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*79*	*130*	*3*	*1,029*	*Cont*		*0*	*8*	*0*
AM NO BUILD Queue	1	81	125	3	1,060	425		0	8	25
AM BUILD Queue	**1**	**81**	**125**	**3**	**1,077**	**425**		**0**	**8**	**25**
Existing Lane Length	*1*	*90*	*130*	*3*	*1,930*	*Cont*		*0*	*33*	*0*
PM NO BUILD Queue	1	93	175	3	1,988	**900**		0	34	75
PM BUILD Queue	**1**	**93**	**175**	**3**	**2,030**	**1,001**	*	**0**	**34**	**75**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*112*	*310*	*3*	*1,514*	*Cont*		*1*	*222*	*200*
AM NO BUILD Queue	1	115	150	3	1,559	600		1	229	275
AM BUILD Queue	**1**	**119**	**175**	**3**	**1,585**	**600**		**1**	**230**	**275**
Existing Lane Length	*1*	*104*	*310*	*3*	*1,547*	*Cont*		*1*	*199*	*200*
PM NO BUILD Queue	1	107	175	3	1,593	750		1	205	300
PM BUILD Queue	**1**	**111**	**200**	**3**	**1,620**	**750**		**1**	**206**	**300**

	AM	PM
Cycle Length:	100	130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates the calculated queue > 1,000 feet.

The preceding table indicates that the northbound left turn lane length is deficient. This report does not recommend extending it since 1) left turn volume is about only two to three vehicles per cycle, and 2) the northbound thru queue in the PM Peak is excessive.

Intersection #2 – Cutler Ave / San Mateo Blvd - Pages A-52 thru A-63

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **#2 - Cutler Ave. / San Mateo Blvd.**

	2014 AM Peak Hour						2014 PM Peak Hour					
	BASE GEOMETRY			MIT. GEOM.			BASE GEOMETRY			MIT. GEOM.		
	NO BUILD		BUILD	BUILD			NO BUILD		BUILD	BUILD		
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	
Eastbound - Cutler Ave.												
L	2	D - 41.0	D - 41.1	2	D - 41.0		2	D - 46.2	D - 46.2	2	D - 46.2	
T	0	A - 0.0	A - 0.0	0	A - 0.0		0	A - 0.0	A - 0.0	0	A - 0.0	
R	1	F - 232	F - 283	1	D - 44.1		1	F - 162	F - 202	1	E - 71.7	
Westbound - Cutler Ave.												
L	1	E - 62.3	E - 62.6	1	E - 62.3		1	E - 75.4	E - 75.4	1	E - 75.4	
T	1	C - 28.3	C - 27.8	1	C - 29.5		1	C - 28.8	C - 28.8	1	C - 33.9	
R	>	D - 41.2	D - 39.3	>	D - 47.7		>	D - 35.7	D - 35.7	>	D - 54.7	
Northbound - San Mateo Blvd.												
L	2	D - 41.4	D - 42.4	2	D - 40.7		2	E - 56.0	E - 56.0	2	D - 41.7	
T	3	B - 15.5	B - 17.3	3	B - 16.6		3	B - 15.0	C - 27.0	3	C - 25.1	
R	0	A - 0.0	A - 0.0	0	A - 0.0		0	A - 0.0	A - 0.0	0	A - 0.0	
Southbound - San Mateo Blvd.												
L	0	A - 0.0	A - 0.0	0	A - 0.0		0	A - 0.0	A - 0.0	0	A - 0.0	
T	3	C - 34.6	D - 35.5	3	C - 34.4		3	D - 38.6	D - 44.4	3	D - 42.2	
R	1	C - 23.5	C - 25.5	1	C - 25.5		1	B - 13.9	C - 26.5	1	C - 26.0	
Intersection:		**D - 42.9**	**D - 48.7**		**C - 33.2**			**D - 45.9**	**E - 57.9**		**D - 41.5**	

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The analysis of the intersection of Cutler Ave. / San Mateo Blvd. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed except the 2014 PM Peak Hour condition. One or more turning movements are projected to operate at Level-of-Service "F" for both the NO BUILD and the BUILD condition. The impact of the proposed Plaza at San Mateo project results in an increase average control delay from 45.9 seconds to 57.9 seconds. Mitigation of the impact of the proposed Plaza at San Mateo can be accomplished by implementing an eastbound right turn overlap phase at the existing signalized intersection. Since the east leg of the intersection is a westbound I-40 off-ramp, then eastbound thru movements are not permitted on Cutler Ave. Therefore, all eastbound traffic must either turn left or right at the intersection. The existing signal indicator for eastbound right turn traffic is a green ball. If the green ball were replaced with a green right turn arrow, then the eastbound right turn movement could not only operate as an exclusive phase, but also as an overlap phase

concurrent with the northbound protected left turn movement, thus dramatically improving the calculated delay for the eastbound right turn movement.

The results of the queuing analysis for the intersection of Cutler Ave. / San Mateo Blvd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Intersection: **Cutler Ave / San Mateo Blvd**

2014

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*29*	*340*	*0*	*0*	*Cont*	*1*	*184*	*340*
AM NO BUILD Queue	2	30	50	0	0	0	1	190	225
AM BUILD Queue	**2**	**30**	**50**	**0**	**0**	**0**	**1**	**221**	**250**
Existing Lane Length	*2*	*121*	*340*	*0*	*0*	*Cont*	*1*	*396*	*340*
PM NO BUILD Queue	2	125	125	0	0	0	1	408	**525**
PM BUILD Queue	**2**	**125**	**125**	**0**	**0**	**0**	**1**	**440**	**575**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*238*	*230*	*1*	*112*	*Cont*	*1*	*226*	*230*
AM NO BUILD Queue	2	245	175	1	115	150	1	233	275
AM BUILD Queue	**2**	**245**	**175**	**1**	**115**	**150**	**1**	**233**	**275**
Existing Lane Length	*2*	*182*	*230*	*1*	*79*	*Cont*	*1*	*225*	*230*
PM NO BUILD Queue	2	187	175	1	81	150	1	232	325
PM BUILD Queue	**2**	**187**	**175**	**1**	**81**	**150**	**1**	**232**	**325**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*182*	*160*	*3*	*937*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	2	187	150	3	965	400	0	0	0
AM BUILD Queue	**2**	**207**	**150**	**3**	**965**	**400**	**0**	**0**	**0**
Existing Lane Length	*2*	*215*	*160*	*3*	*1,472*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	2	221	**200**	3	1,516	725	0	0	0
PM BUILD Queue	**2**	**271**	**225**	**3**	**1,516**	**725**	**0**	**0**	**0**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*0*	*0*	*0*	*3*	*1,278*	*Cont*	*1*	*112*	*160*
AM NO BUILD Queue	0	0	0	3	1,316	500	1	115	150
AM BUILD Queue	**0**	**0**	**0**	**3**	**1,316**	**500**	**1**	**115**	**150**
Existing Lane Length	*0*	*0*	*0*	*3*	*1,449*	*Cont*	*1*	*107*	*160*
PM NO BUILD Queue	0	0	0	3	1,492	700	1	110	175
PM BUILD Queue	**0**	**0**	**0**	**3**	**1,492**	**700**	**1**	**110**	**175**

	AM	PM
Cycle Length:	100	130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates the calculated queue > 1,000 feet.

The intersection of Cutler Ave. / San Mateo Blvd. is a recently reconstructed intersection. I is not possible to extend the lengths of any of the existing auxiliary left or right turn lanes at the intersection.

Intersection #3 – Prospect Ave / San Mateo Blvd - Pages A-64 thru A-71

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #3 - Prospect Ave. / San Mateo Blvd.

	2014 AM Peak Hour			2014 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Prospect Ave.						
L	1	C - 32.8	D - 36.9	1	C - 34.7	D - 40.4
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
R	>	C - 32.5	C - 32.7	>	C - 33.9	C - 33.9
Westbound - Prospect Ave.						
L	1	D - 37.7	D - 38.3	1	D - 52.9	D - 54.2
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
R	>	C - 32.5	C - 32.6	>	C - 32.9	C - 33.1
Northbound - San Mateo Blvd.						
L	1	A - 6.8	A - 7.1	1	A - 9.9	A - 9.9
T	3	C - 23.6	C - 23.6	3	C - 34.7	C - 31.5
R	>	C - 24.0	C - 24.1	>	D - 36.2	C - 33.0
Southbound - San Mateo Blvd.						
L	1	A - 7.3	A - 7.3	1	B - 18.7	B - 18.1
T	3	B - 10.8	B - 11.1	3	B - 13.3	B - 14.5
R	>	B - 11.5	B - 12.0	>	B - 14.0	B - 15.7
Intersection:	**B - 17.3**		**B - 18.2**		**C - 27.2**	**C - 26.3**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The analysis of the intersection of Prospect Ave. / San Mateo Blvd. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Prospect Ave. / San Mateo Blvd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Intersection: **Prospect Ave / San Mateo Blvd**

2014

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*1*	*85*	*1*	*6*	*Cont*	*0*	*14*	*0*
AM NO BUILD Queue	1	1	0	1	6	25	0	14	50
AM BUILD Queue	**1**	**98**	**150**	**1**	**14**	**50**	**0**	**14**	**50**
Existing Lane Length	*1*	*21*	*85*	*1*	*15*	*Cont*	*0*	*58*	*0*
PM NO BUILD Queue	1	22	**50**	1	15	**50**	0	60	125
PM BUILD Queue	**1**	**123**	**200**	**1**	**23**	**75**	**0**	**60**	**125**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*99*	*100*	*1*	*10*	*Cont*	*0*	*7*	*0*
AM NO BUILD Queue	1	102	150	1	10	25	0	7	25
AM BUILD Queue	**1**	**102**	**150**	**1**	**15**	**50**	**0**	**7**	**25**
Existing Lane Length	*1*	*151*	*100*	*1*	*18*	*Cont*	*0*	*25*	*0*
PM NO BUILD Queue	1	156	250	1	19	**50**	0	26	75
PM BUILD Queue	**1**	**156**	**250**	**1**	**32**	**75**	**0**	**26**	**75**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*31*	*110*	*3*	*861*	*Cont*	*0*	*71*	*0*
AM NO BUILD Queue	1	32	75	3	887	375	0	73	125
AM BUILD Queue	**1**	**32**	**75**	**3**	**887**	**375**	**0**	**73**	**125**
Existing Lane Length	*1*	*51*	*110*	*3*	*1,684*	*Cont*	*0*	*147*	*0*
PM NO BUILD Queue	1	53	100	3	1,735	800	0	151	250
PM BUILD Queue	**1**	**53**	**100**	**3**	**1,735**	**800**	**0**	**151**	**250**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*66*	*115*	*3*	*1,454*	*Cont*	*0*	*8*	*0*
AM NO BUILD Queue	1	68	100	3	1,498	575	0	8	25
AM BUILD Queue	**1**	**68**	**100**	**3**	**1,498**	**575**	**0**	**71**	**125**
Existing Lane Length	*1*	*74*	*115*	*3*	*1,365*	*Cont*	*0*	*20*	*0*
PM NO BUILD Queue	1	76	150	3	1,406	675	0	21	**50**
PM BUILD Queue	**1**	**76**	**150**	**3**	**1,406**	**675**	**0**	**179**	**275**

	AM	PM
Cycle Length:	100	130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates the calculated queue > 1,000 feet.

Intersection #4 – Cutler Ave / Washington St - Pages A-72 thru A-79

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: #4 - Washington St. / Cutler Ave.

	2014 AM Peak Hour			2014 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Washington St.						
L	1	B - 10.6	B - 10.5	1	B - 15.3	B - 16.7
T	1	A - 9.1	A - 9.0	1	B - 12.8	B - 13.9
R	1	A - 8.8	A - 8.7	1	B - 12.7	B - 13.6
Westbound - Washington St.						
L	1	B - 10.1	B - 10.6	1	B - 15.3	B - 17.9
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
R	>	A - 10.0	A - 9.8	>	B - 13.3	B - 14.4
Northbound - Cutler Ave.						
L	1	A - 8.6	A - 9.3	1	A - 8.0	A - 8.7
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
R	>	A - 6.2	A - 7.0	>	A - 8.3	B - 10.8
Southbound - Cutler Ave.						
L	1	A - 7.7	A - 8.8	1	B - 12.4	B - 15.8
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
R	>	A - 6.9	A - 7.4	>	A - 6.4	A - 7.0
Intersection:		**A - 7.8**	**A - 8.3**		**B - 10.1**	**B - 11.9**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The analysis of the intersection of Washington St. / Cutler Ave. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Cutler Ave / Washington St are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Intersection: **Cutler Ave / Washington St**

2014

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*18*	*70*	*1*	*70*	*Cont*	*1*	*36*	*70*
AM NO BUILD Queue	1	19	50	1	72	125	1	37	75
AM BUILD Queue	**1**	**19**	**50**	**1**	**72**	**125**	**1**	**37**	**75**
Existing Lane Length	*1*	*55*	*70*	*1*	*107*	*Cont*	*1*	*81*	*70*
PM NO BUILD Queue	1	57	125	1	110	175	1	83	150
PM BUILD Queue	**1**	**57**	**125**	**1**	**110**	**175**	**1**	**83**	**150**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*60*	*130*	*1*	*81*	*Cont*	*0*	*44*	*0*
AM NO BUILD Queue	1	62	100	1	83	125	0	45	75
AM BUILD Queue	**1**	**101**	**150**	**1**	**83**	**125**	**0**	**45**	**75**
Existing Lane Length	*1*	*87*	*130*	*1*	*41*	*Cont*	*0*	*80*	*0*
PM NO BUILD Queue	1	90	150	1	42	100	0	82	150
PM BUILD Queue	**1**	**131**	**225**	**1**	**42**	**100**	**0**	**82**	**150**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*32*	*100*	*1*	*197*	*Cont*	*0*	*45*	*0*
AM NO BUILD Queue	1	33	75	1	203	250	0	46	75
AM BUILD Queue	**1**	**33**	**75**	**1**	**203**	**250**	**0**	**72**	**125**
Existing Lane Length	*1*	*37*	*100*	*1*	*435*	*Cont*	*0*	*73*	*0*
PM NO BUILD Queue	1	38	100	1	448	575	0	75	**150**
PM BUILD Queue	**1**	**38**	**100**	**1**	**448**	**575**	**0**	**139**	**225**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*53*	*160*	*1*	*287*	*Cont*	*0*	*39*	*0*
AM NO BUILD Queue	1	55	100	1	296	325	0	40	75
AM BUILD Queue	**1**	**55**	**100**	**1**	**296**	**325**	**0**	**40**	**75**
Existing Lane Length	*1*	*58*	*160*	*1*	*289*	*Cont*	*0*	*8*	*0*
PM NO BUILD Queue	1	60	125	1	298	400	0	8	25
PM BUILD Queue	**1**	**60**	**125**	**1**	**298**	**400**	**0**	**8**	**25**

	AM	PM
Cycle Length:	100	130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates the calculated queue > 1,000 feet.

Intersection #5 – Prospect Ave / Quincy St - Pages A-80 thru A-83

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **#5 - Prospect Ave. / Quincy St.**

	2014 AM Peak Hour			2014 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Prospect Ave.						
L	>	A - 9.6	A - 9.7	>	A - 9.9	B - 10.1
T	1	A - 9.6	A - 9.7	1	A - 9.9	B - 10.1
R	>	A - 9.6	A - 9.7	>	A - 9.9	B - 10.1
Westbound - Prospect Ave.						
L	>	A - 9.7	A - 9.7	>	A - 9.7	A - 9.7
T	1	A - 9.7	A - 9.7	1	A - 9.7	A - 9.7
R	>	A - 9.7	A - 9.7	>	A - 9.7	A - 9.7
Northbound - Quincy St.						
L	>	A - 1.0	A - 1.0	>	A - 1.0	A - 1.0
Southbound - Quincy St.						
L	>	A - 2.1	A - 2.2	>	A - 2.0	A - 2.3

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Prospect Ave / Quincy St is an existing unsignalized full access intersection with the stop sign controlling east & westbound traffic. The preceding summary analysis table demonstrates that the projected operation of the unsignalized intersection of Prospect Ave. / Quincy St. will be acceptable for all conditions considered in this report. No recommendations are made for this intersection.

Intersection #6 – Prospect Ave / Driveway 'A' - Pages A-84 thru A-85

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **#6 - Prospect Ave. / Driveway "A"**

	2014 AM Peak Hour			2014 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Westbound - Prospect Ave.						
L	>	A - 0.0	A - 5.1	>	A - 0.0	A - 6.5
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
Northbound - Driveway "A"						
L	>	A - 0.0	A - 9.1	>	A - 0.0	A - 9.5
R	>	A - 0.0	A - 9.1	>	A - 0.0	A - 9.5

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Prospect Ave. / Driveway 'A' is a proposed unsignalized tee private driveway with the stop sign controlling northbound traffic. Analysis of the unsignalized Prospect Ave. / Driveway 'A' intersection indicates that the operation of the intersection will be acceptable for all conditions considered in this report. The proposed driveway should be constructed with a minimum of one entering lane and one exiting lane.

Intersection #7 – Driveway 'B' / Quincy St - Pages A-86 thru A-87

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **#7 - Driveway "B" / Quincy St.**

	2014 AM Peak Hour			2014 PM Peak Hour		
	BASE GEOMETRY			BASE GEOMETRY		
	NO BUILD		BUILD	NO BUILD		BUILD
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Westbound - Driveway "B"						
L	>	A - 0.0	A - 9.5	>	A - 0.0	A - 9.8
R	>	A - 0.0	A - 9.5	>	A - 0.0	A - 9.8
Southbound - Quincy St.						
L	>	A - 0.0	A - 1.0	>	A - 0.0	A - 1.0
T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Driveway 'B' / Quincy St. is an existing unsignalized tee private driveway with the stop sign controlling westbound traffic. Analysis of the unsignalized Driveway 'B' / Quincy St. intersection indicates that the operation of the intersection will be acceptable for all conditions considered in this report. The proposed driveway should be constructed with a minimum of one entering lane and one exiting lane.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The implementation of the proposed Plaza at San Mateo Commercial Development will generate a significant volume of new traffic on the adjacent transportation system and thus, will have a moderate impact at the intersections and roadways analyzed in this study, especially those intersections and roadway closer to the project.

Recommendations for improvements to the adjacent transportation system include:

- All design and construction related to this project will take into consideration that adequate sight distance on roadway facilities should be maintained to the extent possible.
- **Cutler Ave. / San Mateo Blvd.** – Modify the existing traffic signal for the eastbound approach to replace the green ball indications with a right turn green arrow. In addition

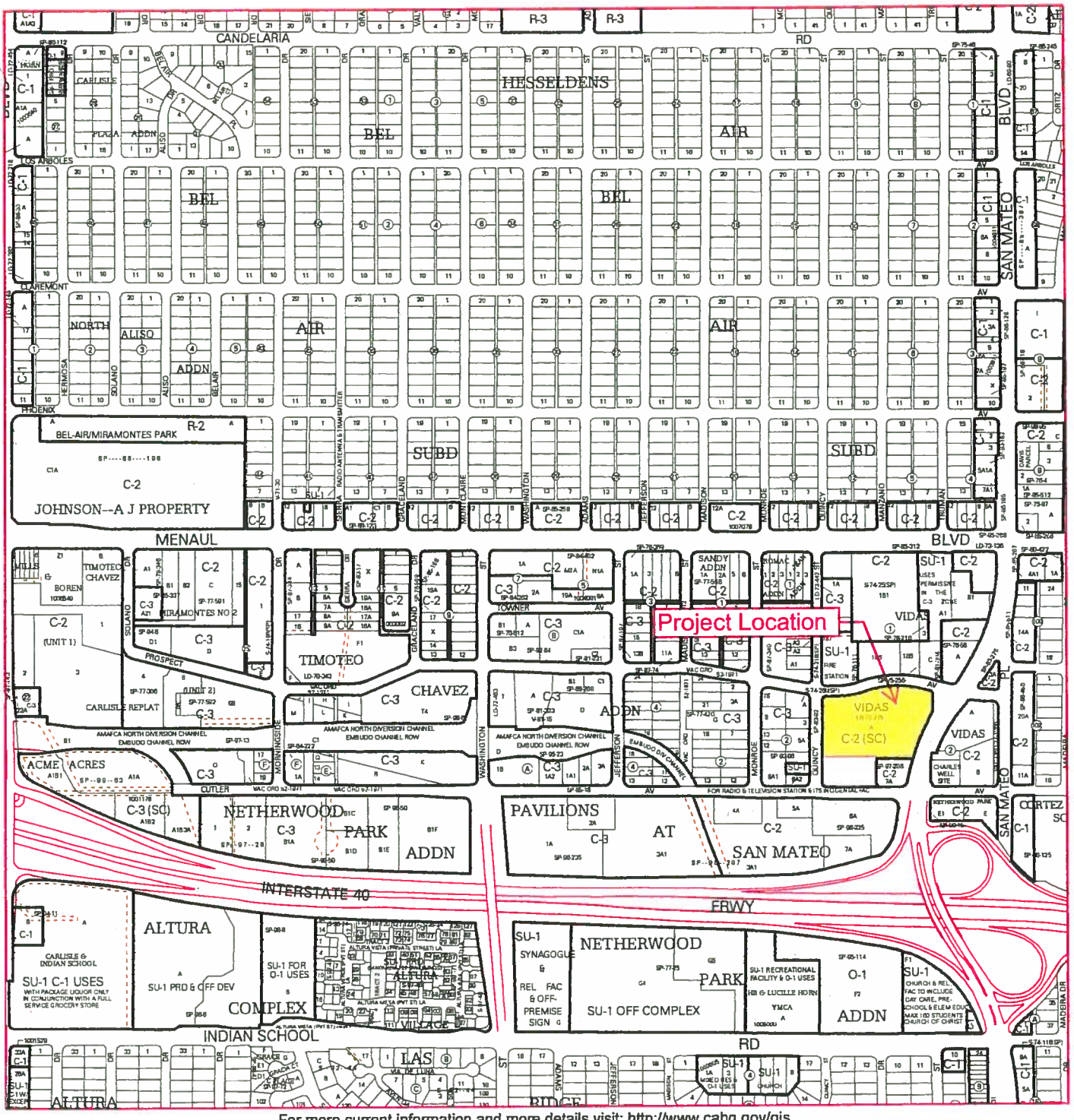
to the eastbound right turn exclusive phase, implement a new right turn overlap phase to move concurrently with the northbound protected left phase at the intersection.

- This study recommends that access to the new project may be accomplished as shown on the proposed site plan (See Appendix Page A-2) implementing two full access unsignalized driveways. Driveway "A" should be a full access unsignalized tee driveway on Cutler Ave. approximately 400 feet west of San Mateo Blvd. (centerline to centerline). Driveway "B" should be a full access unsignalized tee driveway on Quincy St. approximately 200 feet north of Cutler Ave. (centerline to centerline). Both Driveway "A" and Driveway "B" should be designed and constructed with a minimum of one entering lane and one exiting lane. Curb return radii should be incorporated into the design and construction of Driveway "A" and Driveway "B". Curb return radii should be a minimum or 25 feet or larger if needed to accommodate large delivery vehicles.

Improvements on City of Albuquerque streets and intersections should comply with requirements of the City of Albuquerque's *Development Process Manual.* Any improvements on NM state highways or state facilities should comply with New Mexico Department of Transportation standards.

Appendix

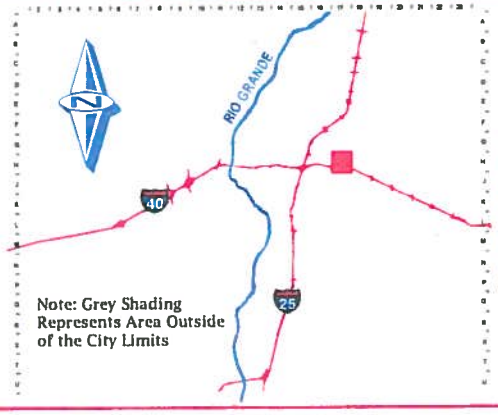
APPENDIX



For more current information and more details visit: http://www.cabq.gov/gis

Albuquerque Geographic Information System

Map amended through: 1/24/2011



Note: Grey Shading Represents Area Outside of the City Limits

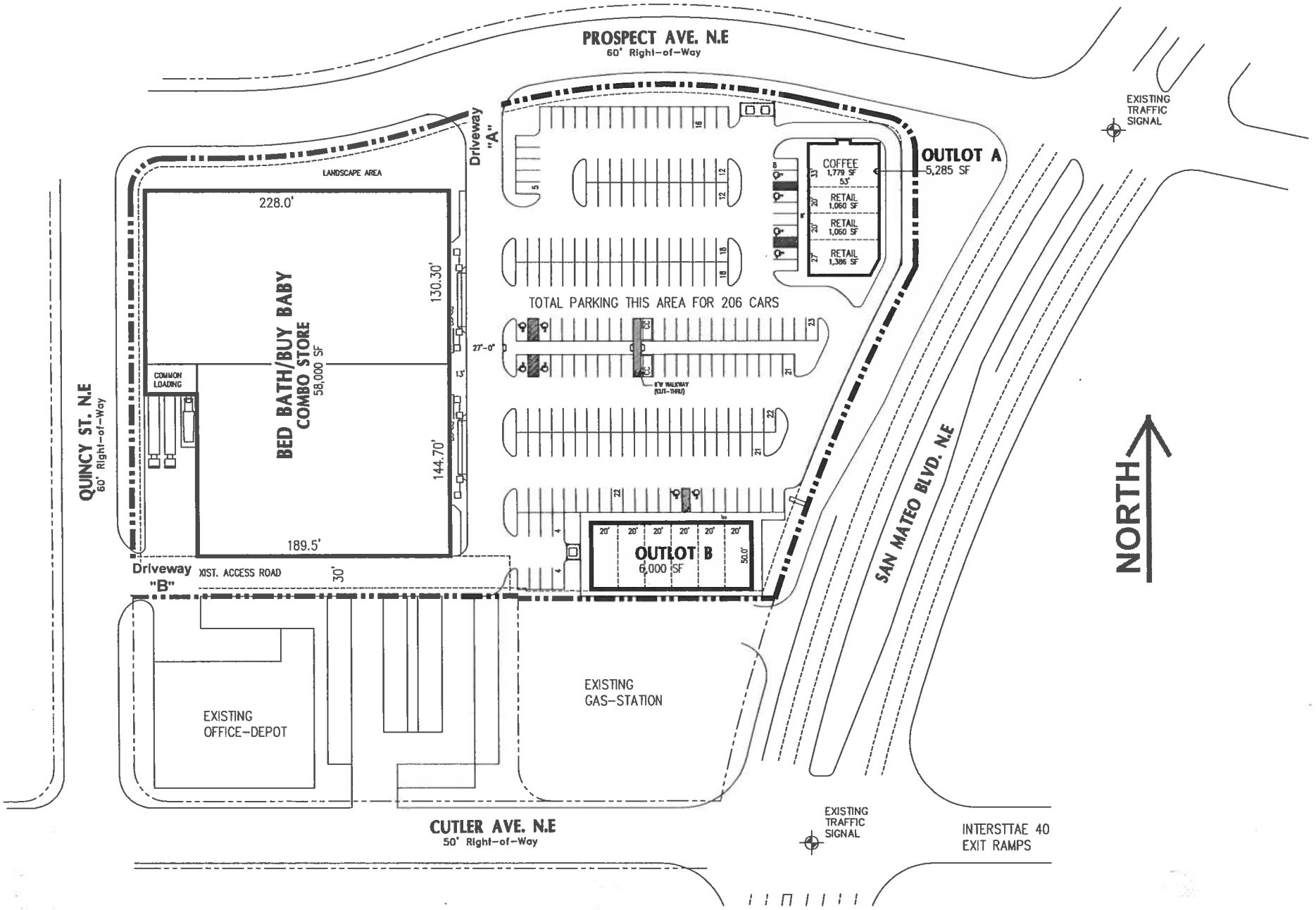
Zone Atlas Page:

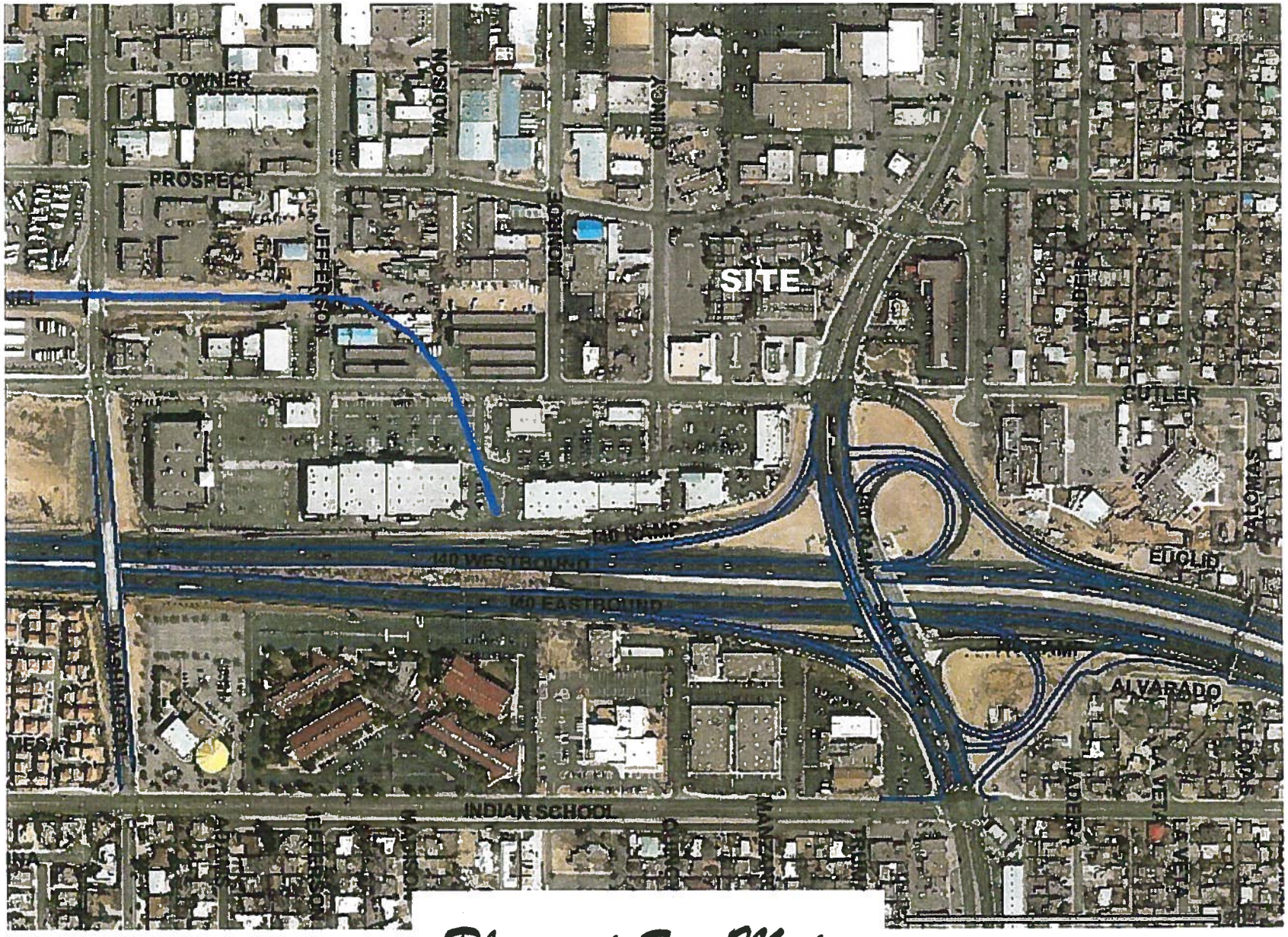
H-17-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet

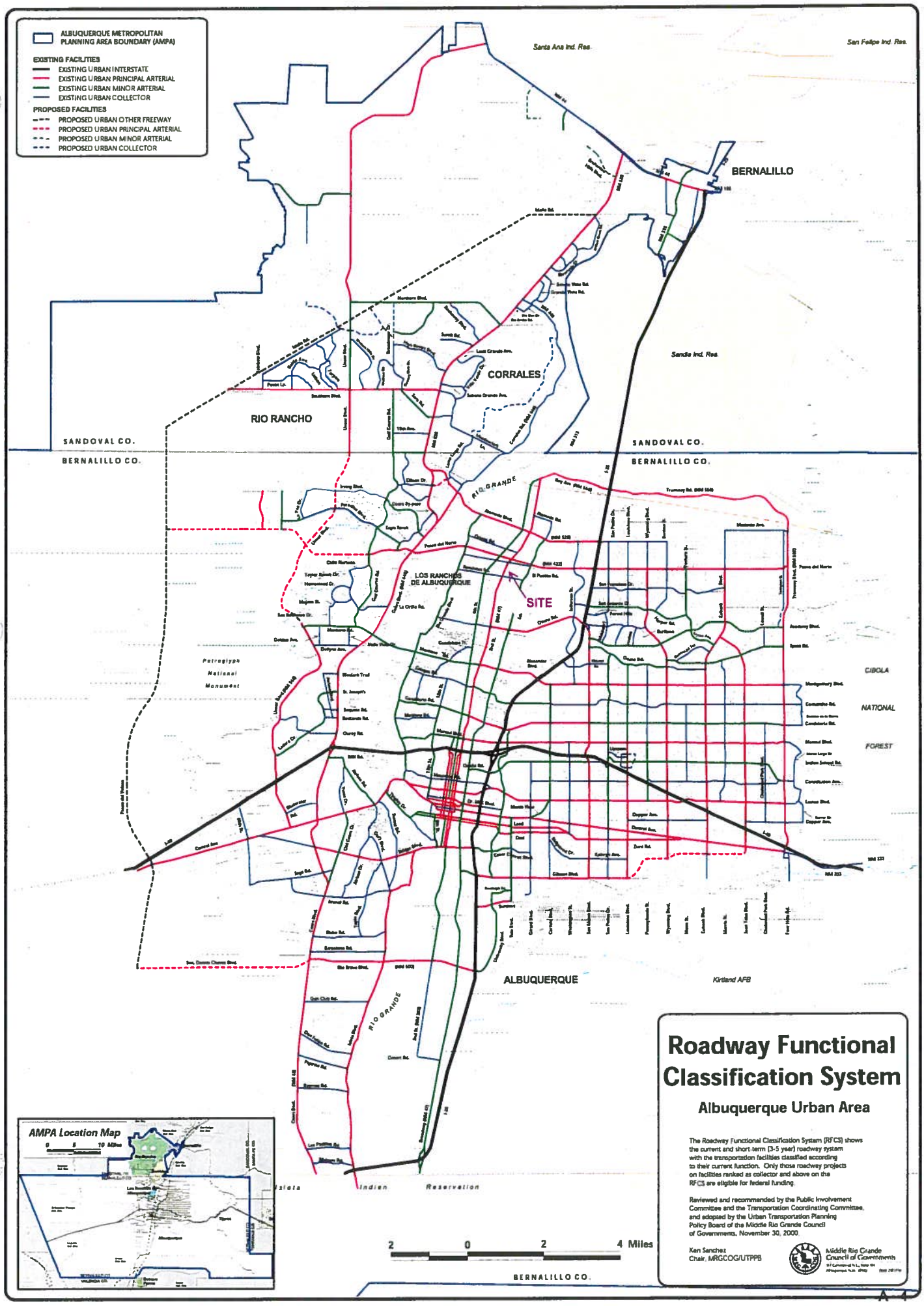

PROSPECT AVE. N.E
60' Right-of-Way
EXISTING TRAFFIC SIGNAL
Driveway "A"
LANDSCAPE AREA
228.0'
130.30'
BED BATH/BUY BABY
COMBO STORE
58,000 SF
144.70'
189.5'
COMMON LOADING
QUINCY ST. N.E
60' Right-of-Way
TOTAL PARKING THIS AREA FOR 206 CARS
27'-0"
COFFEE 1,779 SF
RETAIL 1,060 SF
RETAIL 1,060 SF
RETAIL 1,386 SF
OUTLOT A
5,285 SF
OUTLOT B
6,000 SF
50.0'
Driveway "B"
XIST. ACCESS ROAD
30'
SAN MATEO BLVD. N.E
NORTH
EXISTING OFFICE-DEPOT
EXISTING GAS-STATION
CUTLER AVE. N.E
50' Right-of-Way
EXISTING TRAFFIC SIGNAL
INTERSTTAE 40 EXIT RAMPS



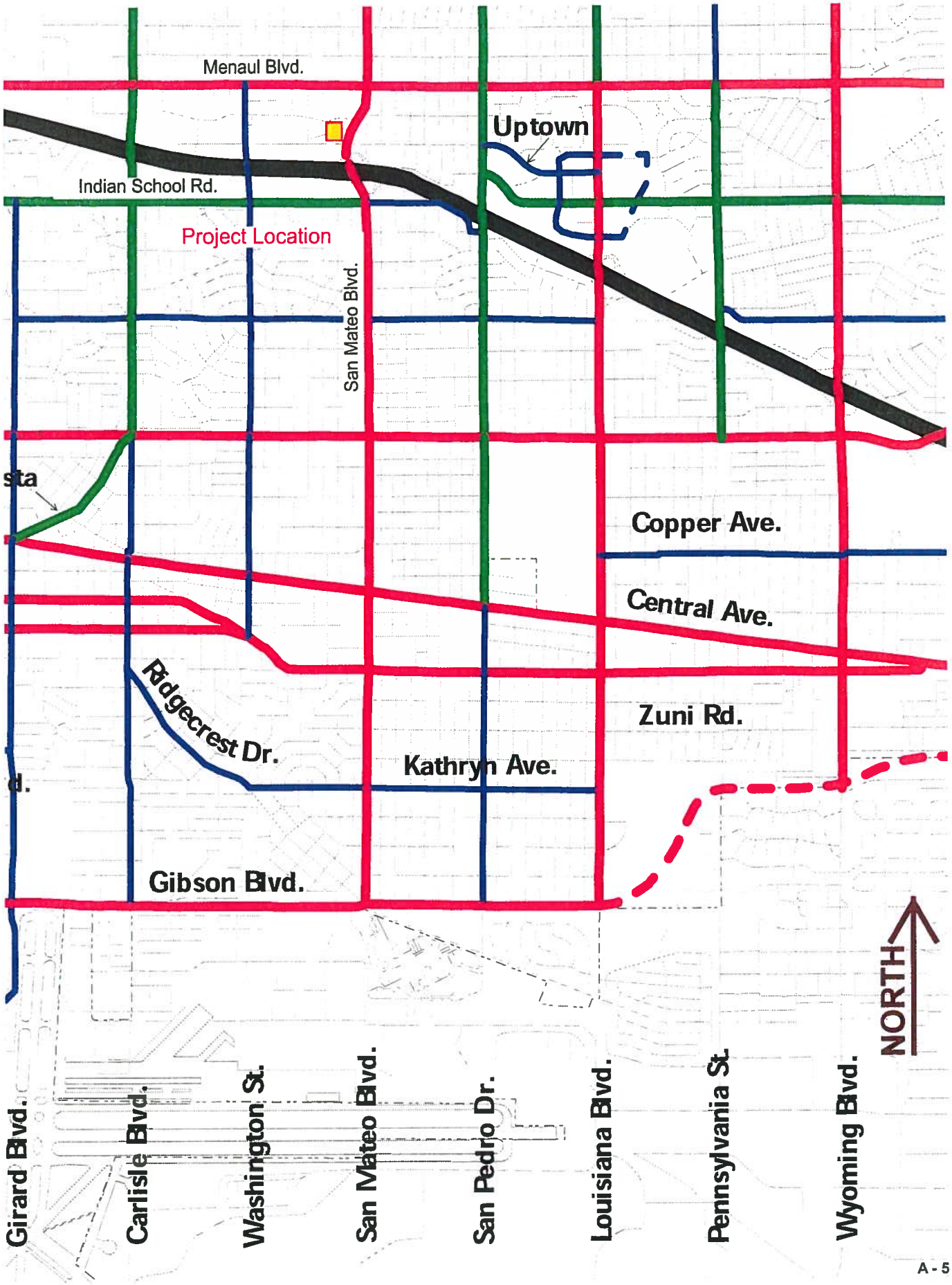
Plaza at San Mateo

(San Mateo Blvd / Cutler Ave)

Aerial Photo


ALBUQUERQUE METROPOLITAN PLANNING AREA BOUNDARY (AMPA)
EXISTING FACILITIES
EXISTING URBAN INTERSTATE
EXISTING URBAN PRINCIPAL ARTERIAL
EXISTING URBAN MINOR ARTERIAL
EXISTING URBAN COLLECTOR
PROPOSED FACILITIES
PROPOSED URBAN OTHER FREEWAY
PROPOSED URBAN PRINCIPAL ARTERIAL
PROPOSED URBAN MINOR ARTERIAL
PROPOSED URBAN COLLECTOR
Santa Ana Ind. Res.
San Felipe Ind. Res.
Sandia Ind. Res.
BERNALILLO
CORRALES
RIO RANCHO
SANDOVAL CO.
BERNALILLO CO.
SANDOVAL CO.
BERNALILLO CO.
RIO GRANDE
LOS RANCHOS DE ALBUQUERQUE
SITE
Petroglyph National Monument
CIBOLA NATIONAL FOREST
ALBUQUERQUE
Kirtland AFB
RIO GRANDE
Indian Reservation
AMPA Location Map
0 5 10 Miles
2 0 2 4 Miles
BERNALILLO CO.
Roadway Functional Classification System
Albuquerque Urban Area
The Roadway Functional Classification System (RFCS) shows the current and short-term (3-5 year) roadway system with the transportation facilities classified according to their current function. Only those roadway projects on facilities ranked as collector and above on the RFCS are eligible for federal funding.
Reviewed and recommended by the Public Involvement Committee and the Transportation Coordinating Committee, and adopted by the Urban Transportation Planning Policy Board of the Middle Rio Grande Council of Governments, November 30, 2000.
Ken Sanchez
Chair, MRGCOG/UTPPB
Middle Rio Grande Council of Governments

Portion of Current Functional Classification System Map



Plaza at San Mateo (Cutler @ San Mateo)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

COMMENT	USE (ITE CODE) / DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Proposed	Shopping Center (820)	58.00	4,766	68	44	216	225
Proposed	High Turnover (Sit-Down) Restaurant (932)	9.50	1,208	57	53	62	43
Proposed	Coffee/Donut Shop w/ Drive Thru Window (937)	1.80	1,473	102	98	39	39
	Subtotal Proposed Retail Commercial Development Plan		**7,447**	**227**	**195**	**317**	**307**
Existing	General Office Building (710)	60.00	900	110	15	25	121
Increase in Trip Generation Rate			**6,547**	**117**	**180**	**292**	**186**

Plaza at San Mateo (Cutler @ San Mateo)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	***58.00***	4,766	68	44	216	225
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = ***0.65*** **Ln(X) +** ***5.83***
50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

Ln(T) = ***0.59*** **Ln(X) +** ***2.32***
61% Enter, ***39%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

Ln(T) = ***0.67*** **Ln(X) +** ***3.37***
49% Enter, ***51%*** Exit

Comments:
Proposed

Based on ITE Trip Generation Manual - 8th Edition

Plaza at San Mateo (Cutler @ San Mateo)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
High Turnover (Sit-Down) Restaurant (932)	*9.50*	1,208	57	53	62	43
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = *127.15* (X) + *0*
50% Enter, *50%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

T = *11.52* (X) + *0*
52% Enter, *48%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = *11.15* (X) + *0*
59% Enter, *41%* Exit

Comments:
Proposed

Based on ITE Trip Generation Manual - 8th Edition

Plaza at San Mateo (Cutler @ San Mateo)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Coffee/Donut Shop w/ Drive Thru Window (937)	*1.80*	1,473	102	98	39	39
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = *818.58* (X) + *0*
50% Enter, *50%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

T = *110.75* (X) + *0*
51% Enter, *49%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = *42.93* (X) + *0*
50% Enter, *50%* Exit

Comments:
Proposed

Based on ITE Trip Generation Manual - 8th Edition

Plaza at San Mateo (Cutler @ San Mateo)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
General Office Building (710)	*60.00*	900	110	15	25	121
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = *0.77* Ln(X) + *3.65*
50% Enter, *50%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

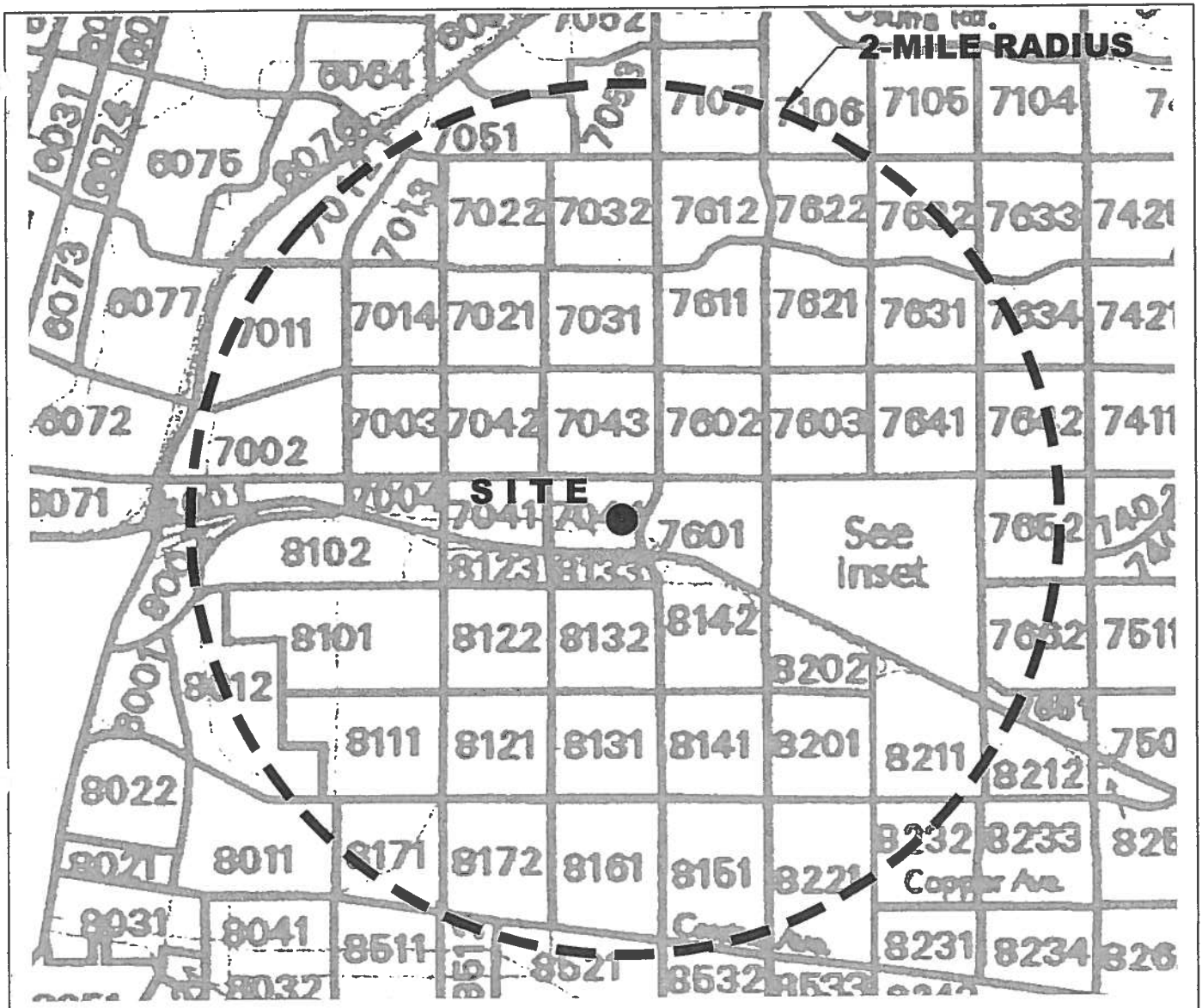
Ln(T) = *0.8* Ln(X) + *1.55*
88% Enter, *12%* Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

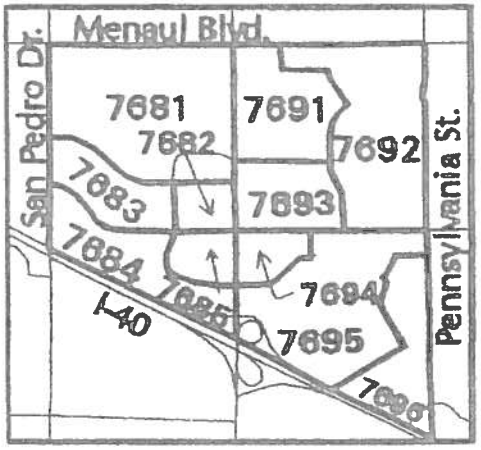
T = *1.12* (X) + *78.81*
17% Enter, *83%* Exit

Comments:
Existing

Based on ITE Trip Generation Manual - 8th Edition



Inset for Uptown (not to scale)



DATA ANALYSIS SUBZONE (DASZ) MAP

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(QN) Quincy St North			(SN) San Mateo Blvd North			(PE) Prospect Ave East		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population In Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2014													
Boundary Specified on DASZ Map																	
7001	70%	0	0	0	0	1.00	0	0.00%	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	90%	5	0	3	3	1.00	3	0.01%	50%	0.00%	2	0%	0.00%	0	0%	0.00%	0
7003	100%	87	79	84	84	1.00	84	0.15%	50%	0.07%	42	0%	0.00%	0	0%	0.00%	0
7004	100%	2	2	2	2	1.00	2	0.00%	50%	0.00%	1	0%	0.00%	0	0%	0.00%	0
7011	90%	13	12	13	12	1.00	12	0.02%	0%	0.00%	0	100%	0.02%	12	0%	0.00%	0
7012	90%	454	420	441	397	1.00	397	0.69%	0%	0.00%	0	100%	0.69%	397	0%	0.00%	0
7013	100%	1084	1031	1,064	1,064	1.00	1,064	1.86%	0%	0.00%	0	100%	1.86%	1,064	0%	0.00%	0
7014	100%	1946	1807	1,893	1,893	1.00	1,893	3.31%	0%	0.00%	0	100%	3.31%	1,893	0%	0.00%	0
7021	100%	1282	1185	1,245	1,245	1.00	1,245	2.18%	0%	0.00%	0	100%	2.18%	1,245	0%	0.00%	0
7022	100%	1690	1570	1,644	1,644	1.00	1,644	2.88%	0%	0.00%	0	100%	2.88%	1,644	0%	0.00%	0
7031	100%	1956	1815	1,902	1,902	1.00	1,902	3.33%	0%	0.00%	0	100%	3.33%	1,902	0%	0.00%	0
7032	100%	1648	1541	1,607	1,607	1.00	1,607	2.81%	0%	0.00%	0	100%	2.81%	1,607	0%	0.00%	0
7041	100%	182	166	176	176	1.00	176	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	100%	1110	1028	1,078	1,078	1.00	1,078	1.89%	50%	0.94%	539	0%	0.00%	0	0%	0.00%	0
7043	100%	1467	1360	1,426	1,426	1.00	1,426	2.50%	0%	0.00%	0	100%	2.50%	1,426	0%	0.00%	0
7044	100%	13	15	14	14	1.00	14	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7051	95%	2889	2687	2,811	2,670	1.00	2,670	4.67%	0%	0.00%	0	100%	4.67%	2,670	0%	0.00%	0
7052	10%	6	6	6	1	1.00	1	0.00%	0%	0.00%	0	100%	0.00%	1	0%	0.00%	0
7053	100%	7	0	4	4	1.00	4	0.01%	0%	0.00%	0	100%	0.01%	4	0%	0.00%	0
7106	45%	1869	1731	1,816	817	1.00	817	1.43%	0%	0.00%	0	100%	1.43%	817	0%	0.00%	0
7107	90%	2225	2064	2,163	1,947	1.00	1,947	3.41%	0%	0.00%	0	100%	3.41%	1,947	0%	0.00%	0
7601	100%	924	858	899	899	1.00	899	1.57%	0%	0.00%	0	0%	0.00%	0	100%	1.57%	899
7602	100%	1062	987	1,033	1,033	1.00	1,033	1.81%	0%	0.00%	0	100%	1.81%	1,033	0%	0.00%	0
7603	100%	1221	1132	1,187	1,187	1.00	1,187	2.08%	0%	0.00%	0	100%	2.08%	1,187	0%	0.00%	0
7611	100%	1854	1720	1,802	1,802	1.00	1,802	3.15%	0%	0.00%	0	100%	3.15%	1,802	0%	0.00%	0
7612	100%	926	863	902	902	1.00	902	1.58%	0%	0.00%	0	100%	1.58%	902	0%	0.00%	0
7621	100%	1297	1205	1,262	1,262	1.00	1,262	2.21%	0%	0.00%	0	100%	2.21%	1,262	0%	0.00%	0
7622	100%	1012	942	985	985	1.00	985	1.72%	0%	0.00%	0	100%	1.72%	985	0%	0.00%	0
7631	100%	1101	1018	1,069	1,069	1.00	1,069	1.87%	0%	0.00%	0	100%	1.87%	1,069	0%	0.00%	0
7632	85%	859	802	837	711	1.00	711	1.24%	0%	0.00%	0	100%	1.24%	711	0%	0.00%	0
7634	50%	682	630	662	331	1.00	331	0.58%	0%	0.00%	0	100%	0.58%	331	0%	0.00%	0
7641	100%	1259	1165	1,223	1,223	1.00	1,223	2.14%	0%	0.00%	0	100%	2.14%	1,223	0%	0.00%	0
7642	85%	904	841	880	748	1.00	748	1.31%	0%	0.00%	0	100%	1.31%	748	0%	0.00%	0
7652	90%	1024	951	996	896	1.00	896	1.57%	0%	0.00%	0	100%	1.57%	896	0%	0.00%	0
7661	10%	194	215	202	20	1.00	20	0.03%	0%	0.00%	0	0%	0.00%	0	100%	0.03%	20

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(QN) Quincy St North			(SN) San Mateo Blvd North			(PE) Prospect Ave East		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2014													
Boundary Specified on DASZ Map																	
7662	50%	1692	1572	1,646	823	1.00	823	1.44%	0%	0.00%	0	0%	0.00%	0	100%	1.44%	823
7681	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	30%	0.00%	0	70%	0.00%	0
7682	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
7683	100%	126	117	123	123	1.00	123	0.22%	0%	0.00%	0	0%	0.00%	0	100%	0.22%	123
7684	100%	662	632	650	650	1.00	650	1.14%	0%	0.00%	0	0%	0.00%	0	100%	1.14%	650
7685	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
7691	100%	147	150	148	148	1.00	148	0.26%	0%	0.00%	0	100%	0.26%	148	0%	0.00%	0
7692	100%	659	868	739	739	1.00	739	1.29%	0%	0.00%	0	100%	1.29%	739	0%	0.00%	0
7693	100%	0	796	306	306	1.00	306	0.54%	0%	0.00%	0	100%	0.54%	306	0%	0.00%	0
7694	100%	0	85	33	33	1.00	33	0.06%	0%	0.00%	0	100%	0.06%	33	0%	0.00%	0
7695	100%	0	139	53	53	1.00	53	0.09%	0%	0.00%	0	100%	0.09%	53	0%	0.00%	0
7696	100%	877	837	862	862	1.00	862	1.51%	0%	0.00%	0	100%	1.51%	862	0%	0.00%	0
8012	25%	466	471	468	117	1.00	117	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8101	100%	2346	2176	2,281	2,281	1.00	2,281	3.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8102	100%	1462	1378	1,430	1,430	1.00	1,430	2.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8111	100%	1772	1643	1,722	1,722	1.00	1,722	3.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8121	100%	1229	1136	1,193	1,193	1.00	1,193	2.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8122	100%	1241	1168	1,213	1,213	1.00	1,213	2.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8123	100%	471	435	457	457	1.00	457	0.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8131	100%	1262	1170	1,227	1,227	1.00	1,227	2.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8132	100%	1162	1076	1,129	1,129	1.00	1,129	1.98%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8133	100%	1	0	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8141	100%	1021	951	994	994	1.00	994	1.74%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8142	100%	1483	1376	1,442	1,442	1.00	1,442	2.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8151	90%	1752	1674	1,722	1,550	1.00	1,550	2.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8161	95%	2081	2358	2,188	2,079	1.00	2,079	3.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8171	50%	1020	974	1,002	501	1.00	501	0.88%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8172	95%	1605	1514	1,570	1,492	1.00	1,492	2.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8201	100%	1126	1045	1,095	1,095	1.00	1,095	1.92%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8202	100%	806	757	787	787	1.00	787	1.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8211	95%	1580	1479	1,541	1,464	1.00	1,464	2.56%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8221	50%	3	10	6	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8232	15%	1199	1118	1,168	175	1.00	175	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				31,274	57,143		57,143	48.57%			584			30,919			2,515
											1.02%			54.11%			4.40%

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(IE) Indian School Rd East			(SS) San Mateo Blvd South			(IW) Indian School Rd. West		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2014													
Boundary Specified on DASZ Map																	
7001	70%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	90%	5	0	3	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7003	100%	87	79	84	84	1.00	84	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7004	100%	2	2	2	2	1.00	2	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7011	90%	13	12	13	12	1.00	12	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7012	90%	454	420	441	397	1.00	397	0.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7013	100%	1084	1031	1,064	1,064	1.00	1,064	1.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	100%	1946	1807	1,893	1,893	1.00	1,893	3.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	100%	1282	1185	1,245	1,245	1.00	1,245	2.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1690	1570	1,644	1,644	1.00	1,644	2.88%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	100%	1956	1815	1,902	1,902	1.00	1,902	3.33%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	100%	1648	1541	1,607	1,607	1.00	1,607	2.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7041	100%	182	166	176	176	1.00	176	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	100%	1110	1028	1,078	1,078	1.00	1,078	1.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7043	100%	1467	1360	1,426	1,426	1.00	1,426	2.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7044	100%	13	15	14	14	1.00	14	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7051	95%	2889	2687	2,811	2,670	1.00	2,670	4.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7052	10%	6	6	6	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7053	100%	7	0	4	4	1.00	4	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7106	45%	1869	1731	1,816	817	1.00	817	1.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7107	90%	2225	2064	2,163	1,947	1.00	1,947	3.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7601	100%	924	858	899	899	1.00	899	1.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7602	100%	1062	987	1,033	1,033	1.00	1,033	1.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7603	100%	1221	1132	1,187	1,187	1.00	1,187	2.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7611	100%	1854	1720	1,802	1,802	1.00	1,802	3.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7612	100%	926	863	902	902	1.00	902	1.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7621	100%	1297	1205	1,262	1,262	1.00	1,262	2.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7622	100%	1012	942	985	985	1.00	985	1.72%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7631	100%	1101	1018	1,069	1,069	1.00	1,069	1.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7632	85%	859	802	837	711	1.00	711	1.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7634	50%	682	630	662	331	1.00	331	0.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7641	100%	1259	1165	1,223	1,223	1.00	1,223	2.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7642	85%	904	841	880	748	1.00	748	1.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7652	90%	1024	951	996	896	1.00	896	1.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7661	10%	194	215	202	20	1.00	20	0.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

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		2004	2030	2014													
Boundary Specified on DASZ Map																	
7662	50%	1692	1572	1,646	823	1.00	823	1.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7681	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7682	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7683	100%	126	117	123	123	1.00	123	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7684	100%	662	632	650	650	1.00	650	1.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7685	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7691	100%	147	150	148	148	1.00	148	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7692	100%	659	868	739	739	1.00	739	1.29%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7693	100%	0	796	306	306	1.00	306	0.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7694	100%	0	85	33	33	1.00	33	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7695	100%	0	139	53	53	1.00	53	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7696	100%	877	837	862	862	1.00	862	1.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8012	25%	466	471	468	117	1.00	117	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8101	100%	2346	2176	2,281	2,281	1.00	2,281	3.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8102	100%	1462	1378	1,430	1,430	1.00	1,430	2.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8111	100%	1772	1643	1,722	1,722	1.00	1,722	3.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8121	100%	1229	1136	1,193	1,193	1.00	1,193	2.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8122	100%	1241	1168	1,213	1,213	1.00	1,213	2.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8123	100%	471	435	457	457	1.00	457	0.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8131	100%	1262	1170	1,227	1,227	1.00	1,227	2.15%	0%	0.00%	0	50%	1.07%	614	0%	0.00%	0
8132	100%	1162	1076	1,129	1,129	1.00	1,129	1.98%	0%	0.00%	0	40%	0.79%	452	20%	0.40%	226
8133	100%	1	0	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	50%	0.00%	1
8141	100%	1021	951	994	994	1.00	994	1.74%	0%	0.00%	0	100%	1.74%	994	0%	0.00%	0
8142	100%	1483	1376	1,442	1,442	1.00	1,442	2.52%	25%	0.63%	361	75%	1.89%	1,082	0%	0.00%	0
8151	90%	1752	1674	1,722	1,550	1.00	1,550	2.71%	0%	0.00%	0	100%	2.71%	1,550	0%	0.00%	0
8161	95%	2081	2358	2,188	2,079	1.00	2,079	3.64%	0%	0.00%	0	50%	1.82%	1,040	0%	0.00%	0
8171	50%	1020	974	1,002	501	1.00	501	0.88%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8172	95%	1605	1514	1,570	1,492	1.00	1,492	2.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8201	100%	1126	1045	1,095	1,095	1.00	1,095	1.92%	50%	0.96%	548	50%	0.96%	548	0%	0.00%	0
8202	100%	806	757	787	787	1.00	787	1.38%	50%	0.69%	394	50%	0.69%	394	0%	0.00%	0
8211	95%	1580	1479	1,541	1,464	1.00	1,464	2.56%	0%	0.00%	0	100%	2.56%	1,464	0%	0.00%	0
8221	50%	3	10	6	3	1.00	3	0.01%	0%	0.00%	0	100%	0.01%	3	0%	0.00%	0
8232	15%	1199	1118	1,168	175	1.00	175	0.31%	0%	0.00%	0	100%	0.31%	175	0%	0.00%	0
				31,274	57,143		57,143	48.57%			1,302			8,313			226
											2.28%			14.55%			0.40%

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(7C) DASZ 7044 Central			(WS) Washington St South		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2014										
Boundary Specified on DASZ Map														
7001	70%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
7002	90%	5	0	3	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0
7003	100%	87	79	84	84	1.00	84	0.15%	0%	0.00%	0	0%	0.00%	0
7004	100%	2	2	2	2	1.00	2	0.00%	0%	0.00%	0	0%	0.00%	0
7011	90%	13	12	13	12	1.00	12	0.02%	0%	0.00%	0	0%	0.00%	0
7012	90%	454	420	441	397	1.00	397	0.69%	0%	0.00%	0	0%	0.00%	0
7013	100%	1084	1031	1,064	1,064	1.00	1,064	1.86%	0%	0.00%	0	0%	0.00%	0
7014	100%	1946	1807	1,893	1,893	1.00	1,893	3.31%	0%	0.00%	0	0%	0.00%	0
7021	100%	1282	1185	1,245	1,245	1.00	1,245	2.18%	0%	0.00%	0	0%	0.00%	0
7022	100%	1690	1570	1,644	1,644	1.00	1,644	2.88%	0%	0.00%	0	0%	0.00%	0
7031	100%	1956	1815	1,902	1,902	1.00	1,902	3.33%	0%	0.00%	0	0%	0.00%	0
7032	100%	1648	1541	1,607	1,607	1.00	1,607	2.81%	0%	0.00%	0	0%	0.00%	0
7041	100%	182	166	176	176	1.00	176	0.31%	0%	0.00%	0	0%	0.00%	0
7042	100%	1110	1028	1,078	1,078	1.00	1,078	1.89%	0%	0.00%	0	0%	0.00%	0
7043	100%	1467	1360	1,426	1,426	1.00	1,426	2.50%	0%	0.00%	0	0%	0.00%	0
7044	100%	13	15	14	14	1.00	14	0.02%	100%	0.02%	14	0%	0.00%	0
7051	95%	2889	2687	2,811	2,670	1.00	2,670	4.67%	0%	0.00%	0	0%	0.00%	0
7052	10%	6	6	6	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0
7053	100%	7	0	4	4	1.00	4	0.01%	0%	0.00%	0	0%	0.00%	0
7106	45%	1869	1731	1,816	817	1.00	817	1.43%	0%	0.00%	0	0%	0.00%	0
7107	90%	2225	2064	2,163	1,947	1.00	1,947	3.41%	0%	0.00%	0	0%	0.00%	0
7601	100%	924	858	899	899	1.00	899	1.57%	0%	0.00%	0	0%	0.00%	0
7602	100%	1062	987	1,033	1,033	1.00	1,033	1.81%	0%	0.00%	0	0%	0.00%	0
7603	100%	1221	1132	1,187	1,187	1.00	1,187	2.08%	0%	0.00%	0	0%	0.00%	0
7611	100%	1854	1720	1,802	1,802	1.00	1,802	3.15%	0%	0.00%	0	0%	0.00%	0
7612	100%	926	863	902	902	1.00	902	1.58%	0%	0.00%	0	0%	0.00%	0
7621	100%	1297	1205	1,262	1,262	1.00	1,262	2.21%	0%	0.00%	0	0%	0.00%	0
7622	100%	1012	942	985	985	1.00	985	1.72%	0%	0.00%	0	0%	0.00%	0
7631	100%	1101	1018	1,069	1,069	1.00	1,069	1.87%	0%	0.00%	0	0%	0.00%	0
7632	85%	859	802	837	711	1.00	711	1.24%	0%	0.00%	0	0%	0.00%	0
7634	50%	682	630	662	331	1.00	331	0.58%	0%	0.00%	0	0%	0.00%	0
7641	100%	1259	1165	1,223	1,223	1.00	1,223	2.14%	0%	0.00%	0	0%	0.00%	0
7642	85%	904	841	880	748	1.00	748	1.31%	0%	0.00%	0	0%	0.00%	0
7652	90%	1024	951	996	896	1.00	896	1.57%	0%	0.00%	0	0%	0.00%	0
7661	10%	194	215	202	20	1.00	20	0.03%	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(7C) DASZ 7044 Central			(WS) Washington St South		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2014										
Boundary Specified on DASZ Map														
7662	50%	1692	1572	1,646	823	1.00	823	1.44%	0%	0.00%	0	0%	0.00%	0
7681	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
7682	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
7683	100%	126	117	123	123	1.00	123	0.22%	0%	0.00%	0	0%	0.00%	0
7684	100%	662	632	650	650	1.00	650	1.14%	0%	0.00%	0	0%	0.00%	0
7685	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
7691	100%	147	150	148	148	1.00	148	0.26%	0%	0.00%	0	0%	0.00%	0
7692	100%	659	868	739	739	1.00	739	1.29%	0%	0.00%	0	0%	0.00%	0
7693	100%	0	796	306	306	1.00	306	0.54%	0%	0.00%	0	0%	0.00%	0
7694	100%	0	85	33	33	1.00	33	0.06%	0%	0.00%	0	0%	0.00%	0
7695	100%	0	139	53	53	1.00	53	0.09%	0%	0.00%	0	0%	0.00%	0
7696	100%	877	837	862	862	1.00	862	1.51%	0%	0.00%	0	0%	0.00%	0
8012	25%	466	471	468	117	1.00	117	0.20%	0%	0.00%	0	100%	0.20%	117
8101	100%	2346	2176	2,281	2,281	1.00	2,281	3.99%	0%	0.00%	0	100%	3.99%	2,281
8102	100%	1462	1378	1,430	1,430	1.00	1,430	2.50%	0%	0.00%	0	100%	2.50%	1,430
8111	100%	1772	1643	1,722	1,722	1.00	1,722	3.01%	0%	0.00%	0	100%	3.01%	1,722
8121	100%	1229	1136	1,193	1,193	1.00	1,193	2.09%	0%	0.00%	0	100%	2.09%	1,193
8122	100%	1241	1168	1,213	1,213	1.00	1,213	2.12%	0%	0.00%	0	100%	2.12%	1,213
8123	100%	471	435	457	457	1.00	457	0.80%	0%	0.00%	0	100%	0.80%	457
8131	100%	1262	1170	1,227	1,227	1.00	1,227	2.15%	0%	0.00%	0	50%	1.07%	614
8132	100%	1162	1076	1,129	1,129	1.00	1,129	1.98%	0%	0.00%	0	40%	0.79%	452
8133	100%	1	0	1	1	1.00	1	0.00%	0%	0.00%	0	50%	0.00%	1
8141	100%	1021	951	994	994	1.00	994	1.74%	0%	0.00%	0	0%	0.00%	0
8142	100%	1483	1376	1,442	1,442	1.00	1,442	2.52%	0%	0.00%	0	0%	0.00%	0
8151	90%	1752	1674	1,722	1,550	1.00	1,550	2.71%	0%	0.00%	0	0%	0.00%	0
8161	95%	2081	2358	2,188	2,079	1.00	2,079	3.64%	0%	0.00%	0	50%	1.82%	1,040
8171	50%	1020	974	1,002	501	1.00	501	0.88%	0%	0.00%	0	100%	0.88%	501
8172	95%	1605	1514	1,570	1,492	1.00	1,492	2.61%	0%	0.00%	0	100%	2.61%	1,492
8201	100%	1126	1045	1,095	1,095	1.00	1,095	1.92%	0%	0.00%	0	0%	0.00%	0
8202	100%	806	757	787	787	1.00	787	1.38%	0%	0.00%	0	0%	0.00%	0
8211	95%	1580	1479	1,541	1,464	1.00	1,464	2.56%	0%	0.00%	0	0%	0.00%	0
8221	50%	3	10	6	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0
8232	15%	1199	1118	1,168	175	1.00	175	0.31%	0%	0.00%	0	0%	0.00%	0
				31,274	57,143		57,143	48.57%			14			12,511
											0.02%			21.89%

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(CW) Cutler Ave West			(PW) Prospect Ave West		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (MI.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2014										
Boundary Specified on DASZ Map														
7001	70%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	50%	0.00%	0
7002	90%	5	0	3	3	1.00	3	0.01%	0%	0.00%	0	50%	0.00%	2
7003	100%	87	79	84	84	1.00	84	0.15%	0%	0.00%	0	50%	0.07%	42
7004	100%	2	2	2	2	1.00	2	0.00%	0%	0.00%	0	50%	0.00%	1
7011	90%	13	12	13	12	1.00	12	0.02%	0%	0.00%	0	0%	0.00%	0
7012	90%	454	420	441	397	1.00	397	0.69%	0%	0.00%	0	0%	0.00%	0
7013	100%	1084	1031	1,064	1,064	1.00	1,064	1.86%	0%	0.00%	0	0%	0.00%	0
7014	100%	1946	1807	1,893	1,893	1.00	1,893	3.31%	0%	0.00%	0	0%	0.00%	0
7021	100%	1282	1185	1,245	1,245	1.00	1,245	2.18%	0%	0.00%	0	0%	0.00%	0
7022	100%	1690	1570	1,644	1,644	1.00	1,644	2.88%	0%	0.00%	0	0%	0.00%	0
7031	100%	1956	1815	1,902	1,902	1.00	1,902	3.33%	0%	0.00%	0	0%	0.00%	0
7032	100%	1648	1541	1,607	1,607	1.00	1,607	2.81%	0%	0.00%	0	0%	0.00%	0
7041	100%	182	166	176	176	1.00	176	0.31%	50%	0.15%	88	50%	0.15%	88
7042	100%	1110	1028	1,078	1,078	1.00	1,078	1.89%	0%	0.00%	0	50%	0.94%	539
7043	100%	1467	1360	1,426	1,426	1.00	1,426	2.50%	0%	0.00%	0	0%	0.00%	0
7044	100%	13	15	14	14	1.00	14	0.02%	0%	0.00%	0	0%	0.00%	0
7051	95%	2889	2687	2,811	2,670	1.00	2,670	4.67%	0%	0.00%	0	0%	0.00%	0
7052	10%	6	6	6	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0
7053	100%	7	0	4	4	1.00	4	0.01%	0%	0.00%	0	0%	0.00%	0
7106	45%	1869	1731	1,816	817	1.00	817	1.43%	0%	0.00%	0	0%	0.00%	0
7107	90%	2225	2064	2,163	1,947	1.00	1,947	3.41%	0%	0.00%	0	0%	0.00%	0
7601	100%	924	858	899	899	1.00	899	1.57%	0%	0.00%	0	0%	0.00%	0
7602	100%	1062	987	1,033	1,033	1.00	1,033	1.81%	0%	0.00%	0	0%	0.00%	0
7603	100%	1221	1132	1,187	1,187	1.00	1,187	2.08%	0%	0.00%	0	0%	0.00%	0
7611	100%	1854	1720	1,802	1,802	1.00	1,802	3.15%	0%	0.00%	0	0%	0.00%	0
7612	100%	926	863	902	902	1.00	902	1.58%	0%	0.00%	0	0%	0.00%	0
7621	100%	1297	1205	1,262	1,262	1.00	1,262	2.21%	0%	0.00%	0	0%	0.00%	0
7622	100%	1012	942	985	985	1.00	985	1.72%	0%	0.00%	0	0%	0.00%	0
7631	100%	1101	1018	1,069	1,069	1.00	1,069	1.87%	0%	0.00%	0	0%	0.00%	0
7632	85%	859	802	837	711	1.00	711	1.24%	0%	0.00%	0	0%	0.00%	0
7634	50%	682	630	662	331	1.00	331	0.58%	0%	0.00%	0	0%	0.00%	0
7641	100%	1259	1165	1,223	1,223	1.00	1,223	2.14%	0%	0.00%	0	0%	0.00%	0
7642	85%	904	841	880	748	1.00	748	1.31%	0%	0.00%	0	0%	0.00%	0
7652	90%	1024	951	996	896	1.00	896	1.57%	0%	0.00%	0	0%	0.00%	0
7661	10%	194	215	202	20	1.00	20	0.03%	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Plaza at San Mateo (San Mateo Blvd / Prospect Ave)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

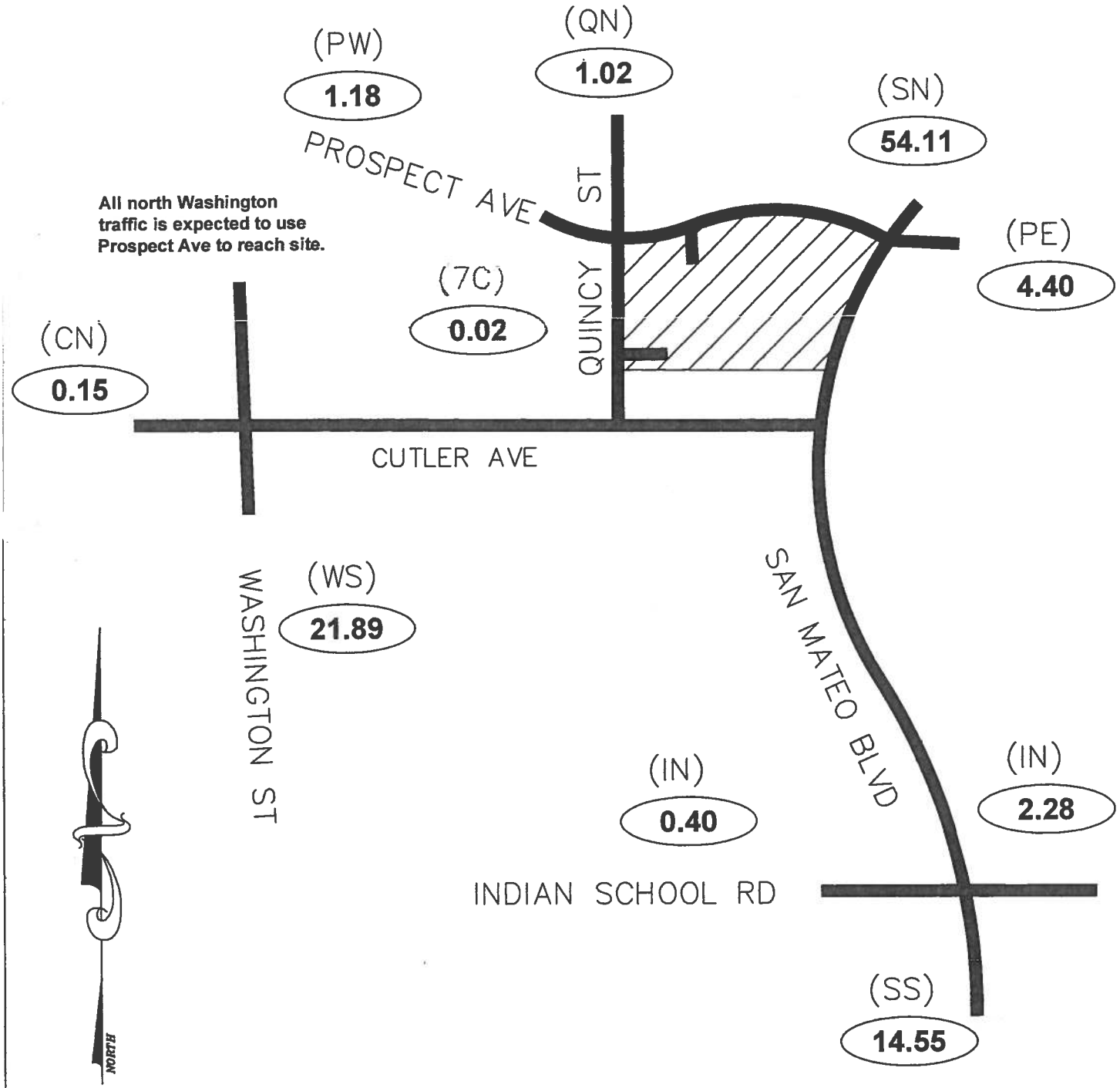
2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

									(CW) Cutler Ave West			(PW) Prospect Ave West		
DASZ #	% Sub Area in Study	2004 Population	2030 Population	Interpolated Population for the Year	Population In Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2014										
Boundary Specified on DASZ Map														
7662	50%	1692	1572	1,646	823	1.00	823	1.44%	0%	0.00%	0	0%	0.00%	0
7681	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
7682	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
7683	100%	126	117	123	123	1.00	123	0.22%	0%	0.00%	0	0%	0.00%	0
7684	100%	662	632	650	650	1.00	650	1.14%	0%	0.00%	0	0%	0.00%	0
7685	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
7691	100%	147	150	148	148	1.00	148	0.26%	0%	0.00%	0	0%	0.00%	0
7692	100%	659	868	739	739	1.00	739	1.29%	0%	0.00%	0	0%	0.00%	0
7693	100%	0	796	306	306	1.00	306	0.54%	0%	0.00%	0	0%	0.00%	0
7694	100%	0	85	33	33	1.00	33	0.06%	0%	0.00%	0	0%	0.00%	0
7695	100%	0	139	53	53	1.00	53	0.09%	0%	0.00%	0	0%	0.00%	0
7696	100%	877	837	862	862	1.00	862	1.51%	0%	0.00%	0	0%	0.00%	0
8012	25%	466	471	468	117	1.00	117	0.20%	0%	0.00%	0	0%	0.00%	0
8101	100%	2346	2176	2,281	2,281	1.00	2,281	3.99%	0%	0.00%	0	0%	0.00%	0
8102	100%	1462	1378	1,430	1,430	1.00	1,430	2.50%	0%	0.00%	0	0%	0.00%	0
8111	100%	1772	1643	1,722	1,722	1.00	1,722	3.01%	0%	0.00%	0	0%	0.00%	0
8121	100%	1229	1136	1,193	1,193	1.00	1,193	2.09%	0%	0.00%	0	0%	0.00%	0
8122	100%	1241	1168	1,213	1,213	1.00	1,213	2.12%	0%	0.00%	0	0%	0.00%	0
8123	100%	471	435	457	457	1.00	457	0.80%	0%	0.00%	0	0%	0.00%	0
8131	100%	1262	1170	1,227	1,227	1.00	1,227	2.15%	0%	0.00%	0	0%	0.00%	0
8132	100%	1162	1076	1,129	1,129	1.00	1,129	1.98%	0%	0.00%	0	0%	0.00%	0
8133	100%	1	0	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0
8141	100%	1021	951	994	994	1.00	994	1.74%	0%	0.00%	0	0%	0.00%	0
8142	100%	1483	1376	1,442	1,442	1.00	1,442	2.52%	0%	0.00%	0	0%	0.00%	0
8151	90%	1752	1674	1,722	1,550	1.00	1,550	2.71%	0%	0.00%	0	0%	0.00%	0
8161	95%	2081	2358	2,188	2,079	1.00	2,079	3.64%	0%	0.00%	0	0%	0.00%	0
8171	50%	1020	974	1,002	501	1.00	501	0.88%	0%	0.00%	0	0%	0.00%	0
8172	95%	1605	1514	1,570	1,492	1.00	1,492	2.61%	0%	0.00%	0	0%	0.00%	0
8201	100%	1126	1045	1,095	1,095	1.00	1,095	1.92%	0%	0.00%	0	0%	0.00%	0
8202	100%	806	757	787	787	1.00	787	1.38%	0%	0.00%	0	0%	0.00%	0
8211	95%	1580	1479	1,541	1,464	1.00	1,464	2.56%	0%	0.00%	0	0%	0.00%	0
8221	50%	3	10	6	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0
8232	15%	1199	1118	1,168	175	1.00	175	0.31%	0%	0.00%	0	0%	0.00%	0
				31,274	57,143		57,143	48.57%			88			672
											0.15%			1.18%

Plaza at San Mateo

(San Mateo Blvd / Prospect Ave)

Trip Distribution Map (%)



NTS

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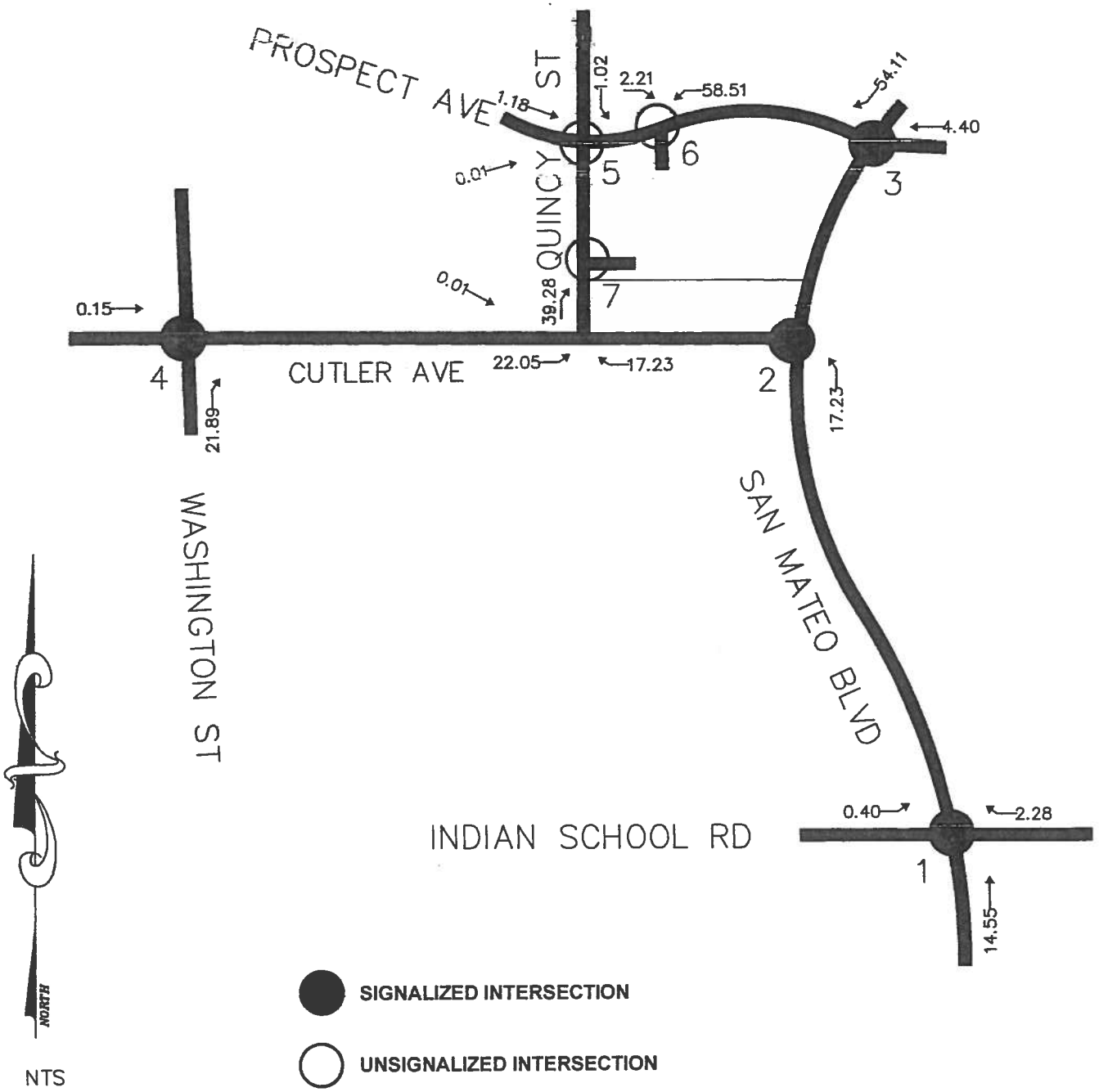
Plaza at San Mateo

(San Mateo Blvd / Prospect Ave)

Trip Assignments (% Entering)



NTS

● SIGNALIZED INTERSECTION

○ UNSIGNALIZED INTERSECTION

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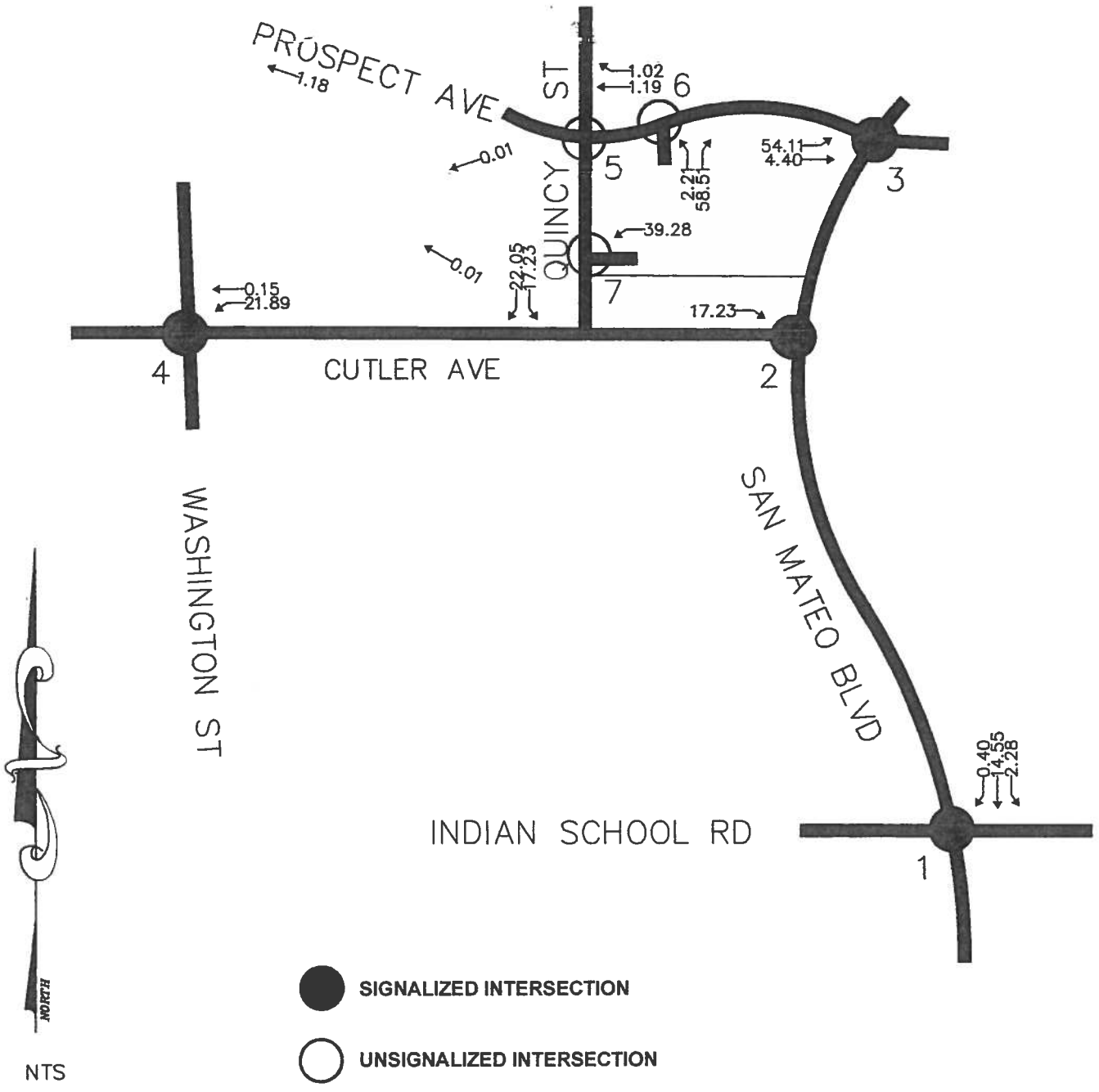
Plaza at San Mateo

(San Mateo Blvd / Prospect Ave)

Trip Assignments (% Exiting)



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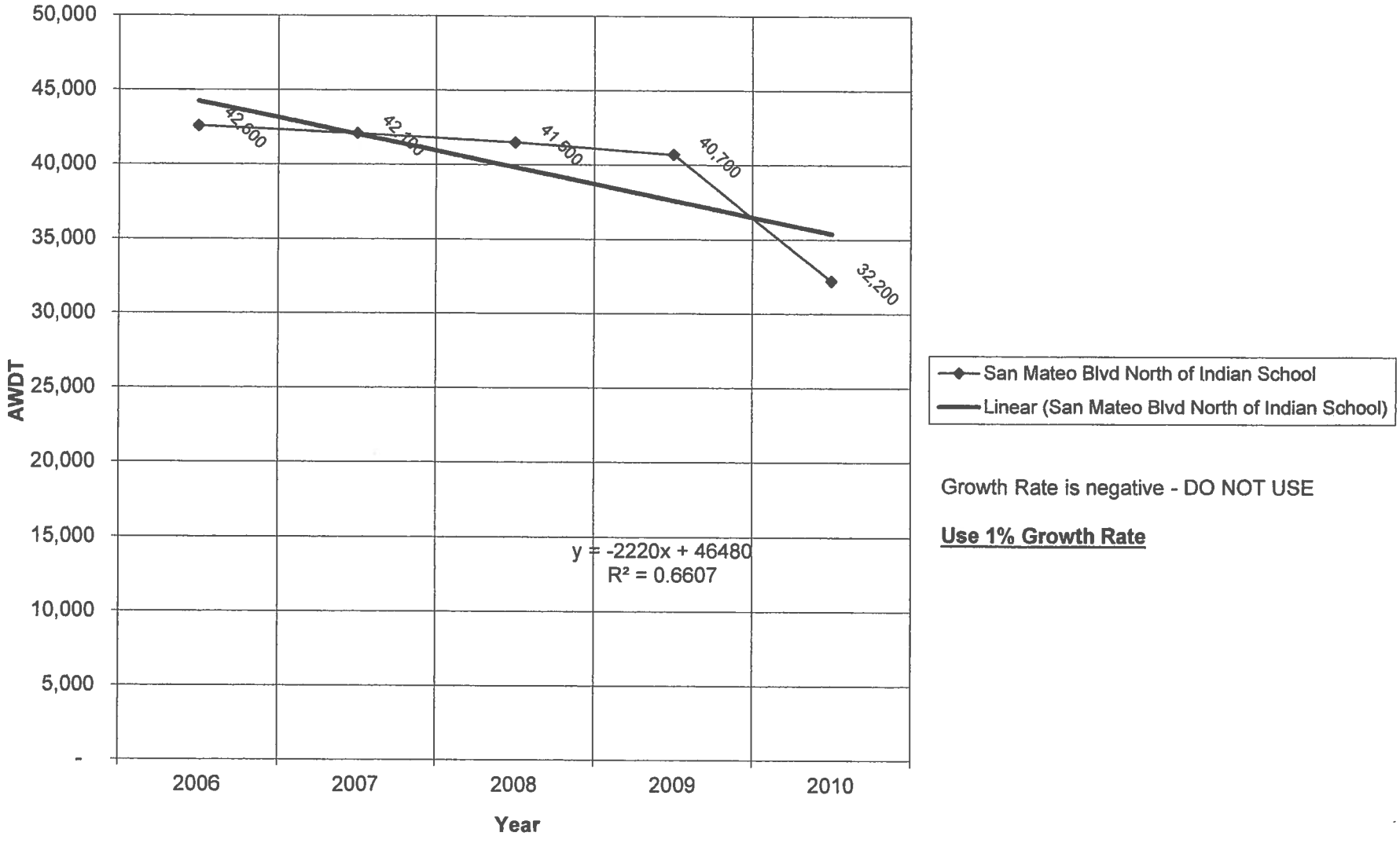
Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Historic Growth Rate Table

Traffic Flows from MRCOG Map

	2006	2007	2008	2009	2010
San Mateo Blvd North of Indian School	42,600	42,100	41,500	40,700	32,200
Indian School btwn Wash. & San Mateo	9,800	9,700	9,800	9,700	9,600
Washington St North of Indian School	8,700	8,600	9,800	9,600	9,600

Historic Growth Chart San Mateo Blvd North of Indian School (2006-2010)

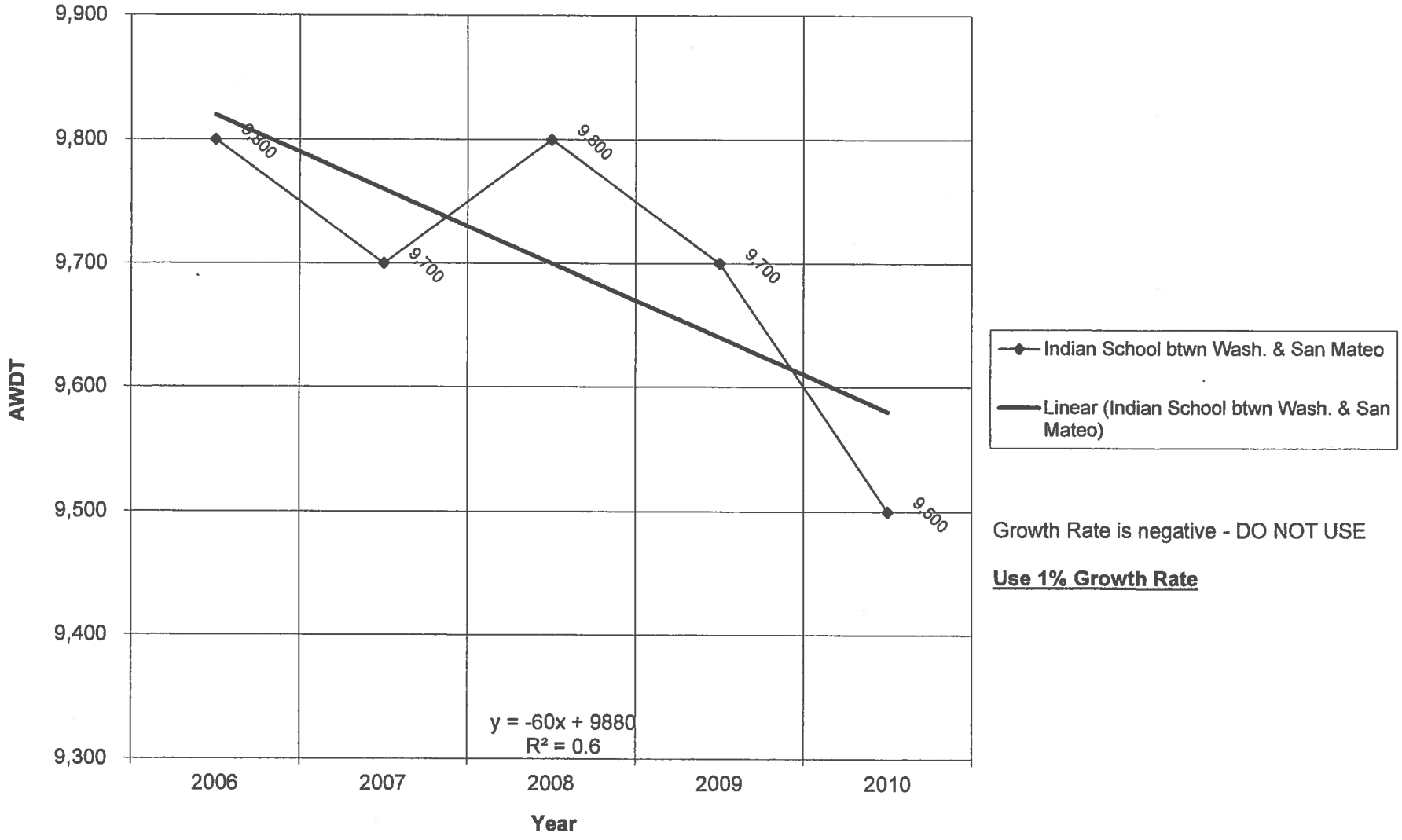


Growth Rate is negative - DO NOT USE

Use 1% Growth Rate

Plaza_SanMateo_Growth.xls

Historic Growth Chart Indian School btwn Wash. & San Mateo (2006-2010)

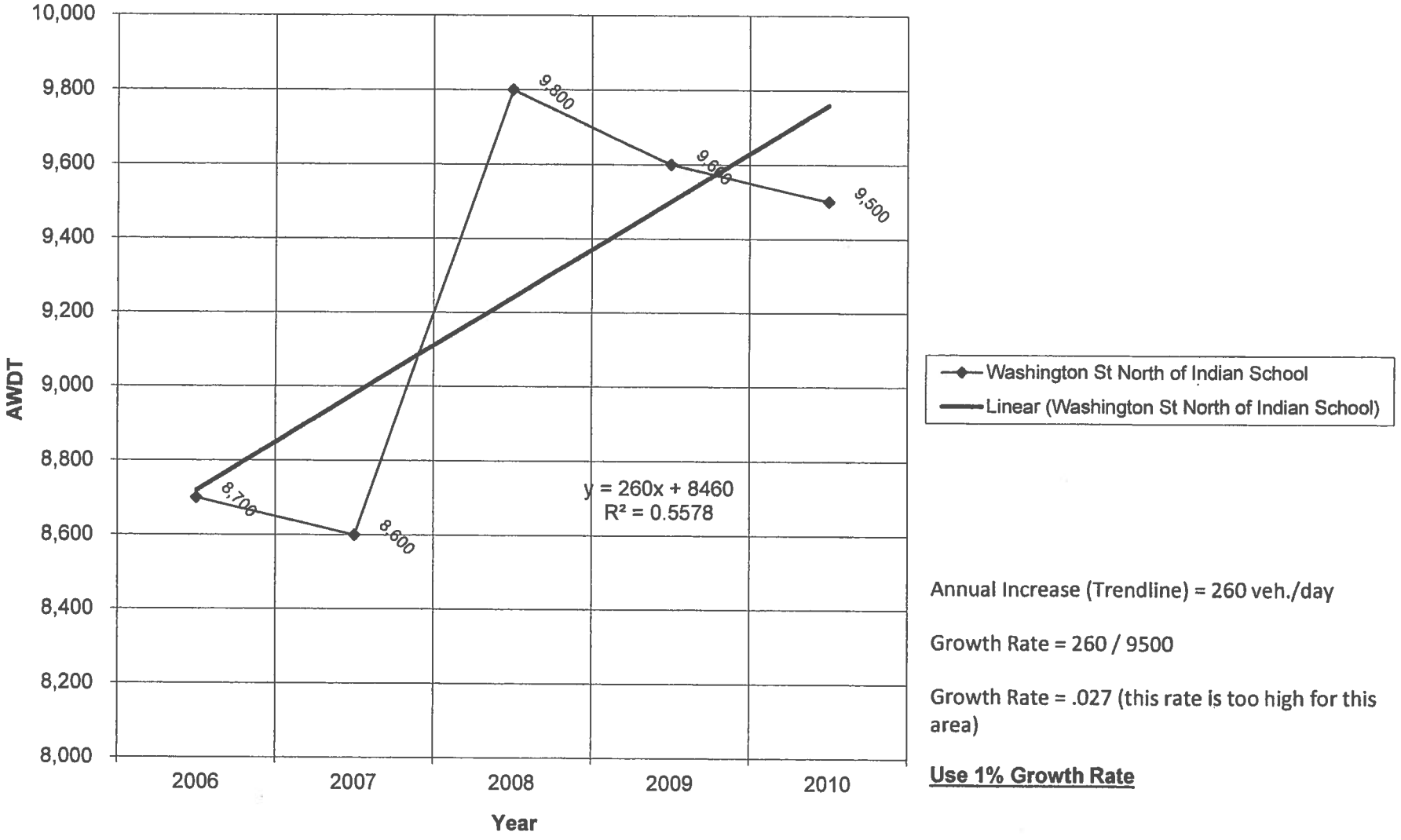


Growth Rate is negative - DO NOT USE

Use 1% Growth Rate

Plaza_SanMateo_Growth.xls

Historic Growth Chart Washington St North of Indian School (2006-2010)



Annual Increase (Trendline) = 260 veh./day

Growth Rate = 260 / 9500

Growth Rate = .027 (this rate is too high for this area)

Use 1% Growth Rate

Plaza_SanMateo_Growth.xls

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2014) - 100% Development

INTERSECTION: **Summary**

Indian School Rd / San Mateo Blvd (1) 3.0% Truck

	0.85			0.85			0.89			0.94			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	103	88	88	14	139	104	79	1,029	8	112	1,514	222	
2014 (NO BUILD - A.M.)	*106*	*91*	*91*	*14*	*143*	*107*	*81*	*1,060*	*8*	*115*	*1,559*	*229*	
2014 (BUILD - A.M.)	***106***	***91***	***91***	***14***	***143***	***110***	***81***	***1,077***	***8***	***119***	***1,585***	***230***	

	0.81			0.91			0.90			0.93			PHF
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	209	289	96	22	121	137	90	1,930	33	104	1,547	199	
2014 (NO BUILD - P.M.)	*215*	*298*	*99*	*23*	*125*	*141*	*93*	*1,988*	*34*	*107*	*1,593*	*205*	
2014 (BUILD - P.M.)	***216***	***298***	***99***	***23***	***125***	***148***	***93***	***2,030***	***34***	***111***	***1,620***	***206***	

Cutler Ave / San Mateo Blvd (2) 3.0% Truck

	0.86			0.78			0.87			0.91			PHF
	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	29	0	184	238	112	226	182	937	4	0	1,278	112	
2014 (NO BUILD - A.M.)	*30*	*0*	*190*	*245*	*115*	*233*	*187*	*965*	*4*	*0*	*1,316*	*115*	
2014 (BUILD - A.M.)	***30***	***0***	***221***	***245***	***115***	***233***	***207***	***965***	***4***	***0***	***1,316***	***115***	

	0.75			0.89			0.90			0.93			PHF
	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	121	0	396	182	79	225	215	1,472	0	0	1,449	107	
2014 (NO BUILD - P.M.)	*125*	*0*	*408*	*187*	*81*	*232*	*221*	*1,516*	*0*	*0*	*1,492*	*110*	
2014 (BUILD - P.M.)	***125***	***0***	***440***	***187***	***81***	***232***	***271***	***1,516***	***0***	***0***	***1,492***	***110***	

Prospect Ave / San Mateo Blvd (3) 3.0% Truck

	0.88			0.75			0.83			0.96			PHF
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	1	6	14	99	10	7	31	861	71	66	1,454	8	
2014 (NO BUILD - A.M.)	*1*	*6*	*14*	*102*	*10*	*7*	*32*	*887*	*73*	*68*	*1,498*	*8*	
2014 (BUILD - A.M.)	***98***	***14***	***14***	***102***	***15***	***7***	***32***	***887***	***73***	***68***	***1,498***	***71***	

	0.81			0.76			0.94			0.94			PHF
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	21	15	58	151	18	25	51	1,684	147	74	1,365	20	
2014 (NO BUILD - P.M.)	*22*	*15*	*60*	*156*	*19*	*26*	*53*	*1,735*	*151*	*76*	*1,406*	*21*	
2014 (BUILD - P.M.)	***123***	***23***	***60***	***156***	***32***	***26***	***53***	***1,735***	***151***	***76***	***1,406***	***179***	

Cutler Ave / Washington St (4) 3.0% Truck

	0.75			0.75			0.79			0.80			PHF
	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (Washington St)			Southbound (Washington St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	18	70	36	60	81	44	32	197	45	53	287	39	
2014 (NO BUILD - A.M.)	*19*	*72*	*37*	*62*	*83*	*45*	*33*	*203*	*46*	*55*	*296*	*40*	
2014 (BUILD - A.M.)	***19***	***72***	***37***	***101***	***83***	***45***	***33***	***203***	***72***	***55***	***296***	***40***	

	0.75			0.75			0.88			0.88			PHF
	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (Washington St)			Southbound (Washington St)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	55	107	81	87	41	80	37	435	73	58	289	8	
2014 (NO BUILD - P.M.)	*57*	*110*	*83*	*90*	*42*	*82*	*38*	*448*	*75*	*60*	*298*	*8*	
2014 (BUILD - P.M.)	***57***	***110***	***83***	***131***	***42***	***82***	***38***	***448***	***139***	***60***	***298***	***8***	

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2014) - 100% Development

INTERSECTION: **Summary**

Prospect Ave / Quincy St

(5)

3.0% Truck

	0.75			0.77			0.75			0.75		PHF
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Quincy St)			Southbound (Quincy St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	4	14	3	8	22	4	3	19	1	12	25	5
2014 (NO BUILD - A.M.)	*4*	*14*	*3*	*8*	*23*	*4*	*3*	*20*	*1*	*12*	*26*	*5*
2014 (BUILD - A.M.)	*4*	*15*	*3*	*8*	*25*	*6*	*3*	*20*	*1*	*13*	*26*	*5*

	0.75			0.75			0.75			0.75		PHF
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Quincy St)			Southbound (Quincy St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	7	37	1	7	27	10	1	13	10	11	21	9
2014 (NO BUILD - P.M.)	*7*	*38*	*1*	*7*	*28*	*10*	*1*	*13*	*10*	*11*	*22*	*9*
2014 (BUILD - P.M.)	*7*	*41*	*1*	*7*	*30*	*12*	*1*	*13*	*10*	*14*	*22*	*9*

Prospect Ave / Driveway 'A'

(6)

3.0% Truck

	0.77			0.77			0.85			0.85		PHF
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	0	27	0	0	34	0	0	0	0	0	0	0
2014 (NO BUILD - A.M.)	*0*	*28*	*0*	*0*	*35*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2014 (BUILD - A.M.)	*0*	*28*	*3*	*68*	*35*	*0*	*4*	*0*	*105*	*0*	*0*	*0*

	0.75			0.75			0.85			0.85		PHF
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	0	58	0	0	44	0	0	0	0	0	0	0
2014 (NO BUILD - P.M.)	*0*	*60*	*0*	*0*	*45*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2014 (BUILD - P.M.)	*0*	*60*	*6*	*171*	*45*	*0*	*4*	*0*	*109*	*0*	*0*	*0*

Driveway 'B' / Quincy St

(7)

3.0% Truck

	0.85			0.85			0.75			0.75		PHF
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Quincy St)			Southbound (Quincy St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	0	0	0	0	0	0	0	23	0	0	36	0
2014 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*0*	*37*	*0*
2014 (BUILD - A.M.)	*0*	*0*	*0*	*71*	*0*	*0*	*0*	*24*	*46*	*0*	*37*	*0*

	0.85			0.85			0.75			0.75		PHF
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Quincy St)			Southbound (Quincy St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	0	0	0	0	0	0	0	24	0	0	29	0
2014 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*0*	*0*	*30*	*0*
2014 (BUILD - P.M.)	*0*	*0*	*0*	*73*	*0*	*0*	*0*	*25*	*115*	*0*	*30*	*0*

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements Worksheet

Indian School Rd / San Mateo Blvd

INTERSECTION: E-W Street: **Indian School Rd** (1)

N-S Street: **San Mateo Blvd**

Year of Existing Counts 2011

Implementation Year 2014

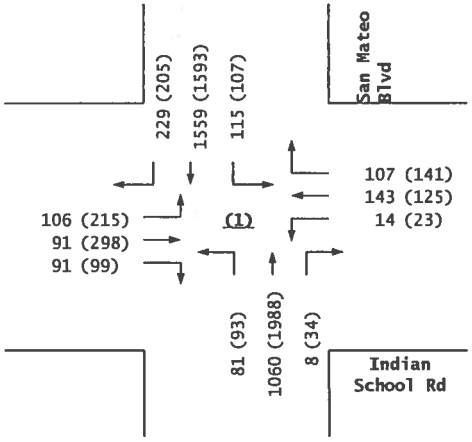
Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	103	88	88	14	139	104	79	1,029	8	112	1,514	222
Background Traffic Growth	3	3	3	0	4	3	2	31	0	3	45	7
Subtotal (NO BUILD - A.M.)	***106***	***91***	***91***	***14***	***143***	***107***	***81***	***1,060***	***8***	***115***	***1,559***	***229***
Percent Commercial Trips Generated(Entering)	*0.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.28%*	*0.00%*	*14.55%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.28%*	*14.55%*	*0.40%*
Total Trips Generated	0	0	0	0	0	3	0	17	0	4	26	1
Total AM Peak Hour BUILD Volumes	**106**	**91**	**91**	**14**	**143**	**110**	**81**	**1,077**	**8**	**119**	**1,585**	**230**

	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	209	289	96	22	121	137	90	1,930	33	104	1,547	199
Background Traffic Growth	6	9	3	1	4	4	3	58	1	3	46	6
Subtotal (NO BUILD - P.M.)	***215***	***298***	***99***	***23***	***125***	***141***	***93***	***1,988***	***34***	***107***	***1,593***	***205***
Percent Commercial Trips Generated(Entering)	*0.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.28%*	*0.00%*	*14.55%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.28%*	*14.55%*	*0.40%*
Total Trips Generated	1	0	0	0	0	7	0	42	0	4	27	1
Total PM Peak Hour BUILD Volumes	**216**	**298**	**99**	**23**	**125**	**148**	**93**	**2,030**	**34**	**111**	**1,620**	**206**

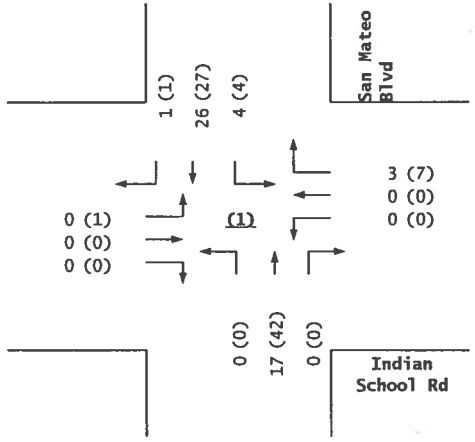
	Entering	Exiting		
Number of Commercial Trips Generated	117	180	A.M.	100% Commercial Development
	292	186	P.M.	

	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
2011 AM Peak Hr. Volumes	103	88	88	14	139	104	79	1,029	8	112	1,514	222
2011 PM Peak Hr. Volumes	209	289	96	22	121	137	90	1,930	33	104	1,547	199

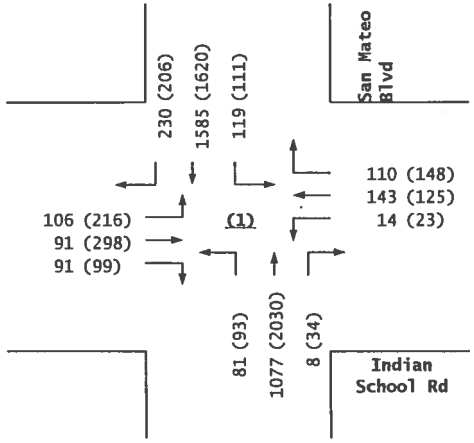
2014
NO BUILD



Trips



2014
BUILD



Indian School Rd / San Mateo Blvd

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements Worksheet

Cutler Ave / San Mateo Blvd

INTERSECTION: E-W Street: **Cutler Ave** (2)

N-S Street: **San Mateo Blvd**

Year of Existing Counts 2011

Implementation Year **2014**

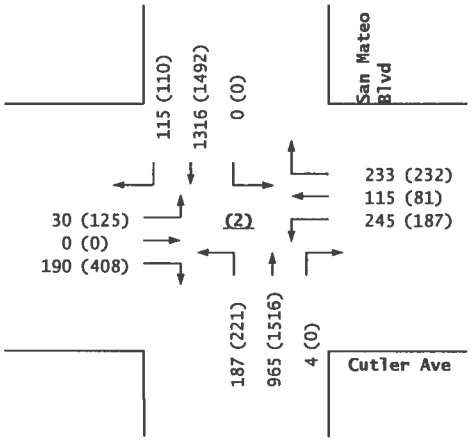
Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	29	0	184	238	112	226	182	937	4	0	1,278	112
Background Traffic Growth	1	0	6	7	3	7	5	28	0	0	38	3
Subtotal (NO BUILD - A.M.)	***30***	***0***	***190***	***245***	***115***	***233***	***187***	***965***	***4***	***0***	***1,316***	***115***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*17.23%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*17.23%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	31	0	0	0	20	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**30**	**0**	**221**	**245**	**115**	**233**	**207**	**965**	**4**	**0**	**1,316**	**115**

	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	121	0	396	182	79	225	215	1,472	0	0	1,449	107
Background Traffic Growth	4	0	12	5	2	7	6	44	0	0	43	3
Subtotal (NO BUILD - P.M.)	***125***	***0***	***408***	***187***	***81***	***232***	***221***	***1,516***	***0***	***0***	***1,492***	***110***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*17.23%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*17.23%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	32	0	0	0	50	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**125**	**0**	**440**	**187**	**81**	**232**	**271**	**1,516**	**0**	**0**	**1,492**	**110**

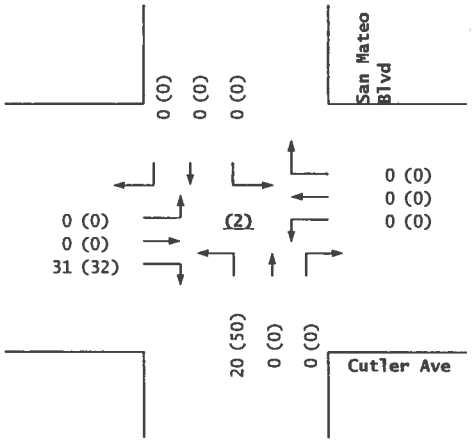
	Entering	Exiting		
Number of Commercial Trips Generated	117	180	A.M.	100% Commercial Development
	292	186	P.M.	

	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
2011 AM Peak Hr. Volumes	29	0	184	238	112	226	182	937	4	0	1,278	112
2011 PM Peak Hr. Volumes	121	0	396	182	79	225	215	1,472	0	0	1,449	107

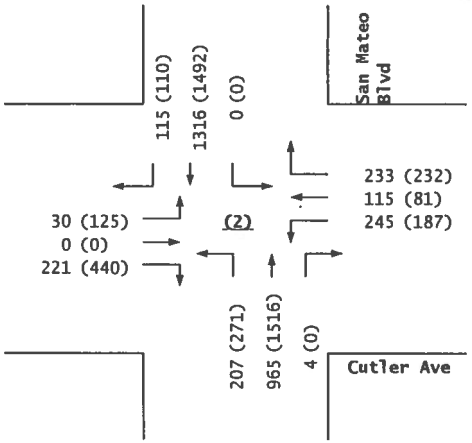
2014
NO BUILD



Trips



2014
BUILD



Cutler Ave / San Mateo Blvd

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements Worksheet

Prospect Ave / San Mateo Blvd

INTERSECTION: E-W Street: **Prospect Ave** (3)
N-S Street: **San Mateo Blvd**

Year of Existing Counts 2011
Implementation Year 2014

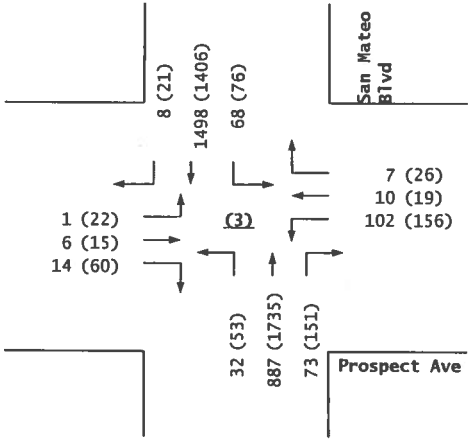
	Growth Rates	1.00%			1.00%			1.00%			1.00%		
		Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		1	6	14	99	10	7	31	861	71	66	1,454	8
Background Traffic Growth		0	0	0	3	0	0	1	26	2	2	44	0
Subtotal (NO BUILD - A.M.)		***1***	***6***	***14***	***102***	***10***	***7***	***32***	***887***	***73***	***68***	***1,498***	***8***
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*54.11%*
Percent Commercial Trips Generated(Exiting)		*54.11%*	*4.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		97	8	0	0	5	0	0	0	0	0	0	63
Total AM Peak Hour BUILD Volumes		**98**	**14**	**14**	**102**	**15**	**7**	**32**	**887**	**73**	**68**	**1,498**	**71**

	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	21	15	58	151	18	25	51	1,684	147	74	1,365	20
Background Traffic Growth	1	0	2	5	1	1	2	51	4	2	41	1
Subtotal (NO BUILD - P.M.)	***22***	***15***	***60***	***156***	***19***	***26***	***53***	***1,735***	***151***	***76***	***1,406***	***21***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*54.11%*
Percent Commercial Trips Generated(Exiting)	*54.11%*	*4.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	101	8	0	0	13	0	0	0	0	0	0	158
Total PM Peak Hour BUILD Volumes	**123**	**23**	**60**	**156**	**32**	**26**	**53**	**1,735**	**151**	**76**	**1,406**	**179**

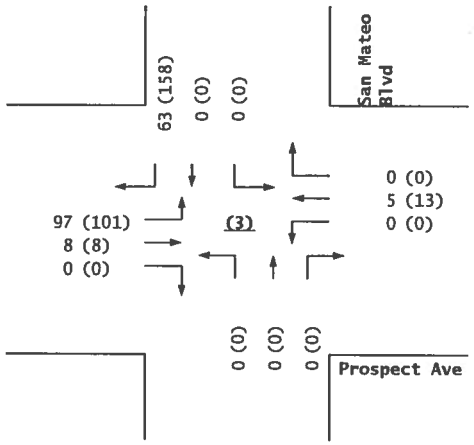
	Entering	Exiting		
Number of Commercial Trips Generated	117	180	A.M.	100% Commercial Development
	292	186	P.M.	

	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
2011 AM Peak Hr. Volumes	1	6	14	99	10	7	31	861	71	66	1,454	8
2011 PM Peak Hr. Volumes	21	15	58	151	18	25	51	1,684	147	74	1,365	20

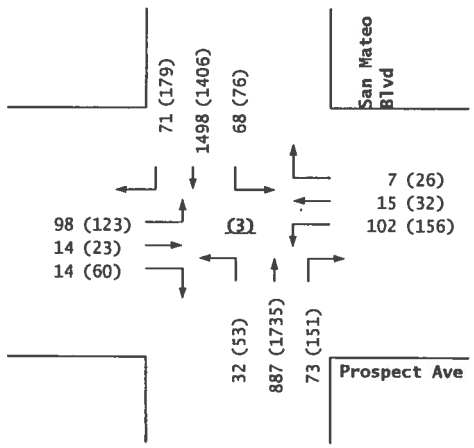
2014
NO BUILD



Trips



2014
BUILD



Prospect Ave / San Mateo Blvd

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements Worksheet

Cutler Ave / Washington St

INTERSECTION: E-W Street: **Cutler Ave** (4)

N-S Street: **Washington St**

Year of Existing Counts **2011**

Implementation Year **2014**

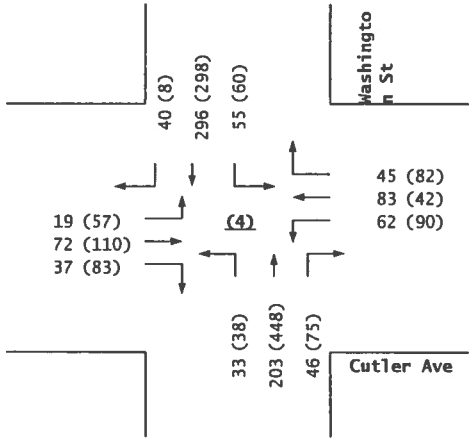
Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (Washington St)			Southbound (Washington St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	70	36	60	81	44	32	197	45	53	287	39
Background Traffic Growth	1	2	1	2	2	1	1	6	1	2	9	1
Subtotal (NO BUILD - A.M.)	***19***	***72***	***37***	***62***	***83***	***45***	***33***	***203***	***46***	***55***	***296***	***40***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.89%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*21.89%*	*0.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	39	0	0	0	0	26	0	0	0
Total AM Peak Hour BUILD Volumes	**19**	**72**	**37**	**101**	**83**	**45**	**33**	**203**	**72**	**55**	**296**	**40**

	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (Washington St)			Southbound (Washington St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	55	107	81	87	41	80	37	435	73	58	289	8
Background Traffic Growth	2	3	2	3	1	2	1	13	2	2	9	0
Subtotal (NO BUILD - P.M.)	***57***	***110***	***83***	***90***	***42***	***82***	***38***	***448***	***75***	***60***	***298***	***8***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.89%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*21.89%*	*0.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	41	0	0	0	0	64	0	0	0
Total PM Peak Hour BUILD Volumes	**57**	**110**	**83**	**131**	**42**	**82**	**38**	**448**	**139**	**60**	**298**	**8**

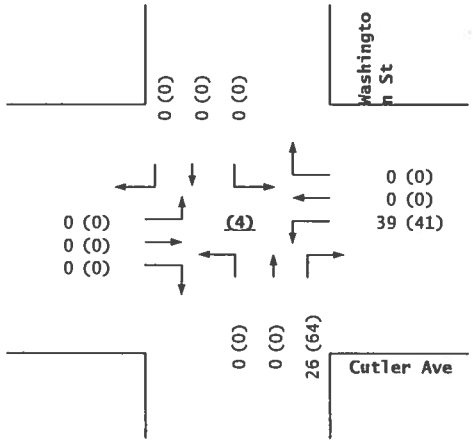
	Entering	Exiting		
Number of Commercial Trips Generated	**117**	**180**	A.M.	100% Commercial Development
	292	**186**	P.M.	

	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (Washington St)			Southbound (Washington St)		
2011 AM Peak Hr. Volumes	18	70	36	60	81	44	32	197	45	53	287	39
2011 PM Peak Hr. Volumes	55	107	81	87	41	80	37	435	73	58	289	8

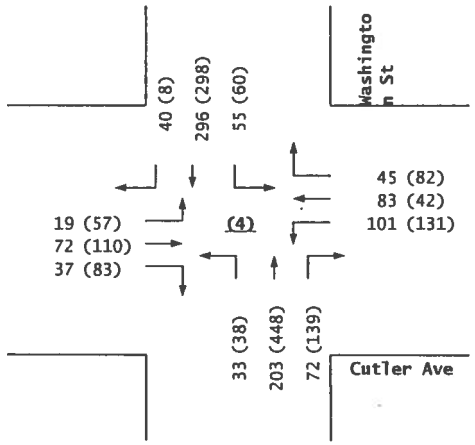
2014
NO BUILD



Trips



2014
BUILD



Cutler Ave / Washington St

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements Worksheet

Prospect Ave / Quincy St

INTERSECTION: E-W Street: **Prospect Ave** (5)

N-S Street: **Quincy St**

Year of Existing Counts 2011

Implementation Year 2014

Growth Rates 1.00% 1.00% 1.00% 1.00%

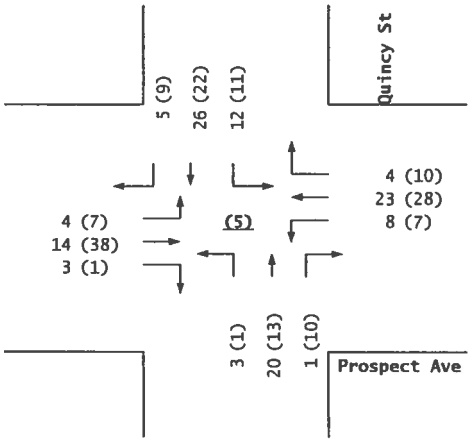
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Quincy St)			Southbound (Quincy St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	14	3	8	22	4	3	19	1	12	25	5
Background Traffic Growth	0	0	0	0	1	0	0	1	0	0	1	0
Subtotal (NO BUILD - A.M.)	***4***	***14***	***3***	***8***	***23***	***4***	***3***	***20***	***1***	***12***	***26***	***5***
Percent Commercial Trips Generated(Entering)	*0.00%*	*1.19%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.02%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.19%*	*1.02%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	2	2	0	0	0	1	0	0
Total AM Peak Hour BUILD Volumes	**4**	**15**	**3**	**8**	**25**	**6**	**3**	**20**	**1**	**13**	**26**	**5**

	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Quincy St)			Southbound (Quincy St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	37	1	7	27	10	1	13	10	11	21	9
Background Traffic Growth	0	1	0	0	1	0	0	0	0	0	1	0
Subtotal (NO BUILD - P.M.)	***7***	***38***	***1***	***7***	***28***	***10***	***1***	***13***	***10***	***11***	***22***	***9***
Percent Commercial Trips Generated(Entering)	*0.00%*	*1.19%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.02%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.19%*	*1.02%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	3	0	0	2	2	0	0	0	3	0	0
Total PM Peak Hour BUILD Volumes	**7**	**41**	**1**	**7**	**30**	**12**	**1**	**13**	**10**	**14**	**22**	**9**

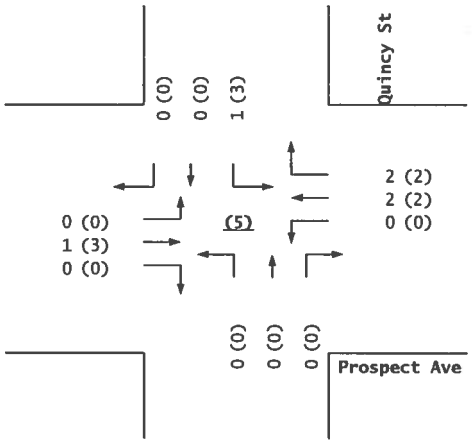
	Entering	Exiting		
Number of Commercial Trips Generated	117	180	A.M.	100% Commercial Development
	292	186	P.M.	

	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Quincy St)			Southbound (Quincy St)		
2011 AM Peak Hr. Volumes	4	14	3	8	22	4	3	19	1	12	25	5
2011 PM Peak Hr. Volumes	7	37	1	7	27	10	1	13	10	11	21	9

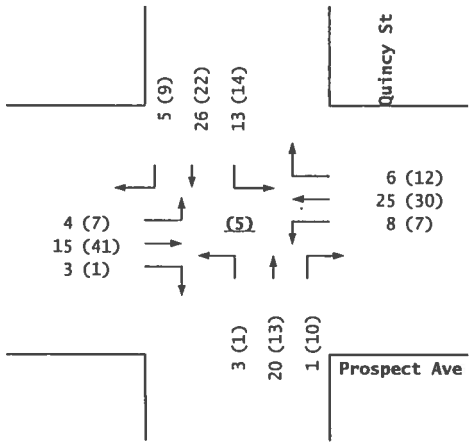
2014
NO BUILD



Trips



2014
BUILD



Prospect Ave / Quincy St

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements Worksheet

Prospect Ave / Driveway 'A'

INTERSECTION: E-W Street: **Prospect Ave** (6)
N-S Street: **Driveway 'A'**

Year of Existing Counts 2011
Implementation Year 2014

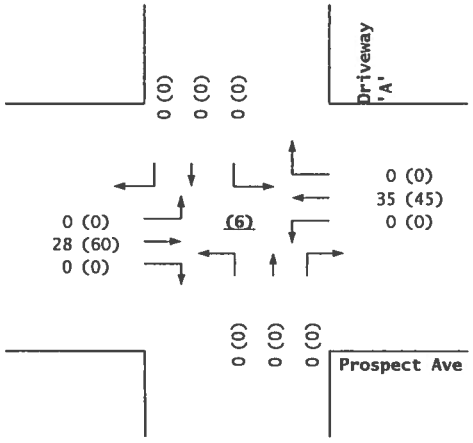
Growth Rates	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	27	0	0	34	0	0	0	0	0	0	0
Background Traffic Growth	0	1	0	0	1	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***28***	***0***	***0***	***35***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*2.21%*	*58.51%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.21%*	*0.00%*	*58.51%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	3	68	0	0	4	0	105	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**28**	**3**	**68**	**35**	**0**	**4**	**0**	**105**	**0**	**0**	**0**

	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	58	0	0	44	0	0	0	0	0	0	0
Background Traffic Growth	0	2	0	0	1	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***60***	***0***	***0***	***45***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*2.21%*	*58.51%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.21%*	*0.00%*	*58.51%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	6	171	0	0	4	0	109	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**60**	**6**	**171**	**45**	**0**	**4**	**0**	**109**	**0**	**0**	**0**

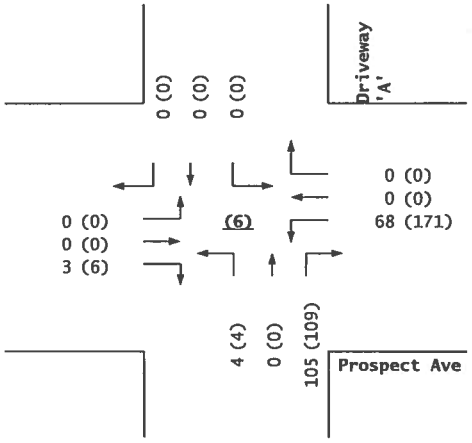
	Entering	Exiting		
Number of Commercial Trips Generated	**117**	**180**	A.M.	100% Commercial Development
	292	**186**	P.M.	

	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Driveway 'A')			Southbound (Driveway 'A')		
2011 AM Peak Hr. Volumes	0	27	0	0	34	0	0	0	0	0	0	0
2011 PM Peak Hr. Volumes	0	58	0	0	44	0	0	0	0	0	0	0

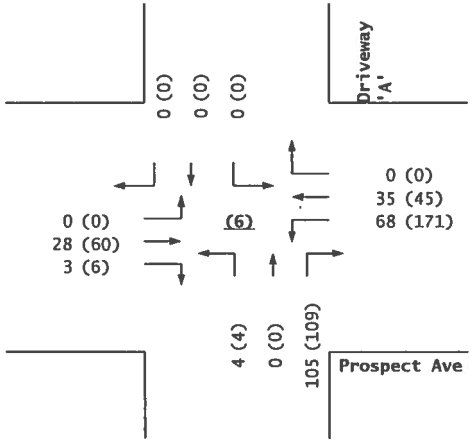
2014
NO BUILD



Trips



2014
BUILD



Prospect Ave / Driveway 'A'

Plaza at San Mateo (Prospect Ave / San Mateo Blvd)

Projected Turning Movements Worksheet

Driveway 'B' / Quincy St

INTERSECTION: E-W Street: **Driveway 'B'** (7)

N-S Street: **Quincy St**

Year of Existing Counts 2011

Implementation Year 2014

	Growth Rates	1.00%			1.00%			1.00%			1.00%		
		Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Quincy St)			Southbound (Quincy St)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	0	0	0	0	0	0	23	0	0	36	0
Background Traffic Growth		0	0	0	0	0	0	0	1	0	0	1	0
Subtotal (NO BUILD - A.M.)		***0***	***0***	***0***	***0***	***0***	***0***	***0***	***24***	***0***	***0***	***37***	***0***
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.28%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	***39.28%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	0	71	0	0	0	0	46	0	0	0
Total AM Peak Hour BUILD Volumes		**0**	**0**	**0**	**71**	**0**	**0**	**0**	**24**	**46**	**0**	**37**	**0**

	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Quincy St)			Southbound (Quincy St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	24	0	0	29	0
Background Traffic Growth	0	0	0	0	0	0	0	1	0	0	1	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***25***	***0***	***0***	***30***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***39.28%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***39.28%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	73	0	0	0	0	115	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**73**	**0**	**0**	**0**	**25**	**115**	**0**	**30**	**0**

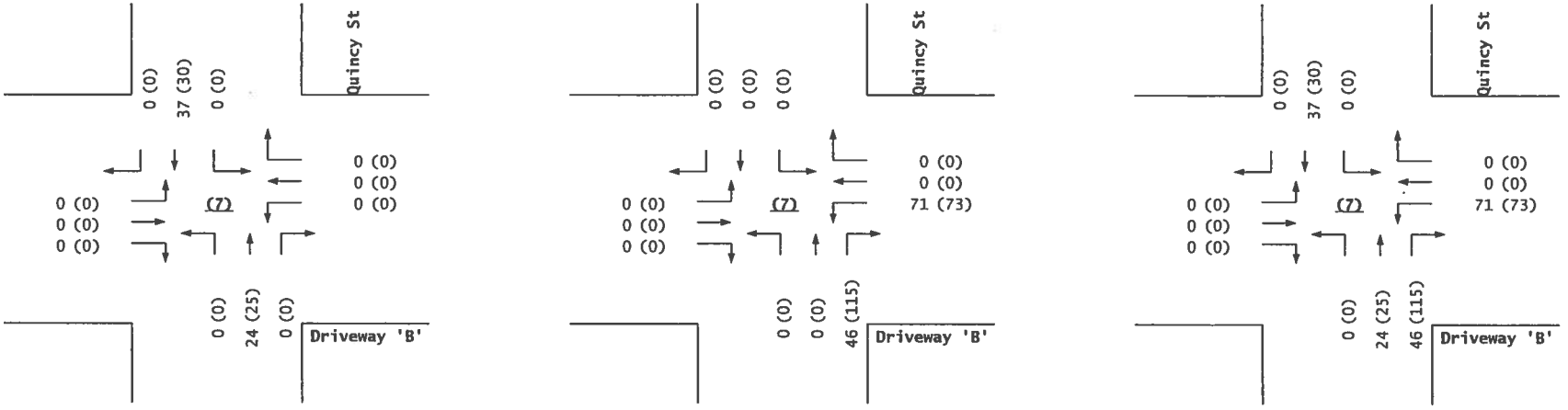
	Entering	Exiting		
Number of Commercial Trips Generated	117	180	A.M.	100% Commercial Development
	292	186	P.M.	

	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Quincy St)			Southbound (Quincy St)		
2011 AM Peak Hr. Volumes	0	0	0	0	0	0	0	23	0	0	36	0
2011 PM Peak Hr. Volumes	0	0	0	0	0	0	0	24	0	0	29	0

2014
NO BUILD

Trips

2014
BUILD



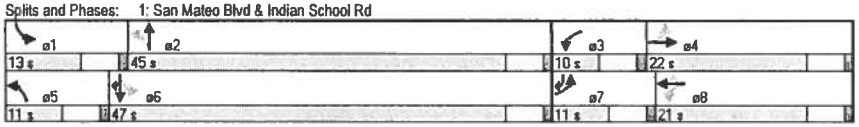
Driveway 'B' / Quincy St

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	106	91	14	143	107	81	1060	115	1559	229
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	7	4	3	8		5	2	1	6	67
Permitted Phases	4		8		8	2		6		
Detector Phase	7	4	3	8	8	5	2	1	6	67
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	11.0	22.0	10.0	21.0	21.0	11.0	45.0	13.0	47.0	58.0
Total Split (%)	12.2%	24.4%	11.1%	23.3%	23.3%	12.2%	50.0%	14.4%	52.2%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	
Act Effct Green (s)	18.1	11.3	14.9	9.6	9.6	53.0	45.6	54.1	46.2	58.0
Actuated g/C Ratio	0.20	0.13	0.17	0.11	0.11	0.59	0.51	0.60	0.51	0.64
v/c Ratio	0.48	0.43	0.07	0.45	0.45	0.41	0.47	0.38	0.64	0.22
Control Delay	35.2	20.8	26.8	41.1	12.4	14.1	15.5	9.6	8.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	20.8	26.8	41.1	12.4	14.1	15.5	9.6	8.5	0.5
LOS	D	C	C	D	B	B	B	A	A	A
Approach Delay		26.1		28.7			15.4		7.6	
Approach LOS		C		C			B		A	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 61.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: San Mateo Blvd & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	91	91	14	143	107	81	1060	8	115	1559	229
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	2	0	1	2	1	1	3	0	1	3	1
Lane Assignment												
Capacity, veh/h	288	229	195	252	377	169	287	2615	20	399	2582	922
Proportion Arriving On Green	0.08	0.12	0.12	0.06	0.11	0.11	0.08	0.51	0.51	0.08	0.21	0.09
Movement Delay, s/veh	32.3	38.1	40.2	31.8	38.5	55.5	14.3	14.4	14.6	9.5	28.3	18.6
Movement LOS	C	D	D	C	D	E	B	B	B	A	C	B
Approach Volume, veh/h		339			311			1291			2024	
Approach Delay, s/veh		36.6			45.0			14.5			26.0	
Approach LOS		D			D			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phase		1	2	3	4	5	6	7	8			
Case No		1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0			
Phase Duration (G+Y+Rc), s		12.90	50.66	10.30	16.18	12.40	51.16	11.80	14.68			
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00			
Max. Allowable Headway (MAH), s		3.77	5.03	3.77	4.91	3.77	5.03	3.77	4.91			
Maximum Green Setting (Gmax), s		7.90	45.60	5.30	11.30	7.40	46.20	6.80	9.60			
Max. Queue Clearance Time (g_c+I1), s		4.70	15.33	2.71	7.78	4.02	29.06	7.51	9.01			
Green Extension Time (g_e), s		0.08	25.43	0.00	0.81	0.05	15.35	0.00	0.18			
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Probability of Max Out (p_x)		1.000	0.799	1.000	1.000	1.000	0.898	1.000	1.000			
Left-Turn Movement Data												
Assigned Movement		1		3		5		7				
Mvmt. Sat Flow, veh/h		1756.82		1756.82		1756.82		1756.82				
Through Movement Data												
Assigned Movement			2		4		6		8			
Mvmt. Sat Flow, veh/h			5156.16		1844.66		5035.92		3504.85			
Right-Turn Movement Data												
Assigned Movement			12		14		16		18			
Mvmt. Sat Flow, veh/h			38.91		1567.96		1567.96		1567.96			
Left Lane Group Data												
Assigned Movement		1	0	3	0	5	0	7	0			
Lane Assignment		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)				
Lanes in Group		1	0	1	0	1	0	1	0			
Group Volume (v), veh/h		122.3	0.0	16.5	0.0	91.0	0.0	124.7	0.0			
Group Sat. Flow (s), veh/h/ln		1756.8	0.0	1756.8	0.0	1756.8	0.0	1756.8	0.0			
Queue Serve Time (g_s), s		2.7	0.0	0.7	0.0	2.0	0.0	5.5	0.0			
Cycle Queue Clear Time (g_c), s		2.7	0.0	0.7	0.0	2.0	0.0	5.5	0.0			

Perm LT Sat Flow Rate (s_l), veh/h/ln	459.8	0.0	1151.3	0.0	296.2	0.0	1200.4	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	46.2	0.0	9.7	0.0	45.7	0.0	11.2	0.0
Perm LT Serve Time (g_u), s	32.3	0.0	5.4	0.0	19.1	0.0	5.6	0.0
Perm LT Que Serve Time (g_ps), s	5.0	0.0	0.1	0.0	11.8	0.0	0.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	399.2	0.0	252.5	0.0	287.2	0.0	287.7	0.0
Volume-to-Capacity Ratio (X)	0.306	0.000	0.065	0.000	0.317	0.000	0.433	0.000
Available Capacity (c_a), veh/h	399.2	0.0	252.5	0.0	287.2	0.0	287.7	0.0
Upstream Filter Factor (I)	0.620	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Uniform Delay (d1), s/veh	9.2	0.0	31.7	0.0	13.7	0.0	31.2	0.0
Incremental Delay (d2), s/veh	0.3	0.0	0.1	0.0	0.6	0.0	1.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.5	0.0	31.8	0.0	14.3	0.0	32.3	0.0
First-Term Queue (Q1), veh/ln	0.9	0.0	0.3	0.0	0.8	0.0	2.3	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.9	0.0	0.3	0.0	0.9	0.0	2.4	0.0
Percentile Storage Ratio (RQ%)	0.08	0.00	0.06	0.00	0.18	0.00	0.67	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	2	0	1	0	3	0	2
Group Volume (v), veh/h	0.0	775.5	0.0	107.1	0.0	1658.5	0.0	168.2
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1844.7	0.0	1678.6	0.0	1752.4
Queue Serve Time (g_s), s	0.0	13.3	0.0	4.9	0.0	27.1	0.0	4.1
Cycle Queue Clear Time (g_c), s	0.0	13.3	0.0	4.9	0.0	27.1	0.0	4.1
Lane Group Capacity (c), veh/h	0.0	1702.4	0.0	229.1	0.0	2581.6	0.0	376.9
Volume-to-Capacity Ratio (X)	0.000	0.455	0.000	0.467	0.000	0.642	0.000	0.446
Available Capacity (c_a), veh/h	0.0	1702.4	0.0	231.5	0.0	2583.8	0.0	376.9
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.620	0.000	1.000
Uniform Delay (d1), s/veh	0.0	14.2	0.0	36.7	0.0	28.0	0.0	37.7
Incremental Delay (d2), s/veh	0.0	0.2	0.0	1.5	0.0	0.3	0.0	0.8
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.4	0.0	38.1	0.0	28.3	0.0	38.5
First-Term Queue (Q1), veh/ln	0.0	4.6	0.0	2.1	0.0	11.8	0.0	1.7
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	4.7	0.0	2.2	0.0	11.9	0.0	1.7
Percentile Storage Ratio (RQ%)	0.00	0.39	0.00	0.28	0.00	0.25	0.00	0.27

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	424.5	0.0	107.1	0.0	243.6	0.0	125.9
Group Sat. Flow (s), veh/h/ln	0.0	1837.8	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	13.3	0.0	5.8	0.0	11.1	0.0	7.0
Cycle Queue Clear Time (g_c), s	0.0	13.3	0.0	5.8	0.0	11.1	0.0	7.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.021	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	931.9	0.0	194.8	0.0	922.2	0.0	168.6
Volume-to-Capacity Ratio (X)	0.000	0.456	0.000	0.550	0.000	0.264	0.000	0.746
Available Capacity (c_a), veh/h	0.0	931.9	0.0	196.8	0.0	922.9	0.0	168.6
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.620	0.000	1.000
Uniform Delay (d1), s/veh	0.0	14.2	0.0	37.1	0.0	18.5	0.0	39.0
Incremental Delay (d2), s/veh	0.0	0.3	0.0	3.2	0.0	0.1	0.0	16.5
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.6	0.0	40.2	0.0	18.6	0.0	55.5
First-Term Queue (Q1), veh/ln	0.0	5.1	0.0	2.2	0.0	4.6	0.0	2.6
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.8
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.2	0.0	2.3	0.0	4.6	0.0	3.4
Percentile Storage Ratio (RQ%)	0.00	0.43	0.00	0.30	0.00	0.59	0.00	1.74
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

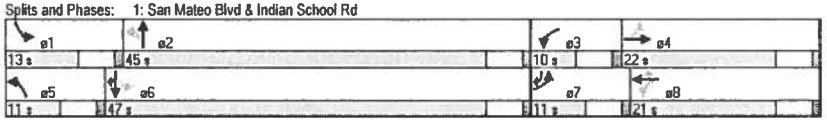
Intersection Summary	
HCM Average Control Delay	24.6
HCM Level of Service	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	106	91	14	143	110	81	1077	119	1585	230
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	7	4	3	8		5	2	1	8	67
Permitted Phases	4		8		8	2		6		
Detector Phase	7	4	3	8	8	5	2	1	6	67
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	11.0	22.0	10.0	21.0	21.0	11.0	45.0	13.0	47.0	58.0
Total Split (%)	12.2%	24.4%	11.1%	23.3%	23.3%	12.2%	50.0%	14.4%	52.2%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	
Act Effct Green (s)	18.1	11.3	14.9	9.6	9.6	52.8	45.5	54.2	46.2	58.0
Actuated g/C Ratio	0.20	0.13	0.17	0.11	0.11	0.59	0.51	0.60	0.51	0.64
v/c Ratio	0.48	0.43	0.07	0.45	0.46	0.41	0.48	0.40	0.65	0.22
Control Delay	35.2	20.8	26.8	41.1	12.4	14.2	15.7	10.8	8.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	20.8	26.8	41.1	12.4	14.2	15.7	10.8	8.1	0.4
LOS	D	C	C	D	B	B	B	B	A	A
Approach Delay		26.1		28.6			15.6		7.4	
Approach LOS		C		C			B		A	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 37 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 13.3 — Intersection LOS: B
Intersection Capacity Utilization 61.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: San Mateo Blvd & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	91	91	14	143	110	81	1077	8	119	1585	230
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	2	0	1	2	1	1	3	0	1	3	1
Lane Assignment												
Capacity, veh/h	288	229	195	253	377	169	282	2608	19	396	2586	924
Proportion Arriving On Green	0.08	0.12	0.12	0.06	0.11	0.11	0.08	0.51	0.51	0.10	0.20	0.05
Movement Delay, s/veh	32.2	38.1	40.2	31.8	38.5	57.9	14.7	14.6	14.7	9.4	28.9	19.6
Movement LOS	C	D	D	C	D	E	B	B	B	A	C	B
Approach Volume, veh/h		339			314			1310			2057	
Approach Delay, s/veh		36.6			46.1			14.6			26.6	
Approach LOS		D			D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration (G+Y+Rc), s	13.00	50.50	10.30	18.18	12.30	51.20	11.80	14.68
Change Period (Y+Rc), s	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Max. Allowable Headway (MAH), s	3.77	5.04	3.77	4.91	3.77	5.04	3.77	4.91
Maximum Green Setting (Gmax), s	8.00	45.50	5.30	11.30	7.30	46.20	6.80	9.60
Max. Queue Clearance Time (g_c+I1), s	4.77	15.64	2.71	7.77	4.03	29.71	7.50	9.22
Green Extension Time (g_e), s	0.08	25.39	0.00	0.81	0.05	14.95	0.00	0.12
Probability of Phase Call (p_c)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Probability of Max Out (p_x)	1.000	0.813	1.000	1.000	1.000	0.909	1.000	1.000

Left-Turn Movement Data

Assigned Movement	1		3		5		7	
Mvmt. Sat Flow, veh/h	1756.82		1756.82		1756.82		1756.82	

Through Movement Data

Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		5156.88		1844.66		5035.92		3504.85

Right-Turn Movement Data

Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		38.30		1567.96		1567.96		1567.96

Left Lane Group Data

Assigned Movement	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Group	1	0	1	0	1	0	1	0
Group Volume (v), veh/h	126.6	0.0	16.5	0.0	91.0	0.0	124.7	0.0
Group Sat. Flow (s), veh/h/ln	1756.8	0.0	1756.8	0.0	1756.8	0.0	1756.8	0.0
Queue Serve Time (g_s), s	2.8	0.0	0.7	0.0	2.0	0.0	5.5	0.0
Cycle Queue Clear Time (g_c), s	2.8	0.0	0.7	0.0	2.0	0.0	5.5	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	451.5	0.0	1151.3	0.0	288.3	0.0	1200.4	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	46.2	0.0	9.7	0.0	45.5	0.0	11.2	0.0
Perm LT Serve Time (g_u), s	31.9	0.0	5.4	0.0	18.5	0.0	5.6	0.0
Perm LT Que Serve Time (g_ps), s	5.5	0.0	0.1	0.0	12.5	0.0	0.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	396.1	0.0	252.7	0.0	281.8	0.0	287.9	0.0
Volume-to-Capacity Ratio (X)	0.320	0.000	0.065	0.000	0.323	0.000	0.433	0.000
Available Capacity (c_a), veh/h	396.1	0.0	252.7	0.0	281.8	0.0	287.9	0.0
Upstream Filter Factor (I)	0.578	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Uniform Delay (d1), s/veh	9.2	0.0	31.7	0.0	14.0	0.0	31.2	0.0
Incremental Delay (d2), s/veh	0.3	0.0	0.1	0.0	0.7	0.0	1.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.4	0.0	31.8	0.0	14.7	0.0	32.2	0.0
First-Term Queue (Q1), veh/ln	0.9	0.0	0.3	0.0	0.9	0.0	2.3	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	1.0	0.0	0.3	0.0	0.9	0.0	2.3	0.0
Percentile Storage Ratio (RQ%)	0.08	0.00	0.06	0.00	0.18	0.00	0.67	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	2	0	1	0	3	0	2
Group Volume (v), veh/h	0.0	787.8	0.0	107.1	0.0	1686.2	0.0	168.2
Group Sat. Flow (s), veh/h/ln	0.0	1878.8	0.0	1844.7	0.0	1678.6	0.0	1752.4
Queue Serve Time (g_s), s	0.0	13.6	0.0	4.9	0.0	27.7	0.0	4.0
Cycle Queue Clear Time (g_c), s	0.0	13.6	0.0	4.9	0.0	27.7	0.0	4.0
Lane Group Capacity (c), veh/h	0.0	1697.6	0.0	229.3	0.0	2585.6	0.0	377.2
Volume-to-Capacity Ratio (X)	0.000	0.464	0.000	0.467	0.000	0.652	0.000	0.446
Available Capacity (c_a), veh/h	0.0	1697.6	0.0	231.6	0.0	2585.6	0.0	377.2
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.578	0.000	1.000
Uniform Delay (d1), s/veh	0.0	14.4	0.0	36.6	0.0	28.6	0.0	37.6
Incremental Delay (d2), s/veh	0.0	0.2	0.0	1.5	0.0	0.3	0.0	0.8
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.8	0.0	38.1	0.0	28.9	0.0	38.5
First-Term Queue (Q1), veh/ln	0.0	4.8	0.0	2.1	0.0	12.1	0.0	1.7
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	4.8	0.0	2.2	0.0	12.2	0.0	1.7
Percentile Storage Ratio (RQ%)	0.00	0.40	0.00	0.28	0.00	0.25	0.00	0.27

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	431.3	0.0	107.1	0.0	244.7	0.0	129.4
Group Sat. Flow (s), veh/h/ln	0.0	1837.9	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	13.6	0.0	5.8	0.0	11.5	0.0	7.2
Cycle Queue Clear Time (g_c), s	0.0	13.6	0.0	5.8	0.0	11.5	0.0	7.2
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.021	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	929.3	0.0	194.9	0.0	923.5	0.0	168.7
Volume-to-Capacity Ratio (X)	0.000	0.464	0.000	0.549	0.000	0.265	0.000	0.767
Available Capacity (c_a), veh/h	0.0	929.3	0.0	196.9	0.0	923.5	0.0	168.7
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.578	0.000	1.000
Uniform Delay (d1), s/veh	0.0	14.4	0.0	37.0	0.0	19.5	0.0	39.1
Incremental Delay (d2), s/veh	0.0	0.4	0.0	3.2	0.0	0.1	0.0	18.9
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.7	0.0	40.2	0.0	19.6	0.0	57.9
First-Term Queue (Q1), veh/ln	0.0	5.2	0.0	2.2	0.0	4.9	0.0	2.7
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.9
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.3	0.0	2.3	0.0	5.0	0.0	3.6
Percentile Storage Ratio (RQ%)	0.00	0.45	0.00	0.30	0.00	0.63	0.00	1.84
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

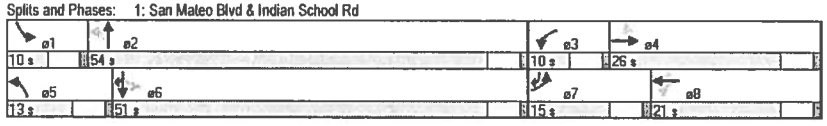
Intersection Summary	
HCM Average Control Delay	25.1
HCM Level of Service	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	215	298	23	125	141	93	1988	107	1593	205
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	7	4	3	8		5	2	1	8	6 7
Permitted Phases	4		8		8	2		6		
Detector Phase	7	4	3	8	8	5	2	1	6	6 7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	15.0	26.0	10.0	21.0	21.0	13.0	54.0	10.0	51.0	66.0
Total Split (%)	15.0%	26.0%	10.0%	21.0%	21.0%	13.0%	54.0%	10.0%	51.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	
Act Effct Green (s)	28.2	18.2	18.2	13.2	13.2	57.8	50.5	55.8	49.5	64.5
Actuated g/C Ratio	0.28	0.18	0.18	0.13	0.13	0.58	0.50	0.56	0.50	0.64
v/c Ratio	0.79	0.76	0.15	0.30	0.50	0.51	0.89	0.62	0.69	0.20
Control Delay	48.3	43.3	27.3	40.1	18.1	20.5	28.0	30.1	7.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	43.3	27.3	40.1	18.1	20.5	28.0	30.1	7.2	0.2
LOS	D	D	C	D	B	C	C	C	A	A
Approach Delay		45.1		28.3			27.7		7.7	
Approach LOS		D		C			C		A	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 26 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 22.6 — Intersection LOS: C
Intersection Capacity Utilization 77.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: San Mateo Blvd & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	215	298	99	23	125	141	93	1988	34	107	1593	205
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	2	0	1	2	1	1	3	0	1	3	1
Lane Assignment												
Capacity, veh/h	367	485	159	203	463	207	249	2575	44	204	2493	933
Proportion Arriving On Green	0.10	0.18	0.18	0.05	0.13	0.13	0.07	0.50	0.50	0.09	0.15	0.02
Movement Delay, s/veh	38.2	48.1	50.2	34.8	39.6	55.8	19.3	26.2	29.8	21.7	35.4	20.3
Movement LOS	D	D	D	C	D	E	B	C	C	C	D	C
Approach Volume, veh/h		756			318			2350			2048	
Approach Delay, s/veh		45.3			47.1			27.1			33.0	
Approach LOS		D			D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phase		1	2	3	4	5	6	7	8			
Case No		1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0			
Phase Duration (G+Y+Rc), s		11.30	55.50	10.00	23.20	12.30	54.50	15.00	18.20			
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00			
Max. Allowable Headway (MAH), s		3.77	5.07	3.77	4.95	3.77	5.07	3.77	4.95			
Maximum Green Setting (Gmax), s		6.30	50.50	5.00	18.20	7.30	49.50	10.00	13.20			
Max. Queue Clearance Time (g_c+I1), s		5.10	39.93	3.19	15.33	4.64	34.25	12.00	11.52			
Green Extension Time (g_e), s		0.03	10.40	0.00	1.23	0.05	14.92	0.00	0.76			
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Probability of Max Out (p_x)		1.000	0.990	1.000	1.000	1.000	0.982	1.000	1.000			
Left-Turn Movement Data												
Assigned Movement		1		3		5		7				
Mvmt. Sat Flow, veh/h		1756.82		1756.82		1756.82		1756.82				
Through Movement Data												
Assigned Movement			2		4		6		8			
Mvmt. Sat Flow, veh/h			5099.50		2663.23		5035.92		3504.85			
Right-Turn Movement Data												
Assigned Movement			12		14		16		18			
Mvmt. Sat Flow, veh/h			87.08		872.17		1567.96		1567.96			
Left Lane Group Data												
Assigned Movement		1	0	3	0	5	0	7	0			
Lane Assignment		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)				
Lanes in Group		1	0	1	0	1	0	1	0			
Group Volume (v), veh/h		115.1	0.0	25.3	0.0	103.3	0.0	265.4	0.0			
Group Sat. Flow (s), veh/h/ln		1756.8	0.0	1756.8	0.0	1756.8	0.0	1756.8	0.0			
Queue Serve Time (g_s), s		3.1	0.0	1.2	0.0	2.6	0.0	10.0	0.0			
Cycle Queue Clear Time (g_c), s		3.1	0.0	1.2	0.0	2.6	0.0	10.0	0.0			

Perm LT Sat Flow Rate (s_l), veh/h/ln	166.5	0.0	893.9	0.0	281.0	0.0	1234.5	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	49.5	0.0	13.2	0.0	50.5	0.0	20.2	0.0
Perm LT Serve Time (g_u), s	12.6	0.0	4.9	0.0	17.2	0.0	9.7	0.0
Perm LT Que Serve Time (g_ps), s	12.6	0.0	0.2	0.0	17.2	0.0	6.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	203.6	0.0	203.4	0.0	248.7	0.0	366.9	0.0
Volume-to-Capacity Ratio (X)	0.565	0.000	0.124	0.000	0.415	0.000	0.723	0.000
Available Capacity (c_a), veh/h	203.6	0.0	203.4	0.0	248.7	0.0	366.9	0.0
Upstream Filter Factor (I)	0.231	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Uniform Delay (d1), s/veh	20.9	0.0	34.3	0.0	18.2	0.0	31.3	0.0
Incremental Delay (d2), s/veh	0.8	0.0	0.3	0.0	1.1	0.0	6.9	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.7	0.0	34.6	0.0	19.3	0.0	38.2	0.0
First-Term Queue (Q1), veh/ln	1.5	0.0	0.5	0.0	1.3	0.0	6.1	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.1	0.0	0.7	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile blk-of-que factor (f_B%)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	1.6	0.0	0.5	0.0	1.4	0.0	6.8	0.0
Percentile Storage Ratio (RQ%)	0.13	0.00	0.11	0.00	0.28	0.00	1.93	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	2	0	1	0	3	0	2
Group Volume (v), veh/h	0.0	1453.0	0.0	253.2	0.0	1712.9	0.0	137.4
Group Sat. Flow (s), veh/h/ln	0.0	1678.8	0.0	1844.7	0.0	1678.6	0.0	1752.4
Queue Serve Time (g_s), s	0.0	37.8	0.0	13.0	0.0	32.3	0.0	3.5
Cycle Queue Clear Time (g_c), s	0.0	37.8	0.0	13.0	0.0	32.3	0.0	3.5
Lane Group Capacity (c), veh/h	0.0	1695.4	0.0	335.7	0.0	2492.8	0.0	462.6
Volume-to-Capacity Ratio (X)	0.000	0.857	0.000	0.754	0.000	0.687	0.000	0.297
Available Capacity (c_a), veh/h	0.0	1695.4	0.0	335.7	0.0	2492.8	0.0	462.6
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.231	0.000	1.000
Uniform Delay (d1), s/veh	0.0	21.6	0.0	38.8	0.0	35.2	0.0	39.2
Incremental Delay (d2), s/veh	0.0	4.6	0.0	9.3	0.0	0.2	0.0	0.4
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.2	0.0	48.1	0.0	35.4	0.0	39.6
First-Term Queue (Q1), veh/ln	0.0	13.6	0.0	5.8	0.0	14.4	0.0	1.5
Second-Term Queue (Q2), veh/ln	0.0	1.1	0.0	0.9	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile blk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	14.7	0.0	6.6	0.0	14.5	0.0	1.5
Percentile Storage Ratio (RQ%)	0.00	1.23	0.00	0.84	0.00	0.30	0.00	0.24

HCM 2010 Signalized Intersection Capacity Analysis
1: San Mateo Blvd & Indian School Rd
Terry O. Brown, P.E.
2014 PM Peak NOBUILD Conditions

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	793.6	0.0	236.9	0.0	220.4	0.0	154.9
Group Sat. Flow (s), veh/h/ln	0.0	1829.3	0.0	1690.7	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	37.9	0.0	13.3	0.0	11.1	0.0	9.5
Cycle Queue Clear Time (g_c), s	0.0	37.9	0.0	13.3	0.0	11.1	0.0	9.5
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.048	0.000	0.516	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	923.8	0.0	307.7	0.0	932.9	0.0	207.0
Volume-to-Capacity Ratio (X)	0.000	0.859	0.000	0.770	0.000	0.236	0.000	0.749
Available Capacity (c_a), veh/h	0.0	923.8	0.0	307.7	0.0	932.9	0.0	207.0
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.231	0.000	1.000
Uniform Delay (d1), s/veh	0.0	21.6	0.0	38.9	0.0	20.2	0.0	41.8
Incremental Delay (d2), s/veh	0.0	8.2	0.0	11.3	0.0	0.0	0.0	14.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.8	0.0	50.2	0.0	20.3	0.0	55.8
First-Term Queue (Q1), veh/ln	0.0	14.9	0.0	5.4	0.0	4.8	0.0	3.6
Second-Term Queue (Q2), veh/ln	0.0	2.1	0.0	1.0	0.0	0.0	0.0	0.8
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile blk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	17.0	0.0	6.4	0.0	4.8	0.0	4.4
Percentile Storage Ratio (RQ%)	0.00	1.43	0.00	0.81	0.00	0.61	0.00	2.26
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		33.0						
HCM Level of Service		C						

Existing Geometry
Synchro 8 Report
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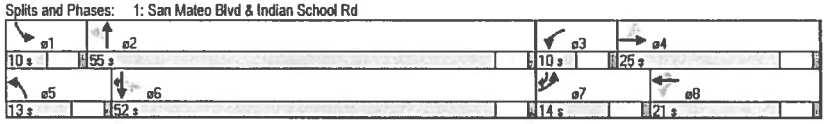
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	216	298	23	125	148	93	2030	111	1620	206
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pt+ov
Protected Phases	7	4	3	8		5	2	1	8	6 7
Permitted Phases	4		8		8	2		6		
Detector Phase	7	4	3	8	8	5	2	1	6	6 7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	21.0	
Total Split (s)	14.0	25.0	10.0	21.0	21.0	13.0	55.0	10.0	52.0	66.0
Total Split (%)	14.0%	25.0%	10.0%	21.0%	21.0%	13.0%	55.0%	10.0%	52.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	
Act Effct Green (s)	26.8	17.8	18.8	13.8	13.8	58.3	51.0	56.1	49.9	63.9
Actuated g/C Ratio	0.27	0.18	0.19	0.14	0.14	0.58	0.51	0.56	0.50	0.64
v/c Ratio	0.82	0.77	0.15	0.28	0.52	0.51	0.89	0.65	0.69	0.21
Control Delay	52.4	44.7	27.8	39.5	19.9	20.5	28.2	30.8	8.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	44.7	27.8	39.5	19.9	20.5	28.2	30.8	8.3	0.2
LOS	D	D	C	D	B	C	C	C	A	A
Approach Delay		47.4		28.8			27.8		8.7	
Approach LOS		D		C			C		A	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 42 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 23.4 — Intersection LOS: C
Intersection Capacity Utilization 78.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: San Mateo Blvd & Indian School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	216	298	99	23	125	148	93	2030	34	111	1620	206
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	2	0	1	2	1	1	3	0	1	3	1
Lane Assignment												
Capacity, veh/h	357	474	155	199	484	216	248	2602	44	200	2513	924
Proportion Arriving On Green	0.09	0.18	0.18	0.05	0.14	0.14	0.07	0.51	0.51	0.09	0.17	0.04
Movement Delay, s/veh	42.2	49.9	52.3	34.2	39.0	55.1	19.4	26.5	30.3	22.3	34.3	20.6
Movement LOS	D	D	D	C	D	E	B	C	C	C	C	C
Approach Volume, veh/h		757			325			2397			2083	
Approach Delay, s/veh		47.9			46.7			27.5			32.1	
Approach LOS		D			D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phase		1	2	3	4	5	6	7	8			
Case No		1.1	4.0	1.1	4.0	1.1	3.0	1.1	3.0			
Phase Duration (G+Y+Rc), s		11.20	56.00	10.00	22.80	12.30	54.90	14.00	18.80			
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00			
Max. Allowable Headway (MAH), s		3.77	5.07	3.77	4.94	3.77	5.07	3.77	4.94			
Maximum Green Setting (Gmax), s		6.20	51.00	5.00	17.80	7.30	49.90	9.00	13.80			
Max. Queue Clearance Time (g_c+I1), s		5.21	40.96	3.19	15.40	4.61	34.48	11.00	11.98			
Green Extension Time (g_e), s		0.02	9.91	0.00	1.06	0.05	15.12	0.00	0.83			
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Probability of Max Out (p_x)		1.000	0.992	1.000	1.000	1.000	0.984	1.000	1.000			
Left-Turn Movement Data												
Assigned Movement		1		3		5		7				
Mvmt. Sat Flow, veh/h		1756.82		1756.82		1756.82		1756.82				
Through Movement Data												
Assigned Movement			2		4		6		8			
Mvmt. Sat Flow, veh/h			5101.59		2663.23		5035.92		3504.85			
Right-Turn Movement Data												
Assigned Movement			12		14		16		18			
Mvmt. Sat Flow, veh/h			85.30		872.17		1567.96		1567.96			
Left Lane Group Data												
Assigned Movement		1	0	3	0	5	0	7	0			
Lane Assignment		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)				
Lanes in Group		1	0	1	0	1	0	1	0			
Group Volume (v), veh/h		119.4	0.0	25.3	0.0	103.3	0.0	266.7	0.0			
Group Sat. Flow (s), veh/h/ln		1756.8	0.0	1756.8	0.0	1756.8	0.0	1756.8	0.0			
Queue Serve Time (g_s), s		3.2	0.0	1.2	0.0	2.6	0.0	9.0	0.0			
Cycle Queue Clear Time (g_c), s		3.2	0.0	1.2	0.0	2.6	0.0	9.0	0.0			

Perm LT Sat Flow Rate (s_l), veh/h/ln	159.0	0.0	893.9	0.0	273.1	0.0	1234.5	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	49.9	0.0	13.8	0.0	51.0	0.0	18.8	0.0
Perm LT Serve Time (g_u), s	12.0	0.0	4.4	0.0	17.4	0.0	10.3	0.0
Perm LT Que Serve Time (g_ps), s	12.0	0.0	0.3	0.0	17.4	0.0	8.4	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_l)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	200.1	0.0	199.2	0.0	247.8	0.0	357.1	0.0
Volume-to-Capacity Ratio (X)	0.597	0.000	0.127	0.000	0.417	0.000	0.747	0.000
Available Capacity (c_a), veh/h	200.1	0.0	199.2	0.0	247.8	0.0	357.1	0.0
Upstream Filter Factor (I)	0.219	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Uniform Delay (d1), s/veh	21.2	0.0	33.9	0.0	18.2	0.0	33.8	0.0
Incremental Delay (d2), s/veh	1.1	0.0	0.3	0.0	1.1	0.0	8.4	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	22.3	0.0	34.2	0.0	19.4	0.0	42.2	0.0
First-Term Queue (Q1), veh/ln	1.6	0.0	0.5	0.0	1.4	0.0	6.2	0.0
Second-Term Queue (Q2), veh/ln	0.1	0.0	0.0	0.0	0.1	0.0	0.8	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	1.7	0.0	0.5	0.0	1.4	0.0	7.0	0.0
Percentile Storage Ratio (RQ%)	0.14	0.00	0.11	0.00	0.28	0.00	2.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	2	0	1	0	3	0	2
Group Volume (v), veh/h	0.0	1483.0	0.0	253.2	0.0	1741.9	0.0	137.4
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1844.7	0.0	1678.6	0.0	1752.4
Queue Serve Time (g_s), s	0.0	38.8	0.0	13.1	0.0	32.5	0.0	3.5
Cycle Queue Clear Time (g_c), s	0.0	38.8	0.0	13.1	0.0	32.5	0.0	3.5
Lane Group Capacity (c), veh/h	0.0	1712.2	0.0	328.3	0.0	2512.9	0.0	483.7
Volume-to-Capacity Ratio (X)	0.000	0.866	0.000	0.771	0.000	0.693	0.000	0.284
Available Capacity (c_a), veh/h	0.0	1712.2	0.0	328.3	0.0	2512.9	0.0	483.7
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.219	0.000	1.000
Uniform Delay (d1), s/veh	0.0	21.5	0.0	39.2	0.0	34.1	0.0	38.7
Incremental Delay (d2), s/veh	0.0	5.0	0.0	10.7	0.0	0.2	0.0	0.3
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	49.9	0.0	34.3	0.0	39.0
First-Term Queue (Q1), veh/ln	0.0	13.9	0.0	5.8	0.0	14.4	0.0	1.5
Second-Term Queue (Q2), veh/ln	0.0	1.2	0.0	1.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	15.1	0.0	6.8	0.0	14.5	0.0	1.5
Percentile Storage Ratio (RQ%)	0.00	1.27	0.00	0.86	0.00	0.30	0.00	0.23

HCM 2010 Signalized Intersection Capacity Analysis
1: San Mateo Blvd & Indian School Rd
Terry O. Brown, P.E.
Existing Geometry

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	810.3	0.0	236.9	0.0	221.5	0.0	162.6
Group Sat. Flow (s), veh/h/ln	0.0	1829.6	0.0	1690.7	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	39.0	0.0	13.4	0.0	11.2	0.0	10.0
Cycle Queue Clear Time (g_c), s	0.0	39.0	0.0	13.4	0.0	11.2	0.0	10.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.047	0.000	0.516	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	933.1	0.0	301.0	0.0	923.5	0.0	216.4
Volume-to-Capacity Ratio (X)	0.000	0.868	0.000	0.787	0.000	0.240	0.000	0.752
Available Capacity (c_a), veh/h	0.0	933.1	0.0	301.0	0.0	923.5	0.0	216.4
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	0.219	0.000	1.000
Uniform Delay (d1), s/veh	0.0	21.5	0.0	39.3	0.0	20.5	0.0	41.5
Incremental Delay (d2), s/veh	0.0	8.8	0.0	13.0	0.0	0.0	0.0	13.7
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.3	0.0	52.3	0.0	20.6	0.0	55.1
First-Term Queue (Q1), veh/ln	0.0	15.3	0.0	5.4	0.0	4.8	0.0	3.8
Second-Term Queue (Q2), veh/ln	0.0	2.3	0.0	1.1	0.0	0.0	0.0	0.8
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	17.6	0.0	6.5	0.0	4.8	0.0	4.6
Percentile Storage Ratio (RQ%)	0.00	1.47	0.00	0.83	0.00	0.62	0.00	2.36
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	33.1
HCM Level of Service	C

2014 PM Peak BUILD Conditions
Synchro 8 Report
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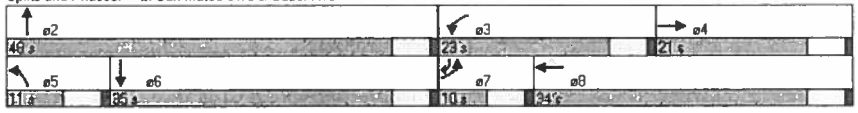
Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Volume (vph)	30	190	245	115	233	187	965	1316	115
Turn Type	Prot	Perm	Prot	NA	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		3	8		5	2	6	7
Permitted Phases		4			8				6
Detector Phase	7	4	3	8	8	5	2	6	7
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	10.0	21.0	23.0	34.0	34.0	11.0	46.0	35.0	10.0
Total Split (%)	11.1%	23.3%	25.6%	37.8%	37.8%	12.2%	51.1%	38.9%	11.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min
Act Effct Green (s)	5.0	9.4	17.7	22.1	22.1	10.0	47.9	32.9	42.9
Actuated g/C Ratio	0.06	0.10	0.20	0.25	0.25	0.11	0.53	0.37	0.48
v/c Ratio	0.19	0.69	0.91	0.32	0.65	0.57	0.41	0.78	0.15
Control Delay	43.0	22.1	68.0	28.6	26.9	36.1	13.6	21.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	22.1	68.0	28.6	26.9	36.1	13.6	21.5	1.5
LOS	D	C	E	C	C	D	B	C	A
Approach Delay				44.2			17.3	19.9	
Approach LOS				D			B	B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 24.0 — Intersection LOS: C
Intersection Capacity Utilization 63.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: San Mateo Blvd & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	0	190	245	115	233	187	965	0	0	1316	115
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1900	1845	1845	1845	1845	1845	1845	1900	1900	1845	1845
Lanes	2	1	1	1	1	1	2	3	0	0	3	1
Lane Assignment												
Capacity, veh/h	189	198	164	346	453	385	379	2680	0	0	1841	660
Proportion Arriving On Green	0.06	0.00	0.10	0.20	0.25	0.25	0.07	0.46	0.00	0.00	0.22	0.13
Movement Delay, s/veh	41.0	0.0	232.2	62.3	28.3	41.2	41.4	15.5	0.0	0.0	34.6	23.5
Movement LOS	D		F	E	C	D	D	B			C	C
Approach Volume, veh/h		256			760			1324			1573	
Approach Delay, s/veh		206.1			47.4			19.7			33.7	
Approach LOS		F			D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	3	4	5	6	7	8
Case No		4.0	2.0	3.0	2.0	7.0	2.0	3.0
Phase Duration (G+Y+Rc), s		52.90	22.70	14.40	15.00	37.90	10.00	27.10
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00
Max. Allowable Headway (MAH), s		5.07	3.81	4.31	3.77	5.07	3.81	4.31
Maximum Green Setting (Gmax), s		47.90	17.70	9.40	10.00	32.90	5.00	22.10
Max. Queue Clearance Time (g_c+I1), s		15.30	17.74	11.40	7.49	26.34	2.88	17.98
Green Extension Time (g_e), s		24.72	0.00	0.00	0.17	6.03	0.01	1.15
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Probability of Max Out (p_x)		0.655	1.000	1.000	1.000	0.977	1.000	1.000

Left-Turn Movement Data								
Assigned Movement			3		5		7	
Mvmt. Sat Flow, veh/h			1756.82		3408.23		3408.23	

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		5201.94		1900.00		5201.94		1844.66

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		0.00		1567.96		1567.96		1567.96

Left Lane Group Data								
Assigned Movement	0	0	3	0	5	0	7	0
Lane Assignment			L (Prot)		L (Prot)		L (Prot)	
Lanes in Group	0	0	1	0	2	0	2	0
Group Volume (v), veh/h	0.0	0.0	314.1	0.0	214.9	0.0	34.9	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	1756.8	0.0	1704.1	0.0	1704.1	0.0
Queue Serve Time (g_s), s	0.0	0.0	15.7	0.0	5.5	0.0	0.9	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	15.7	0.0	5.5	0.0	0.9	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	32.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	345.5	0.0	378.7	0.0	189.3	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.909	0.000	0.568	0.000	0.184	0.000
Available Capacity (c_a), veh/h	0.0	0.0	345.5	0.0	378.7	0.0	189.3	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	0.000	0.880	0.000	1.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	35.4	0.0	39.6	0.0	40.6	0.0
Incremental Delay (d2), s/veh	0.0	0.0	26.9	0.0	1.8	0.0	0.5	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	62.3	0.0	41.4	0.0	41.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	6.6	0.0	2.3	0.0	0.4	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	2.6	0.0	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	9.2	0.0	2.4	0.0	0.4	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	2.35	0.00	0.38	0.00	0.03	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	3	0	1	0	3	0	1
Group Volume (v), veh/h	0.0	1109.2	0.0	0.0	0.0	1446.2	0.0	147.4
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1900.0	0.0	1678.6	0.0	1844.7
Queue Serve Time (g_s), s	0.0	13.3	0.0	0.0	0.0	24.3	0.0	5.9
Cycle Queue Clear Time (g_c), s	0.0	13.3	0.0	0.0	0.0	24.3	0.0	5.9
Lane Group Capacity (c), veh/h	0.0	2680.2	0.0	198.4	0.0	1840.9	0.0	453.0
Volume-to-Capacity Ratio (X)	0.000	0.414	0.000	0.000	0.000	0.786	0.000	0.325
Available Capacity (c_a), veh/h	0.0	2680.2	0.0	198.4	0.0	1840.9	0.0	453.0
Upstream Filter Factor (I)	0.000	0.880	0.000	0.000	0.000	0.840	0.000	1.000
Uniform Delay (d1), s/veh	0.0	15.1	0.0	0.0	0.0	31.6	0.0	27.8
Incremental Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	2.9	0.0	0.4
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	0.0	0.0	34.6	0.0	28.3
First-Term Queue (Q1), veh/ln	0.0	5.0	0.0	0.0	0.0	10.2	0.0	2.6
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.1	0.0	0.0	0.0	10.7	0.0	2.6
Percentile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.71	0.00	0.25

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment				R		R		R
Lanes in Group	0	0	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	0.0	0.0	220.9	0.0	126.4	0.0	298.7
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	9.4	0.0	5.9	0.0	16.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	9.4	0.0	5.9	0.0	16.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	163.8	0.0	660.3	0.0	385.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	1.349	0.000	0.191	0.000	0.776
Available Capacity (c_a), veh/h	0.0	0.0	0.0	163.8	0.0	660.3	0.0	385.0
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.840	0.000	1.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	40.3	0.0	23.0	0.0	31.6
Incremental Delay (d2), s/veh	0.0	0.0	0.0	191.9	0.0	0.5	0.0	9.6
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	232.2	0.0	23.5	0.0	41.2
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	3.6	0.0	2.3	0.0	5.9
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	8.7	0.0	0.1	0.0	1.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	12.3	0.0	2.4	0.0	6.9
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.44	0.00	0.38	0.00	0.67
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

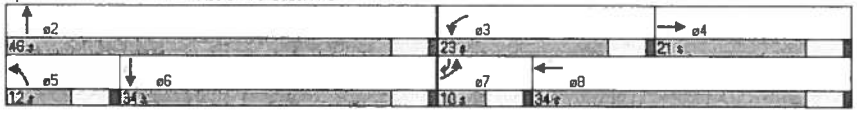
Intersection Summary	
HCM Average Control Delay	42.9
HCM Level of Service	D

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Volume (vph)	30	221	245	115	233	207	965	1316	115
Turn Type	Prot	Perm	Prot	NA	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		3	8		5	2	6	7
Permitted Phases		4			8				6
Detector Phase	7	4	3	8	8	5	2	6	7
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	10.0	21.0	23.0	34.0	34.0	12.0	46.0	34.0	10.0
Total Split (%)	11.1%	23.3%	25.6%	37.8%	37.8%	13.3%	51.1%	37.8%	11.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min
Act Effct Green (s)	5.0	10.0	17.7	22.7	22.7	10.2	47.3	32.2	42.2
Actuated g/C Ratio	0.06	0.11	0.20	0.25	0.25	0.11	0.53	0.36	0.47
v/c Ratio	0.19	0.74	0.91	0.32	0.64	0.62	0.42	0.80	0.16
Control Delay	43.0	24.4	68.0	28.0	26.0	36.4	12.7	22.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	24.4	68.0	28.0	26.0	36.4	12.7	22.4	1.1
LOS	D	C	E	C	C	D	B	C	A
Approach Delay				43.7			16.9	20.7	
Approach LOS				D			B	C	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 24.2 — Intersection LOS: C
Intersection Capacity Utilization 65.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: San Mateo Blvd & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	0	221	245	115	233	207	965	0	0	1316	115
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1900	1845	1845	1845	1845	1845	1845	1900	1900	1845	1845
Lanes	2	1	1	1	1	1	2	3	0	0	3	1
Lane Assignment												
Capacity, veh/h	189	211	174	345	465	395	386	2649	0	0	1800	647
Proportion Arriving On Green	0.06	0.00	0.11	0.20	0.25	0.25	0.07	0.41	0.00	0.00	0.22	0.08
Movement Delay, s/veh	41.1	0.0	282.9	62.6	27.8	39.3	42.4	17.3	0.0	0.0	35.5	25.5
Movement LOS	D		F	E	C	D	D	B			D	C
Approach Volume, veh/h		292			760			1347			1573	
Approach Delay, s/veh		254.0			46.7			21.7			34.7	
Approach LOS		F			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	3	4	5	6	7	8
Case No		4.0	2.0	3.0	2.0	7.0	2.0	3.0
Phase Duration (G+Y+Rc), s		52.40	22.70	15.00	15.20	37.20	10.00	27.70
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00
Max. Allowable Headway (MAH), s		5.07	3.81	4.30	3.77	5.07	3.81	4.30
Maximum Green Setting (Gmax), s		47.30	17.70	10.00	10.20	32.20	5.00	22.70
Max. Queue Clearance Time (g_c+I1), s		16.17	17.76	12.00	8.10	26.54	2.88	17.86
Green Extension Time (g_e), s		23.86	0.00	0.00	0.17	5.24	0.01	1.37
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Probability of Max Out (p_x)		0.670	1.000	1.000	1.000	0.991	1.000	0.865

Left-Turn Movement Data								
Assigned Movement			3		5		7	
Mvmt. Sat Flow, veh/h			1756.82		3408.23		3408.23	

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		5201.94		1900.00		5201.94		1844.66

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		0.00		1567.96		1567.96		1567.96

Left Lane Group Data								
Assigned Movement	0	0	3	0	5	0	7	0
Lane Assignment			L (Prot)		L (Prot)		L (Prot)	
Lanes in Group	0	0	1	0	2	0	2	0
Group Volume (v), veh/h	0.0	0.0	314.1	0.0	237.9	0.0	34.9	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	1756.8	0.0	1704.1	0.0	1704.1	0.0
Queue Serve Time (g_s), s	0.0	0.0	15.8	0.0	6.1	0.0	0.9	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	15.8	0.0	6.1	0.0	0.9	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	32.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	345.1	0.0	385.8	0.0	189.1	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.910	0.000	0.617	0.000	0.184	0.000
Available Capacity (c_a), veh/h	0.0	0.0	345.1	0.0	385.8	0.0	189.1	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	0.000	0.875	0.000	1.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	35.4	0.0	39.8	0.0	40.6	0.0
Incremental Delay (d2), s/veh	0.0	0.0	27.1	0.0	2.6	0.0	0.5	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	62.6	0.0	42.4	0.0	41.1	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	6.6	0.0	2.6	0.0	0.4	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	2.6	0.0	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	9.2	0.0	2.7	0.0	0.4	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	2.35	0.00	0.43	0.00	0.03	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	3	0	1	0	3	0	1
Group Volume (v), veh/h	0.0	1109.2	0.0	0.0	0.0	1446.2	0.0	147.4
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1900.0	0.0	1678.6	0.0	1844.7
Queue Serve Time (g_s), s	0.0	14.2	0.0	0.0	0.0	24.5	0.0	5.9
Cycle Queue Clear Time (g_c), s	0.0	14.2	0.0	0.0	0.0	24.5	0.0	5.9
Lane Group Capacity (c), veh/h	0.0	2649.3	0.0	210.9	0.0	1799.7	0.0	464.7
Volume-to-Capacity Ratio (X)	0.000	0.419	0.000	0.000	0.000	0.804	0.000	0.317
Available Capacity (c_a), veh/h	0.0	2649.3	0.0	210.9	0.0	1799.7	0.0	464.7
Upstream Filter Factor (I)	0.000	0.875	0.000	0.000	0.000	0.821	0.000	1.000
Uniform Delay (d1), s/veh	0.0	16.8	0.0	0.0	0.0	32.3	0.0	27.4
Incremental Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	3.2	0.0	0.4
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	0.0	0.0	35.5	0.0	27.8
First-Term Queue (Q1), veh/ln	0.0	5.5	0.0	0.0	0.0	10.3	0.0	2.5
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.6	0.0	0.0	0.0	10.9	0.0	2.6
Percentile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.72	0.00	0.25

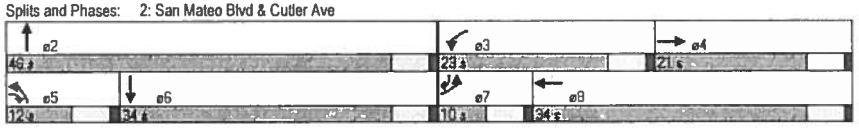
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment				R		R		R
Lanes in Group	0	0	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	0.0	0.0	257.0	0.0	126.4	0.0	298.7
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	10.0	0.0	6.2	0.0	15.9
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	10.0	0.0	6.2	0.0	15.9
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	174.0	0.0	647.4	0.0	395.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	1.477	0.000	0.195	0.000	0.756
Available Capacity (c_a), veh/h	0.0	0.0	0.0	174.0	0.0	647.4	0.0	395.0
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.821	0.000	1.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	40.1	0.0	25.0	0.0	31.1
Incremental Delay (d2), s/veh	0.0	0.0	0.0	242.8	0.0	0.6	0.0	8.1
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	282.9	0.0	25.5	0.0	39.3
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	3.8	0.0	2.4	0.0	5.8
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	11.7	0.0	0.1	0.0	0.9
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	15.5	0.0	2.5	0.0	6.7
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.56	0.00	0.40	0.00	0.66
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	20.7	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		48.7						
HCM Level of Service		D						

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	ø4
Lane Configurations										
Volume (vph)	30	221	245	115	233	207	965	1316	115	
Turn Type	Prot	pm+ov	Prot	NA	Perm	Prot	NA	NA	pm+ov	
Protected Phases	7	5	3	8		5	2	6	7	4
Permitted Phases		4			8				6	
Detector Phase	7	5	3	8	8	5	2	6	7	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	10.0	12.0	23.0	34.0	34.0	12.0	46.0	34.0	10.0	21.0
Total Split (%)	11.1%	13.3%	25.6%	37.8%	37.8%	13.3%	51.1%	37.8%	11.1%	23%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	- 5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min	Min
Act Effct Green (s)	5.0	24.1	17.7	20.7	20.7	11.1	49.3	33.2	43.2	
Actuated g/C Ratio	0.06	0.27	0.20	0.23	0.23	0.12	0.55	0.37	0.48	
v/c Ratio	0.19	0.57	0.91	0.35	0.69	0.57	0.40	0.78	0.15	
Control Delay	43.0	28.1	68.0	30.4	29.6	32.1	11.0	20.9	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.0	28.1	68.0	30.4	29.6	32.1	11.0	20.9	0.9	
LOS	D	C	E	C	C	C	B	C	A	
Approach Delay				45.6			14.7	19.3		
Approach LOS				D			B	B		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 23.6 — Intersection LOS: C
Intersection Capacity Utilization 65.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: San Mateo Blvd & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	0	221	245	115	233	207	965	0	0	1316	115
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1900	1845	1845	1845	1845	1845	1845	1900	1900	1845	1845
Lanes	2	1	1	1	1	1	2	3	0	0	3	1
Lane Assignment												
Capacity, veh/h	189	169	333	346	424	361	420	2759	0	0	1858	666
Proportion Arriving On Green	0.06	0.00	0.09	0.20	0.23	0.23	0.08	0.41	0.00	0.00	0.22	0.06
Movement Delay, s/veh	41.0	0.0	44.1	62.3	29.5	47.7	40.7	16.6	0.0	0.0	34.4	25.5
Movement LOS	D		D	E	C	D	D	B			C	C
Approach Volume, veh/h		292			760			1347			1573	
Approach Delay, s/veh		43.7			50.2			20.9			33.7	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	3	4	5	6	7	8
Case No		4.0	2.0	3.0	2.0	7.0	2.0	3.0
Phase Duration (G+Y+Rc), s		54.30	22.70	13.00	16.10	38.20	10.00	25.70
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00
Max. Allowable Headway (MAH), s		5.07	3.81	4.30	3.77	5.07	3.81	4.30
Maximum Green Setting (Gmax), s		49.30	17.70	8.00	11.10	33.20	5.00	20.70
Max. Queue Clearance Time (g_c+I1), s		16.06	17.74	10.00	8.06	26.33	2.88	18.31
Green Extension Time (g_e), s		25.09	0.00	0.00	0.23	6.31	0.01	0.78
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Probability of Max Out (p_x)		0.648	1.000	1.000	1.000	0.973	1.000	1.000

Left-Turn Movement Data

Assigned Movement			3		5		7	
Mvmt. Sat Flow, veh/h			1756.82		3408.23		3408.23	

Through Movement Data

Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		5201.94		1900.00		5201.94		1844.66

Right-Turn Movement Data

Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		0.00		1567.96		1567.96		1567.96

Left Lane Group Data

Assigned Movement	0	0	3	0	5	0	7	0
Lane Assignment			L (Prot)		L (Prot)		L (Prot)	
Lanes in Group	0	0	1	0	2	0	2	0
Group Volume (v), veh/h	0.0	0.0	314.1	0.0	237.9	0.0	34.9	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	1756.8	0.0	1704.1	0.0	1704.1	0.0
Queue Serve Time (g_s), s	0.0	0.0	15.7	0.0	6.1	0.0	0.9	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	15.7	0.0	6.1	0.0	0.9	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	33.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	345.5	0.0	420.3	0.0	189.3	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.909	0.000	0.566	0.000	0.184	0.000
Available Capacity (c_a), veh/h	0.0	0.0	345.5	0.0	420.3	0.0	189.3	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	0.000	0.875	0.000	1.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	35.4	0.0	39.1	0.0	40.6	0.0
Incremental Delay (d2), s/veh	0.0	0.0	26.9	0.0	1.5	0.0	0.5	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	62.3	0.0	40.7	0.0	41.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	6.6	0.0	2.5	0.0	0.4	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	2.6	0.0	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	9.2	0.0	2.6	0.0	0.4	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	2.35	0.00	0.42	0.00	0.03	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	3	0	1	0	3	0	1
Group Volume (v), veh/h	0.0	1109.2	0.0	0.0	0.0	1446.2	0.0	147.4
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1900.0	0.0	1678.6	0.0	1844.7
Queue Serve Time (g_s), s	0.0	14.1	0.0	0.0	0.0	24.3	0.0	6.0
Cycle Queue Clear Time (g_c), s	0.0	14.1	0.0	0.0	0.0	24.3	0.0	6.0
Lane Group Capacity (c), veh/h	0.0	2758.6	0.0	168.9	0.0	1857.7	0.0	424.3
Volume-to-Capacity Ratio (X)	0.000	0.402	0.000	0.000	0.000	0.778	0.000	0.348
Available Capacity (c_a), veh/h	0.0	2758.6	0.0	168.9	0.0	1857.7	0.0	424.3
Upstream Filter Factor (I)	0.000	0.875	0.000	0.000	0.000	0.821	0.000	1.000
Uniform Delay (d1), s/veh	0.0	16.2	0.0	0.0	0.0	31.7	0.0	29.0
Incremental Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	2.7	0.0	0.5
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.6	0.0	0.0	0.0	34.4	0.0	29.5
First-Term Queue (Q1), veh/ln	0.0	5.5	0.0	0.0	0.0	10.3	0.0	2.6
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.6	0.0	0.0	0.0	10.7	0.0	2.7
Percentile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.71	0.00	0.26

HCM 2010 Signalized Intersection Capacity Analysis
2: San Mateo Blvd & Cutler Ave

Terry O. Brown, P.E.
2014 AM Peak BUILD Conditions

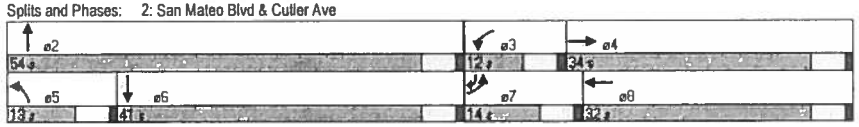
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment				R		R		R
Lanes in Group	0	0	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	0.0	0.0	257.0	0.0	126.4	0.0	298.7
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	8.0	0.0	6.3	0.0	16.3
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	8.0	0.0	6.3	0.0	16.3
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	11.1	0.0	5.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	332.8	0.0	665.5	0.0	360.6
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.772	0.000	0.190	0.000	0.828
Available Capacity (c_a), veh/h	0.0	0.0	0.0	332.8	0.0	665.5	0.0	360.6
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.821	0.000	1.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.4	0.0	25.0	0.0	33.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	10.7	0.0	0.5	0.0	14.8
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	44.1	0.0	25.5	0.0	47.7
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	5.2	0.0	2.5	0.0	6.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	1.0	0.0	0.1	0.0	1.5
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	6.2	0.0	2.6	0.0	7.5
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.22	0.00	0.41	0.00	0.73
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		33.2						
HCM Level of Service		C						

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Volume (vph)	125	408	187	81	232	221	1516	1492	110
Turn Type	Prot	Perm	Prot	NA	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		3	8		5	2	6	7
Permitted Phases		4			8				6
Detector Phase	7	4	3	8	8	5	2	6	7
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	14.0	34.0	12.0	32.0	32.0	13.0	54.0	41.0	14.0
Total Split (%)	14.0%	34.0%	12.0%	32.0%	32.0%	13.0%	54.0%	41.0%	14.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min
Act Effct Green (s)	8.7	28.0	7.0	26.3	26.3	8.5	50.0	36.5	50.2
Actuated g/C Ratio	0.09	0.28	0.07	0.26	0.26	0.08	0.50	0.36	0.50
v/c Ratio	0.57	0.96	0.88	0.19	0.61	0.85	0.67	0.87	0.14
Control Delay	51.7	54.6	81.7	29.4	36.3	47.9	27.4	32.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0
Total Delay	51.7	54.6	81.7	29.4	36.3	47.9	27.4	37.5	5.3
LOS	D	D	F	C	D	D	C	D	A
Approach Delay				52.2			30.0	35.3	
Approach LOS				D			C	D	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 37.8 — Intersection LOS: D
Intersection Capacity Utilization 71.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: San Mateo Blvd & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	0	408	187	81	232	221	1516	0	0	1492	110
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1900	1845	1845	1845	1845	1845	1845	1900	1900	1845	1845
Lanes	2	1	1	2	1	1	2	3	0	0	3	1
Lane Assignment												
Capacity, veh/h	297	532	439	239	485	412	290	2518	0	0	1838	709
Proportion Arriving On Green	0.09	0.00	0.28	0.07	0.26	0.26	0.05	0.60	0.00	0.00	0.29	0.47
Movement Delay, s/veh	46.2	0.0	161.8	75.4	28.8	35.7	56.0	15.0	0.0	0.0	38.6	13.9
Movement LOS	D		F	E	C	D	E	B			D	B
Approach Volume, veh/h		711			562			1930			1723	
Approach Delay, s/veh		134.7			49.4			20.2			36.9	
Approach LOS		F			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	3	4	5	6	7	8
Case No		4.0	2.0	3.0	2.0	7.0	2.0	3.0
Phase Duration (G+Y+Rc), s		55.00	12.00	33.00	13.50	41.50	13.70	31.30
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00
Max. Allowable Headway (MAH), s		5.08	3.81	4.16	3.77	5.08	3.81	4.16
Maximum Green Setting (Gmax), s		50.00	7.00	28.00	8.50	36.50	8.70	26.30
Max. Queue Clearance Time (g_c+I1), s		24.32	8.11	30.00	9.14	32.32	6.69	16.70
Green Extension Time (g_e), s		23.52	0.00	0.00	0.00	4.09	0.10	2.69
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Probability of Max Out (p_x)		0.891	1.000	1.000	1.000	1.000	1.000	0.313

Left-Turn Movement Data								
Assigned Movement			3		5		7	
Mvmt. Sat Flow, veh/h			3408.23		3408.23		3408.23	

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		5201.94		1900.00		5201.94		1844.66

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		0.00		1567.96		1567.96		1567.96

Left Lane Group Data								
Assigned Movement	0	0	3	0	5	0	7	0
Lane Assignment			L (Prot)		L (Prot)		L (Prot)	
Lanes in Group	0	0	2	0	2	0	2	0
Group Volume (v), veh/h	0.0	0.0	210.1	0.0	245.6	0.0	166.7	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	1704.1	0.0	1704.1	0.0	1704.1	0.0
Queue Serve Time (g_s), s	0.0	0.0	6.1	0.0	7.1	0.0	4.7	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	6.1	0.0	7.1	0.0	4.7	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	36.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	238.6	0.0	289.7	0.0	296.5	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.881	0.000	0.848	0.000	0.562	0.000
Available Capacity (c_a), veh/h	0.0	0.0	238.6	0.0	289.7	0.0	296.5	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	0.000	0.404	0.000	1.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	46.1	0.0	46.7	0.0	43.8	0.0
Incremental Delay (d2), s/veh	0.0	0.0	29.3	0.0	9.4	0.0	2.4	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	75.4	0.0	56.0	0.0	46.2	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	2.6	0.0	3.1	0.0	2.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	1.0	0.0	0.4	0.0	0.1	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	3.5	0.0	3.4	0.0	2.1	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.91	0.00	0.55	0.00	0.16	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	3	0	1	0	3	0	1
Group Volume (v), veh/h	0.0	1684.4	0.0	0.0	0.0	1604.3	0.0	91.0
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1900.0	0.0	1678.6	0.0	1844.7
Queue Serve Time (g_s), s	0.0	22.3	0.0	0.0	0.0	30.3	0.0	3.8
Cycle Queue Clear Time (g_c), s	0.0	22.3	0.0	0.0	0.0	30.3	0.0	3.8
Lane Group Capacity (c), veh/h	0.0	2518.0	0.0	532.0	0.0	1838.1	0.0	485.1
Volume-to-Capacity Ratio (X)	0.000	0.669	0.000	0.000	0.000	0.873	0.000	0.188
Available Capacity (c_a), veh/h	0.0	2518.0	0.0	532.0	0.0	1838.1	0.0	485.1
Upstream Filter Factor (I)	0.000	0.404	0.000	0.000	0.000	0.817	0.000	1.000
Uniform Delay (d1), s/veh	0.0	14.4	0.0	0.0	0.0	33.5	0.0	28.6
Incremental Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	5.0	0.0	0.2
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.0	0.0	0.0	0.0	38.6	0.0	28.8
First-Term Queue (Q1), veh/ln	0.0	6.9	0.0	0.0	0.0	12.4	0.0	1.7
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.9	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	7.0	0.0	0.0	0.0	13.3	0.0	1.7
Percentile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.88	0.00	0.17

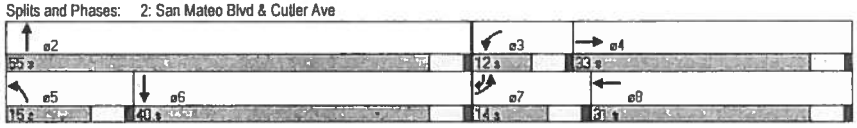
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment				R		R		R
Lanes in Group	0	0	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	0.0	0.0	544.0	0.0	118.3	0.0	260.7
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	28.0	0.0	3.8	0.0	14.7
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	28.0	0.0	3.8	0.0	14.7
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	439.0	0.0	708.7	0.0	412.4
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	1.239	0.000	0.167	0.000	0.632
Available Capacity (c_a), veh/h	0.0	0.0	0.0	439.0	0.0	708.7	0.0	412.4
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.817	0.000	1.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	36.0	0.0	13.5	0.0	32.6
Incremental Delay (d2), s/veh	0.0	0.0	0.0	125.8	0.0	0.4	0.0	3.1
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	161.8	0.0	13.9	0.0	35.7
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	10.4	0.0	1.3	0.0	5.5
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	15.3	0.0	0.1	0.0	0.4
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	25.8	0.0	1.4	0.0	5.9
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.93	0.00	0.22	0.00	0.57
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	26.2	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		45.9						
HCM Level of Service		D						

Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations									
Volume (vph)	125	440	187	81	232	271	1516	1492	110
Turn Type	Prot	Perm	Prot	NA	Perm	Prot	NA	NA	pm+ov
Protected Phases	7		3	8		5	2	6	7
Permitted Phases		4			8				6
Detector Phase	7	4	3	8	8	5	2	6	7
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0
Total Split (s)	14.0	33.0	12.0	31.0	31.0	15.0	55.0	40.0	14.0
Total Split (%)	14.0%	33.0%	12.0%	31.0%	31.0%	15.0%	55.0%	40.0%	14.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min
Act Effct Green (s)	8.7	28.0	7.0	26.3	26.3	10.0	50.0	35.0	48.7
Actuated g/C Ratio	0.09	0.28	0.07	0.26	0.26	0.10	0.50	0.35	0.49
v/c Ratio	0.57	0.99	0.88	0.19	0.61	0.89	0.67	0.91	0.14
Control Delay	51.7	59.3	81.7	30.1	36.6	55.5	14.9	29.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0
Total Delay	51.7	59.3	81.7	30.1	36.6	55.5	14.9	30.2	0.7
LOS	D	E	F	C	D	E	B	C	A
Approach Delay				52.4			21.1	28.2	
Approach LOS				D			C	C	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 32.5 — Intersection LOS: C
Intersection Capacity Utilization 73.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: San Mateo Blvd & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	0	440	187	81	232	271	1516	0	0	1492	110
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1900	1845	1845	1845	1845	1845	1845	1900	1900	1845	1845
Lanes	2	1	1	2	1	1	2	3	0	0	3	1
Lane Assignment												
Capacity, veh/h	297	532	439	239	485	412	341	2518	0	0	1763	685
Proportion Arriving On Green	0.09	0.00	0.28	0.07	0.26	0.26	0.08	0.33	0.00	0.00	0.22	0.04
Movement Delay, s/veh	46.2	0.0	202.2	75.4	28.8	35.7	56.0	27.0	0.0	0.0	44.4	26.5
Movement LOS	D		F	E	C	D	E	C			D	C
Approach Volume, veh/h		753			562			1986			1723	
Approach Delay, s/veh		167.7			49.4			31.4			43.2	
Approach LOS		F			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	3	4	5	6	7	8
Case No		4.0	2.0	3.0	2.0	7.0	2.0	3.0
Phase Duration (G+Y+Rc), s		55.00	12.00	33.00	15.00	40.00	13.70	31.30
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00
Max. Allowable Headway (MAH), s		5.08	3.81	4.16	3.77	5.08	3.81	4.16
Maximum Green Setting (Gmax), s		50.00	7.00	28.00	10.00	35.00	8.70	26.30
Max. Queue Clearance Time (g_c+I1), s		30.79	8.11	30.00	10.75	33.08	6.69	16.70
Green Extension Time (g_e), s		17.93	0.00	0.00	0.00	1.89	0.10	2.85
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Probability of Max Out (p_x)		0.924	1.000	1.000	1.000	1.000	1.000	0.334

Left-Turn Movement Data								
Assigned Movement			3		5		7	
Mvmt. Sat Flow, veh/h			3408.23		3408.23		3408.23	

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		5201.94		1900.00		5201.94		1844.66

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		0.00		1567.96		1567.96		1567.96

Left Lane Group Data								
Assigned Movement	0	0	3	0	5	0	7	0
Lane Assignment			L (Prot)		L (Prot)		L (Prot)	
Lanes in Group	0	0	2	0	2	0	2	0
Group Volume (v), veh/h	0.0	0.0	210.1	0.0	301.1	0.0	166.7	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	1704.1	0.0	1704.1	0.0	1704.1	0.0
Queue Serve Time (g_s), s	0.0	0.0	6.1	0.0	8.7	0.0	4.7	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	6.1	0.0	8.7	0.0	4.7	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	238.6	0.0	340.8	0.0	296.5	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.881	0.000	0.883	0.000	0.562	0.000
Available Capacity (c_a), veh/h	0.0	0.0	238.6	0.0	340.8	0.0	296.5	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	0.000	0.384	0.000	1.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	46.1	0.0	45.5	0.0	43.8	0.0
Incremental Delay (d2), s/veh	0.0	0.0	29.3	0.0	10.5	0.0	2.4	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	75.4	0.0	56.0	0.0	46.2	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	2.6	0.0	3.7	0.0	2.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	1.0	0.0	0.5	0.0	0.1	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	3.5	0.0	4.2	0.0	2.1	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.91	0.00	0.67	0.00	0.16	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	3	0	1	0	3	0	1
Group Volume (v), veh/h	0.0	1684.4	0.0	0.0	0.0	1604.3	0.0	91.0
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1900.0	0.0	1678.6	0.0	1844.7
Queue Serve Time (g_s), s	0.0	28.8	0.0	0.0	0.0	31.1	0.0	3.8
Cycle Queue Clear Time (g_c), s	0.0	28.8	0.0	0.0	0.0	31.1	0.0	3.8
Lane Group Capacity (c), veh/h	0.0	2518.0	0.0	532.0	0.0	1762.6	0.0	485.1
Volume-to-Capacity Ratio (X)	0.000	0.669	0.000	0.000	0.000	0.910	0.000	0.188
Available Capacity (c_a), veh/h	0.0	2518.0	0.0	532.0	0.0	1762.6	0.0	485.1
Upstream Filter Factor (I)	0.000	0.384	0.000	0.000	0.000	0.763	0.000	1.000
Uniform Delay (d1), s/veh	0.0	26.5	0.0	0.0	0.0	37.6	0.0	28.6
Incremental Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	6.8	0.0	0.2
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.0	0.0	0.0	0.0	44.4	0.0	28.8
First-Term Queue (Q1), veh/ln	0.0	12.0	0.0	0.0	0.0	13.2	0.0	1.7
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	1.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	12.1	0.0	0.0	0.0	14.3	0.0	1.7
Percentile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.95	0.00	0.17

HCM 2010 Signalized Intersection Capacity Analysis
2: San Mateo Blvd & Cutler Ave
Terry O. Brown, P.E.
Existing Geometry

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment				R		R		R
Lanes in Group	0	0	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	0.0	0.0	586.7	0.0	118.3	0.0	260.7
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	28.0	0.0	6.3	0.0	14.7
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	28.0	0.0	6.3	0.0	14.7
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	439.0	0.0	685.2	0.0	412.4
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	1.336	0.000	0.173	0.000	0.632
Available Capacity (c_a), veh/h	0.0	0.0	0.0	439.0	0.0	685.2	0.0	412.4
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.763	0.000	1.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	36.0	0.0	26.1	0.0	32.6
Incremental Delay (d2), s/veh	0.0	0.0	0.0	166.2	0.0	0.4	0.0	3.1
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	202.2	0.0	26.5	0.0	35.7
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	10.4	0.0	2.5	0.0	5.5
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	20.3	0.0	0.1	0.0	0.4
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	30.7	0.0	2.6	0.0	5.9
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	1.11	0.00	0.41	0.00	0.57
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	36.9	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		57.9						
HCM Level of Service		E						

2014 PM Peak BUILD Conditions
Synchro 8 Report
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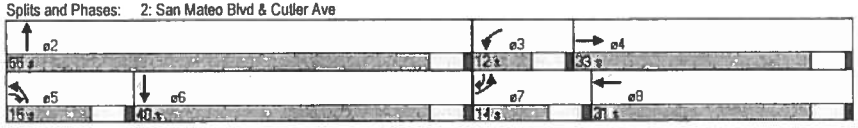
Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	ø4
Lane Configurations										
Volume (vph)	125	440	187	81	232	271	1516	1492	110	
Turn Type	Prot	pm+ov	Prot	NA	Perm	Prot	NA	NA	pm+ov	
Protected Phases	7	5	3	8		5	2	6	7	4
Permitted Phases		4			8				6	
Detector Phase	7	5	3	8	8	5	2	6	7	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0
Total Split (s)	14.0	15.0	12.0	31.0	31.0	15.0	55.0	40.0	14.0	33.0
Total Split (%)	14.0%	15.0%	12.0%	31.0%	31.0%	15.0%	55.0%	40.0%	14.0%	33%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min	Min
Act Effct Green (s)	8.7	42.0	7.0	20.1	20.1	15.2	56.2	36.0	49.7	
Actuated g/C Ratio	0.09	0.42	0.07	0.20	0.20	0.15	0.56	0.36	0.50	
v/c Ratio	0.57	0.89	0.88	0.25	0.78	0.58	0.60	0.88	0.14	
Control Delay	51.7	43.9	81.7	33.5	50.6	39.0	10.2	27.4	0.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	0.0	
Total Delay	51.7	43.9	81.7	33.5	50.7	39.0	10.3	27.7	0.7	
LOS	D	D	F	C	D	D	B	C	A	
Approach Delay				59.5			14.6	25.9		
Approach LOS				E			B	C		

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 28.2 — Intersection LOS: C
Intersection Capacity Utilization 73.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: San Mateo Blvd & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	0	440	187	81	232	271	1516	0	0	1492	110
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1900	1845	1845	1845	1845	1845	1845	1900	1900	1845	1845
Lanes	2	1	1	2	1	1	2	3	0	0	3	1
Lane Assignment												
Capacity, veh/h	297	414	580	239	371	315	518	2830	0	0	1813	701
Proportion Arriving On Green	0.09	0.00	0.22	0.07	0.20	0.20	0.12	0.31	0.00	0.00	0.22	0.04
Movement Delay, s/veh	46.2	0.0	71.7	75.4	33.9	54.7	41.7	25.1	0.0	0.0	42.2	26.0
Movement LOS	D		F	E	C	D	D	C			D	C
Approach Volume, veh/h		753			562			1986			1723	
Approach Delay, s/veh		66.1			59.1			27.6			41.1	
Approach LOS		E			E			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2	3	4	5	6	7	8
Case No		4.0	2.0	3.0	2.0	7.0	2.0	3.0
Phase Duration (G+Y+Rc), s		61.20	12.00	26.80	20.20	41.00	13.70	25.10
Change Period (Y+Rc), s		5.00	5.00	5.00	5.00	5.00	5.00	5.00
Max. Allowable Headway (MAH), s		5.08	3.81	4.16	3.77	5.08	3.81	4.16
Maximum Green Setting (Gmax), s		56.20	7.00	21.80	15.20	36.00	8.70	20.10
Max. Queue Clearance Time (g_c+I1), s		30.23	8.11	23.80	10.37	32.85	6.69	17.93
Green Extension Time (g_e), s		23.76	0.00	0.00	0.46	3.09	0.10	0.95
Probability of Phase Call (p_c)		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Probability of Max Out (p_x)		0.889	1.000	1.000	0.478	1.000	1.000	1.000

Left-Turn Movement Data								
Assigned Movement			3		5		7	
Mvmt. Sat Flow, veh/h			3408.23		3408.23		3408.23	

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		5201.94		1900.00		5201.94		1844.66

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		0.00		1567.96		1567.96		1567.96

Left Lane Group Data								
Assigned Movement	0	0	3	0	5	0	7	0
Lane Assignment			L (Prot)		L (Prot)		L (Prot)	
Lanes in Group	0	0	2	0	2	0	2	0
Group Volume (v), veh/h	0.0	0.0	210.1	0.0	301.1	0.0	166.7	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	1704.1	0.0	1704.1	0.0	1704.1	0.0
Queue Serve Time (g_s), s	0.0	0.0	6.1	0.0	8.4	0.0	4.7	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	6.1	0.0	8.4	0.0	4.7	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	238.6	0.0	518.1	0.0	296.5	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.881	0.000	0.581	0.000	0.562	0.000
Available Capacity (c_a), veh/h	0.0	0.0	238.6	0.0	518.1	0.0	296.5	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	0.000	0.384	0.000	1.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	46.1	0.0	41.1	0.0	43.8	0.0
Incremental Delay (d2), s/veh	0.0	0.0	29.3	0.0	0.6	0.0	2.4	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	75.4	0.0	41.7	0.0	46.2	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	2.6	0.0	3.5	0.0	2.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	1.0	0.0	0.0	0.0	0.1	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	3.5	0.0	3.6	0.0	2.1	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.91	0.00	0.57	0.00	0.16	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Group	0	3	0	1	0	3	0	1
Group Volume (v), veh/h	0.0	1684.4	0.0	0.0	0.0	1604.3	0.0	91.0
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	1900.0	0.0	1678.6	0.0	1844.7
Queue Serve Time (g_s), s	0.0	28.2	0.0	0.0	0.0	30.9	0.0	4.1
Cycle Queue Clear Time (g_c), s	0.0	28.2	0.0	0.0	0.0	30.9	0.0	4.1
Lane Group Capacity (c), veh/h	0.0	2830.2	0.0	414.2	0.0	1812.9	0.0	370.8
Volume-to-Capacity Ratio (X)	0.000	0.595	0.000	0.000	0.000	0.885	0.000	0.245
Available Capacity (c_a), veh/h	0.0	2830.2	0.0	414.2	0.0	1812.9	0.0	370.8
Upstream Filter Factor (I)	0.000	0.384	0.000	0.000	0.000	0.763	0.000	1.000
Uniform Delay (d1), s/veh	0.0	24.7	0.0	0.0	0.0	37.0	0.0	33.6
Incremental Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	5.3	0.0	0.3
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.1	0.0	0.0	0.0	42.2	0.0	33.9
First-Term Queue (Q1), veh/ln	0.0	12.0	0.0	0.0	0.0	13.1	0.0	1.8
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.9	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	12.1	0.0	0.0	0.0	14.0	0.0	1.9
Percentile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.93	0.00	0.18

HCM 2010 Signalized Intersection Capacity Analysis
2: San Mateo Blvd & Cutler Ave
Terry O. Brown, P.E.
Existing Geometry, Mitigated Phasing

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment				R		R		R
Lanes in Group	0	0	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	0.0	0.0	586.7	0.0	118.3	0.0	260.7
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	1568.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	21.8	0.0	6.3	0.0	15.9
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	21.8	0.0	6.3	0.0	15.9
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	1568.0	0.0	1568.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	15.2	0.0	8.7	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	580.1	0.0	700.9	0.0	315.2
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	1.011	0.000	0.169	0.000	0.827
Available Capacity (c_a), veh/h	0.0	0.0	0.0	580.1	0.0	700.9	0.0	315.2
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.763	0.000	1.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.5	0.0	25.6	0.0	38.3
Incremental Delay (d2), s/veh	0.0	0.0	0.0	40.2	0.0	0.4	0.0	16.4
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	71.7	0.0	26.0	0.0	54.7
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	13.5	0.0	2.5	0.0	6.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	6.5	0.0	0.1	0.0	1.4
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	19.9	0.0	2.6	0.0	7.5
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.72	0.00	0.41	0.00	0.73
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		41.5						
HCM Level of Service		D						

2014 PM Peak BUILD Conditions
Synchro 8 Report
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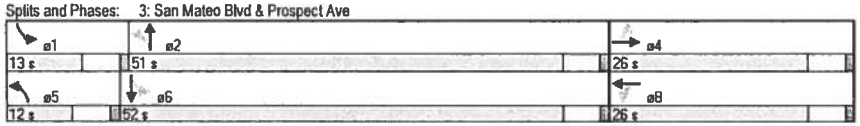
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	1	6	102	10	32	887	68	1498
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0	10.0	21.0
Total Split (s)	26.0	26.0	26.0	26.0	12.0	51.0	13.0	52.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	13.3%	56.7%	14.4%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	14.2	14.2	14.2	14.2	60.3	54.2	61.3	54.7
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.67	0.60	0.68	0.61
v/c Ratio	0.00	0.08	0.63	0.08	0.15	0.38	0.20	0.51
Control Delay	28.0	17.4	47.7	22.1	3.1	3.0	5.7	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	17.4	47.7	22.1	3.1	3.0	5.7	11.5
LOS	C	B	D	C	A	A	A	B
Approach Delay		17.8		44.1		3.0		11.3
Approach LOS		B		D		A		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 9.8 — Intersection LOS: A
Intersection Capacity Utilization 58.1% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: San Mateo Blvd & Prospect Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	6	14	102	10	7	32	887	73	68	1498	8
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Lane Assignment												
Capacity, veh/h	281	78	181	280	160	112	341	2856	235	400	3142	17
Proportion Arriving On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.15	0.15	0.07	0.61	0.61
Movement Delay, s/veh	32.8	0.0	32.5	37.7	0.0	32.5	6.8	23.6	24.0	7.3	10.8	11.5
Movement LOS	C		C	D		C	A	C	C	A	B	B
Approach Volume, veh/h		24			159			1195			1640	
Approach Delay, s/veh		32.5			37.0			23.2			10.9	
Approach LOS		C			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phase Duration (G+Y+Rc), s	11.60	59.20		19.20	11.10	59.70		19.20
Change Period (Y+Rc), s	5.00	5.00		5.00	5.00	5.00		5.00
Max. Allowable Headway (MAH), s	3.77	5.13		4.30	3.77	5.13		4.30
Maximum Green Setting (Gmax), s	6.60	54.20		14.20	6.10	54.70		14.20
Max. Queue Clearance Time (g_c+I1), s	3.21	20.32		3.08	2.69	17.26		11.54
Green Extension Time (g_e), s	0.03	25.42		0.45	0.01	27.39		0.15
Probability of Phase Call (p_c)	1.000	1.000		1.000	1.000	1.000		1.000
Probability of Max Out (p_x)	1.000	0.688		0.009	1.000	0.657		1.000

Left-Turn Movement Data								
Assigned Movement	1			7	5			3
Mvmt. Sat Flow, veh/h	1756.82			1369.73	1756.82			1369.65

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		4743.21		492.55		5169.46		1011.59

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		389.92		1149.29		27.61		708.11

Left Lane Group Data								
Assigned Movement	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Group	1	0	0	1	1	0	0	1
Group Volume (v), veh/h	70.8	0.0	0.0	1.1	38.6	0.0	0.0	136.0
Group Sat. Flow (s), veh/h/ln	1756.8	0.0	0.0	1369.7	1756.8	0.0	0.0	1369.7
Queue Serve Time (g_s), s	1.2	0.0	0.0	0.1	0.7	0.0	0.0	8.5
Cycle Queue Clear Time (g_c), s	1.2	0.0	0.0	1.1	0.7	0.0	0.0	9.5

Perm LT Sat Flow Rate (s_l), veh/h/ln	479.1	0.0	0.0	1369.7	323.0	0.0	0.0	1369.7
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	54.7	0.0	0.0	14.2	54.2	0.0	0.0	14.2
Perm LT Serve Time (g_u), s	35.9	0.0	0.0	13.2	39.4	0.0	0.0	13.1
Perm LT Que Serve Time (g_ps), s	3.3	0.0	0.0	0.1	2.1	0.0	0.0	8.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Lane Group Capacity (c), veh/h	399.8	0.0	0.0	280.7	340.6	0.0	0.0	279.9
Volume-to-Capacity Ratio (X)	0.177	0.000	0.000	0.004	0.113	0.000	0.000	0.486
Available Capacity (c_a), veh/h	399.8	0.0	0.0	280.7	340.6	0.0	0.0	279.9
Upstream Filter Factor (I)	1.000	0.000	0.000	1.000	0.918	0.000	0.000	1.000
Uniform Delay (d1), s/veh	7.1	0.0	0.0	32.8	6.7	0.0	0.0	36.4
Incremental Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.1	0.0	0.0	1.3
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	7.3	0.0	0.0	32.8	6.8	0.0	0.0	37.7
First-Term Queue (Q1), veh/ln	0.4	0.0	0.0	0.0	0.2	0.0	0.0	3.1
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.4	0.0	0.0	0.0	0.2	0.0	0.0	3.2
Percentile Storage Ratio (RQ%)	0.09	0.00	0.00	0.01	0.05	0.00	0.00	0.82
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	756.1	0.0	0.0	0.0	1013.4	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	0.0	0.0	1678.6	0.0	0.0
Queue Serve Time (g_s), s	0.0	18.3	0.0	0.0	0.0	15.3	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	18.3	0.0	0.0	0.0	15.3	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2021.8	0.0	0.0	0.0	2040.5	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.374	0.000	0.000	0.000	0.497	0.000	0.000
Available Capacity (c_a), veh/h	0.0	2021.8	0.0	0.0	0.0	2040.5	0.0	0.0
Upstream Filter Factor (I)	0.000	0.918	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	23.1	0.0	0.0	0.0	9.9	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.9	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.6	0.0	0.0	0.0	10.8	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	8.2	0.0	0.0	0.0	4.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	8.4	0.0	0.0	0.0	5.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.55	0.00	0.00	0.00	1.27	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	400.6	0.0	22.7	0.0	555.4	0.0	22.7
Group Sat. Flow (s), veh/h/ln	0.0	1775.9	0.0	1641.8	0.0	1839.8	0.0	1719.7
Queue Serve Time (g_s), s	0.0	18.3	0.0	1.1	0.0	15.3	0.0	1.0
Cycle Queue Clear Time (g_c), s	0.0	18.3	0.0	1.1	0.0	15.3	0.0	1.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.220	0.000	0.700	0.000	0.015	0.000	0.412
Lane Group Capacity (c), veh/h	0.0	1069.5	0.0	259.0	0.0	1118.2	0.0	271.3
Volume-to-Capacity Ratio (X)	0.000	0.375	0.000	0.088	0.000	0.497	0.000	0.084
Available Capacity (c_a), veh/h	0.0	1069.5	0.0	259.0	0.0	1118.2	0.0	271.3
Upstream Filter Factor (I)	0.000	0.918	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	23.1	0.0	32.4	0.0	9.9	0.0	32.3
Incremental Delay (d2), s/veh	0.0	0.9	0.0	0.1	0.0	1.6	0.0	0.1
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.0	0.0	32.5	0.0	11.5	0.0	32.5
First-Term Queue (Q1), veh/ln	0.0	8.7	0.0	0.4	0.0	5.3	0.0	0.4
Second-Term Queue (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	9.0	0.0	0.4	0.0	5.8	0.0	0.4
Percentile Storage Ratio (RQ%)	0.00	0.59	0.00	0.01	0.00	1.45	0.00	0.13
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

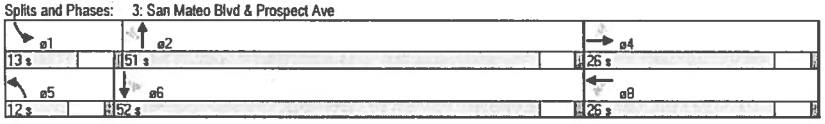
Intersection Summary	
HCM Average Control Delay	17.3
HCM Level of Service	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	98	14	102	15	32	887	68	1498
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0	10.0	21.0
Total Split (s)	26.0	26.0	26.0	26.0	12.0	51.0	13.0	62.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	13.3%	56.7%	14.4%	57.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	14.2	14.2	14.2	14.2	60.3	54.1	61.3	54.6
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.67	0.60	0.68	0.61
v/c Ratio	0.52	0.11	0.63	0.10	0.16	0.39	0.20	0.54
Control Delay	42.1	19.9	47.8	23.6	3.6	3.0	5.7	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	19.9	47.8	23.6	3.6	3.0	5.7	11.8
LOS	D	B	D	C	A	A	A	B
Approach Delay		37.1		43.6		3.0		11.6
Approach LOS		D		D		A		B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 78 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 11.1 — Intersection LOS: B
Intersection Capacity Utilization 59.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: San Mateo Blvd & Prospect Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	14	14	102	15	7	32	887	73	68	1498	71
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Lane Assignment												
Capacity, veh/h	275	134	134	272	188	88	330	2851	234	401	2989	142
Proportion Arriving On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.15	0.15	0.07	0.61	0.61
Movement Delay, s/veh	36.9	0.0	32.7	38.3	0.0	32.6	7.1	23.6	24.1	7.3	11.1	12.0
Movement LOS	D		C	D		C	A	C	C	A	B	B
Approach Volume, veh/h		143			165			1195			1705	
Approach Delay, s/veh		36.0			37.3			23.2			11.3	
Approach LOS		D			D			C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phase		1	2		4	5	6		8			
Case No		1.1	4.0		6.0	1.1	4.0		6.0			
Phase Duration (G+Y+Rc), s		11.70	59.10		19.20	11.20	59.60		19.20			
Change Period (Y+Rc), s		5.00	5.00		5.00	5.00	5.00		5.00			
Max. Allowable Headway (MAH), s		3.77	5.14		4.23	3.77	5.14		4.23			
Maximum Green Setting (Gmax), s		6.70	54.10		14.20	6.20	54.60		14.20			
Max. Queue Clearance Time (g_c+I1), s		3.21	20.33		10.16	2.69	18.41		12.04			
Green Extension Time (g_e), s		0.04	25.98		0.43	0.01	27.40		0.25			
Probability of Phase Call (p_c)		1.000	1.000		1.000	1.000	1.000		1.000			
Probability of Max Out (p_x)		1.000	0.714		1.000	1.000	0.694		1.000			
Left-Turn Movement Data												
Assigned Movement		1			7	5			3			
Mvmt. Sat Flow, veh/h		1756.82			1361.50	1756.82			1358.44			
Through Movement Data												
Assigned Movement			2		4		6		8			
Mvmt. Sat Flow, veh/h			4743.21		847.55		4927.25		1190.86			
Right-Turn Movement Data												
Assigned Movement			12		14		16		18			
Mvmt. Sat Flow, veh/h			389.92		847.55		233.48		555.73			
Left Lane Group Data												
Assigned Movement		1	0	0	7	5	0	0	3			
Lane Assignment		L (Pr/Pm)			LL (Pr/Pm)				L			
Lanes in Group		1	0	0	1	1	0	0	1			
Group Volume (v), veh/h		70.8	0.0	0.0	111.4	38.6	0.0	0.0	136.0			
Group Sat. Flow (s), veh/h/ln		1756.8	0.0	0.0	1361.5	1756.8	0.0	0.0	1358.4			
Queue Serve Time (g_s), s		1.2	0.0	0.0	6.9	0.7	0.0	0.0	8.6			
Cycle Queue Clear Time (g_c), s		1.2	0.0	0.0	8.2	0.7	0.0	0.0	10.0			

Perm LT Sat Flow Rate (s_l), veh/h/ln	479.1	0.0	0.0	1361.5	303.2	0.0	0.0	1358.4
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	54.6	0.0	0.0	14.2	54.1	0.0	0.0	14.2
Perm LT Serve Time (g_u), s	35.8	0.0	0.0	12.9	38.2	0.0	0.0	12.7
Perm LT Que Serve Time (g_ps), s	3.3	0.0	0.0	6.9	2.4	0.0	0.0	8.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Lane Group Capacity (c), veh/h	401.2	0.0	0.0	275.2	329.7	0.0	0.0	272.4
Volume-to-Capacity Ratio (X)	0.177	0.000	0.000	0.405	0.117	0.000	0.000	0.499
Available Capacity (c_a), veh/h	401.2	0.0	0.0	275.2	329.7	0.0	0.0	272.4
Upstream Filter Factor (I)	1.000	0.000	0.000	1.000	0.918	0.000	0.000	1.000
Uniform Delay (d1), s/veh	7.1	0.0	0.0	36.0	6.9	0.0	0.0	36.8
Incremental Delay (d2), s/veh	0.2	0.0	0.0	1.0	0.1	0.0	0.0	1.4
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	7.3	0.0	0.0	36.9	7.1	0.0	0.0	38.3
First-Term Queue (Q1), veh/ln	0.4	0.0	0.0	2.5	0.2	0.0	0.0	3.1
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.4	0.0	0.0	2.5	0.2	0.0	0.0	3.2
Percentile Storage Ratio (RQ%)	0.09	0.00	0.00	0.76	0.05	0.00	0.00	0.83
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	756.1	0.0	0.0	0.0	1063.1	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	0.0	0.0	1678.6	0.0	0.0
Queue Serve Time (g_s), s	0.0	18.3	0.0	0.0	0.0	16.4	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	18.3	0.0	0.0	0.0	16.4	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2018.1	0.0	0.0	0.0	2036.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.375	0.000	0.000	0.000	0.522	0.000	0.000
Available Capacity (c_a), veh/h	0.0	2018.1	0.0	0.0	0.0	2036.8	0.0	0.0
Upstream Filter Factor (I)	0.000	0.918	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	23.1	0.0	0.0	0.0	10.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	1.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.8	0.0	0.0	0.0	11.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	8.2	0.0	0.0	0.0	5.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	8.4	0.0	0.0	0.0	5.5	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.55	0.00	0.00	0.00	1.37	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	16
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	400.6	0.0	31.8	0.0	571.3	0.0	29.3
Group Sat. Flow (s), veh/h/ln	0.0	1775.9	0.0	1695.1	0.0	1803.5	0.0	1746.6
Queue Serve Time (g_s), s	0.0	18.3	0.0	1.5	0.0	16.4	0.0	1.3
Cycle Queue Clear Time (g_c), s	0.0	18.3	0.0	1.5	0.0	16.4	0.0	1.3
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.220	0.000	0.500	0.000	0.129	0.000	0.318
Lane Group Capacity (c), veh/h	0.0	1067.5	0.0	267.4	0.0	1094.1	0.0	275.6
Volume-to-Capacity Ratio (X)	0.000	0.375	0.000	0.119	0.000	0.522	0.000	0.106
Available Capacity (c_a), veh/h	0.0	1067.5	0.0	267.4	0.0	1094.1	0.0	275.6
Upstream Filter Factor (I)	0.000	0.918	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	23.1	0.0	32.5	0.0	10.2	0.0	32.5
Incremental Delay (d2), s/veh	0.0	0.9	0.0	0.2	0.0	1.8	0.0	0.2
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.1	0.0	32.7	0.0	12.0	0.0	32.6
First-Term Queue (Q1), veh/ln	0.0	8.7	0.0	0.6	0.0	5.6	0.0	0.5
Second-Term Queue (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	9.0	0.0	0.6	0.0	6.2	0.0	0.6
Percentile Storage Ratio (RQ%)	0.00	0.59	0.00	0.03	0.00	1.53	0.00	0.17
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

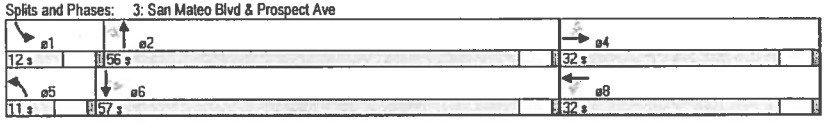
Intersection Summary	
HCM Average Control Delay	18.2
HCM Level of Service	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	22	15	156	19	53	1735	76	1406
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0	10.0	21.0
Total Split (s)	32.0	32.0	32.0	32.0	11.0	56.0	12.0	57.0
Total Split (%)	32.0%	32.0%	32.0%	32.0%	11.0%	56.0%	12.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	20.6	20.6	20.6	20.6	63.9	57.7	64.9	58.2
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.64	0.58	0.65	0.58
v/c Ratio	0.10	0.24	0.77	0.16	0.23	0.70	0.42	0.52
Control Delay	30.3	11.5	56.2	16.6	4.1	6.0	16.4	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	30.3	11.5	56.2	16.6	4.1	6.0	16.4	14.2
LOS	C	B	E	B	A	A	B	B
Approach Delay		15.7		47.4		5.9		14.3
Approach LOS		B		D		A		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 12.2 — Intersection LOS: B
Intersection Capacity Utilization 68.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: San Mateo Blvd & Prospect Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	15	60	156	19	26	53	1736	151	76	1406	21
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Lane Assignment												
Capacity, veh/h	306	67	266	275	146	199	320	2724	236	233	2975	44
Proportion Arriving On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.02	0.16	0.16	0.07	0.58	0.58
Movement Delay, s/veh	34.7	0.0	33.9	52.9	0.0	32.9	9.0	34.7	36.2	18.7	13.3	14.0
Movement LOS	C		C	D		C	A	C	D	B	B	B
Approach Volume, veh/h		120			264			2063			1599	
Approach Delay, s/veh		34.1			48.4			34.5			13.8	
Approach LOS		C			D			C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phase		1	2		4	5	6		8			
Case No		1.1	4.0		6.0	1.1	4.0		6.0			
Phase Duration (G+Y+Rc), s		11.70	62.70		25.60	11.20	63.20		25.60			
Change Period (Y+Rc), s		5.00	5.00		5.00	5.00	5.00		5.00			
Max. Allowable Headway (MAH), s		3.77	5.14		4.67	3.77	5.14		4.67			
Maximum Green Setting (Gmax), s		6.70	57.70		20.60	6.20	58.20		20.60			
Max. Queue Clearance Time (g_c+I1), s		3.69	39.00		6.82	3.22	19.29		22.60			
Green Extension Time (g_e), s		0.04	17.59		1.46	0.02	34.64		0.00			
Probability of Phase Call (p_c)		1.000	1.000		1.000	1.000	1.000		1.000			
Probability of Max Out (p_x)		1.000	0.946		0.028	1.000	0.871		1.000			
Left-Turn Movement Data												
Assigned Movement		1			7	5			3			
Mvmt. Sat Flow, veh/h		1756.82			1325.20	1756.82			1285.72			
Through Movement Data												
Assigned Movement			2		4		6		8			
Mvmt. Sat Flow, veh/h			4720.50		323.29		5112.11		706.79			
Right-Turn Movement Data												
Assigned Movement			12		14		16		18			
Mvmt. Sat Flow, veh/h			409.23		1293.16		76.35		967.19			
Left Lane Group Data												
Assigned Movement		1	0	0	7	5	0	0	3			
Lane Assignment		L (Pr/Pm)				LL (Pr/Pm)			L			
Lanes in Group		1	0	0	1	1	0	0	1			
Group Volume (v), veh/h		80.9	0.0	0.0	27.2	56.4	0.0	0.0	205.3			
Group Sat. Flow (s), veh/h/ln		1756.8	0.0	0.0	1325.2	1756.8	0.0	0.0	1285.7			
Queue Serve Time (g_s), s		1.7	0.0	0.0	1.7	1.2	0.0	0.0	15.8			
Cycle Queue Clear Time (g_c), s		1.7	0.0	0.0	4.6	1.2	0.0	0.0	20.6			

Perm LT Sat Flow Rate (s_l), veh/h/ln	211.0	0.0	0.0	1325.2	339.2	0.0	0.0	1285.7
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	58.2	0.0	0.0	20.6	57.7	0.0	0.0	20.6
Perm LT Serve Time (g_u), s	20.7	0.0	0.0	17.7	40.9	0.0	0.0	15.8
Perm LT Que Serve Time (g_ps), s	20.7	0.0	0.0	1.7	3.5	0.0	0.0	15.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Lane Group Capacity (c), veh/h	233.4	0.0	0.0	306.4	319.7	0.0	0.0	274.8
Volume-to-Capacity Ratio (X)	0.346	0.000	0.000	0.089	0.176	0.000	0.000	0.747
Available Capacity (c_a), veh/h	233.4	0.0	0.0	306.4	319.7	0.0	0.0	274.8
Upstream Filter Factor (I)	1.000	0.000	0.000	1.000	0.781	0.000	0.000	1.000
Uniform Delay (d1), s/veh	17.8	0.0	0.0	34.6	8.8	0.0	0.0	42.2
Incremental Delay (d2), s/veh	0.9	0.0	0.0	0.1	0.2	0.0	0.0	10.7
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	18.7	0.0	0.0	34.7	9.0	0.0	0.0	52.9
First-Term Queue (Q1), veh/ln	1.2	0.0	0.0	0.6	0.4	0.0	0.0	5.1
Second-Term Queue (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	1.3	0.0	0.0	0.6	0.4	0.0	0.0	5.9
Percentile Storage Ratio (RQ%)	0.28	0.00	0.00	0.18	0.10	0.00	0.00	1.51
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1310.6	0.0	0.0	0.0	982.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	0.0	0.0	1678.6	0.0	0.0
Queue Serve Time (g_s), s	0.0	36.8	0.0	0.0	0.0	17.3	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	36.8	0.0	0.0	0.0	17.3	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1937.2	0.0	0.0	0.0	1953.9	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.677	0.000	0.000	0.000	0.503	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1937.2	0.0	0.0	0.0	1953.9	0.0	0.0
Upstream Filter Factor (I)	0.000	0.781	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	33.2	0.0	0.0	0.0	12.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	0.9	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.7	0.0	0.0	0.0	13.3	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	16.5	0.0	0.0	0.0	5.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	16.9	0.0	0.0	0.0	6.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	1.10	0.00	0.00	0.00	1.53	0.00	0.00

HCM 2010 Signalized Intersection Capacity Analysis
3: San Mateo Blvd & Prospect Ave
Terry O. Brown, P.E.
2014 PM Peak NOBUILD Conditions

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	695.8	0.0	92.6	0.0	535.8	0.0	59.2
Group Sat. Flow (s), veh/h/ln	0.0	1772.4	0.0	1816.5	0.0	1831.2	0.0	1674.0
Queue Serve Time (g_s), s	0.0	37.0	0.0	4.8	0.0	17.3	0.0	2.9
Cycle Queue Clear Time (g_c), s	0.0	37.0	0.0	4.8	0.0	17.3	0.0	2.9
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.231	0.000	0.800	0.000	0.042	0.000	0.578
Lane Group Capacity (c), veh/h	0.0	1022.7	0.0	333.0	0.0	1065.8	0.0	344.8
Volume-to-Capacity Ratio (X)	0.000	0.680	0.000	0.278	0.000	0.503	0.000	0.172
Available Capacity (c_a), veh/h	0.0	1022.7	0.0	333.0	0.0	1065.8	0.0	344.8
Upstream Filter Factor (I)	0.000	0.781	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	33.3	0.0	33.4	0.0	12.3	0.0	32.7
Incremental Delay (d2), s/veh	0.0	2.9	0.0	0.4	0.0	1.7	0.0	0.2
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.2	0.0	33.9	0.0	14.0	0.0	32.9
First-Term Queue (Q1), veh/ln	0.0	17.5	0.0	1.9	0.0	6.4	0.0	1.2
Second-Term Queue (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	18.4	0.0	1.9	0.0	6.9	0.0	1.2
Percentile Storage Ratio (RQ%)	0.00	1.20	0.00	0.07	0.00	1.72	0.00	0.36
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	27.2
HCM Level of Service	C

Existing Geometry
Synchro 8 Report
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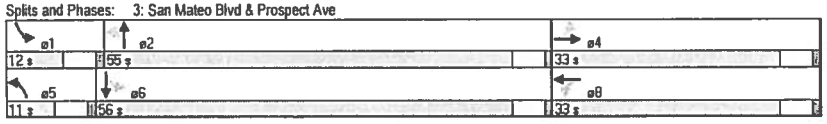
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	123	23	156	32	53	1735	76	1406
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	21.0	10.0	21.0
Total Split (s)	33.0	33.0	33.0	33.0	11.0	55.0	12.0	56.0
Total Split (%)	33.0%	33.0%	33.0%	33.0%	11.0%	55.0%	12.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	C-Max	Min	C-Max
Act Effct Green (s)	20.9	20.9	20.9	20.9	63.6	57.3	64.6	57.9
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.64	0.57	0.65	0.58
v/c Ratio	0.56	0.25	0.77	0.20	0.27	0.70	0.42	0.59
Control Delay	42.1	12.5	55.3	19.3	7.0	8.6	16.6	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	42.1	12.5	55.3	19.3	7.0	8.6	16.6	15.2
LOS	D	B	E	B	A	A	B	B
Approach Delay		30.2		45.6		8.6		15.2
Approach LOS		C		D		A		B

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 14.9 — Intersection LOS: B
Intersection Capacity Utilization 68.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: San Mateo Blvd & Prospect Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	23	60	156	32	26	53	1735	151	76	1406	179
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Lane Assignment												
Capacity, veh/h	296	95	247	271	197	160	289	2712	235	235	2617	333
Proportion Arriving On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.23	0.23	0.07	0.58	0.58
Movement Delay, s/veh	40.4	0.0	33.9	54.2	0.0	33.1	9.9	31.5	33.0	18.1	14.5	15.7
Movement LOS	D		C	D		C	A	C	C	B	B	B
Approach Volume, veh/h		254			282			2063			1767	
Approach Delay, s/veh		37.8			48.5			31.4			15.0	
Approach LOS		D			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2		4	5	6		8
Case No	1.1	4.0		6.0	1.1	4.0		6.0
Phase Duration (G+Y+Rc), s	11.70	62.50		25.90	11.30	62.90		25.90
Change Period (Y+Rc), s	5.00	5.00		5.00	5.00	5.00		5.00
Max. Allowable Headway (MAH), s	3.77	5.15		4.56	3.77	5.15		4.56
Maximum Green Setting (Gmax), s	6.70	57.30		20.90	6.30	57.90		20.90
Max. Queue Clearance Time (g_c+I1), s	3.71	37.84		16.62	3.22	22.87		22.90
Green Extension Time (g_e), s	0.04	18.53		1.00	0.02	32.24		0.00
Probability of Phase Call (p_c)	1.000	1.000		1.000	1.000	1.000		1.000
Probability of Max Out (p_x)	1.000	0.956		1.000	1.000	0.910		1.000

Left-Turn Movement Data

Assigned Movement	1			7	5			3
Mvmt. Sat Flow, veh/h	1756.82			1304.83	1756.82			1274.26

Through Movement Data

Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		4720.50		453.34		4524.88		943.13

Right-Turn Movement Data

Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		409.23		1182.62		575.50		766.30

Left Lane Group Data

Assigned Movement	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L
Lanes in Group	1	0	0	1	1	0	0	1
Group Volume (v), veh/h	80.9	0.0	0.0	151.9	56.4	0.0	0.0	205.3
Group Sat. Flow (s), veh/h/ln	1756.8	0.0	0.0	1304.8	1756.8	0.0	0.0	1274.3
Queue Serve Time (g_s), s	1.7	0.0	0.0	10.9	1.2	0.0	0.0	15.6
Cycle Queue Clear Time (g_c), s	1.7	0.0	0.0	14.6	1.2	0.0	0.0	20.9

Perm LT Sat Flow Rate (s_l), veh/h/ln	211.0	0.0	0.0	1304.8	288.3	0.0	0.0	1274.3
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	57.9	0.0	0.0	20.9	57.5	0.0	0.0	20.9
Perm LT Serve Time (g_u), s	21.7	0.0	0.0	17.2	37.0	0.0	0.0	15.6
Perm LT Que Serve Time (g_ps), s	21.7	0.0	0.0	10.9	5.1	0.0	0.0	15.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Lane Group Capacity (c), veh/h	235.2	0.0	0.0	296.1	289.2	0.0	0.0	270.6
Volume-to-Capacity Ratio (X)	0.344	0.000	0.000	0.513	0.195	0.000	0.000	0.759
Available Capacity (c_a), veh/h	235.2	0.0	0.0	296.1	289.2	0.0	0.0	270.6
Upstream Filter Factor (I)	1.000	0.000	0.000	1.000	0.797	0.000	0.000	1.000
Uniform Delay (d1), s/veh	17.2	0.0	0.0	38.8	9.7	0.0	0.0	42.5
Incremental Delay (d2), s/veh	0.9	0.0	0.0	1.5	0.3	0.0	0.0	11.7
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	18.1	0.0	0.0	40.4	9.9	0.0	0.0	54.2
First-Term Queue (Q1), veh/ln	1.2	0.0	0.0	3.5	0.4	0.0	0.0	5.1
Second-Term Queue (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.9
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	1.2	0.0	0.0	3.6	0.4	0.0	0.0	6.0
Percentile Storage Ratio (RQ%)	0.27	0.00	0.00	1.09	0.10	0.00	0.00	1.53
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1310.6	0.0	0.0	0.0	1109.4	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1678.6	0.0	0.0	0.0	1578.6	0.0	0.0
Queue Serve Time (g_s), s	0.0	35.6	0.0	0.0	0.0	20.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	35.6	0.0	0.0	0.0	20.8	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1928.5	0.0	0.0	0.0	1941.9	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.680	0.000	0.000	0.000	0.571	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1928.5	0.0	0.0	0.0	1941.9	0.0	0.0
Upstream Filter Factor (I)	0.000	0.797	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	30.0	0.0	0.0	0.0	13.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	1.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.5	0.0	0.0	0.0	14.5	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	15.6	0.0	0.0	0.0	7.1	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	16.0	0.0	0.0	0.0	7.5	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	1.05	0.00	0.00	0.00	1.86	0.00	0.00

HCM 2010 Signalized Intersection Capacity Analysis
3: San Mateo Blvd & Prospect Ave
Terry O. Brown, P.E.
Existing Geometry

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	695.8	0.0	102.5	0.0	576.8	0.0	76.3
Group Sat. Flow (s), veh/h/ln	0.0	1772.4	0.0	1636.0	0.0	1743.1	0.0	1709.4
Queue Serve Time (g_s), s	0.0	35.8	0.0	5.3	0.0	20.9	0.0	3.7
Cycle Queue Clear Time (g_c), s	0.0	35.8	0.0	5.3	0.0	20.9	0.0	3.7
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.231	0.000	0.723	0.000	0.330	0.000	0.448
Lane Group Capacity (c), veh/h	0.0	1018.1	0.0	341.6	0.0	1008.2	0.0	356.9
Volume-to-Capacity Ratio (X)	0.000	0.683	0.000	0.300	0.000	0.572	0.000	0.214
Available Capacity (c_a), veh/h	0.0	1018.1	0.0	341.6	0.0	1008.2	0.0	356.9
Upstream Filter Factor (I)	0.000	0.797	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	30.1	0.0	33.4	0.0	13.3	0.0	32.8
Incremental Delay (d2), s/veh	0.0	3.0	0.0	0.5	0.0	2.4	0.0	0.3
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.0	0.0	33.9	0.0	15.7	0.0	33.1
First-Term Queue (Q1), veh/ln	0.0	16.6	0.0	2.1	0.0	7.4	0.0	1.5
Second-Term Queue (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	0.7	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	17.4	0.0	2.2	0.0	8.1	0.0	1.6
Percentile Storage Ratio (RQ%)	0.00	1.14	0.00	0.10	0.00	2.01	0.00	0.46
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	26.3
HCM Level of Service	C

2014 PM Peak BUILD Conditions
Synchro 8 Report
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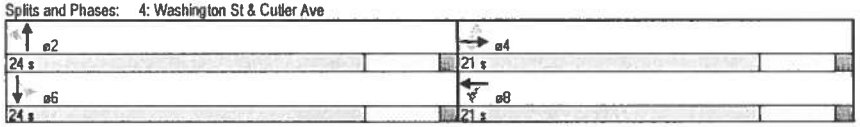
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	19	72	37	62	83	33	203	55	296
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	24.0	24.0	24.0	24.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	53.3%	53.3%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	7.9	7.9	7.9	7.9	7.9	12.0	12.0	12.0	12.0
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26	0.40	0.40	0.40	0.40
v/c Ratio	0.08	0.20	0.11	0.25	0.34	0.12	0.43	0.17	0.58
Control Delay	10.6	11.0	4.9	12.2	9.3	6.9	8.2	7.2	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	11.0	4.9	12.2	9.3	6.9	8.2	7.2	10.5
LOS	B	B	A	B	A	A	A	A	B
Approach Delay		9.2			10.2		8.0		10.1
Approach LOS		A			B		A		B

Intersection Summary

Cycle Length: 45
Actuated Cycle Length: 30.3
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.4 — Intersection LOS: A
Intersection Capacity Utilization 50.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Washington St & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	72	37	62	83	45	33	203	46	55	296	40
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Lane Assignment												
Capacity, veh/h	429	423	359	494	258	140	484	607	138	561	663	90
Proportion Arriving On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.42	0.42	0.42	0.42	0.42	0.42
Movement Delay, s/veh	10.6	9.1	8.8	10.1	0.0	10.0	8.6	0.0	6.2	7.7	0.0	6.9
Movement LOS	B	A	A	B		B	A		A	A		A
Approach Volume, veh/h		171			253			357			489	
Approach Delay, s/veh		9.3			10.1			6.5			7.0	
Approach LOS		A			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		8
Case No		6.0		5.0		6.0		6.0
Phase Duration (G+Y+Rc), s		16.77		11.47		16.77		11.47
Change Period (Y+Rc), s		5.00		5.00		5.00		5.00
Max. Allowable Headway (MAH), s		5.11		4.86		5.11		4.86
Maximum Green Setting (Gmax), s		19.00		16.00		19.00		16.00
Max. Queue Clearance Time (g_c+I1), s		7.97		4.89		6.99		4.78
Green Extension Time (g_e), s		3.80		1.58		3.98		1.58
Probability of Phase Call (p_c)		1.000		1.000		1.000		1.000
Probability of Max Out (p_x)		0.408		0.117		0.351		0.112

Left-Turn Movement Data								
Assigned Movement		5		7		1		3
Mvmt. Sat Flow, veh/h		953.49		1197.73		1049.74		1281.76

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		1456.40		1844.66		1591.62		1126.27

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		330.02		1567.96		215.08		610.63

Left Lane Group Data									
Assigned Movement	0	5	0	7	0	1	0	3	
Lane Assignment		L		L		L		L	
Lanes in Group	0	1	0	1	0	1	0	1	
Group Volume (v), veh/h	0.0	41.8	0.0	25.3	0.0	68.8	0.0	82.7	
Group Sat. Flow (s), veh/h/ln	0.0	953.5	0.0	1197.7	0.0	1049.7	0.0	1281.8	
Queue Serve Time (g_s), s	0.0	1.0	0.0	0.5	0.0	1.4	0.0	1.6	
Cycle Queue Clear Time (g_c), s	0.0	6.0	0.0	2.9	0.0	4.9	0.0	2.8	

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	953.5	0.0	1197.7	0.0	1049.7	0.0	1281.8
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	11.8	0.0	6.5	0.0	11.8	0.0	6.5
Perm LT Serve Time (g_u), s	0.0	6.8	0.0	4.1	0.0	8.2	0.0	5.3
Perm LT Que Serve Time (g_ps), s	0.0	1.0	0.0	0.5	0.0	1.4	0.0	1.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	483.9	0.0	428.8	0.0	561.3	0.0	494.4
Volume-to-Capacity Ratio (X)	0.000	0.086	0.000	0.059	0.000	0.122	0.000	0.167
Available Capacity (c_a), veh/h	0.0	728.2	0.0	833.1	0.0	830.2	0.0	927.1
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	8.5	0.0	10.5	0.0	7.6	0.0	10.0
Incremental Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.2
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.6	0.0	10.6	0.0	7.7	0.0	10.1
First-Term Queue (Q1), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.3
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.4
Percentile Storage Ratio (RQ%)	0.00	0.04	0.00	0.04	0.00	0.03	0.00	0.07
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Group	0	0	0	1	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	96.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1844.7	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	422.6	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.227	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	1045.3	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	315.2	0.0	49.3	0.0	420.0	0.0	170.7
Group Sat. Flow (s), veh/h/ln	0.0	1786.4	0.0	1568.0	0.0	1806.7	0.0	1736.9
Queue Serve Time (g_s), s	0.0	3.5	0.0	0.7	0.0	5.0	0.0	2.4
Cycle Queue Clear Time (g_c), s	0.0	3.5	0.0	0.7	0.0	5.0	0.0	2.4
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.185	0.000	1.000	0.000	0.119	0.000	0.352
Lane Group Capacity (c), veh/h	0.0	744.5	0.0	359.2	0.0	752.9	0.0	398.0
Volume-to-Capacity Ratio (X)	0.000	0.423	0.000	0.137	0.000	0.558	0.000	0.429
Available Capacity (c_a), veh/h	0.0	1202.1	0.0	888.5	0.0	1215.7	0.0	984.2
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	5.8	0.0	8.7	0.0	6.3	0.0	9.3
Incremental Delay (d2), s/veh	0.0	0.4	0.0	0.2	0.0	0.6	0.0	0.7
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.2	0.0	8.8	0.0	6.9	0.0	10.0
First-Term Queue (Q1), veh/ln	0.0	0.6	0.0	0.2	0.0	0.8	0.0	0.6
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.6	0.0	0.2	0.0	0.9	0.0	0.7
Percentile Storage Ratio (RQ%)	0.00	0.05	0.00	0.07	0.00	0.10	0.00	0.01
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

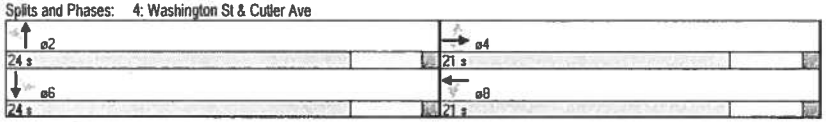
Intersection Summary	
HCM Average Control Delay	7.8
HCM Level of Service	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	19	72	37	101	83	33	203	55	296
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	24.0	24.0	24.0	24.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	53.3%	53.3%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	9.1	9.1	9.1	9.1	9.1	12.3	12.3	12.3	12.3
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.39	0.39	0.39	0.39
v/c Ratio	0.07	0.18	0.10	0.37	0.32	0.12	0.49	0.18	0.59
Control Delay	10.1	10.4	4.5	13.4	8.6	7.8	9.2	8.2	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	10.4	4.5	13.4	8.6	7.8	9.2	8.2	11.7
LOS	B	B	A	B	A	A	A	A	B
Approach Delay		8.7			10.7		9.1		11.2
Approach LOS		A			B		A		B

Intersection Summary

Cycle Length: 45
Actuated Cycle Length: 31.9
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 50.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Washington St & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	72	37	101	83	45	33	203	72	55	296	40
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Lane Assignment												
Capacity, veh/h	449	470	400	515	287	156	462	534	190	511	654	88
Proportion Arriving On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.41	0.41	0.41	0.41	0.41	0.41
Movement Delay, s/veh	10.5	9.0	8.7	10.6	0.0	9.8	9.3	0.0	7.0	8.8	0.0	7.4
Movement LOS	B	A	A	B		A	A		A	A		A
Approach Volume, veh/h		171			305			390			489	
Approach Delay, s/veh		9.1			10.1			7.2			7.6	
Approach LOS		A			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		8
Case No		6.0		5.0		6.0		6.0
Phase Duration (G+Y+Rc), s		17.28		12.63		17.28		12.63
Change Period (Y+Rc), s		5.00		5.00		5.00		5.00
Max. Allowable Headway (MAH), s		5.14		4.77		5.14		4.77
Maximum Green Setting (Gmax), s		19.00		16.00		19.00		16.00
Max. Queue Clearance Time (g_c+I1), s		8.39		4.96		7.93		5.98
Green Extension Time (g_e), s		3.89		1.73		3.99		1.64
Probability of Phase Call (p_c)		1.000		1.000		1.000		1.000
Probability of Max Out (p_x)		0.458		0.132		0.428		0.183

Left-Turn Movement Data								
Assigned Movement		5		7		1		3
Mvmt. Sat Flow, veh/h		953.49		1197.73		1018.56		1281.76

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		1301.56		1844.66		1591.62		1126.27

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		461.64		1567.96		215.08		610.63

Left Lane Group Data								
Assigned Movement	0	5	0	7	0	1	0	3
Lane Assignment		L		L		L		L
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	41.8	0.0	25.3	0.0	68.8	0.0	134.7
Group Sat. Flow (s), veh/h/ln	0.0	953.5	0.0	1197.7	0.0	1016.6	0.0	1281.8
Queue Serve Time (g_s), s	0.0	1.1	0.0	0.5	0.0	1.6	0.0	2.8
Cycle Queue Clear Time (g_c), s	0.0	6.4	0.0	3.0	0.0	5.9	0.0	4.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	953.5	0.0	1197.7	0.0	1018.6	0.0	1281.8
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	12.3	0.0	7.6	0.0	12.3	0.0	7.6
Perm LT Serve Time (g_u), s	0.0	6.9	0.0	5.2	0.0	7.9	0.0	6.4
Perm LT Que Serve Time (g_ps), s	0.0	1.1	0.0	0.5	0.0	1.6	0.0	2.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	462.0	0.0	449.0	0.0	511.3	0.0	515.2
Volume-to-Capacity Ratio (X)	0.000	0.090	0.000	0.056	0.000	0.134	0.000	0.261
Available Capacity (c_a), veh/h	0.0	676.3	0.0	784.3	0.0	740.2	0.0	874.0
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	9.2	0.0	10.4	0.0	8.6	0.0	10.3
Incremental Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.3
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.3	0.0	10.5	0.0	8.8	0.0	10.6
First-Term Queue (Q1), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.6
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.2	0.0	0.1	0.0	0.3	0.0	0.6
Percentile Storage Ratio (RQ%)	0.00	0.04	0.00	0.04	0.00	0.04	0.00	0.13
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Group	0	0	0	1	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	96.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1844.7	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	470.4	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.204	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	986.9	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00

HCM 2010 Signalized Intersection Capacity Analysis
4: Washington St & Cutler Ave
Terry O. Brown, P.E.
2014 AM Peak BUILD Conditions

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	348.1	0.0	49.3	0.0	420.0	0.0	170.7
Group Sat. Flow (s), veh/h/ln	0.0	1763.2	0.0	1568.0	0.0	1806.7	0.0	1736.9
Queue Serve Time (g_s), s	0.0	4.3	0.0	0.7	0.0	5.3	0.0	2.4
Cycle Queue Clear Time (g_c), s	0.0	4.3	0.0	0.7	0.0	5.3	0.0	2.4
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.262	0.000	1.000	0.000	0.119	0.000	0.352
Lane Group Capacity (c), veh/h	0.0	724.0	0.0	399.9	0.0	741.9	0.0	442.9
Volume-to-Capacity Ratio (X)	0.000	0.481	0.000	0.123	0.000	0.566	0.000	0.385
Available Capacity (c_a), veh/h	0.0	1120.1	0.0	838.8	0.0	1147.8	0.0	929.2
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	6.5	0.0	8.6	0.0	6.8	0.0	9.2
Incremental Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.0	0.7	0.0	0.5
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.0	0.0	8.7	0.0	7.4	0.0	9.8
First-Term Queue (Q1), veh/ln	0.0	0.8	0.0	0.2	0.0	1.0	0.0	0.6
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.9	0.0	0.2	0.0	1.1	0.0	0.7
Percentile Storage Ratio (RQ%)	0.00	0.07	0.00	0.07	0.00	0.11	0.00	0.01
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		8.3						
HCM Level of Service		A						

Existing Geometry
Synchro 8 Report
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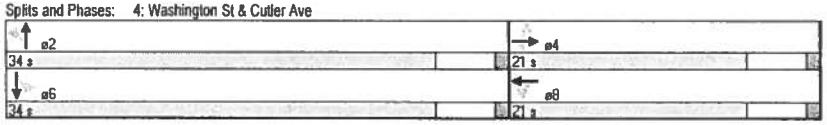
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	57	110	83	90	42	38	448	60	298
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		8
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	34.0	34.0	34.0	34.0
Total Split (%)	38.2%	38.2%	38.2%	38.2%	38.2%	61.8%	61.8%	61.8%	61.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	9.6	9.6	9.6	9.6	9.6	17.6	17.6	17.6	17.6
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.46	0.46	0.46	0.46
v/c Ratio	0.25	0.31	0.23	0.39	0.33	0.09	0.70	0.25	0.41
Control Delay	15.5	15.2	5.2	17.7	8.1	6.5	13.0	9.1	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	15.2	5.2	17.7	8.1	6.5	13.0	9.1	8.3
LOS	B	B	A	B	A	A	B	A	A
Approach Delay		12.0			12.2		12.5		8.5
Approach LOS		B			B		B		A

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 38
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.3 — Intersection LOS: B
Intersection Capacity Utilization 60.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Washington St & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	110	83	90	42	82	38	448	75	60	298	8
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Lane Assignment												
Capacity, veh/h	377	460	391	404	140	272	573	777	130	388	901	24
Proportion Arriving On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.50	0.50	0.50
Movement Delay, s/veh	15.3	12.8	12.7	15.3	0.0	13.3	8.0	0.0	8.3	12.4	0.0	6.4
Movement LOS	B	B	B	B		B	A		A	B		A
Approach Volume, veh/h		333			285			638			416	
Approach Delay, s/veh		13.3			14.2			8.2			7.4	
Approach LOS		B			B			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		8
Case No		6.0		5.0		6.0		6.0
Phase Duration (G+Y+Rc), s		25.42		15.11		25.42		15.11
Change Period (Y+Rc), s		5.00		5.00		5.00		5.00
Max. Allowable Headway (MAH), s		5.16		4.76		5.16		4.76
Maximum Green Setting (Gmax), s		29.00		16.00		29.00		16.00
Max. Queue Clearance Time (g_c+I1), s		11.92		7.66		14.67		8.22
Green Extension Time (g_e), s		6.29		1.97		5.75		1.89
Probability of Phase Call (p_c)		1.000		1.000		1.000		1.000
Probability of Max Out (p_x)		0.284		0.398		0.380		0.459

Left-Turn Movement Data

Assigned Movement		5		7		1		3
Mvmt. Sat Flow, veh/h		1018.91		1203.55		811.77		1224.15

Through Movement Data

Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		1541.13		1844.66		1788.18		559.51

Right-Turn Movement Data

Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		258.00		1567.96		48.00		1092.38

Left Lane Group Data

Assigned Movement	0	5	0	7	0	1	0	3
Lane Assignment		L		L		L		L
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	43.2	0.0	76.0	0.0	68.2	0.0	120.0
Group Sat. Flow (s), veh/h/ln	0.0	1018.9	0.0	1203.6	0.0	811.8	0.0	1224.1
Queue Serve Time (g_s), s	0.0	1.1	0.0	2.3	0.0	2.8	0.0	3.6
Cycle Queue Clear Time (g_c), s	0.0	5.8	0.0	5.7	0.0	12.7	0.0	6.2

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	1018.9	0.0	1203.6	0.0	811.8	0.0	1224.1
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	20.4	0.0	10.1	0.0	20.4	0.0	10.1
Perm LT Serve Time (g_u), s	0.0	15.7	0.0	8.7	0.0	10.5	0.0	7.5
Perm LT Que Serve Time (g_ps), s	0.0	1.1	0.0	2.3	0.0	2.8	0.0	3.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	573.0	0.0	377.3	0.0	388.1	0.0	403.5
Volume-to-Capacity Ratio (X)	0.000	0.075	0.000	0.201	0.000	0.176	0.000	0.297
Available Capacity (c_a), veh/h	0.0	788.6	0.0	552.3	0.0	559.8	0.0	581.5
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	7.9	0.0	15.1	0.0	12.1	0.0	14.9
Incremental Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.0	0.2	0.0	0.4
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.0	0.0	15.3	0.0	12.4	0.0	15.3
First-Term Queue (Q1), veh/ln	0.0	0.2	0.0	0.6	0.0	0.4	0.0	0.9
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.2	0.0	0.6	0.0	0.4	0.0	1.0
Percentile Storage Ratio (RQ%)	0.00	0.05	0.00	0.22	0.00	0.07	0.00	0.19
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Group	0	0	0	1	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	146.7	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1844.7	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	460.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.319	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	728.2	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	594.3	0.0	110.7	0.0	347.7	0.0	165.3
Group Sat. Flow (s), veh/h/ln	0.0	1799.1	0.0	1568.0	0.0	1836.2	0.0	1651.9
Queue Serve Time (g_s), s	0.0	9.9	0.0	2.3	0.0	4.7	0.0	3.4
Cycle Queue Clear Time (g_c), s	0.0	9.9	0.0	2.3	0.0	4.7	0.0	3.4
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.143	0.000	1.000	0.000	0.026	0.000	0.661
Lane Group Capacity (c), veh/h	0.0	906.6	0.0	391.0	0.0	925.3	0.0	411.9
Volume-to-Capacity Ratio (X)	0.000	0.656	0.000	0.283	0.000	0.376	0.000	0.401
Available Capacity (c_a), veh/h	0.0	1287.3	0.0	619.0	0.0	1313.8	0.0	652.1
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	7.4	0.0	12.3	0.0	6.2	0.0	12.7
Incremental Delay (d2), s/veh	0.0	0.8	0.0	0.4	0.0	0.3	0.0	0.6
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	12.7	0.0	6.4	0.0	13.3
First-Term Queue (Q1), veh/ln	0.0	2.2	0.0	0.7	0.0	1.1	0.0	1.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	2.4	0.0	0.7	0.0	1.1	0.0	1.1
Percentile Storage Ratio (RQ%)	0.00	0.20	0.00	0.26	0.00	0.11	0.00	0.02
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

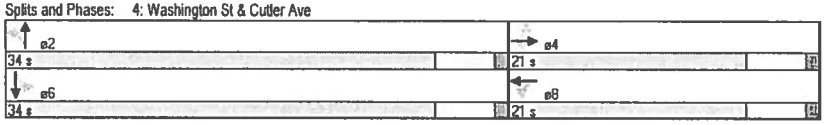
Intersection Summary	
HCM Average Control Delay	10.1
HCM Level of Service	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	57	110	83	131	42	38	448	60	298
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	21.0	21.0	21.0	34.0	34.0	34.0	34.0
Total Split (%)	38.2%	38.2%	38.2%	38.2%	38.2%	61.8%	61.8%	61.8%	61.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	11.3	11.3	11.3	11.3	11.3	20.5	20.5	20.5	20.5
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48
v/c Ratio	0.24	0.30	0.22	0.54	0.32	0.09	0.76	0.29	0.39
Control Delay	16.3	16.1	5.2	22.1	8.3	6.7	15.1	11.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	16.1	6.2	22.1	8.3	6.7	15.1	11.0	8.5
LOS	B	B	A	C	A	A	B	B	A
Approach Delay		12.5			15.4		14.8		8.9
Approach LOS		B			B		B		A

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 42.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 13.1 — Intersection LOS: B
Intersection Capacity Utilization 65.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: Washington St & Cutler Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	110	83	131	42	82	38	448	139	60	298	8
Movement Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Lane Assignment												
Capacity, veh/h	380	497	422	406	151	294	566	699	217	325	925	25
Proportion Arriving On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.52	0.52	0.52	0.52	0.52	0.52
Movement Delay, s/veh	16.7	13.9	13.8	17.9	0.0	14.4	8.7	0.0	10.8	15.8	0.0	7.0
Movement LOS	B	B	B	B		B	A		B	B		A
Approach Volume, veh/h		333			340			710			416	
Approach Delay, s/veh		14.5			16.2			10.6			8.4	
Approach LOS		B			B			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		8
Case No		6.0		5.0		6.0		6.0
Phase Duration (G+Y+Rc), s		29.21		17.61		29.21		17.61
Change Period (Y+Rc), s		5.00		5.00		5.00		5.00
Max. Allowable Headway (MAH), s		5.20		4.71		5.20		4.71
Maximum Green Setting (Gmax), s		29.00		16.00		29.00		16.00
Max. Queue Clearance Time (g_c+I1), s		15.67		8.37		19.25		11.14
Green Extension Time (g_e), s		6.07		2.01		4.96		1.47
Probability of Phase Call (p_c)		1.000		1.000		1.000		1.000
Probability of Max Out (p_x)		0.475		0.493		0.659		0.963

Left-Turn Movement Data								
Assigned Movement		5		7		1		3
Mvmt. Sat Flow, veh/h		1018.91		1203.55		758.79		1224.15

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		1351.38		1844.66		1788.18		559.51

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		419.29		1567.96		48.00		1092.38

Left Lane Group Data								
Assigned Movement	0	5	0	7	0	1	0	3
Lane Assignment		L		L		L		L
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	43.2	0.0	76.0	0.0	68.2	0.0	174.7
Group Sat. Flow (s), veh/h/ln	0.0	1018.9	0.0	1203.6	0.0	758.8	0.0	1224.1
Queue Serve Time (g_s), s	0.0	1.2	0.0	2.6	0.0	3.6	0.0	6.2
Cycle Queue Clear Time (g_c), s	0.0	6.5	0.0	6.4	0.0	17.2	0.0	9.1

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	1018.9	0.0	1203.6	0.0	758.8	0.0	1224.1
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	24.2	0.0	12.6	0.0	24.2	0.0	12.6
Perm LT Serve Time (g_u), s	0.0	18.9	0.0	8.8	0.0	10.5	0.0	9.7
Perm LT Que Serve Time (g_ps), s	0.0	1.2	0.0	2.6	0.0	3.6	0.0	6.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	565.6	0.0	380.2	0.0	324.6	0.0	406.3
Volume-to-Capacity Ratio (X)	0.000	0.078	0.000	0.200	0.000	0.210	0.000	0.430
Available Capacity (c_a), veh/h	0.0	670.0	0.0	467.3	0.0	402.3	0.0	494.9
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	8.7	0.0	16.5	0.0	15.4	0.0	17.2
Incremental Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.0	0.3	0.0	0.7
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.7	0.0	16.7	0.0	15.8	0.0	17.9
First-Term Queue (Q1), veh/ln	0.0	0.2	0.0	0.7	0.0	0.5	0.0	1.7
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.2	0.0	0.7	0.0	0.6	0.0	1.8
Percentile Storage Ratio (RQ%)	0.00	0.06	0.00	0.25	0.00	0.09	0.00	0.36
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Group	0	0	0	1	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	146.7	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	1844.7	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	496.9	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.295	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	630.4	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		T+R
Lanes in Group	0	1	0	1	0	1	0	1
Group Volume (v), veh/h	0.0	667.0	0.0	110.7	0.0	347.7	0.0	165.3
Group Sat. Flow (s), veh/h/ln	0.0	1770.7	0.0	1568.0	0.0	1838.2	0.0	1651.9
Queue Serve Time (g_s), s	0.0	13.7	0.0	2.6	0.0	5.3	0.0	3.8
Cycle Queue Clear Time (g_c), s	0.0	13.7	0.0	2.6	0.0	5.3	0.0	3.8
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.237	0.000	1.000	0.000	0.026	0.000	0.661
Lane Group Capacity (c), veh/h	0.0	915.5	0.0	422.3	0.0	949.4	0.0	445.0
Volume-to-Capacity Ratio (X)	0.000	0.729	0.000	0.262	0.000	0.366	0.000	0.372
Available Capacity (c_a), veh/h	0.0	1096.8	0.0	535.9	0.0	1137.4	0.0	564.6
Upstream Filter Factor (I)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	8.8	0.0	13.4	0.0	6.7	0.0	13.9
Incremental Delay (d2), s/veh	0.0	2.0	0.0	0.3	0.0	0.2	0.0	0.5
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.8	0.0	13.8	0.0	7.0	0.0	14.4
First-Term Queue (Q1), veh/ln	0.0	3.4	0.0	0.8	0.0	1.4	0.0	1.2
Second-Term Queue (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.9	0.0	0.8	0.0	1.4	0.0	1.3
Percentile Storage Ratio (RQ%)	0.00	0.32	0.00	0.30	0.00	0.14	0.00	0.02
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		11.9						
HCM Level of Service		B						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	4	14	3	8	23	4	3	20	1	12	26	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.77	0.77	0.77	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	5	19	4	10	30	5	4	27	1	16	35	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	125	106	38	119	109	27	41			28		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	125	106	38	119	109	27	41			28		
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 %	99	98	100	99	96	100	100			99		
cM capacity (veh/h)	809	772	1031	828	770	1045	1561			1579		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	45	32	57
Volume Left	5	10	4	16
Volume Right	4	5	1	7
cSH	808	807	1561	1579
Volume to Capacity	0.03	0.06	0.00	0.01
Queue Length 95th (ft)	3	4	0	1
Control Delay (s)	9.6	9.7	0.9	2.1
Lane LOS	A	A	A	A
Approach Delay (s)	9.6	9.7	0.9	2.1
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	14.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	4	15	3	8	25	6	3	20	1	13	26	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.77	0.77	0.77	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	5	20	4	10	32	8	4	27	1	17	35	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	132	109	38	122	111	27	41			28		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	132	109	38	122	111	27	41			28		
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 %	99	97	100	99	96	99	100			99		
cM capacity (veh/h)	796	769	1031	822	766	1045	1561			1579		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	29	51	32	59
Volume Left	5	10	4	17
Volume Right	4	8	1	7
cSH	802	811	1561	1579
Volume to Capacity	0.04	0.06	0.00	0.01
Queue Length 95th (ft)	3	5	0	1
Control Delay (s)	9.7	9.7	0.9	2.2
Lane LOS	A	A	A	A
Approach Delay (s)	9.7	9.7	0.9	2.2
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	14.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	7	38	1	7	28	10	1	13	10	11	22	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	9	51	1	9	37	13	1	17	13	15	29	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	123	98	35	118	97	24	41			31		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	123	98	35	118	97	24	41			31		
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 %	99	94	100	99	95	99	100			99		
cM capacity (veh/h)	801	782	1035	806	783	1050	1561			1575		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	61	60	32	56
Volume Left	9	9	1	15
Volume Right	1	13	13	12
cSH	789	834	1561	1575
Volume to Capacity	0.08	0.07	0.00	0.01
Queue Length 95th (ft)	6	6	0	1
Control Delay (s)	9.9	9.7	0.3	2.0
Lane LOS	A	A	A	A
Approach Delay (s)	9.9	9.7	0.3	2.0
Approach LOS	A	A		

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	16.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	7	41	1	7	30	12	1	13	10	14	22	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	9	55	1	9	40	16	1	17	13	19	29	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	135	106	35	128	105	24	41			31		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	135	106	35	128	105	24	41			31		
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 %	99	93	100	99	95	98	100			99		
cM capacity (veh/h)	781	772	1035	789	773	1050	1561			1575		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	65	65	32	60
Volume Left	9	9	1	19
Volume Right	1	16	13	12
cSH	778	829	1561	1575
Volume to Capacity	0.08	0.08	0.00	0.01
Queue Length 95th (ft)	7	6	0	1
Control Delay (s)	10.1	9.7	0.3	2.3
Lane LOS	B	A	A	A
Approach Delay (s)	10.1	9.7	0.3	2.3
Approach LOS	B	A		

Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	18.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	28	3	68	35	4	105
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.85	0.85
Hourly flow rate (vph)	36	4	88	45	5	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				622		
pX, platoon unblocked						
vC, conflicting volume			40		260	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			40		260	38
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		99	88
cM capacity (veh/h)			1563		685	1031

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	40	134	128
Volume Left	0	88	5
Volume Right	4	0	124
cSH	1700	1563	1012
Volume to Capacity	0.02	0.06	0.13
Queue Length 95th (ft)	0	4	11
Control Delay (s)	0.0	5.1	9.1
Lane LOS		A	A
Approach Delay (s)	0.0	5.1	9.1
Approach LOS			A

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	60	6	171	45	4	109
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	80	8	228	60	5	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				622		
pX, platoon unblocked						
vC, conflicting volume			88		600	84
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			88		600	84
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			85		99	87
cM capacity (veh/h)			1501		392	972

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	88	288	133
Volume Left	0	228	5
Volume Right	8	0	128
cSH	1700	1501	924
Volume to Capacity	0.05	0.15	0.14
Queue Length 95th (ft)	0	13	13
Control Delay (s)	0.0	6.5	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	6.5	9.5
Approach LOS			A

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	1	24	46	1	37
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	84	1	32	61	1	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	115	63			93	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	115	63			93	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	878	999			1495	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	85	93	51
Volume Left	84	0	1
Volume Right	1	61	0
cSH	880	1700	1495
Volume to Capacity	0.10	0.05	0.00
Queue Length 95th (ft)	8	0	0
Control Delay (s)	9.5	0.0	0.2
Lane LOS	A		A
Approach Delay (s)	9.5	0.0	0.2
Approach LOS	A		

Intersection Summary			
Average Delay		3.6	
Intersection Capacity Utilization		14.7%	ICU Level of Service A
Analysis Period (min)		15	

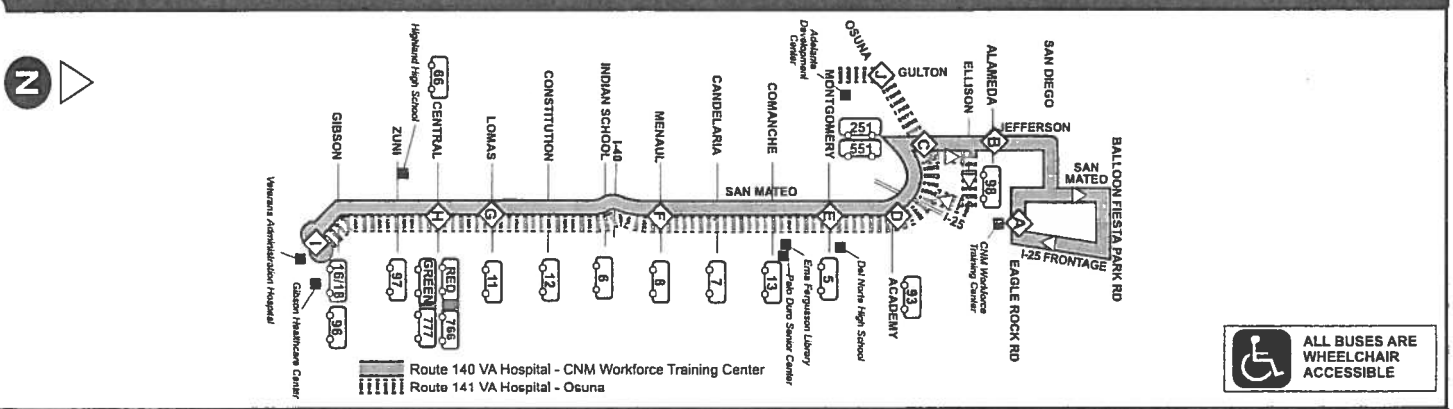
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	73	1	25	115	1	30
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	86	1	33	153	1	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	153	110			187	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	153	110			187	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	836	941			1382	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	87	187	41
Volume Left	86	0	1
Volume Right	1	153	0
cSH	837	1700	1382
Volume to Capacity	0.10	0.11	0.00
Queue Length 95th (ft)	9	0	0
Control Delay (s)	9.8	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

Routes / Rutas 140 & 141
San Mateo Blvd.

Effective 8/27/2011



San Mateo Line - Weekday Southbound

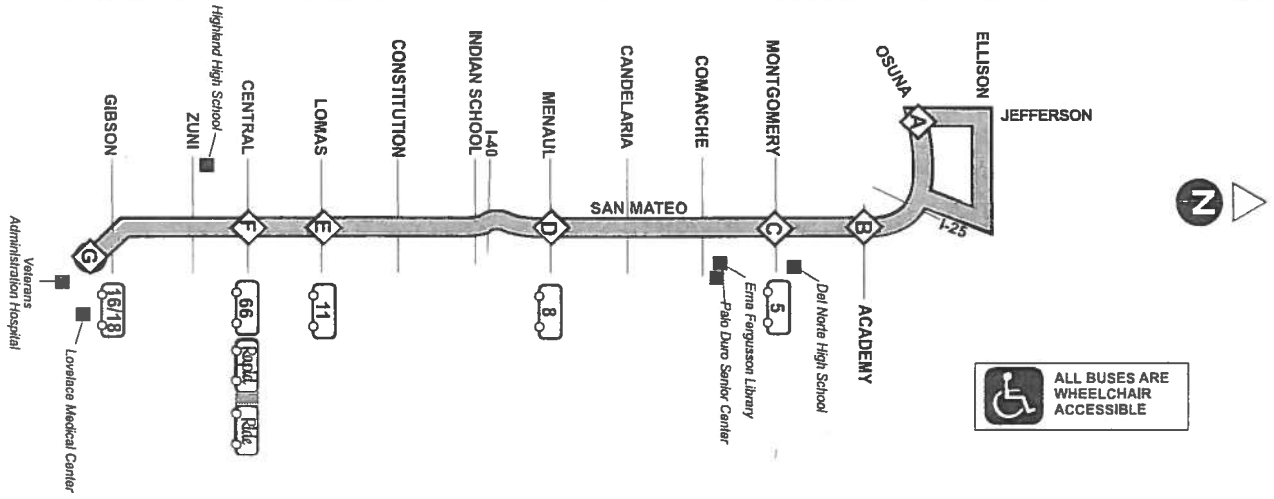
ROUTE #	CNM WORKFORCE TRAINING CTR. (A)	JEFFERSON & ALAMEDA (B)	GULTON CT. & OSUNA (J)	JEFFERSON & OSUNA (C)	SAN MATEO & ACADEMY (D)	SAN MATEO & MONTGOMERY (E)	SAN MATEO & MENAUL (F)	SAN MATEO & LOMAS (G)	SAN MATEO & CENTRAL (H)	VA HOSPITAL (I)
141	....	....	....	....	5:56a	6:01a	6:07a	6:13a	6:16a	6:24a
140	6:04a	6:09a	....	6:15a	6:19a	6:24a	6:30a	6:36a	6:39a	6:47a
141	....	....	....	6:31a	6:37a	6:42a	6:48a	6:54a	6:57a	7:05a
140	6:39a	6:45a	....	6:51a	6:55a	7:00a	7:07a	7:12a	7:16a	7:25a
141	....	....	....	7:05a	7:10a	7:15a	7:22a	7:27a	7:31a	7:40a
140	7:10a	7:15a	....	7:21a	7:25a	7:30a	7:37a	7:42a	7:46a	7:55a
141	....	....	7:35a	7:37a	7:41a	7:46a	7:53a	7:58a	8:02a	8:11a
140	7:41a	7:46a	....	7:52a	7:56a	8:01a	8:08a	8:13a	8:17a	8:26a
	....	....	....	8:07a	8:11a	8:16a	8:22a	8:29a	8:32a	8:41a
	8:11a	8:16a	....	8:22a	8:26a	8:31a	8:37a	8:44a	8:47a	8:56a
141	....	....	....	8:37a	8:41a	8:46a	8:52a	8:59a	9:02a	9:11a
140	8:41a	8:46a	....	8:52a	8:56a	9:01a	9:07a	9:14a	9:17a	9:26a
141	....	....	9:07a	9:08a	9:12a	9:17a	9:23a	9:30a	9:33a	9:42a
140	9:10a	9:15a	....	9:20a	9:25a	9:30a	9:37a	9:44a	9:48a	9:57a
141	....	....	....	9:36a	9:41a	9:46a	9:53a	10:00a	10:04a	10:13a
140	9:42a	9:47a	....	9:52a	9:57a	10:02a	10:09a	10:16a	10:20a	10:29a
141	....	....	....	10:08a	10:13a	10:18a	10:25a	10:32a	10:36a	10:45a
140	10:12a	10:17a	....	10:23a	10:27a	10:33a	10:40a	10:47a	10:51a	11:00a
141	....	....	....	10:37a	10:43a	10:49a	10:56a	11:03a	11:07a	11:16a
140	10:44a	10:49a	....	10:55a	10:59a	11:05a	11:12a	11:19a	11:23a	11:32a
141	....	....	11:10a	11:12a	11:14a	11:20a	11:27a	11:34a	11:38a	11:47a
140	11:14a	11:19a	....	11:25a	11:29a	11:35a	11:42a	11:49a	11:53a	12:02p
141	....	....	....	11:38a	11:44a	11:50a	11:57a	12:04p	12:08p	12:17p
140	11:39a	11:44a	....	11:51a	11:56a	12:03p	12:11p	12:18p	12:23p	12:31p
141	....	....	....	12:07p	12:12p	12:19p	12:27p	12:34p	12:39p	12:47p
140	12:11p	12:16p	....	12:23p	12:28p	12:35p	12:43p	12:50p	12:55p	1:03p
141	....	....	....	12:42p	12:46p	12:53p	1:00p	1:07p	1:11p	1:19p
140	12:46p	12:51p	....	12:57p	1:01p	1:08p	1:15p	1:22p	1:26p	1:34p
141	....	....	1:11p	1:13p	1:16p	1:23p	1:30p	1:37p	1:41p	1:49p
140	1:15p	1:20p	....	1:26p	1:31p	1:38p	1:45p	1:52p	1:57p	2:06p
141	....	....	....	1:42p	1:46p	1:53p	2:00p	2:07p	2:12p	2:21p
140	1:46p	1:51p	....	1:57p	2:01p	2:07p	2:15p	2:22p	2:27p	2:36p
141	....	....	....	2:09p	2:16p	2:22p	2:30p	2:37p	2:42p	2:51p
140	2:16p	2:21p	....	2:27p	2:31p	2:37p	2:45p	2:52p	2:57p	3:06p
141	....	....	....	2:37p	2:46p	2:52p	3:00p	3:07p	3:12p	3:21p
140	2:46p	2:51p	....	2:57p	3:01p	3:07p	3:15p	3:22p	3:27p	3:36p
141	....	....	3:09p	3:11p	3:16p	3:22p	3:30p	3:37p	3:42p	3:51p
140	3:11p	3:16p	....	3:24p	3:29p	3:36p	3:44p	3:51p	3:57p	4:06p
141	....	....	....	3:35p	3:43p	3:50p	3:58p	4:05p	4:11p	4:20p
140	3:40p	3:45p	....	3:53p	3:58p	4:05p	4:13p	4:20p	4:26p	4:35p
141	....	....	....	4:05p	4:13p	4:20p	4:28p	4:35p	4:41p	4:50p
140	4:11p	4:17p	....	4:26p	4:30p	4:37p	4:45p	4:52p	4:56p	5:05p
141	....	....	....	4:38p	4:45p	4:52p	5:00p	5:07p	5:11p	5:20p
140	4:43p	4:47p	....	4:55p	4:59p	5:06p	5:14p	5:21p	5:26p	5:35p
141	....	....	....	5:08p	5:15p	5:22p	5:30p	5:37p	5:42p	5:51p
140	5:14p	5:18p	....	5:26p	5:30p	5:37p	5:45p	5:52p	5:57p	6:06p
	....	....	5:41p	5:43p	5:47p	5:54p	6:01p	6:08p	6:12p	6:21p
J	5:46p	5:50p	....	5:58p	6:02p	6:08p	6:16p	6:22p	6:26p	6:34p
141	....	....	....	6:14p	6:19p	6:25p	6:32p	6:37p	6:41p	6:49p
140	6:18p	6:22p	....	6:28p	6:32p	6:38p	6:46p	6:52p	6:56p	7:04p
141	....	....	....	6:44p	6:49p	6:55p	7:02p	7:07p	7:11p	7:19p
141	....	....	....	7:13p	7:18p	7:23p	7:29p	7:34p	7:38p	7:46p
141	....	....	....	7:48p	7:53p	7:58p	8:04p	8:09p	8:13p	8:21p
141	....	....	8:25p	8:27p	8:29p	8:34p	8:40p	8:45p	8:48p	8:55p
141	....	....	....	8:59p	9:04p	9:09p	9:15p	9:20p	9:23p	9:30p
141	....	....	....	9:43p	9:47p	9:52p	9:58p	10:03p	10:06p	10:13p

San Mateo Line - Weekday Northbound

ROUTE #	VA HOSPITAL (I)	SAN MATEO & CENTRAL (H)	SAN MATEO & LOMAS (G)	SAN MATEO & MENAUL (F)	SAN MATEO & MONTGOMERY (E)	SAN MATEO & ACADEMY (D)	JEFFERSON & OSUNA (C)	GULTON CT. & OSUNA (J)	JEFFERSON & ALAMEDA (B)	CNM WORKFORCE TRAINING CTR. (A)
140	5:40a	5:50a	5:53a	5:57a	6:02a	6:06a	6:09a	....	6:18a	6:27a
141	5:57a	6:06a	6:09a	6:13a	6:18a	6:24a	6:27a	....	....	....
140	6:14a	6:24a	6:27a	6:31a	6:36a	6:42a	6:45a	....	6:54a	7:02a
141	6:30a	6:39a	6:42a	6:46a	6:51a	6:57a	7:00a	....	....	....
140	6:41a	6:52a	6:55a	7:00a	7:06a	7:11a	7:13a	....	7:22a	7:29a
141	6:57a	7:07a	7:10a	7:15a	7:21a	7:27a	7:29a	7:33a	....	....
140	7:10a	7:22a	7:26a	7:32a	7:38a	7:44a	7:47a	....	7:56a	8:03a
141	7:27a	7:37a	7:40a	7:45a	7:52a	7:58a	8:01a	....	....	....
140	7:40a	7:52a	7:56a	8:02a	8:08a	8:14a	8:16a	....	8:26a	8:33a
141	7:56a	8:07a	8:11a	8:16a	8:21a	8:27a	8:30a	....	....	....
140	8:11a	8:22a	8:26a	8:32a	8:38a	8:44a	8:46a	....	8:56a	9:03a
141	8:26a	8:37a	8:41a	8:46a	8:51a	8:57a	9:00a	9:04a	....	....
140	8:41a	8:52a	8:56a	9:02a	9:08a	9:14a	9:16a	....	9:26a	9:33a
141	8:56a	9:07a	9:11a	9:16a	9:21a	9:27a	9:30a	....	....	....
140	9:11a	9:22a	9:26a	9:32a	9:38a	9:44a	9:46a	....	9:56a	10:03a
141	9:26a	9:37a	9:41a	9:46a	9:51a	9:57a	10:01a	....	....	....
140	9:40a	9:52a	9:56a	10:01a	10:08a	10:14a	10:17a	....	10:25a	10:33a
141	9:57a	10:08a	10:12a	10:17a	10:23a	10:29a	10:33a	....	....	....
140	10:11a	10:23a	10:27a	10:32a	10:39a	10:45a	10:48a	....	10:56a	11:04a
141	10:27a	10:38a	10:42a	10:47a	10:53a	10:59a	11:03a	11:05a	....	....
140	10:41a	10:53a	10:57a	11:02a	11:09a	11:15a	11:18a	....	11:26a	11:34a
141	10:57a	11:08a	11:12a	11:17a	11:24a	11:30a	11:34a	....	....	....
140	11:11a	11:23a	11:27a	11:33a	11:40a	11:47a	11:50a	....	11:58a	12:06p
141	11:27a	11:38a	11:42a	11:48a	11:55a	12:01p	12:05p	....	....	....
140	11:41a	11:53a	11:57a	12:03p	12:10p	12:17p	12:20p	....	12:28p	12:36p
141	11:57a	12:08p	12:12p	12:18p	12:25p	12:31p	12:35p	....	....	....
140	12:11p	12:23p	12:27p	12:34p	12:41p	12:49p	12:52p	....	1:01p	1:09p
141	12:27p	12:38p	12:42p	12:48p	12:55p	1:01p	1:05p	1:09p	....	....
140	12:41p	12:53p	12:57p	1:04p	1:11p	1:19p	1:22p	....	1:31p	1:39p
141	12:57p	1:08p	1:12p	1:18p	1:25p	1:31p	1:35p	....	....	....
140	1:11p	1:23p	1:27p	1:34p	1:41p	1:49p	1:51p	....	1:59p	2:06p
141	1:27p	1:38p	1:42p	1:48p	1:56p	2:02p	2:06p	....	....	....
140	1:41p	1:53p	1:57p	2:03p	2:10p	2:18p	2:20p	....	2:28p	2:35p
141	1:57p	2:08p	2:12p	2:18p	2:26p	2:32p	2:36p	....	....	....
140	2:11p	2:23p	2:27p	2:33p	2:40p	2:48p	2:50p	....	2:58p	3:05p
141	2:26p	2:37p	2:41p	2:47p	2:55p	3:01p	3:04p	3:08p	....	....
140	2:40p	2:52p	2:56p	3:02p	3:09p	3:17p	3:19p	....	3:27p	3:34p
141	2:56p	3:07p	3:11p	3:17p	3:24p	3:30p	3:34p	....	....	....
140	3:10p	3:22p	3:26p	3:32p	3:39p	3:47p	3:49p	....	3:57p	4:04p
141	3:25p	3:37p	3:41p	3:47p	3:54p	4:00p	4:04p	....	....	....
140	3:40p	3:52p	3:56p	4:02p	4:09p	4:17p	4:19p	....	4:27p	4:34p
141	3:56p	4:08p	4:12p	4:18p	4:25p	4:31p	4:35p	....	....	....
140	4:10p	4:23p	4:27p	4:33p	4:40p	4:48p	4:50p	....	4:58p	5:05p
141	4:26p	4:38p	4:42p	4:48p	4:55p	5:01p	5:05p	....	....	....
140	4:40p	4:53p	4:57p	5:03p	5:10p	5:18p	5:20p	....	5:28p	5:35p
141	4:55p	5:08p	5:12p	5:18p	5:25p	5:32p	5:35p	5:39p	....	....
140	5:11p	5:23p	5:26p	5:32p	5:38p	5:45p	5:47p	....	5:55p	6:02p
141	5:32p	5:43p	5:46p	5:52p	5:58p	6:04p	6:06p	....	....	....
141	6:05p	6:16p	6:19p	6:24p	6:30p	6:36p	6:38p	....	....	....
141	6:41p	6:51p	6:54p	6:59p	7:05p	7:10p	7:12p	....	....	....
141	7:16p	7:26p	7:29p	7:34p	7:40p	7:45p	7:47p	....	....	....
141	7:52p	8:01p	8:04p	8:09p	8:14p	8:19p	8:21p	8:23p	....	....
141	8:28p	8:36p	8:39p	8:44p	8:49p	8:54p	8:56p	....	....	....
141	9:03p	9:11p	9:14p	9:19p	9:24p	9:29p	9:31p	....	....	....
141	9:46p	9:54p	9:57p	10:02p	10:07p	10:12p	10:14p	....	....	....

Route 141 / Ruta 141
San Mateo Blvd.

Effective 8/27/2011



Route 141 - Saturday Southbound

JEFFERSON & OSUNA (A)	SAN MATEO & ACADEMY (B)	SAN MATEO & MONTGOMERY (C)	SAN MATEO & MENAUL (D)	SAN MATEO & LOMAS (E)	SAN MATEO & CENTRAL (F)	VA HOSPITAL (G)
6:30a	6:35a	6:40a	6:45a	6:50a	6:53a	7:01a
7:00a	7:05a	7:10a	7:15a	7:20a	7:23a	7:31a
7:30a	7:35a	7:40a	7:45a	7:50a	7:53a	8:03a
7:59a	8:04a	8:09a	8:14a	8:19a	8:22a	8:32a
8:29a	8:34a	8:39a	8:44a	8:49a	8:52a	9:02a
8:57a	9:02a	9:07a	9:12a	9:17a	9:20a	9:30a
9:27a	9:32a	9:37a	9:43a	9:49a	9:52a	10:02a
9:55a	10:00a	10:05a	10:11a	10:17a	10:20a	10:30a
10:24a	10:29a	10:34a	10:41a	10:47a	10:50a	11:00a
10:53a	10:58a	11:03a	11:10a	11:16a	11:19a	11:29a
11:20a	11:26a	11:31a	11:38a	11:44a	11:47a	11:57a
11:51a	11:57a	12:03p	12:10p	12:17p	12:21p	12:31p
12:21p	12:27p	12:33p	12:40p	12:47p	12:51p	1:01p
12:51p	12:57p	1:03p	1:10p	1:17p	1:21p	1:31p
1:21p	1:27p	1:34p	1:41p	1:48p	1:52p	2:02p
1:51p	1:57p	2:04p	2:11p	2:18p	2:22p	2:32p
2:21p	2:27p	2:34p	2:41p	2:48p	2:52p	3:02p
2:51p	2:57p	3:04p	3:11p	3:18p	3:22p	3:32p
3:20p	3:26p	3:33p	3:40p	3:47p	3:51p	4:01p
3:50p	3:56p	4:03p	4:10p	4:16p	4:20p	4:30p
4:21p	4:27p	4:34p	4:41p	4:47p	4:51p	5:01p
4:51p	4:57p	5:03p	5:10p	5:16p	5:20p	5:29p
5:21p	5:27p	5:33p	5:40p	5:46p	5:50p	5:59p
5:53p	5:59p	6:05p	6:12p	6:18p	6:22p	6:31p
6:23p	6:29p	6:35p	6:42p	6:48p	6:52p	7:01p
6:53p	6:58p	7:03p	7:09p	7:14p	7:18p	7:27p
7:23p	7:28p	7:33p	7:39p	7:44p	7:48p	7:57p
7:58p	8:03p	8:08p	8:14p	8:19p	8:23p	8:32p
8:30p	8:35p	8:40p	8:46p	8:51p	8:55p	9:04p

Route 141- Saturday Northbound

VA HOSPITAL (G)	SAN MATEO & CENTRAL (F)	SAN MATEO & LOMAS (E)	SAN MATEO & MENAUL (D)	SAN MATEO & MONTGOMERY (C)	SAN MATEO & ACADEMY (B)	JEFFERSON & OSUNA (A)
6:48a	6:57a	7:00a	7:04a	7:09a	7:14a	7:17a
7:18a	7:27a	7:30a	7:34a	7:39a	7:44a	7:47a
7:49a	7:58a	8:01a	8:05a	8:10a	8:15a	8:18a
8:18a	8:28a	8:31a	8:36a	8:41a	8:46a	8:49a
8:48a	8:58a	9:01a	9:06a	9:11a	9:16a	9:19a
9:18a	9:28a	9:31a	9:36a	9:41a	9:46a	9:49a
9:46a	9:56a	10:00a	10:05a	10:11a	10:16a	10:19a
10:14a	10:24a	10:28a	10:33a	10:39a	10:44a	10:47a
10:44a	10:54a	10:58a	11:03a	11:09a	11:14a	11:17a
11:14a	11:24a	11:28a	11:33a	11:40a	11:46a	11:49a
11:44a	11:54a	11:58a	12:03p	12:10p	12:16p	12:19p
12:14p	12:24p	12:28p	12:33p	12:40p	12:46p	12:49p
12:43p	12:54p	12:58p	1:03p	1:10p	1:16p	1:19p
1:13p	1:24p	1:28p	1:33p	1:40p	1:46p	1:49p
1:43p	1:54p	1:58p	2:03p	2:10p	2:16p	2:19p
2:13p	2:24p	2:28p	2:33p	2:40p	2:46p	2:49p
2:44p	2:54p	2:57p	3:02p	3:08p	3:14p	3:17p
3:14p	3:24p	3:27p	3:32p	3:38p	3:44p	3:47p
3:44p	3:54p	3:57p	4:02p	4:08p	4:14p	4:17p
4:14p	4:24p	4:27p	4:32p	4:38p	4:44p	4:47p
4:45p	4:54p	4:57p	5:02p	5:08p	5:13p	5:16p
5:16p	5:25p	5:28p	5:33p	5:39p	5:44p	5:47p
5:46p	5:55p	5:58p	6:03p	6:09p	6:14p	6:17p
6:16p	6:25p	6:28p	6:32p	6:38p	6:43p	6:46p
6:47p	6:56p	6:59p	7:03p	7:09p	7:14p	7:17p
7:19p	7:28p	7:31p	7:35p	7:40p	7:45p	7:48p
7:50p	7:58p	8:00p	8:04p	8:09p	8:14p	8:17p
8:21p	8:29p	8:31p	8:35p	8:40p	8:45p	8:48p

Route 141 - Sunday Southbound

8:08a	8:14a	8:18a	8:24a	8:30a	8:33a	8:42a
8:54a	9:00a	9:04a	9:10a	9:16a	9:19a	9:28a
9:32a	9:38a	9:42a	9:48a	9:54a	9:57a	10:06a
10:14a	10:20a	10:25a	10:31a	10:37a	10:40a	10:49a
10:54a	11:00a	11:05a	11:11a	11:17a	11:20a	11:29a
11:32a	11:38a	11:43a	11:49a	11:55a	11:58a	12:07p
12:13p	12:19p	12:24p	12:30p	12:36p	12:39p	12:48p
12:54p	1:00p	1:05p	1:11p	1:17p	1:20p	1:29p
1:30p	1:36p	1:41p	1:47p	1:53p	1:56p	2:05p
2:11p	2:17p	2:22p	2:28p	2:34p	2:37p	2:46p
2:54p	3:00p	3:05p	3:11p	3:17p	3:20p	3:29p
3:29p	3:35p	3:41p	3:47p	3:53p	3:56p	4:05p
4:12p	4:18p	4:24p	4:30p	4:36p	4:39p	4:48p
4:52p	4:58p	5:04p	5:10p	5:16p	5:19p	5:28p

Route 141 - Sunday Northbound

8:23a	8:33a	8:36a	8:41a	8:46a	8:51a	8:53a
9:01a	9:11a	9:14a	9:19a	9:24a	9:29a	9:31a
9:38a	9:48a	9:50a	9:56a	10:02a	10:07a	10:09a
10:18a	10:28a	10:30a	10:36a	10:42a	10:47a	10:49a
10:59a	11:09a	11:11a	11:17a	11:23a	11:28a	11:30a
11:39a	11:49a	11:51a	11:57a	12:03p	12:08p	12:10p
12:16p	12:26p	12:28p	12:34p	12:40p	12:45p	12:47p
12:58p	1:08p	1:10p	1:16p	1:22p	1:27p	1:29p
1:40p	1:50p	1:52p	1:58p	2:04p	2:09p	2:11p
2:17p	2:26p	2:28p	2:34p	2:40p	2:45p	2:47p
2:58p	3:07p	3:09p	3:15p	3:21p	3:26p	3:28p
3:40p	3:50p	3:53p	3:58p	4:04p	4:09p	4:11p
4:17p	4:26p	4:29p	4:34p	4:40p	4:45p	4:47p
5:00p	5:10p	5:13p	5:18p	5:24p	5:29p	5:31p

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Indian School Rd**
N-S Street: **San Mateo Blvd**

Speed Limit (Indian School Rd)= **35** MPH
Speed Limit (San Mateo Blvd)= **35** MPH
Date of Count: **9/8/11**

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~9~~	~~8~~	~~17~~	~~0~~	~~13~~	~~12~~	~~19~~	~~155~~	~~2~~	~~13~~	~~264~~	~~14~~
7:15 AM	7:30 AM	~~16~~	~~18~~	~~24~~	~~2~~	~~23~~	~~21~~	~~17~~	~~163~~	~~2~~	~~16~~	~~295~~	~~25~~
7:30 AM	7:45 AM	~~20~~	~~23~~	~~23~~	~~3~~	~~29~~	~~21~~	~~13~~	~~167~~	~~2~~	~~20~~	~~325~~	~~49~~
7:45 AM	8:00 AM	**28**	**21**	**24**	**3**	**31**	**37**	**14**	**295**	**3**	**28**	**374**	**47**
8:00 AM	8:15 AM	**33**	**25**	**24**	**7**	**47**	**22**	**22**	**280**	**3**	**29**	**397**	**65**
8:15 AM	8:30 AM	**24**	**23**	**21**	**3**	**29**	**27**	**24**	**235**	**0**	**20**	**378**	**60**
8:30 AM	8:45 AM	**18**	**19**	**19**	**1**	**32**	**18**	**19**	**219**	**2**	**35**	**365**	**50**
8:45 AM	9:00 AM	~~21~~	~~35~~	~~24~~	~~3~~	~~33~~	~~20~~	~~20~~	~~225~~	~~3~~	~~28~~	~~349~~	~~36~~
AM Peak Hour Volumes		**103**	**88**	**88**	**14**	**139**	**104**	**79**	**1029**	**8**	**112**	**1514**	**222**
% of Total Traffic		2.9%	2.5%	2.5%	0.4%	4.0%	3.0%	2.3%	29.4%	0.2%	3.2%	43.3%	6.3%
% Directional			8.0%			7.3%			31.9%			52.8%	
AM Peak Hour Factor			*0.85*			*0.85*			*0.89*			*0.94*	

Begin Time	End Time	Eastbound (Indian School Rd)			Westbound (Indian School Rd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~56~~	~~77~~	~~40~~	~~7~~	~~40~~	~~31~~	~~27~~	~~454~~	~~4~~	~~23~~	~~334~~	~~28~~
4:15 PM	4:30 PM	~~53~~	~~51~~	~~27~~	~~6~~	~~25~~	~~29~~	~~20~~	~~465~~	~~8~~	~~38~~	~~442~~	~~28~~
4:30 PM	4:45 PM	~~50~~	~~48~~	~~23~~	~~4~~	~~42~~	~~32~~	~~19~~	~~390~~	~~6~~	~~21~~	~~386~~	~~40~~
4:45 PM	5:00 PM	**48**	**58**	**10**	**2**	**31**	**36**	**18**	**507**	**2**	**30**	**429**	**41**
5:00 PM	5:15 PM	**51**	**72**	**30**	**7**	**28**	**27**	**18**	**448**	**10**	**23**	**391**	**46**
5:15 PM	5:30 PM	**46**	**70**	**26**	**7**	**32**	**33**	**17**	**543**	**11**	**18**	**418**	**44**
5:30 PM	5:45 PM	**64**	**89**	**30**	**6**	**30**	**41**	**37**	**432**	**10**	**33**	**309**	**68**
5:45 PM	6:00 PM	~~46~~	~~67~~	~~27~~	~~3~~	~~40~~	~~34~~	~~38~~	~~471~~	~~4~~	~~27~~	~~369~~	~~75~~
PM Peak Hour Volumes		**209**	**289**	**96**	**22**	**121**	**137**	**90**	**1930**	**33**	**104**	**1547**	**199**
% of Total Traffic		4.4%	6.0%	2.0%	0.5%	2.5%	2.9%	1.9%	40.4%	0.7%	2.2%	32.4%	4.2%
% Directional			12.4%			5.9%			43.0%			38.7%	
PM Peak Hour Factor			*0.81*			*0.91*			*0.90*			*0.93*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Cutler Ave**
N-S Street: **San Mateo Blvd**

Speed Limit (Cutler Ave)= **30** MPH
Speed Limit (San Mateo Blvd)= **35** MPH
Date of Count: **9/7/11**

Begin Time	End Time	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~1~~	~~0~~	~~19~~	~~43~~	~~13~~	~~50~~	~~10~~	~~138~~	~~0~~	~~0~~	~~159~~	~~3~~
7:15 AM	7:30 AM	~~5~~	~~0~~	~~14~~	~~37~~	~~26~~	~~59~~	~~20~~	~~161~~	~~0~~	~~0~~	~~230~~	~~8~~
7:30 AM	7:45 AM	~~6~~	~~0~~	~~40~~	~~47~~	~~31~~	~~75~~	~~45~~	~~221~~	~~0~~	~~0~~	~~244~~	~~17~~
7:45 AM	8:00 AM	**5**	**0**	**55**	**50**	**28**	**69**	**60**	**257**	**0**	**0**	**305**	**39**
8:00 AM	8:15 AM	**8**	**0**	**32**	**68**	**51**	**66**	**45**	**254**	**0**	**0**	**342**	**39**
8:15 AM	8:30 AM	**7**	**0**	**44**	**55**	**11**	**49**	**32**	**212**	**0**	**0**	**322**	**22**
8:30 AM	8:45 AM	**9**	**0**	**53**	**65**	**22**	**42**	**45**	**214**	**0**	**0**	**309**	**12**
8:45 AM	9:00 AM	~~11~~	~~0~~	~~44~~	~~73~~	~~19~~	~~52~~	~~39~~	~~219~~	~~0~~	~~0~~	~~310~~	~~22~~
AM Peak Hour Volumes		**29**	**0**	**184**	**238**	**112**	**226**	**182**	**937**	**0**	**0**	**1278**	**112**
% of Total Traffic		0.9%	0.0%	5.6%	7.2%	3.4%	6.9%	5.5%	28.4%	0.0%	0.0%	38.8%	3.4%
% Directional			6.5%			17.5%			33.9%			42.1%	
AM Peak Hour Factor			*0.86*			*0.78*			*0.88*			*0.91*	

Begin Time	End Time	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~20~~	~~3~~	~~93~~	~~48~~	~~27~~	~~77~~	~~46~~	~~338~~	~~0~~	~~0~~	~~310~~	~~25~~
4:15 PM	4:30 PM	~~24~~	~~0~~	~~96~~	~~38~~	~~17~~	~~40~~	~~57~~	~~353~~	~~0~~	~~0~~	~~353~~	~~27~~
4:30 PM	4:45 PM	~~23~~	~~0~~	~~77~~	~~49~~	~~20~~	~~48~~	~~53~~	~~383~~	~~0~~	~~0~~	~~342~~	~~20~~
4:45 PM	5:00 PM	**34**	**0**	**102**	**34**	**17**	**61**	**43**	**374**	**0**	**0**	**377**	**24**
5:00 PM	5:15 PM	**37**	**0**	**139**	**54**	**25**	**55**	**47**	**376**	**0**	**0**	**359**	**19**
5:15 PM	5:30 PM	**29**	**0**	**83**	**34**	**15**	**54**	**54**	**326**	**0**	**0**	**386**	**32**
5:30 PM	5:45 PM	**21**	**0**	**72**	**60**	**22**	**55**	**71**	**396**	**0**	**0**	**327**	**32**
5:45 PM	6:00 PM	~~24~~	~~3~~	~~81~~	~~54~~	~~23~~	~~56~~	~~58~~	~~257~~	~~0~~	~~0~~	~~364~~	~~15~~
PM Peak Hour Volumes		**121**	**0**	**396**	**182**	**79**	**225**	**215**	**1472**	**0**	**0**	**1449**	**107**
% of Total Traffic		2.8%	0.0%	9.3%	4.3%	1.9%	5.3%	5.1%	34.7%	0.0%	0.0%	34.1%	2.5%
% Directional			12.2%			11.4%			39.7%			36.6%	
PM Peak Hour Factor			*0.73*			*0.89*			*0.90*			*0.93*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Prospect Ave**
N-S Street: **San Mateo Blvd**

Speed Limit (Prospect Ave)= **25** MPH
Speed Limit (San Mateo Blvd)= **25** MPH
Date of Count: **8/31/11**

Begin Time	End Time	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~0~~	~~10~~	~~2~~	~~17~~	~~12~~	~~0~~	~~5~~	~~162~~	~~12~~	~~4~~	~~172~~	~~1~~
7:15 AM	7:30 AM	~~0~~	~~0~~	~~3~~	~~22~~	~~1~~	~~2~~	~~5~~	~~185~~	~~20~~	~~8~~	~~234~~	~~2~~
7:30 AM	7:45 AM	~~0~~	~~0~~	~~1~~	~~17~~	~~2~~	~~3~~	~~7~~	~~236~~	~~10~~	~~14~~	~~273~~	~~0~~
7:45 AM	8:00 AM	**0**	**2**	**2**	**32**	**1**	**3**	**9**	**256**	**24**	**20**	**378**	**1**
8:00 AM	8:15 AM	**0**	**1**	**5**	**36**	**4**	**1**	**8**	**195**	**21**	**24**	**368**	**3**
8:15 AM	8:30 AM	**0**	**1**	**4**	**18**	**4**	**3**	**4**	**196**	**13**	**8**	**363**	**1**
8:30 AM	8:45 AM	**1**	**2**	**3**	**13**	**1**	**0**	**10**	**214**	**13**	**14**	**345**	**3**
8:45 AM	9:00 AM	~~2~~	~~3~~	~~4~~	~~11~~	~~7~~	~~0~~	~~15~~	~~271~~	~~17~~	~~11~~	~~311~~	~~6~~
AM Peak Hour Volumes		**1**	**6**	**14**	**99**	**10**	**7**	**31**	**861**	**71**	**66**	**1454**	**8**
% of Total Traffic		0.0%	0.2%	0.5%	3.8%	0.4%	0.3%	1.2%	32.8%	2.7%	2.5%	55.3%	0.3%
% Directional			0.8%			4.4%			36.6%			58.1%	
AM Peak Hour Factor			***0.88***			***0.71***			***0.83***			***0.96***	

Begin Time	End Time	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~2~~	~~3~~	~~13~~	~~30~~	~~3~~	~~3~~	~~14~~	~~370~~	~~18~~	~~9~~	~~337~~	~~4~~
4:15 PM	4:30 PM	~~3~~	~~0~~	~~19~~	~~20~~	~~2~~	~~2~~	~~17~~	~~416~~	~~15~~	~~12~~	~~313~~	~~6~~
4:30 PM	4:45 PM	**5**	**3**	**15**	**47**	**5**	**12**	**11**	**392**	**36**	**15**	**332**	**3**
4:45 PM	5:00 PM	**8**	**5**	**16**	**43**	**2**	**5**	**15**	**438**	**50**	**29**	**350**	**7**
5:00 PM	5:15 PM	**5**	**4**	**14**	**45**	**10**	**5**	**14**	**398**	**45**	**21**	**358**	**4**
5:15 PM	5:30 PM	**3**	**3**	**13**	**16**	**1**	**3**	**11**	**456**	**16**	**9**	**325**	**6**
5:30 PM	5:45 PM	~~4~~	~~1~~	~~11~~	~~38~~	~~3~~	~~2~~	~~8~~	~~391~~	~~13~~	~~10~~	~~334~~	~~3~~
5:45 PM	6:00 PM	~~1~~	~~4~~	~~5~~	~~14~~	~~3~~	~~1~~	~~4~~	~~172~~	~~3~~	~~5~~	~~145~~	~~2~~
PM Peak Hour Volumes		**21**	**15**	**58**	**151**	**18**	**25**	**51**	**1684**	**147**	**74**	**1365**	**20**
% of Total Traffic		0.6%	0.4%	1.6%	4.2%	0.5%	0.7%	1.4%	46.4%	4.1%	2.0%	37.6%	0.6%
% Directional			2.6%			5.3%			51.9%			40.2%	
PM Peak Hour Factor			***0.81***			***0.76***			***0.94***			***0.94***	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Cutler Ave**
N-S Street: **Washington St**

Speed Limit (Cutler Ave)= **25** MPH
Speed Limit (Washington St)= **25** MPH
Date of Count: **9/1/11**

Begin Time	End Time	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (Washington St)			Southbound (Washington St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	2	9	6	12	0	7	2	29	5	6	20	0
7:15 AM	7:30 AM	3	13	10	13	5	4	4	31	11	6	50	5
7:30 AM	7:45 AM	**0**	**19**	**6**	**10**	**13**	**9**	**3**	**40**	**9**	**14**	**69**	**4**
7:45 AM	8:00 AM	**1**	**13**	**7**	**14**	**19**	**8**	**11**	**54**	**22**	**15**	**95**	**9**
8:00 AM	8:15 AM	**9**	**25**	**9**	**20**	**29**	**15**	**10**	**59**	**7**	**18**	**67**	**17**
8:15 AM	8:30 AM	**8**	**13**	**14**	**16**	**20**	**12**	**8**	**44**	**7**	**6**	**56**	**9**
8:30 AM	8:45 AM	3	14	11	14	21	7	4	37	12	8	55	6
8:45 AM	9:00 AM	8	14	9	11	12	5	12	40	12	7	62	6
AM Peak Hour Volumes		**18**	**70**	**36**	**60**	**81**	**44**	**32**	**197**	**45**	**53**	**287**	**39**
% of Total Traffic		1.9%	7.3%	3.7%	6.2%	8.4%	4.6%	3.3%	20.5%	4.7%	5.5%	29.8%	4.1%
% Directional			12.9%			19.2%			28.5%			39.4%	
AM Peak Hour Factor			*0.72*			*0.72*			*0.79*			*0.80*	

Begin Time	End Time	Eastbound (Cutler Ave)			Westbound (Cutler Ave)			Northbound (Washington St)			Southbound (Washington St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	6	21	12	16	11	9	9	87	20	15	55	5
4:15 PM	4:30 PM	11	19	9	20	15	16	10	89	16	11	63	9
4:30 PM	4:45 PM	**11**	**21**	**17**	**18**	**12**	**13**	**12**	**93**	**20**	**19**	**79**	**3**
4:45 PM	5:00 PM	**12**	**19**	**12**	**22**	**10**	**23**	**6**	**92**	**18**	**11**	**63**	**4**
5:00 PM	5:15 PM	**25**	**47**	**34**	**29**	**10**	**29**	**13**	**123**	**13**	**14**	**77**	**1**
5:15 PM	5:30 PM	**7**	**20**	**18**	**18**	**9**	**15**	**6**	**127**	**22**	**14**	**70**	**0**
5:30 PM	5:45 PM	5	12	15	12	11	14	8	88	13	14	69	3
5:45 PM	6:00 PM	2	4	2	2	3	2	2	13	2	2	8	2
PM Peak Hour Volumes		**55**	**107**	**81**	**87**	**41**	**80**	**37**	**435**	**73**	**58**	**289**	**8**
% of Total Traffic		4.1%	7.9%	6.0%	6.4%	3.0%	5.9%	2.7%	32.2%	5.4%	4.3%	21.4%	0.6%
% Directional			18.0%			15.4%			40.3%			26.3%	
PM Peak Hour Factor			*0.57*			*0.76*			*0.88*			*0.88*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Prospect Ave**
N-S Street: **Quincy St**

Speed Limit (Prospect Ave)= **25** MPH
Speed Limit (Quincy St)= **25** MPH
Date of Count: **8/30/11**

Begin Time	End Time	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Quincy St)			Southbound (Quincy St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	1	0	0	3	1	0	0	0	2	2	0
7:15 AM	7:30 AM	0	1	0	0	3	1	0	1	2	1	2	0
7:30 AM	7:45 AM	**1**	**1**	**0**	**2**	**8**	**1**	**0**	**4**	**1**	**2**	**8**	**1**
7:45 AM	8:00 AM	**1**	**4**	**0**	**2**	**5**	**1**	**1**	**9**	**0**	**3**	**9**	**2**
8:00 AM	8:15 AM	**0**	**3**	**2**	**4**	**5**	**2**	**1**	**3**	**0**	**6**	**5**	**2**
8:15 AM	8:30 AM	**2**	**6**	**1**	**0**	**4**	**0**	**1**	**3**	**0**	**1**	**3**	**0**
8:30 AM	8:45 AM	1	3	1	1	3	1	0	6	4	1	5	1
8:45 AM	9:00 AM	3	4	0	1	8	1	1	5	0	1	6	2
AM Peak Hour Volumes		**4**	**14**	**3**	**8**	**22**	**4**	**3**	**19**	**1**	**12**	**25**	**5**
% of Total Traffic		3.3%	11.7%	2.5%	6.7%	18.3%	3.3%	2.5%	15.8%	0.8%	10.0%	20.8%	4.2%
% Directional			17.5%			28.3%			19.2%			35.0%	
AM Peak Hour Factor			*0.58*			*0.77*			*0.58*			*0.75*	

Begin Time	End Time	Eastbound (Prospect Ave)			Westbound (Prospect Ave)			Northbound (Quincy St)			Southbound (Quincy St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	6	0	1	6	3	0	12	2	4	9	3
4:15 PM	4:30 PM	1	5	1	2	5	0	1	1	1	1	8	2
4:30 PM	4:45 PM	**2**	**10**	**0**	**1**	**4**	**2**	**0**	**6**	**2**	**2**	**5**	**0**
4:45 PM	5:00 PM	**0**	**10**	**1**	**1**	**6**	**0**	**1**	**2**	**3**	**2**	**4**	**3**
5:00 PM	5:15 PM	**5**	**13**	**0**	**5**	**9**	**4**	**0**	**1**	**2**	**5**	**3**	**3**
5:15 PM	5:30 PM	**0**	**4**	**0**	**0**	**8**	**4**	**0**	**4**	**3**	**2**	**9**	**3**
5:30 PM	5:45 PM	0	3	1	0	3	2	0	5	0	2	4	0
5:45 PM	6:00 PM	0	2	0	0	2	1	1	1	0	1	2	0
PM Peak Hour Volumes		**7**	**37**	**1**	**7**	**27**	**10**	**1**	**13**	**10**	**11**	**21**	**9**
% of Total Traffic		4.5%	24.0%	0.6%	4.5%	17.5%	6.5%	0.6%	8.4%	6.5%	7.1%	13.6%	5.8%
% Directional			29.2%			28.6%			15.6%			26.6%	
PM Peak Hour Factor			*0.63*			*0.61*			*0.75*			*0.73*	

Intersection Data Sheet

Intersection: **Indian School Rd / San Mateo Blvd**

Posted Speed Limit (E-W Street): 35 Date: 9/6/2011

Eastbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	1	1	0

Length: 90'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

turn on green arrow only? (No)

Length:

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? No

Westbound Approach: Indian School Rd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	2	0	1

Length: 120'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

turn on green arrow only? (No)

Length: 50'

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? No

Posted Speed Limit (N-S Street): 35

Northbound Approach: San Mateo Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	2	1	0

Length: 130'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

turn on green arrow only? (No)

Length:

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? No

Southbound Approach: San Mateo Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	3	0	1

Length: 310'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

turn on green arrow only? (No)

Length: 200'

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? No

Intersection Data Sheet

Intersection: **Cutler Ave / San Mateo Blvd**

Posted Speed Limit (E-W Street): 30 Date: 9/6/2011

Eastbound Approach: **Cutler Ave**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2	0	0	0	1

Length: 340' Length: 340'

turn on green arrow only? (Yes)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	Y

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: **Cutler Ave**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2	0	1	0	1

Length: 230' Length: 230'

turn on green arrow only? (Yes)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 35

Northbound Approach: **San Mateo Blvd**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
2	0	3	0	0

Length: 160' Length:

turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Southbound Approach: **San Mateo Blvd**

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
0	0	3	0	1

Length: Length: 160'

turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	Y

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Intersection Data Sheet

Intersection: **Prospect Ave / San Mateo Blvd**

Posted Speed Limit (E-W Street): 25 Date: 9/6/2011

Eastbound Approach: Prospect Ave

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	0	1	0

Length: 85'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	N

turn on green arrow only? (No)

Length:

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: Prospect Ave

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	0	1	0

Length: 100'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	N

turn on green arrow only? (No)

Length:

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

No

Posted Speed Limit (N-S Street): 35

Northbound Approach: San Mateo Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	2	1	0

Length: 110'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

turn on green arrow only? (No)

Length:

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Southbound Approach: San Mateo Blvd

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	2	1	0

Length: 115'

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

turn on green arrow only? (No)

Length:

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Intersection Data Sheet

Intersection: **Cutler Ave / Washington St**

Posted Speed Limit (E-W Street): 30 Date: 9/6/2011

Eastbound Approach: Cutler Ave

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	1	0	1

Length: 70' Length: 70'

turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	N

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: Cutler Ave

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	0	1	0

Length: Length:

turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	N

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 35

Northbound Approach: Washington St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	0	1	0

Length: Length:

turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	N

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Southbound Approach: Washington St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
1	0	0	1	0

Length: Length:

turn on green arrow only? (No)

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	N

add lane? (N)

Is there a right turn slip lane that by-passes the traffic signal? **No**

Intersection Data Sheet

Intersection: **Prospect Ave / Quincy St**

Posted Speed Limit (E-W Street): 25 Date: 9/6/2011

Eastbound Approach: Prospect Ave

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		1+		

Length: Length:

turn on green arrow only? (Yes/No)	Left Turn Arrow?	Thru Green?	Right Turn Arrow?	add lane? (Y/N)
		STOP SIGN		

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Westbound Approach: Prospect Ave

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		1+		

Length: Length:

turn on green arrow only? (Yes/No)	Left Turn Arrow?	Thru Green?	Right Turn Arrow?	add lane? (Y/N)
		STOP SIGN		

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Posted Speed Limit (N-S Street): 25

Northbound Approach: Quincy St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		1+		

Length: Length:

turn on green arrow only? (Yes/No)	Left Turn Arrow?	Thru Green?	Right Turn Arrow?	add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**

Southbound Approach: Quincy St

# Left Turn Lanes	# Thru/Left Lanes	# Thru Lanes	# Thru/Right Lanes	# Right Turn Lanes
		1+		

Length: Length:

turn on green arrow only? (Yes/No)	Left Turn Arrow?	Thru Green?	Right Turn Arrow?	add lane? (Y/N)

Is there a right turn slip lane that by-passes the traffic signal? **Yes/No**