LOS ALTOS PARK

TRAFFIC IMPACT ANALYSIS

FINAL SUBMITTAL

September 19, 2023

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LOS ALTOS PARK
TRAFFIC IMPACT ANALYSIS

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I. INTRODUCTION AND SUMMARY

Los Altos Park, located southwest of the intersection of Lomas Blvd and Eubank Blvd in the City of Albuquerque, is updating existing areas as well as adding additional park amenities to its grounds. The development, which is to include baseball fields, a dog park, and a BMX pump track is planned to be built out in 2 phases.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed park redevelopment as well as needed improvements on the surrounding roadway network, and to recommend any mitigation measures that may be necessary to support the redevelopment. The TIA specifically was requested to determine the approach lanes needed at Easterday and Lomas as part of this new access point to the park.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

A vicinity map can be seen in Figure 1. The study includes the following driveways and intersections:

- Eubank Boulevard & Lomas Boulevard (existing signalized intersection)
- Lomas Boulevard & Easterday Drive (existing signalized intersection)
- Lomas Boulevard & Skate Park Entrance (existing two-way stop-controlled intersection)
- Lomas Boulevard & Park Entrance (existing two-way stop-controlled intersection)
- Lomas Boulevard & Parking Lot (existing right in/right out intersection)
- Eubank Boulevard & Sonic Park Entrance (existing two-way stop-controlled intersection)
- Eubank Boulevard & I-40 WB Ramp (existing signalized intersection)
- Eubank Boulevards & I-40 EB Ramp (existing signalized intersection)

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2023)
- 2025 Completion Year without proposed development (2025 No Build)
- 2025 Completion Year with proposed development (2025 Build)

2. PRINCIPAL FINDINGS

The majority of intersections mentioned in this traffic study pertaining to the Los Altos Park public development meet the overall acceptable level of service set forth by the city of Albuquerque, save for the interchange ramps of I-40 intersecting with Eubank. Eubank & the I-40 ramps operate at failing conditions in the existing (2023) conditions, and as such are not the result of the Los Altos Park redevelopment. Any needed improvements at these intersections should not be the responsibility of the developer for the park.

Implementation of the Los Altos Park will not have a significant effect on the serviceability of adjacent intersections or roadways in the study area.

3. RECOMMENDATIONS

- A dedicated westbound left turn lane should be constructed at the intersection of Lomas and Easterday. This lane should be 75 feet in length and include a back-to-back 300 – 150 reverse curve. The existing raised median at this location will need to be rebuilt to accommodate the turning lane.
- The northbound approach to the Lomas and Easterday intersection should be a single lane for all movements.
- The signal at the intersection of Lomas and Easterday should be constructed new to allow proper signal locations for the northbound approach to the intersection. Signal operations should continue to operate as permissive for all directions of the intersection.
- Although an eastbound dedicated right turn lane is not required at this location, the curb returns on the south leg of the Lomas and Easterday intersection should be reconstructed for this park entrance.
- The tree obstruction on southwest of the Lomas and Easterday intersection should be cleared to meet intersection sight distance requirements of northbound right turning traffic.
- Any improvements should be designed to satisfy the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Transportation Officials (AASHTO), and City of Albuquerque design standards.

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SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

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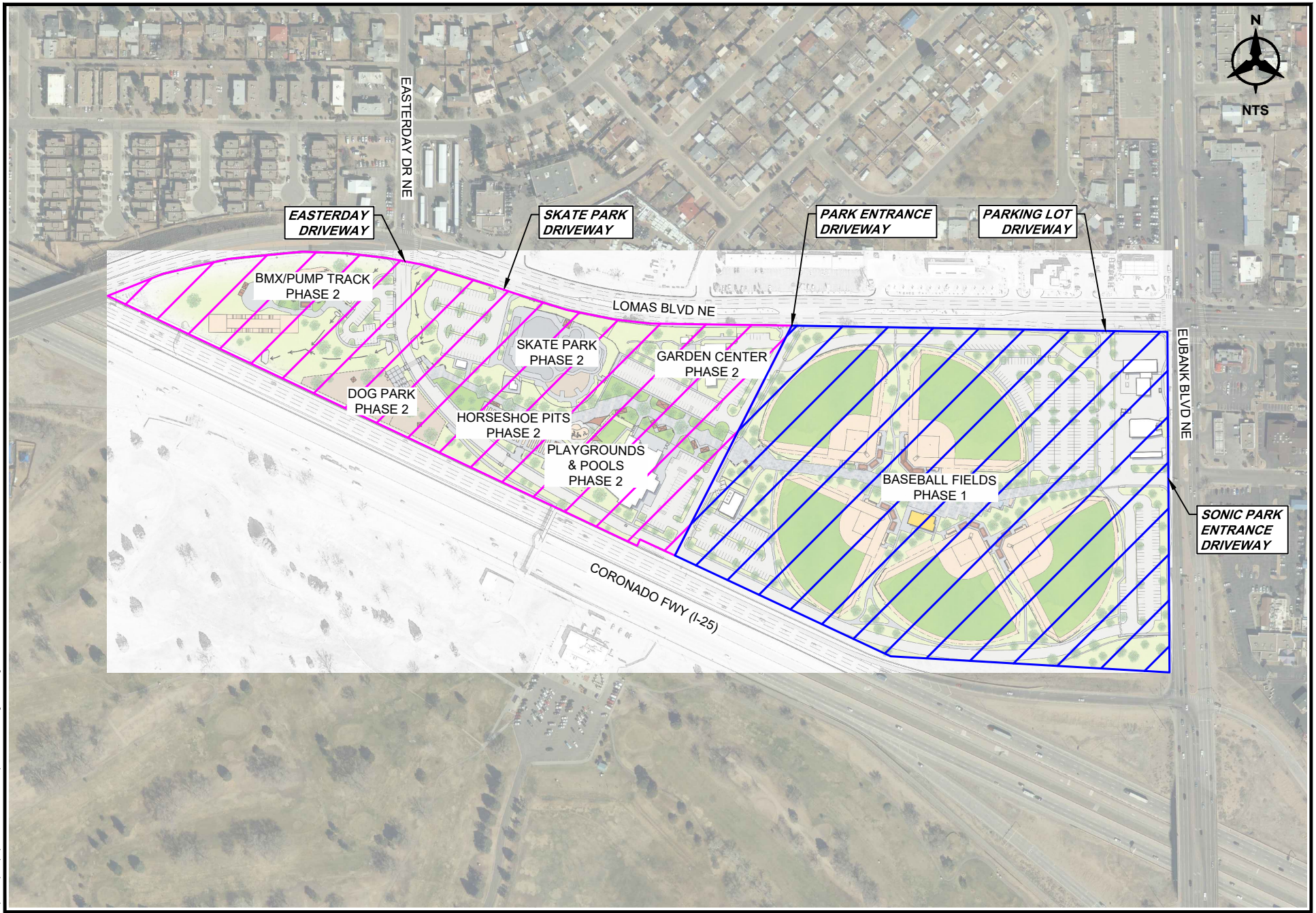

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SITE TRAFFIC ANALYSIS

FIGURE 2
SITE PLAN

II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The existing site is the Los Altos public park, southwest of the existing intersection of Lomas Blvd & Eubank Blvd. The surrounding area is developed with public park facilities in mind with the remainder being utilized for parking lot spaces. The proposed site plan is shown in Figure 2.

B. DEVELOPMENT PHASING AND TIMING

The project is anticipated to be constructed in two phases, with phase 1 currently underway. Phase 1 consists of the redevelopment of the baseball fields and a traffic study was not required for this phase of construction. Phase 2 will add a BMX pump track, children's play area, dog park and horseshoe pits in the park. The existing skate park, community pool and garden center will remain in place throughout the entirety of the development. The project anticipates a completion year of 2025, where buildouts of both phase 1 and phase 2 are expected to be fully constructed.

C. MULTI-MODAL CONDITIONS

Los Altos Park has pedestrian paths and trails that will run through the proposed site update. In its existing condition, Easterday Drive south of Lomas connects to a multi-use path which extends across the Coronado Freeway (I-40) with a pedestrian overpass bridge. This pedestrian connection is to be maintained throughout the redevelopment of Los Altos Park and will connect to the park in the future. When the park is finalized with construction, this connection will connect directly to the park across this roadway continuing to serve as a pedestrian and bicyclist connection across I-40 as shown in the site plan on Figure 2.

The city of Albuquerque's transit system boasts public transportation access on weekdays, and Saturday and Sunday, providing additional access to Los Altos Park. Two bus stops north along Lomas, and one bus stop east on Eubank directly border the park. As a conservative approach for this traffic study, no reduction or adjustment will be made to the trip generation rates in accordance with alternate modes of travel.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following driveways and intersections:

- Eubank Boulevard & Lomas Boulevard (existing signalized intersection)
- Lomas Boulevard & Easterday Drive (existing signalized intersection)
- Lomas Boulevard & Skate Park Entrance (existing two-way stop-controlled intersection)
- Lomas Boulevard & Park Entrance (existing two-way stop-controlled intersection)
- Lomas Boulevard & Parking Lot (existing right in/right out intersection)
- Eubank Boulevard & Sonic Park Entrance (existing two-way stop-controlled intersection)
- Eubank Boulevard & I-40 WB Ramp (existing signalized intersection)
- Eubank Boulevards & I-40 EB Ramp (existing signalized intersection)

B. SITE ACCESSIBILITY

Since this park is being redeveloped and some facilities are remaining in place at the park, a discussion of existing and proposed site accessibility is needed.

Existing vehicle access points exist around the park today and several will remain in place as the redevelopment occurs. Existing entrances occur at the skate park parking lot (Skate Park), the entrance on Lomas where the Garden Center is located (Park Entrance), the parking lot off Lomas just to the west of Eubank (Parking Lot), and the parking lot off Eubank just south of Sonic (Sonic Park Entrance). All these existing entrances are to remain as part of the redevelopment.

An additional entrance is proposed for the park that will tie all these parking lots together with a roadway inside the park. This entrance will tie into the south leg of the existing intersection of Lomas and Easterday.

All the access points are shown and labeled in Figure 2.

C. DATA SOURCES

The data used in this report consist of the traffic counts collected for this project by Cleland Counts, information provided by the client on Los Altos Park, aerial photography, and mapping from Google Earth®.

IV. ANALYSIS OF EXISTING CONDITIONS

A. BACKGROUND

Roadway functional classification is updated approximately every four years following the census schedule. The classification update process involves local governments, New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA).

Lomas Boulevard is classified as a principal arterial according to the most recent NMDOT roadway functional classification map for the Albuquerque MPO. The posted speed limit is 40 miles per hour (MPH). According to data provided by the NMDOT Traffic Monitoring Bureau, in 2022, Lomas Boulevard had an annual average daily traffic volume of 17,023 vehicles per day (vpd) in the vicinity of the site.

Eubank Boulevard is classified as a principal arterial according to the most recent NMDOT roadway functional classification map for the Albuquerque MPO. The posted speed limit is 40 miles per hour (MPH). According to data provided by the NMDOT Traffic Monitoring Bureau, in 2022, Eubank Boulevard had an annual average daily traffic volume of 38,048 vehicles per day (vpd) in the vicinity of the site.

The I-40 WB Ramps are classified as interstate according to the most recent NMDOT roadway functional classification map for the Albuquerque MPO. The posted speed limit is 65 miles per hour (MPH). According to data provided by the NMDOT Traffic Monitoring Bureau, in 2022, the I-40 WB Ramps had an annual average daily traffic volume of 3,824 vehicles on the on-ramp and 16,274 vehicles on the off-ramp per day (vpd) in the vicinity of the site.

The I-40 EB Ramps are classified as interstate according to the most recent NMDOT roadway functional classification map for the Albuquerque MPO. The posted speed limit is 65 miles per hour (MPH). According to data provided by the NMDOT Traffic Monitoring Bureau, in 2022, the I-40 EB Ramps had an annual average daily traffic volume of 17,093 vehicles on the on-ramp and 4,349 vehicles on the off-ramp per day (vpd) in the vicinity of the site.

B. EXISTING TRAFFIC CONDITIONS

Existing (2023) traffic data for the intersections was collected by Cleland Counts on March 28, 29, and April 6, 2023, during a 6-hour period, highlighting usual morning and evening peak times. The traffic counts determined the peak hours to be from 7:15 AM – 8:15

AM and from 4:30 PM – 5:30 PM. These counts included turning movement volumes and percentage of heavy vehicles.

During traffic counting, the intersection of Lomas & Parking Lot, as well as Eubank & Sonic Park Entrance were closed due to the construction activities that are currently being done for phase 1 improvements. These intersections were excluded from the counts and included as trip generation since these are parking lots that are specifically for the park. These two intersections will not be analyzed as part of the existing analysis and will only be included in the build scenario.

A summary of the existing traffic volumes is shown in Figure 3 and the extensive traffic counts are included in Appendix A. All signalized intersections utilized the City of Albuquerque signal timing with coordination at those intersections along Eubank. These signal timing sheets can also be seen in Appendix A.

C. EXISTING LEVELS OF SERVICE

The 11th Edition of the *Highway Capacity Manual* (HCM) defines Level of Service (LOS) for signalized and unsignalized intersections as follows:

Table 1 – LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop.	<10	<10
B	Some vehicles stop.	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop.	>20 and <35	>15 and <25
D	Many vehicles stop.	>35 and <55	>25 and <35
E	Limit of acceptable delay.	>55 and <80	>35 and <50
F	Unacceptable delay.	>80	>50

Existing intersection traffic volumes were analyzed using HCS2023 software that uses the unsignalized intersection methodology from the 11th Edition of the HCM. Intersection output for the existing conditions analysis is included in Appendix B.

The analysis finds that while most intersections under existing (2023) traffic volumes operate at on overall acceptable conditions, the signalized intersection of Eubank & I-40 EB Ramps experiences individual movement failure in both the AM and PM peak hour. The Eubank & I-40 WB Ramps also experiences an overall LOS C in the AM and LOS D in the PM peak hours, with individual movements of LOS F in the AM peak hour and LOS E in the PM peak hour.

The Eubank & I-40 WB Ramp experience a LOS F movement for the shared westbound through/right lane movement in the AM peak hour and an LOS E in the PM peak hour. This movement although LOS F and LOS E, the v/c ratio for these movements are under 1 which indicates that this movement is operating within capacity, even though right turn on red vehicles were not accounted for in this analysis.

The Eubank & I-40 EB Ramp operates at an overall LOS C in the AM peak hour and LOS E in the PM peak hour. The AM peak hour includes all eastbound movements that operate at LOS E although the v/c ratio is less than 1 indicating the movement is not over capacity. In the PM peak hour, the eastbound movements all operate at LOS F and the v/c ratio is greater than 1 indicating this movement is over capacity.

Since right turning vehicles take advantage of right turn on red (RTOR) at both off ramps from I-40, another analysis was completed with an assumed 15% of the right turn volumes turning right on red westbound through this intersection. This assumption was based on the volume of vehicles on Eubank and the calculated headway. Based on this calculation, a conservative 15% right turn on red was used.

With this update the Eubank & I-40 WB Ramp experienced an overall LOS B in both the AM and PM peak hours. The westbound left movement operates at LOS E in the AM peak hour and the westbound through/right movement operates at LOS E in the PM peak hour at this intersection. The v/c ratio for these movements remains below 1 in this scenario which indicates that this movement is operating within the capacity of this movement.

The Eubank & I-40 EB Ramp including right turn on reds operated at an overall LOS C in the AM peak hour and LOS D in the PM peak hour. The eastbound left movement operates at LOS E in the AM peak hour and LOS F in the PM peak hour. The other eastbound movements also operate at LOS E in the PM peak hour. The eastbound left remains with a v/c ratio greater than 1 indicating this movement is still over capacity with right turn on red included.

The intersections of Lomas & Parking Lot, and Eubank & Sonic Park Entrance have been excluded from the existing analysis, as the driveways were closed at the time of traffic data collection due to construction activities for Phase 1 of the Los Altos Park.

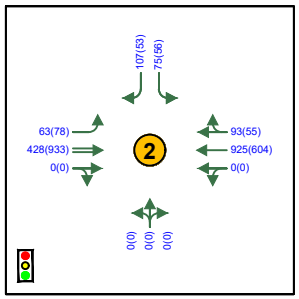
The unsignalized summary is found in Table 2 and the signalized summary of results is shown in Table 3.

Table 2 – 2023 Existing Unsignalized Intersection Results								
	2023 AM Peak				2023 PM Peak			
Intersection/Movement	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Lomas & Skate Park	20.4	-	-	C	17.2	-	-	C
Eastbound Left	16.2	0.00	0	C	11.6	0.01	0	B
Westbound Left	10.8	0.00	0	B	14.5	0.02	0	B
Northbound Movement	20.4	0.01	0	C	17.2	0.04	25	C
Southbound Movement	-	-	-	-	15.2	0.01	0	C
Lomas & Park Entrance	15.9	-	-	C	18.1	-	-	C
Eastbound Left/Through	16.1	0.00	0	C	11.1	0.01	0	B
Westbound Left	11.2	0.01	0	B	14.7	0.11	25	B
Northbound Movement	15.9	0.04	25	C	18.1	0.06	25	C
Southbound Movement	-	-	-	-	17.6	0.01	0	C
* – HCM 95th percentile queue rounded to next 25-foot increment								

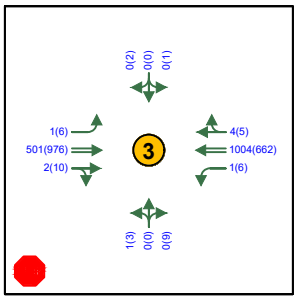
Table 3 – 2023 Existing Signalized Intersection Results						
	2023 AM Peak			2023 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS
Eubank & Lomas	28.4	0.827	C	31.7	0.844	C*
Lomas & Easterday	5.9	0.450	A	4.6	0.260	A
Eubank & I-40 WB Ramp	23.6	0.894	C**	20.8	0.919	C*
Eubank & I-40 WB Ramp RTOR	18.9	0.865	B*	18.8	0.920	B*
Eubank & I-40 EB Ramp	28.5	0.924	C*	61.9	1.064	E**
Eubank & I-40 EB Ramp RTOR	24.2	0.917	C*	42.9	1.013	D**
* - Individual movements at this intersection experience LOS E ** - Individual movements at this intersection experience LOS F						

LEGEND

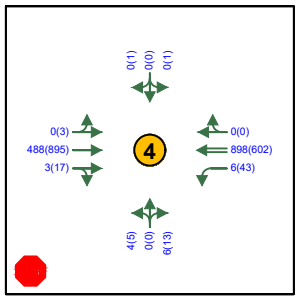
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



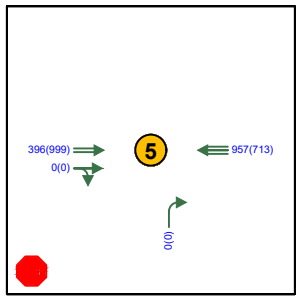
LOMAS / EASTERDAY



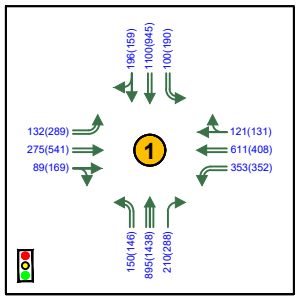
LOMAS / SKATE PARK



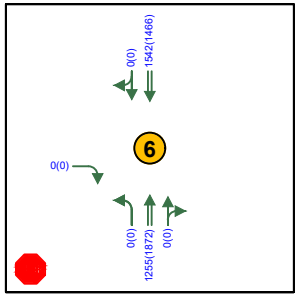
LOMAS / PARK ENTRANCE



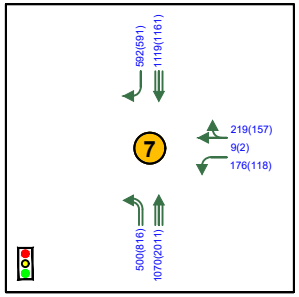
LOMAS / PARKING LOT



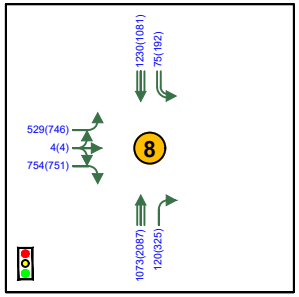
EUBANK / LOMAS



EUBANK / SONIC PARK ENTRANCE



EUBANK / I-40 WB RAMP



EUBANK / I-40 EB RAMP

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LOS ALTOS PARK
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FIGURE 3
2023 EXISTING TRAFFIC VOLUMES

V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips were assumed in this analysis.
- **Diverted Linked Trips** – These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in with the primary trips.

The Institute of Transportation Engineers Trip Generation Manual, 11th Edition was used to estimate the trips generated by the site. The estimated trips to be generated by the site is shown in Table 4 below.

Table 4 – Trip Generation							
Land Use	**Size**	**ITE Land Use Type Assumed**	**Daily**	**AM Enter**	**AM Exit**	**PM Enter**	**PM Exit**
Recreation	24.11	Public Park – 411	104	0	0	24	13
Recreation	5	Soccer Complex (Baseball) - 488	357	3	2	105	69
	Existing	Skate Park	given	N/A	N/A	N/A	N/A
	Existing	Community Swimming Pool	given	N/A	N/A	N/A	N/A
	Existing	Children's Playgrounds	N/A	N/A	N/A	N/A	N/A
	Existing	Garden Center	N/A	N/A	N/A	N/A	N/A
	Existing	BMX / Pump Track – Outside TIA	23	0	0	15	8
Total			**461**	**3**	**2**	**144**	**90**

As shown in Table 4, the total projected public park development is expected to generate a total of 461 vehicles daily, with 3 of those vehicles entering the site during the morning peak hour, and 2 vehicles exiting during this peak hour. 144 Vehicles are expected to enter the park during evening peak hours, and 90 are expected to be leaving the park during this peak hour. Due to the network of roads that are proposed in Los Altos Park the combined trip generation is distributed throughout the park by parking availability and proximity to the land use type that the user is accessing.

The majority of Los Altos is to generate traffic as a general use public park, bringing in a total of 104 vehicles daily. 24 Vehicles are expected to enter the park during the evening peak hour, and 13 are expected to be leaving the park during this peak hour.

The next largest land use of the park is associated with the baseball fields. As ITE does not have a specific trip generation related to baseball fields, a similar generation rate was used for soccer complex. As a soccer team has a similar number of players as a baseball team with similar spectator representation, this assumption was reviewed with the City of Albuquerque and approved for use. The baseball fields will generate a total of 357 vehicles daily, with 3 of those vehicles entering the site during the morning peak hour, and 2 vehicles exiting during this period. In the evening peak hour 105 vehicles are expected to enter the park development , and 69 are expected to be leaving the park during this period.

The Skate Park is an existing fixture within Los Altos Park, and as such traffic generated by this land use is incorporated within the existing traffic counts to the site.

The Community Swimming Pool is an existing fixture within Los Altos Park, and as such traffic generated by this land use is incorporated within the existing traffic counts to the site.

The Children's Playground is not expected to generate vehicular trips to the area, especially during any peak hour. Public Park playgrounds are primarily utilized by local residents within neighboring community, who would more likely walk to the site, as opposed to driving. As such, no additional trips are assumed generated by this land use during the peak hour.

The existing Garden Center was open when traffic counts were gathered for this redevelopment. The Garden Center is also only open from 9:30 AM to 2:30 PM, outside the peak hours of the adjacent roadways. As such, no additional peak hour trips are associated with the garden center facility.

The BMX / Pump Track generated trips are pulled from a similar traffic study performed in California that was completed by Hexagon Transportation Consultants, Inc. This study outlined data that was collected by several communities that had pump tracks located in their locale. Out of these facilities the average usage a pump track was between 5 and 15 people during a peak usage time during the PM peak hour. For this study, the maximum was used as a conservative approach for the PM peak scenario generation. A total of 15 trips are assumed based on each user arriving in their personal vehicle during the PM peak hour entering the site, while 8 vehicles are assumed leaving the site.

2. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment for this project was determined utilizing the number of proposed parking spaces per land use zone (baseball fields, playgrounds, pool, etc.) of the proposed Los Altos Park. Dividing each zone by the total number of parking spaces and assigning that distribution percentage to the nearest access point of the park. The intersection of Lomas & Eubank, and Lomas and Easterday were used to determine the travel patterns of the trip generated vehicles.

Final trip distribution percentages were developed as 22% of vehicles originating from the West, on Lomas Boulevard. 39% of vehicles will originate from the East, on Lomas Boulevard. 20% of vehicles will originate from the North, on Eubank Boulevard. 15% will originate along I-40 eastbound and 4% will originate along I-40 westbound.

The development of the trip distribution are included in Appendix C and trip distribution percentages can be seen in Figure 4 with actual trip volume assignments in Figure 5.

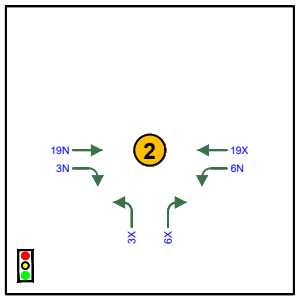
3. TRAFFIC PROJECTIONS

The NMDOT Transportation Data Management System (TIMS) data over the past 13 years shows an average negative growth rate for Lomas Avenue in the project area. As a

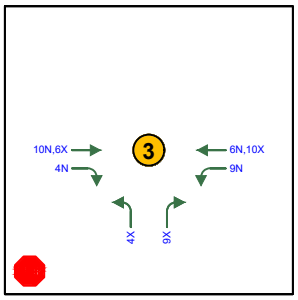
conservative approach for traffic growth, a 2% growth rate for these sections of Lomas and Eubank was used to represent future background growth. This growth rate was applied to the traffic counts to estimate the 2025 No Build traffic volumes.

LEGEND

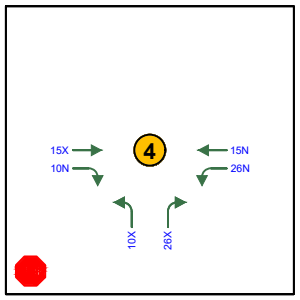
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) Trip Assignment Percentages
- N Entering
- X Exiting



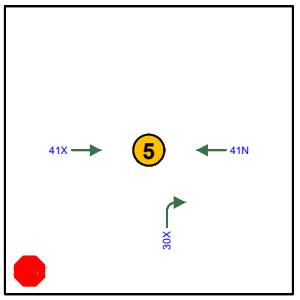
LOMAS / EASTERDAY



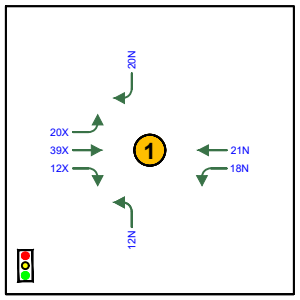
LOMAS / SKATE PARK



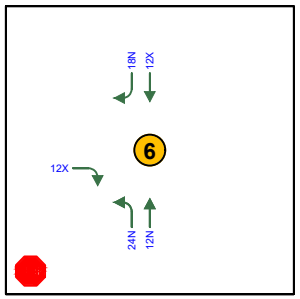
LOMAS / PARK ENTRANCE



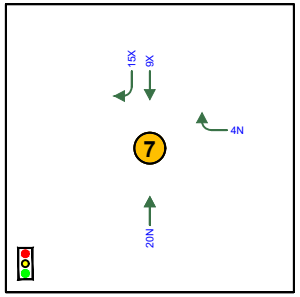
LOMAS / PARKING LOT



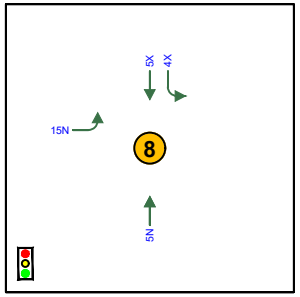
EUBANK / LOMAS



EUBANK / SONIC PARK ENTRANCE



EUBANK / I-40 WB RAMP



EUBANK / I-40 EB RAMP

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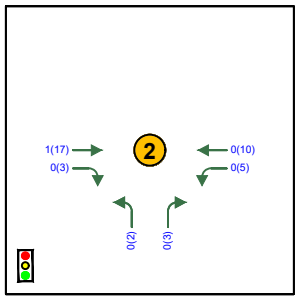
SITE TRAFFIC ANALYSIS

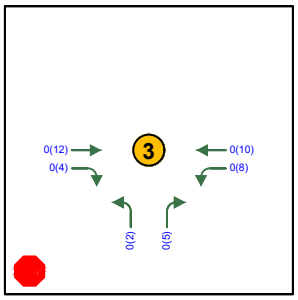
FIGURE 4
TRIP DISTRIBUTION PERCENTAGES

LEGEND

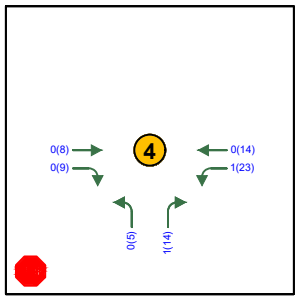
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts



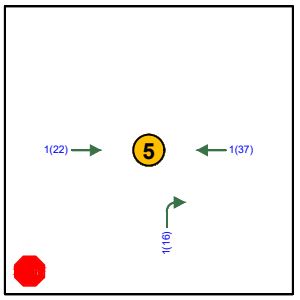
LOMAS / EASTERDAY



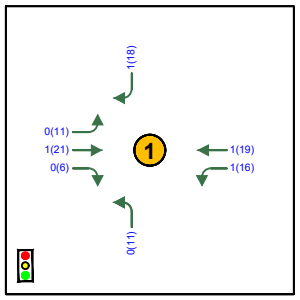
LOMAS / SKATE PARK



LOMAS / PARK ENTRANCE



LOMAS / PARKING LOT



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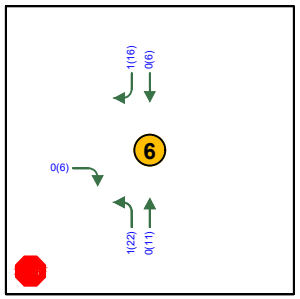
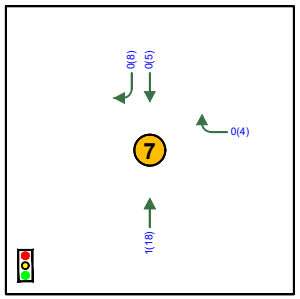
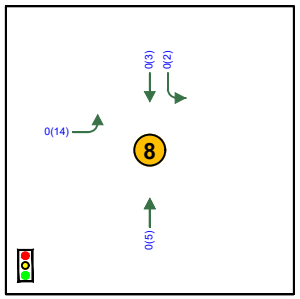


EUBANK / SONIC PARK ENTRANCE



EUBANK / I-40 WB RAMP



EUBANK / I-40 EB RAMP

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FIGURE 5
TRIP ASSIGNMENT VOLUMES

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VI. TRAFFIC AND IMPROVEMENT ANALYSIS

The following section will discuss the results of 2025 buildout year traffic analysis. Each analysis was completed using HCS2023 Software which utilizes the latest version of the Highway Capacity Manual procedures.

The No Build analysis adds the background growth discussed previously to the existing traffic counts with no addition of the proposed redevelopment of the park completed.

A. LEVEL OF SERVICE ANALYSIS

1. 2025 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2025 No Build scenario was analyzed by adding the background growth onto the existing traffic data to create the projected 2025 No build traffic volumes. The volumes associated with the 2025 No Build are shown in Figure 6 with full HCS2023 output included in Appendix D.

The 2025 No Build scenario experiences similar operational conditions for unsignalized intersections with all unsignalized intersections operating no worse than LOS C. The signalized intersections continue to have operational challenges in the No build scenario. A summary of the unsignalized operations is shown in Table 5 and signalized is shown in Table 6.

The Eubank & I-40 WB Ramp experience an overall LOS C in both AM and PM peak hours. The westbound through/right movement will continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. This movement, although LOS F and LOS E, the v/c ratio for these movements are under 1 which indicates that this movement is operating within capacity, even though right turn on red vehicles were not accounted for in this analysis.

The Eubank & I-40 EB Ramp operates at an overall LOS C in the AM peak hour and LOS E in the PM peak hour. The AM peak hour includes all eastbound movements that operate at LOS E although the v/c ratio is less than 1 indicating the movement is not over capacity. However, in the PM peak hour the eastbound movements all operate at LOS F and the v/c ratio is greater than 1 indicating this movement is over capacity.

Again, the signalized intersections with the I-40 ramps were run to include a percentage of vehicles utilizing a right turn on red. The same percentage as existing conditions remained in place in this analysis.

With this update the Eubank & I-40 WB Ramp experienced an overall LOS B in both the AM and PM peak hours. The westbound left movement operates at LOS E in the AM peak hour and the westbound through/right movement operates at LOS E in the PM peak hour at this intersection. The v/c ratio for these movements remains below 1 in this scenario which indicates that this movement is operating within the capacity of this movement.

The Eubank & I-40 EB Ramp including right turn on reds operated at an overall LOS C in the AM peak hour and LOS D in the PM peak hour. The eastbound left movement operates at LOS E in the AM peak hour and LOS F in the PM peak hour. The other eastbound movements also operate at LOS F in the PM peak hour. The eastbound left remains with a v/c ratio greater than 1 indicating this movement is still over capacity with right turn on red included.

The intersections of Lomas & Parking Lot, and Eubank & Sonic Park Entrance remain excluded from this scenario since these driveways were closed at the time of traffic data collection due to construction activities for Phase 1 of the Los Altos Park.

Table 5 – 2025 No Build Unsignalized Intersection Results

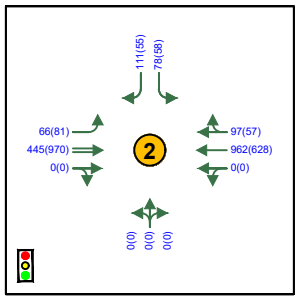
Intersection/Movement	2025 AM Peak				2025 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Lomas & Skate Park	21.3	-	-	C	15.6	-	-	C
Eastbound Left	16.8	0	0	C	11.8	0.01	0	B
Westbound Left	11.0	0	0	B	14.9	0.02	25	B
Northbound Movement	21.3	25	0	C	17.9	0.04	25	C
Southbound Movement	-	-	-	-	15.6	0.01	0	C
Lomas & Park Entrance	16.4	-	-	C	18.6	-	-	C
Eastbound Left/Through	16.7	0	0	C	11.2	0.00	0	B
Westbound Left	11.4	25	0	B	15.3	0.12	25	C
Northbound Movement	16.4	25	25	C	18.6	0.07	25	C
Southbound Movement	-	-	-	-	18.3	0.01	0	C

* – HCM 95th percentile queue rounded to next 25-foot increment

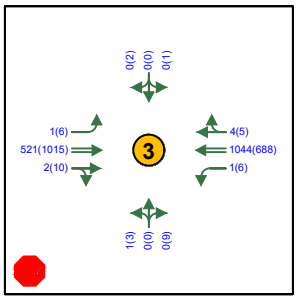
Table 6 – 2025 No Build Signalized Intersection Results						
	2025 AM Peak			2025 PM Peak		
Intersection/Movement	Delay	v/c	LOS	Delay	v/c	LOS
Eubank & Lomas	26.8	0.801	C	28.5	0.801	C
Lomas & Easterday	5.9	0.464	A	4.6	0.266	A
Eubank & I-40 WB Ramp	26.1	0.915	C**	22.0	0.921	C*
Eubank & I-40 WB Ramp RTOR	19.8	0.869	B*	19.7	0.921	B*
Eubank & I-40 EB Ramp	30.0	0.934	C*	78.9	1.106	E**
Eubank & I-40 EB Ramp RTOR	25.1	0.924	C*	53.2	1.053	D**
* - Individual movements at this intersection experience LOS E ** - Individual movements at this intersection experience LOS F						

LEGEND

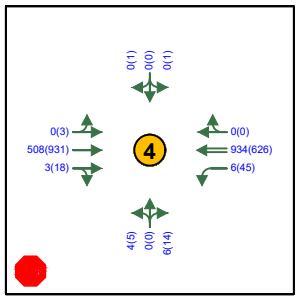
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



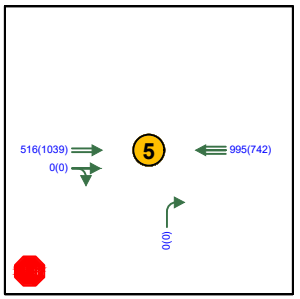
LOMAS / EASTERDAY



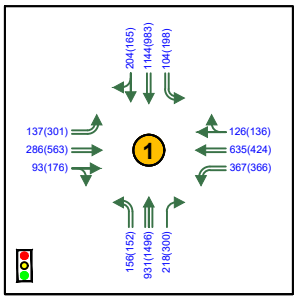
LOMAS / SKATE PARK



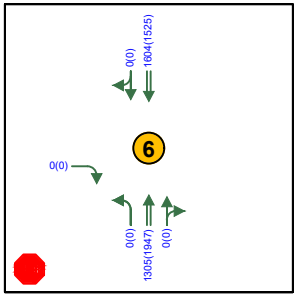
LOMAS / PARK ENTRANCE



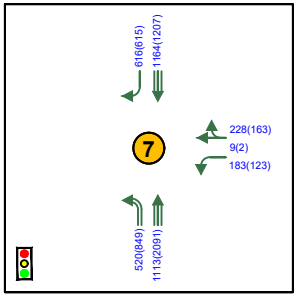
LOMAS / PARKING LOT



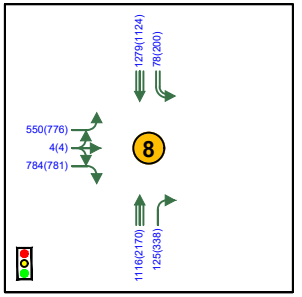
EUBANK / LOMAS



EUBANK / SONIC PARK ENTRANCE



EUBANK / I-40 WB RAMP



EUBANK / I-40 EB RAMP

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FIGURE 6
2025 NO BUILD TRAFFIC VOLUMES

2. 2025 BUILD INTERSECTION CAPACITY ANALYSIS

The 2025 Build scenario introduces the Los Altos Park redevelopment and opening of all the access points associated with the development. The trips generated by this development, as shown in Table 4, were assigned to the intersections using the trip assignments.

Figure 7 shows a compilation of the 2025 Build peak hour volumes and lane geometry. Individual HCS2023 intersection output is included in Appendix E. A summary of the results for unsignalized intersections is shown in Table 7 and a signalized summary is shown in Table 8.

In this scenario, the unsignalized intersections remain at LOS C or above for both AM and PM peak hours. The signalized intersections continue to see some operational issues, especially at the I-40 ramps on Eubank with the additional trips generated by the park.

The Eubank & I-40 WB Ramp experience an overall LOS C in both AM and PM peak hours. The westbound through/right movement will continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. This movement, although LOS F and LOS E, the v/c ratio for these movements are under 1 which indicates that this movement is operating within capacity, even though right turn on red vehicles were not accounted for in this analysis.

The Eubank & I-40 EB Ramp operates at an overall LOS C in the AM peak hour and LOS F in the PM peak hour. The AM peak hour includes all eastbound movements that operate at LOS E although the v/c ratio is less than 1 indicating the movement is not over capacity. However, in the PM peak hour the eastbound movements all operate at LOS F and the v/c ratio is greater than 1 indicating this movement is over capacity.

Again, the signalized intersections with the I-40 ramps were run to include a percentage of vehicles utilizing a right turn on red. The same percentage as existing conditions remained in place in this analysis.

With this update the Eubank & I-40 WB Ramp experienced an overall LOS B in both the AM and PM peak hours. The westbound left movement operates at LOS E in the AM peak hour and the westbound through/right movement operates at LOS E in the PM peak hour at this intersection. The v/c ratio for these movements remains below 1 in this scenario which indicates that this movement is operating within the capacity of this movement.

The Eubank & I-40 EB Ramp including right turn on reds operated at an overall LOS C in the AM peak hour and LOS E in the PM peak hour. The eastbound left movement

operates at LOS E in the AM peak hour. All movements in the eastbound direction remain at LOS F in this scenario. The eastbound left remains with a v/c ratio greater than 1 indicating this movement is still over capacity with right turn on red included. The eastbound through and eastbound right are approaching capacity as v/c is 0.981 and 0.965, respectively.

Table 7 – 2025 Build Unsignalized Intersection Results

Intersection/Movement	2025 AM Peak				2025 PM Peak			
	Delay	v/c	Queue* (ft)	LOS	Delay	v/c	Queue* (ft)	LOS
Lomas & Skate Park	21.3	-	-	C	19.1	-	-	C
Eastbound Left	16.8	0.00	0	C	11.8	0.01	0	B
Westbound Left	11.0	0.00	0	B	15.4	0.04	25	C
Northbound Movement	21.3	0.01	0	C	19.1	0.07	25	C
Southbound Movement	-	-	-	-	16.2	0.01	0	C
Lomas & Park Entrance	16.1	-	-	C	22.3	-	-	C
Eastbound Left/Through	16.7	0.00	0	C	11.4	0.01	0	B
Westbound Left	11.4	0.02	0	B	16.3	0.18	25	C
Northbound Movement	16.1	0.04	25	C	22.3	0.16	25	C
Southbound Movement	-	-	-	-	20.9	0.01	0	C
Lomas & Parking Lot	10.9	-	-	B	14.6	-	-	B
Northbound Right	10.9	0.00	0	B	14.6	0.04	25	B
Eubank & Sonic Park Entrance	0.0	-	-	A	19.0	-	-	C
Eastbound Right	19.4	0.00	0	C	19.0	0.02	25	C
Northbound Left	26.8	0.01	0	D	28.2	0.13	25	D

* – HCM 95th percentile queue rounded to next 25-foot increment

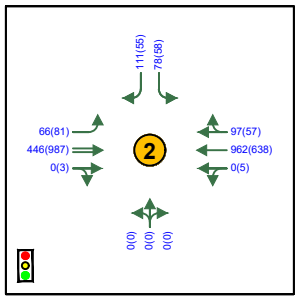
Table 8 – 2025 Build Signalized Intersection Results

Intersection/Movement	2025 AM Peak			2025 PM Peak		
	Delay	v/c	LOS	Delay	v/c	LOS
Eubank & Lomas	26.9	0.802	C	29.2	0.811	C
Lomas & Easterday	5.9	0.464	A	4.8	0.261	A
Eubank & I-40 WB Ramp	26.1	0.916	C**	22.4	0.921	C*
Eubank & I-40 WB Ramp RTOR	19.8	0.869	B*	19.6	0.921	B*
Eubank & I-40 EB Ramp	30.1	0.934	C*	82.7	1.106	F**
Eubank & I-40 EB Ramp RTOR	25.1	0.926	C*	56.7	1.071	E**

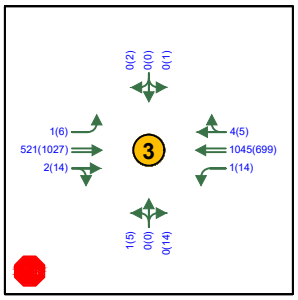
* - Individual movements at this intersection experience LOS E
** - Individual movements at this intersection experience LOS F

LEGEND

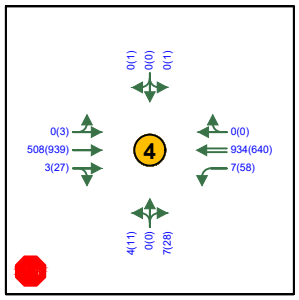
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



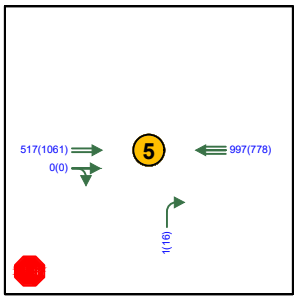
LOMAS / EASTERDAY



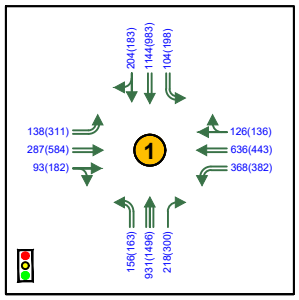
LOMAS / SKATE PARK



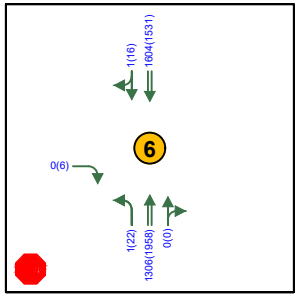
LOMAS / PARK ENTRANCE



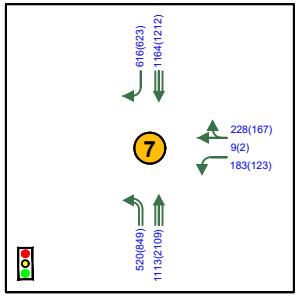
LOMAS / PARKING LOT



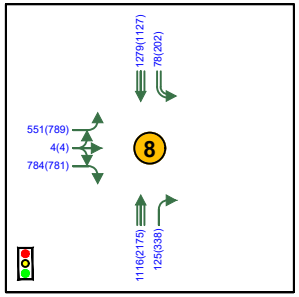
EUBANK / LOMAS



EUBANK / SONIC PARK ENTRANCE



EUBANK / I-40 WB RAMP



EUBANK / I-40 EB RAMP

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FIGURE 7
2025 BUILD TRAFFIC VOLUMES

B. DECELERATION LANE ANALYSIS

Implementation of the build scenario redevelopment to the Los Altos Park requires examination of the access points to determine if these access points require deceleration and acceleration lanes entering and leaving the site. These lanes were verified against the requirements based on the City of Albuquerque's Design Process Manual (DPM), whose criteria can be found in Appendix F.

The existing driveways into Los Altos Park were compared against the requirements stated within the DPM to determine if each driveways needs deceleration lanes or if the turning lanes are warranted based on the City of Albuquerque's guidelines. As Lomas and Eubank both have 40 MPH speed limits, the criteria for 30-40 MPH was used. The guidance states that for a left turn lane, the turning volume per hour should meet or exceed 40 and for a right turn lane, the turning volume per hour should meet or exceed 50. The only intersection to meet the requirements highlighted in the DPM is the Lomas & Park Entrance on the left turn deceleration lane, as it met the volume required to warrant a turning lane per the 40 MPH posted speed on Lomas. All other driveways into Los Altos Park do not warrant turning lanes into the site, as they do not meet the volume requirements as specified in the DPM per the posted road speed.

The existing access points at Lomas & Skate Park, Lomas & Park Entrance, and Eubank & Sonic Entrance each have a left turn deceleration lane in existing conditions. All existing left turning deceleration lanes into the park meet the storage and taper length requirements per the DPM, even if they do not meet the DPM warrant initially.

The intersection of Lomas & Park Entrance experiences 68 vehicles making a westbound left turn during the PM Peak, meeting the requirements as specified in DPM Table 7.4.67 Turn Lane Warrants. With a lane length of 75' and a transition of similar length, the left turn bay meets the storage and transition length requirements as specified in DPM Table 7.4.70.

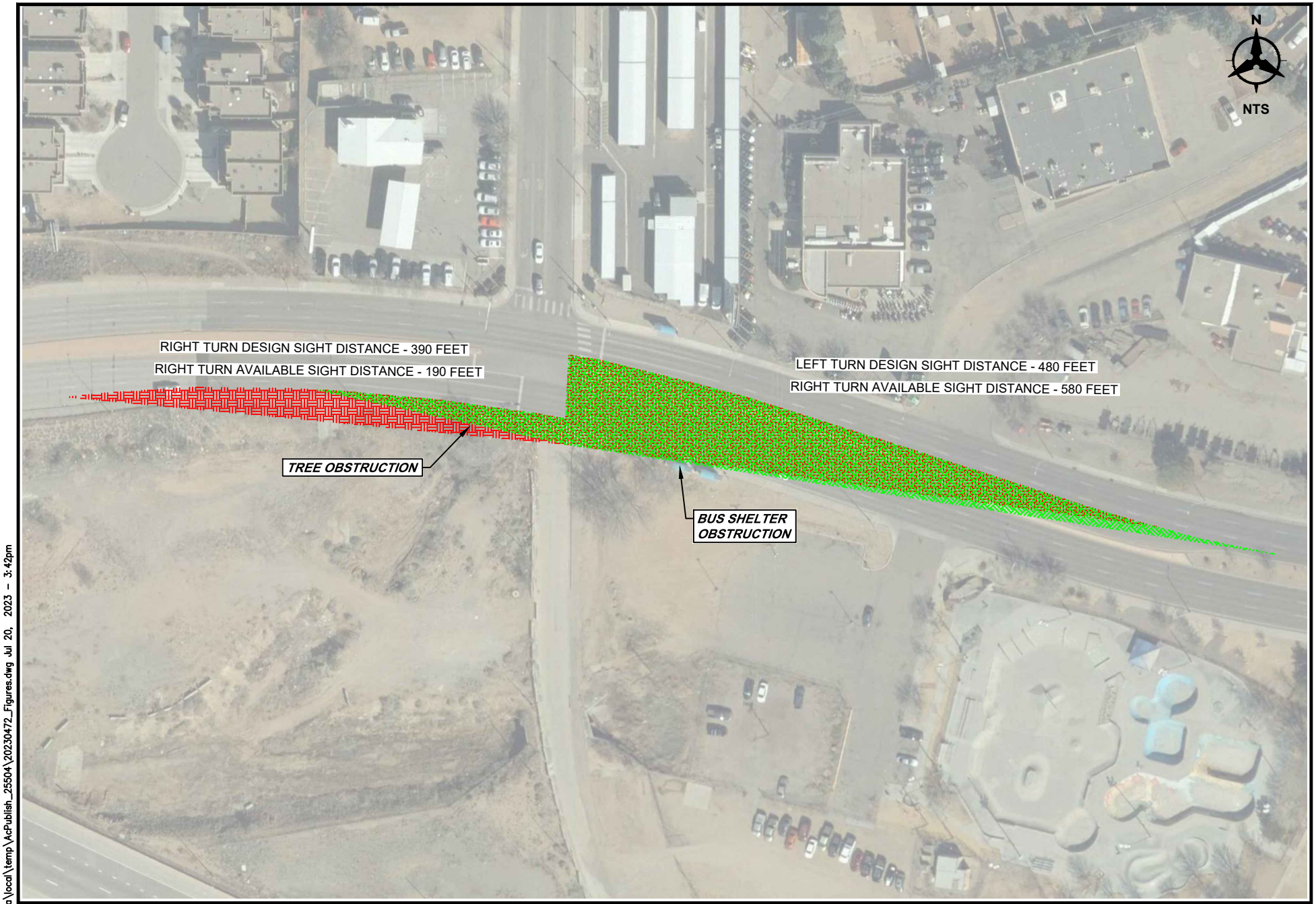
The intersection of Lomas and Easterday does not have a westbound left turning deceleration lane at the intersection, and due to the operations of the signal it is recommended to add this lane so that the left turning vehicles are allowable at this location. A left turn lane at this location will make this movement have a safer queuing location and help with sight distance issues that would be present if this lane was not installed. The westbound left turn lane includes a small availability of 75 feet in length due to the left turn lane from Lomas into several businesses and later connecting to the residential community

north of Lomas. This area currently includes an existing raised median which would need to be reconstructed to allow this new westbound left turning lane. This should be built to follow the City of Albuquerque DPM Table 7.4.70.

The right turn eastbound movement at the intersection of Lomas & Easterday does not meet the volume requirements for a deceleration lane according to the DPM, however will still require reconstruction of the curb return at this location for park access.

Concerns over the northbound traffic on Lomas & Easterday claims it suffers from reduced visibility to the west leg, due to this section of Lomas acting as an overpass to I-40, and to existing trees obstructing visibility of the road. Table 7.4.65 in the DPM contains minimum Intersection site distances which clarified that the minimum site distance for left turns is 480 feet, while for right turns it is 390 feet for this intersection. While the vertical height with the overpass does not interfere with traffic visibility along the Lomas overpass, the horizontal curve warrants closer inspection. According to Figure 8, the northbound leg meets the sight distance requirements for left turns but does not meet the sight distance requirements for right turns, due to the existing tree obstruction. Since this area is being reconstructed as part of the park redevelopment, this tree will be removed, although other trees may be planted in this area. The park is required to meet this site distance with any trees or shrubs that they plant that may block the site distance of seeing traffic coming eastbound on Lomas.

At Lomas and Easterday, the construction of the northbound park entrance and exit will require a new traffic signal at this intersection to meet MUTCD guidance. This signal is very old and since several of the legs of this intersection will have modifications it is required to update this traffic signal to the latest MUTCD criteria.



Bohannan Huston
www.bhinc.com 800.877.5332

LOS ALTOS PARK
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 8
MINIMUM INTERSECTION SITE DISTANCE AT LOMAS & EASTERDAY

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VII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The majority of intersections mentioned in this traffic study pertaining to the Los Altos Park public development meet the overall acceptable level of service set forth by the city of Albuquerque, save for the interchange ramps of I-40 intersecting with Eubank. Eubank & the I-40 ramps operate at failing conditions in the existing (2023) conditions, and as such are not the result of the Los Altos Park redevelopment. Any needed improvements at these intersections should not be the responsibility of the developer for the park.

Implementation of the Los Altos Park will not have a significant effect on the serviceability of adjacent intersections or roadways in the study area.

B. RECOMMENDATIONS

- Dedicated westbound left turn lane should be constructed at the intersection of Lomas and Easterday. This lane should be 75 feet in length and include a back-to-back 300 – 150 reverse curve. The existing raised median at this location will need to be rebuilt to accommodate the turning lane.
- The northbound approach to the Lomas and Easterday intersection should be a single lane for all movements.
- The signal at the intersection of Lomas and Easterday should be constructed new to allow proper signals for the northbound approach to the intersection. Signal operations should continue to operate as permissive for all directions of the intersection.
- Although an eastbound dedicated right turn lane is not required at this location, the curb returns on the south leg of the Lomas and Easterday intersection should be reconstructed for this park entrance.
- The tree obstruction on southwest of the Lomas and Easterday intersection should be cleared to meet intersection sight distance requirements of northbound right turning traffic.
- Any improvements should be designed to satisfy the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Transportation Officials (AASHTO), and City of Albuquerque design standards.

APPENDIX A:
EXISTING TRAFFIC DATA – TRAFFIC COUNTS

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Eubank Blvd. and I-40 EB Ramp
Site Code : 04062023
Start Date : 4/6/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	I-40 Eastbound Off Ramp Eastbound						Westbound			Eubank Blvd. Northbound					Eubank Blvd. Southbound					
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Int. Total
07:00 AM	53	1	223	0	0	277	0	0	0	182	17	0	1	200	9	194	0	0	203	680
07:15 AM	90	0	231	0	0	321	0	0	0	239	32	1	0	272	9	233	0	0	242	835
07:30 AM	114	0	232	0	0	346	0	0	0	266	29	0	0	295	22	247	0	0	269	910
07:45 AM	147	1	196	0	0	344	0	1	1	289	32	0	0	321	17	339	0	0	356	1022
Total	404	2	882	0	0	1288	0	1	1	976	110	1	1	1088	57	1013	0	0	1070	3447
08:00 AM	142	2	185	0	0	329	0	0	0	258	22	0	0	280	15	331	0	0	346	955
08:15 AM	109	1	186	0	0	296	0	0	0	249	31	1	1	282	27	285	0	0	312	890
08:30 AM	131	0	187	0	0	318	0	0	0	277	35	0	0	312	16	275	0	0	291	921
08:45 AM	101	1	166	0	0	268	0	0	0	269	27	0	0	296	16	252	0	1	269	833
Total	483	4	724	0	0	1211	0	0	0	1053	115	1	1	1170	74	1143	0	1	1218	3599
*** BREAK ***																				
04:00 PM	164	1	173	0	0	338	0	0	0	507	66	0	2	575	43	241	0	0	284	1197
04:15 PM	190	1	155	0	0	346	0	0	0	577	63	0	2	642	48	242	1	1	292	1280
04:30 PM	194	2	170	0	0	366	0	0	0	504	67	1	1	573	47	245	0	0	292	1231
04:45 PM	176	2	181	0	0	359	0	0	0	541	85	0	2	628	31	271	0	1	303	1290
Total	724	6	679	0	0	1409	0	0	0	2129	281	1	7	2418	169	999	1	2	1171	4998
05:00 PM	201	0	226	0	0	427	0	0	0	492	80	1	5	578	50	246	0	0	296	1301
05:15 PM	180	2	171	0	0	353	0	0	0	540	77	0	2	619	54	308	0	2	364	1336
05:30 PM	189	0	173	0	0	362	0	0	0	514	83	0	0	597	57	256	0	0	313	1272
05:45 PM	155	2	167	0	0	324	0	0	0	565	77	1	0	643	38	234	0	0	272	1239
Total	725	4	737	0	0	1466	0	0	0	2111	317	2	7	2437	199	1044	0	2	1245	5148
Grand Total	2336	16	3022	0	0	5374	0	1	1	6269	823	5	16	7113	499	4199	1	5	4704	17192
Apprch %	43.5	0.3	56.2	0	0		0	100		88.1	11.6	0.1	0.2		10.6	89.3	0	0.1		
Total %	13.6	0.1	17.6	0	0	31.3	0	0	0	36.5	4.8	0	0.1	41.4	2.9	24.4	0	0	27.4	
Cars	2322	16	3001	0	0	5339	0	1	1	6226	823	5	16	7070	496	4183	1	5	4685	17095
% Cars	99.4	100	99.3	0	0	99.3	0	100	100	99.3	100	100	100	99.4	99.4	99.6	100	100	99.6	99.4
Trucks	9	0	16	0	0	25	0	0	0	23	0	0	0	23	1	5	0	0	6	54
% Trucks	0.4	0	0.5	0	0	0.5	0	0	0	0.4	0	0	0	0.3	0.2	0.1	0	0	0.1	0.3
Buses	5	0	5	0	0	10	0	0	0	20	0	0	0	20	2	11	0	0	13	43
% Buses	0.2	0	0.2	0	0	0.2	0	0	0	0.3	0	0	0	0.3	0.4	0.3	0	0	0.3	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Eubank Blvd. and I-40 EB Ramp
Site Code : 04062023
Start Date : 4/6/2023
Page No : 2

	I-40 Eastbound Off Ramp Eastbound				Westbound	Eubank Blvd. Northbound			Eubank Blvd. Southbound			
Start Time	Left	Thru	Right	App. Total	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:45 AM												
07:45 AM	147	1	196	344	0	289	32	321	17	339	356	1021
08:00 AM	142	2	185	329	0	258	22	280	15	331	346	955
08:15 AM	109	1	186	296	0	249	31	280	27	285	312	888
08:30 AM	131	0	187	318	0	277	35	312	16	275	291	921
Total Volume	529	4	754	1287	0	1073	120	1193	75	1230	1305	3785
% App. Total	41.1	0.3	58.6			89.9	10.1		5.7	94.3		
PHF	.900	.500	.962	.935	.000	.928	.857	.929	.694	.907	.916	.927
Cars	526	4	743	1273	0	1056	120	1176	74	1225	1299	3748
% Cars	99.4	100	98.5	98.9	0	98.4	100	98.6	98.7	99.6	99.5	99.0
Trucks	2	0	9	11	0	10	0	10	0	0	0	21
% Trucks	0.4	0	1.2	0.9	0	0.9	0	0.8	0	0	0	0.6
Buses	1	0	2	3	0	7	0	7	1	5	6	16
% Buses	0.2	0	0.3	0.2	0	0.7	0	0.6	1.3	0.4	0.5	0.4
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:45 PM												
04:45 PM	176	2	181	359	0	541	85	626	31	271	302	1287
05:00 PM	201	0	226	427	0	492	80	572	50	246	296	1295
05:15 PM	180	2	171	353	0	540	77	617	54	308	362	1332
05:30 PM	189	0	173	362	0	514	83	597	57	256	313	1272
Total Volume	746	4	751	1501	0	2087	325	2412	192	1081	1273	5186
% App. Total	49.7	0.3	50			86.5	13.5		15.1	84.9		
PHF	.928	.500	.831	.879	.000	.964	.956	.963	.842	.877	.879	.973
Cars	745	4	748	1497	0	2081	325	2406	192	1077	1269	5172
% Cars	99.9	100	99.6	99.7	0	99.7	100	99.8	100	99.6	99.7	99.7
Trucks	1	0	3	4	0	3	0	3	0	3	3	10
% Trucks	0.1	0	0.4	0.3	0	0.1	0	0.1	0	0.3	0.2	0.2
Buses	0	0	0	0	0	3	0	3	0	1	1	4
% Buses	0	0	0	0	0	0.1	0	0.1	0	0.1	0.1	0.1

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Eubank Blvd. and I-40 WB Ramp
Site Code : 04062023
Start Date : 4/6/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Eastbound			I-40 WB Ramp Westbound						Eubank Blvd. Northbound					Eubank Blvd. Southbound					
Start Time	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Bikes	Peds	App. Total	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	0	0	0	29	1	21	0	0	51	96	141	0	2	239	158	108	1	0	267	557
07:15 AM	0	0	0	46	0	32	0	0	78	122	212	1	0	335	201	136	0	1	338	751
07:30 AM	0	0	0	29	0	38	0	0	67	147	236	1	0	384	237	160	0	0	397	848
07:45 AM	0	0	0	67	8	88	0	0	163	113	313	0	1	427	292	158	0	0	450	1040
Total	0	0	0	171	9	179	0	0	359	478	902	2	3	1385	888	562	1	1	1452	3196
08:00 AM	0	0	0	41	1	60	0	0	102	105	292	1	0	398	310	146	0	0	456	956
08:15 AM	0	0	0	39	0	33	0	0	72	135	229	1	1	366	280	128	0	0	408	846
08:30 AM	0	0	0	41	0	32	0	0	73	135	281	0	0	416	230	123	0	1	354	843
08:45 AM	0	0	0	30	0	60	0	0	90	116	265	0	0	381	236	127	0	0	363	834
Total	0	0	0	151	1	185	0	0	337	491	1067	2	1	1561	1056	524	0	1	1581	3479
*** BREAK ***																				
04:00 PM	0	0	0	40	0	31	0	0	71	212	452	0	3	667	278	154	1	1	434	1172
04:15 PM	0	0	0	24	0	33	0	0	57	212	537	0	1	750	264	154	0	0	418	1225
04:30 PM	0	0	0	32	0	36	0	1	69	202	494	1	3	700	284	145	0	1	430	1199
04:45 PM	0	0	0	40	0	31	0	0	71	206	467	0	1	674	260	116	0	1	377	1122
Total	0	0	0	136	0	131	0	1	268	832	1950	1	8	2791	1086	569	1	3	1659	4718
05:00 PM	0	0	0	36	2	40	0	0	78	208	490	0	4	702	293	156	0	0	449	1229
05:15 PM	0	0	0	25	0	43	0	0	68	209	509	1	1	720	326	160	0	2	488	1276
05:30 PM	0	0	0	39	0	43	0	0	82	195	526	0	0	721	288	142	0	0	430	1233
05:45 PM	0	0	0	18	0	31	0	0	49	204	486	1	0	691	254	133	0	0	387	1127
Total	0	0	0	118	2	157	0	0	277	816	2011	2	5	2834	1161	591	0	2	1754	4865
Grand Total	0	0	0	576	12	652	0	1	1241	2617	5930	7	17	8571	4191	2246	2	7	6446	16258
Apprch %	0	0		46.4	1	52.5	0	0.1		30.5	69.2	0.1	0.2		65	34.8	0	0.1		
Total %	0	0	0	3.5	0.1	4	0	0	7.6	16.1	36.5	0	0.1	52.7	25.8	13.8	0	0	39.6	
Cars	0	0	0	571	12	646	0	1	1230	2588	5906	7	17	8518	4176	2230	2	7	6415	16163
% Cars	0	0	0	99.1	100	99.1	0	100	99.1	98.9	99.6	100	100	99.4	99.6	99.3	100	100	99.5	99.4
Trucks	0	0	0	5	0	1	0	0	6	21	8	0	0	29	1	6	0	0	7	42
% Trucks	0	0	0	0.9	0	0.2	0	0	0.5	0.8	0.1	0	0	0.3	0	0.3	0	0	0.1	0.3
Buses	0	0	0	0	0	5	0	0	5	8	16	0	0	24	14	10	0	0	24	53
% Buses	0	0	0	0	0	0.8	0	0	0.4	0.3	0.3	0	0	0.3	0.3	0.4	0	0	0.4	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Eubank Blvd. and I-40 WB Ramp
Site Code : 04062023
Start Date : 4/6/2023
Page No : 2

	Eastbound	I-40 WB Ramp Westbound				Eubank Blvd. Northbound			Eubank Blvd. Southbound			
Start Time	App. Total	Left	Thru	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:30 AM												
07:30 AM	0	29	0	38	67	147	236	383	237	160	397	847
07:45 AM	0	67	8	88	163	113	313	426	292	158	450	1039
08:00 AM	0	41	1	60	102	105	292	397	310	146	456	955
08:15 AM	0	39	0	33	72	135	229	364	280	128	408	844
Total Volume	0	176	9	219	404	500	1070	1570	1119	592	1711	3685
% App. Total		43.6	2.2	54.2		31.8	68.2		65.4	34.6		
PHF	.000	.657	.281	.622	.620	.850	.855	.921	.902	.925	.938	.887
Cars	0	176	9	215	400	487	1063	1550	1112	589	1701	3651
% Cars	0	100	100	98.2	99.0	97.4	99.3	98.7	99.4	99.5	99.4	99.1
Trucks	0	0	0	0	0	9	3	12	0	1	1	13
% Trucks	0	0	0	0	0	1.8	0.3	0.8	0	0.2	0.1	0.4
Buses	0	0	0	4	4	4	4	8	7	2	9	21
% Buses	0	0	0	1.8	1.0	0.8	0.4	0.5	0.6	0.3	0.5	0.6
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 05:00 PM												
05:00 PM	0	36	2	40	78	208	490	698	293	156	449	1225
05:15 PM	0	25	0	43	68	209	509	718	326	160	486	1272
05:30 PM	0	39	0	43	82	195	526	721	288	142	430	1233
05:45 PM	0	18	0	31	49	204	486	690	254	133	387	1126
Total Volume	0	118	2	157	277	816	2011	2827	1161	591	1752	4856
% App. Total		42.6	0.7	56.7		28.9	71.1		66.3	33.7		
PHF	.000	.756	.250	.913	.845	.976	.956	.980	.890	.923	.901	.954
Cars	0	115	2	157	274	813	2008	2821	1160	588	1748	4843
% Cars	0	97.5	100	100	98.9	99.6	99.9	99.8	99.9	99.5	99.8	99.7
Trucks	0	3	0	0	3	3	2	5	0	2	2	10
% Trucks	0	2.5	0	0	1.1	0.4	0.1	0.2	0	0.3	0.1	0.2
Buses	0	0	0	0	0	0	1	1	1	1	2	3
% Buses	0	0	0	0	0	0	0.0	0.0	0.1	0.2	0.1	0.1

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Eubank Blvd. and Lomas Blvd.
Site Code : 03302023
Start Date : 3/30/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Eubank Blvd. Northbound						Eubank Blvd Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	20	52	10	0	2	84	70	87	17	0	2	176	6	112	25	0	0	143	9	202	31	0	0	242	645
07:15 AM	27	77	19	0	0	123	74	130	23	0	2	229	15	170	43	0	0	228	16	253	44	0	3	316	896
07:30 AM	28	57	14	0	0	99	100	138	40	0	1	279	25	199	50	0	2	276	31	285	49	0	0	365	1019
07:45 AM	42	86	27	0	0	155	90	184	31	0	0	305	62	281	57	0	1	401	28	288	54	0	1	371	1232
Total	117	272	70	0	2	461	334	539	111	0	5	989	108	762	175	0	3	1048	84	1028	178	0	4	1294	3792
08:00 AM	35	55	29	1	0	120	89	159	27	0	5	280	48	245	60	0	1	354	25	274	49	0	0	348	1102
08:15 AM	41	59	35	0	0	135	72	111	15	0	2	200	38	150	35	1	1	225	27	270	35	0	2	334	894
08:30 AM	27	60	16	0	0	103	68	117	17	0	0	202	24	179	47	0	0	250	24	277	52	0	1	354	909
08:45 AM	44	72	20	0	0	136	72	101	14	0	3	190	29	217	52	0	1	299	19	208	51	0	0	278	903
Total	147	246	100	1	0	494	301	488	73	0	10	872	139	791	194	1	3	1128	95	1029	187	0	3	1314	3808
*** BREAK ***																									
04:00 PM	46	115	31	0	3	195	94	112	26	0	2	234	35	348	75	1	1	460	43	253	29	0	2	327	1216
04:15 PM	91	146	47	0	3	287	83	120	34	0	1	238	34	354	68	0	3	459	36	212	48	0	1	297	1281
04:30 PM	74	109	45	0	2	230	102	102	32	0	1	237	35	378	78	0	2	493	53	257	40	0	1	351	1311
04:45 PM	66	155	44	0	0	265	83	103	30	0	1	217	28	356	62	0	0	446	43	217	36	0	2	298	1226
Total	277	525	167	0	8	977	362	437	122	0	5	926	132	1436	283	1	6	1858	175	939	153	0	6	1273	5034
05:00 PM	58	131	33	0	1	223	84	83	35	0	1	203	49	350	80	0	2	481	58	259	35	0	0	352	1259
05:15 PM	82	156	32	1	5	276	98	89	39	0	0	226	30	334	79	1	1	445	55	228	34	0	2	319	1266
05:30 PM	36	117	33	0	0	186	85	116	24	0	1	226	26	398	74	0	4	502	66	242	42	0	0	350	1264
05:45 PM	39	102	32	1	0	174	91	88	33	0	0	212	28	302	76	0	0	406	31	224	26	0	0	281	1073
Total	215	506	130	2	6	859	358	376	131	0	2	867	133	1384	309	1	7	1834	210	953	137	0	2	1302	4862
Grand Total	756	1549	467	3	16	2791	1355	1840	437	0	22	3654	512	4373	961	3	19	5868	564	3949	655	0	15	5183	17496
Apprch %	27.1	55.5	16.7	0.1	0.6		37.1	50.4	12	0	0.6		8.7	74.5	16.4	0.1	0.3		10.9	76.2	12.6	0	0.3		
Total %	4.3	8.9	2.7	0	0.1	16	7.7	10.5	2.5	0	0.1	20.9	2.9	25	5.5	0	0.1	33.5	3.2	22.6	3.7	0	0.1	29.6	
Cars	751	1536	460	3	16	2766	1343	1828	435	0	22	3628	505	4358	954	3	19	5839	562	3930	651	0	15	5158	17391
% Cars	99.3	99.2	98.5	100	100	99.1	99.1	99.3	99.5	0	100	99.3	98.6	99.7	99.3	100	100	99.5	99.6	99.5	99.4	0	100	99.5	99.4
Trucks	1	3	5	0	0	9	4	0	0	0	0	4	4	3	2	0	0	9	0	7	1	0	0	8	30
% Trucks	0.1	0.2	1.1	0	0	0.3	0.3	0	0	0	0	0.1	0.8	0.1	0.2	0	0	0.2	0	0.2	0.2	0	0	0.2	0.2
Buses	4	10	2	0	0	16	8	12	2	0	0	22	3	12	5	0	0	20	2	12	3	0	0	17	75
% Buses	0.5	0.6	0.4	0	0	0.6	0.6	0.7	0.5	0	0	0.6	0.6	0.3	0.5	0	0	0.3	0.4	0.3	0.5	0	0	0.3	0.4

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Eubank Blvd. and Lomas Blvd.
Site Code : 03302023
Start Date : 3/30/2023
Page No : 2

	Lomas Blvd Eastbound				Lomas Blvd Westbound				Eubank Blvd. Northbound				Eubank Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	27	77	19	123	74	130	23	227	15	170	43	228	16	253	44	313	891
07:30 AM	28	57	14	99	100	138	40	278	25	199	50	274	31	285	49	365	1016
07:45 AM	42	86	27	155	90	184	31	305	62	281	57	400	28	288	54	370	1230
08:00 AM	35	55	29	119	89	159	27	275	48	245	60	353	25	274	49	348	1095
Total Volume	132	275	89	496	353	611	121	1085	150	895	210	1255	100	1100	196	1396	4232
% App. Total	26.6	55.4	17.9		32.5	56.3	11.2		12	71.3	16.7		7.2	78.8	14		
PHF	.786	.799	.767	.800	.883	.830	.756	.889	.605	.796	.875	.784	.806	.955	.907	.943	.860
Cars	130	272	84	486	347	607	121	1075	146	888	209	1243	100	1095	195	1390	4194
% Cars	98.5	98.9	94.4	98.0	98.3	99.3	100	99.1	97.3	99.2	99.5	99.0	100	99.5	99.5	99.6	99.1
Trucks	1	1	3	5	4	0	0	4	1	2	0	3	0	1	0	1	13
% Trucks	0.8	0.4	3.4	1.0	1.1	0	0	0.4	0.7	0.2	0	0.2	0	0.1	0	0.1	0.3
Buses	1	2	2	5	2	4	0	6	3	5	1	9	0	4	1	5	25
% Buses	0.8	0.7	2.2	1.0	0.6	0.7	0	0.6	2.0	0.6	0.5	0.7	0	0.4	0.5	0.4	0.6
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	91	146	47	284	83	120	34	237	34	354	68	456	36	212	48	296	1273
04:30 PM	74	109	45	228	102	102	32	236	35	378	78	491	53	257	40	350	1305
04:45 PM	66	155	44	265	83	103	30	216	28	356	62	446	43	217	36	296	1223
05:00 PM	58	131	33	222	84	83	35	202	49	350	80	479	58	259	35	352	1255
Total Volume	289	541	169	999	352	408	131	891	146	1438	288	1872	190	945	159	1294	5056
% App. Total	28.9	54.2	16.9		39.5	45.8	14.7		7.8	76.8	15.4		14.7	73	12.3		
PHF	.794	.873	.899	.879	.863	.850	.936	.940	.745	.951	.900	.953	.819	.912	.828	.919	.969
Cars	288	537	169	994	350	406	131	887	145	1435	288	1868	190	942	158	1290	5039
% Cars	99.7	99.3	100	99.5	99.4	99.5	100	99.6	99.3	99.8	100	99.8	100	99.7	99.4	99.7	99.7
Trucks	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
% Trucks	0	0.2	0	0.1	0	0	0	0	0.7	0.1	0	0.1	0	0.1	0	0.1	0.1
Buses	1	3	0	4	2	2	0	4	0	2	0	2	0	2	1	3	13
% Buses	0.3	0.6	0	0.4	0.6	0.5	0	0.4	0	0.1	0	0.1	0	0.2	0.6	0.2	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Lomas Blvd. and Easterday Dr.
Site Code : 03282023
Start Date : 3/28/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd. Westbound						Easterday Dr. Northbound						Easterday Dr. Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	11	66	0	0	0	77	0	167	4	0	0	171	0	0	0	0	0	0	5	0	9	0	0	14	262
07:15 AM	11	102	0	0	0	113	0	182	5	0	0	187	0	0	0	0	1	1	9	0	16	0	0	25	326
07:30 AM	17	93	0	0	0	110	0	243	10	0	0	253	0	0	0	0	0	0	8	0	25	0	0	33	396
07:45 AM	19	124	0	0	0	143	0	277	40	0	1	318	0	0	0	0	0	0	20	0	38	0	1	59	520
Total	58	385	0	0	0	443	0	869	59	0	1	929	0	0	0	0	1	1	42	0	88	0	1	131	1504
08:00 AM	16	109	0	0	2	127	0	223	38	0	0	261	0	0	0	0	0	0	38	0	28	0	0	66	454
08:15 AM	5	100	1	0	0	106	0	166	6	0	0	172	0	0	1	0	0	1	14	0	12	0	0	26	305
08:30 AM	8	121	0	0	0	129	0	174	5	0	0	179	0	0	0	0	1	1	7	0	19	0	0	26	335
08:45 AM	8	124	0	0	0	132	0	170	4	0	1	175	0	0	0	0	0	0	8	0	11	0	1	20	327
Total	37	454	1	0	2	494	0	733	53	0	1	787	0	0	1	0	1	2	67	0	70	0	1	138	1421
*** BREAK ***																									
04:00 PM	17	214	0	0	0	231	0	151	11	0	0	162	0	0	0	0	2	2	6	0	21	0	0	27	422
04:15 PM	20	213	0	0	1	234	0	149	4	0	1	154	0	0	0	0	0	0	16	0	5	0	0	21	409
04:30 PM	17	232	0	0	1	250	0	165	9	0	0	174	0	0	0	0	2	2	9	0	8	0	0	17	443
04:45 PM	16	230	0	0	1	247	0	140	15	0	0	155	0	0	0	0	0	0	7	0	18	0	0	25	427
Total	70	889	0	0	3	962	0	605	39	0	1	645	0	0	0	0	4	4	38	0	52	0	0	90	1701
05:00 PM	21	245	0	0	0	266	0	148	14	0	0	162	0	0	0	0	3	3	18	0	16	0	0	34	465
05:15 PM	24	226	0	0	0	250	0	151	17	0	0	168	0	0	0	0	1	1	22	0	11	0	0	33	452
05:30 PM	22	221	0	0	0	243	0	138	13	0	0	151	0	0	0	0	0	0	9	0	18	0	0	27	421
05:45 PM	16	201	0	0	1	218	0	140	12	0	0	152	0	0	0	0	0	0	12	0	14	0	0	26	396
Total	83	893	0	0	1	977	0	577	56	0	0	633	0	0	0	0	4	4	61	0	59	0	0	120	1734
Grand Total	248	2621	1	0	6	2876	0	2784	207	0	3	2994	0	0	1	0	10	11	208	0	269	0	2	479	6360
Apprch %	8.6	91.1	0	0	0.2		0	93	6.9	0	0.1		0	0	9.1	0	90.9		43.4	0	56.2	0	0.4		
Total %	3.9	41.2	0	0	0.1	45.2	0	43.8	3.3	0	0	47.1	0	0	0	0	0.2	0.2	3.3	0	4.2	0	0	7.5	
Cars	248	2606	1	0	4	2859	0	2767	201	0	3	2971	0	0	1	0	3	4	207	0	265	0	1	473	6307
% Cars	100	99.4	100	0	66.7	99.4	0	99.4	97.1	0	100	99.2	0	0	100	0	30	36.4	99.5	0	98.5	0	50	98.7	99.2
Trucks	0	6	0	0	2	8	0	3	1	0	0	4	0	0	0	0	7	7	0	0	1	0	1	2	21
% Trucks	0	0.2	0	0	33.3	0.3	0	0.1	0.5	0	0	0.1	0	0	0	0	70	63.6	0	0	0.4	0	50	0.4	0.3
Buses	0	9	0	0	0	9	0	14	5	0	0	19	0	0	0	0	0	0	1	0	3	0	0	4	32
% Buses	0	0.3	0	0	0	0.3	0	0.5	2.4	0	0	0.6	0	0	0	0	0	0	0.5	0	1.1	0	0	0.8	0.5

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Lomas Blvd. and Easterday Dr.
Site Code : 03282023
Start Date : 3/28/2023
Page No : 2

	Lomas Blvd Eastbound				Lomas Blvd. Westbound				Easterday Dr. Northbound				Easterday Dr. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	102	0	113	0	182	5	187	0	0	0	0	9	0	16	25	325
07:30 AM	17	93	0	110	0	243	10	253	0	0	0	0	8	0	25	33	396
07:45 AM	19	124	0	143	0	277	40	317	0	0	0	0	20	0	38	58	518
08:00 AM	16	109	0	125	0	223	38	261	0	0	0	0	38	0	28	66	452
Total Volume	63	428	0	491	0	925	93	1018	0	0	0	0	75	0	107	182	1691
% App. Total	12.8	87.2	0		0	90.9	9.1		0	0	0		41.2	0	58.8		
PHF	.829	.863	.000	.858	.000	.835	.581	.803	.000	.000	.000	.000	.493	.000	.704	.689	.816
Cars	63	423	0	486	0	920	87	1007	0	0	0	0	74	0	105	179	1672
% Cars	100	98.8	0	99.0	0	99.5	93.5	98.9	0	0	0	0	98.7	0	98.1	98.4	98.9
Trucks	0	3	0	3	0	1	1	2	0	0	0	0	0	0	1	1	6
% Trucks	0	0.7	0	0.6	0	0.1	1.1	0.2	0	0	0	0	0	0	0.9	0.5	0.4
Buses	0	2	0	2	0	4	5	9	0	0	0	0	1	0	1	2	13
% Buses	0	0.5	0	0.4	0	0.4	5.4	0.9	0	0	0	0	1.3	0	0.9	1.1	0.8
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	17	232	0	249	0	165	9	174	0	0	0	0	9	0	8	17	440
04:45 PM	16	230	0	246	0	140	15	155	0	0	0	0	7	0	18	25	426
05:00 PM	21	245	0	266	0	148	14	162	0	0	0	0	18	0	16	34	462
05:15 PM	24	226	0	250	0	151	17	168	0	0	0	0	22	0	11	33	451
Total Volume	78	933	0	1011	0	604	55	659	0	0	0	0	56	0	53	109	1779
% App. Total	7.7	92.3	0		0	91.7	8.3		0	0	0		51.4	0	48.6		
PHF	.813	.952	.000	.950	.000	.915	.809	.947	.000	.000	.000	.000	.636	.000	.736	.801	.963
Cars	78	930	0	1008	0	600	55	655	0	0	0	0	56	0	53	109	1772
% Cars	100	99.7	0	99.7	0	99.3	100	99.4	0	0	0	0	100	0	100	100	99.6
Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
% Buses	0	0.2	0	0.2	0	0.7	0	0.6	0	0	0	0	0	0	0	0	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Lomas Blvd. and Park Enterance
Site Code : 03292023
Start Date : 3/29/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd. Eastbound						Lomas Blvd. Westbound						Park Enterance Northbound						Business Parking Lot Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	0	59	0	0	1	60	0	133	0	0	0	133	0	0	0	0	0	0	0	0	0	0	0	0	193
07:15 AM	0	91	0	0	0	91	0	160	0	0	0	160	0	0	0	0	0	0	0	0	0	0	0	0	251
07:30 AM	0	106	0	0	0	106	0	212	0	0	0	212	0	0	0	0	0	0	0	0	0	0	0	0	318
07:45 AM	0	155	2	0	0	157	1	301	0	0	0	302	0	0	1	0	0	1	0	0	0	0	0	0	460
Total	0	411	2	0	1	414	1	806	0	0	0	807	0	0	1	0	0	1	0	0	0	0	0	0	1222
08:00 AM	0	121	0	0	0	121	3	237	0	0	0	240	2	0	0	0	0	2	0	0	0	0	0	0	363
08:15 AM	0	106	1	0	0	107	2	148	0	0	0	150	2	0	5	0	0	7	0	0	0	0	0	0	264
08:30 AM	0	116	0	0	0	116	0	158	0	0	0	158	0	0	0	0	0	0	1	0	0	0	0	1	275
08:45 AM	0	108	1	0	0	109	2	161	1	0	0	164	0	0	2	0	0	2	1	0	0	0	0	1	276
Total	0	451	2	0	0	453	7	704	1	0	0	712	4	0	7	0	0	11	2	0	0	0	0	2	1178
*** BREAK ***																									
04:00 PM	0	234	3	0	0	237	4	153	0	0	0	157	1	0	2	0	0	3	0	0	0	0	0	0	397
04:15 PM	2	212	8	0	1	223	16	171	0	0	0	187	1	0	7	0	0	8	1	0	0	0	0	1	419
04:30 PM	1	221	3	0	1	226	16	132	0	0	0	148	3	0	2	0	0	5	0	0	0	0	0	0	379
04:45 PM	0	228	3	0	2	233	7	146	0	0	0	153	0	0	2	0	0	2	0	0	1	0	0	1	389
Total	3	895	17	0	4	919	43	602	0	0	0	645	5	0	13	0	0	18	1	0	1	0	0	2	1584
05:00 PM	0	229	3	0	2	234	9	140	1	0	0	150	1	0	4	0	0	5	0	0	0	0	0	0	389
05:15 PM	0	214	1	0	0	215	5	138	2	0	0	145	1	0	7	0	0	8	3	0	0	0	0	3	371
05:30 PM	0	239	5	0	0	244	13	145	1	0	0	159	3	0	7	0	0	10	0	0	0	0	0	0	413
05:45 PM	0	184	2	0	0	186	12	161	2	0	0	175	1	0	6	0	0	7	0	0	0	0	0	0	368
Total	0	866	11	0	2	879	39	584	6	0	0	629	6	0	24	0	0	30	3	0	0	0	0	3	1541
Grand Total	3	2623	32	0	7	2665	90	2696	7	0	0	2793	15	0	45	0	0	60	6	0	1	0	0	7	5525
Apprch %	0.1	98.4	1.2	0	0.3		3.2	96.5	0.3	0	0		25	0	75	0	0		85.7	0	14.3	0	0		
Total %	0.1	47.5	0.6	0	0.1	48.2	1.6	48.8	0.1	0	0	50.6	0.3	0	0.8	0	0	1.1	0.1	0	0	0	0	0.1	
Cars	3	2602	32	0	7	2644	89	2676	7	0	0	2772	15	0	43	0	0	58	6	0	1	0	0	7	5481
% Cars	100	99.2	100	0	100	99.2	98.9	99.3	100	0	0	99.2	100	0	95.6	0	0	96.7	100	0	100	0	0	100	99.2
Trucks	0	10	0	0	0	10	1	4	0	0	0	5	0	0	2	0	0	2	0	0	0	0	0	0	17
% Trucks	0	0.4	0	0	0	0.4	1.1	0.1	0	0	0	0.2	0	0	4.4	0	0	3.3	0	0	0	0	0	0	0.3
Buses	0	11	0	0	0	11	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	27
% Buses	0	0.4	0	0	0	0.4	0	0.6	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.5

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Lomas Blvd. and Park Enterance
Site Code : 03292023
Start Date : 3/29/2023
Page No : 2

	Lomas Blvd. Eastbound				Lomas Blvd. Westbound				Park Enterance Northbound				Business Parking Lot Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	106	0	106	0	212	0	212	0	0	0	0	0	0	0	0	318
07:45 AM	0	155	2	157	1	301	0	302	0	0	1	1	0	0	0	0	460
08:00 AM	0	121	0	121	3	237	0	240	2	0	0	2	0	0	0	0	363
08:15 AM	0	106	1	107	2	148	0	150	2	0	5	7	0	0	0	0	264
Total Volume	0	488	3	491	6	898	0	904	4	0	6	10	0	0	0	0	1405
% App. Total	0	99.4	0.6		0.7	99.3	0		40	0	60		0	0	0		
PHF	.000	.787	.375	.782	.500	.746	.000	.748	.500	.000	.300	.357	.000	.000	.000	.000	.764
Cars	0	479	3	482	5	888	0	893	4	0	6	10	0	0	0	0	1385
% Cars	0	98.2	100	98.2	83.3	98.9	0	98.8	100	0	100	100	0	0	0	0	98.6
Trucks	0	6	0	6	1	2	0	3	0	0	0	0	0	0	0	0	9
% Trucks	0	1.2	0	1.2	16.7	0.2	0	0.3	0	0	0	0	0	0	0	0	0.6
Buses	0	3	0	3	0	8	0	8	0	0	0	0	0	0	0	0	11
% Buses	0	0.6	0	0.6	0	0.9	0	0.9	0	0	0	0	0	0	0	0	0.8
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	234	3	237	4	153	0	157	1	0	2	3	0	0	0	0	397
04:15 PM	2	212	8	222	16	171	0	187	1	0	7	8	1	0	0	1	418
04:30 PM	1	221	3	225	16	132	0	148	3	0	2	5	0	0	0	0	378
04:45 PM	0	228	3	231	7	146	0	153	0	0	2	2	0	0	1	1	387
Total Volume	3	895	17	915	43	602	0	645	5	0	13	18	1	0	1	2	1580
% App. Total	0.3	97.8	1.9		6.7	93.3	0		27.8	0	72.2		50	0	50		
PHF	.375	.956	.531	.965	.672	.880	.000	.862	.417	.000	.464	.563	.250	.000	.250	.500	.945
Cars	3	892	17	912	43	599	0	642	5	0	13	18	1	0	1	2	1574
% Cars	100	99.7	100	99.7	100	99.5	0	99.5	100	0	100	100	100	0	100	100	99.6
Trucks	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% Trucks	0	0.1	0	0.1	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1
Buses	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
% Buses	0	0.2	0	0.2	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Lomas and Skate Park Parking Lot
Site Code : 03282023
Start Date : 3/28/2023
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Lomas Blvd Eastbound						Lomas Blvd Westbound						Skate Park Parking Lot Northbound						Allyway Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	0	69	0	0	0	69	0	169	0	0	1	170	0	0	0	0	0	0	0	0	0	0	0	0	239
07:15 AM	0	113	0	0	0	113	0	185	0	0	1	186	0	0	0	0	0	0	0	0	0	0	0	0	299
07:30 AM	0	101	1	0	0	102	0	255	1	0	1	257	0	0	0	0	0	0	0	0	0	0	0	0	359
07:45 AM	1	140	0	0	0	141	1	302	0	0	0	303	0	0	0	0	0	0	0	0	0	0	0	0	444
Total	1	423	1	0	0	425	1	911	1	0	3	916	0	0	0	0	0	0	0	0	0	0	0	0	1341
08:00 AM	0	147	1	0	2	150	0	262	3	0	0	265	1	0	0	0	0	1	0	0	0	0	0	0	416
08:15 AM	4	108	0	0	0	112	0	175	3	0	2	180	1	0	1	0	0	2	0	0	0	0	0	0	294
08:30 AM	4	122	2	0	0	128	0	186	3	0	1	190	1	0	0	0	0	1	0	0	0	0	0	0	319
08:45 AM	2	129	0	0	0	131	0	175	0	0	1	176	0	0	0	0	0	0	0	0	1	0	0	1	308
Total	10	506	3	0	2	521	0	798	9	0	4	811	3	0	1	0	0	4	0	0	1	0	0	1	1337
*** BREAK ***																									
04:00 PM	2	209	1	0	0	212	2	148	3	0	0	153	0	0	2	0	1	3	0	0	4	0	0	4	372
04:15 PM	2	233	5	1	1	242	3	151	0	0	1	155	0	0	2	0	2	4	1	0	3	0	0	4	405
04:30 PM	1	236	3	1	2	243	2	168	1	0	0	171	1	0	0	0	2	3	0	0	0	0	0	0	417
04:45 PM	1	240	1	2	2	246	1	157	1	0	0	159	0	0	4	0	0	4	1	0	0	0	0	1	410
Total	6	918	10	4	5	943	8	624	5	0	1	638	1	0	8	0	5	14	2	0	7	0	0	9	1604
05:00 PM	1	253	4	0	3	261	1	160	0	0	0	161	2	0	3	0	0	5	0	0	1	0	0	1	428
05:15 PM	3	247	2	0	0	252	2	177	3	0	0	182	0	0	2	0	0	2	0	0	1	0	0	1	437
05:30 PM	2	222	3	0	0	227	3	140	1	0	0	144	2	0	3	0	1	6	1	0	2	0	0	3	380
05:45 PM	1	209	3	0	0	213	0	156	0	0	0	156	0	0	5	0	0	5	4	0	3	0	0	7	381
Total	7	931	12	0	3	953	6	633	4	0	0	643	4	0	13	0	1	18	5	0	7	0	0	12	1626
Grand Total	24	2778	26	4	10	2842	15	2966	19	0	8	3008	8	0	22	0	6	36	7	0	15	0	0	22	5908
Apprch %	0.8	97.7	0.9	0.1	0.4		0.5	98.6	0.6	0	0.3		22.2	0	61.1	0	16.7		31.8	0	68.2	0	0		
Total %	0.4	47	0.4	0.1	0.2	48.1	0.3	50.2	0.3	0	0.1	50.9	0.1	0	0.4	0	0.1	0.6	0.1	0	0.3	0	0	0.4	
Cars	24	2766	26	4	10	2830	15	2946	18	0	8	2987	8	0	22	0	6	36	7	0	13	0	0	20	5873
% Cars	100	99.6	100	100	100	99.6	100	99.3	94.7	0	100	99.3	100	0	100	0	100	100	100	0	86.7	0	0	90.9	99.4
Trucks	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	5
% Trucks	0	0.1	0	0	0	0.1	0	0	5.3	0	0	0	0	0	0	0	0	0	0	0	13.3	0	0	9.1	0.1
Buses	0	10	0	0	0	10	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	30
% Buses	0	0.4	0	0	0	0.4	0	0.7	0	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0.5

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Lomas and Skate Park Parking Lot
Site Code : 03282023
Start Date : 3/28/2023
Page No : 2

	Lomas Blvd Eastbound				Lomas Blvd Westbound				Skate Park Parking Lot Northbound				Allyway Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	113	0	113	0	185	0	185	0	0	0	0	0	0	0	0	298
07:30 AM	0	101	1	102	0	255	1	256	0	0	0	0	0	0	0	0	358
07:45 AM	1	140	0	141	1	302	0	303	0	0	0	0	0	0	0	0	444
08:00 AM	0	147	1	148	0	262	3	265	1	0	0	1	0	0	0	0	414
Total Volume	1	501	2	504	1	1004	4	1009	1	0	0	1	0	0	0	0	1514
% App. Total	0.2	99.4	0.4		0.1	99.5	0.4		100	0	0		0	0	0		
PHF	.250	.852	.500	.851	.250	.831	.333	.833	.250	.000	.000	.250	.000	.000	.000	.000	.852
Cars	1	497	2	500	1	995	3	999	1	0	0	1	0	0	0	0	1500
% Cars	100	99.2	100	99.2	100	99.1	75.0	99.0	100	0	0	100	0	0	0	0	99.1
Trucks	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% Trucks	0	0.2	0	0.2	0	0	25.0	0.1	0	0	0	0	0	0	0	0	0.1
Buses	0	3	0	3	0	9	0	9	0	0	0	0	0	0	0	0	12
% Buses	0	0.6	0	0.6	0	0.9	0	0.9	0	0	0	0	0	0	0	0	0.8
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	236	3	240	2	168	1	171	1	0	0	1	0	0	0	0	412
04:45 PM	1	240	1	242	1	157	1	159	0	0	4	4	1	0	0	1	406
05:00 PM	1	253	4	258	1	160	0	161	2	0	3	5	0	0	1	1	425
05:15 PM	3	247	2	252	2	177	3	182	0	0	2	2	0	0	1	1	437
Total Volume	6	976	10	992	6	662	5	673	3	0	9	12	1	0	2	3	1680
% App. Total	0.6	98.4	1		0.9	98.4	0.7		25	0	75		33.3	0	66.7		
PHF	.500	.964	.625	.961	.750	.935	.417	.924	.375	.000	.563	.600	.250	.000	.500	.750	.961
Cars	6	972	10	988	6	658	5	669	3	0	9	12	1	0	2	3	1672
% Cars	100	99.6	100	99.6	100	99.4	100	99.4	100	0	100	100	100	0	100	100	99.5
Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Buses	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0	7
% Buses	0	0.3	0	0.3	0	0.6	0	0.6	0	0	0	0	0	0	0	0	0.4

Intersection No.: 77

System: Centracs
Address: 3

Intersection Name: I-40 EB FRONTAGE & EUBANK

Revision Date 12/19/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	S-E	NB				SB		EB
Min Grn	3	18				18		8
Walk:	0	7				7		7
Ped Clr:	0	12				11		36
Veh Ext:	1.5	4.0				4.0		3.0
Veh Ext2:								
Max 1:	16	32				32		24
Max 2:								
Max 3:								
Yellow:	3.0	4.0				4.0		4.5
Red Clr	0.5	1.0				1.0		1.5

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X				X		

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 2 & 6
Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. S-E arrow added to intersection and new multisonsics 911 controller installed, 10/26/87.
2. Revised red clearance times, 5/25/95.
3. Changed flash mode to all red in data base, 7/18/95.
4. Changed from 3 phase with overlap to phase with a new Multi 820-A.
5. Changed turn arrow S-E from protected permissive to protected only.
6. Updated file, 7/28/00.
7. Timing sheet updated, 6/9/03.
8. Timing sheet changed to reflect change of I2 address and controller, 1/13/09.
9. Clearance intervals updated to NMDOT standard by BB, 12/19/13.

COORDINATION TIMING PLAN DATA

Intersection # and Name: **077 - I-40 EB & Eubank**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH: 110 PLAN: 1

OFFSET: 42

PHASE	1	2	3	4
DIRECTION	S-E	NB		
SPLITS	15	50		

PHASE	5	6	7	8
DIRECTION		SB		EB
SPLITS		65		35

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH: 110 PLAN: 3

OFFSET: 42

PHASE	1	2	3	4
DIRECTION	S-E	NB		
SPLITS	20	45		

PHASE	5	6	7	8
DIRECTION		SB		EB
SPLITS		65		35

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120						PLAN	5
OFFSET	42							

PHASE	1	2	3	4
DIRECTION	S-E	NB		
SPLITS	15	48		

PHASE	5	6	7	8
DIRECTION		SB		EB
SPLITS		63		37

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME

SYNC REFERENCE TIME: 3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

Intersection No.: 78

System: Centracs

Address: 3

Intersection Name: I-40 WB FRONTAGE & EUBANK

Revision Date 12/19/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		NB		WB	N-W	SB		
Min Grn		18		8	3	18		
Walk:		7		7	0	7		
Ped Clr:		10		37	0	10		
Veh Ext:		4.0		3.0	1.5	4.0		
Veh Ext2:								
Max 1:		32		24	16	32		
Max 2:								
Max 3:								
Yellow:		4.0		4.5	3.0	4.0		
Red Clr		1.0		1.5	0.5	1.0		

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X				X		

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Turn arrow N-W changed from protected permissive to protected only, 4/15/97.
2. Timing sheet update, 7/21/05.
3. Clearance intervals updated to NMDOT standard by BB, 12/19/13.

COORDINATION TIMING PLAN DATA

5/26/2023 2:56 PM

Intersection # and Name: **078 - I-40 WB & Eubank**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH: 110 PLAN: 1

OFFSET: 42

PHASE	1	2	3	4
DIRECTION		NB		WB
SPLITS		75		25

PHASE	5	6	7	8
DIRECTION	N-W	SB		
SPLITS	29	46		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH: 110 PLAN: 3

OFFSET: 42

PHASE	1	2	3	4
DIRECTION		NB		WB
SPLITS		75		25

PHASE	5	6	7	8
DIRECTION	N-W	SB		
SPLITS	29	46		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120						PLAN	5
OFFSET	42							

PHASE	1	2	3	4
DIRECTION		NB		WB
SPLITS		75		25

PHASE	5	6	7	8
DIRECTION	N-W	SB		
SPLITS	29	46		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME
SYNC REFERENCE TIME:	3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

Intersection No.: 118

System: Centracs
Address: 1

Intersection Name: LOMAS & EASTERDAY

Revision Date 12/20/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		E/W		N/S				
Min Grn		16		8				
Walk:		7		7				
Ped Clr:		12		30				
Veh Ext:		4.0		3.0				
Veh Ext2:								
Max 1:		32		20				
Max 2:								
Max 3:								
Yellow:		4.0		3.5				
Red Clr		1.0		2.0				

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X						

Flash Mode: ALL RED

Start Up Mode:	ALL RED
Time:	8 SEC.
First Phases:	2
Start In:	GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Timing sheet values adjusted to reflect new geometrics, and controller changeout from Multi 911 to Multi 820-A. Phasing will be 1 & 2 instead of 2 & 4. All values corrected as needed, 5/18/94.
2. Red clearance time change in data base, 7/6/95.
3. Changed flash mode to all red, 7/11/95.
4. Added E/W ped heads and buttons, 10/5/98.
5. Timing sheet updated, 7/20/05.
6. Timing sheet changed to reflect change of I2 address and controller, 1/13/09.
7. Clearance intervals updated to NMDOT standard by BB, 11/5/13.
8. Clearance intervals updated to NMDOT standard by BB, 12/20/13.
9. Added a time to ped clear per citizin request. MA, 7/13/2021

COORDINATION TIMING PLAN DATA

Intersection # and Name: **118 - Lomas & Easterday**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH: 110 PLAN: 1
OFFSET: 92

PHASE	1	2	3	4
DIRECTION		E/W		N/S
SPLITS		60		40

PHASE	5	6	7	8
DIRECTION				
SPLITS				

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X						
VEH RECALL								
MAX RECALL		X						

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH: 110 PLAN: 3
OFFSET: 92

PHASE	1	2	3	4
DIRECTION		E/W		N/S
SPLITS		65		35

PHASE	5	6	7	8
DIRECTION				
SPLITS				

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X						
VEH RECALL								
MAX RECALL		X						

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120						PLAN	5
OFFSET	92							

PHASE	1	2	3	4
DIRECTION		E/W		N/S
SPLITS		65		35

PHASE	5	6	7	8
DIRECTION				
SPLITS				

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X						
VEH RECALL								
MAX RECALL		X						

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME

SYNC REFERENCE TIME: 3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

Intersection No.: 81

System: Centracs
Address: 1

Intersection Name: LOMAS - EUBNAK

Revision Date: 4/21/2021

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	8	16	8	16	8	16	8	16
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	32	0	29	0	29	0	29
Veh Ext:	1.5	2.0	2.0	4.0	1.5	2.0	1.5	4.0
Veh Ext2:								
Max 1:	16	32	16	32	16	32	16	32
Max 2:								
Max 3:								
Yellow:	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clr	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0

Recall Data

Locking Memory:								
Vehicle Recall:		X				X		
Ped Recall:								
Recall To Max:				X				X

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 4 & 8
Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Intersection rebuild for dual left turns- Left turn arrow only, timings adjusted accordingly, 7/5/89.
2. Controller change out from 911 to 820, 2/10/93.
3. Phases 1,2,5,6 reversed for color coding purposes. Timing & coord. Changes made as necessary, 12/16/94.
4. Red clearance time change in data base, 7/6/95.
5. Timing sheet updated, 9/6/05.
6. Timing sheet changed to reflect change of I2 address and controller, 1/13/09.
7. Yellow clearance times adjusted as per proposed by admin, 12/2/10.
8. Created time sheet to reflect upcoming rephase intersection to 2EB 4/26/21A.F.

COORDINATION TIMING PLAN DATA

5/26/2023 2:56 PM

Intersection # and Name: **081 - Lomas & Eubank**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH 110 PLAN 1

OFFSET 9

PHASE	1	2	3	4
DIRECTION	W-S	EB	S-E	NB
SPLITS	23	26	14	37

PHASE	5	6	7	8
DIRECTION	E-N	WB	N-W	SB
SPLITS	12	37	13	38

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH 110 PLAN 3

OFFSET 9

PHASE	1	2	3	4
DIRECTION	W-S	EB	S-E	NB
SPLITS	18	34	18	30

PHASE	5	6	7	8
DIRECTION	E-N	WB	N-W	SB
SPLITS	18	34	18	30

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120			PLAN 5
OFFSET	9			

PHASE	1	2	3	4
DIRECTION	W-S	EB	S-E	NB
SPLITS	20	29	12	39

PHASE	5	6	7	8
DIRECTION	E-N	WB	N-W	SB
SPLITS	18	31	12	39

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME
SYNC REFERENCE TIME:	3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

Intersection No.: 77

System: Centracs
Address: 3

Intersection Name: I-40 EB FRONTAGE & EUBANK

Revision Date 12/19/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	S-E	NB				SB		EB
Min Grn	3	18				18		8
Walk:	0	7				7		7
Ped Clr:	0	12				11		36
Veh Ext:	1.5	4.0				4.0		3.0
Veh Ext2:								
Max 1:	16	32				32		24
Max 2:								
Max 3:								
Yellow:	3.0	4.0				4.0		4.5
Red Clr	0.5	1.0				1.0		1.5

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X				X		

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 2 & 6
Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. S-E arrow added to intersection and new multisonsics 911 controller installed, 10/26/87.
2. Revised red clearance times, 5/25/95.
3. Changed flash mode to all red in data base, 7/18/95.
4. Changed from 3 phase with overlap to phase with a new Multi 820-A.
5. Changed turn arrow S-E from protected permissive to protected only.
6. Updated file, 7/28/00.
7. Timing sheet updated, 6/9/03.
8. Timing sheet changed to reflect change of I2 address and controller, 1/13/09.
9. Clearance intervals updated to NMDOT standard by BB, 12/19/13.

Intersection No.: 78

System: Centracs

Address: 3

Intersection Name: I-40 WB FRONTAGE & EUBANK

Revision Date 12/19/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		NB		WB	N-W	SB		
Min Grn		18		8	3	18		
Walk:		7		7	0	7		
Ped Clr:		10		37	0	10		
Veh Ext:		4.0		3.0	1.5	4.0		
Veh Ext2:								
Max 1:		32		24	16	32		
Max 2:								
Max 3:								
Yellow:		4.0		4.5	3.0	4.0		
Red Clr		1.0		1.5	0.5	1.0		

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X				X		

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Turn arrow N-W changed from protected permissive to protected only, 4/15/97.
2. Timing sheet update, 7/21/05.
3. Clearance intervals updated to NMDOT standard by BB, 12/19/13.

Intersection No.: 118

System: Centracs
Address: 1

Intersection Name: LOMAS & EASTERDAY

Revision Date 12/20/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		E/W		N/S				
Min Grn		16		8				
Walk:		7		7				
Ped Clr:		12		30				
Veh Ext:		4.0		3.0				
Veh Ext2:								
Max 1:		32		20				
Max 2:								
Max 3:								
Yellow:		4.0		3.5				
Red Clr		1.0		2.0				

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X						

Flash Mode: ALL RED

Start Up Mode:	ALL RED
Time:	8 SEC.
First Phases:	2
Start In:	GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Timing sheet values adjusted to reflect new geometrics, and controller changeout from Multi 911 to Multi 820-A. Phasing will be 1 & 2 instead of 2 & 4. All values corrected as needed, 5/18/94.
2. Red clearance time change in data base, 7/6/95.
3. Changed flash mode to all red, 7/11/95.
4. Added E/W ped heads and buttons, 10/5/98.
5. Timing sheet updated, 7/20/05.
6. Timing sheet changed to reflect change of I2 address and controller, 1/13/09.
7. Clearance intervals updated to NMDOT standard by BB, 11/5/13.
8. Clearance intervals updated to NMDOT standard by BB, 12/20/13.
9. Added a time to ped clear per citizin request. MA, 7/13/2021

Intersection No.: 81

System: Centracs
Address: 1

Intersection Name: LOMAS - EUBNAK

Revision Date: 4/21/2021

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	8	16	8	16	8	16	8	16
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	32	0	29	0	29	0	29
Veh Ext:	1.5	2.0	2.0	4.0	1.5	2.0	1.5	4.0
Veh Ext2:								
Max 1:	16	32	16	32	16	32	16	32
Max 2:								
Max 3:								
Yellow:	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clr	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0

Recall Data

Locking Memory:								
Vehicle Recall:		X				X		
Ped Recall:								
Recall To Max:				X				X

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 4 & 8
Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Intersection rebuild for dual left turns- Left turn arrow only, timings adjusted accordingly, 7/5/89.
2. Controller change out from 911 to 820, 2/10/93.
3. Phases 1,2,5,6 reversed for color coding purposes. Timing & coord. Changes made as necessary, 12/16/94.
4. Red clearance time change in data base, 7/6/95.
5. Timing sheet updated, 9/6/05.
6. Timing sheet changed to reflect change of I2 address and controller, 1/13/09.
7. Yellow clearance times adjusted as per proposed by admin, 12/2/10.
8. Created time sheet to reflect upcoming rephase intersection to 2EB 4/26/21A.F.

COORDINATION TIMING PLAN DATA

Intersection # and Name: **077 - I-40 EB & Eubank**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH: 110 PLAN: 1

OFFSET: 42

PHASE	1	2	3	4
DIRECTION	S-E	NB		
SPLITS	15	50		

PHASE	5	6	7	8
DIRECTION		SB		EB
SPLITS		65		35

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH: 110 PLAN: 3

OFFSET: 42

PHASE	1	2	3	4
DIRECTION	S-E	NB		
SPLITS	20	45		

PHASE	5	6	7	8
DIRECTION		SB		EB
SPLITS		65		35

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120						PLAN	5
OFFSET	42							

PHASE	1	2	3	4
DIRECTION	S-E	NB		
SPLITS	15	48		

PHASE	5	6	7	8
DIRECTION		SB		EB
SPLITS		63		37

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME

SYNC REFERENCE TIME: 3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

COORDINATION TIMING PLAN DATA

NOTES: 6/17/08 - Adjusted the Offsets to allow better progression.

COORDINATION TIMING PLAN DATA

	46		
1		2	
17		55	
		6	8
		72	39

COORDINATION TIMING PLAN DATA

	50		
1		2	
18		58	
		6	8
		76	44

COORDINATION TIMING PLAN DATA

5/26/2023 2:56 PM

Intersection # and Name: **078 - I-40 WB & Eubank**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH: 110 PLAN: 1

OFFSET: 42

PHASE	1	2	3	4
DIRECTION		NB		WB
SPLITS		75		25

PHASE	5	6	7	8
DIRECTION	N-W	SB		
SPLITS	29	46		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH: 110 PLAN: 3

OFFSET: 42

PHASE	1	2	3	4
DIRECTION		NB		WB
SPLITS		75		25

PHASE	5	6	7	8
DIRECTION	N-W	SB		
SPLITS	29	46		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120						PLAN	5
OFFSET	42							

PHASE	1	2	3	4
DIRECTION		NB		WB
SPLITS		75		25

PHASE	5	6	7	8
DIRECTION	N-W	SB		
SPLITS	29	46		

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME
SYNC REFERENCE TIME:	3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

COORDINATION TIMING PLAN DATA

NOTES:	6/17/08 - Adjusted the Offsets to allow better progression.

COORDINATION TIMING PLAN DATA

	2		4
	83		28
5	6		
32	51		

COORDINATION TIMING PLAN DATA

		2	4
		90	30
	5	6	
	35	55	

COORDINATION TIMING PLAN DATA

5/26/2023 2:56 PM

Intersection # and Name: **081 - Lomas & Eubank**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH 110 PLAN 1

OFFSET 9

PHASE	1	2	3	4
DIRECTION	W-S	EB	S-E	NB
SPLITS	23	26	14	37

PHASE	5	6	7	8
DIRECTION	E-N	WB	N-W	SB
SPLITS	12	37	13	38

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH 110 PLAN 3

OFFSET 9

PHASE	1	2	3	4
DIRECTION	W-S	EB	S-E	NB
SPLITS	18	34	18	30

PHASE	5	6	7	8
DIRECTION	E-N	WB	N-W	SB
SPLITS	18	34	18	30

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120			PLAN 5
OFFSET	9			

PHASE	1	2	3	4
DIRECTION	W-S	EB	S-E	NB
SPLITS	20	29	12	39

PHASE	5	6	7	8
DIRECTION	E-N	WB	N-W	SB
SPLITS	18	31	12	39

PHASE	1	2	3	4	5	6	7	8
COORD PHASE				X				X
VEH RECALL								
MAX RECALL				X				X

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME
SYNC REFERENCE TIME:	3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

COORDINATION TIMING PLAN DATA

NOTES:	
	6/17/08 - Adjusted the Offsets to allow better progression.
	4/16/2021 Adjusted patter 1 and 3 to cover ped intervals. A.F.
	4/26/21 Created coordination sheet to reflect upcoming phase change 2 EB. A.F.

COORDINATION TIMING PLAN DATA

9.9			
3	4	1	2
25.3	28.6	15.4	40.7
7	8	5	6
13.2	40.7	14.3	41.8

COORDINATION TIMING PLAN DATA

10.8			
3	4	1	2
24	34.8	14.4	46.8
7	8	5	6
21.6	37.2	14.4	46.8

COORDINATION TIMING PLAN DATA

Intersection # and Name: **118 - Lomas & Easterday**

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	.
DEWLL PERIOD	0%		

	A	B	C	D	E	F
FREE ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH: 110 PLAN: 1
OFFSET: 92

PHASE	1	2	3	4
DIRECTION		E/W		N/S
SPLITS		60		40

PHASE	5	6	7	8
DIRECTION				
SPLITS				

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X						
VEH RECALL								
MAX RECALL		X						

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH: 110 PLAN: 3
OFFSET: 92

PHASE	1	2	3	4
DIRECTION		E/W		N/S
SPLITS		65		35

PHASE	5	6	7	8
DIRECTION				
SPLITS				

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X						
VEH RECALL								
MAX RECALL		X						

	A	B	C	D	E	F
ALT SEQUENCE						

COORDINATION TIMING PLAN DATA

COORDINATION PATTERN DATA PATTERN 5

CYCLE LENGTH	120						PLAN	5
OFFSET	92							

PHASE	1	2	3	4
DIRECTION		E/W		N/S
SPLITS		65		35

PHASE	5	6	7	8
DIRECTION				
SPLITS				

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X						
VEH RECALL								
MAX RECALL		X						

	A	B	C	D	E	F
ALT SEQUENCE						

CLOCK / CALENDAR

DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME

SYNC REFERENCE TIME: 3:30

WEEKLY PROGRAM

WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

NIC PROGRAM STEPS

STEP	PGM	TIME	PATTERN
1	1	7:00	3
2	1	22:00	0
3	2	5:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	7:00	3
9	3	22:00	0

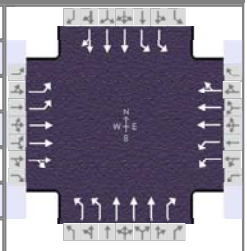
COORDINATION TIMING PLAN DATA

NOTES: 6/17/08 - Adjusted the Offsets to allow better progression.

APPENDIX B:
2023 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

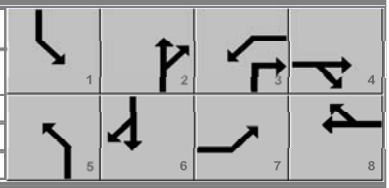
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & Lomas B…	File Name	Eubank Intersections EXAM.xus		
Project Description	Los Altos Park TIA EXAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	275	89	353	611	121	150	895	210	100	1100	196

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	54.3	0.3	7.6	16.0	1.8	11.9
Yellow	4.5	0.0	3.0	4.5	0.0	3.0
Red	1.0	0.0	0.5	1.0	0.0	0.5



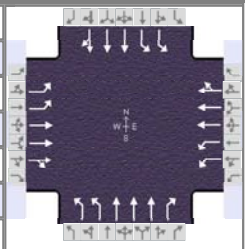
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	4.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	15.4	21.5	17.3	23.3	11.4	60.1	11.1	59.8
Change Period, (*Y+R c*), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	5.9	9.1	12.7	16.3	6.7		5.0	
Green Extension Time (*g e*), s	1.1	0.7	1.1	1.6	0.3	0.0	0.3	0.0
Phase Call Probability	0.98	1.00	1.00	1.00	0.99		0.95	
Max Out Probability	0.00	0.00	0.00	0.00	0.12		0.03	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	132	247	117	353	499	233	154	916	215	100	887	409
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1658	1757	1900	1738	1757	1725	1610	1757	1900	1749
Queue Service Time (*g s*), s	3.9	6.6	7.1	10.7	13.9	14.3	4.7	8.3	2.6	3.0	17.0	17.0
Cycle Queue Clearance Time (*g c*), s	3.9	6.6	7.1	10.7	13.9	14.3	4.7	8.3	2.6	3.0	17.0	17.0
Green Ratio (*g/C*)	0.11	0.15	0.15	0.13	0.16	0.16	0.07	0.50	0.62	0.07	0.49	0.49
Capacity (*c*), veh/h	378	548	241	439	616	282	253	2570	1001	244	1876	864
Volume-to-Capacity Ratio (*X*)	0.349	0.451	0.484	0.803	0.810	0.827	0.606	0.356	0.215	0.411	0.473	0.473
Back of Queue (*Q*), ft/ln (95 th percentile)	74.8	137.4	131.4	200.4	266.4	256.6	95.5	123.5	36.2	58.7	291.2	280.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	5.5	5.2	8.0	10.7	10.3	3.8	4.9	1.4	2.3	11.6	11.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.28	0.00	0.00	0.69	0.00	0.00	0.73	0.00	0.28	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	45.4	43.0	43.2	45.4	44.4	44.6	51.6	10.3	3.0	49.0	18.4	18.4
Incremental Delay (*d 2*), s/veh	0.2	0.2	0.6	1.3	1.0	2.4	0.8	0.3	0.4	0.4	0.9	1.9
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.7	43.2	43.8	46.8	45.4	47.0	52.4	10.7	3.5	49.4	19.2	20.3
Level of Service (LOS)	D	D	D	D	D	D	D	B	A	D	B	C
Approach Delay, s/veh / LOS	44.0	D		46.2	D		14.4	B		21.7	C	
Intersection Delay, s/veh / LOS	28.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.74	C	2.74	C	2.74	C
Bicycle LOS Score / LOS	0.76	A	1.08	A	1.18	A	1.26	A

HCS Signalized Intersection Results Summary

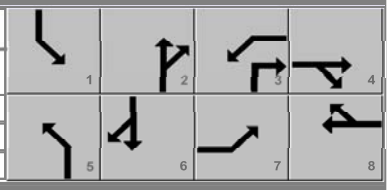
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & Lomas B…	File Name	Eubank Intersections EXPM.xus		
Project Description	Los Altos Park TIA EXPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	289	541	169	352	408	131	146	1438	288	190	945	159

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	59.3	0.6	8.0	16.0	3.0	15.1
Yellow	4.5	0.0	3.0	4.5	0.0	3.0
Red	1.0	0.0	0.5	1.0	0.0	0.5



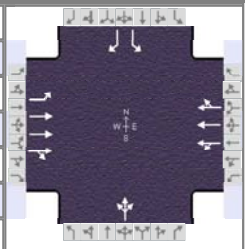
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	4.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	21.6	24.5	18.6	21.5	11.5	64.8	12.1	65.4
Change Period, (*Y+R c*), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	11.2	17.6	13.7	13.8	7.3		8.4	
Green Extension Time (*g e*), s	1.5	1.4	1.4	1.1	0.2	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	0.99		1.00	
Max Out Probability	0.00	0.00	0.00	0.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	289	488	222	352	369	170	157	1543	309	190	754	350
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1658	1757	1900	1669	1757	1725	1610	1757	1900	1756
Queue Service Time (*g s*), s	9.2	15.0	15.6	11.7	11.2	11.8	5.3	21.0	7.3	6.4	14.9	15.0
Cycle Queue Clearance Time (*g c*), s	9.2	15.0	15.6	11.7	11.2	11.8	5.3	21.0	7.3	6.4	14.9	15.0
Green Ratio (*g/C*)	0.15	0.16	0.16	0.13	0.13	0.13	0.07	0.49	0.62	0.07	0.50	0.50
Capacity (*c*), veh/h	527	597	263	443	507	223	233	2558	999	251	1897	877
Volume-to-Capacity Ratio (*X*)	0.549	0.818	0.844	0.795	0.728	0.765	0.672	0.603	0.309	0.758	0.397	0.399
Back of Queue (*Q*), ft/ln (95 th percentile)	179.5	286.4	272.2	220.9	225.6	215.7	109.5	260.7	97	135	265	256
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	11.4	10.8	8.8	9.0	8.6	4.4	10.4	3.9	5.4	10.6	10.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.68	0.00	0.00	0.76	0.00	0.00	0.84	0.00	0.75	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	47.2	48.8	49.1	50.9	49.9	50.2	57.0	14.8	6.0	54.7	18.8	18.8
Incremental Delay (*d 2*), s/veh	0.3	1.1	3.6	1.3	0.8	2.1	1.9	0.8	0.6	6.6	0.6	1.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	47.5	49.9	52.7	52.2	50.7	52.3	58.9	15.6	6.6	61.3	19.4	20.1
Level of Service (LOS)	D	D	D	D	D	D	E	B	A	E	B	C
Approach Delay, s/veh / LOS	49.8	D		51.6	D		17.6	B		25.8	C	
Intersection Delay, s/veh / LOS	31.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.74	C	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.04	A	0.98	A	1.52	B	1.20	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	4/28/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Lomas	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Lomas Blvd & Easterda…	File Name	2023 EXAM Lomas & Easterday.xus		
Project Description	Los Altos Park TIA EXAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	428	0	0	925	93	0	0	0	75		107

Signal Information			
Cycle, s	49.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	32.0	7.4	0.0	0.0	0.0	0.0						
Yellow	4.0	3.5	0.0	0.0	0.0	0.0		5	6	7	8	
Red	1.0	2.0	0.0	0.0	0.0	0.0						

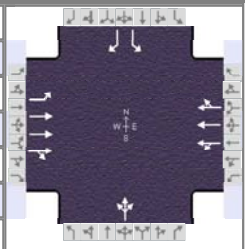
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		6.0		8.0		8.0		5.0
Phase Duration, s		37.0		37.0		12.9		12.9
Change Period, (*Y+R c*), s		5.0		5.0		5.5		5.5
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		3.2
Queue Clearance Time (*g s*), s		11.8		8.7				5.0
Green Extension Time (*g e*), s		3.9		4.0		0.0		0.3
Phase Call Probability		1.00		1.00				0.92
Max Out Probability		0.02		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3		18
Adjusted Flow Rate (*v*), veh/h	63	428	0	0	689	329		0		75		107
Adjusted Saturation Flow Rate (*s*), veh/h/ln	563	1900	0	0	1900	1808		0		1810		1610
Queue Service Time (*g s*), s	3.1	1.4	0.0	0.0	6.7	4.0		0.0		1.8		3.0
Cycle Queue Clearance Time (*g c*), s	9.8	1.4	0.0	0.0	6.7	4.0		0.0		1.8		3.0
Green Ratio (*g/C*)	0.64	0.64			0.64	0.64				0.15		0.15
Capacity (*c*), veh/h	430	3658			2439	1160				411		238
Volume-to-Capacity Ratio (*X*)	0.147	0.117	0.000	0.000	0.282	0.284		0.000		0.182		0.450
Back of Queue (*Q*), ft/ln (95 th percentile)	14.9	12.1	0	0	35	38.1		0		30.1		44.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	0.5	0.0	0.0	1.4	1.5		0.0		1.2		1.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Uniform Delay (*d 1*), s/veh	6.8	3.5			3.9	3.9				18.9		19.4
Incremental Delay (*d 2*), s/veh	0.7	0.1	0.0	0.0	0.3	0.6		0.0		0.1		0.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0		0.0
Control Delay (*d*), s/veh	7.5	3.5			4.2	4.5				19.0		19.9
Level of Service (LOS)	A	A			A	A				B		B
Approach Delay, s/veh / LOS	4.0	A		4.3	A		0.0			19.5	B	
Intersection Delay, s/veh / LOS	5.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.33	A	1.84	B	2.43	B	2.57	C
Bicycle LOS Score / LOS	0.76	A	1.05	A	0.49	A		F

HCS Signalized Intersection Results Summary

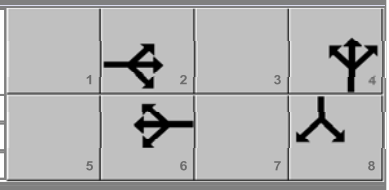
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	4/28/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Lomas	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Lomas Blvd & Easterda…	File Name	2023 EXPM Lomas & Easterday.xus		
Project Description	Los Altos Park TIA EXPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	933	0	0	604	55	0	0	0	56		53

Signal Information			
Cycle, s	48.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	32.0	6.2	0.0	0.0	0.0	0.0	
Yellow	4.0	3.5	0.0	0.0	0.0	0.0	
Red	1.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		6.0		8.0		8.0		5.0
Phase Duration, s		37.0		37.0		11.7		11.7
Change Period, ($Y+R_c$), s		5.0		5.0		5.5		5.5
Max Allow Headway (*MAH*), s		3.1		3.1		0.0		3.1
Queue Clearance Time (g_s), s		8.3		6.0				3.4
Green Extension Time (g_e), s		4.5		4.5		0.0		0.1
Phase Call Probability		1.00		1.00				0.77
Max Out Probability		0.01		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3		18
Adjusted Flow Rate (*v*), veh/h	78	933	0	0	444	215		0		56		53
Adjusted Saturation Flow Rate (*s*), veh/h/ln	787	1900	0	0	1900	1816		0		1810		1610
Queue Service Time (g_s), s	2.3	3.3	0.0	0.0	4.0	2.2		0.0		1.4		1.4
Cycle Queue Clearance Time (g_c), s	6.3	3.3	0.0	0.0	4.0	2.2		0.0		1.4		1.4
Green Ratio (*g/C*)	0.66	0.66			0.66	0.66				0.13		0.13
Capacity (*c*), veh/h	600	3748			2499	1194				377		204
Volume-to-Capacity Ratio (*X*)	0.130	0.249	0.000	0.000	0.178	0.180		0.000		0.148		0.260
Back of Queue (*Q*), ft/ln (95 th percentile)	12.8	24.1	0	0	17	19.1		0		22.3		21.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	1.0	0.0	0.0	0.7	0.8		0.0		0.9		0.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Uniform Delay (d_1), s/veh	4.9	3.4			3.2	3.2				19.1		19.2
Incremental Delay (d_2), s/veh	0.4	0.2	0.0	0.0	0.2	0.3		0.0		0.1		0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0		0.0
Control Delay (*d*), s/veh	5.3	3.6			3.4	3.6				19.2		19.4
Level of Service (LOS)	A	A			A	A				B		B
Approach Delay, s/veh / LOS	3.7	A		3.4	A		0.0			19.3	B	
Intersection Delay, s/veh / LOS	4.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	1.84	B	2.43	B	2.57	C
Bicycle LOS Score / LOS	1.04	A	0.85	A	0.49	A		F

HCS Two-Way Stop-Control Report

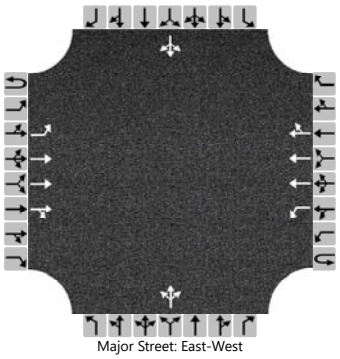
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/28/2023
Analysis Year	2023
Time Analyzed	EXAM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA EXAM

Site Information

Intersection	Lomas & Skate Park
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Skate Park Entrance
Peak Hour Factor	0.85
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	1	501	2	0	1	1004	4		1	0	0		0	0	0
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				1					1				0	
Capacity, c (veh/h)		323				620					235				0	
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		16.2				10.8					20.4					
Level of Service (LOS)		C				B					C					
Approach Delay (s/veh)	0.0				0.0				20.4							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

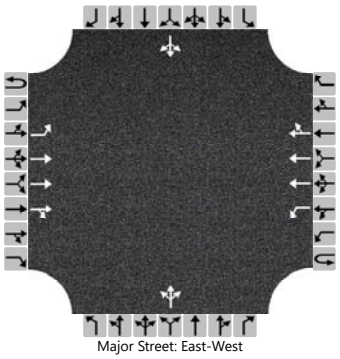
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/28/2023
Analysis Year	2023
Time Analyzed	EXPM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA EXPM

Site Information

Intersection	Lomas & Skate Park
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Skate Park Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	6	976	10	0	6	662	5		3	0	9		1	0	2
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				6					13				3	
Capacity, c (veh/h)		555				386					307				357	
v/c Ratio		0.01				0.02					0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		11.6				14.5					17.2				15.2	
Level of Service (LOS)		B				B					C				C	
Approach Delay (s/veh)		0.1				0.1				17.2				15.2		
Approach LOS		A				A				C				C		

HCS Two-Way Stop-Control Report

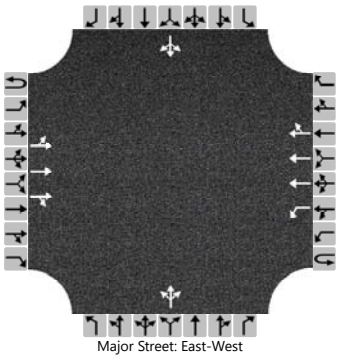
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/29/2023
Analysis Year	2023
Time Analyzed	EXAM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA EXAM

Site Information

Intersection	Lomas & Park Entrance
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Park Entrance
Peak Hour Factor	0.76
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		LT	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		0	488	3	0	6	898	0		4	0	6		0	0	0
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				8					13				0	
Capacity, c (veh/h)		325				585					344				0	
v/c Ratio		0.00				0.01					0.04					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		16.1	0.0			11.2					15.9					
Level of Service (LOS)		C	A			B					C					
Approach Delay (s/veh)	0.0				0.1				15.9							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

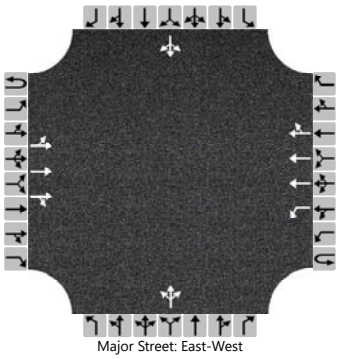
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/29/2023
Analysis Year	2023
Time Analyzed	EXPM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA EXPM

Site Information

Intersection	Lomas & Park Entrance
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Park Entrance
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		LT	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		3	895	17	0	43	602	0		5	0	13		1	0	1
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

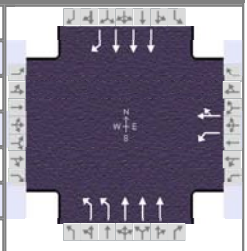
Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				45					19				2	
Capacity, c (veh/h)		593				415					294				287	
v/c Ratio		0.01				0.11					0.06				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.4					0.2				0.0	
Control Delay (s/veh)		11.1	0.1			14.7					18.1				17.6	
Level of Service (LOS)		B	A			B					C				C	
Approach Delay (s/veh)	0.1				1.0				18.1				17.6			
Approach LOS	A				A				C				C			

HCS Signalized Intersection Results Summary

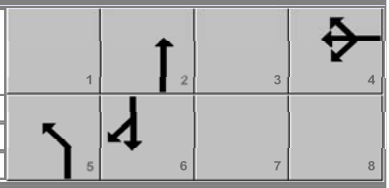
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections EXAM.xus		
Project Description	Los Altos Park TIA EXAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				176	9	219	500	1070			1119	592

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.1	42.6	17.3	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



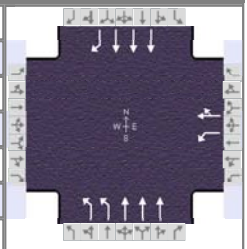
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				26.8	21.6	83.2		61.6
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				17.2	17.1			
Green Extension Time (g_e), s				0.1	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				176	228		498	1065			1008	534
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1620		1743	1712			1725	1610
Queue Service Time (g_s), s				10.0	15.2		15.1	9.7			9.4	25.6
Cycle Queue Clearance Time (g_c), s				10.0	15.2		15.1	9.7			9.4	25.6
Green Ratio (*g/C*)				0.16	0.16		0.16	0.58			0.39	0.39
Capacity (*c*), veh/h				285	255		574	2996			2003	623
Volume-to-Capacity Ratio (*X*)				0.618	0.894		0.867	0.356			0.504	0.856
Back of Queue (*Q*), ft/ln (95 th percentile)				201.1	329.8		239.3	143.7			122.5	248.9
Back of Queue (*Q*), veh/ln (95 th percentile)				8.0	13.2		9.5	5.7			4.9	10.0
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.83	0.00			0.00	0.73
Uniform Delay (d_1), s/veh				43.2	45.4		41.0	9.0			10.7	11.8
Incremental Delay (d_2), s/veh				2.3	35.0		2.1	0.3			0.7	13.4
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				45.5	80.5		43.1	9.3			11.5	25.2
Level of Service (LOS)				D	F		D	A			B	C
Approach Delay, s/veh / LOS	0.0			65.2		E	20.0		C	16.2		B
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.61	C	1.66	B	1.69	B
Bicycle LOS Score / LOS			1.15	A	1.35	A	1.43	A

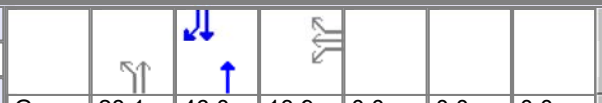
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections EXPM.xus		
Project Description	Los Altos Park TIA EXPM				

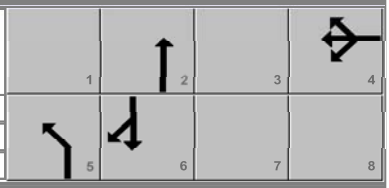


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118	2	157	816	2011			1161	591

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	28.1	46.0	13.9	0.0	0.0	0.0						
Yellow	3.0	18.0	8.0	0.0	0.0	0.0						
Red	0.5	1.0	1.5	0.0	0.0	0.0						



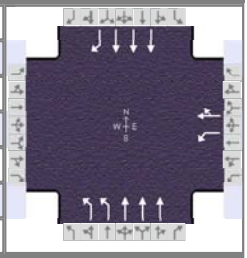
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				23.4	31.6	96.6		65.0
Change Period, (*Y+R c*), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (*g s*), s				13.6	26.5			
Green Extension Time (*g e*), s				0.3	1.6	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.05	0.01			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				118	159		751	1851			971	495
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1613		1743	1712			1725	1610
Queue Service Time (*g s*), s				7.4	11.6		24.5	22.2			12.1	24.5
Cycle Queue Clearance Time (*g c*), s				7.4	11.6		24.5	22.2			12.1	24.5
Green Ratio (*g/C*)				0.12	0.12		0.23	0.65			0.38	0.38
Capacity (*c*), veh/h				210	187		817	3320			1982	617
Volume-to-Capacity Ratio (*X*)				0.562	0.850		0.919	0.558			0.490	0.802
Back of Queue (*Q*), ft/ln (95 th percentile)				150.7	223.8		263.8	220.7			171.8	246
Back of Queue (*Q*), veh/ln (95 th percentile)				6.0	9.0		10.5	8.8			6.9	9.8
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.91	0.00			0.00	0.72
Uniform Delay (*d 1*), s/veh				50.2	52.0		34.7	10.3			16.0	13.9
Incremental Delay (*d 2*), s/veh				0.9	11.6		1.5	0.1			0.7	9.5
Initial Queue Delay (*d 3*), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				51.0	63.6		36.2	10.4			16.8	23.4
Level of Service (LOS)				D	E		D	B			B	C
Approach Delay, s/veh / LOS	0.0			58.2		E	17.8		B	19.0		B
Intersection Delay, s/veh / LOS	20.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.75	C	2.62	C	1.65	B	1.70	B
Bicycle LOS Score / LOS			0.94	A	2.04	B	1.45	A

HCS Signalized Intersection Results Summary

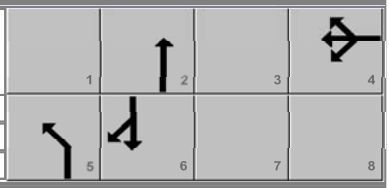
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections EXAM.xus		
Project Description	Los Altos Park TIA EXAM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				176	9	219	500	1070			1119	592

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.2	47.0	12.8	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



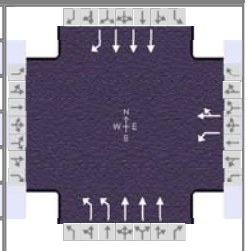
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				22.3	21.7	87.7		66.0
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				12.5	17.1			
Green Extension Time (g_e), s				0.4	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.11	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				176	147		498	1065			1008	534
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1625		1743	1712			1725	1610
Queue Service Time (g_s), s				10.5	9.7		15.1	8.6			8.1	21.1
Cycle Queue Clearance Time (g_c), s				10.5	9.7		15.1	8.6			8.1	21.1
Green Ratio (*g/C*)				0.12	0.12		0.17	0.62			0.43	0.43
Capacity (*c*), veh/h				211	189		576	3206			2212	688
Volume-to-Capacity Ratio (*X*)				0.834	0.776		0.865	0.332			0.456	0.775
Back of Queue (*Q*), ft/ln (95 th percentile)				222.1	183.5		234.5	121.8			105.8	207.4
Back of Queue (*Q*), veh/ln (95 th percentile)				8.9	7.3		9.3	4.8			4.2	8.3
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.81	0.00			0.00	0.61
Uniform Delay (d_1), s/veh				47.5	47.2		40.5	7.2			8.8	9.9
Incremental Delay (d_2), s/veh				9.4	4.9		1.2	0.2			0.6	7.2
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				56.9	52.1		41.7	7.4			9.3	17.2
Level of Service (LOS)				E	D		D	A			A	B
Approach Delay, s/veh / LOS	0.0			54.7	D		18.3	B		12.0	B	
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.61	C	1.77	B	1.69	B
Bicycle LOS Score / LOS			1.02	A	1.35	A	1.43	A

HCS Signalized Intersection Results Summary

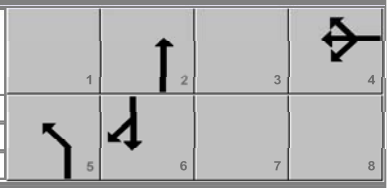
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections EXPM.xus		
Project Description	Los Altos Park TIA EXPM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				118	2	157	816	2011			1161	591

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	28.1	47.9	11.9	0.0	0.0	0.0	
Yellow	3.0	18.0	8.0	0.0	0.0	0.0	
Red	0.5	1.0	1.5	0.0	0.0	0.0	



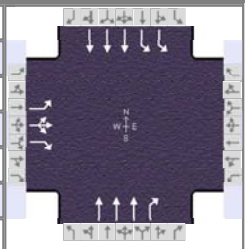
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				21.4	31.6	98.6		66.9
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				11.6	26.4			
Green Extension Time (g_e), s				0.3	1.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.01	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				118	132		751	1851			971	495
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1614		1743	1712			1725	1610
Queue Service Time (g_s), s				7.5	9.6		24.4	20.8			11.0	22.2
Cycle Queue Clearance Time (g_c), s				7.5	9.6		24.4	20.8			11.0	22.2
Green Ratio (*g/C*)				0.10	0.10		0.23	0.66			0.40	0.40
Capacity (*c*), veh/h				180	161		817	3404			2068	643
Volume-to-Capacity Ratio (*X*)				0.655	0.822		0.920	0.544			0.470	0.769
Back of Queue (*Q*), ft/ln (95 th percentile)				155.1	180.8		254.6	201.8			156.6	223.4
Back of Queue (*Q*), veh/ln (95 th percentile)				6.2	7.2		10.1	8.0			6.3	8.9
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.88	0.00			0.00	0.66
Uniform Delay (d_1), s/veh				52.0	53.0		33.6	9.1			13.9	12.3
Incremental Delay (d_2), s/veh				1.5	4.1		1.3	0.1			0.6	7.5
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				53.6	57.1		34.9	9.2			14.6	19.8
Level of Service (LOS)				D	E		C	A			B	B
Approach Delay, s/veh / LOS	0.0			55.4	E		16.6	B		16.3	B	
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.75	C	2.62	C	1.69	B	1.70	B
Bicycle LOS Score / LOS			0.90	A	2.04	B	1.45	A

HCS Signalized Intersection Results Summary

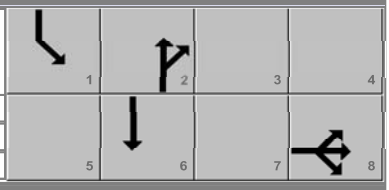
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections EXAM.xus		
Project Description	Los Altos Park TIA EXAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	529	4	754					1073	120	75	1230	

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.6	61.0	30.9	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



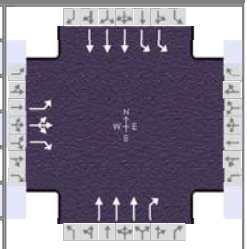
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		36.9				66.0	7.1	73.1
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		29.7					4.1	
Green Extension Time (g_e), s		1.2				0.0	0.1	0.0
Phase Call Probability		1.00					0.88	
Max Out Probability		0.96					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	450	423	415					1073	120	68	1116	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1637	1598					1712	1598	1757	1725	
Queue Service Time (g_s), s	26.4	27.5	27.7					13.0	4.0	2.1	3.1	
Cycle Queue Clearance Time (g_c), s	26.4	27.5	27.7					13.0	4.0	2.1	3.1	
Green Ratio (*g/C*)	0.28	0.28	0.28					0.55	0.55	0.03	0.62	
Capacity (*c*), veh/h	505	460	449					2846	885	116	3203	
Volume-to-Capacity Ratio (*X*)	0.891	0.918	0.924					0.377	0.136	0.589	0.349	
Back of Queue (*Q*), ft/ln (95 th percentile)	500.3	511.2	512.3					209.4	64.2	40.1	38.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	19.9	20.3	20.3					8.3	2.5	1.6	1.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.21	0.29	0.00	
Uniform Delay (d_1), s/veh	37.9	38.3	38.4					13.8	11.8	50.1	2.0	
Incremental Delay (d_2), s/veh	18.6	27.5	29.9					0.4	0.3	1.5	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	56.5	65.9	68.3					14.2	12.1	51.6	2.3	
Level of Service (LOS)	E	E	E					B	B	D	A	
Approach Delay, s/veh / LOS	63.4	E		0.0			14.0	B		5.1	A	
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.74	C	1.67	B	1.88	B
Bicycle LOS Score / LOS	2.61	C			1.14	A	1.21	A

HCS Signalized Intersection Results Summary

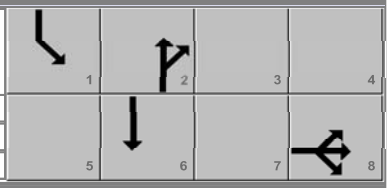
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections EXPM.xus		
Project Description	Los Altos Park TIA EXPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	746	4	751					2087	325	192	1081	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	60.0	38.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



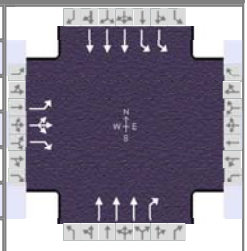
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		44.0				65.0	11.0	76.0
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		40.0					7.3	
Green Extension Time (g_e), s		0.0				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	522	491	488					2087	325	164	925	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1535	1449					1725	1610	1757	1725	
Queue Service Time (g_s), s	38.0	38.0	38.0					40.5	15.2	5.3	3.5	
Cycle Queue Clearance Time (g_c), s	38.0	38.0	38.0					40.5	15.2	5.3	3.5	
Green Ratio (*g/C*)	0.32	0.32	0.32					0.50	0.50	0.06	0.59	
Capacity (*c*), veh/h	516	486	459					2588	805	220	3062	
Volume-to-Capacity Ratio (*X*)	1.013	1.010	1.064					0.806	0.404	0.748	0.302	
Back of Queue (*Q*), ft/ln (95 th percentile)	919.6	868.5	1124.2					572	242.8	98.2	47.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	36.8	34.7	45.0					22.9	9.7	3.9	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.81	0.70	0.00	
Uniform Delay (d_1), s/veh	41.0	41.0	41.0					25.1	18.8	49.3	3.2	
Incremental Delay (d_2), s/veh	91.9	91.2	161.3					2.9	1.5	1.7	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	132.9	132.2	202.3					28.0	20.3	50.9	3.4	
Level of Service (LOS)	F	F	F					C	C	D	A	
Approach Delay, s/veh / LOS	155.2	F		0.0			27.0	C		10.6	B	
Intersection Delay, s/veh / LOS	61.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	1.68	B	1.89	B
Bicycle LOS Score / LOS	2.96	C			1.81	B	1.19	A

HCS Signalized Intersection Results Summary

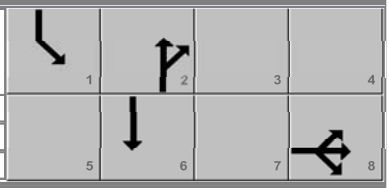
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections EXAM.xus		
Project Description	Los Altos Park TIA EXAM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	529	4	754					1073	120	75	1230	

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.6	61.8	30.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



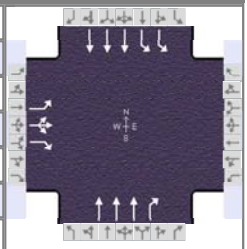
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		36.0				66.8	7.1	74.0
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		28.7					4.1	
Green Extension Time (g_e), s		1.3				0.0	0.1	0.0
Phase Call Probability		1.00					0.88	
Max Out Probability		0.72					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	450	378	360					1073	120	68	1116	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1642	1598					1712	1598	1757	1725	
Queue Service Time (g_s), s	26.7	23.9	23.2					12.7	3.9	2.1	3.1	
Cycle Queue Clearance Time (g_c), s	26.7	23.9	23.2					12.7	3.9	2.1	3.1	
Green Ratio (*g/C*)	0.27	0.27	0.27					0.56	0.56	0.03	0.63	
Capacity (*c*), veh/h	490	448	436					2887	898	116	3245	
Volume-to-Capacity Ratio (*X*)	0.917	0.842	0.825					0.372	0.134	0.588	0.344	
Back of Queue (*Q*), ft/ln (95 th percentile)	526.8	405.6	382.2					205.6	62.6	40.1	36.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	20.9	16.1	15.2					8.2	2.5	1.6	1.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.21	0.29	0.00	
Uniform Delay (d_1), s/veh	38.8	37.7	37.5					13.3	11.4	50.1	1.9	
Incremental Delay (d_2), s/veh	24.4	11.7	10.2					0.4	0.3	1.5	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	63.1	49.5	47.7					13.7	11.7	51.6	2.2	
Level of Service (LOS)	E	D	D					B	B	D	A	
Approach Delay, s/veh / LOS	54.1	D		0.0			13.5	B		5.0	A	
Intersection Delay, s/veh / LOS	24.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.74	C	1.67	B	2.02	B
Bicycle LOS Score / LOS	2.45	B			1.14	A	1.21	A

HCS Signalized Intersection Results Summary

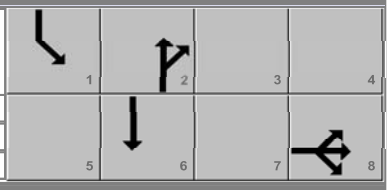
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections EXPM.xus		
Project Description	Los Altos Park TIA EXPM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	746	4	751					2087	325	192	1081	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	60.0	38.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		44.0				65.0	11.0	76.0
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		40.0					7.3	
Green Extension Time (g_e), s		0.0				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	522	456	423					2087	325	164	925	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1541	1449					1725	1610	1757	1725	
Queue Service Time (g_s), s	38.0	34.4	33.8					40.5	15.2	5.3	3.5	
Cycle Queue Clearance Time (g_c), s	38.0	34.4	33.8					40.5	15.2	5.3	3.5	
Green Ratio (*g/C*)	0.32	0.32	0.32					0.50	0.50	0.06	0.59	
Capacity (*c*), veh/h	516	488	459					2588	805	220	3062	
Volume-to-Capacity Ratio (*X*)	1.013	0.934	0.922					0.806	0.404	0.748	0.302	
Back of Queue (*Q*), ft/ln (95 th percentile)	919.6	603.7	555.6					572	242.8	98.2	47.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	36.8	24.1	22.2					22.9	9.7	3.9	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.81	0.70	0.00	
Uniform Delay (d_1), s/veh	41.0	39.8	39.6					25.1	18.8	49.3	3.2	
Incremental Delay (d_2), s/veh	91.9	35.2	32.3					2.9	1.5	1.7	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	132.9	74.9	71.9					28.0	20.3	50.9	3.4	
Level of Service (LOS)	F	E	E					C	C	D	A	
Approach Delay, s/veh / LOS	95.6	F		0.0			27.0	C		10.6	B	
Intersection Delay, s/veh / LOS	42.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	1.68	B	2.03	B
Bicycle LOS Score / LOS	2.80	C			1.81	B	1.19	A

APPENDIX C:
TRIP DISTRIBUTION
FORECAST TURNING MOVEMENTS
AND BACKGROUND TRAFFIC GROWTH

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: EUBANK BLVD AND LOMAS BLVD

AM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	132	275	89	353	611	121	150	895	210	100	1,100	196
Background Growth	5	11	4	14	24	5	6	36	8	4	44	8
2025 No Build	137	286	93	367	635	126	156	931	218	104	1,144	204
Entering	0	0	0	1	1	0	0	0	0	0	0	1
Exiting	0	1	0	0	0	0	0	0	0	0	0	0
2025 Build	138	287	93	368	636	126	156	931	218	104	1,144	204
PHF	*0.86*			*0.86*			*0.86*			*0.86*		
HV %		*1*			*0.4*			*0.2*			*0.1*	

PM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	289	541	169	352	408	131	146	1,438	288	190	945	159
Background Growth	12	22	7	14	16	5	6	58	12	8	38	6
2025 No Build	301	563	176	366	424	136	152	1,496	300	198	983	165
Entering	0	0	0	16	19	0	11	0	0	0	0	18
Exiting	11	21	6	0	0	0	0	0	0	0	0	0
2025 Build	311	584	182	382	443	136	163	1,496	300	198	983	183
PHF	*0.97*			*0.97*			*0.97*			*0.97*		
HV %		*0.1*			*0*			*0.1*			*0.1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter				18.00%	21.00%		12.00%					20.00%
Trip Distribution % Exit	20.00%	39.00%	12.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: LOMAS BLVD AND EASTERDAY DR

AM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound EASTERDAY			Southbound EASTERDAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	63	428			925	93				75		107
Background Growth	3	17	0	0	37	4	0	0	0	3	0	4
2025 No Build	66	445	0	0	962	97	0	0	0	78	0	111
Entering	0	1	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	0
2025 Build	66	446	0	0	962	97	0	0	0	78	0	111
PHF	*0.82*			*0.82*			*0.00*			*0.82*		
HV %		*0.6*			*0.2*			*0*			*0.5*	

PM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound EASTERDAY			Southbound EASTERDAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	78	933			604	55				56		53
Background Growth	3	37	0	0	24	2	0	0	0	2	0	2
2025 No Build	81	970	0	0	628	57	0	0	0	58	0	55
Entering	0	17	3	5	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	10	0	2	0	3	0	0	0
2025 Build	81	987	3	5	638	57	2	0	3	58	0	55
PHF	*0.96*			*0.96*			*0.00*			*0.96*		
HV %		*0.1*			*0*			*0*			*0*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		19.00%	3.00%	6.00%								
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	19.00%	0.00%	3.00%	0.00%	6.00%	0.00%	0.00%	0.00%

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: LOMAS BLVD AND SKATE PARK

AM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound SKATE PARK			Southbound ALLEYWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	1	501	2	1	1,004	4	1	0	0	0	0	0
Background Growth	0	20	0	0	40	0	0	0	0	0	0	0
2025 No Build	1	521	2	1	1,044	4	1	0	0	0	0	0
Entering	0	0	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	0
2025 Build	1	521	2	1	1,045	4	1	0	0	0	0	0
PHF	*0.85*			*0.85*			*0.85*			*0.85*		
HV %		*0.2*			*0.1*			*0*			*0*	

PM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound SKATE PARK			Southbound ALLEYWAY		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	6	976	10	6	662	5	3	0	9	1	0	2
Background Growth	0	39	0	0	26	0	0	0	0	0	0	0
2025 No Build	6	1,015	10	6	688	5	3	0	9	1	0	2
Entering	0	9	4	8	5	0	0	0	0	0	0	0
Exiting	0	3	0	0	5	0	2	0	5	0	0	0
2025 Build	6	1,027	14	14	699	5	5	0	14	1	0	2
PHF	*0.96*			*0.96*			*0.96*			*0.96*		
HV %		*0.1*			*0*			*0*			*0*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter		10.00%	4.00%	9.00%	6.00%							
Trip Distribution % Exit	0.00%	6.00%	0.00%	0.00%	10.00%	0.00%	4.00%	0.00%	9.00%	0.00%	0.00%	0.00%

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: LOMAS BLVD AND PARK ENTRANCE

AM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound PARK ENTRANCE			Southbound BUSINESS LOT		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	0	488	3	6	898	0	4	0	6	0	0	0
Background Growth	0	20	0	0	36	0	0	0	0	0	0	0
2025 No Build	0	508	3	6	934	0	4	0	6	0	0	0
Entering	0	0	0	1	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	1	0	0	0
2025 Build	0	508	3	7	934	0	4	0	7	0	0	0
PHF	*0.76*			*0.76*			*0.76*			*0.76*		
HV %		*1.2*			*0.3*			*0*			*0*	

PM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound PARK ENTRANCE			Southbound BUSINESS LOT		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	3	895	17	43	602	0	5	0	13	1	0	1
Background Growth	0	36	1	2	24	0	0	0	1	0	0	0
2025 No Build	3	931	18	45	626	0	5	0	14	1	0	1
Entering	0	0	9	23	14	0	0	0	0	0	0	0
Exiting	0	8	0	0	0	0	5	0	14	0	0	0
2025 Build	3	939	27	68	640	0	11	0	28	1	0	1
PHF	*0.95*			*0.95*			*0.95*			*0.95*		
HV %		*0.1*			*0.2*			*0*			*0*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter			10.00%	26.00%	15.00%							
Trip Distribution % Exit	0.00%	15.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	26.00%	0.00%	0.00%	0.00%

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: LOMAS BLVD AND PARKING LOT

AM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound PARKING LOT			Southbound PARKING LOT		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)		496			957							
Background Growth	0	20	0	0	38	0	0	0	0	0	0	0
2025 No Build	0	516	0	0	995	0	0	0	0	0	0	0
Entering	0	0	0	0	1	0	0	0	0	0	0	0
Exiting	0	1	0	0	0	0	0	0	1	0	0	0
2025 Build	0	517	0	0	997	0	0	0	1	0	0	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.1*			*0.1*			*0.1*			*0.1*	

PM Peak Hour

	Eastbound LOMAS			Westbound LOMAS			Northbound PARKING LOT			Southbound PARKING LOT		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)		999			713							
Background Growth	0	40	0	0	29	0	0	0	0	0	0	0
2025 No Build	0	1,039	0	0	742	0	0	0	0	0	0	0
Entering	0	0	0	0	37	0	0	0	0	0	0	0
Exiting	0	22	0	0	0	0	0	0	16	0	0	0
2025 Build	0	1,061	0	0	778	0	0	0	16	0	0	0
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.1*			*0.1*			*0.1*			*0.1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter					41.00%							
Trip Distribution % Exit	0.00%	41.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: EUBANK BLVD AND SONIC PARK ENTRANCE

AM Peak Hour

	Eastbound SONIC PARK			Westbound HOTEL AVE			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)								1,255			1,542	
Background Growth	0	0	0	0	0	0	0	50	0	0	62	0
2025 No Build	0	0	0	0	0	0	0	1,305	0	0	1,604	0
Entering	0	0	0	0	0	0	1	0	0	0	0	1
Exiting	0	0	0	0	0	0	0	0	0	0	0	0
2025 Build	0	0	0	0	0	0	1	1,306	0	0	1,604	1
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.1*			*0.1*			*0.1*			*0.1*	

PM Peak Hour

	Eastbound SONIC PARK			Westbound HOTEL AVE			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)								1,872			1,466	
Background Growth	0	0	0	0	0	0	0	75	0	0	59	0
2025 No Build	0	0	0	0	0	0	0	1,947	0	0	1,525	0
Entering	0	0	0	0	0	0	22	11	0	0	0	16
Exiting	0	0	6	0	0	0	0	0	0	0	6	0
2025 Build	0	0	6	0	0	0	22	1,958	0	0	1,531	16
PHF	*0.92*			*0.92*			*0.92*			*0.92*		
HV %		*0.1*			*0.1*			*0.1*			*0.1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter							24.00%	12.00%				18.00%
Trip Distribution % Exit	0.00%	0.00%	12.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.00%	0.00%

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: EUBANK BLVD AND I-40 WB RAMP

AM Peak Hour

	Eastbound			Westbound I-40 WB RAMP			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)				176	9	219	500	1,070			1,119	592
Background Growth	0	0	0	7	0	9	20	43	0	0	45	24
2025 No Build	0	0	0	183	9	228	520	1,113	0	0	1,164	616
Entering	0	0	0	0	0	0	0	1	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	0
2025 Build	0	0	0	183	9	228	520	1,113	0	0	1,164	616
PHF	*0.00*			*0.89*			*0.89*			*0.89*		
HV %		*0*			*0*			*0.8*			*0.1*	

PM Peak Hour

	Eastbound			Westbound I-40 WB RAMP			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)				118	2	157	816	2,011			1,161	591
Background Growth	0	0	0	5	0	6	33	80	0	0	46	24
2025 No Build	0	0	0	123	2	163	849	2,091	0	0	1,207	615
Entering	0	0	0	0	0	4	0	18	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	5	8
2025 Build	0	0	0	123	2	167	849	2,109	0	0	1,212	623
PHF	*0.00*			*0.96*			*0.96*			*0.96*		
HV %		*0*			*1.1*			*0.2*			*0.1*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter						4.00%		20.00%				
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.00%	15.00%

LOS ALTOS PARK DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: EUBANK BLVD AND I-40 EB RAMP

AM Peak Hour

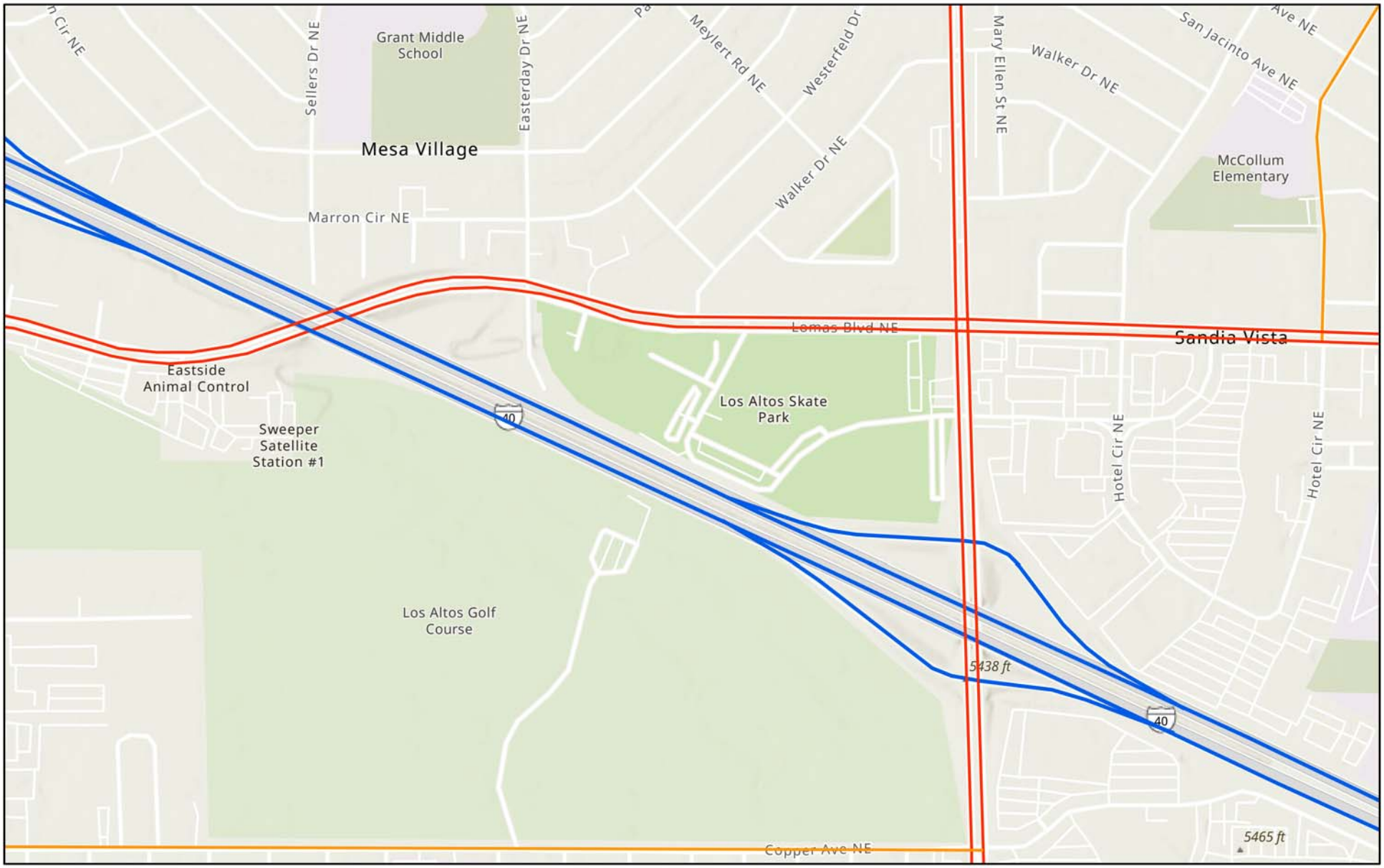
	Eastbound I-40 EB RAMP			Westbound			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	529	4	754					1,073	120	75	1,230	
Background Growth	21	0	30	0	0	0	0	43	5	3	49	0
2025 No Build	550	4	784	0	0	0	0	1,116	125	78	1,279	0
Entering	0	0	0	0	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	0	0	0
2025 Build	551	4	784	0	0	0	0	1,116	125	78	1,279	0
PHF	*0.93*			*0.00*			*0.93*			*0.93*		
HV %		*0.9*			*0*			*0.8*			*0*	

PM Peak Hour

	Eastbound I-40 EB RAMP			Westbound 0			Northbound EUBANK			Southbound EUBANK		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2023)	746	4	751					2,087	325	192	1,081	
Background Growth	30	0	30	0	0	0	0	83	13	8	43	0
2025 No Build	776	4	781	0	0	0	0	2,170	338	200	1,124	0
Entering	14	0	0	0	0	0	0	5	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	0	2	3	0
2025 Build	789	4	781	0	0	0	0	2,175	338	202	1,127	0
PHF	*0.97*			*0.00*			*0.97*			*0.97*		
HV %		*0.3*			*0*			*0.1*			*0.2*	

growth rates	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Trip Distribution % Enter	15.00%							5.00%				
Trip Distribution % Exit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	5.00%	0.00%

Los Altos Park



4/27/2023

NMDOT Functional Class

1 - Interstate

3 - Principal Arterial - Other

5 - Major Collector

World Hillshade

1:10,156

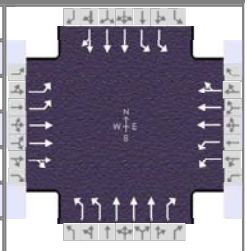
0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

APPENDIX D:
2025 NO BUILD INTERSECTION CAPACITY ANALYSIS

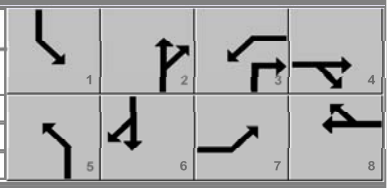
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & Lomas B…	File Name	Eubank Intersections NBAM.xus		
Project Description	Los Altos Park TIA NBAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	137	286	93	367	635	126	156	931	218	104	1144	204

Signal Information										
Cycle, s	110.0	Reference Phase	2							
Offset, s	10	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	53.8	0.3	7.7	16.0	2.4	11.8
				Yellow	4.5	0.0	3.0	4.5	0.0	3.0
				Red	1.0	0.0	0.5	1.0	0.0	0.5



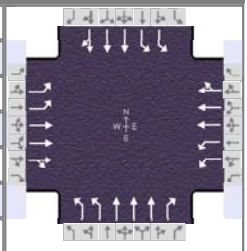
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	4.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	15.3	21.5	17.7	23.9	11.4	59.6	11.2	59.3
Change Period, (*Y+R c*), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	6.0	9.4	13.1	16.8	6.9		5.1	
Green Extension Time (*g e*), s	1.1	0.7	1.1	1.6	0.3	0.0	0.3	0.0
Phase Call Probability	0.98	1.00	1.00	1.00	0.99		0.96	
Max Out Probability	0.00	0.00	0.00	0.00	0.16		0.03	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	137	258	121	367	519	242	159	951	223	104	923	425
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1657	1757	1900	1737	1757	1725	1610	1757	1900	1749
Queue Service Time (*g s*), s	4.0	6.9	7.4	11.1	14.5	14.8	4.9	9.2	3.0	3.1	18.0	18.0
Cycle Queue Clearance Time (*g c*), s	4.0	6.9	7.4	11.1	14.5	14.8	4.9	9.2	3.0	3.1	18.0	18.0
Green Ratio (*g/C*)	0.11	0.15	0.15	0.13	0.17	0.17	0.07	0.49	0.62	0.07	0.49	0.49
Capacity (*c*), veh/h	374	548	241	455	637	291	254	2546	1000	245	1860	856
Volume-to-Capacity Ratio (*X*)	0.367	0.470	0.503	0.807	0.815	0.831	0.628	0.374	0.223	0.425	0.496	0.497
Back of Queue (*Q*), ft/ln (95 th percentile)	78	143.7	136.9	207.1	274.5	264	99.4	138	41.4	61.1	306.5	295.7
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	5.7	5.4	8.3	11.0	10.6	4.0	5.5	1.7	2.4	12.3	11.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.00	0.00	0.71	0.00	0.00	0.76	0.00	0.32	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	45.6	43.1	43.3	45.4	44.1	44.3	51.7	11.2	3.4	49.1	18.9	18.9
Incremental Delay (*d 2*), s/veh	0.2	0.2	0.6	1.3	1.0	2.4	0.9	0.4	0.5	0.4	1.0	2.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.9	43.3	43.9	46.8	45.1	46.7	52.6	11.6	3.9	49.5	19.9	21.0
Level of Service (LOS)	D	D	D	D	D	D	D	B	A	D	B	C
Approach Delay, s/veh / LOS	44.2	D		46.0	D		15.2	B		22.3	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.74	C	2.74	C	2.74	C
Bicycle LOS Score / LOS	0.77	A	1.11	A	1.21	A	1.29	A

HCS Signalized Intersection Results Summary

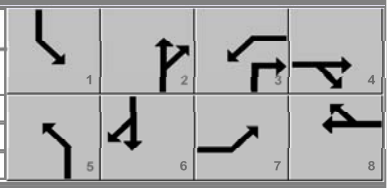
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & Lomas B…	File Name	Eubank Intersections NBPM.xus		
Project Description	Los Altos Park TIA NBPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	301	563	176	366	424	136	152	1496	300	198	983	165

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	57.9	0.8	8.0	16.0	3.7	15.6
Yellow	4.5	0.0	3.0	4.5	0.0	3.0
Red	1.0	0.0	0.5	1.0	0.0	0.5



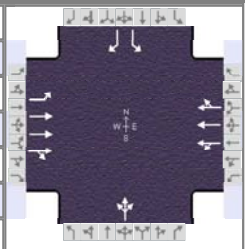
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	4.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	22.8	25.2	19.1	21.5	11.5	63.4	12.3	64.3
Change Period, (*Y+R c*), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	11.5	18.2	14.1	14.3	7.5		8.6	
Green Extension Time (*g e*), s	1.5	1.5	1.5	1.1	0.2	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.01	0.00	0.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	301	509	230	366	383	177	162	1592	319	198	784	364
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1657	1757	1900	1669	1757	1725	1610	1757	1900	1757
Queue Service Time (*g s*), s	9.5	15.6	16.2	12.1	11.7	12.3	5.5	22.4	7.6	6.6	15.9	16.0
Cycle Queue Clearance Time (*g c*), s	9.5	15.6	16.2	12.1	11.7	12.3	5.5	22.4	7.6	6.6	15.9	16.0
Green Ratio (*g/C*)	0.16	0.16	0.16	0.13	0.13	0.13	0.07	0.48	0.61	0.07	0.49	0.49
Capacity (*c*), veh/h	560	618	271	458	507	223	233	2497	987	258	1861	860
Volume-to-Capacity Ratio (*X*)	0.537	0.824	0.849	0.800	0.757	0.793	0.694	0.637	0.324	0.767	0.422	0.423
Back of Queue (*Q*), ft/ln (95 th percentile)	185	296.9	284.5	227.4	233.8	223.3	114.6	269.2	99.8	142.5	281.4	271.7
Back of Queue (*Q*), veh/ln (95 th percentile)	7.3	11.8	11.3	9.1	9.4	8.9	4.6	10.8	4.0	5.7	11.3	10.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00	0.00	0.78	0.00	0.00	0.88	0.00	0.77	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	46.3	48.5	48.7	50.7	50.1	50.4	57.0	15.2	6.0	54.6	19.7	19.7
Incremental Delay (*d 2*), s/veh	0.3	1.6	5.3	1.3	0.9	2.5	2.9	1.0	0.7	7.8	0.7	1.5
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.6	50.1	54.0	51.9	51.0	52.9	59.9	16.1	6.7	62.4	20.4	21.2
Level of Service (LOS)	D	D	D	D	D	D	E	B	A	E	C	C
Approach Delay, s/veh / LOS	49.9	D		51.7	D		18.1	B		26.8	C	
Intersection Delay, s/veh / LOS	32.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.73	C	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.06	A	1.00	A	1.56	B	1.23	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	4/28/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Lomas	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Lomas Blvd & Easterda…	File Name	2025 NBAM Lomas & Easterday.xus		
Project Description	Los Altos Park TIA NBAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	66	445	0	0	962	97	0	0	0	78		111

Signal Information			
Cycle, s	49.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	32.0	7.4	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	4.0	3.5	0.0	0.0	0.0	0.0						
Red	1.0	2.0	0.0	0.0	0.0	0.0						

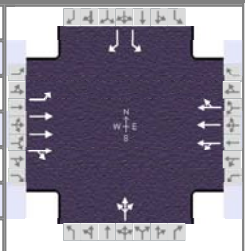
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		6.0		8.0		8.0		5.0
Phase Duration, s		37.0		37.0		12.9		12.9
Change Period, ($Y+R_c$), s		5.0		5.0		5.5		5.5
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		3.2
Queue Clearance Time (g_s), s		12.5		9.1				5.1
Green Extension Time (g_e), s		4.1		4.2		0.0		0.3
Phase Call Probability		1.00		1.00				0.93
Max Out Probability		0.03		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3		18
Adjusted Flow Rate (*v*), veh/h	66	445	0	0	717	342		0		78		111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	541	1900	0	0	1900	1808		0		1810		1610
Queue Service Time (g_s), s	3.5	1.5	0.0	0.0	7.1	4.2		0.0		1.9		3.1
Cycle Queue Clearance Time (g_c), s	10.5	1.5	0.0	0.0	7.1	4.2		0.0		1.9		3.1
Green Ratio (*g/C*)	0.64	0.64			0.64	0.64				0.15		0.15
Capacity (*c*), veh/h	415	3654			2436	1159				413		239
Volume-to-Capacity Ratio (*X*)	0.159	0.122	0.000	0.000	0.294	0.295		0.000		0.189		0.464
Back of Queue (*Q*), ft/ln (95 th percentile)	16.4	12.9	0	0	36.9	40.7		0		31.3		46.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	0.5	0.0	0.0	1.5	1.6		0.0		1.3		1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Uniform Delay (d_1), s/veh	7.1	3.5			4.0	4.0				18.9		19.4
Incremental Delay (d_2), s/veh	0.8	0.1	0.0	0.0	0.3	0.7		0.0		0.1		0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0		0.0
Control Delay (*d*), s/veh	7.9	3.6			4.3	4.6				19.0		20.0
Level of Service (LOS)	A	A			A	A				B		B
Approach Delay, s/veh / LOS	4.1	A		4.4	A		0.0			19.6	B	
Intersection Delay, s/veh / LOS	5.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.33	A	1.84	B	2.43	B	2.57	C
Bicycle LOS Score / LOS	0.77	A	1.07	A	0.49	A		F

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	4/28/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Lomas	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Lomas Blvd & Easterda…	File Name	2025 NBPM Lomas & Easterday.xus		
Project Description	Los Altos Park TIA NBPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	970	0	0	628	57	0	0	0	58		55

Signal Information			
Cycle, s	48.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	32.0	6.3	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	3.5	0.0	0.0	0.0	0.0				
Red	1.0	2.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		6.0		8.0		8.0		5.0
Phase Duration, s		37.0		37.0		11.8		11.8
Change Period, ($Y+R_c$), s		5.0		5.0		5.5		5.5
Max Allow Headway (*MAH*), s		3.1		3.1		0.0		3.1
Queue Clearance Time (g_s), s		8.7		6.2				3.5
Green Extension Time (g_e), s		4.7		4.8		0.0		0.2
Phase Call Probability		1.00		1.00				0.78
Max Out Probability		0.02		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3		18
Adjusted Flow Rate (*v*), veh/h	81	970	0	0	462	223		0		58		55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	769	1900	0	0	1900	1817		0		1810		1610
Queue Service Time (g_s), s	2.5	3.4	0.0	0.0	4.2	2.4		0.0		1.4		1.5
Cycle Queue Clearance Time (g_c), s	6.7	3.4	0.0	0.0	4.2	2.4		0.0		1.4		1.5
Green Ratio (*g/C*)	0.66	0.66			0.66	0.66				0.13		0.13
Capacity (*c*), veh/h	585	3740			2493	1192				380		207
Volume-to-Capacity Ratio (*X*)	0.138	0.259	0.000	0.000	0.185	0.187		0.000		0.153		0.266
Back of Queue (*Q*), ft/ln (95 th percentile)	13.7	25.5	0	0	18	20.2		0		23.1		22.3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	1.0	0.0	0.0	0.7	0.8		0.0		0.9		0.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Uniform Delay (d_1), s/veh	5.1	3.5			3.3	3.3				19.1		19.2
Incremental Delay (d_2), s/veh	0.5	0.2	0.0	0.0	0.2	0.3		0.0		0.1		0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0		0.0
Control Delay (*d*), s/veh	5.5	3.6			3.4	3.6				19.2		19.4
Level of Service (LOS)	A	A			A	A				B		B
Approach Delay, s/veh / LOS	3.8	A		3.5	A		0.0			19.3	B	
Intersection Delay, s/veh / LOS	4.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	1.84	B	2.43	B	2.57	C
Bicycle LOS Score / LOS	1.07	A	0.86	A	0.49	A		F

HCS Two-Way Stop-Control Report

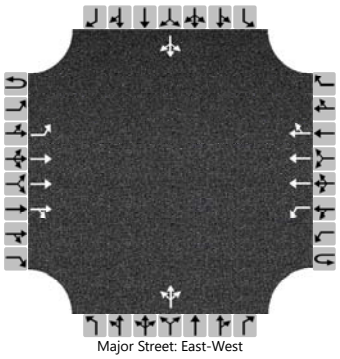
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/28/2023
Analysis Year	2025
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA NBAM

Site Information

Intersection	Lomas & Skate Park
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Skate Park Entrance
Peak Hour Factor	0.85
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	1	521	2	0	1	1044	4		1	0	0		0	0	0
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				1					1				0	
Capacity, c (veh/h)		307				605					222				0	
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		16.8				11.0					21.3					
Level of Service (LOS)		C				B					C					
Approach Delay (s/veh)	0.0				0.0				21.3							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

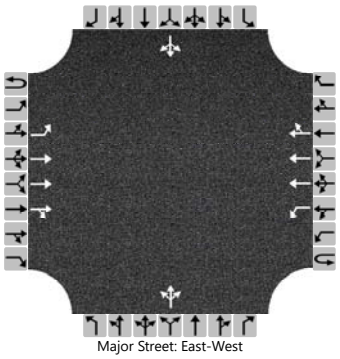
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/28/2023
Analysis Year	2025
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA NBPM

Site Information

Intersection	Lomas & Skate Park
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Skate Park Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	6	1015	10	0	6	688	5		3	0	9		1	0	2
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				6					13				3	
Capacity, c (veh/h)		539				369					292				342	
v/c Ratio		0.01				0.02					0.04				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.1				0.0	
Control Delay (s/veh)		11.8				14.9					17.9				15.6	
Level of Service (LOS)		B				B					C				C	
Approach Delay (s/veh)	0.1				0.1				17.9				15.6			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

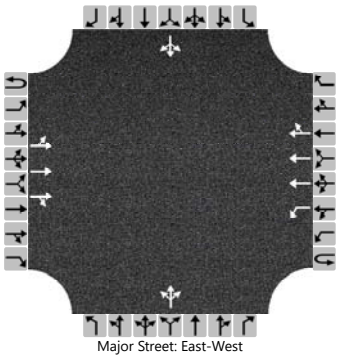
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/29/2023
Analysis Year	2025
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA NBAM

Site Information

Intersection	Lomas & Park Entrance
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Park Entrance
Peak Hour Factor	0.76
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		LT	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		0	508	3	0	6	934	0		4	0	6		0	0	0
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

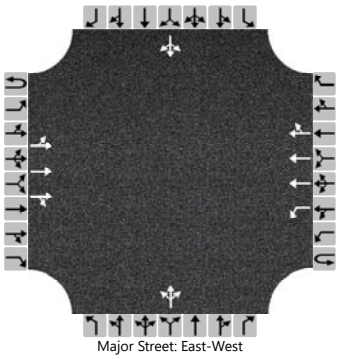
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				8					13				0	
Capacity, c (veh/h)		308				568					328				0	
v/c Ratio		0.00				0.01					0.04					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		16.7	0.0			11.4					16.4					
Level of Service (LOS)		C	A			B					C					
Approach Delay (s/veh)		0.0				0.1				16.4						
Approach LOS		A				A				C						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AG	Intersection	Lomas & Park Entrance
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	4/29/2023	East/West Street	Lomas Blvd
Analysis Year	2025	North/South Street	Park Entrance
Time Analyzed	NBPM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Los Altos Park TIA NBPM		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		LT	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		0	931	18	0	45	626	0		5	0	14		1	0	1
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

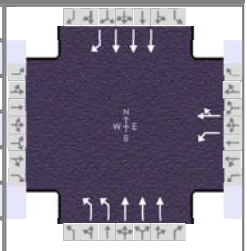
Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				47					20				2	
Capacity, c (veh/h)		577				398					286				273	
v/c Ratio		0.00				0.12					0.07				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.4					0.2				0.0	
Control Delay (s/veh)		11.2	0.0			15.3					18.6				18.3	
Level of Service (LOS)		B	A			C					C				C	
Approach Delay (s/veh)	0.0				1.0				18.6				18.3			
Approach LOS	A				A				C				C			

HCS Signalized Intersection Results Summary

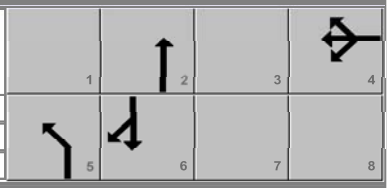
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections NBAM.xus		
Project Description	Los Altos Park TIA NBAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				183	9	228	520	1113			1164	616

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.7	41.4	17.9	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



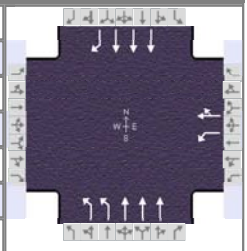
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				27.4	22.2	82.6		60.4
Change Period, (*Y+R c*), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (*g s*), s				17.8	17.6			
Green Extension Time (*g e*), s				0.1	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				183	237		516	1105			1049	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1620		1743	1712			1725	1610
Queue Service Time (*g s*), s				10.4	15.8		15.6	10.1			11.1	31.0
Cycle Queue Clearance Time (*g c*), s				10.4	15.8		15.6	10.1			11.1	31.0
Green Ratio (*g/C*)				0.16	0.16		0.17	0.58			0.38	0.38
Capacity (*c*), veh/h				294	263		592	2970			1950	607
Volume-to-Capacity Ratio (*X*)				0.622	0.900		0.872	0.372			0.538	0.915
Back of Queue (*Q*), ft/ln (95 th percentile)				208	348.3		246.7	146.6			146.4	313.1
Back of Queue (*Q*), veh/ln (95 th percentile)				8.3	13.9		9.8	5.8			5.9	12.5
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.85	0.00			0.00	0.92
Uniform Delay (*d 1*), s/veh				42.9	45.2		40.5	9.1			12.6	13.7
Incremental Delay (*d 2*), s/veh				2.7	38.7		2.9	0.3			0.9	22.3
Initial Queue Delay (*d 3*), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				45.6	83.9		43.4	9.3			13.5	36.0
Level of Service (LOS)				D	F		D	A			B	D
Approach Delay, s/veh / LOS	0.0			67.2		E	20.2		C	21.3		C
Intersection Delay, s/veh / LOS	26.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.61	C	1.66	B	1.69	B
Bicycle LOS Score / LOS			1.18	A	1.39	A	1.47	A

HCS Signalized Intersection Results Summary

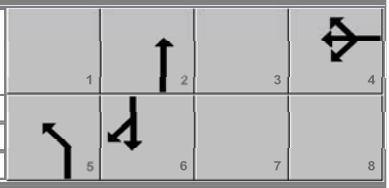
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections NBPM.xus		
Project Description	Los Altos Park TIA NBPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				123	2	163	849	2091			1207	615

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	29.0	44.7	14.4	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



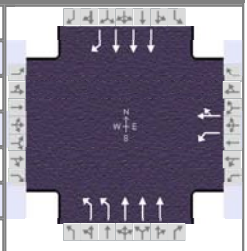
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				23.9	32.5	96.1		63.7
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				14.0	27.4			
Green Extension Time (g_e), s				0.3	1.6	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.07	0.03			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				123	165		776	1910			1010	515
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1613		1743	1712			1725	1610
Queue Service Time (g_s), s				7.7	12.0		25.4	24.2			13.1	28.3
Cycle Queue Clearance Time (g_c), s				7.7	12.0		25.4	24.2			13.1	28.3
Green Ratio (*g/C*)				0.12	0.12		0.24	0.64			0.37	0.37
Capacity (*c*), veh/h				217	193		842	3301			1926	599
Volume-to-Capacity Ratio (*X*)				0.568	0.855		0.921	0.579			0.525	0.859
Back of Queue (*Q*), ft/ln (95 th percentile)				156.9	234.1		266.7	234.4			178.4	275.2
Back of Queue (*Q*), veh/ln (95 th percentile)				6.3	9.4		10.6	9.3			7.1	11.0
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.92	0.00			0.00	0.81
Uniform Delay (d_1), s/veh				49.9	51.8		35.3	11.2			16.5	14.7
Incremental Delay (d_2), s/veh				0.9	13.6		1.0	0.1			0.8	14.0
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				50.8	65.4		36.3	11.2			17.4	28.6
Level of Service (LOS)				D	E		D	B			B	C
Approach Delay, s/veh / LOS	0.0			59.2	E		18.5	B		21.2	C	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.75	C	2.62	C	1.65	B	1.70	B
Bicycle LOS Score / LOS			0.96	A	2.10	B	1.49	A

HCS Signalized Intersection Results Summary

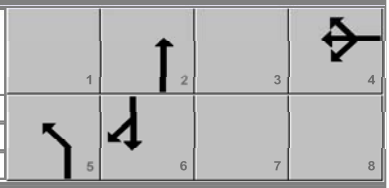
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections NBAM.xus		
Project Description	Los Altos Park TIA NBAM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				183	9	228	520	1113			1164	616

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.8	46.0	13.2	0.0	0.0	0.0	
Yellow	3.0	18.0	8.0	0.0	0.0	0.0	
Red	0.5	1.0	1.5	0.0	0.0	0.0	



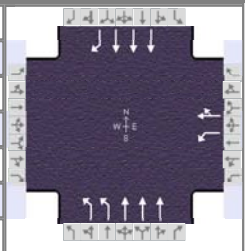
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				22.7	22.3	87.3		65.0
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				12.9	17.6			
Green Extension Time (g_e), s				0.4	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.16	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				183	156		516	1105			1049	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1624		1743	1712			1725	1610
Queue Service Time (g_s), s				10.9	10.3		15.6	9.1			8.8	24.4
Cycle Queue Clearance Time (g_c), s				10.9	10.3		15.6	9.1			8.8	24.4
Green Ratio (*g/C*)				0.12	0.12		0.17	0.62			0.42	0.42
Capacity (*c*), veh/h				218	196		594	3186			2165	673
Volume-to-Capacity Ratio (*X*)				0.840	0.797		0.869	0.347			0.485	0.824
Back of Queue (*Q*), ft/ln (95 th percentile)				232.4	198.5		240.8	128.9			112.5	229.1
Back of Queue (*Q*), veh/ln (95 th percentile)				9.3	7.9		9.6	5.1			4.5	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.83	0.00			0.00	0.67
Uniform Delay (d_1), s/veh				47.3	47.1		40.3	7.4			9.1	10.6
Incremental Delay (d_2), s/veh				11.1	7.5		1.2	0.2			0.6	9.7
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				58.5	54.6		41.5	7.6			9.7	20.3
Level of Service (LOS)				E	D		D	A			A	C
Approach Delay, s/veh / LOS	0.0			56.7		E	18.4		B	13.4		B
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.61	C	1.77	B	1.69	B
Bicycle LOS Score / LOS			1.05	A	1.39	A	1.47	A

HCS Signalized Intersection Results Summary

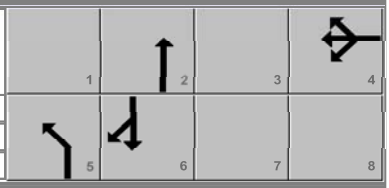
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections NBPM.xus		
Project Description	Los Altos Park TIA NBPM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				123	2	163	849	2091			1207	615

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	29.0	46.6	12.4	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



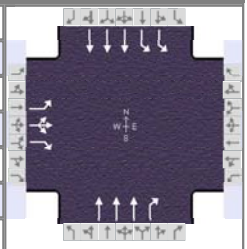
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				21.9	32.5	98.1		65.6
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				12.1	27.3			
Green Extension Time (g_e), s				0.3	1.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.01	0.01			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				123	138		776	1910			1010	515
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1614		1743	1712			1725	1610
Queue Service Time (g_s), s				7.8	10.1		25.3	22.8			11.9	25.6
Cycle Queue Clearance Time (g_c), s				7.8	10.1		25.3	22.8			11.9	25.6
Green Ratio (*g/C*)				0.10	0.10		0.24	0.66			0.39	0.39
Capacity (*c*), veh/h				187	167		842	3385			2011	626
Volume-to-Capacity Ratio (*X*)				0.658	0.828		0.921	0.564			0.502	0.823
Back of Queue (*Q*), ft/ln (95 th percentile)				161.2	189.1		256.8	215.6			163.1	245.1
Back of Queue (*Q*), veh/ln (95 th percentile)				6.4	7.6		10.2	8.6			6.5	9.8
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.89	0.00			0.00	0.72
Uniform Delay (d_1), s/veh				51.8	52.8		34.0	10.0			14.4	12.9
Incremental Delay (d_2), s/veh				1.5	4.2		0.9	0.1			0.7	10.4
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				53.3	56.9		34.9	10.0			15.2	23.4
Level of Service (LOS)				D	E		C	B			B	C
Approach Delay, s/veh / LOS	0.0			55.2		E	17.2		B	17.9		B
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.75	C	2.62	C	1.69	B	1.70	B
Bicycle LOS Score / LOS			0.92	A	2.10	B	1.49	A

HCS Signalized Intersection Results Summary

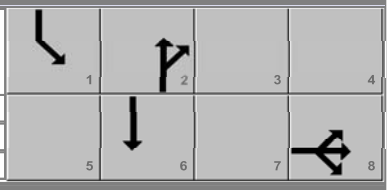
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections NBAM.xus		
Project Description	Los Altos Park TIA NBAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	550	4	784					1116	125	78	1279	

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	60.0	31.8	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



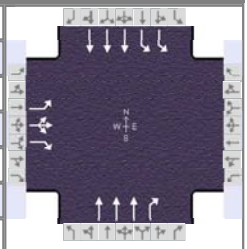
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		37.8				65.0	7.2	72.2
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		30.9					4.1	
Green Extension Time (g_e), s		0.9				0.0	0.1	0.0
Phase Call Probability		1.00					0.89	
Max Out Probability		1.00					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	468	439	431					1116	125	71	1161	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1637	1598					1712	1598	1757	1725	
Queue Service Time (g_s), s	27.5	28.7	28.9					13.9	4.2	2.1	3.5	
Cycle Queue Clearance Time (g_c), s	27.5	28.7	28.9					13.9	4.2	2.1	3.5	
Green Ratio (*g/C*)	0.29	0.29	0.29					0.55	0.55	0.03	0.61	
Capacity (*c*), veh/h	519	473	462					2800	871	119	3163	
Volume-to-Capacity Ratio (*X*)	0.901	0.929	0.934					0.399	0.143	0.594	0.367	
Back of Queue (*Q*), ft/ln (95 th percentile)	529.4	545.7	548.5					223	68.8	41.6	41.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	21.0	21.7	21.8					8.8	2.7	1.7	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.23	0.30	0.00	
Uniform Delay (d_1), s/veh	37.6	38.0	38.1					14.5	12.3	49.9	2.2	
Incremental Delay (d_2), s/veh	21.4	31.9	34.8					0.4	0.3	1.4	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	59.0	69.9	72.9					15.0	12.7	51.4	2.4	
Level of Service (LOS)	E	E	E					B	B	D	A	
Approach Delay, s/veh / LOS	67.1	E		0.0			14.7	B		5.2	A	
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.74	C	1.67	B	1.88	B
Bicycle LOS Score / LOS	2.70	C			1.17	A	1.23	A

HCS Signalized Intersection Results Summary

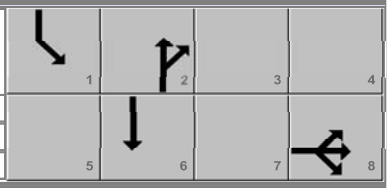
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections NBPM.xus		
Project Description	Los Altos Park TIA NBPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	776	4	781					2170	338	200	1124	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.7	59.8	38.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



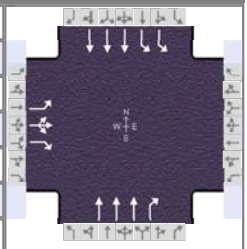
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		44.0				64.8	11.2	76.0
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		40.0					7.6	
Green Extension Time (g_e), s		0.0				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	543	510	508					2170	338	171	962	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1535	1449					1725	1610	1757	1725	
Queue Service Time (g_s), s	38.0	38.0	38.0					43.5	16.0	5.6	3.3	
Cycle Queue Clearance Time (g_c), s	38.0	38.0	38.0					43.5	16.0	5.6	3.3	
Green Ratio (*g/C*)	0.32	0.32	0.32					0.50	0.50	0.06	0.59	
Capacity (*c*), veh/h	516	486	459					2577	802	227	3062	
Volume-to-Capacity Ratio (*X*)	1.053	1.050	1.106					0.842	0.422	0.755	0.314	
Back of Queue (*Q*), ft/ln (95 th percentile)	1160.1	1087	1403.3					611.2	253.8	102.2	43.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	46.4	43.5	56.1					24.4	10.2	4.1	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.85	0.73	0.00	
Uniform Delay (d_1), s/veh	41.0	41.0	41.0					26.0	19.1	49.2	2.8	
Incremental Delay (d_2), s/veh	142.4	139.7	225.8					3.7	1.6	1.6	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	183.4	180.7	266.8					29.7	20.8	50.8	3.0	
Level of Service (LOS)	F	F	F					C	C	D	A	
Approach Delay, s/veh / LOS	209.7	F		0.0			28.5	C		10.2	B	
Intersection Delay, s/veh / LOS	78.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	1.68	B	1.89	B
Bicycle LOS Score / LOS	3.06	C			1.87	B	1.22	A

HCS Signalized Intersection Results Summary

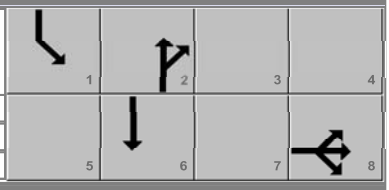
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections NBAM.xus		
Project Description	Los Altos Park TIA NBAM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	550	4	784					1116	125	78	1279	

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	60.8	30.9	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



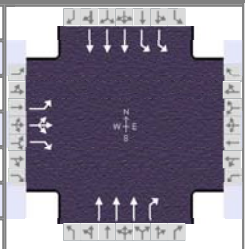
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		36.9				65.8	7.2	73.1
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		29.8					4.1	
Green Extension Time (g_e), s		1.1				0.0	0.1	0.0
Phase Call Probability		1.00					0.89	
Max Out Probability		0.98					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	468	394	376					1116	125	71	1161	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1642	1598					1712	1598	1757	1725	
Queue Service Time (g_s), s	27.8	25.0	24.3					13.7	4.2	2.1	3.0	
Cycle Queue Clearance Time (g_c), s	27.8	25.0	24.3					13.7	4.2	2.1	3.0	
Green Ratio (*g/C*)	0.28	0.28	0.28					0.55	0.55	0.03	0.62	
Capacity (*c*), veh/h	505	462	449					2839	883	119	3202	
Volume-to-Capacity Ratio (*X*)	0.926	0.854	0.837					0.393	0.142	0.593	0.363	
Back of Queue (*Q*), ft/ln (95 th percentile)	558.7	427.6	403.4					219	67.2	41.8	35.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	22.2	17.0	16.0					8.7	2.7	1.7	1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.22	0.30	0.00	
Uniform Delay (d_1), s/veh	38.4	37.4	37.2					14.0	11.9	50.2	1.8	
Incremental Delay (d_2), s/veh	27.8	13.7	11.9					0.4	0.3	1.4	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	66.2	51.1	49.1					14.5	12.3	51.6	2.1	
Level of Service (LOS)	E	D	D					B	B	D	A	
Approach Delay, s/veh / LOS	56.2	E		0.0			14.2	B		4.9	A	
Intersection Delay, s/veh / LOS	25.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.74	C	1.67	B	2.02	B
Bicycle LOS Score / LOS	2.53	C			1.17	A	1.23	A

HCS Signalized Intersection Results Summary

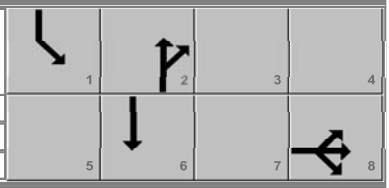
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections NBPM.xus		
Project Description	Los Altos Park TIA NBPM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	776	4	781					2170	338	200	1124	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.7	59.8	38.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		44.0				64.8	11.2	76.0
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		40.0					7.6	
Green Extension Time (g_e), s		0.0				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.01	

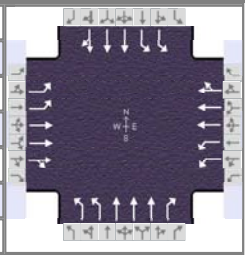
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	543	475	443					2170	338	171	962	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1541	1449					1725	1610	1757	1725	
Queue Service Time (g_s), s	38.0	36.6	36.1					43.5	16.0	5.6	3.3	
Cycle Queue Clearance Time (g_c), s	38.0	36.6	36.1					43.5	16.0	5.6	3.3	
Green Ratio (*g/C*)	0.32	0.32	0.32					0.50	0.50	0.06	0.59	
Capacity (*c*), veh/h	516	488	459					2577	802	227	3062	
Volume-to-Capacity Ratio (*X*)	1.053	0.974	0.965					0.842	0.422	0.755	0.314	
Back of Queue (*Q*), ft/ln (95 th percentile)	1160.1	720.3	661.4					611.2	253.8	102.2	43.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	46.4	28.8	26.5					24.4	10.2	4.1	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.85	0.73	0.00	
Uniform Delay (d_1), s/veh	41.0	40.5	40.3					26.0	19.1	49.2	2.8	
Incremental Delay (d_2), s/veh	142.4	58.3	54.1					3.7	1.6	1.6	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	183.4	98.8	94.4					29.7	20.8	50.8	3.0	
Level of Service (LOS)	F	F	F					C	C	D	A	
Approach Delay, s/veh / LOS	128.9	F		0.0			28.5	C		10.2	B	
Intersection Delay, s/veh / LOS	53.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	1.68	B	2.03	B
Bicycle LOS Score / LOS	2.90	C			1.87	B	1.22	A

APPENDIX E:
2025 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

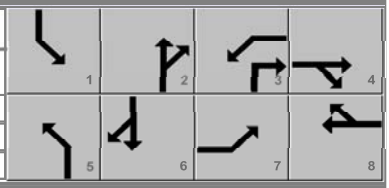
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & Lomas B…	File Name	Eubank Intersections BAM.xus		
Project Description	Los Altos Park TIA BAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	138	287	93	368	636	126	156	931	218	104	1144	204

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	10	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	53.8	0.3	7.7	16.0	2.5	11.8	
Yellow	4.5	0.0	3.0	4.5	0.0	3.0	
Red	1.0	0.0	0.5	1.0	0.0	0.5	



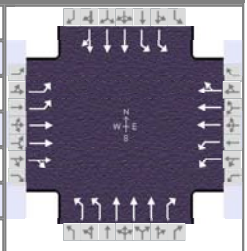
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	4.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	15.3	21.5	17.8	24.0	11.4	59.6	11.2	59.3
Change Period, (*Y+R c*), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.0	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	6.0	9.4	13.1	16.8	6.9		5.1	
Green Extension Time (*g e*), s	1.2	0.7	1.1	1.6	0.3	0.0	0.3	0.0
Phase Call Probability	0.99	1.00	1.00	1.00	0.99		0.96	
Max Out Probability	0.00	0.00	0.00	0.00	0.16		0.03	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	138	258	122	368	520	242	159	951	223	104	923	425
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1657	1757	1900	1737	1757	1725	1610	1757	1900	1749
Queue Service Time (*g s*), s	4.0	6.9	7.4	11.1	14.5	14.8	4.9	9.2	3.0	3.1	18.0	18.0
Cycle Queue Clearance Time (*g c*), s	4.0	6.9	7.4	11.1	14.5	14.8	4.9	9.2	3.0	3.1	18.0	18.0
Green Ratio (*g/C*)	0.11	0.15	0.15	0.13	0.17	0.17	0.07	0.49	0.62	0.07	0.49	0.49
Capacity (*c*), veh/h	374	548	241	456	638	292	254	2544	1000	245	1858	855
Volume-to-Capacity Ratio (*X*)	0.369	0.471	0.505	0.808	0.815	0.831	0.628	0.374	0.223	0.425	0.497	0.497
Back of Queue (*Q*), ft/ln (95 th percentile)	78.4	144.1	137.3	207.6	275	264.5	99.5	138.2	41.5	61.1	307.3	296.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	5.7	5.4	8.3	11.0	10.6	4.0	5.5	1.7	2.4	12.3	11.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.00	0.00	0.72	0.00	0.00	0.77	0.00	0.32	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	45.6	43.1	43.3	45.4	44.1	44.3	51.7	11.2	3.4	49.1	19.0	19.0
Incremental Delay (*d 2*), s/veh	0.2	0.2	0.6	1.3	1.0	2.4	0.9	0.4	0.5	0.4	1.0	2.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.9	43.4	44.0	46.7	45.1	46.7	52.6	11.6	3.9	49.5	19.9	21.0
Level of Service (LOS)	D	D	D	D	D	D	D	B	A	D	B	C
Approach Delay, s/veh / LOS	44.2	D		46.0	D		15.2	B		22.4	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.74	C	2.74	C	2.74	C
Bicycle LOS Score / LOS	0.77	A	1.11	A	1.21	A	1.29	A

HCS Signalized Intersection Results Summary

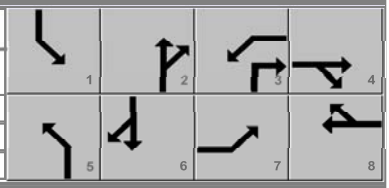
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & Lomas B…	File Name	Eubank Intersections BPM.xus		
Project Description	Los Altos Park TIA BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	311	584	182	382	443	136	163	1496	300	198	983	183

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	10	Reference Point	End						
Uncoordinated	No	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						

Green	56.7	0.8	8.0	16.0	4.3	16.2
Yellow	4.5	0.0	3.0	4.5	0.0	3.0
Red	1.0	0.0	0.5	1.0	0.0	0.5



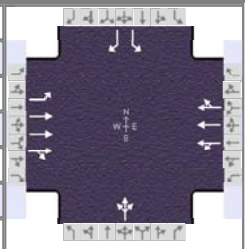
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	2.0	4.0	2.0	4.0	2.0	3.0	2.0	4.0
Phase Duration, s	24.0	25.8	19.7	21.5	11.5	62.2	12.3	63.0
Change Period, (*Y+R c*), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	11.7	18.8	14.7	14.7	7.9		8.6	
Green Extension Time (*g e*), s	1.6	1.5	1.5	1.2	0.2	0.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.01	0.00	0.00	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	311	528	238	382	396	183	174	1593	319	198	798	368
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1657	1757	1900	1675	1757	1725	1610	1757	1900	1744
Queue Service Time (*g s*), s	9.7	16.2	16.8	12.7	12.1	12.7	5.9	23.3	8.0	6.6	16.6	16.7
Cycle Queue Clearance Time (*g c*), s	9.7	16.2	16.8	12.7	12.1	12.7	5.9	23.3	8.0	6.6	16.6	16.7
Green Ratio (*g/C*)	0.17	0.17	0.17	0.13	0.13	0.13	0.07	0.47	0.61	0.07	0.48	0.48
Capacity (*c*), veh/h	594	637	280	474	507	223	236	2446	978	258	1821	835
Volume-to-Capacity Ratio (*X*)	0.523	0.829	0.852	0.805	0.782	0.817	0.736	0.651	0.326	0.766	0.439	0.440
Back of Queue (*Q*), ft/ln (95 th percentile)	189.3	307	295.3	235.3	241.1	230.7	125.6	283.6	105.7	142.4	292.7	281.4
Back of Queue (*Q*), veh/ln (95 th percentile)	7.5	12.2	11.7	9.4	9.6	9.2	5.0	11.3	4.2	5.7	11.7	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.71	0.00	0.00	0.81	0.00	0.00	0.97	0.00	0.81	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	45.3	48.2	48.4	50.4	50.3	50.6	57.2	16.2	6.4	54.6	20.6	20.6
Incremental Delay (*d 2*), s/veh	0.3	2.1	6.5	1.3	1.0	2.9	4.5	1.0	0.7	7.7	0.8	1.7
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	50.3	54.9	51.6	51.3	53.4	61.7	17.3	7.1	62.3	21.4	22.3
Level of Service (LOS)	D	D	D	D	D	D	E	B	A	E	C	C
Approach Delay, s/veh / LOS	49.9	D		51.9	D		19.4	B		27.6	C	
Intersection Delay, s/veh / LOS	33.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.86	C	2.73	C	2.74	C	2.74	C
Bicycle LOS Score / LOS	1.08	A	1.02	A	1.57	B	1.24	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	4/28/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Lomas	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Lomas Blvd & Easterda…	File Name	2025 BAM Lomas & Easterday.xus		
Project Description	Los Altos Park TIA BAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	66	446	0	0	962	97	0	0	0	78		111

Signal Information			
Cycle, s	49.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	32.0	7.4	0.0	0.0	0.0	0.0						
Yellow	4.0	3.5	0.0	0.0	0.0	0.0		5	6	7	8	
Red	1.0	2.0	0.0	0.0	0.0	0.0						

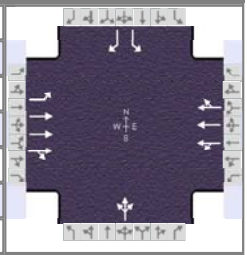
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		6.0		8.0		8.0		5.0
Phase Duration, s		37.0		37.0		12.9		12.9
Change Period, ($Y+R_c$), s		5.0		5.0		5.5		5.5
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		3.2
Queue Clearance Time (g_s), s		12.5		9.1				5.1
Green Extension Time (g_e), s		4.1		4.2		0.0		0.3
Phase Call Probability		1.00		1.00				0.93
Max Out Probability		0.03		0.01				0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3		18
Adjusted Flow Rate (*v*), veh/h	66	446	0	0	717	342		0		78		111
Adjusted Saturation Flow Rate (*s*), veh/h/ln	541	1900	0	0	1900	1808		0		1810		1610
Queue Service Time (g_s), s	3.5	1.5	0.0	0.0	7.1	4.2		0.0		1.9		3.1
Cycle Queue Clearance Time (g_c), s	10.5	1.5	0.0	0.0	7.1	4.2		0.0		1.9		3.1
Green Ratio (*g/C*)	0.64	0.64			0.64	0.64				0.15		0.15
Capacity (*c*), veh/h	415	3654			2436	1159				413		239
Volume-to-Capacity Ratio (*X*)	0.159	0.122	0.000	0.000	0.294	0.295		0.000		0.189		0.464
Back of Queue (*Q*), ft/ln (95 th percentile)	16.4	12.9	0	0	36.9	40.7		0		31.3		46.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	0.5	0.0	0.0	1.5	1.6		0.0		1.3		1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Uniform Delay (d_1), s/veh	7.1	3.5			4.0	4.0				18.9		19.4
Incremental Delay (d_2), s/veh	0.8	0.1	0.0	0.0	0.3	0.7		0.0		0.1		0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0		0.0
Control Delay (*d*), s/veh	7.9	3.6			4.3	4.6				19.0		20.0
Level of Service (LOS)	A	A			A	A				B		B
Approach Delay, s/veh / LOS	4.1	A		4.4	A		0.0			19.6	B	
Intersection Delay, s/veh / LOS	5.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.33	A	1.84	B	2.43	B	2.57	C
Bicycle LOS Score / LOS	0.77	A	1.07	A	0.49	A		F

HCS Signalized Intersection Results Summary

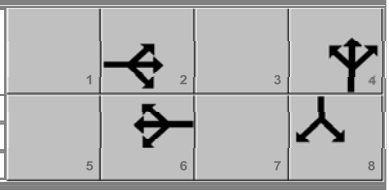
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	4/28/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Lomas	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Lomas Blvd & Easterda…	File Name	2025 BPM Lomas & Easterday.xus		
Project Description	Los Altos Park TIA BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	987	3	5	638	57	2	0	3	58		55

Signal Information			
Cycle, s	48.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	32.0	6.4	0.0	0.0	0.0	0.0	
Yellow	4.0	3.5	0.0	0.0	0.0	0.0	
Red	1.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		6.0		8.0		8.0		5.0
Phase Duration, s		37.0		37.0		11.9		11.9
Change Period, (*Y+R c*), s		5.0		5.0		5.5		5.5
Max Allow Headway (*MAH*), s		3.1		3.1		3.1		3.1
Queue Clearance Time (*g s*), s		6.9		4.6		2.1		3.9
Green Extension Time (*g e*), s		4.1		4.2		0.2		0.2
Phase Call Probability		1.00		1.00		0.80		0.80
Max Out Probability		0.02		0.01		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3		18
Adjusted Flow Rate (*v*), veh/h	81	660	330	250	229	221		5		58		55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	761	1900	1897	1885	1729	1652		1604		1436		1610
Queue Service Time (*g s*), s	2.3	3.6	3.6	0.0	2.6	2.6		0.0		1.8		1.5
Cycle Queue Clearance Time (*g c*), s	4.9	3.6	3.6	2.6	2.6	2.6		0.1		1.9		1.5
Green Ratio (*g/C*)	0.65	0.65	0.65	0.65	0.65	0.65		0.13		0.13		0.13
Capacity (*c*), veh/h	605	2487	1242	1309	1132	1082		313		332		210
Volume-to-Capacity Ratio (*X*)	0.134	0.265	0.266	0.191	0.202	0.205		0.016		0.175		0.261
Back of Queue (*Q*), ft/ln (95 th percentile)	12.1	28.4	32.4	22.8	21.7	21.2		1.9		23.5		22.3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	1.1	1.3	0.9	0.9	0.8		0.1		0.9		0.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Uniform Delay (*d 1*), s/veh	4.4	3.5	3.5	3.4	3.4	3.4		18.5		19.4		19.1
Incremental Delay (*d 2*), s/veh	0.5	0.3	0.5	0.3	0.4	0.4		0.0		0.1		0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0		0.0
Control Delay (*d*), s/veh	4.8	3.8	4.1	3.7	3.8	3.8		18.5		19.4		19.4
Level of Service (LOS)	A	A	A	A	A	A		B		B		B
Approach Delay, s/veh / LOS	4.0	A		3.7	A		18.5	B		19.4	B	
Intersection Delay, s/veh / LOS	4.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	1.84	B	2.43	B	2.57	C
Bicycle LOS Score / LOS	1.08	A	0.87	A	0.50	A		F

HCS Two-Way Stop-Control Report

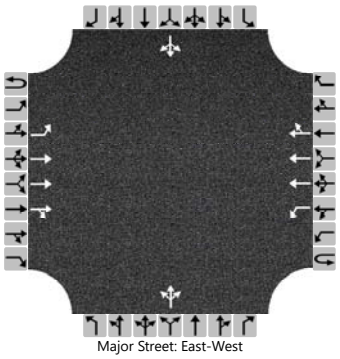
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	5/17/2023
Analysis Year	2025
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA BAM

Site Information

Intersection	Lomas & Skate Park
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Skate Park Entrance
Peak Hour Factor	0.85
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	1	521	2	0	1	1045	4		1	0	0		0	0	0
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				1					1				0	
Capacity, c (veh/h)		306				605					221				0	
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		16.8				11.0					21.3					
Level of Service (LOS)		C				B					C					
Approach Delay (s/veh)	0.0				0.0				21.3							
Approach LOS	A				A				C							

HCS Two-Way Stop-Control Report

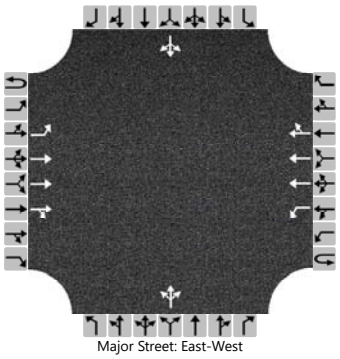
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	5/17/2023
Analysis Year	2025
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA BPM

Site Information

Intersection	Lomas & Skate Park
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Skate Park Entrance
Peak Hour Factor	0.96
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	6	1027	14	0	14	699	5		5	0	14		1	0	2
Percent Heavy Vehicles (%)	0	0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				15					20				3	
Capacity, c (veh/h)		532				362					275				324	
v/c Ratio		0.01				0.04					0.07				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.2				0.0	
Control Delay (s/veh)		11.8				15.4					19.1				16.2	
Level of Service (LOS)		B				C					C				C	
Approach Delay (s/veh)	0.1				0.3				19.1				16.2			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

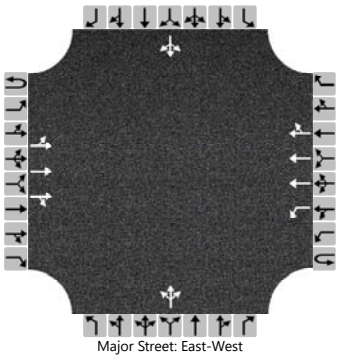
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	5/17/2023
Analysis Year	2025
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA BAM

Site Information

Intersection	Lomas & Park Entrance
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Park Entrance
Peak Hour Factor	0.76
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		LT	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		0	508	3	0	7	934	0		4	0	7		0	0	0
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				9					14				0	
Capacity, c (veh/h)		308				568					340				0	
v/c Ratio		0.00				0.02					0.04					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1					
Control Delay (s/veh)		16.7	0.0			11.4					16.1					
Level of Service (LOS)		C	A			B					C					
Approach Delay (s/veh)		0.0				0.1				16.1						
Approach LOS		A				A				C						

HCS Two-Way Stop-Control Report

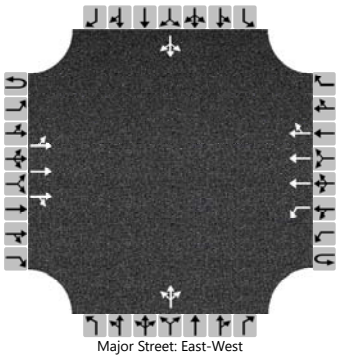
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	4/29/2023
Analysis Year	2025
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA BPM

Site Information

Intersection	Lomas & Park Entrance
Jurisdiction	CoA
East/West Street	Lomas Blvd
North/South Street	Park Entrance
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	3	0		0	1	0		0	1	0
Configuration		LT	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		3	939	27	0	68	640	0		11	0	28		1	0	1
Percent Heavy Vehicles (%)		0			0	0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3				5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)		5.30				5.30				6.40	6.50	7.10		6.40	6.50	7.10
Base Follow-Up Headway (sec)		3.1				3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)		3.10				3.10				3.80	4.00	3.90		3.80	4.00	3.90

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				72					41				2	
Capacity, c (veh/h)		568				390					249				229	
v/c Ratio		0.01				0.18					0.16				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.7					0.6				0.0	
Control Delay (s/veh)		11.4	0.1			16.3					22.3				20.9	
Level of Service (LOS)		B	A			C					C				C	
Approach Delay (s/veh)	0.1				1.6				22.3				20.9			
Approach LOS	A				A				C				C			

HCS Two-Way Stop-Control Report

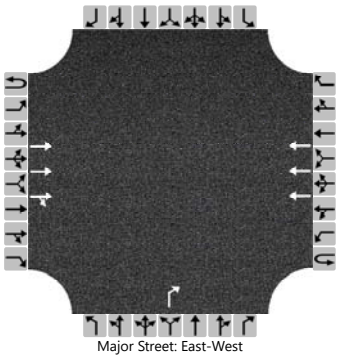
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	5/17/2023
Analysis Year	2025
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA BAM

Site Information

Intersection	Lomas & Parking Lot
Jurisdiction	CoA
East/West Street	Lomas Boulevard
North/South Street	Parking Lot
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			517	0			997					1				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												7.1				
Critical Headway (sec)												7.16				
Base Follow-Up Headway (sec)												3.9				
Follow-Up Headway (sec)												3.93				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												608				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												10.9				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.9						
Approach LOS										B						

HCS Two-Way Stop-Control Report

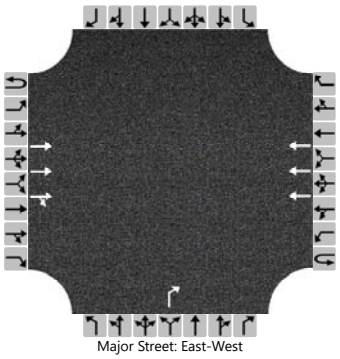
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	5/17/2023
Analysis Year	2025
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	Los Altos Park TIA BPM

Site Information

Intersection	Lomas & Parking Lot
Jurisdiction	CoA
East/West Street	Lomas Boulevard
North/South Street	Parking Lot
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	0	3	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1061	0			778					16				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												7.1				
Critical Headway (sec)												7.16				
Base Follow-Up Headway (sec)												3.9				
Follow-Up Headway (sec)												3.93				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												17				
Capacity, c (veh/h)												392				
v/c Ratio												0.04				
95% Queue Length, Q_{95} (veh)												0.1				
Control Delay (s/veh)												14.6				
Level of Service (LOS)												B				
Approach Delay (s/veh)										14.6						
Approach LOS										B						

HCS Two-Way Stop-Control Report

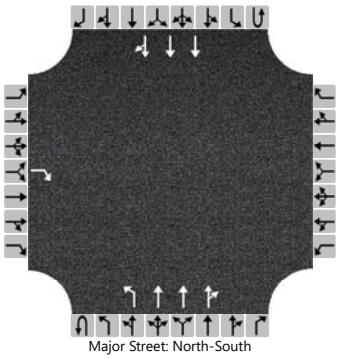
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	5/17/2023
Analysis Year	2025
Time Analyzed	BAM
Intersection Orientation	North-South
Project Description	Los Altos TIA BAM

Site Information

Intersection	Eubank & Sonic Entrance
Jurisdiction	CoA
East/West Street	Sonic Park Entrance / Hotel Avenue
North/South Street	Eubank Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	3	0	0	0	3	0
Configuration				R						L	T	TR			T	TR
Volume (veh/h)				0					0	1	1306	0			1604	1
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)				7.1						5.3						
Critical Headway (sec)				7.16						5.36						
Base Follow-Up Headway (sec)				3.9						3.1						
Follow-Up Headway (sec)				3.93						3.13						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				0						1						
Capacity, c (veh/h)				251						166						
v/c Ratio				0.00						0.01						
95% Queue Length, Q_{95} (veh)				0.0						0.0						
Control Delay (s/veh)				19.4						26.8						
Level of Service (LOS)				C						D						
Approach Delay (s/veh)									0.0							
Approach LOS									A							

HCS Two-Way Stop-Control Report

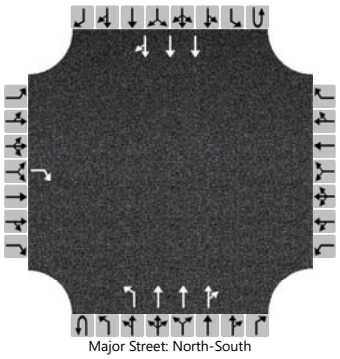
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	5/17/2023
Analysis Year	2025
Time Analyzed	BPM
Intersection Orientation	North-South
Project Description	Los Altos TIA BPM

Site Information

Intersection	Eubank & Sonic Entrance
Jurisdiction	CoA
East/West Street	Sonic Park Entrance / Hotel Avenue
North/South Street	Eubank Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	3	0	0	0	3	0
Configuration				R						L	T	TR			T	TR
Volume (veh/h)				6					0	22	1958	0			1531	16
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

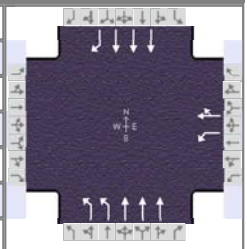
Base Critical Headway (sec)				7.1						5.3						
Critical Headway (sec)				7.16						5.36						
Base Follow-Up Headway (sec)				3.9						3.1						
Follow-Up Headway (sec)				3.93						3.13						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				7						24						
Capacity, c (veh/h)				263						179						
v/c Ratio				0.02						0.13						
95% Queue Length, Q_{95} (veh)				0.1						0.5						
Control Delay (s/veh)				19.0						28.2						
Level of Service (LOS)				C						D						
Approach Delay (s/veh)		19.0								0.3						
Approach LOS		C								A						

HCS Signalized Intersection Results Summary

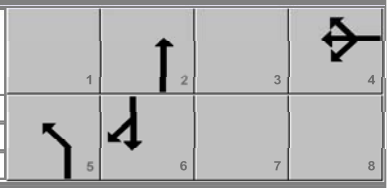
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections BAM.xus		
Project Description	Los Altos Park TIA BAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				183	9	228	520	1113			1164	616

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	18.7	41.4	17.9	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



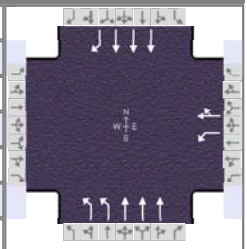
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				27.4	22.2	82.6		60.4
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				17.8	17.7			
Green Extension Time (g_e), s				0.1	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				183	237		516	1105			1050	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1620		1743	1712			1725	1610
Queue Service Time (g_s), s				10.4	15.8		15.7	10.2			11.2	31.1
Cycle Queue Clearance Time (g_c), s				10.4	15.8		15.7	10.2			11.2	31.1
Green Ratio (*g/C*)				0.16	0.16		0.17	0.58			0.38	0.38
Capacity (*c*), veh/h				294	263		592	2970			1950	607
Volume-to-Capacity Ratio (*X*)				0.622	0.900		0.872	0.372			0.538	0.916
Back of Queue (*Q*), ft/ln (95 th percentile)				208	348.3		246.7	146.6			146.4	314
Back of Queue (*Q*), veh/ln (95 th percentile)				8.3	13.9		9.8	5.8			5.9	12.6
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.85	0.00			0.00	0.92
Uniform Delay (d_1), s/veh				42.9	45.2		40.5	9.1			12.6	13.7
Incremental Delay (d_2), s/veh				2.7	38.7		2.9	0.3			0.9	22.4
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				45.6	83.9		43.4	9.3			13.5	36.2
Level of Service (LOS)				D	F		D	A			B	D
Approach Delay, s/veh / LOS	0.0			67.2		E	20.2		C	21.3		C
Intersection Delay, s/veh / LOS	26.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.61	C	1.66	B	1.69	B
Bicycle LOS Score / LOS			1.18	A	1.39	A	1.47	A

HCS Signalized Intersection Results Summary

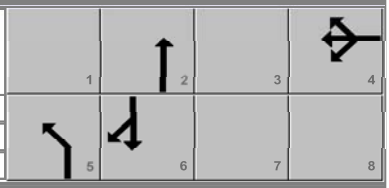
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections BPM.xus		
Project Description	Los Altos Park TIA BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				123	2	167	849	2109			1212	623

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	28.9	44.5	14.6	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



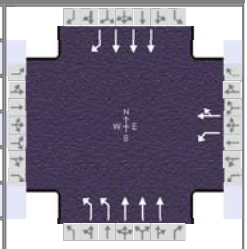
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				24.1	32.4	95.9		63.5
Change Period, ($Y+R_c$), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (g_s), s				14.3	27.3			
Green Extension Time (g_e), s				0.3	1.6	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.09	0.03			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				123	169		772	1918			1022	525
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1613		1743	1712			1725	1610
Queue Service Time (g_s), s				7.7	12.3		25.3	24.5			13.4	30.0
Cycle Queue Clearance Time (g_c), s				7.7	12.3		25.3	24.5			13.4	30.0
Green Ratio (*g/C*)				0.12	0.12		0.24	0.64			0.37	0.37
Capacity (*c*), veh/h				221	197		839	3289			1919	597
Volume-to-Capacity Ratio (*X*)				0.557	0.858		0.921	0.583			0.532	0.880
Back of Queue (*Q*), ft/ln (95 th percentile)				156.3	241.1		265.2	236.9			181.3	289.4
Back of Queue (*Q*), veh/ln (95 th percentile)				6.3	9.6		10.5	9.4			7.3	11.6
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.91	0.00			0.00	0.85
Uniform Delay (d_1), s/veh				49.6	51.7		35.3	11.3			16.8	14.9
Incremental Delay (d_2), s/veh				0.8	15.1		1.1	0.1			0.8	16.2
Initial Queue Delay (d_3), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				50.4	66.7		36.3	11.3			17.7	31.1
Level of Service (LOS)				D	E		D	B			B	C
Approach Delay, s/veh / LOS	0.0			59.9	E		18.5	B		22.2	C	
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.75	C	2.62	C	1.65	B	1.70	B
Bicycle LOS Score / LOS			0.97	A	2.11	B	1.50	A

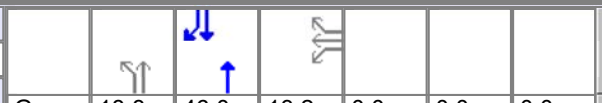
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections BAM.xus		
Project Description	Los Altos Park TIA BAM RTOR				

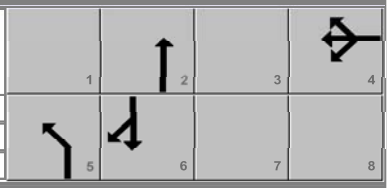


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				183	9	228	520	1113			1164	616

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.8	46.0	13.2	0.0	0.0	0.0	
Yellow	3.0	18.0	8.0	0.0	0.0	0.0	
Red	0.5	1.0	1.5	0.0	0.0	0.0	



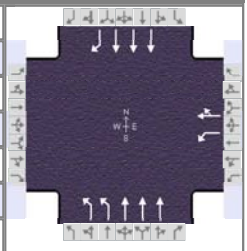
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				22.7	22.3	87.3		65.0
Change Period, (*Y+R c*), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (*g s*), s				12.9	17.6			
Green Extension Time (*g e*), s				0.4	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.16	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				183	156		516	1105			1050	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1624		1743	1712			1725	1610
Queue Service Time (*g s*), s				10.9	10.3		15.6	9.1			8.8	24.4
Cycle Queue Clearance Time (*g c*), s				10.9	10.3		15.6	9.1			8.8	24.4
Green Ratio (*g/C*)				0.12	0.12		0.17	0.62			0.42	0.42
Capacity (*c*), veh/h				218	196		594	3186			2164	673
Volume-to-Capacity Ratio (*X*)				0.840	0.797		0.869	0.347			0.485	0.825
Back of Queue (*Q*), ft/ln (95 th percentile)				232.4	198.5		240.9	128.9			112.5	229.3
Back of Queue (*Q*), veh/ln (95 th percentile)				9.3	7.9		9.6	5.1			4.5	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.83	0.00			0.00	0.67
Uniform Delay (*d 1*), s/veh				47.3	47.1		40.3	7.4			9.1	10.6
Incremental Delay (*d 2*), s/veh				11.1	7.5		1.2	0.2			0.6	9.8
Initial Queue Delay (*d 3*), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				58.5	54.6		41.5	7.6			9.7	20.4
Level of Service (LOS)				E	D		D	A			A	C
Approach Delay, s/veh / LOS	0.0			56.7		E	18.4		B	13.4		B
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.74	C	2.61	C	1.77	B	1.69	B
Bicycle LOS Score / LOS			1.05	A	1.39	A	1.47	A

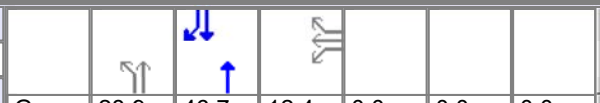
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 WB…	File Name	Eubank Intersections BPM.xus		
Project Description	Los Altos Park TIA BPM RTOR				

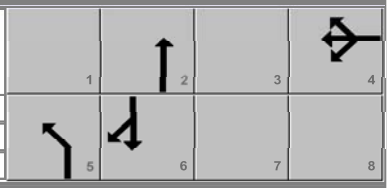


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				123	2	167	849	2109			1212	623

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	28.9	46.7	12.4	0.0	0.0	0.0
Yellow	3.0	18.0	8.0	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



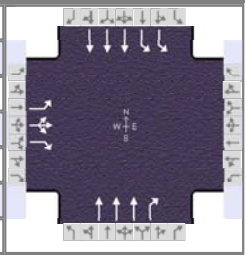
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				10.0	2.0	4.0		7.3
Phase Duration, s				21.9	32.4	98.1		65.7
Change Period, (*Y+R c*), s				9.5	3.5	19.0		19.0
Max Allow Headway (*MAH*), s				3.2	3.1	0.0		0.0
Queue Clearance Time (*g s*), s				12.1	27.2			
Green Extension Time (*g e*), s				0.3	1.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.01	0.01			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				123	138		772	1918			1022	525
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1614		1743	1712			1725	1610
Queue Service Time (*g s*), s				7.8	10.1		25.2	23.0			11.8	26.4
Cycle Queue Clearance Time (*g c*), s				7.8	10.1		25.2	23.0			11.8	26.4
Green Ratio (*g/C*)				0.10	0.10		0.24	0.66			0.39	0.39
Capacity (*c*), veh/h				187	167		839	3385			2016	627
Volume-to-Capacity Ratio (*X*)				0.658	0.828		0.921	0.567			0.507	0.837
Back of Queue (*Q*), ft/ln (95 th percentile)				161.2	189.1		255.2	217.3			159.5	246.5
Back of Queue (*Q*), veh/ln (95 th percentile)				6.4	7.6		10.1	8.6			6.4	9.9
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00		0.88	0.00			0.00	0.72
Uniform Delay (*d 1*), s/veh				51.8	52.8		34.0	10.0			13.9	12.6
Incremental Delay (*d 2*), s/veh				1.5	4.2		0.9	0.1			0.7	11.3
Initial Queue Delay (*d 3*), s/veh				0.0	0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				53.3	56.9		34.9	10.1			14.7	23.8
Level of Service (LOS)				D	E		C	B			B	C
Approach Delay, s/veh / LOS	0.0			55.2		E	17.2		B	17.8		B
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.75	C	2.62	C	1.69	B	1.70	B
Bicycle LOS Score / LOS			0.92	A	2.11	B	1.50	A

HCS Signalized Intersection Results Summary

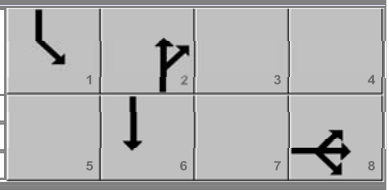
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections BAM.xus		
Project Description	Los Altos Park TIA BAM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	551	4	784					1116	125	78	1279	

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	60.0	31.8	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



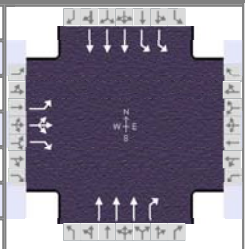
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		37.8				65.0	7.2	72.2
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		30.9					4.1	
Green Extension Time (g_e), s		0.9				0.0	0.1	0.0
Phase Call Probability		1.00					0.89	
Max Out Probability		1.00					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	468	439	431					1116	125	71	1162	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1637	1598					1712	1598	1757	1725	
Queue Service Time (g_s), s	27.6	28.7	28.9					13.9	4.2	2.1	3.5	
Cycle Queue Clearance Time (g_c), s	27.6	28.7	28.9					13.9	4.2	2.1	3.5	
Green Ratio (*g/C*)	0.29	0.29	0.29					0.55	0.55	0.03	0.61	
Capacity (*c*), veh/h	519	473	462					2800	871	119	3163	
Volume-to-Capacity Ratio (*X*)	0.903	0.929	0.934					0.399	0.143	0.594	0.367	
Back of Queue (*Q*), ft/ln (95 th percentile)	531.4	546.2	548.5					223	68.8	41.6	41.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	21.1	21.7	21.8					8.8	2.7	1.7	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.23	0.30	0.00	
Uniform Delay (d_1), s/veh	37.6	38.0	38.1					14.5	12.3	49.9	2.2	
Incremental Delay (d_2), s/veh	21.8	32.0	34.8					0.4	0.3	1.4	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	59.4	70.0	72.9					15.0	12.7	51.4	2.4	
Level of Service (LOS)	E	E	E					B	B	D	A	
Approach Delay, s/veh / LOS	67.2	E		0.0			14.7	B		5.2	A	
Intersection Delay, s/veh / LOS	30.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.74	C	1.67	B	1.88	B
Bicycle LOS Score / LOS	2.70	C			1.17	A	1.23	A

HCS Signalized Intersection Results Summary

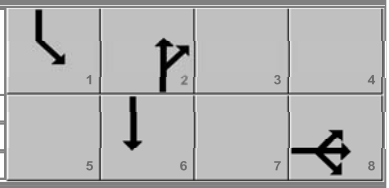
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections BPM.xus		
Project Description	Los Altos Park TIA BPM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	789	4	781					2175	338	202	1127	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	59.7	38.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



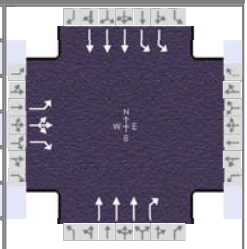
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		44.0				64.7	11.3	76.0
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		40.0					7.7	
Green Extension Time (g_e), s		0.0				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	552	514	508					2175	338	174	971	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1535	1449					1725	1610	1757	1725	
Queue Service Time (g_s), s	38.0	38.0	38.0					43.7	16.0	5.7	2.9	
Cycle Queue Clearance Time (g_c), s	38.0	38.0	38.0					43.7	16.0	5.7	2.9	
Green Ratio (*g/C*)	0.32	0.32	0.32					0.50	0.50	0.07	0.59	
Capacity (*c*), veh/h	516	486	459					2573	801	229	3062	
Volume-to-Capacity Ratio (*X*)	1.071	1.057	1.106					0.845	0.422	0.758	0.317	
Back of Queue (*Q*), ft/ln (95 th percentile)	1281.5	1134.4	1403.3					614.2	254.1	103.8	38.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	51.3	45.4	56.1					24.6	10.2	4.2	1.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.85	0.74	0.00	
Uniform Delay (d_1), s/veh	41.0	41.0	41.0					26.2	19.2	49.1	2.4	
Incremental Delay (d_2), s/veh	167.8	150.1	225.8					3.8	1.6	1.6	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	208.8	191.1	266.8					29.9	20.8	50.7	2.6	
Level of Service (LOS)	F	F	F					C	C	D	A	
Approach Delay, s/veh / LOS	221.7	F		0.0			28.7	C		10.0	A	
Intersection Delay, s/veh / LOS	82.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	1.68	B	1.89	B
Bicycle LOS Score / LOS	3.08	C			1.87	B	1.22	A

HCS Signalized Intersection Results Summary

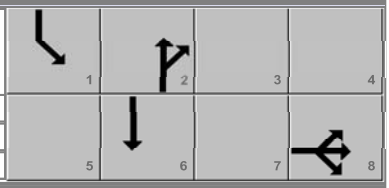
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections BAM.xus		
Project Description	Los Altos Park TIA BAM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	551	4	784					1116	125	78	1279	

Signal Information			
Cycle, s	110.0	Reference Phase	2
Offset, s	46	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	60.8	31.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



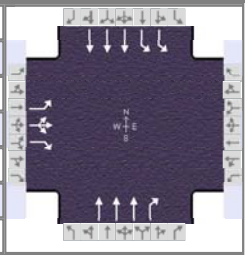
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		37.0				65.8	7.2	73.0
Change Period, ($Y+R_c$), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		29.9					4.1	
Green Extension Time (g_e), s		1.1				0.0	0.1	0.0
Phase Call Probability		1.00					0.89	
Max Out Probability		1.00					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	468	394	376					1116	125	71	1162	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1642	1598					1712	1598	1757	1725	
Queue Service Time (g_s), s	27.9	25.0	24.3					13.7	4.2	2.1	3.0	
Cycle Queue Clearance Time (g_c), s	27.9	25.0	24.3					13.7	4.2	2.1	3.0	
Green Ratio (*g/C*)	0.28	0.28	0.28					0.55	0.55	0.03	0.62	
Capacity (*c*), veh/h	506	463	450					2837	883	119	3200	
Volume-to-Capacity Ratio (*X*)	0.926	0.853	0.836					0.393	0.142	0.593	0.363	
Back of Queue (*Q*), ft/ln (95 th percentile)	560	427.5	403.1					219.3	67.4	41.8	35.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	22.2	17.0	16.0					8.7	2.7	1.7	1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.22	0.30	0.00	
Uniform Delay (d_1), s/veh	38.4	37.4	37.1					14.1	11.9	50.2	1.8	
Incremental Delay (d_2), s/veh	28.0	13.6	11.8					0.4	0.3	1.4	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	66.4	50.9	49.0					14.5	12.3	51.6	2.1	
Level of Service (LOS)	E	D	D					B	B	D	A	
Approach Delay, s/veh / LOS	56.2	E		0.0			14.3	B		4.9	A	
Intersection Delay, s/veh / LOS	25.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.61	C	2.74	C	1.67	B	2.02	B
Bicycle LOS Score / LOS	2.53	C			1.17	A	1.23	A

HCS Signalized Intersection Results Summary

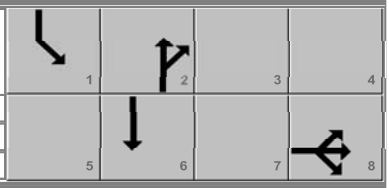
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	5/23/2023	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Eubank	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	Eubank Blvd & I-40 EB…	File Name	Eubank Intersections BPM.xus		
Project Description	Los Altos Park TIA BPM RTOR				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	789	4	781					2175	338	202	1127	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	50	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	59.7	38.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.5	0.0	0.0	0.0
Red	0.5	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		44.0				64.7	11.3	76.0
Change Period, (*Y+R c*), s		6.0				5.0	3.5	5.0
Max Allow Headway (*MAH*), s		3.1				0.0	3.1	0.0
Queue Clearance Time (*g s*), s		40.0					7.7	
Green Extension Time (*g e*), s		0.0				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	552	479	443					2175	338	174	971	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1629	1542	1449					1725	1610	1757	1725	
Queue Service Time (*g s*), s	38.0	37.0	36.1					43.7	16.0	5.7	2.9	
Cycle Queue Clearance Time (*g c*), s	38.0	37.0	36.1					43.7	16.0	5.7	2.9	
Green Ratio (*g/C*)	0.32	0.32	0.32					0.50	0.50	0.07	0.59	
Capacity (*c*), veh/h	516	488	459					2573	801	229	3062	
Volume-to-Capacity Ratio (*X*)	1.071	0.981	0.965					0.845	0.422	0.758	0.317	
Back of Queue (*Q*), ft/ln (95 th percentile)	1281.5	748.8	661.4					614.2	254.1	103.8	38.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	51.3	30.0	26.5					24.6	10.2	4.2	1.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.85	0.74	0.00	
Uniform Delay (*d 1*), s/veh	41.0	40.6	40.3					26.2	19.2	49.1	2.4	
Incremental Delay (*d 2*), s/veh	167.8	64.3	54.1					3.8	1.6	1.6	0.2	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	208.8	104.9	94.4					29.9	20.8	50.7	2.6	
Level of Service (LOS)	F	F	F					C	C	D	A	
Approach Delay, s/veh / LOS	140.7	F		0.0			28.7	C		10.0	A	
Intersection Delay, s/veh / LOS	56.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.62	C	2.75	C	1.68	B	2.03	B
Bicycle LOS Score / LOS	2.92	C			1.87	B	1.22	A

APPENDIX F:
CITY OF ALBUQUERQUE DPM CRITERIA

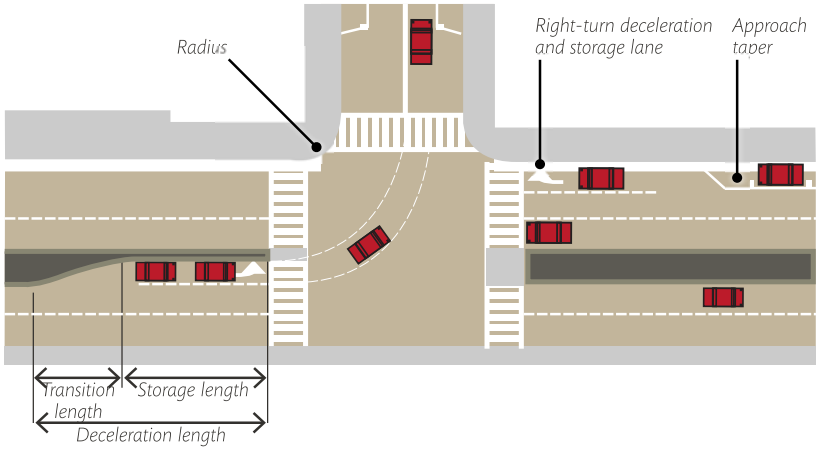
TABLE 7.4.67 **Turn Lane Warrants**

Left Turn		Right Turn	
Design Speed (MPH)	**Turning Volume per Hour**	**Design Speed (MPH)**	**Turning Volume per Hour**
25	50	25	60
30-40	40	30-40	50
45	30	45	45

7-4(I)(7)(iii)(c) Turn Lane Design

1. The design elements that make up a turn lane are shown in *FIGURE 7.2.41*.

FIGURE 7.4.99 **Turn Lane Design Elements**



2. Turn lanes shall be designed based primarily on the following:
   a. *The length needed for drivers to decelerate to a speed that allows safe turning into the driveway or side street.*
   b. *The amount of vehicular storage that will be required.*
3. The total length of the turn lane and taper should accommodate storage requirements plus deceleration and taper. If this is not feasible, any of the following may be done to determine the length:
   a. *Include the transition length in the deceleration length.*
   b. *Assume that vehicles slow down to 10 MPH below the roadway speed limit before entering the auxiliary lane and calculate deceleration needs based on this speed.*
   c. *Calculate deceleration to a turning speed of 15 MPH rather than a full stop (more applicable to right turns).*
   d. *If none of the above is feasible, the lanes should accommodate the 95th percentile queue length.*
4. Turn lanes should be 11 feet wide; however, the lane width may be adjusted to be compatible with the adjacent roadway lane width. In no event shall the turn lane be less than 10 feet wide.

7-4(I)(7)(iii)(d) Right-turn Lane Design

The minimum storage and transition length requirements are provided in TABLE 7.4.68, using FIGURE 7.4.100 for right-turn lane design elements. The following assumptions are used to determine these requirements:

1. The minimum required lane length values assume the roadway has no more than 2% vertical grade. Longer deceleration lengths may be required on downgrades greater than 2%.
2. Required lane length assumes a 15 MPH speed differential.

FIGURE 7.4.100 **Right-turn Lane Design Elements**

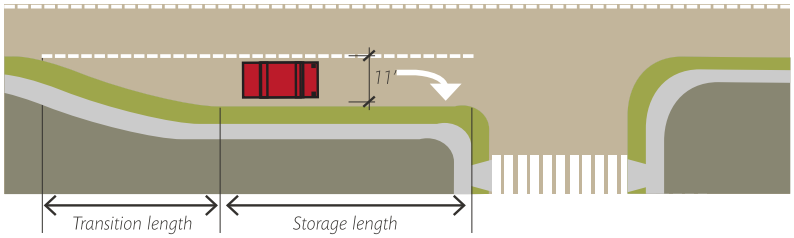


TABLE 7.4.68 **Right-turn Lane Design Criteria**

Design Speed of Roadway (MPH)	Minimum Storage Length (ft.)	Lane Transition Length (ft.)
<35	240	150-150 Reverse Curve
35 – 40	240 – 350	300-150 Reverse Curve
45 – 50	350 – 405	600-300 Reverse Curve

7-4(I)(7)(iii)(e) Right Taper Design

1. The use of tapers in lieu of dedicated right-turn lanes is strongly discouraged and requires approval of the City Engineer.
2. Minimum lane length and right-turn taper requirements are provided in TABLE 7.4.69, using FIGURE 7.4.101 for right taper design elements.

FIGURE 7.4.101 **Right Taper Design Elements**

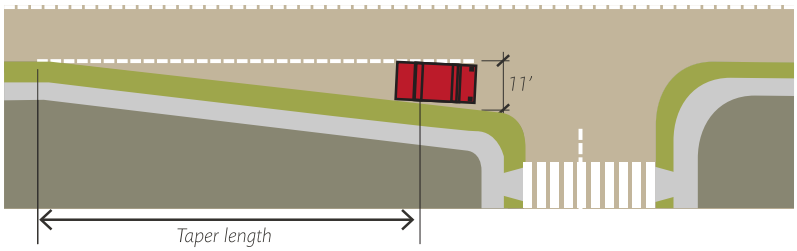


TABLE 7.4.69 **Taper Design Criteria**

Design Speed of Roadway (MPH)	Required Taper
30 – 40	8:1
45 – 50	15:1

7-4(I)(7)(iii)(f) Left-turn Lane Design

1. Where traffic is to be controlled by a traffic signal, the turn lane should be of sufficient length to store the turning vehicles and clear the equivalent lane volume of all other traffic on the approach, where feasible.
2. This length is necessary to ensure that full use of the turn lane will be achieved and that the queue of the other vehicles on the approach will not block vehicles from the turn lane.
3. The minimum left-turn lane transition length requirements are provided in *TABLE 7.4.70*.

TABLE 7.4.70 **Minimum Left-turn Lane Transition Length**

Design Speed of Roadway (MPH)	Lane Transition (ft.)
<35	150 - 150 Reverse Curve
35 – 40	300 - 150 Reverse Curve
45 – 50	600 - 300 Reverse Curve

7-4(I)(7)(iv) Restricted Turning Movements

Restricted right and/or left turn movements may be required based upon factors such as one-way roadways or the necessary restriction of movements at a drive at the discretion of the City Engineer. (See *FIGURE 7.4.102* through *FIGURE 7.4.107* for illustrative examples of restricted turning movements.)

FIGURE 7.4.102 **Right-in / Right-out**

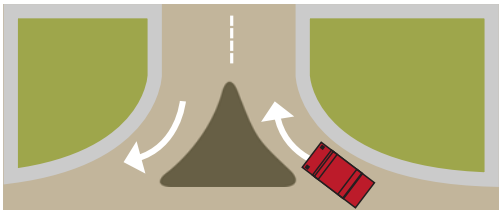


FIGURE 7.4.93 **Intersection Sight Distance**

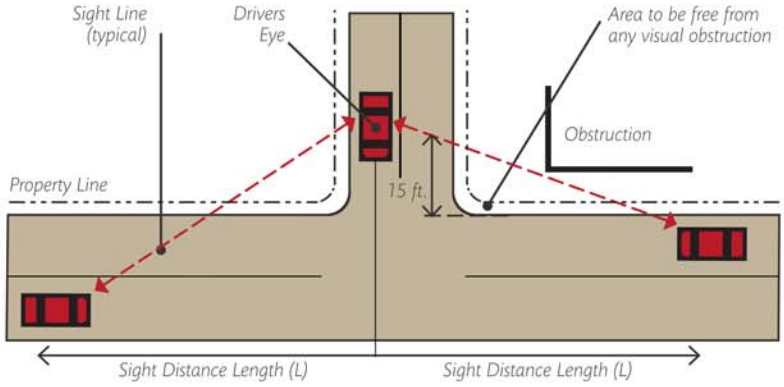


TABLE 7.4.65 **Minimum Intersection Sight Distance**

Speed Limit (MPH)	Minimum Intersection Sight Distance					
	2 Lane Undivided		3 Lane Undivided or 2 Lane Divided w/ 12 ft. Median		4 Lane Undivided	
	Left Turn	Right Turn	Left Turn	Right Turn	Left Turn	Right Turn
20	230 ft.	200 ft.	240 ft.	200 ft.	250 ft.	200 ft.
25	280 ft.	240 ft.	300 ft.	240 ft.	320 ft.	240 ft.
30	340 ft.	290 ft.	360 ft.	290 ft.	380 ft.	290 ft.
35	390 ft.	340 ft.	420 ft.	340 ft.	440 ft.	340 ft.
40	450 ft.	390 ft.	480 ft.	390 ft.	500 ft.	390 ft.
45	500 ft.	430 ft.	530 ft.	430 ft.	570 ft.	430 ft.
50	560 ft.	480 ft.	590 ft.	480 ft.	630 ft.	480 ft.

7-4(I)(5)(iv) Mini Clear Sight Triangle

Driveways need to maintain the mini clear sight triangle as shown in FIGURE 7.4.94. This triangle starts at the sidewalk and measures 11 feet on a side.