APPENDIX E

Transportation Analysis

Hexagon Transportation Consultants, Inc.

Memorandum

Date: August 7, 2025

To: Mr. Philip Vitale, Jr., City of South San Francisco

From: Trisha Dudala, P.E.
Eric Tse, P.E., PTOE

Subject: Transportation Analysis for Linden Park in South San Francisco, California

Hexagon Transportation Consultants, Inc. completed an initial Transportation Analysis for the proposed Linden Park in South San Francisco in January 2024, which analyzed the traffic operational effects of a number of park development alternatives that would potentially close Pine Avenue. Subsequently, the Pine Avenue closure with a new alley alternative was identified as the preferred alternative by the City of South San Francisco. Hexagon was then requested to substantiate the analysis by quantifying the potential traffic effects on the neighborhood streets and intersections due to the proposed Pine Avenue closure.

This memorandum documents the project's potential impact on vehicle miles traveled (VMT) and analyzes the traffic operational effects of the Pine Avenue closure.

The project site (see Figure 1) is located on the east side of Linden Avenue, between 8th Lane to the north and 7th Lane to the south. The site is comprised of two parcels (616 Linden Avenue and 700 Linden Avenue) and a section of Pine Avenue that bisects the project site. 616 Linden Avenue is currently an active parking lot and 700 Linden Avenue is a vacant grass lot. The two parcels would be redeveloped into a park with a children's play area, a space for recreation, a sports court, spaces for community gathering and public art (see Figure 2).

Vehicle Miles Traveled

In accordance with Senate Bill (SB) 743 and the City's Transportation Analysis Guidelines, vehicle miles traveled (VMT) has replaced level of service (LOS) for use in transportation analyses pursuant to the California Environmental Quality Act (CEQA).

According to the City's Transportation Analysis Guidelines, October 2022, some projects may be screened out, or assumed to have a less-than-significant impact on VMT, if they fall within the following categories:

1. Projects located within ½-mile walkshed around major transit stops.
2. 50% affordable housing projects.
3. Small projects that generate less than 100 new trips per day.
4. Locally serving public facilities that encompass government, civic, cultural, health, and infrastructure uses and activity which contribute to and support community needs.
5. Neighborhood-serving retail projects that are less than 50,000 square feet.
6. Hotels designed to serve business travelers or individuals flying in or out of SFO.
7. Residential and office projects in low VMT areas.

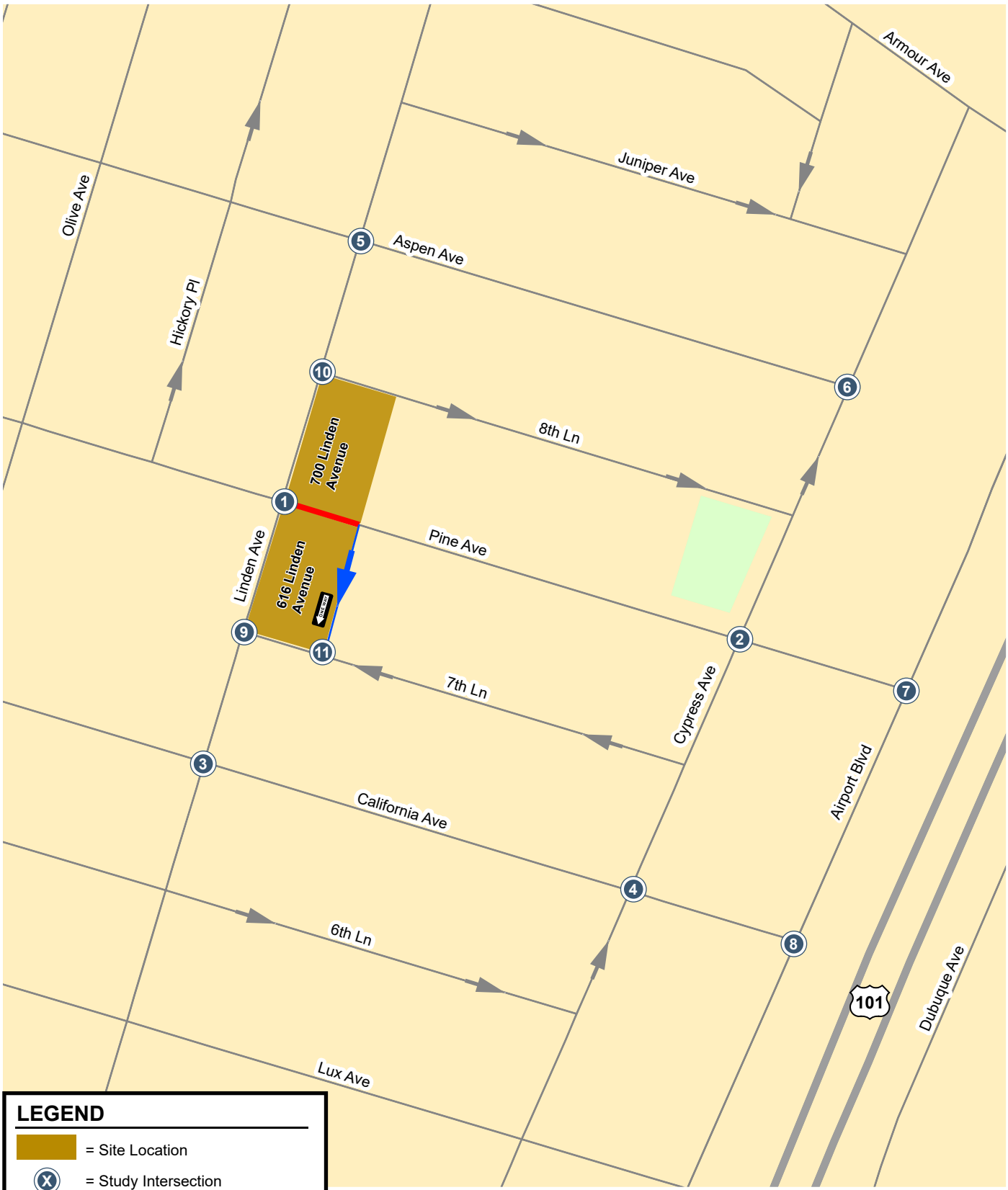


Figure 1
Study Area

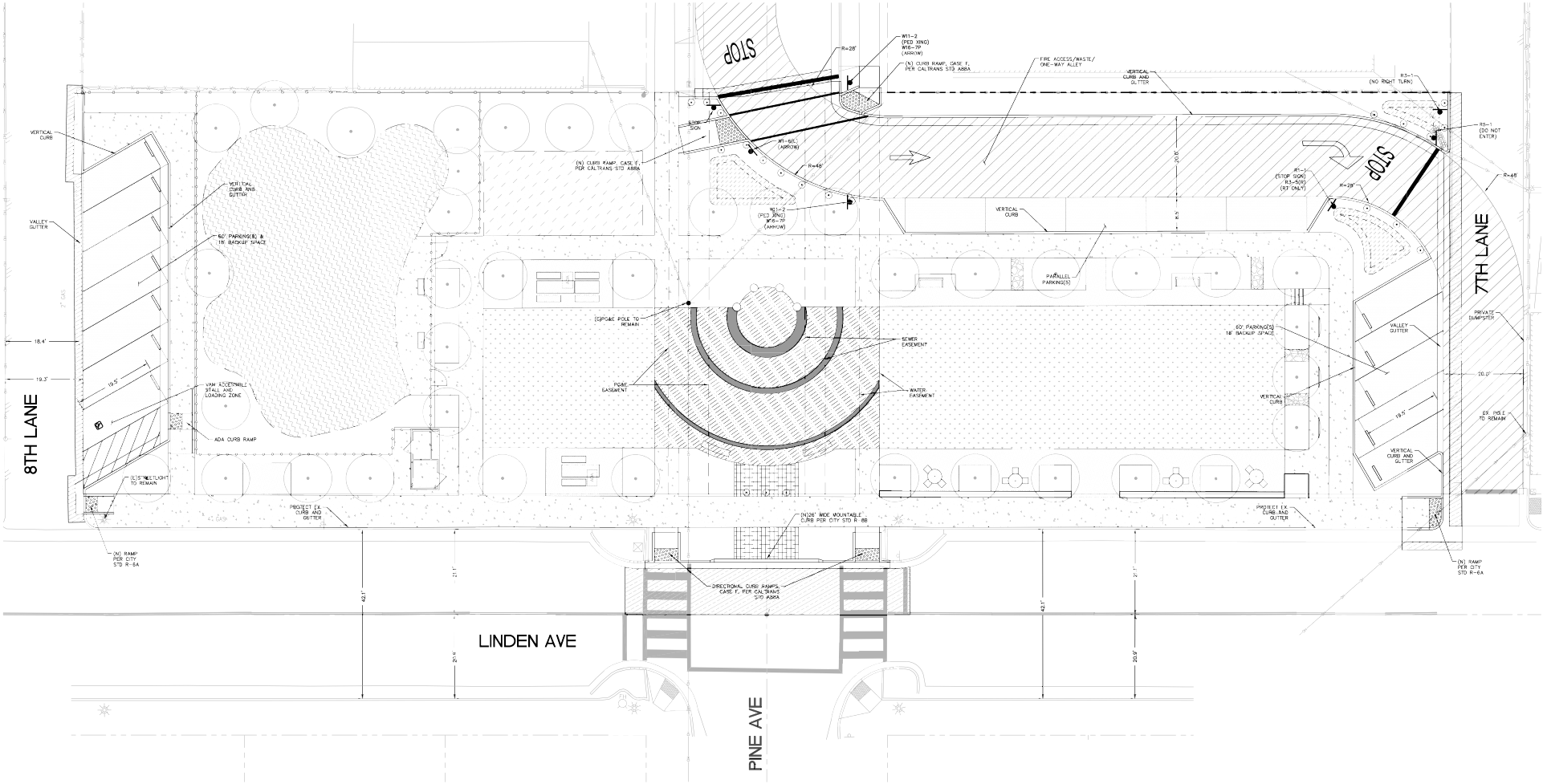


Figure 2
Linden Park – Preferred Concept Plan

HEXAGON

NORTH
Not to Scale

As the project is anticipated to generate less than 100 daily trips (see subsequent discussion in the Project Trip Generation section), according to the South San Francisco's VMT policy, the project would qualify as a small project that may be screened out of a detailed VMT analysis and assumed to have a less than significant impact on VMT. Also, the proposed park would be local serving and would generate activity that would contribute to and support community needs. As the project would generate fewer than 100 daily trips, the project would be considered as a Tier 0 project. According to the city's transportation analysis guidelines, only site access and circulation review are required for Tier 0 projects as these projects would not have a noticeable effect on the existing or future transportation system.

However, as the proposed project would require Pine Avenue to be closed, east of Linden Avenue, and would cause some traffic to divert to the surrounding streets, a level of service (LOS) analysis was conducted for intersections in the study area under existing conditions and with the buildout of the proposed park.

Existing Intersection Operations

The following intersections surrounding the park were analyzed during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hours. All of the study intersections are unsignalized.

1. Linden Avenue/Pine Avenue
2. Cypress Avenue/Pine Avenue
3. Linden Avenue/California Avenue
4. Cypress Avenue/California Avenue
5. Linden Avenue/Aspen Avenue
6. Cypress Avenue/Aspen Avenue
7. Airport Boulevard/Pine Avenue
8. Airport Boulevard/California Avenue
9. Linden Avenue/7th Lane
10. Linden Avenue/8th Lane

Existing traffic volumes for intersections surrounding the proposed Linden Park were obtained from peak hour counts conducted on June 4th, 2025, and shown on Figure 3. The count data are included in Appendix A.

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

This study utilizes Synchro software to determine intersection level of service. The Synchro software implements the *Highway Capacity Manual* (HCM) 7th Edition methodology for unsignalized intersections. The HCM 7th methodology evaluates intersection operations on the basis of average control delay time (measured in seconds per vehicle) for all vehicles at the intersection. This average delay can then be correlated to a level of service for unsignalized, stopped-controlled intersections shown in Table 1. For stop-controlled intersections, level of service depends on the average delay experienced by vehicles on the stop-controlled approaches. Thus, for two-way or T-intersections, operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. For an all-way stop controlled intersection, operations are defined by the average control delay for all vehicles entering the intersection.

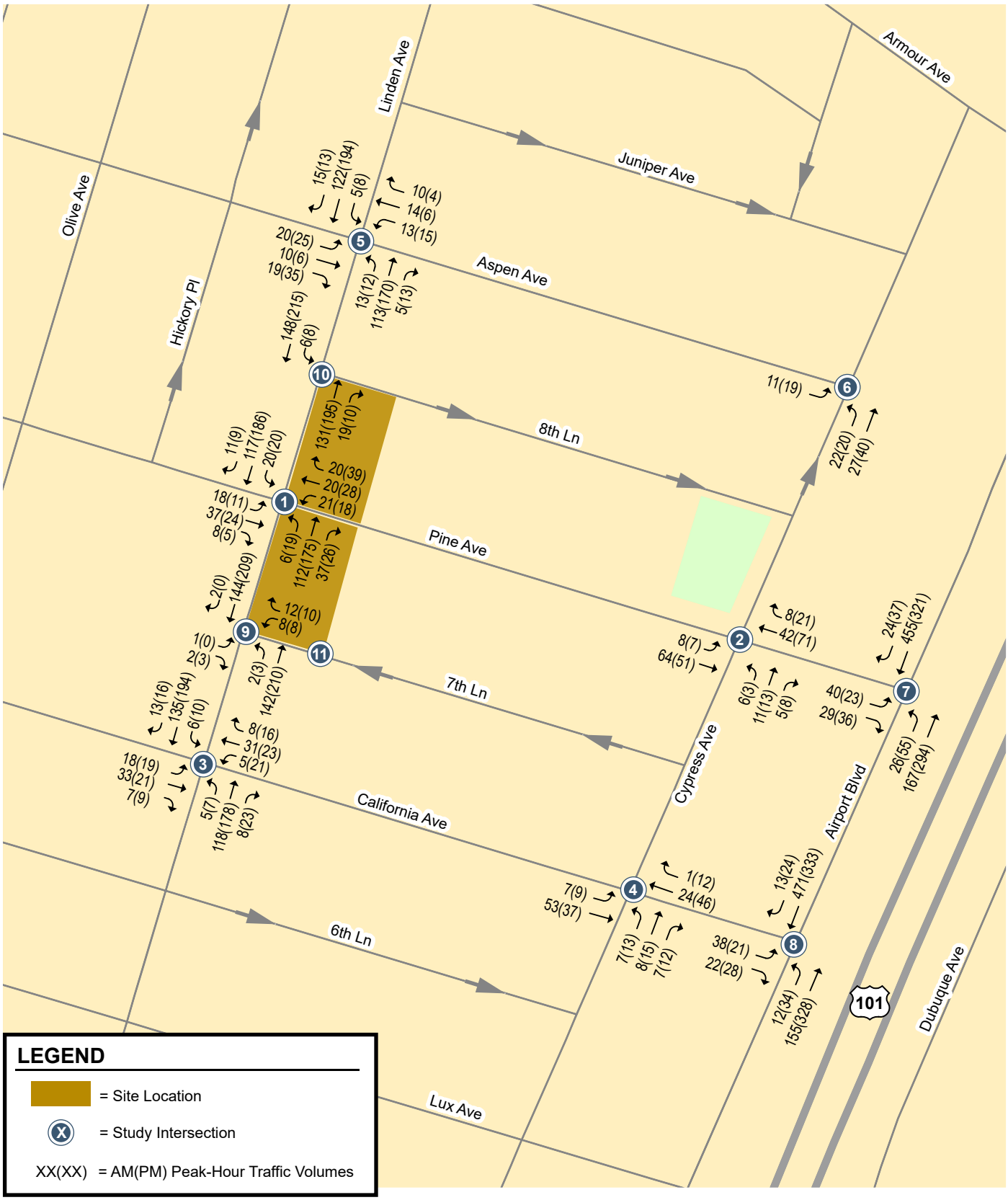


Figure 3
2025 Intersection Volumes

Table 1
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual, 7th Edition* (Washington, D.C.,2022)

The results of the intersection level of service analysis under existing conditions are summarized in Table 2. The results of the analysis show that all the study intersections surrounding the proposed park currently operate at LOS A or B with short traffic delays (less than 15 seconds per vehicle) during both the AM and PM peak hours.

Table 2
Existing Conditions Intersection LOS Analysis

#	Intersection	Control [1]	Peak Hour	Existing Conditions [2] Avg. Delay [3] (sec)	LOS [4]
1	Pine Avenue & Linden Avenue	AWSC	AM	8.4	A
			PM	9.2	A
2	Pine Avenue & Cypress Avenue	OWSC	AM	9.1	A
			PM	8.9	A
3	California Avenue & Linden Avenue	AWSC	AM	8.3	A
			PM	9.1	A
4	California Avenue & Cypress Avenue	OWSC	AM	8.9	A
			PM	9.0	A
5	Aspen Avenue & Linden Avenue	AWSC	AM	8.1	A
			PM	8.9	A
6	Aspen Avenue & Cypress Avenue	OWSC	AM	8.9	A
			PM	9.0	A
7	Pine Avenue & Airport Boulevard	OWSC	AM	13.8	B
			PM	12.2	B
8	California Avenue & Airport Boulevard	OWSC	AM	13.5	B
			PM	12.0	B
9	Linden Avenue & 7th Lane	OWSC	AM	9.8	A
			PM	10.8	B
10	Linden Avenue & 8th Lane	OWSC	AM	7.6	A
			PM	7.7	A

Note:
[1] AWSC = All-way stop control, OWSC = One-way stop control.
[2] Existing traffic counts are based on turning movement counts collected on June 4, 2025.
[3] Delay reported as seconds per vehicle. The delay shown is the weighted average delay for all movements at AWSC At OWSC intersections, delay for the stop controlled approach is shown.
[4] LOS is based on Highway Capacity Manual Methodology for unsignalized intersections.

Existing + Project Conditions

Project Trip Generation

The potential new daily vehicle trips that may be generated by the proposed project were estimated by applying trip rates for public parks published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* to the size of the project site. Table 3 shows the daily, AM and PM peak hour trips that would be generated by the proposed project based on ITE trip generation rates (using the fitted curve equation if available). The ITE trip rates are conservative as they are based on surveys for parks located primarily in suburban areas where a majority of trips are made by vehicles. Given the location of the proposed park and its accessibility to the surrounding residential neighborhoods, it was assumed that approximately 50 percent of these trips would be either walk or bike trips. Based on this assumption, it is anticipated that the proposed park would generate 45 vehicle trips daily, with negligible vehicle trips during the AM peak hour, and 12 vehicle trips during the PM peak hour.

Table 3
Project Trip Generation Estimates

				AM Commute Hour				PM Commute Hour			
		Daily	Daily		Total				Total		
Land Use	Size	Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed Use											
Public Park [1]	0.68 acres	130.73	89	0.02	0	0	0	33.30	23	12	11
Estimated Vehicle Trips [2]			**45**		**0**	**0**	**0**		**12**	**6**	**6**
(Assumed 50% of the total trips are non-auto trips)											

[1] *Rates based on ITE Trip Generation, 11th Edition: fitted curve equation for daily and PM peak hour and average rates for AM peak hour for Public Park (ITE 411). Daily and PM peak hour trips based on the fitted curve equations represent a conservative analysis as the park would generate fewer than 10 daily trips using the average trip rate.*

[2] *Given the location of the proposed park and its accessibility to the surrounding residential neighborhoods, it was assumed that approximately 50 percent of these trips would be either walk or bike trips.*

Preferred Concept Plan - Pine Avenue Closure with One-Way Lane

The Pine Avenue Closure with a new alley alternative (Figure 2) was identified as the preferred alternative by the City of South San Francisco. Under this alternative, Pine Avenue would be closed off to vehicular traffic, east of Linden Avenue and a one-way alley (in the southbound direction) would be provided along the eastern boundary of the park that would connect to 7th Lane. Westbound vehicles on Pine Avenue would be able to make a left turn onto the new alley and a right turn onto 7th Lane to connect to Linden Avenue. The through traffic on Pine Avenue between Linden Avenue and Cypress Avenue is expected to use the parallel streets of California Avenue and Aspen Avenue to get to their destinations. The one-way alley would be designed to accommodate large trucks, including fire apparatus.

Access to the proposed park would be provided primarily via Pine Avenue and Linden Avenue. The project will not construct any driveways. In addition to the existing on-street parking on Linden

Avenue, new on-street parking will be provided along the park frontages on the one-way alley, 8th Lane, and 7th Lane. The project is not required to provide a designated loading area. Loading activities such as trash pickup after special events would occur curbside along Linden Avenue or at the two adjacent parking areas on 7th Lane and 8th Lane.

A new crosswalk with stop-control will be installed at the junction between Pine Avenue and the new one-way alley that extends to 7th Lane. The width of the one-way alley, which measures 20 feet, and the dimensions of the adjacent parallel parking spaces (8.5 feet by 20 feet), meet fire truck access and City Code standards. The dimensions of the angled parking spaces (8.5 feet by 19.5 feet) along the project frontage on 8th Lane and 7th Lane also meet City Code standards.

The conceptual site plan shows pedestrian pathways from the on-street parking interconnected to all areas of the park, as well as to the existing sidewalks along the project frontages.

Figures 4 and 5 illustrate the diverted traffic volumes on eastbound and westbound Pine Avenue, respectively, due to the proposed Pine Avenue closure. The proportion of cut-through traffic on Pine Avenue that would potentially be diverted to adjacent parallel streets was estimated by origin-destination traffic data collected along with the 2025 traffic counts on Pine Avenue.

Existing plus Project Conditions Traffic Volumes

Existing plus Project traffic volumes were estimated by adding the traffic generated by (1) the proposed park and (2) diverted traffic due to the Pine Avenue closure to the existing traffic volumes.

The trip distribution pattern for the proposed project was estimated based on existing travel patterns and the locations of complementary land uses. The new peak-hour trips generated by the proposed project were added to the roadway network in accordance with the project trip generation and distribution described above. Figure 6 shows the project trip distribution and assignment at the study intersections.

Project trips, as presented in Figure 6, and diverted vehicle trips, as presented in Figures 4 and 5, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 7).

Existing Plus Project Conditions Traffic Operations

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 4. The results show that, all study intersections would continue to operate at LOS A or B during the AM and PM peak hours of traffic. All study intersections are currently operating below their capacity, and thus have additional capacity to accommodate traffic that would be diverted from the Pine Avenue closure.

At some of the study intersections, the addition of project traffic and diverted traffic causes the overall average intersection delay to improve slightly compared to existing conditions. This occurs when project trips or diverted traffic are added to movements where the delay is lower than the overall intersection average. At the intersection of Pine Avenue and Linden Avenue, the proposed removal of the east leg of the intersection also contributes to the improvement of overall intersection delay.

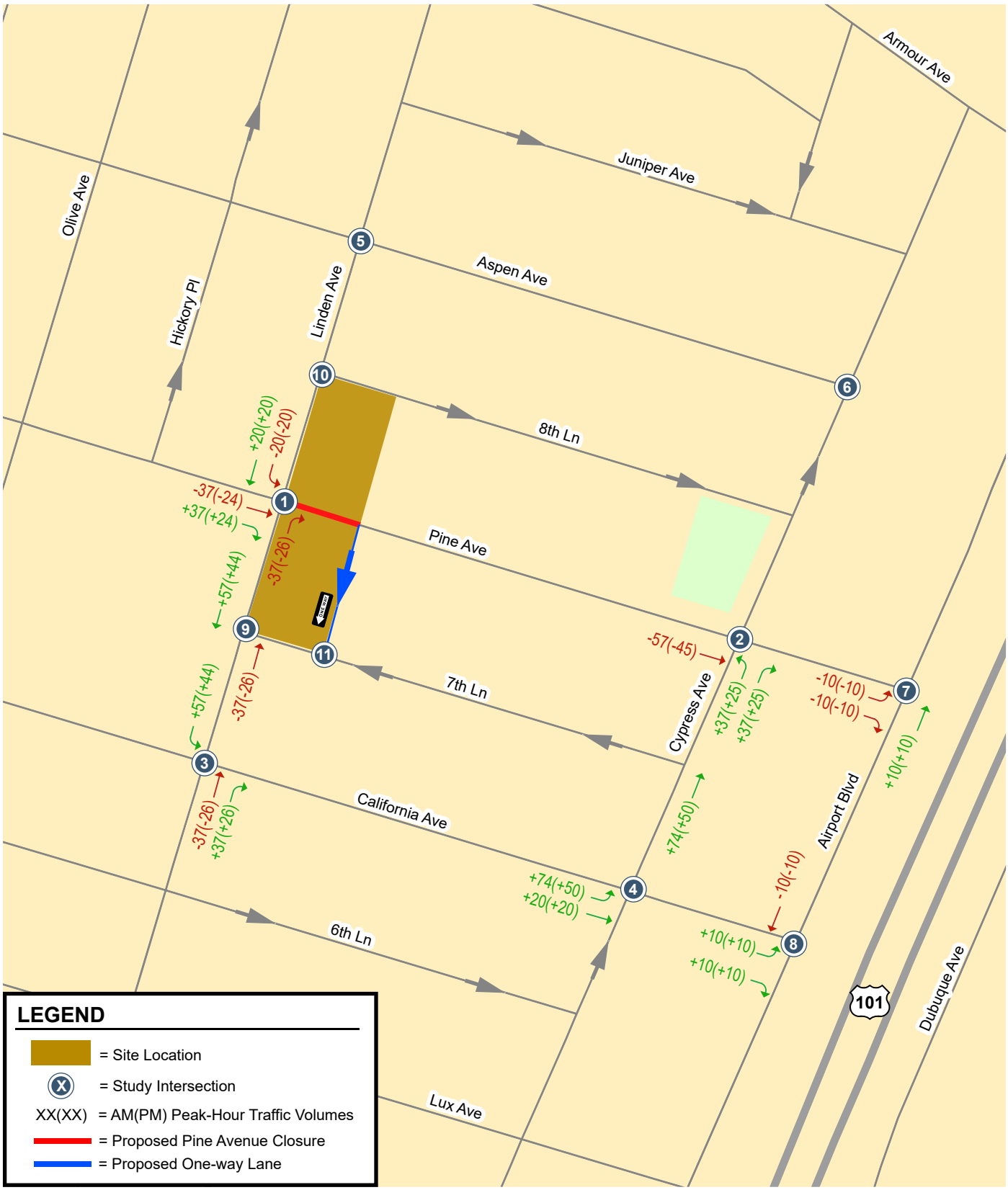


Figure 4
Diverted Traffic Volumes (Eastbound Pine Avenue)

NORTH
Not to Scale

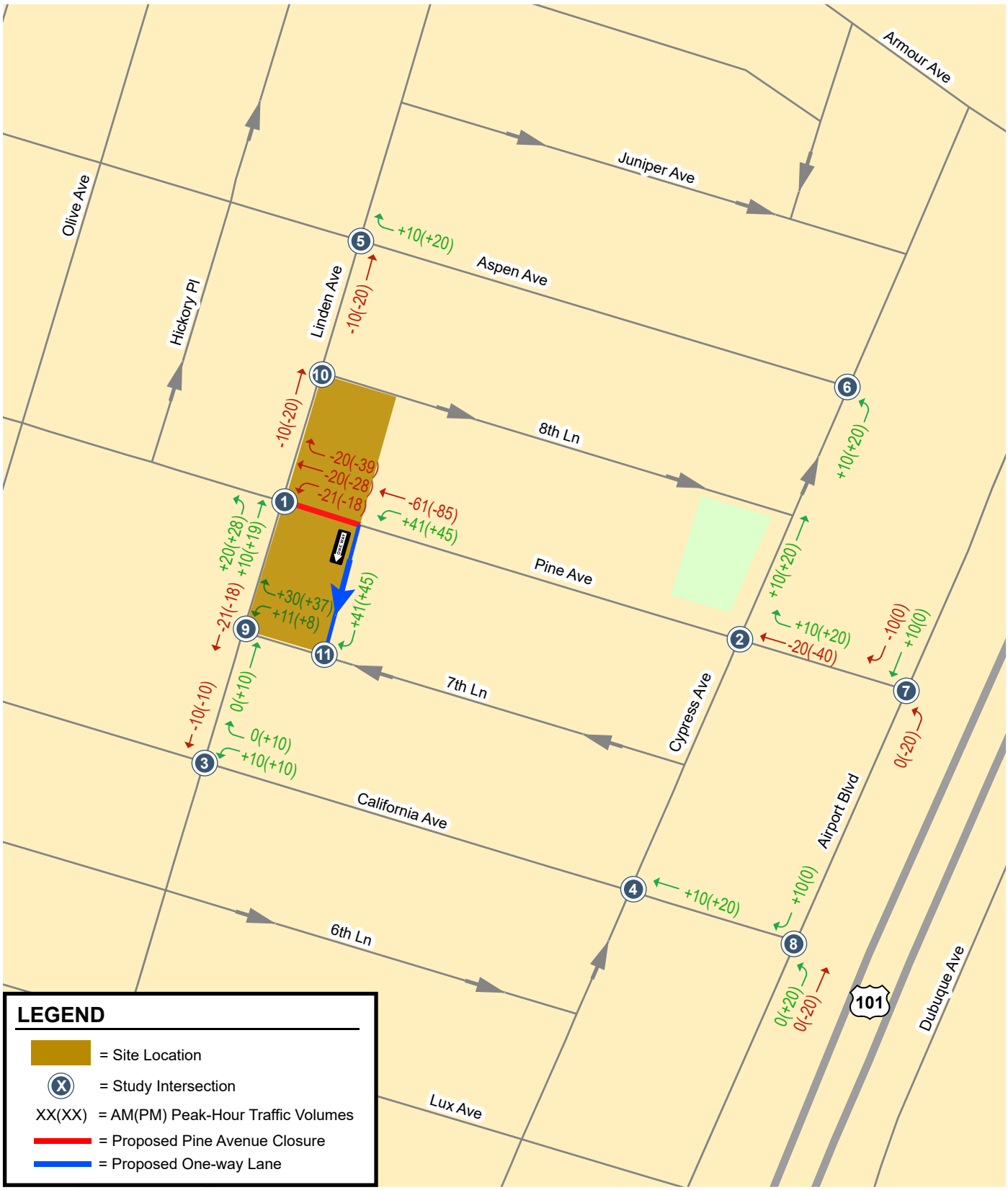


Figure 5
Diverted Traffic Volumes (Westbound Pine Avenue)

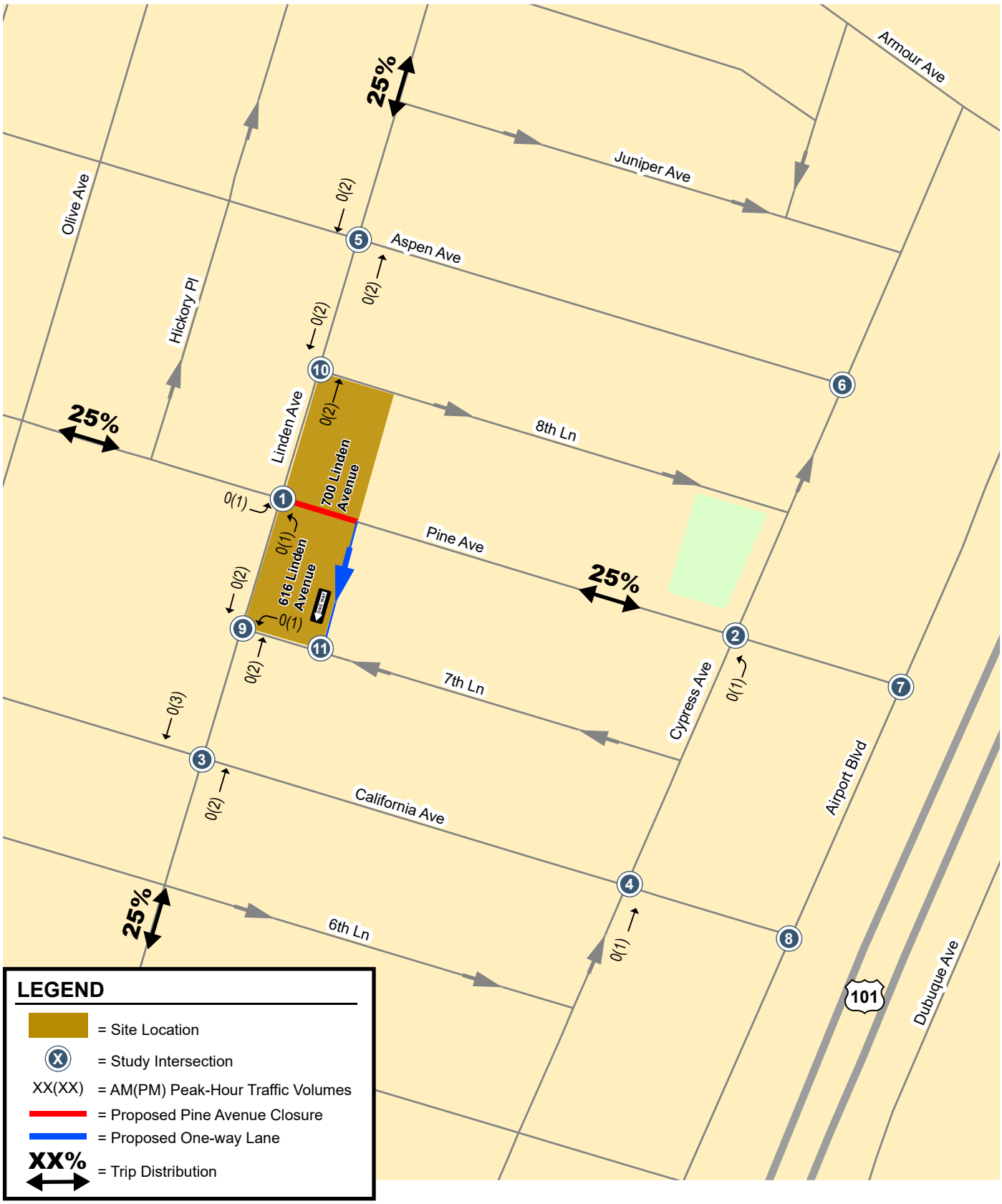


Figure 6
Trip Distribution and Assignment

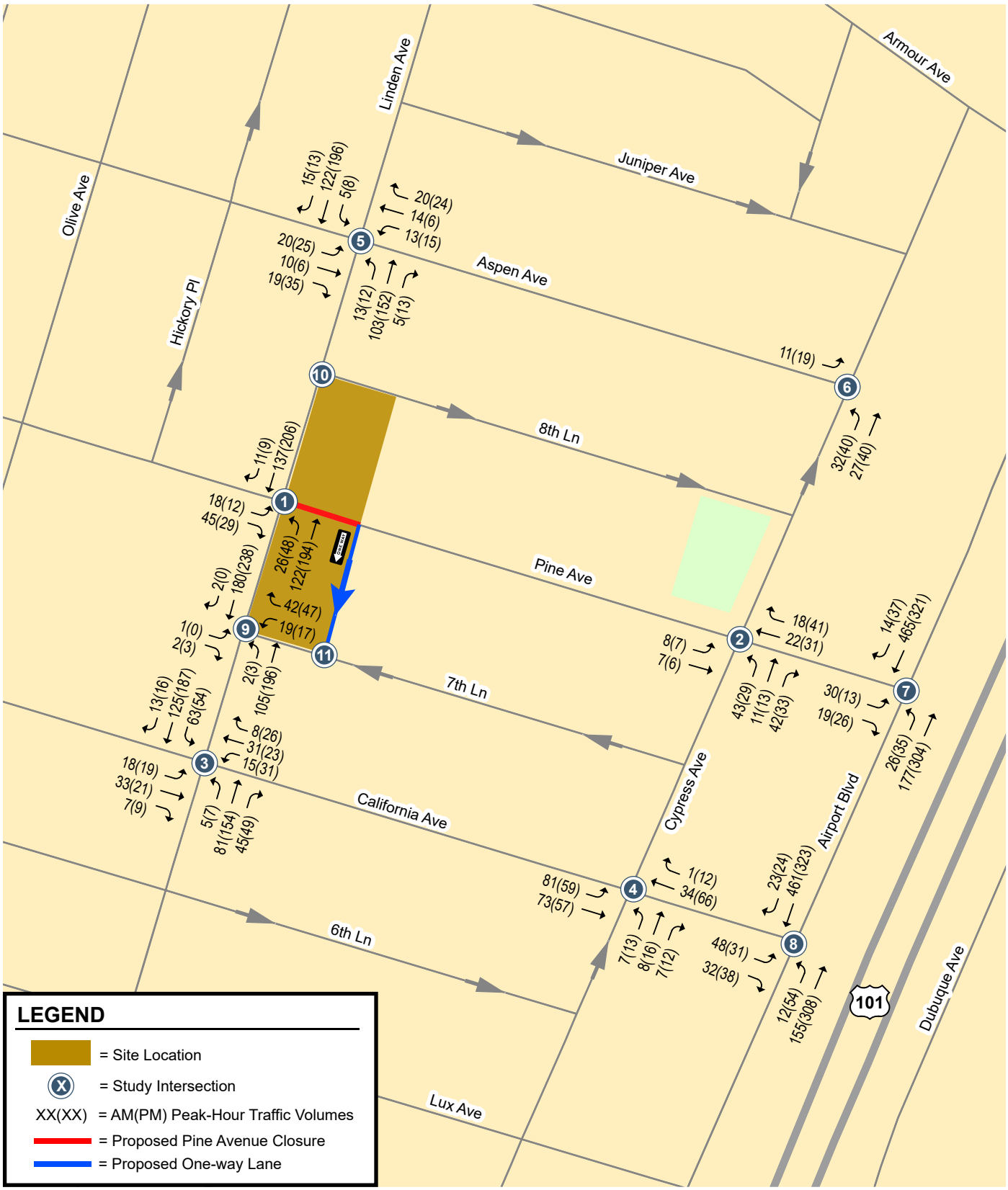


Figure 7
Existing Plus Project Traffic Volumes

Table 4
Existing plus Project Conditions Intersection LOS Analysis

#	Intersection	Control [1]	Peak Hour	Existing Conditions [2] Avg. Delay [3] (sec)	Existing Conditions [2] LOS [4]	Proposed Conditions Avg. Delay [3] (sec)	Proposed Conditions LOS [4]
1	Pine Avenue & Linden Avenue	AWSC	AM	8.4	A	8.1	A
			PM	9.2	A	9.0	A
2	Pine Avenue & Cypress Avenue	OWSC	AM	9.1	A	9.0	A
			PM	8.9	A	8.9	A
3	California Avenue & Linden Avenue	AWSC	AM	8.3	A	8.6	A
			PM	9.1	A	9.5	A
4	California Avenue & Cypress Avenue	OWSC	AM	8.9	A	9.7	A
			PM	9.0	A	9.7	A
5	Aspen Avenue & Linden Avenue	AWSC	AM	8.1	A	8.1	A
			PM	8.9	A	8.9	A
6	Aspen Avenue & Cypress Avenue	OWSC	AM	8.9	A	9.1	A
			PM	9.0	A	9.3	A
7	Pine Avenue & Airport Boulevard	OWSC	AM	13.8	B	13.6	B
			PM	12.2	B	11.3	B
8	California Avenue & Airport Boulevard	OWSC	AM	13.5	B	13.7	B
			PM	12.0	B	12.7	B
9	Linden Avenue & 7th Lane	OWSC	AM	9.8	A	9.8	A
			PM	10.8	B	10.7	B
10	Linden Avenue & 8th Lane	OWSC	AM	7.6	A	7.5	A
			PM	7.7	A	7.6	A
11	One-way Lane & 7th Lane [5]	OWSC	AM	N/A	N/A	8.6	A
			PM	N/A	N/A	8.6	A

Note:
[1] AWSC = All-way stop control, OWSC = One-way stop control.
[2] Existing traffic counts are based on turning movement counts collected on June 4, 2025.
[3] Delay reported as seconds per vehicle. The delay shown is the weighted average delay for all movements at AWSC intersections. At OWSC intersections, delay for the stop controlled approach is shown.
[4] LOS is based on Highway Capacity Manual Methodology for unsignalized intersections.
[5] New intersection due to the proposed one-way lane.

Pedestrian, Bicycle and Transit Impacts

It is anticipated that most of the pedestrian and bicycle trips generated by the proposed park would originate from the immediate vicinity of the adjacent residential neighborhoods. All of the streets in the project vicinity have sidewalks and all intersections that intersect Linden Avenue have high-visibility crosswalks and curb ramps. Although there are no dedicated bike lanes near the project site, the surrounding streets experience low traffic volumes and are considered bicycle friendly. Existing pedestrian and bicycle infrastructure provides adequate access to the site.

The project would install new sidewalks along the project frontage on Linden Avenue, a new curb extension on the east side of Linden Avenue at Pine Avenue, and ADA-compliant wheelchair ramps at the adjacent intersections that would improve pedestrian access and enhance pedestrian connectivity in the area. The development of the project would not remove any existing bicycle/pedestrian facilities, nor would it preclude any future planned improvements. Therefore, the proposed project would not create an adverse impact to existing bicycle/pedestrian circulation in the area.

Existing bus service in the project vicinity is provided by SamTrans and the Free South City Shuttles. The nearest bus routes are Routes 37, 130, 141, and the Blue Shuttle which operate buses along Linden Avenue near the project site. The closest bus stop for the bus routes is located on Linden Avenue at Aspen Avenue about 200 feet north of the project site. The volume of riders that could be generated by the proposed park would not exceed the carrying capacity of the existing transit services near the project site.

Linden Avenue Closure during Large Events

During special events, anticipated to occur fewer than five times per year, the segment of Linden Avenue between 7th Lane and 8th Lane would be temporarily closed to vehicle and bicycle traffic. These closures would occur only on weekends and holidays, when traffic volumes on Linden Avenue and surrounding streets are generally low. During such events, traffic would be detoured to adjacent parallel streets, including Cypress Avenue, Olive Avenue and Maple Avenue.

Because (1) the road closure would occur infrequently and when traffic on Linden Avenue and neighboring streets would be light and (2) the project area is served by a well-connected street grid with short block lengths that facilitate efficient detour routing, the temporary closure of Linden Avenue is not expected to result in significant impacts to vehicle or bike circulation.

The city will implement a traffic management plan that includes advance notifications to residents regarding the temporary street closure, as well as the installation of appropriate signage to direct vehicle and bicycle traffic along designated detour routes.

All of the streets in the project vicinity have sidewalks and curb ramps at intersections. High visibility crosswalks are present at intersections along Linden Avenue where the temporary detours are expected to be implemented. Sidewalks along both sides of Linden Avenue are expected to be open during the road closure.

Bus service in the project vicinity is provided by SamTrans and the Free South City Shuttles funded by SamTrans and the Cities of South San Francisco and Colma. Routes 37, 130, 141, and the Blue Shuttle run along Linden Avenue near the project site. But only Routes 130 and 141 would operate during the weekends when Linden Avenue is closed during large events. During large events on weekends, these two bus routes could potentially be detoured to Airport Boulevard between Armour Avenue and Grand Avenue where Route 397 currently operates, subject to consultation with the bus operators.

Emergency access to properties on the west side of Linden Avenue along the park frontage would be maintained via Pine Avenue and Linden Avenue (north and south of the temporary street closure). Temporary barricades would be used to close Linden Avenue during special events and could be moved or adjusted as needed to accommodate emergency vehicles. Therefore, emergency access would not be impeded during event-related closures.

Conclusions

The effects of the proposed Linden Park were evaluated in accordance with the procedures and guidelines specified by the City of South San Francisco. The analysis resulted in the following key findings:

- A VMT review was conducted to assess the potential impacts caused by the proposed project. According to the South San Francisco's VMT policy, the project would qualify as a small project that may be screened out of a detailed VMT analysis and assumed to have a

less than significant impact on VMT. Also, the proposed park would be local serving and would generate activity that would contribute to and support community needs.

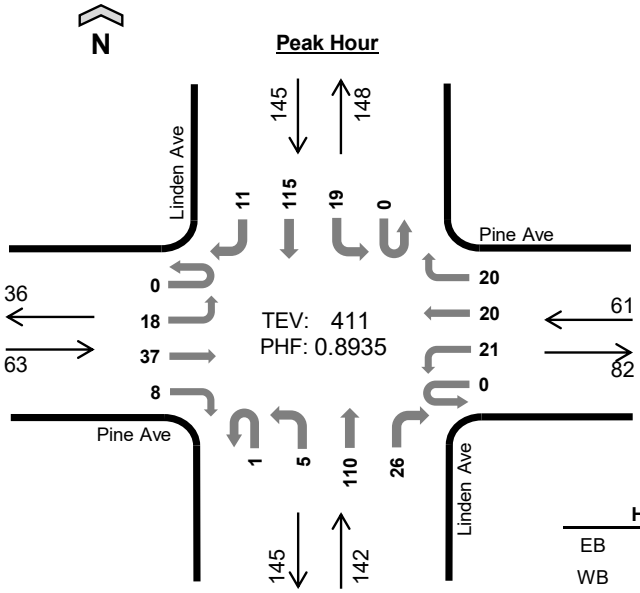
- All study intersections operate at an acceptable LOS A or B under existing and existing plus project conditions with traffic diversions due to Pine Avenue closure, east of Linden Avenue.
- The project would not create any adverse impacts to bikes, pedestrians, or transit facilities.
- The temporary closure of Linden Avenue during special events is not expected to result in significant impacts to vehicle or bike circulation.

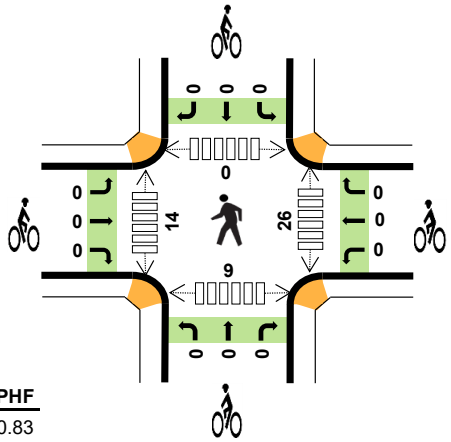
Appendix A

Traffic Counts

Linden Ave
Pine Ave

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	2%	0.83
WB	3%	0.85
NB	10%	0.91
SB	10%	0.91
TOTAL	8%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Pine Ave Eastbound				Pine Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	3	8	2	0	2	9	5	1	0	21	7	0	4	31	0	93	0
8:00 AM		0	5	10	4	0	7	3	8	0	3	33	3	0	4	32	3	115	0
8:15 AM		0	4	8	0	0	5	5	5	0	2	28	8	0	6	28	6	105	0
8:30 AM		0	6	11	2	0	7	3	2	0	0	28	8	0	5	24	2	98	411
Pk Hr	All	0	18	37	8	0	21	20	20	1	5	110	26	0	19	115	11	411	
	HV	0	0	1	0	0	1	0	1	0	0	11	3	0	2	13	0	32	
	HV%	-	0%	3%	0%	-	5%	0%	5%	0%	0%	10%	12%	-	11%	11%	0%	8%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	3	4	*7*	0	0	0	0	*0*	4	5	0	2	*11*
8:00 AM	1	0	2	5	*8*	0	0	0	0	*0*	5	8	0	3	*16*
8:15 AM	0	2	4	4	*10*	0	0	0	0	*0*	10	1	0	0	*11*
8:30 AM	0	0	5	2	*7*	0	0	0	0	*0*	7	0	0	4	*11*
Peak Hour	1	2	14	15	*32*	0	0	0	0	*0*	26	14	0	9	*49*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Pine Ave				Pine Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	9	2	0	7	1	4	0	2	15	3	0	6	18	1	69	0
7:15 AM	0	1	3	2	0	7	6	2	0	2	14	12	0	7	20	3	79	0
7:30 AM	0	2	8	4	0	4	5	5	0	1	18	9	0	1	25	1	83	0
7:45 AM	**0**	**3**	**8**	**2**	**0**	**2**	**9**	**5**	**1**	**0**	**21**	**7**	**0**	**4**	**31**	**0**	**93**	**324**
8:00 AM	**0**	**5**	**10**	**4**	**0**	**7**	**3**	**8**	**0**	**3**	**33**	**3**	**0**	**4**	**32**	**3**	**115**	**370**
8:15 AM	**0**	**4**	**8**	**0**	**0**	**5**	**5**	**5**	**0**	**2**	**28**	**8**	**0**	**6**	**28**	**6**	**105**	**396**
8:30 AM	**0**	**6**	**11**	**2**	**0**	**7**	**3**	**2**	**0**	**0**	**28**	**8**	**0**	**5**	**24**	**2**	**98**	**411**
8:45 AM	0	0	6	3	0	3	4	3	0	3	24	2	0	6	30	3	87	405
Count Total	0	22	63	19	0	42	36	34	1	13	181	52	0	39	208	19	729	
Pk Hr All	**0**	**18**	**37**	**8**	**0**	**21**	**20**	**20**	**1**	**5**	**110**	**26**	**0**	**19**	**115**	**11**	**411**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**11**	**3**	**0**	**2**	**13**	**0**	**32**	
Pk Hr HV%	**-**	**0%**	**3%**	**0%**	**-**	**5%**	**0%**	**5%**	**0%**	**0%**	**10%**	**12%**	**-**	**11%**	**11%**	**0%**	**8%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	3	1	1	*5*	0	0	0	0	*0*	1	8	0	1	*10*
7:15 AM	0	1	7	5	*13*	0	0	0	0	*0*	1	10	2	2	*15*
7:30 AM	2	2	5	3	*12*	0	0	0	2	*2*	12	4	1	10	*27*
7:45 AM	**0**	**0**	**3**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**0**	**2**	**11**
8:00 AM	**1**	**0**	**2**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	**0**	**3**	**16**
8:15 AM	**0**	**2**	**4**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**11**
8:30 AM	**0**	**0**	**5**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**4**	**11**
8:45 AM	0	1	4	6	*11*	0	0	0	0	*0*	3	4	0	2	*9*
Count Total	3	9	31	30	*73*	0	0	0	2	*2*	43	40	3	24	*110*
Peak Hour	**1**	**2**	**14**	**15**	***32***	**0**	**0**	**0**	**0**	***0***	**26**	**14**	**0**	**9**	**49**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Pine Ave				Pine Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	2	0	0	1	0	0	0	1	0	5	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	5	2	0	0	5	0	13	0
7:30 AM	0	0	1	1	0	0	0	2	0	0	3	2	0	0	3	0	12	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**4**	**0**	**7**	**37**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**0**	**8**	**40**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**4**	**0**	**10**	**37**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**1**	**1**	**0**	**7**	**32**
8:45 AM	0	0	0	0	0	0	1	0	0	0	4	0	0	2	4	0	11	36
Count Total	0	0	2	1	0	3	1	5	0	0	24	7	0	4	26	0	73	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**11**	**3**	**0**	**2**	**13**	**0**	**32**	

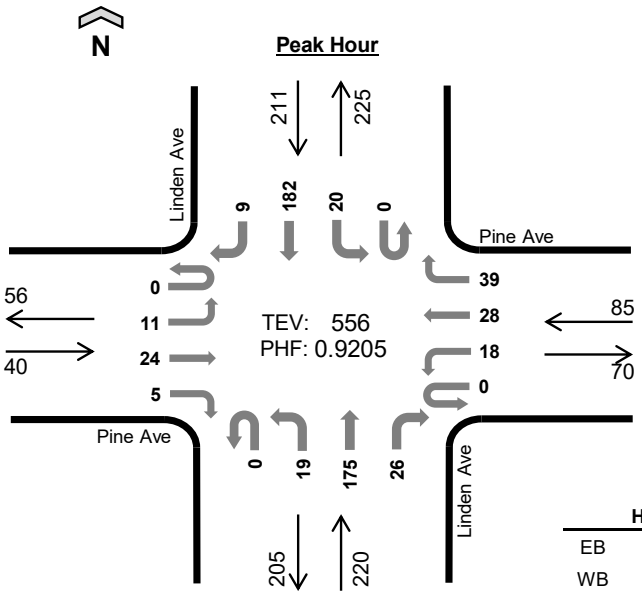
Count Summaries - Bikes

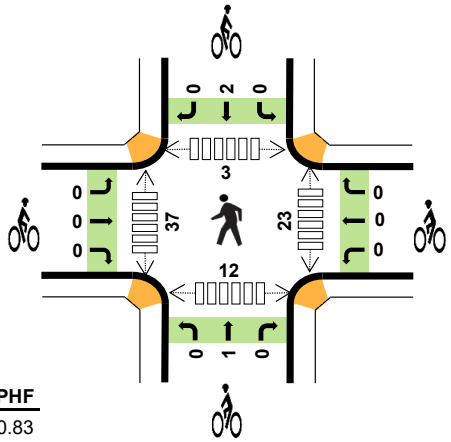
Interval Start	Pine Ave				Pine Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
Pine Ave

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.83
WB	0%	0.64
NB	4%	0.96
SB	3%	0.84
TOTAL	3%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Pine Ave Eastbound				Pine Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	2	5	1	0	3	10	2	0	6	47	3	0	3	40	1	123	0
5:15 PM		0	3	6	3	0	4	5	9	0	6	37	11	0	5	43	1	133	0
5:30 PM		0	3	7	0	0	6	7	20	0	3	44	6	0	6	47	2	151	0
5:45 PM		0	3	6	1	0	5	6	8	0	4	47	6	0	6	52	5	149	556
Pk Hr	All	0	11	24	5	0	18	28	39	0	19	175	26	0	20	182	9	556	
	HV	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	16	
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	5%	0%	-	0%	4%	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	3	17	0	2	*22*
5:15 PM	0	0	3	2	*5*	0	0	0	0	*0*	10	3	0	1	*14*
5:30 PM	0	0	2	0	*2*	0	0	0	1	*1*	4	9	2	7	*22*
5:45 PM	0	0	3	4	*7*	0	0	1	1	*2*	6	8	1	2	*17*
Peak Hour	0	0	9	7	*16*	0	0	1	2	*3*	23	37	3	12	*75*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Pine Ave Eastbound				Pine Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	4	1	0	2	5	5	0	2	43	7	0	4	48	3	126	0
4:15 PM	0	0	2	2	0	7	11	9	0	5	33	6	0	9	56	2	142	0
4:30 PM	0	2	6	3	0	7	11	7	0	2	32	3	0	5	34	2	114	0
4:45 PM	0	1	7	2	0	5	6	7	0	3	38	8	0	8	40	11	136	518
5:00 PM	**0**	**2**	**5**	**1**	**0**	**3**	**10**	**2**	**0**	**6**	**47**	**3**	**0**	**3**	**40**	**1**	**123**	**515**
5:15 PM	**0**	**3**	**6**	**3**	**0**	**4**	**5**	**9**	**0**	**6**	**37**	**11**	**0**	**5**	**43**	**1**	**133**	**506**
5:30 PM	**0**	**3**	**7**	**0**	**0**	**6**	**7**	**20**	**0**	**3**	**44**	**6**	**0**	**6**	**47**	**2**	**151**	**543**
5:45 PM	**0**	**3**	**6**	**1**	**0**	**5**	**6**	**8**	**0**	**4**	**47**	**6**	**0**	**6**	**52**	**5**	**149**	**556**
Count Total	0	16	43	13	0	39	61	67	0	31	321	50	0	46	360	27	1,074	
Pk Hr All	**0**	**11**	**24**	**5**	**0**	**18**	**28**	**39**	**0**	**19**	**175**	**26**	**0**	**20**	**182**	**9**	**556**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**5%**	**0%**	**-**	**0%**	**4%**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	3	1	*4*	1	1	0	0	*2*	7	12	0	1	*20*
4:15 PM	0	1	2	4	*7*	0	0	0	2	*2*	10	9	1	3	*23*
4:30 PM	0	0	3	2	*5*	0	0	0	0	*0*	3	5	0	2	*10*
4:45 PM	0	0	1	2	*3*	0	0	0	0	*0*	5	7	1	0	*13*
5:00 PM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**17**	**0**	**2**	**22**
5:15 PM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**10**	**3**	**0**	**1**	**14**
5:30 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**4**	**9**	**2**	**7**	**22**
5:45 PM	**0**	**0**	**3**	**4**	**7**	**0**	**0**	**1**	**1**	**2**	**6**	**8**	**1**	**2**	**17**
Count Total	0	1	18	16	*35*	1	1	1	4	*7*	48	70	5	18	*141*
Peak Hour	**0**	**0**	**9**	**7**	***16***	**0**	**0**	**1**	**2**	***3***	**23**	**37**	**3**	**12**	**75**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Pine Ave				Pine Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	4	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	1	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	19
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**17**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**15**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**12**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**16**
Count Total	0	0	0	0	0	1	0	0	0	1	16	1	0	1	15	0	35	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**16**	

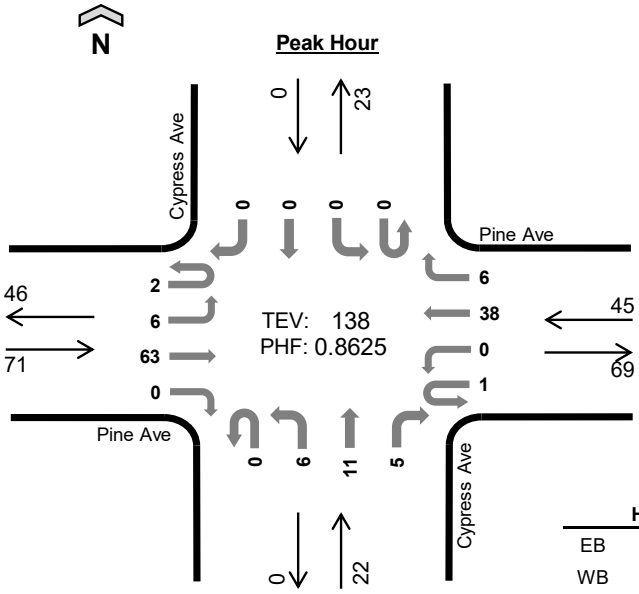
Count Summaries - Bikes

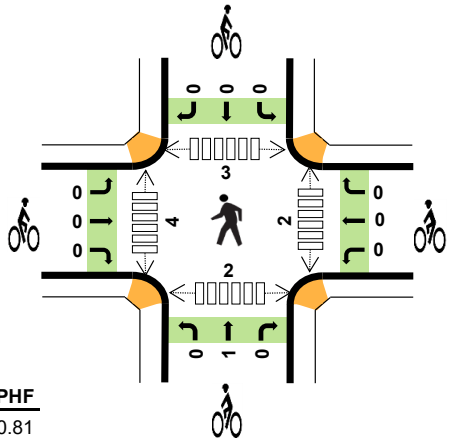
Interval Start	Pine Ave				Pine Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
Count Total	0	1	0	0	0	1	0	0	0	0	1	0	0	0	4	0	7	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Cypress Ave
Pine Ave

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	7%	0.81
WB	4%	0.56
NB	5%	0.61
SB	--	--
TOTAL	6%	0.86

Peak Hour Count Summaries

Peak Hour Interval Start		Pine Ave Eastbound				Pine Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		**0**	**0**	**18**	**0**	**1**	**0**	**18**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**40**	**0**
8:00 AM		**0**	**4**	**15**	**0**	**0**	**0**	**5**	**3**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**32**	**0**
8:15 AM		**0**	**0**	**12**	**0**	**0**	**0**	**10**	**0**	**0**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**31**	**0**
8:30 AM		**2**	**2**	**18**	**0**	**0**	**0**	**5**	**2**	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**35**	**138**
Pk Hr	All	**2**	**6**	**63**	**0**	**1**	**0**	**38**	**6**	**0**	**6**	**11**	**5**	**0**	**0**	**0**	**0**	**138**	
	HV	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	
	HV%	**0%**	**17%**	**6%**	**-**	**0%**	**-**	**5%**	**0%**	**-**	**0%**	**9%**	**0%**	**-**	**-**	**-**	**-**	**6%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	***3***
8:00 AM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**0**	***1***
8:15 AM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**1**	***4***
8:30 AM	**3**	**0**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**1**	***3***
Peak Hour	**5**	**2**	**1**	**0**	***8***	**0**	**0**	**1**	**0**	***1***	**2**	**4**	**3**	**2**	***11***

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Pine Ave Eastbound				Pine Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	15	0	1	0	7	3	0	1	0	2	0	0	0	0	31	0
7:15 AM	0	1	11	0	0	0	8	4	0	1	1	1	0	0	0	0	27	0
7:30 AM	1	0	19	0	0	0	7	1	0	1	1	2	0	0	0	0	32	0
7:45 AM	**0**	**0**	**18**	**0**	**1**	**0**	**18**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**40**	**130**
8:00 AM	**0**	**4**	**15**	**0**	**0**	**0**	**5**	**3**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**32**	**131**
8:15 AM	**0**	**0**	**12**	**0**	**0**	**0**	**10**	**0**	**0**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**31**	**135**
8:30 AM	**2**	**2**	**18**	**0**	**0**	**0**	**5**	**2**	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**35**	**138**
8:45 AM	0	0	10	0	0	0	3	3	0	4	3	1	0	0	0	0	24	122
Count Total	3	9	118	0	2	0	63	17	0	13	16	11	0	0	0	0	252	
Pk Hr All	**2**	**6**	**63**	**0**	**1**	**0**	**38**	**6**	**0**	**6**	**11**	**5**	**0**	**0**	**0**	**0**	**138**	
Pk Hr HV	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	
Pk Hr HV%	**0%**	**17%**	**6%**	**-**	**0%**	**-**	**5%**	**0%**	**-**	**0%**	**9%**	**0%**	**-**	**-**	**-**	**-**	**6%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	3	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	2	0	0	*3*	0	0	0	0	*0*	0	3	0	1	*4*
7:30 AM	5	1	0	0	*6*	0	0	0	0	*0*	2	0	0	0	*2*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**
8:00 AM	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**
8:15 AM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**4**
8:30 AM	**3**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**3**
8:45 AM	0	2	1	0	*3*	0	0	0	0	*0*	2	1	0	1	*4*
Count Total	11	10	3	0	*24*	0	0	1	0	*1*	6	8	3	4	*21*
Peak Hour	**5**	**2**	**1**	**0**	***8***	**0**	**0**	**1**	**0**	***1***	**2**	**4**	**3**	**2**	**11**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Pine Ave				Pine Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	0
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**
8:30 AM	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
8:45 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	11
Count Total	0	1	10	0	0	0	9	1	0	1	1	1	0	0	0	0	24	
Pk Hr Heavy	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	

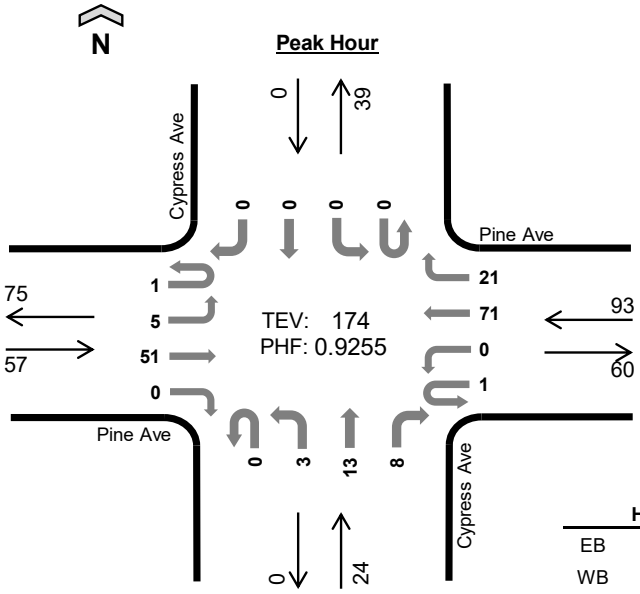
Count Summaries - Bikes

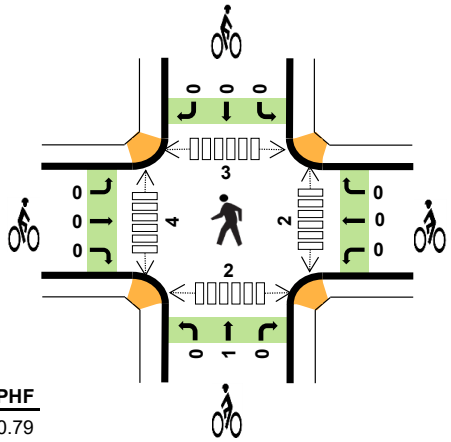
Interval Start	Pine Ave				Pine Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Cypress Ave
Pine Ave

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV%	PHF
EB	2%	0.79
WB	1%	0.89
NB	4%	0.86
SB	--	--
TOTAL	2%	0.93

Peak Hour Count Summaries

Peak Hour Interval Start		Pine Ave Eastbound				Pine Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	2	11	0	0	0	19	7	0	2	2	1	0	0	0	0	44	0
4:30 PM		0	0	12	0	0	0	20	3	0	1	2	2	0	0	0	0	40	0
4:45 PM		1	2	15	0	1	0	15	2	0	0	6	1	0	0	0	0	43	0
5:00 PM		0	1	13	0	0	0	17	9	0	0	3	4	0	0	0	0	47	174
Pk Hr	All	1	5	51	0	1	0	71	21	0	3	13	8	0	0	0	0	174	
	HV	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3	
	HV%	0%	0%	2%	-	0%	-	1%	0%	-	33%	0%	0%	-	-	-	-	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	1	1	0	*3*
4:30 PM	1	0	0	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
4:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	3	1	1	*5*
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	1	1	*3*
Peak Hour	1	1	1	0	*3*	0	0	1	0	*1*	2	4	3	2	*11*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Pine Ave Eastbound				Pine Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	11	0	0	0	8	5	0	1	3	6	0	0	0	0	37	0
4:15 PM	**0**	**2**	**11**	**0**	**0**	**0**	**19**	**7**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**44**	**0**
4:30 PM	**0**	**0**	**12**	**0**	**0**	**0**	**20**	**3**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**40**	**0**
4:45 PM	**1**	**2**	**15**	**0**	**1**	**0**	**15**	**2**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**43**	**164**
5:00 PM	**0**	**1**	**13**	**0**	**0**	**0**	**17**	**9**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**47**	**174**
5:15 PM	0	0	9	0	1	0	11	8	0	3	2	2	0	0	0	0	36	166
5:30 PM	2	4	10	0	0	0	23	4	0	2	2	1	0	0	0	0	48	174
5:45 PM	0	2	11	0	0	0	16	2	0	1	2	3	0	0	0	0	37	168
Count Total	3	14	92	0	2	0	129	40	0	10	22	20	0	0	0	0	332	
Pk Hr All	**1**	**5**	**51**	**0**	**1**	**0**	**71**	**21**	**0**	**3**	**13**	**8**	**0**	**0**	**0**	**0**	**174**	
Pk Hr HV	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**0%**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**0%**	**-**	**33%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	0	0	0	*1*	0	1	0	0	*1*	1	2	1	0	*4*
4:15 PM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**3**
4:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**5**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**3**
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	2	0	1	*4*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	3	7	3	0	*13*
Count Total	2	1	1	0	*4*	0	1	1	0	*2*	8	16	7	3	*34*
Peak Hour	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**1**	**0**	***1***	**2**	**4**	**3**	**2**	**11**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Pine Ave				Pine Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4	
Pk Hr Heavy	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

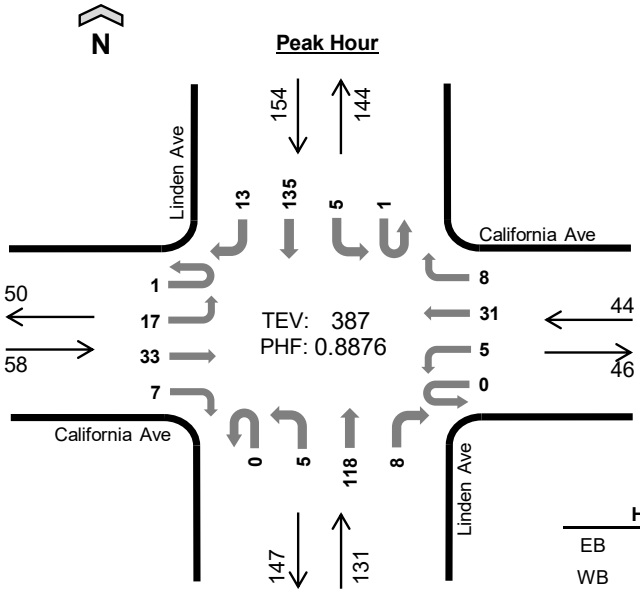
Count Summaries - Bikes

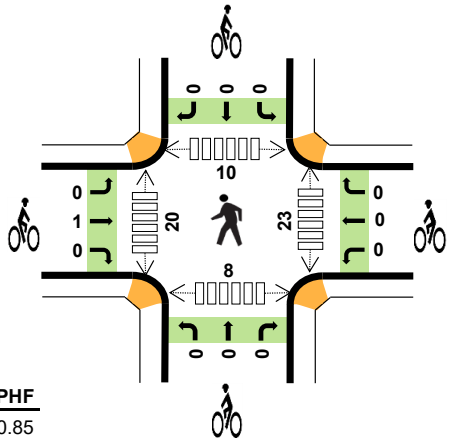
Interval Start	Pine Ave				Pine Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
California Ave

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	5%	0.85
WB	0%	0.61
NB	10%	0.94
SB	9%	0.86
TOTAL	8%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		California Ave Eastbound				California Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	2	12	1	0	1	5	0	0	1	24	2	0	0	35	3	86	0
8:00 AM		0	5	4	2	0	1	12	5	0	1	33	1	0	4	37	4	109	0
8:15 AM		1	4	10	2	0	1	7	2	0	3	30	2	0	0	28	4	94	0
8:30 AM		0	6	7	2	0	2	7	1	0	0	31	3	1	1	35	2	98	387
Pk Hr	All	1	17	33	7	0	5	31	8	0	5	118	8	1	5	135	13	387	
	HV	0	0	3	0	0	0	0	0	0	0	13	0	0	0	14	0	30	
	HV%	0%	0%	9%	0%	-	0%	0%	0%	-	0%	11%	0%	0%	0%	10%	0%	8%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	1	0	3	4	*8*	0	0	0	0	*0*	1	6	2	2	*11*
8:00 AM	0	0	2	4	*6*	1	0	0	0	*1*	5	10	4	3	*22*
8:15 AM	1	0	5	4	*10*	0	0	0	0	*0*	10	3	4	0	*17*
8:30 AM	1	0	3	2	*6*	0	0	0	0	*0*	7	1	0	3	*11*
Peak Hour	3	0	13	14	*30*	1	0	0	0	*1*	23	20	10	8	*61*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	California Ave Eastbound				California Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	3	1	0	0	1	21	2	0	3	27	0	61	0
7:15 AM	0	3	3	2	0	4	1	3	0	1	22	2	0	3	27	1	72	0
7:30 AM	0	0	6	1	0	4	2	2	0	2	26	2	0	7	29	3	84	0
7:45 AM	**0**	**2**	**12**	**1**	**0**	**1**	**5**	**0**	**0**	**1**	**24**	**2**	**0**	**0**	**35**	**3**	**86**	**303**
8:00 AM	**0**	**5**	**4**	**2**	**0**	**1**	**12**	**5**	**0**	**1**	**33**	**1**	**0**	**4**	**37**	**4**	**109**	**351**
8:15 AM	**1**	**4**	**10**	**2**	**0**	**1**	**7**	**2**	**0**	**3**	**30**	**2**	**0**	**0**	**28**	**4**	**94**	**373**
8:30 AM	**0**	**6**	**7**	**2**	**0**	**2**	**7**	**1**	**0**	**0**	**31**	**3**	**1**	**1**	**35**	**2**	**98**	**387**
8:45 AM	0	3	3	1	0	3	3	0	0	2	23	4	0	4	29	2	77	378
Count Total	1	23	48	11	0	19	38	13	0	11	210	18	1	22	247	19	681	
Pk Hr All	**1**	**17**	**33**	**7**	**0**	**5**	**31**	**8**	**0**	**5**	**118**	**8**	**1**	**5**	**135**	**13**	**387**	
Pk Hr HV	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**14**	**0**	**30**	
Pk Hr HV%	**0%**	**0%**	**9%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**11%**	**0%**	**0%**	**0%**	**10%**	**0%**	**8%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	2	*3*	0	0	0	0	*0*	2	4	3	0	*9*
7:15 AM	0	1	9	6	*16*	0	0	0	0	*0*	8	2	3	1	*14*
7:30 AM	0	1	3	5	*9*	0	0	0	2	*2*	11	10	0	3	*24*
7:45 AM	**1**	**0**	**3**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**2**	**2**	**11**
8:00 AM	**0**	**0**	**2**	**4**	**6**	**1**	**0**	**0**	**0**	**1**	**5**	**10**	**4**	**3**	**22**
8:15 AM	**1**	**0**	**5**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**10**	**3**	**4**	**0**	**17**
8:30 AM	**1**	**0**	**3**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**3**	**11**
8:45 AM	0	0	3	3	*6*	1	0	0	1	*2*	4	6	5	1	*16*
Count Total	3	2	29	30	*64*	2	0	0	3	*5*	48	42	21	13	*124*
Peak Hour	**3**	**0**	**13**	**14**	***30***	**1**	**0**	**0**	**0**	***1***	**23**	**20**	**10**	**8**	**61**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	California Ave				California Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
7:15 AM	0	0	0	0	0	1	0	0	0	1	7	1	0	2	4	0	16	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	3	2	0	9	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**8**	**36**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	**39**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**10**	**33**
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**6**	**30**
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	28
Count Total	0	0	3	0	0	1	0	1	0	1	27	1	0	5	25	0	64	
Pk Hr Heavy	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**14**	**0**	**30**	

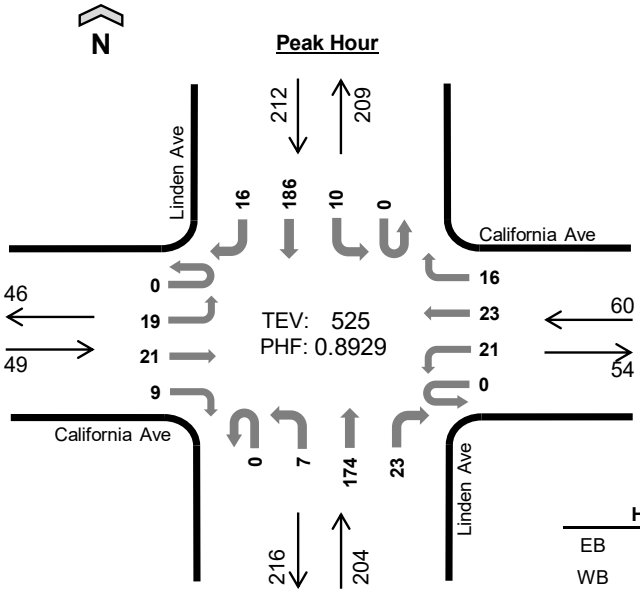
Count Summaries - Bikes

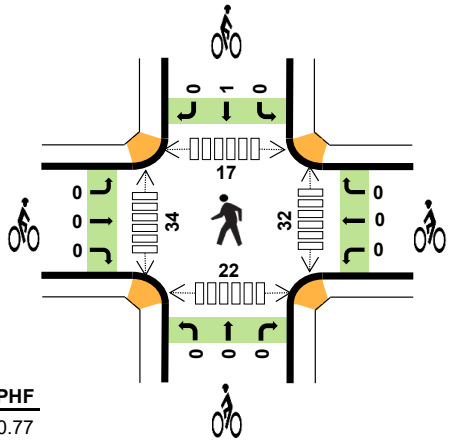
Interval Start	California Ave				California Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3
Count Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	5	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
California Ave

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.77
WB	0%	0.75
NB	3%	0.91
SB	3%	0.87
TOTAL	2%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		California Ave Eastbound				California Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	2	10	4	0	7	8	4	0	3	46	7	0	2	38	5	136	0
5:15 PM		0	8	4	1	0	4	6	2	0	0	45	3	0	3	41	4	121	0
5:30 PM		0	2	3	1	0	2	3	4	0	1	41	6	0	1	54	3	121	0
5:45 PM		0	7	4	3	0	8	6	6	0	3	42	7	0	4	53	4	147	525
Pk Hr	All	0	19	21	9	0	21	23	16	0	7	174	23	0	10	186	16	525	
	HV	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	3%	0%	-	0%	4%	0%	2%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	0	1	*1*	0	0	1	1	*2*	10	15	3	7	*35*
5:15 PM	0	0	2	2	*4*	0	0	0	0	*0*	9	8	6	7	*30*
5:30 PM	0	0	2	0	*2*	0	0	0	0	*0*	6	5	4	3	*18*
5:45 PM	0	0	2	4	*6*	0	0	0	0	*0*	7	6	4	5	*22*
Peak Hour	0	0	6	7	*13*	0	0	1	1	*2*	32	34	17	22	*105*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	California Ave Eastbound				California Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	6	6	1	0	7	9	4	0	5	39	7	0	5	43	5	137	0
4:15 PM	0	3	4	0	0	8	7	3	0	1	40	4	0	4	59	2	135	0
4:30 PM	0	2	5	2	0	3	3	4	0	3	34	1	0	3	39	3	102	0
4:45 PM	1	4	4	3	0	4	8	1	0	2	47	1	0	5	38	1	119	493
5:00 PM	**0**	**2**	**10**	**4**	**0**	**7**	**8**	**4**	**0**	**3**	**46**	**7**	**0**	**2**	**38**	**5**	**136**	**492**
5:15 PM	**0**	**8**	**4**	**1**	**0**	**4**	**6**	**2**	**0**	**0**	**45**	**3**	**0**	**3**	**41**	**4**	**121**	**478**
5:30 PM	**0**	**2**	**3**	**1**	**0**	**2**	**3**	**4**	**0**	**1**	**41**	**6**	**0**	**1**	**54**	**3**	**121**	**497**
5:45 PM	**0**	**7**	**4**	**3**	**0**	**8**	**6**	**6**	**0**	**3**	**42**	**7**	**0**	**4**	**53**	**4**	**147**	**525**
Count Total	1	34	40	15	0	43	50	28	0	18	334	36	0	27	365	27	1,018	
Pk Hr All	**0**	**19**	**21**	**9**	**0**	**21**	**23**	**16**	**0**	**7**	**174**	**23**	**0**	**10**	**186**	**16**	**525**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**7**	**0**	**13**	
Pk Hr HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**4%**	**0%**	**2%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	2	2	*5*	0	0	0	1	*1*	13	10	5	3	*31*
4:15 PM	0	0	3	4	*7*	0	0	0	0	*0*	14	11	8	6	*39*
4:30 PM	1	0	2	1	*4*	0	0	0	0	*0*	2	12	8	3	*25*
4:45 PM	0	0	3	3	*6*	0	0	1	0	*1*	7	10	1	6	*24*
5:00 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**2**	**10**	**15**	**3**	**7**	**35**
5:15 PM	**0**	**0**	**2**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**8**	**6**	**7**	**30**
5:30 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**5**	**4**	**3**	**18**
5:45 PM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**6**	**4**	**5**	**22**
Count Total	1	1	16	17	*35*	0	0	2	2	*4*	68	77	39	40	*224*
Peak Hour	**0**	**0**	**6**	**7**	***13***	**0**	**0**	**1**	**1**	***2***	**32**	**34**	**17**	**22**	**105**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	California Ave				California Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	1	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	22
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**18**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**15**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	**13**
Count Total	0	1	0	0	0	0	0	1	0	0	16	0	0	0	16	1	35	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**7**	**0**	**13**	

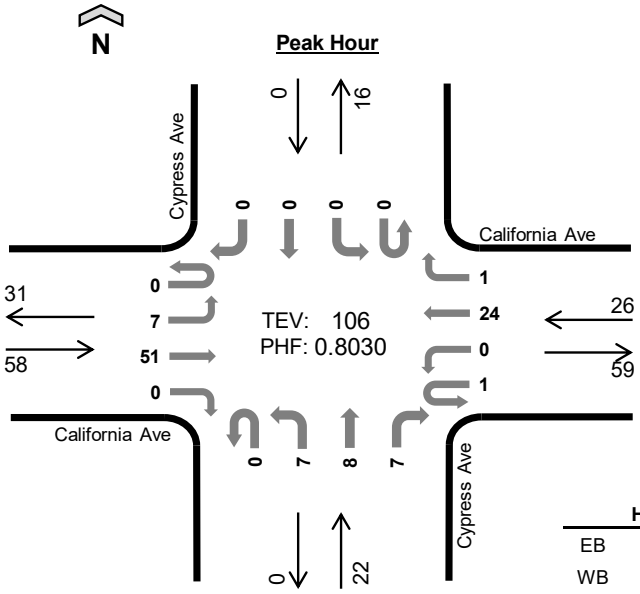
Count Summaries - Bikes

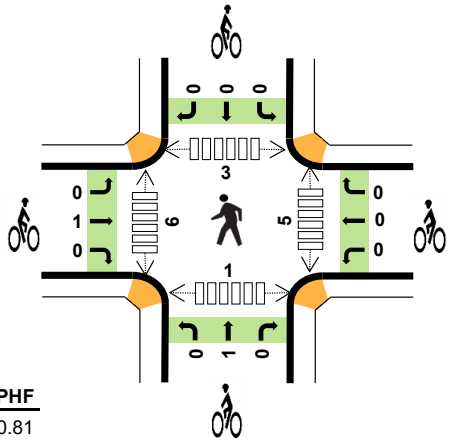
Interval Start	California Ave				California Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**3**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Cypress Ave
California Ave

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV%	PHF
EB	9%	0.81
WB	8%	0.54
NB	0%	0.69
SB	--	--
TOTAL	7%	0.80

Peak Hour Count Summaries

Peak Hour Interval Start		California Ave Eastbound				California Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	1	17	0	0	0	6	0	0	1	0	2	0	0	0	0	27	0
7:45 AM		0	1	14	0	0	0	3	0	0	0	2	2	0	0	0	0	22	0
8:00 AM		0	2	11	0	1	0	11	0	0	3	3	2	0	0	0	0	33	0
8:15 AM		0	3	9	0	0	0	4	1	0	3	3	1	0	0	0	0	24	106
Pk Hr	All	0	7	51	0	1	0	24	1	0	7	8	7	0	0	0	0	106	
	HV	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	
	HV%	-	0%	10%	-	0%	-	8%	0%	-	0%	0%	0%	-	-	-	-	7%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:30 AM	2	2	0	0	*4*	0	0	0	0	*0*	3	1	1	0	*5*
7:45 AM	2	0	0	0	*2*	0	0	0	0	*0*	1	0	0	1	*2*
8:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	3	2	0	*5*
8:15 AM	1	0	0	0	*1*	1	0	0	0	*1*	1	2	0	0	*3*
Peak Hour	5	2	0	0	*7*	1	0	1	0	*2*	5	6	3	1	*15*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	California Ave Eastbound				California Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	10	0	0	0	2	0	0	0	0	1	0	0	0	0	15	0
7:15 AM	0	1	8	0	0	0	4	1	0	2	1	4	0	0	0	0	21	0
7:30 AM	**0**	**1**	**17**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**27**	**0**
7:45 AM	**0**	**1**	**14**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**22**	**85**
8:00 AM	**0**	**2**	**11**	**0**	**1**	**0**	**11**	**0**	**0**	**3**	**3**	**2**	**0**	**0**	**0**	**0**	**33**	**103**
8:15 AM	**0**	**3**	**9**	**0**	**0**	**0**	**4**	**1**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**24**	**106**
8:30 AM	0	1	6	0	0	0	3	1	0	0	4	0	0	0	0	0	15	94
8:45 AM	0	5	7	0	0	0	4	3	0	2	3	1	0	0	0	0	25	97
Count Total	0	16	82	0	1	0	37	6	0	11	16	13	0	0	0	0	182	
Pk Hr All	**0**	**7**	**51**	**0**	**1**	**0**	**24**	**1**	**0**	**7**	**8**	**7**	**0**	**0**	**0**	**0**	**106**	
Pk Hr HV	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	
Pk Hr HV%	**-**	**0%**	**10%**	**-**	**0%**	**-**	**8%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**7%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	1	0	0	*4*	0	0	0	0	*0*	2	2	3	0	*7*
7:30 AM	**2**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**0**	**5**
7:45 AM	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**2**	**0**	**5**
8:15 AM	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**3**
8:30 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	1	*2*
8:45 AM	1	0	0	0	*1*	1	0	0	0	*1*	0	1	0	0	*1*
Count Total	9	3	1	0	*13*	2	0	1	0	*3*	8	9	6	2	*25*
Peak Hour	**5**	**2**	**0**	**0**	**7**	**1**	**0**	**1**	**0**	**2**	**5**	**6**	**3**	**1**	**15**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	California Ave				California Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
7:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	1	8	0	0	0	3	0	0	0	1	0	0	0	0	0	13	
Pk Hr Heavy	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	

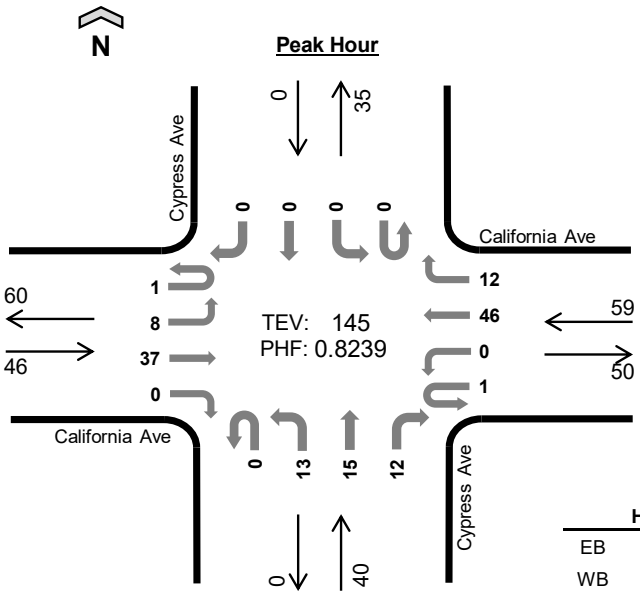
Count Summaries - Bikes

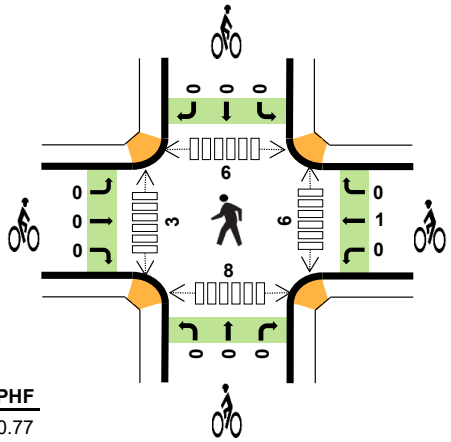
Interval Start	California Ave				California Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Cypress Ave
California Ave

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV%	PHF
EB	0%	0.77
WB	3%	0.92
NB	0%	0.67
SB	--	--
TOTAL	1%	0.82

Peak Hour Count Summaries

Peak Hour Interval Start		California Ave Eastbound				California Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**2**	**13**	**0**	**0**	**0**	**11**	**3**	**0**	**7**	**5**	**3**	**0**	**0**	**0**	**0**	**44**	**0**
4:15 PM		**0**	**1**	**8**	**0**	**1**	**0**	**9**	**4**	**0**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**32**	**0**
4:30 PM		**1**	**3**	**7**	**0**	**0**	**0**	**12**	**3**	**0**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**32**	**0**
4:45 PM		**0**	**2**	**9**	**0**	**0**	**0**	**14**	**2**	**0**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**37**	**145**
Pk Hr	All	**1**	**8**	**37**	**0**	**1**	**0**	**46**	**12**	**0**	**13**	**15**	**12**	**0**	**0**	**0**	**0**	**145**	
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	
	HV%	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**0%**	**17%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**1%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**1**	**2**	***6***
4:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**3**	**3**	***7***
4:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**1**	**2**	***4***
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**1**	**1**	***6***
Peak Hour	**0**	**2**	**0**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**6**	**3**	**6**	**8**	***23***

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	California Ave Eastbound				California Ave Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**2**	**13**	**0**	**0**	**0**	**11**	**3**	**0**	**7**	**5**	**3**	**0**	**0**	**0**	**0**	**44**	0
4:15 PM	**0**	**1**	**8**	**0**	**1**	**0**	**9**	**4**	**0**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**32**	**0**
4:30 PM	**1**	**3**	**7**	**0**	**0**	**0**	**12**	**3**	**0**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**32**	**0**
4:45 PM	**0**	**2**	**9**	**0**	**0**	**0**	**14**	**2**	**0**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**37**	**145**
5:00 PM	0	3	14	0	0	0	8	3	0	4	2	2	0	0	0	0	36	137
5:15 PM	0	1	6	0	0	0	7	5	0	2	1	3	0	0	0	0	25	130
5:30 PM	0	1	10	0	0	0	8	4	0	2	2	3	0	0	0	0	30	128
5:45 PM	1	2	9	0	0	0	8	2	0	2	3	3	0	0	0	0	30	121
Count Total	2	15	76	0	1	0	77	26	0	23	23	23	0	0	0	0	266	
Pk Hr All	**1**	**8**	**37**	**0**	**1**	**0**	**46**	**12**	**0**	**13**	**15**	**12**	**0**	**0**	**0**	**0**	**145**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	
Pk Hr HV%	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**0%**	**17%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**1%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**2**	**6**
4:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**3**	**7**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**2**	**4**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**1**	**6**
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	3	1	0	*4*
5:15 PM	0	0	0	0	*0*	1	0	1	0	*2*	0	3	0	3	*6*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	3	1	*6*
Count Total	0	2	0	0	*2*	1	1	1	0	*3*	7	10	10	13	*40*
Peak Hour	**0**	**2**	**0**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**6**	**3**	**6**	**8**	**23**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	California Ave				California Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	

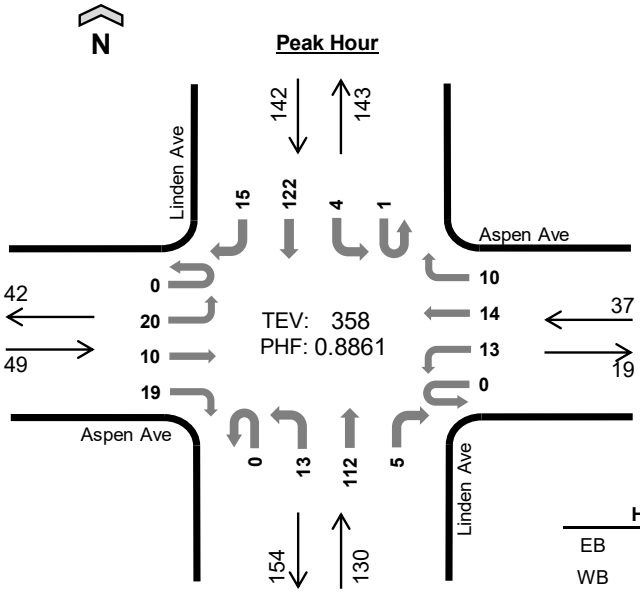
Count Summaries - Bikes

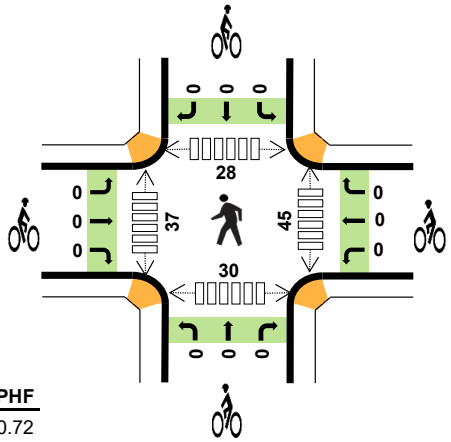
Interval Start	California Ave				California Ave				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
Aspen Ave

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	2%	0.72
WB	5%	0.71
NB	8%	0.79
SB	11%	0.85
TOTAL	8%	0.89

Peak Hour Count Summaries

Peak Hour Interval Start		Aspen Ave Eastbound				Aspen Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	3	1	7	0	1	3	5	0	4	23	0	0	1	31	0	79	0
8:00 AM		0	5	3	1	0	6	4	3	0	3	37	1	0	1	32	2	98	0
8:15 AM		0	8	3	6	0	4	5	1	0	1	31	0	0	1	31	10	101	0
8:30 AM		0	4	3	5	0	2	2	1	0	5	21	4	1	1	28	3	80	358
Pk Hr	All	0	20	10	19	0	13	14	10	0	13	112	5	1	4	122	15	358	
	HV	0	0	0	1	0	1	1	0	0	0	11	0	1	0	15	0	30	
	HV%	-	0%	0%	5%	-	8%	7%	0%	-	0%	10%	0%	100%	0%	12%	0%	8%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	3	5	*8*	0	0	0	0	*0*	13	8	6	5	*32*
8:00 AM	0	0	2	4	*6*	0	0	0	0	*0*	8	12	7	8	*35*
8:15 AM	0	0	3	5	*8*	0	0	0	0	*0*	12	4	7	4	*27*
8:30 AM	1	2	3	2	*8*	0	0	0	0	*0*	12	13	8	13	*46*
Peak Hour	1	2	11	16	*30*	0	0	0	0	*0*	45	37	28	30	*140*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Aspen Ave Eastbound				Aspen Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	1	2	0	4	0	0	0	0	15	1	0	1	22	1	54	0
7:15 AM	0	3	1	2	0	0	2	0	0	2	16	1	0	1	27	1	56	0
7:30 AM	0	3	1	2	0	2	0	0	0	3	18	1	0	0	22	0	52	0
7:45 AM	**0**	**3**	**1**	**7**	**0**	**1**	**3**	**5**	**0**	**4**	**23**	**0**	**0**	**1**	**31**	**0**	**79**	**241**
8:00 AM	**0**	**5**	**3**	**1**	**0**	**6**	**4**	**3**	**0**	**3**	**37**	**1**	**0**	**1**	**32**	**2**	**98**	**285**
8:15 AM	**0**	**8**	**3**	**6**	**0**	**4**	**5**	**1**	**0**	**1**	**31**	**0**	**0**	**1**	**31**	**10**	**101**	**330**
8:30 AM	**0**	**4**	**3**	**5**	**0**	**2**	**2**	**1**	**0**	**5**	**21**	**4**	**1**	**1**	**28**	**3**	**80**	**358**
8:45 AM	0	2	0	4	0	2	1	2	0	3	21	1	0	0	32	2	70	349
Count Total	0	35	13	29	0	21	17	12	0	21	182	9	1	6	225	19	590	
Pk Hr All	**0**	**20**	**10**	**19**	**0**	**13**	**14**	**10**	**0**	**13**	**112**	**5**	**1**	**4**	**122**	**15**	**358**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**11**	**0**	**1**	**0**	**15**	**0**	**30**	
Pk Hr HV%	**-**	**0%**	**0%**	**5%**	**-**	**8%**	**7%**	**0%**	**-**	**0%**	**10%**	**0%**	**100%**	**0%**	**12%**	**0%**	**8%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	1	*2*	0	0	0	0	*0*	9	4	2	3	*18*
7:15 AM	0	0	8	5	*13*	0	0	0	0	*0*	3	6	2	1	*12*
7:30 AM	0	0	4	2	*6*	0	0	0	0	*0*	11	9	8	8	*36*
7:45 AM	**0**	**0**	**3**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**13**	**8**	**6**	**5**	**32**
8:00 AM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**8**	**12**	**7**	**8**	**35**
8:15 AM	**0**	**0**	**3**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**12**	**4**	**7**	**4**	**27**
8:30 AM	**1**	**2**	**3**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**12**	**13**	**8**	**13**	**46**
8:45 AM	1	0	5	5	*11*	0	0	1	0	*1*	5	15	7	2	*29*
Count Total	2	2	29	29	*62*	0	0	1	0	*1*	73	71	47	44	*235*
Peak Hour	**1**	**2**	**11**	**16**	***30***	**0**	**0**	**0**	**0**	***0***	**45**	**37**	**28**	**30**	**140**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Aspen Ave				Aspen Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	5	0	13	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	0	6	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**8**	**29**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	**33**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**8**	**28**
8:30 AM	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**0**	**8**	**30**
8:45 AM	0	1	0	0	0	0	0	0	0	1	4	0	0	0	5	0	11	33
Count Total	0	1	0	1	0	1	1	0	0	4	25	0	1	0	28	0	62	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**11**	**0**	**1**	**0**	**15**	**0**	**30**	

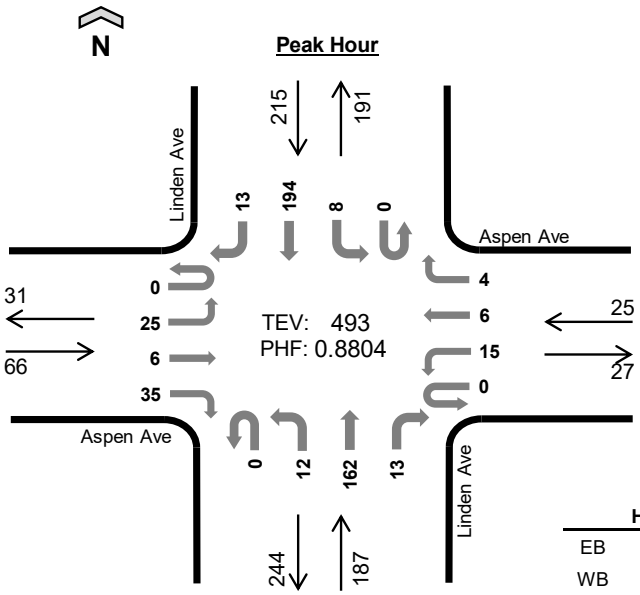
Count Summaries - Bikes

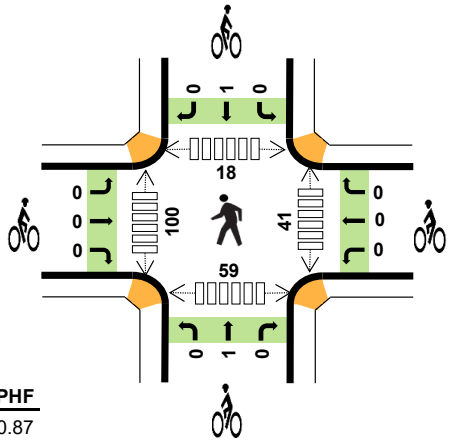
Interval Start	Aspen Ave				Aspen Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
Aspen Ave

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	2%	0.87
WB	0%	0.63
NB	5%	0.90
SB	3%	0.90
TOTAL	3%	0.88

Peak Hour Count Summaries

Peak Hour Interval Start		Aspen Ave Eastbound				Aspen Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	10	1	8	0	1	1	2	0	2	39	4	0	3	44	2	117	0
5:15 PM		0	5	1	7	0	3	0	0	0	3	37	2	0	2	46	8	114	0
5:30 PM		0	6	4	6	0	6	1	1	0	5	40	3	0	1	49	0	122	0
5:45 PM		0	4	0	14	0	5	4	1	0	2	46	4	0	2	55	3	140	493
Pk Hr	All	0	25	6	35	0	15	6	4	0	12	162	13	0	8	194	13	493	
	HV	0	0	0	1	0	0	0	0	0	0	9	0	0	0	6	0	16	
	HV%	-	0%	0%	3%	-	0%	0%	0%	-	0%	6%	0%	-	0%	3%	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	8	32	5	15	*60*
5:15 PM	0	0	3	2	*5*	0	0	0	0	*0*	10	17	3	14	*44*
5:30 PM	0	0	2	0	*2*	0	0	0	1	*1*	14	24	4	10	*52*
5:45 PM	1	0	3	3	*7*	0	0	1	0	*1*	9	27	6	20	*62*
Peak Hour	1	0	9	6	*16*	0	0	1	1	*2*	41	100	18	59	*218*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Aspen Ave Eastbound				Aspen Ave Westbound				Linden Ave Northbound				Linden Ave Southbound				15-min Total	Rolling Hour Total
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	0	3	0	6	1	3	0	4	35	1	0	0	54	2	113	0
4:15 PM	0	5	1	13	0	6	2	1	0	1	30	1	0	5	49	3	117	0
4:30 PM	0	4	2	9	0	4	2	1	0	3	29	1	0	2	34	2	93	0
4:45 PM	0	3	0	12	0	1	1	2	0	2	36	1	0	0	50	7	115	438
5:00 PM	**0**	**10**	**1**	**8**	**0**	**1**	**1**	**2**	**0**	**2**	**39**	**4**	**0**	**3**	**44**	**2**	**117**	**442**
5:15 PM	**0**	**5**	**1**	**7**	**0**	**3**	**0**	**0**	**0**	**3**	**37**	**2**	**0**	**2**	**46**	**8**	**114**	**439**
5:30 PM	**0**	**6**	**4**	**6**	**0**	**6**	**1**	**1**	**0**	**5**	**40**	**3**	**0**	**1**	**49**	**0**	**122**	**468**
5:45 PM	**0**	**4**	**0**	**14**	**0**	**5**	**4**	**1**	**0**	**2**	**46**	**4**	**0**	**2**	**55**	**3**	**140**	**493**
Count Total	0	41	9	72	0	32	12	11	0	22	292	17	0	15	381	27	931	
Pk Hr All	**0**	**25**	**6**	**35**	**0**	**15**	**6**	**4**	**0**	**12**	**162**	**13**	**0**	**8**	**194**	**13**	**493**	
Pk Hr HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**6**	**0**	**16**	
Pk Hr HV%	**-**	**0%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**6%**	**0%**	**-**	**0%**	**3%**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) E	W	N	S	Total
4:00 PM	0	0	2	1	*3*	0	0	1	0	*1*	10	22	0	12	*44*
4:15 PM	0	0	2	4	*6*	0	0	0	0	*0*	8	32	6	13	*59*
4:30 PM	0	0	2	2	*4*	0	0	0	0	*0*	11	19	5	9	*44*
4:45 PM	0	0	2	2	*4*	0	1	0	0	*1*	9	29	6	6	*50*
5:00 PM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**32**	**5**	**15**	**60**
5:15 PM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**10**	**17**	**3**	**14**	**44**
5:30 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**14**	**24**	**4**	**10**	**52**
5:45 PM	**1**	**0**	**3**	**3**	**7**	**0**	**0**	**1**	**0**	**1**	**9**	**27**	**6**	**20**	**62**
Count Total	1	0	17	15	*33*	0	1	2	1	*4*	79	202	35	99	*415*
Peak Hour	**1**	**0**	**9**	**6**	***16***	**0**	**0**	**1**	**1**	***2***	**41**	**100**	**18**	**59**	**218**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Aspen Ave				Aspen Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	17
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**16**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**15**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**7**	**16**
Count Total	0	0	0	1	0	0	0	0	0	0	17	0	0	0	15	0	33	
Pk Hr Heavy	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**6**	**0**	**16**	

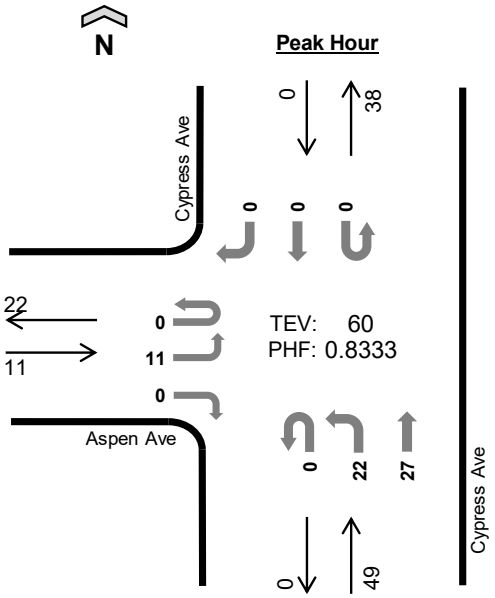
Count Summaries - Bikes

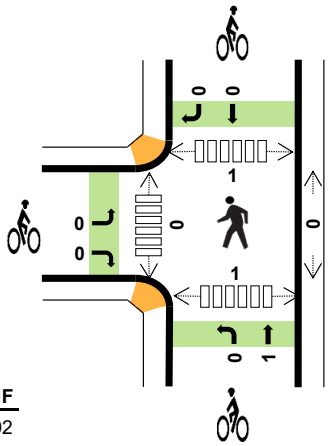
Interval Start	Aspen Ave				Aspen Ave				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
Count Total	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Cypress Ave
Aspen Ave

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	9%	0.92
WB	--	--
NB	4%	0.82
SB	--	--
TOTAL	5%	0.83

Peak Hour Count Summaries

Peak Hour Interval Start		Aspen Ave Eastbound				n/a Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	3	0	0	0	0	0	0	0	5	6	0	0	0	0	0	14	0
8:00 AM		0	2	0	0	0	0	0	0	0	6	9	0	0	0	0	0	17	0
8:15 AM		0	3	0	0	0	0	0	0	0	6	9	0	0	0	0	0	18	0
8:30 AM		0	3	0	0	0	0	0	0	0	5	3	0	0	0	0	0	11	60
Pk Hr	All	0	11	0	0	0	0	0	0	0	22	27	0	0	0	0	0	60	
	HV	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	
	HV%	-	9%	-	-	-	-	-	-	-	9%	0%	-	-	-	-	-	5%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
8:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
8:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	2	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	1	0	2	0	*3*	0	0	1	0	*1*	0	0	1	1	*2*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Aspen Ave				n/a				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	0	0	0	0	0	0	2	8	0	0	0	0	0	12	0
7:15 AM	0	4	0	0	0	0	0	0	0	3	8	0	0	0	0	0	15	0
7:30 AM	0	2	0	0	0	0	0	0	0	2	6	0	0	0	0	0	10	0
7:45 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**14**	**51**
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**17**	**56**
8:15 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**18**	**59**
8:30 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**60**
8:45 AM	0	3	0	0	0	0	0	0	0	4	5	0	0	0	0	0	12	58
Count Total	0	22	0	0	0	0	0	0	0	33	54	0	0	0	0	0	109	
Pk Hr All	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**27**	**0**	**0**	**0**	**0**	**0**	**60**	
Pk Hr HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	
Pk Hr HV%	**-**	**9%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**9%**	**0%**	**-**	**-**	**-**	**-**	**-**	**5%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	3	1	0	*5*
Count Total	1	0	3	0	*4*	0	0	1	0	*1*	1	4	2	1	*8*
Peak Hour	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**1**	**2**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Aspen Ave				n/a				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
Count Total	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	
Pk Hr Heavy	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	

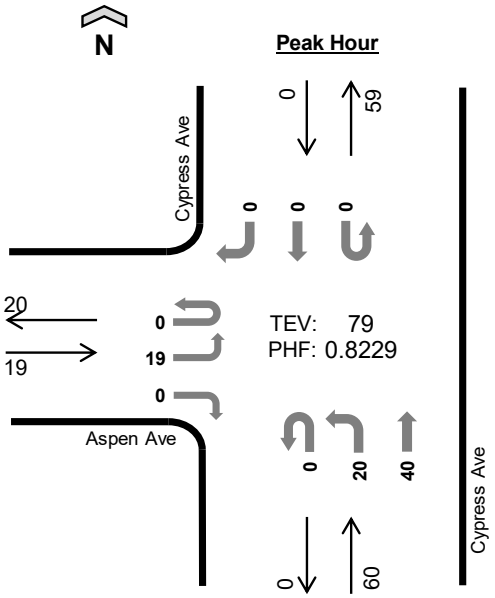
Count Summaries - Bikes

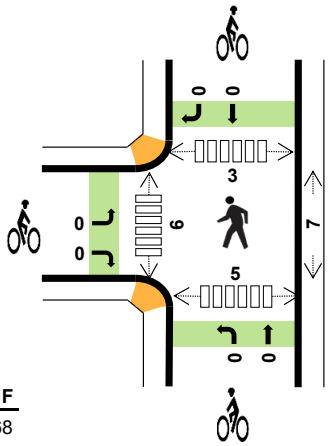
Interval Start	Aspen Ave				n/a				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Cypress Ave
Aspen Ave

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.68
WB	--	--
NB	0%	0.88
SB	--	--
TOTAL	0%	0.82

Peak Hour Count Summaries

Peak Hour Interval Start		Aspen Ave Eastbound				n/a Westbound				Cypress Ave Northbound				Cypress Ave Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	4	0	0	0	0	0	0	0	2	14	0	0	0	0	0	20	0
5:15 PM		0	4	0	0	0	0	0	0	0	3	7	0	0	0	0	0	14	0
5:30 PM		0	4	0	0	0	0	0	0	0	7	10	0	0	0	0	0	21	0
5:45 PM		0	7	0	0	0	0	0	0	0	8	9	0	0	0	0	0	24	79
Pk Hr	All	0	19	0	0	0	0	0	0	0	20	40	0	0	0	0	0	79	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	HV%	-	0%	-	-	-	-	-	-	-	0%	0%	-	-	-	-	-	0%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	3	1	2	*8*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	3	1	2	3	*9*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	1	0	0	*2*
Peak Hour	0	0	0	0	*0*	0	0	0	0	*0*	7	6	3	5	*21*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Aspen Ave				n/a				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	15	0
4:15 PM	1	6	0	0	0	0	0	0	0	10	6	0	0	0	0	0	23	0
4:30 PM	1	3	0	0	0	0	0	0	0	2	6	0	0	0	0	0	12	0
4:45 PM	0	2	0	0	0	0	0	0	0	5	8	0	0	0	0	0	15	65
5:00 PM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**0**	**0**	**0**	**0**	**0**	**20**	**70**
5:15 PM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**14**	**61**
5:30 PM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**0**	**0**	**21**	**70**
5:45 PM	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**24**	**79**
Count Total	2	30	0	0	0	0	0	0	0	47	65	0	0	0	0	0	144	
Pk Hr All	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**40**	**0**	**0**	**0**	**0**	**0**	**79**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Pk Hr HV%	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	**Total**	EB	WB	NB	SB	**Total**	E	W	N	S	**Total**
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	4	1	2	0	*7*
4:30 PM	0	0	0	0	*0*	0	0	1	0	*1*	2	1	0	1	*4*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	3	0	0	*4*
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**1**	**2**	**8**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**2**	**3**	**9**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
Count Total	0	0	0	0	*0*	0	0	1	0	*1*	14	11	6	6	*37*
Peak Hour	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**7**	**6**	**3**	**5**	**21**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Aspen Ave				n/a				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

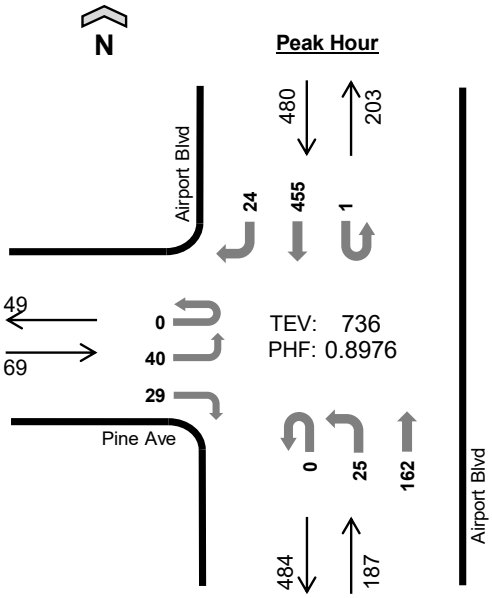
Count Summaries - Bikes

Interval Start	Aspen Ave				n/a				Cypress Ave				Cypress Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

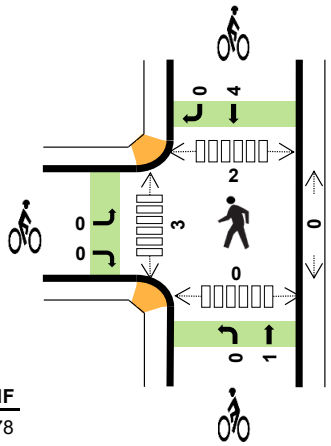
Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Airport Blvd
Pine Ave

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV%	PHF
EB	9%	0.78
WB	--	--
NB	10%	0.83
SB	8%	0.78
TOTAL	9%	0.90



Peak Hour Count Summaries

Peak Hour Interval Start		Pine Ave Eastbound				n/a Westbound				Airport Blvd Northbound				Airport Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		**0**	**12**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**30**	**0**	**0**	**0**	**147**	**6**	**205**	**0**
7:15 AM		**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**39**	**0**	**0**	**0**	**115**	**4**	**178**	**0**
7:30 AM		**0**	**13**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**3**	**53**	**0**	**0**	**0**	**88**	**5**	**171**	**0**
7:45 AM		**0**	**8**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**9**	**40**	**0**	**1**	**0**	**105**	**9**	**182**	**736**
Pk Hr	All	**0**	**40**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**25**	**162**	**0**	**1**	**0**	**455**	**24**	**736**	
	HV	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**12**	**0**	**0**	**0**	**40**	**0**	**64**	
	HV%	-	**5%**	-	**14%**	-	-	-	-	-	**24%**	**7%**	-	**0%**	-	**9%**	**0%**	**9%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	**1**	**0**	**4**	**12**	***17***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	***1***
7:15 AM	**0**	**0**	**7**	**10**	***17***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**1**	**0**	***2***
7:30 AM	**5**	**0**	**6**	**11**	***22***	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***
7:45 AM	**0**	**0**	**1**	**7**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	***2***
Peak Hour	**6**	**0**	**18**	**40**	***64***	**0**	**0**	**1**	**4**	***5***	**0**	**3**	**2**	**0**	***5***

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Pine Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**12**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**30**	**0**	**0**	**0**	**147**	**6**	**205**	0
7:15 AM	**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**39**	**0**	**0**	**0**	**115**	**4**	**178**	**0**
7:30 AM	**0**	**13**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**3**	**53**	**0**	**0**	**0**	**88**	**5**	**171**	**0**
7:45 AM	**0**	**8**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**9**	**40**	**0**	**1**	**0**	**105**	**9**	**182**	**736**
8:00 AM	0	8	0	8	0	0	0	0	0	7	37	0	0	0	72	3	135	666
8:15 AM	0	5	0	11	0	0	0	0	0	4	43	0	1	0	81	7	152	640
8:30 AM	0	6	0	10	0	0	0	0	0	5	46	0	0	0	70	3	140	609
8:45 AM	0	2	0	9	0	0	0	0	0	1	38	0	0	0	62	3	115	542
Count Total	0	61	0	67	0	0	0	0	0	42	326	0	2	0	740	40	1,278	
Pk Hr All	**0**	**40**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**25**	**162**	**0**	**1**	**0**	**455**	**24**	**736**	
Pk Hr HV	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**12**	**0**	**0**	**0**	**40**	**0**	**64**	
Pk Hr HV%	**-**	**5%**	**-**	**14%**	**-**	**-**	**-**	**-**	**-**	**24%**	**7%**	**-**	**0%**	**-**	**9%**	**0%**	**9%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	**1**	**0**	**4**	**12**	**17**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**1**
7:15 AM	**0**	**0**	**7**	**10**	**17**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**0**	**2**
7:30 AM	**5**	**0**	**6**	**11**	**22**	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**1**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**
8:00 AM	2	0	0	5	*7*	0	0	2	1	*3*	0	5	0	0	*5*
8:15 AM	0	0	5	5	*10*	0	0	2	0	*2*	1	3	0	0	*4*
8:30 AM	3	0	2	5	*10*	0	0	0	0	*0*	0	1	0	0	*1*
8:45 AM	0	0	3	7	*10*	0	0	0	0	*0*	0	2	0	0	*2*
Count Total	11	0	28	62	*101*	0	0	5	5	*10*	1	14	2	0	*17*
Peak Hour	**6**	**0**	**18**	**40**	***64***	**0**	**0**	**1**	**4**	***5***	**0**	**3**	**2**	**0**	**5**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Pine Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**12**	**0**	**17**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**10**	**0**	**17**	**0**
7:30 AM	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**11**	**0**	**22**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**8**	**64**
8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	7	54
8:15 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	4	1	10	47
8:30 AM	0	0	0	3	0	0	0	0	0	1	1	0	0	0	5	0	10	35
8:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	6	1	10	37
Count Total	0	2	0	9	0	0	0	0	0	9	19	0	0	0	60	2	101	
Pk Hr Heavy	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**12**	**0**	**0**	**0**	**40**	**0**	**64**	

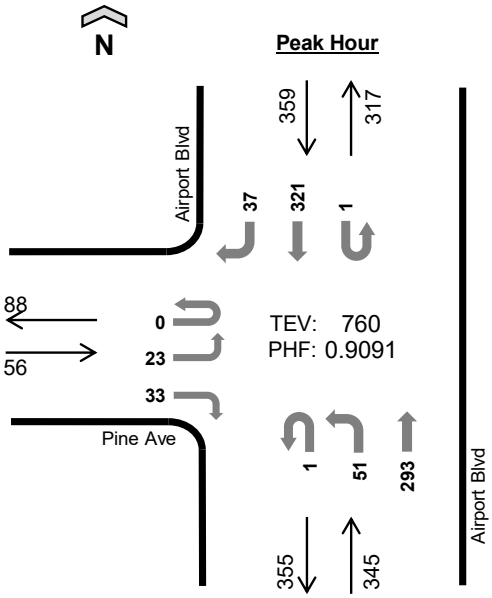
Count Summaries - Bikes

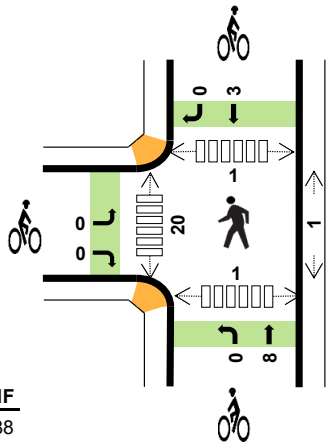
Interval Start	Pine Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**5**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Airport Blvd
Pine Ave

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.88
WB	--	--
NB	3%	0.75
SB	3%	0.93
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		Pine Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	7	0	9	0	0	0	0	0	9	64	0	1	0	69	15	174	0
5:15 PM		0	8	0	6	0	0	0	0	0	11	69	0	0	0	86	9	189	0
5:30 PM		0	5	0	7	0	0	0	0	1	24	90	0	0	0	79	3	209	0
5:45 PM		0	3	0	11	0	0	0	0	0	7	70	0	0	0	87	10	188	760
Pk Hr	All	0	23	0	33	0	0	0	0	1	51	293	0	1	0	321	37	760	
	HV	0	0	0	0	0	0	0	0	0	0	9	0	0	0	12	0	21	
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	3%	-	0%	-	4%	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	1	2	*3*	0	0	1	1	*2*	1	5	1	0	*7*
5:15 PM	0	0	1	2	*3*	0	0	2	2	*4*	0	6	0	0	*6*
5:30 PM	0	0	4	5	*9*	0	0	3	0	*3*	0	8	0	1	*9*
5:45 PM	0	0	3	3	*6*	0	0	2	0	*2*	0	1	0	0	*1*
Peak Hour	0	0	9	12	*21*	0	0	8	3	*11*	1	20	1	1	*23*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Pine Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	8	0	10	0	0	0	0	1	12	38	0	0	0	67	2	138	0
4:15 PM	0	1	0	13	0	0	0	0	0	16	59	0	0	0	67	10	166	0
4:30 PM	0	4	0	11	0	0	0	0	0	16	71	0	0	0	67	9	178	0
4:45 PM	0	5	0	10	0	0	0	0	1	10	56	0	1	0	88	8	179	661
5:00 PM	**0**	**7**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**9**	**64**	**0**	**1**	**0**	**69**	**15**	**174**	**697**
5:15 PM	**0**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**11**	**69**	**0**	**0**	**0**	**86**	**9**	**189**	**720**
5:30 PM	**0**	**5**	**0**	**7**	**0**	**0**	**0**	**0**	**1**	**24**	**90**	**0**	**0**	**0**	**79**	**3**	**209**	**751**
5:45 PM	**0**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**7**	**70**	**0**	**0**	**0**	**87**	**10**	**188**	**760**
Count Total	0	41	0	77	0	0	0	0	3	105	517	0	2	0	610	66	1,421	
Pk Hr All	**0**	**23**	**0**	**33**	**0**	**0**	**0**	**0**	**1**	**51**	**293**	**0**	**1**	**0**	**321**	**37**	**760**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**12**	**0**	**21**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**0%**	**0%**	**3%**	**-**	**0%**	**-**	**4%**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	1	0	3	3	*7*	0	0	0	2	*2*	0	2	0	0	*2*
4:15 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	2	0	0	*2*
4:30 PM	1	0	4	2	*7*	0	0	1	1	*2*	1	4	0	0	*5*
4:45 PM	0	0	2	3	*5*	0	0	1	1	*2*	1	4	0	0	*5*
5:00 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**1**	**1**	**2**	**1**	**5**	**1**	**0**	**7**
5:15 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**2**	**2**	**4**	**0**	**6**	**0**	**0**	**6**
5:30 PM	**0**	**0**	**4**	**5**	**9**	**0**	**0**	**3**	**0**	**3**	**0**	**8**	**0**	**1**	**9**
5:45 PM	**0**	**0**	**3**	**3**	**6**	**0**	**0**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**1**
Count Total	2	0	19	23	*44*	0	0	10	7	*17*	3	32	1	1	*37*
Peak Hour	**0**	**0**	**9**	**12**	***21***	**0**	**0**	**8**	**3**	***11***	**1**	**20**	**1**	**1**	**23**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

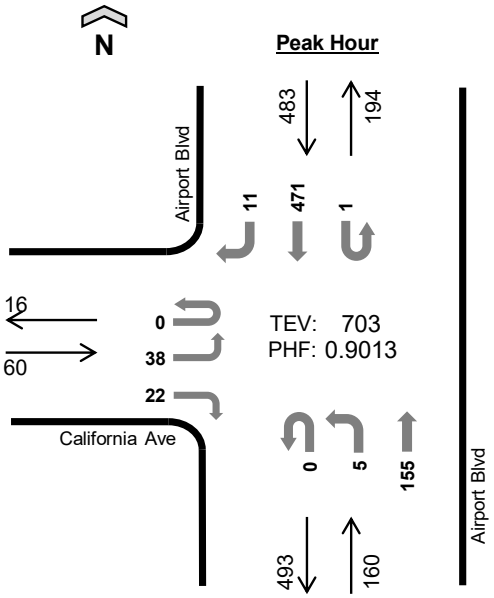
Interval Start	Pine Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	3	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	7	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	5	23
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**19**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**18**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**9**	**20**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**21**
Count Total	0	0	0	2	0	0	0	0	0	0	19	0	0	0	22	1	44	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**12**	**0**	**21**	

Count Summaries - Bikes

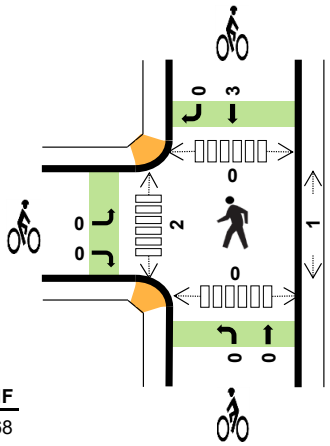
Interval Start	Pine Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**6**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**10**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**11**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**11**
Count Total	0	0	0	0	0	0	0	0	1	0	9	0	0	0	7	0	17	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**3**	**0**	**11**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Airport Blvd
California Ave



Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV%	PHF
EB	12%	0.68
WB	--	--
NB	11%	0.80
SB	9%	0.78
TOTAL	9%	0.90

Peak Hour Count Summaries

Peak Hour Interval Start		California Ave Eastbound				n/a Westbound				Airport Blvd Northbound				Airport Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**153**	**2**	**195**	**0**
7:15 AM		**0**	**9**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**1**	**0**	**116**	**5**	**171**	**0**
7:30 AM		**0**	**13**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**4**	**46**	**0**	**0**	**0**	**91**	**2**	**165**	**0**
7:45 AM		**0**	**9**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**42**	**0**	**0**	**0**	**111**	**2**	**172**	**703**
Pk Hr	All	**0**	**38**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**5**	**155**	**0**	**1**	**0**	**471**	**11**	**703**	
	HV	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**1**	**0**	**39**	**2**	**66**	
	HV%	-	**8%**	-	**18%**	-	-	-	-	-	**20%**	**10%**	-	**100%**	-	**8%**	**18%**	**9%**	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	**0**	**0**	**4**	**11**	***15***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
7:15 AM	**2**	**0**	**7**	**11**	***20***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	***1***
7:30 AM	**3**	**0**	**5**	**14**	***22***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	***1***
7:45 AM	**2**	**0**	**1**	**6**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
Peak Hour	**7**	**0**	**17**	**42**	***66***	**0**	**0**	**0**	**3**	***3***	**1**	**2**	**0**	**0**	***3***

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	California Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**153**	**2**	**195**	0
7:15 AM	**0**	**9**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**1**	**0**	**116**	**5**	**171**	**0**
7:30 AM	**0**	**13**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**4**	**46**	**0**	**0**	**0**	**91**	**2**	**165**	**0**
7:45 AM	**0**	**9**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**42**	**0**	**0**	**0**	**111**	**2**	**172**	**703**
8:00 AM	0	7	0	6	0	0	0	0	0	1	39	0	0	0	68	11	132	640
8:15 AM	0	4	0	3	0	0	0	0	0	2	42	0	0	0	88	3	142	611
8:30 AM	0	2	0	4	0	0	0	0	0	1	49	0	0	0	77	3	136	582
8:45 AM	0	2	0	6	0	0	0	0	0	4	33	0	0	0	70	3	118	528
Count Total	0	53	0	41	0	0	0	0	0	13	318	0	1	0	774	31	1,231	
Pk Hr All	**0**	**38**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**5**	**155**	**0**	**1**	**0**	**471**	**11**	**703**	
Pk Hr HV	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**1**	**0**	**39**	**2**	**66**	
Pk Hr HV%	**-**	**8%**	**-**	**18%**	**-**	**-**	**-**	**-**	**-**	**20%**	**10%**	**-**	**100%**	**-**	**8%**	**18%**	**9%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	**0**	**0**	**4**	**11**	**15**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**2**	**0**	**7**	**11**	**20**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**1**
7:30 AM	**3**	**0**	**5**	**14**	**22**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**
7:45 AM	**2**	**0**	**1**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
8:00 AM	0	0	2	8	*10*	0	0	2	1	*3*	0	3	0	0	*3*
8:15 AM	1	0	3	4	*8*	0	0	1	0	*1*	1	0	0	0	*1*
8:30 AM	0	0	1	8	*9*	0	0	0	0	*0*	0	2	0	0	*2*
8:45 AM	0	0	2	7	*9*	0	0	1	0	*1*	0	2	0	0	*2*
Count Total	8	0	25	69	*102*	0	0	4	4	*8*	2	9	0	0	*11*
Peak Hour	**7**	**0**	**17**	**42**	***66***	**0**	**0**	**0**	**3**	***3***	**1**	**2**	**0**	**0**	**3**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

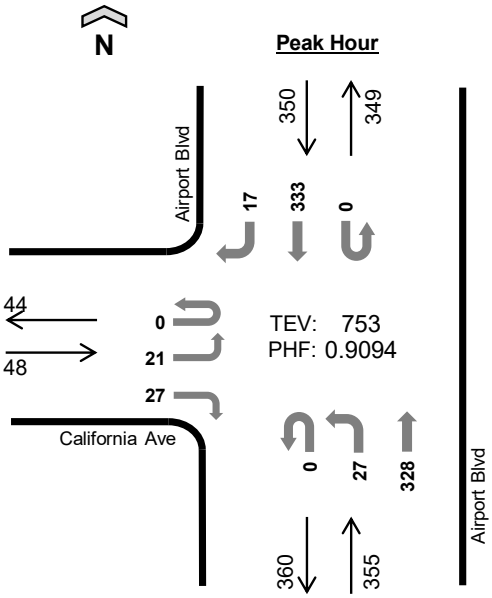
Interval Start	California Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**11**	**0**	**15**	0
7:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**0**	**9**	**1**	**20**	**0**
7:30 AM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**13**	**1**	**22**	**0**
7:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**9**	**66**
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	10	61
8:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	8	49
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0	9	36
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	9	36
Count Total	0	4	0	4	0	0	0	0	0	1	24	0	1	0	66	2	102	
Pk Hr Heavy	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**1**	**0**	**39**	**2**	**66**	

Count Summaries - Bikes

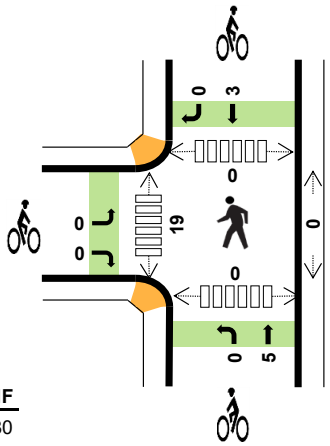
Interval Start	California Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
Count Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Airport Blvd
California Ave



Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	0%	0.80
WB	--	--
NB	2%	0.84
SB	3%	0.93
TOTAL	3%	0.91

Peak Hour Count Summaries

Peak Hour Interval Start		California Ave Eastbound				n/a Westbound				Airport Blvd Northbound				Airport Blvd Southbound				15-min Total	Rolling Hour Total
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	7	0	6	0	0	0	0	0	7	70	0	0	0	75	3	168	0
5:15 PM		0	4	0	5	0	0	0	0	0	8	81	0	0	0	88	4	190	0
5:30 PM		0	7	0	8	0	0	0	0	0	4	102	0	0	0	79	7	207	0
5:45 PM		0	3	0	8	0	0	0	0	0	8	75	0	0	0	91	3	188	753
Pk Hr	All	0	21	0	27	0	0	0	0	0	27	328	0	0	0	333	17	753	
	HV	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	20	
	HV%	-	0%	-	0%	-	-	-	-	-	0%	2%	-	-	-	4%	0%	3%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	1	2	*3*	0	0	2	0	*2*	0	5	0	0	*5*
5:15 PM	0	0	1	2	*3*	0	0	0	3	*3*	0	6	0	0	*6*
5:30 PM	0	0	3	5	*8*	0	0	3	0	*3*	0	5	0	0	*5*
5:45 PM	0	0	3	3	*6*	0	0	0	0	*0*	0	3	0	0	*3*
Peak Hour	0	0	8	12	*20*	0	0	5	3	*8*	0	19	0	0	*19*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	California Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	10	0	7	0	0	0	0	0	2	45	0	1	0	68	10	143	0
4:15 PM	0	8	0	4	0	0	0	0	0	6	76	0	0	0	75	8	177	0
4:30 PM	0	4	0	7	0	0	0	0	0	7	82	0	1	0	70	7	178	0
4:45 PM	0	7	0	4	0	0	0	0	0	7	65	0	1	0	88	10	182	680
5:00 PM	**0**	**7**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**70**	**0**	**0**	**0**	**75**	**3**	**168**	**705**
5:15 PM	**0**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**8**	**81**	**0**	**0**	**0**	**88**	**4**	**190**	**718**
5:30 PM	**0**	**7**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**102**	**0**	**0**	**0**	**79**	**7**	**207**	**747**
5:45 PM	**0**	**3**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**75**	**0**	**0**	**0**	**91**	**3**	**188**	**753**
Count Total	0	50	0	49	0	0	0	0	0	49	596	0	3	0	634	52	1,433	
Pk Hr All	**0**	**21**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**27**	**328**	**0**	**0**	**0**	**333**	**17**	**753**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**12**	**0**	**20**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**-**	**-**	**-**	**4%**	**0%**	**3%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	3	4	*7*	0	0	0	2	*2*	0	4	0	0	*4*
4:15 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	3	0	0	*3*
4:30 PM	0	0	4	3	*7*	0	0	0	3	*3*	0	3	0	0	*3*
4:45 PM	0	0	2	2	*4*	0	0	1	2	*3*	0	2	0	0	*2*
5:00 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**2**	**0**	**2**	**0**	**5**	**0**	**0**	**5**
5:15 PM	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**3**	**3**	**0**	**6**	**0**	**0**	**6**
5:30 PM	**0**	**0**	**3**	**5**	**8**	**0**	**0**	**3**	**0**	**3**	**0**	**5**	**0**	**0**	**5**
5:45 PM	**0**	**0**	**3**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**
Count Total	0	0	19	24	*43*	0	0	6	10	*16*	0	31	0	0	*31*
Peak Hour	**0**	**0**	**8**	**12**	***20***	**0**	**0**	**5**	**3**	***8***	**0**	**19**	**0**	**0**	**19**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	California Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	5	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	23
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**19**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**17**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**8**	**18**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**20**
Count Total	0	0	0	0	0	0	0	0	0	0	19	0	0	0	22	2	43	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**12**	**0**	**20**	

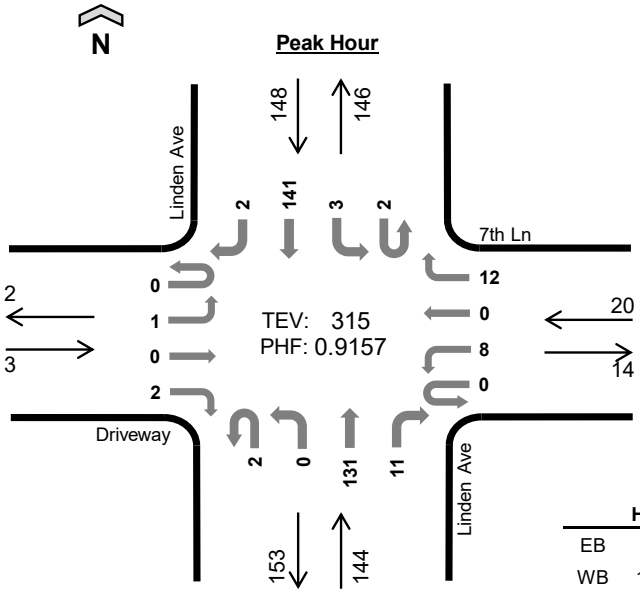
Count Summaries - Bikes

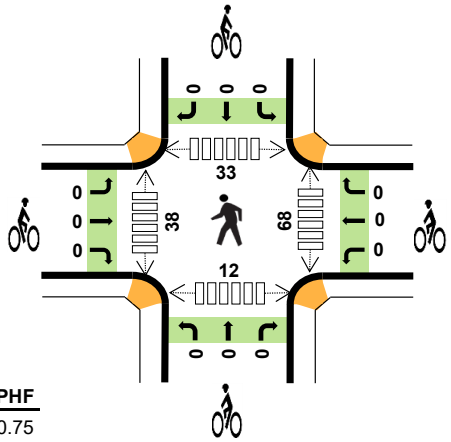
Interval Start	California Ave				n/a				Airport Blvd				Airport Blvd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**8**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**11**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**11**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
Count Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	9	1	16	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**8**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
7th Ln

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	0%	0.75
WB	10%	0.56
NB	8%	0.88
SB	9%	0.88
TOTAL	9%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	1	0	3	0	2	1	0	26	2	1	0	35	1	72	0
8:00 AM		0	0	0	1	0	1	0	3	0	0	38	1	0	1	40	1	86	0
8:15 AM		0	0	0	0	0	1	0	1	1	0	38	2	0	1	30	0	74	0
8:30 AM		0	1	0	0	0	3	0	6	0	0	29	6	1	1	36	0	83	315
Pk Hr	All	0	1	0	2	0	8	0	12	2	0	131	11	2	3	141	2	315	
	HV	0	0	0	0	0	0	0	2	0	0	12	0	0	0	14	0	28	
	HV%	-	0%	-	0%	-	0%	-	17%	0%	-	9%	0%	0%	0%	10%	0%	9%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	3	4	*7*	0	0	0	0	*0*	20	15	7	3	*45*
8:00 AM	0	0	2	3	*5*	0	0	0	0	*0*	19	13	13	2	*47*
8:15 AM	0	0	4	4	*8*	0	0	0	0	*0*	15	7	5	3	*30*
8:30 AM	0	2	3	3	*8*	0	0	0	0	*0*	14	3	8	4	*29*
Peak Hour	0	2	12	14	*28*	0	0	0	0	*0*	68	38	33	12	*151*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	2	0	0	18	2	0	1	29	0	54	0
7:15 AM	0	0	0	1	0	3	0	3	0	0	25	4	1	0	28	1	66	0
7:30 AM	0	0	0	1	0	5	0	3	0	0	23	2	1	1	31	1	68	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**2**	**1**	**0**	**26**	**2**	**1**	**0**	**35**	**1**	**72**	**260**
8:00 AM	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**0**	**0**	**38**	**1**	**0**	**1**	**40**	**1**	**86**	**292**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**38**	**2**	**0**	**1**	**30**	**0**	**74**	**300**
8:30 AM	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	**0**	**0**	**29**	**6**	**1**	**1**	**36**	**0**	**83**	**315**
8:45 AM	0	0	0	0	0	3	0	2	0	1	26	2	0	0	31	0	65	308
Count Total	0	1	0	4	0	21	0	22	2	1	223	21	4	5	260	4	568	
Pk Hr All	**0**	**1**	**0**	**2**	**0**	**8**	**0**	**12**	**2**	**0**	**131**	**11**	**2**	**3**	**141**	**2**	**315**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**12**	**0**	**0**	**0**	**14**	**0**	**28**	
Pk Hr HV%	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**17%**	**0%**	**-**	**9%**	**0%**	**0%**	**0%**	**10%**	**0%**	**9%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	1	2	*3*	0	0	0	0	*0*	6	12	9	5	*32*
7:15 AM	0	1	7	6	*14*	0	0	0	0	*0*	15	10	8	11	*44*
7:30 AM	0	1	3	5	*9*	0	0	0	2	*2*	24	11	16	4	*55*
7:45 AM	**0**	**0**	**3**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**20**	**15**	**7**	**3**	**45**
8:00 AM	**0**	**0**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**19**	**13**	**13**	**2**	**47**
8:15 AM	**0**	**0**	**4**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**15**	**7**	**5**	**3**	**30**
8:30 AM	**0**	**2**	**3**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**14**	**3**	**8**	**4**	**29**
8:45 AM	0	0	4	3	*7*	0	0	1	1	*2*	17	6	5	3	*31*
Count Total	0	4	27	30	*61*	0	0	1	3	*4*	130	77	71	35	*313*
Peak Hour	**0**	**2**	**12**	**14**	***28***	**0**	**0**	**0**	**0**	***0***	**68**	**38**	**33**	**12**	**151**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	6	0	14	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	5	0	9	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**33**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	**35**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**8**	**29**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**8**	**28**
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	28
Count Total	0	0	0	0	0	0	0	4	0	0	27	0	0	0	30	0	61	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**12**	**0**	**0**	**0**	**14**	**0**	**28**	

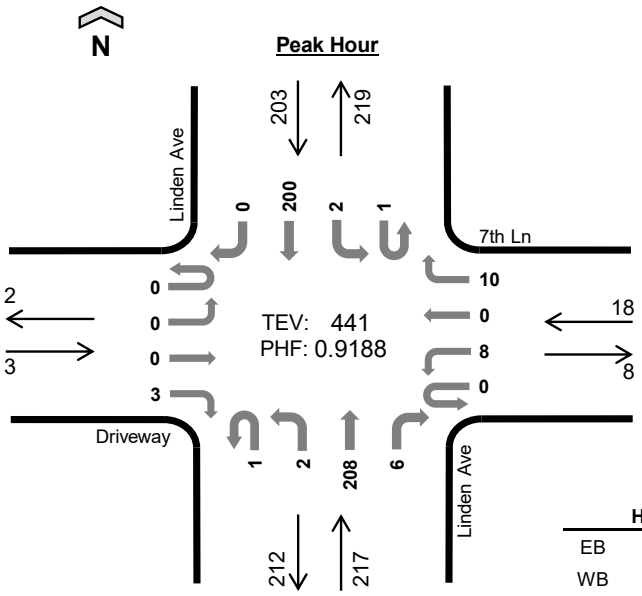
Count Summaries - Bikes

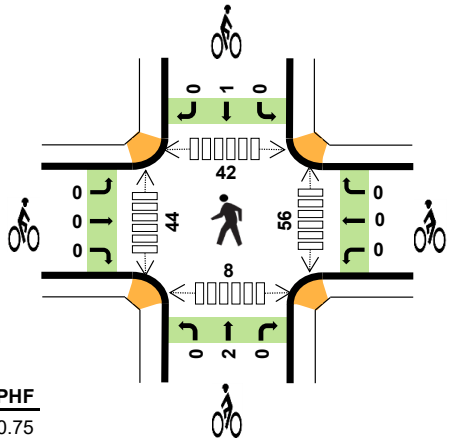
Interval Start	Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
7th Ln

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV%	PHF
EB	0%	0.75
WB	0%	0.64
NB	4%	0.97
SB	3%	0.89
TOTAL	4%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	0	1	0	0	0	3	1	1	52	1	1	1	44	0	105	0
5:15 PM		0	0	0	1	0	2	0	3	0	1	53	1	0	0	45	0	106	0
5:30 PM		0	0	0	1	0	2	0	1	0	0	49	2	0	0	55	0	110	0
5:45 PM		0	0	0	0	0	4	0	3	0	0	54	2	0	1	56	0	120	441
Pk Hr	All	0	0	0	3	0	8	0	10	1	2	208	6	1	2	200	0	441	
	HV	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	16	
	HV%	-	-	-	0%	-	0%	-	0%	0%	0%	4%	0%	0%	0%	4%	-	4%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	11	21	9	5	*46*
5:15 PM	0	0	3	2	*5*	0	0	1	0	*1*	22	7	9	2	*40*
5:30 PM	0	0	2	0	*2*	0	0	0	1	*1*	10	8	14	1	*33*
5:45 PM	0	0	3	4	*7*	0	0	1	0	*1*	13	8	10	0	*31*
Peak Hour	0	0	9	7	*16*	0	0	2	1	*3*	56	44	42	8	*150*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	2	0	1	0	0	50	0	0	0	51	0	104	0
4:15 PM	0	0	0	0	0	2	0	1	0	0	43	4	0	2	62	0	114	0
4:30 PM	0	0	0	0	0	2	0	0	0	0	38	1	0	0	43	0	84	0
4:45 PM	0	0	0	1	0	2	1	0	0	0	49	3	0	2	39	0	97	399
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**1**	**52**	**1**	**1**	**1**	**44**	**0**	**105**	**400**
5:15 PM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**	**0**	**1**	**53**	**1**	**0**	**0**	**45**	**0**	**106**	**392**
5:30 PM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**49**	**2**	**0**	**0**	**55**	**0**	**110**	**418**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**54**	**2**	**0**	**1**	**56**	**0**	**120**	**441**
Count Total	0	0	0	4	0	16	1	12	1	2	388	14	1	6	395	0	840	
Pk Hr All	**0**	**0**	**0**	**3**	**0**	**8**	**0**	**10**	**1**	**2**	**208**	**6**	**1**	**2**	**200**	**0**	**441**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**16**	
Pk Hr HV%	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**0%**	**4%**	**0%**	**0%**	**0%**	**4%**	**-**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	1	3	1	*5*	0	0	0	1	*1*	12	11	2	5	*30*
4:15 PM	0	0	2	4	*6*	0	0	0	0	*0*	19	11	6	0	*36*
4:30 PM	0	0	3	1	*4*	0	0	0	0	*0*	9	11	2	1	*23*
4:45 PM	0	1	1	2	*4*	0	0	1	0	*1*	16	13	7	3	*39*
5:00 PM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**21**	**9**	**5**	**46**
5:15 PM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**1**	**0**	**1**	**22**	**7**	**9**	**2**	**40**
5:30 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**10**	**8**	**14**	**1**	**33**
5:45 PM	**0**	**0**	**3**	**4**	**7**	**0**	**0**	**1**	**0**	**1**	**13**	**8**	**10**	**0**	**31**
Count Total	0	2	18	15	*35*	0	0	3	2	*5*	112	90	59	17	*278*
Peak Hour	**0**	**0**	**9**	**7**	***16***	**0**	**0**	**2**	**1**	***3***	**56**	**44**	**42**	**8**	**150**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	0	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	19
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**16**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**15**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**16**
Count Total	0	0	0	0	0	2	0	0	0	0	18	0	0	0	15	0	35	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**16**	

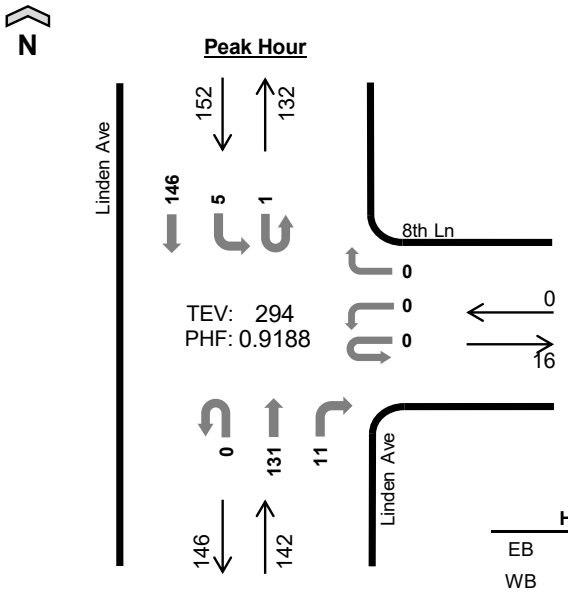
Count Summaries - Bikes

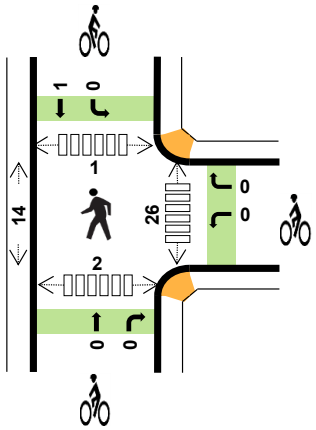
Interval Start	Driveway				7th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
8th Ln

Date: 5/22/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV%	PHF
EB	--	--
WB	--	--
NB	8%	0.85
SB	11%	0.93
TOTAL	10%	0.92

Peak Hour Count Summaries

Peak Hour Interval Start		n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	0	0	0	0	0	0	0	0	0	27	2	1	2	36	0	68	0
8:00 AM		0	0	0	0	0	0	0	0	0	0	40	2	0	1	37	0	80	0
8:15 AM		0	0	0	0	0	0	0	0	0	0	34	3	0	0	41	0	78	0
8:30 AM		0	0	0	0	0	0	0	0	0	0	30	4	0	2	32	0	68	294
Pk Hr	All	0	0	0	0	0	0	0	0	0	0	131	11	1	5	146	0	294	
	HV	0	0	0	0	0	0	0	0	0	0	11	0	0	0	17	0	28	
	HV%	-	-	-	-	-	-	-	-	-	-	8%	0%	0%	0%	12%	-	10%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:45 AM	0	0	3	5	*8*	0	0	0	0	*0*	5	5	0	1	*11*
8:00 AM	0	0	2	4	*6*	0	0	0	1	*1*	3	9	1	0	*13*
8:15 AM	0	0	4	5	*9*	0	0	0	0	*0*	10	0	0	0	*10*
8:30 AM	0	0	2	3	*5*	0	0	0	0	*0*	8	0	0	1	*9*
Peak Hour	0	0	11	17	*28*	0	0	0	1	*1*	26	14	1	2	*43*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	17	2	0	1	26	0	46	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	1	30	0	49	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	22	1	0	1	26	0	50	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**2**	**1**	**2**	**36**	**0**	**68**	**213**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**2**	**0**	**1**	**37**	**0**	**80**	**247**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**3**	**0**	**0**	**41**	**0**	**78**	**276**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**4**	**0**	**2**	**32**	**0**	**68**	**294**
8:45 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	1	34	0	61	287
Count Total	0	0	0	0	0	0	0	0	0	0	214	14	1	9	262	0	500	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**131**	**11**	**1**	**5**	**146**	**0**	**294**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**17**	**0**	**28**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**8%**	**0%**	**0%**	**0%**	**12%**	**-**	**10%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	2	1	*3*	0	0	0	0	*0*	3	5	0	0	*8*
7:15 AM	0	0	7	5	*12*	0	0	0	1	*1*	4	3	1	3	*11*
7:30 AM	0	0	4	2	*6*	0	0	0	1	*1*	9	3	0	0	*12*
7:45 AM	**0**	**0**	**3**	**5**	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**1**	**11**
8:00 AM	**0**	**0**	**2**	**4**	**6**	**0**	**0**	**0**	**1**	**1**	**3**	**9**	**1**	**0**	**13**
8:15 AM	**0**	**0**	**4**	**5**	**9**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**10**
8:30 AM	**0**	**0**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**9**
8:45 AM	0	0	5	5	*10*	0	0	1	0	*1*	3	4	2	0	*9*
Count Total	0	0	29	30	*59*	0	0	1	3	*4*	45	29	4	5	*83*
Peak Hour	**0**	**0**	**11**	**17**	***28***	**0**	**0**	**0**	**1**	***1***	**26**	**14**	**1**	**2**	**43**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**8**	**29**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	**32**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**5**	**0**	**9**	**29**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	**28**
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	30
Count Total	0	0	0	0	0	0	0	0	0	0	29	0	0	0	30	0	59	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**17**	**0**	**28**	

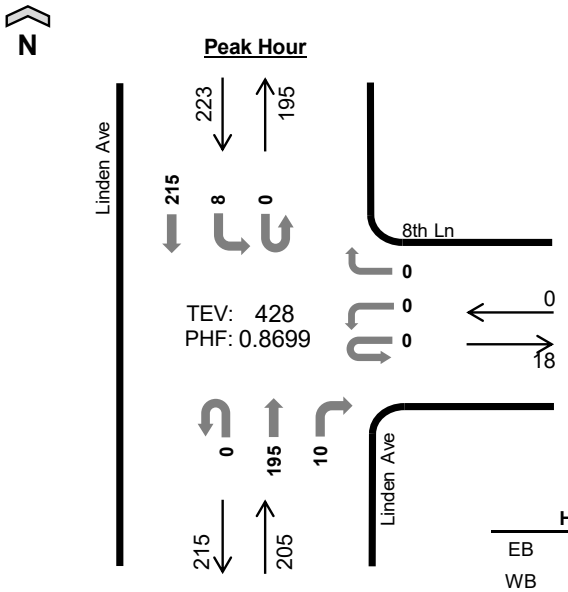
Count Summaries - Bikes

Interval Start	n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	

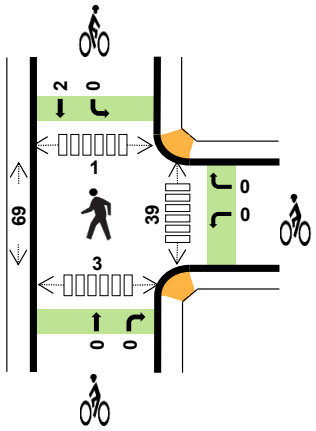
Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Linden Ave
8th Ln

Date: 5/22/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV%	PHF
EB	--	--
WB	--	--
NB	4%	0.80
SB	3%	0.81
TOTAL	4%	0.87



Peak Hour Count Summaries

Peak Hour Interval Start		n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM		0	0	0	0	0	0	0	0	0	0	43	1	0	1	45	0	90	0
5:15 PM		0	0	0	0	0	0	0	0	0	0	41	2	0	1	49	0	93	0
5:30 PM		0	0	0	0	0	0	0	0	0	0	59	5	0	4	54	0	122	0
5:45 PM		0	0	0	0	0	0	0	0	0	0	52	2	0	2	67	0	123	428
Pk Hr	All	0	0	0	0	0	0	0	0	0	0	195	10	0	8	215	0	428	
	HV	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	16	
	HV%	-	-	-	-	-	-	-	-	-	-	5%	0%	-	0%	3%	-	4%	

Note: For complete count summary (all intervals), see following pages.
*** Heavy Vehicle Classifications include FHWA Classes 4-13.*
*** Count Summaries include heavy vehicles, but exclude bicycles in overall count.*

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
5:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	6	17	1	0	*24*
5:15 PM	0	0	3	2	*5*	0	0	0	0	*0*	9	6	0	1	*16*
5:30 PM	0	0	2	0	*2*	0	0	0	1	*1*	10	15	0	1	*26*
5:45 PM	0	0	3	4	*7*	0	0	0	1	*1*	14	31	0	1	*46*
Peak Hour	0	0	9	7	*16*	0	0	0	2	*2*	39	69	1	3	*112*

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - All Vehicles

Interval Start	n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	42	8	1	5	54	0	110	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	34	3	0	1	68	0	106	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	37	3	0	2	40	0	82	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	42	3	0	2	60	0	107	405
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**1**	**0**	**1**	**45**	**0**	**90**	**385**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**2**	**0**	**1**	**49**	**0**	**93**	**372**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**5**	**0**	**4**	**54**	**0**	**122**	**412**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**2**	**0**	**2**	**67**	**0**	**123**	**428**
Count Total	0	0	0	0	0	0	0	0	0	0	350	27	1	18	437	0	833	
Pk Hr All	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**195**	**10**	**0**	**8**	**215**	**0**	**428**	
Pk Hr HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**16**	
Pk Hr HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**5%**	**0%**	**-**	**0%**	**3%**	**-**	**4%**	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	2	1	*3*	0	0	0	0	*0*	2	14	0	0	*16*
4:15 PM	0	0	2	4	*6*	0	0	0	2	*2*	6	13	2	0	*21*
4:30 PM	0	0	2	2	*4*	0	0	0	0	*0*	7	3	1	0	*11*
4:45 PM	0	0	2	2	*4*	0	0	0	0	*0*	5	5	1	0	*11*
5:00 PM	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**1**	**0**	**24**
5:15 PM	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**9**	**6**	**0**	**1**	**16**
5:30 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**10**	**15**	**0**	**1**	**26**
5:45 PM	**0**	**0**	**3**	**4**	**7**	**0**	**0**	**0**	**1**	**1**	**14**	**31**	**0**	**1**	**46**
Count Total	0	0	17	16	*33*	0	0	0	4	*4*	59	104	5	3	*171*
Peak Hour	**0**	**0**	**9**	**7**	***16***	**0**	**0**	**0**	**2**	***2***	**39**	**69**	**1**	**3**	**112**

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Count Summaries - Heavy Vehicles

Interval Start	n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	17
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**16**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	**15**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**13**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	**16**
Count Total	0	0	0	0	0	0	0	0	0	0	17	0	0	0	16	0	33	
Pk Hr Heavy	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**16**	

Count Summaries - Bikes

Interval Start	n/a				8th Ln				Linden Ave				Linden Ave				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Pk Hr Bike	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	

Garrett Strang
(415) 444-6376
garrett.strang@idaxdata.com

Appendix B

LOS Calculations

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	37	8	21	20	20	6	112	37	20	117	11
Future Vol, veh/h	18	37	8	21	20	20	6	112	37	20	117	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	40	9	23	22	22	7	122	40	22	127	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.1	8.4	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	29%	34%	14%
Vol Thru, %	72%	59%	33%	79%
Vol Right, %	24%	13%	33%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	63	61	148
LT Vol	6	18	21	20
Through Vol	112	37	20	117
RT Vol	37	8	20	11
Lane Flow Rate	168	68	66	161
Geometry Grp	1	1	1	1
Degree of Util (X)	0.201	0.09	0.085	0.197
Departure Headway (Hd)	4.295	4.73	4.625	4.417
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	837	758	775	814
Service Time	2.316	2.757	2.652	2.438
HCM Lane V/C Ratio	0.201	0.09	0.085	0.198
HCM Control Delay, s/veh	8.4	8.2	8.1	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.3	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	64	0	0	42	8	6	11	5	0	0	0
Future Vol, veh/h	8	64	0	0	42	8	6	11	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	70	0	0	46	9	7	12	5	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	54	0	-	-	-	0	133	141	70
Stage 1	-	-	-	-	-	-	87	87	-
Stage 2	-	-	-	-	-	-	46	54	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1551	-	0	0	-	-	861	750	993
Stage 1	-	-	0	0	-	-	936	823	-
Stage 2	-	-	0	0	-	-	977	850	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1551	-	-	-	-	-	856	0	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	856	0	-
Stage 1	-	-	-	-	-	-	931	0	-
Stage 2	-	-	-	-	-	-	977	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.81	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	914	200	-	-	-
HCM Lane V/C Ratio	0.026	0.006	-	-	-
HCM Ctrl Dly (s/v)	9	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	33	7	5	31	8	5	118	8	6	135	13
Future Vol, veh/h	18	33	7	5	31	8	5	118	8	6	135	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	36	8	5	34	9	5	128	9	7	147	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	7.9	8.3	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	31%	11%	4%
Vol Thru, %	90%	57%	70%	88%
Vol Right, %	6%	12%	18%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	58	44	154
LT Vol	5	18	5	6
Through Vol	118	33	31	135
RT Vol	8	7	8	13
Lane Flow Rate	142	63	48	167
Geometry Grp	1	1	1	1
Degree of Util (X)	0.172	0.082	0.061	0.2
Departure Headway (Hd)	4.347	4.671	4.615	4.308
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	769	777	835
Service Time	2.362	2.692	2.637	2.323
HCM Lane V/C Ratio	0.172	0.082	0.062	0.2
HCM Control Delay, s/veh	8.3	8.1	7.9	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.2	0.7

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	53	0	0	24	1	7	8	7	0	0	0
Future Vol, veh/h	7	53	0	0	24	1	7	8	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	58	0	0	26	1	8	9	8	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	27	0	-	-	-	0	99	100	58
Stage 1	-	-	-	-	-	-	73	73	-
Stage 2	-	-	-	-	-	-	26	27	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	0	0	-	-	900	790	1009
Stage 1	-	-	0	0	-	-	950	834	-
Stage 2	-	-	0	0	-	-	996	873	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1587	-	-	-	-	-	895	0	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	895	0	-
Stage 1	-	-	-	-	-	-	945	0	-
Stage 2	-	-	-	-	-	-	996	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.85	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	949	210	-	-	-
HCM Lane V/C Ratio	0.025	0.005	-	-	-
HCM Ctrl Dly (s/v)	8.9	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	10	19	13	14	10	13	113	5	5	122	15
Future Vol, veh/h	20	10	19	13	14	10	13	113	5	5	122	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	11	21	14	15	11	14	123	5	5	133	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.8	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	41%	35%	4%
Vol Thru, %	86%	20%	38%	86%
Vol Right, %	4%	39%	27%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	49	37	142
LT Vol	13	20	13	5
Through Vol	113	10	14	122
RT Vol	5	19	10	15
Lane Flow Rate	142	53	40	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.171	0.066	0.051	0.182
Departure Headway (Hd)	4.316	4.487	4.562	4.253
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	800	787	849
Service Time	2.319	2.504	2.579	2.256
HCM Lane V/C Ratio	0.17	0.066	0.051	0.181
HCM Control Delay, s/veh	8.2	7.8	7.8	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0.7

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	22	27	0	0
Future Vol, veh/h	11	0	22	27	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	24	29	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	77	-	0	0
Stage 1	0	-	-	-
Stage 2	77	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	926	0	-	-
Stage 1	-	0	-	-
Stage 2	946	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	926	-	-	-
Mov Cap-2 Maneuver	926	-	-	-
Stage 1	-	-	-	-
Stage 2	946	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	8.94	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	926
HCM Lane V/C Ratio	-	-	0.013
HCM Ctrl Dly (s/v)	-	-	8.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	29	26	167	455	24
Future Vol, veh/h	40	29	26	167	455	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	32	28	182	495	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	655	260	521	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	399	738	1042	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	388	738	1042	-	-	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.78	1.15	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1042	-	485	-	-
HCM Lane V/C Ratio	0.027	-	0.155	-	-
HCM Ctrl Dly (s/v)	8.6	-	13.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	22	12	155	471	13
Future Vol, veh/h	38	22	12	155	471	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	24	13	168	512	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	629	263	526	0	-	0
Stage 1	519	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	414	735	1037	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	409	735	1037	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.5	0.61	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1037	-	489	-	-
HCM Lane V/C Ratio	0.013	-	0.133	-	-
HCM Ctrl Dly (s/v)	8.5	-	13.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	2	8	0	12	2	142	0	0	144	2
Future Vol, veh/h	1	0	2	8	0	12	2	142	0	0	144	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	9	0	13	2	154	0	0	157	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	316	316	158	315	317	154	159	0	-	-	-	0
Stage 1	158	158	-	159	159	-	-	-	-	-	-	-
Stage 2	159	159	-	157	159	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	636	600	888	637	599	892	1421	-	0	0	-	-
Stage 1	845	767	-	843	766	-	-	-	0	0	-	-
Stage 2	843	766	-	846	766	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	626	599	888	635	598	892	1421	-	-	-	-	-
Mov Cap-2 Maneuver	626	599	-	635	598	-	-	-	-	-	-	-
Stage 1	845	767	-	842	765	-	-	-	-	-	-	-
Stage 2	830	765	-	844	766	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.64	9.83	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1421	-	779	767	-	-
HCM Lane V/C Ratio	0.002	-	0.004	0.028	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.6	9.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	131	19	6	148	0
Future Vol, veh/h	0	0	0	0	0	0	0	131	19	6	148	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	142	21	7	161	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	337	-	-	0	0	163	0	0
Stage 1	-	174	-	-	-	-	-	-	-
Stage 2	-	163	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	584	0	0	-	-	1416	-	0
Stage 1	0	755	0	0	-	-	-	-	0
Stage 2	0	763	0	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	-	-	-	-	1416	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	70	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Ctrl Dly (s/v)	-	-	0	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	24	5	18	28	39	19	175	26	20	186	9
Future Vol, veh/h	11	24	5	18	28	39	19	175	26	20	186	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	26	5	20	30	42	21	190	28	22	202	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	8.6	9.4	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	28%	21%	9%
Vol Thru, %	80%	60%	33%	87%
Vol Right, %	12%	13%	46%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	40	85	215
LT Vol	19	11	18	20
Through Vol	175	24	28	186
RT Vol	26	5	39	9
Lane Flow Rate	239	43	92	234
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.062	0.124	0.294
Departure Headway (Hd)	4.476	5.108	4.826	4.526
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	699	741	792
Service Time	2.51	3.158	2.87	2.56
HCM Lane V/C Ratio	0.298	0.062	0.124	0.295
HCM Control Delay, s/veh	9.4	8.5	8.6	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.2	0.4	1.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	51	0	0	71	21	3	13	8	0	0	0
Future Vol, veh/h	7	51	0	0	71	21	3	13	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	55	0	0	77	23	3	14	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	100	0	-	-	-	0	148	171	55
Stage 1	-	-	-	-	-	-	71	71	-
Stage 2	-	-	-	-	-	-	77	100	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1493	-	0	0	-	-	844	722	1011
Stage 1	-	-	0	0	-	-	952	836	-
Stage 2	-	-	0	0	-	-	946	812	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1493	-	-	-	-	-	840	0	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	840	0	-
Stage 1	-	-	-	-	-	-	947	0	-
Stage 2	-	-	-	-	-	-	946	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.9	0	8.86
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	958	217	-	-	-
HCM Lane V/C Ratio	0.027	0.005	-	-	-
HCM Ctrl Dly (s/v)	8.9	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	21	9	21	23	16	7	178	23	10	194	16
Future Vol, veh/h	19	21	9	21	23	16	7	178	23	10	194	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	23	10	23	25	17	8	193	25	11	211	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	8.5	9.2	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	39%	35%	5%
Vol Thru, %	86%	43%	38%	88%
Vol Right, %	11%	18%	27%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	208	49	60	220
LT Vol	7	19	21	10
Through Vol	178	21	23	194
RT Vol	23	9	16	16
Lane Flow Rate	226	53	65	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.278	0.074	0.09	0.295
Departure Headway (Hd)	4.431	5.028	4.953	4.442
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	710	721	808
Service Time	2.46	3.072	2.996	2.469
HCM Lane V/C Ratio	0.278	0.075	0.09	0.296
HCM Control Delay, s/veh	9.2	8.5	8.5	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.2	0.3	1.2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	37	0	0	46	12	13	15	12	0	0	0
Future Vol, veh/h	9	37	0	0	46	12	13	15	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	40	0	0	50	13	14	16	13	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	63	0	-	-	-	0	110	123	40
Stage 1	-	-	-	-	-	-	60	60	-
Stage 2	-	-	-	-	-	-	50	63	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	0	0	-	-	887	768	1031
Stage 1	-	-	0	0	-	-	963	845	-
Stage 2	-	-	0	0	-	-	972	842	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1540	-	-	-	-	-	882	0	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	882	0	-
Stage 1	-	-	-	-	-	-	957	0	-
Stage 2	-	-	-	-	-	-	972	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	1.44	0	8.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	947	352	-	-	-
HCM Lane V/C Ratio	0.046	0.006	-	-	-
HCM Ctrl Dly (s/v)	9	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	6	35	15	6	4	12	170	13	8	194	13
Future Vol, veh/h	25	6	35	15	6	4	12	170	13	8	194	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	7	38	16	7	4	13	185	14	9	211	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.3	9	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	38%	60%	4%
Vol Thru, %	87%	9%	24%	90%
Vol Right, %	7%	53%	16%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	66	25	215
LT Vol	12	25	15	8
Through Vol	170	6	6	194
RT Vol	13	35	4	13
Lane Flow Rate	212	72	27	234
Geometry Grp	1	1	1	1
Degree of Util (X)	0.259	0.094	0.038	0.284
Departure Headway (Hd)	4.394	4.714	5.042	4.371
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	760	709	823
Service Time	2.416	2.746	3.079	2.393
HCM Lane V/C Ratio	0.259	0.095	0.038	0.284
HCM Control Delay, s/veh	9	8.2	8.3	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.3	0.1	1.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	0	20	40	0	0
Future Vol, veh/h	19	0	20	40	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	22	43	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	87	-	0	0
Stage 1	0	-	-	-
Stage 2	87	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	914	0	-	-
Stage 1	-	0	-	-
Stage 2	936	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	914	-	-	-
Mov Cap-2 Maneuver	914	-	-	-
Stage 1	-	-	-	-
Stage 2	936	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	9.03	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	914
HCM Lane V/C Ratio	-	-	0.023
HCM Ctrl Dly (s/v)	-	-	9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	36	55	294	321	37
Future Vol, veh/h	23	36	55	294	321	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	39	60	320	349	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	195	389	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	403	814	1166	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	814	1166	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.18	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	565	-	-
HCM Lane V/C Ratio	0.051	-	0.113	-	-
HCM Ctrl Dly (s/v)	8.3	-	12.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	28	34	328	333	24
Future Vol, veh/h	21	28	34	328	333	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	30	37	357	362	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	627	194	388	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	416	815	1167	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	402	815	1167	-	-	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.02	0.77	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1167	-	566	-	-
HCM Lane V/C Ratio	0.032	-	0.094	-	-
HCM Ctrl Dly (s/v)	8.2	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	8	0	10	3	210	0	0	209	0
Future Vol, veh/h	0	0	3	8	0	10	3	210	0	0	209	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	9	0	11	3	228	0	0	227	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	462	462	227	462	462	228	227	0	-	-	-	0
Stage 1	227	227	-	235	235	-	-	-	-	-	-	-
Stage 2	235	235	-	227	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	510	497	812	510	497	811	1341	-	0	0	-	0
Stage 1	776	716	-	768	711	-	-	-	0	0	-	0
Stage 2	768	711	-	776	716	-	-	-	0	0	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	502	495	812	507	495	811	1341	-	-	-	-	-
Mov Cap-2 Maneuver	502	495	-	507	495	-	-	-	-	-	-	-
Stage 1	776	716	-	766	709	-	-	-	-	-	-	-
Stage 2	756	709	-	772	716	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.45	10.8	0.11	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT
Capacity (veh/h)	1341	-	812	640	-
HCM Lane V/C Ratio	0.002	-	0.004	0.031	-
HCM Ctrl Dly (s/v)	7.7	-	9.5	10.8	-
HCM Lane LOS	A	-	A	B	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	195	10	8	215	0
Future Vol, veh/h	0	0	0	0	0	0	0	195	10	8	215	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	212	11	9	234	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	463	474	234	-	0	0	223	0	0
Stage 1	251	251	-	-	-	-	-	-	-
Stage 2	212	223	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	557	489	805	0	-	-	1346	-	0
Stage 1	791	699	-	0	-	-	-	-	0
Stage 2	823	719	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	553	0	805	-	-	-	1346	-	-
Mov Cap-2 Maneuver	553	0	-	-	-	-	-	-	-
Stage 1	791	0	-	-	-	-	-	-	-
Stage 2	817	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.28
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	65	-
HCM Lane V/C Ratio	-	-	-	0.006	-
HCM Ctrl Dly (s/v)	-	-	0	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	45	26	122	137	11
Future Vol, veh/h	18	45	26	122	137	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	49	28	133	149	12
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	8.3	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	18%	29%	0%
Vol Thru, %	82%	0%	93%
Vol Right, %	0%	71%	7%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	148	63	148
LT Vol	26	18	0
Through Vol	122	0	137
RT Vol	0	45	11
Lane Flow Rate	161	68	161
Geometry Grp	1	1	1
Degree of Util (X)	0.188	0.081	0.185
Departure Headway (Hd)	4.212	4.265	4.132
Convergence, Y/N	Yes	Yes	Yes
Cap	841	845	857
Service Time	2.289	2.265	2.212
HCM Lane V/C Ratio	0.191	0.08	0.188
HCM Control Delay, s/veh	8.3	7.6	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.3	0.7

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	7	0	0	22	18	43	11	42	0	0	0
Future Vol, veh/h	8	7	0	0	22	18	43	11	42	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	8	0	0	24	20	47	12	46	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	43	0	-	-	-	0	49	68	8
Stage 1	-	-	-	-	-	-	25	25	-
Stage 2	-	-	-	-	-	-	24	43	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1565	-	0	0	-	-	960	822	1075
Stage 1	-	-	0	0	-	-	998	874	-
Stage 2	-	-	0	0	-	-	999	859	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1565	-	-	-	-	-	955	0	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	955	0	-
Stage 1	-	-	-	-	-	-	992	0	-
Stage 2	-	-	-	-	-	-	999	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	3.9	0	8.97
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1011	960	-	-	-
HCM Lane V/C Ratio	0.103	0.006	-	-	-
HCM Ctrl Dly (s/v)	9	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	33	7	15	31	8	5	81	45	63	125	13
Future Vol, veh/h	18	33	7	15	31	8	5	81	45	63	125	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	36	8	16	34	9	5	88	49	68	136	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8.2	8.2	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	31%	28%	31%
Vol Thru, %	62%	57%	57%	62%
Vol Right, %	34%	12%	15%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	58	54	201
LT Vol	5	18	15	63
Through Vol	81	33	31	125
RT Vol	45	7	8	13
Lane Flow Rate	142	63	59	218
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0.084	0.078	0.267
Departure Headway (Hd)	4.268	4.802	4.785	4.403
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	842	746	749	817
Service Time	2.29	2.83	2.814	2.425
HCM Lane V/C Ratio	0.169	0.084	0.079	0.267
HCM Control Delay, s/veh	8.2	8.3	8.2	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3	1.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	73	0	0	34	1	7	8	7	0	0	0
Future Vol, veh/h	81	73	0	0	34	1	7	8	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	79	0	0	37	1	8	9	8	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	38	0	-	-	-	0	292	293	79
Stage 1	-	-	-	-	-	-	255	255	-
Stage 2	-	-	-	-	-	-	37	38	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	0	0	-	-	698	618	981
Stage 1	-	-	0	0	-	-	787	696	-
Stage 2	-	-	0	0	-	-	986	863	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1572	-	-	-	-	-	658	0	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	658	0	-
Stage 1	-	-	-	-	-	-	741	0	-
Stage 2	-	-	-	-	-	-	986	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	3.91	0	9.72
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	787	947	-	-	-
HCM Lane V/C Ratio	0.03	0.056	-	-	-
HCM Ctrl Dly (s/v)	9.7	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	10	19	13	14	20	13	103	5	5	122	15
Future Vol, veh/h	20	10	19	13	14	20	13	103	5	5	122	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	11	21	14	15	22	14	112	5	5	133	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.7	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	41%	28%	4%
Vol Thru, %	85%	20%	30%	86%
Vol Right, %	4%	39%	43%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	49	47	142
LT Vol	13	20	13	5
Through Vol	103	10	14	122
RT Vol	5	19	20	15
Lane Flow Rate	132	53	51	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.158	0.066	0.063	0.183
Departure Headway (Hd)	4.332	4.477	4.431	4.269
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	802	810	846
Service Time	2.344	2.494	2.448	2.269
HCM Lane V/C Ratio	0.159	0.066	0.063	0.182
HCM Control Delay, s/veh	8.2	7.8	7.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0.7

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	32	27	0	0
Future Vol, veh/h	11	0	32	27	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	35	29	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	99	-	0	0
Stage 1	0	-	-	-
Stage 2	99	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	900	0	-	-
Stage 1	-	0	-	-
Stage 2	925	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	900	-	-	-
Mov Cap-2 Maneuver	900	-	-	-
Stage 1	-	-	-	-
Stage 2	925	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	9.05	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	900
HCM Lane V/C Ratio	-	-	0.013
HCM Ctrl Dly (s/v)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	19	26	177	465	14
Future Vol, veh/h	30	19	26	177	465	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	21	28	192	505	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	666	260	521	0	-	0
Stage 1	513	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	393	738	1042	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	738	1042	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.64	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1042	-	470	-	-
HCM Lane V/C Ratio	0.027	-	0.113	-	-
HCM Ctrl Dly (s/v)	8.6	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	32	12	155	461	23
Future Vol, veh/h	48	32	12	155	461	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	35	13	168	501	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	624	263	526	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	418	735	1037	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	412	735	1037	-	-	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.71	0.61	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1037	-	500	-	-
HCM Lane V/C Ratio	0.013	-	0.174	-	-
HCM Ctrl Dly (s/v)	8.5	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	2	19	0	42	2	105	0	0	180	2
Future Vol, veh/h	1	0	2	19	0	42	2	105	0	0	180	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	21	0	46	2	114	0	0	196	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	315	315	197	314	316	114	198	0	-	-	-	0
Stage 1	197	197	-	118	118	-	-	-	-	-	-	-
Stage 2	118	118	-	196	198	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	637	601	844	638	600	938	1375	-	0	0	-	-
Stage 1	805	738	-	886	798	-	-	-	0	0	-	-
Stage 2	886	798	-	806	737	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	605	599	844	636	599	938	1375	-	-	-	-	-
Mov Cap-2 Maneuver	605	599	-	636	599	-	-	-	-	-	-	-
Stage 1	805	738	-	885	796	-	-	-	-	-	-	-
Stage 2	841	796	-	804	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.85	9.79	0.14	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1375	-	746	817	-	-
HCM Lane V/C Ratio	0.002	-	0.004	0.081	-	-
HCM Ctrl Dly (s/v)	7.6	-	9.8	9.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	121	19	6	148	0
Future Vol, veh/h	0	0	0	0	0	0	0	121	19	6	148	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	132	21	7	161	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	326	-	-	0	0	152	0	0
Stage 1	-	174	-	-	-	-	-	-	-
Stage 2	-	152	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	592	0	0	-	-	1429	-	0
Stage 1	0	755	0	0	-	-	-	-	0
Stage 2	0	771	0	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	-	0	-	-	-	-	1429	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	70	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Ctrl Dly (s/v)	-	-	0	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑			↱
Traffic Vol, veh/h	0	0	20	0	0	41
Future Vol, veh/h	0	0	20	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	22	0	0	45

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	22
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	1055
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-			
Mov Cap-1 Maneuver	-	-	-	1055
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	0	8.56
HCM LOS		A

Minor Lane/Major Mvmt	WBT	SBLn1
Capacity (veh/h)	-	1055
HCM Lane V/C Ratio	-	0.042
HCM Ctrl Dly (s/v)	-	8.6
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	29	48	194	206	9
Future Vol, veh/h	12	29	48	194	206	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	32	52	211	224	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.9	9.2	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	20%	29%	0%
Vol Thru, %	80%	0%	96%
Vol Right, %	0%	71%	4%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	242	41	215
LT Vol	48	12	0
Through Vol	194	0	206
RT Vol	0	29	9
Lane Flow Rate	263	45	234
Geometry Grp	1	1	1
Degree of Util (X)	0.309	0.057	0.272
Departure Headway (Hd)	4.229	4.642	4.187
Convergence, Y/N	Yes	Yes	Yes
Cap	836	776	844
Service Time	2.319	2.642	2.286
HCM Lane V/C Ratio	0.315	0.058	0.277
HCM Control Delay, s/veh	9.2	7.9	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.2	1.1

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	6	0	0	31	41	29	13	33	0	0	0
Future Vol, veh/h	7	6	0	0	31	41	29	13	33	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	7	0	0	34	45	32	14	36	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	78	0	-	-	-	0	55	100	7
Stage 1	-	-	-	-	-	-	22	22	-
Stage 2	-	-	-	-	-	-	34	78	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	0	0	-	-	952	790	1076
Stage 1	-	-	0	0	-	-	1001	877	-
Stage 2	-	-	0	0	-	-	989	830	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1520	-	-	-	-	-	948	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	948	0	-
Stage 1	-	-	-	-	-	-	996	0	-
Stage 2	-	-	-	-	-	-	989	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	3.97	0	8.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1012	969	-	-	-
HCM Lane V/C Ratio	0.081	0.005	-	-	-
HCM Ctrl Dly (s/v)	8.9	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	21	9	31	23	26	7	154	49	54	187	16
Future Vol, veh/h	19	21	9	31	23	26	7	154	49	54	187	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	23	10	34	25	28	8	167	53	59	203	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.8	9.3	10.1
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	39%	39%	21%
Vol Thru, %	73%	43%	29%	73%
Vol Right, %	23%	18%	33%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	49	80	257
LT Vol	7	19	31	54
Through Vol	154	21	23	187
RT Vol	49	9	26	16
Lane Flow Rate	228	53	87	279
Geometry Grp	1	1	1	1
Degree of Util (X)	0.283	0.076	0.121	0.353
Departure Headway (Hd)	4.47	5.165	5.03	4.547
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	690	710	791
Service Time	2.507	3.225	3.085	2.581
HCM Lane V/C Ratio	0.285	0.077	0.123	0.353
HCM Control Delay, s/veh	9.3	8.7	8.8	10.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.2	0.2	0.4	1.6

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	57	0	0	66	12	13	16	12	0	0	0
Future Vol, veh/h	59	57	0	0	66	12	13	16	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	62	0	0	72	13	14	17	13	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	85	0	-	-	-	0	262	275	62
Stage 1	-	-	-	-	-	-	190	190	-
Stage 2	-	-	-	-	-	-	72	85	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1512	-	0	0	-	-	727	632	1003
Stage 1	-	-	0	0	-	-	842	743	-
Stage 2	-	-	0	0	-	-	951	825	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1512	-	-	-	-	-	695	0	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	0	-
Stage 1	-	-	-	-	-	-	805	0	-
Stage 2	-	-	-	-	-	-	951	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	3.81	0	9.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	815	916	-	-	-
HCM Lane V/C Ratio	0.055	0.042	-	-	-
HCM Ctrl Dly (s/v)	9.7	7.5	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	6	35	15	6	24	12	152	13	8	196	13
Future Vol, veh/h	25	6	35	15	6	24	12	152	13	8	196	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	7	38	16	7	26	13	165	14	9	213	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.1	8.9	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	38%	33%	4%
Vol Thru, %	86%	9%	13%	90%
Vol Right, %	7%	53%	53%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	66	45	217
LT Vol	12	25	15	8
Through Vol	152	6	6	196
RT Vol	13	35	24	13
Lane Flow Rate	192	72	49	236
Geometry Grp	1	1	1	1
Degree of Util (X)	0.238	0.094	0.064	0.288
Departure Headway (Hd)	4.446	4.711	4.731	4.403
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	760	756	816
Service Time	2.47	2.745	2.768	2.427
HCM Lane V/C Ratio	0.238	0.095	0.065	0.289
HCM Control Delay, s/veh	8.9	8.2	8.1	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.2	1.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	0	40	40	0	0
Future Vol, veh/h	19	0	40	40	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	43	43	0	0

Major/Minor	Minor2	Major1		
Conflicting Flow All	130	-	0	0
Stage 1	0	-	-	-
Stage 2	130	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	864	0	-	-
Stage 1	-	0	-	-
Stage 2	896	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	864	-	-	-
Mov Cap-2 Maneuver	864	-	-	-
Stage 1	-	-	-	-
Stage 2	896	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	9.27	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	864
HCM Lane V/C Ratio	-	-	0.024
HCM Ctrl Dly (s/v)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	26	35	304	321	37
Future Vol, veh/h	13	26	35	304	321	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	28	38	330	349	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	610	195	389	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	426	814	1166	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	412	814	1166	-	-	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	776	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.29	0.85	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	614	-	-
HCM Lane V/C Ratio	0.033	-	0.069	-	-
HCM Ctrl Dly (s/v)	8.2	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	38	54	308	323	24
Future Vol, veh/h	31	38	54	308	323	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	80	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	41	59	335	351	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	649	189	377	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	403	821	1178	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	821	1178	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.71	1.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1178	-	542	-	-
HCM Lane V/C Ratio	0.05	-	0.138	-	-
HCM Ctrl Dly (s/v)	8.2	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	17	0	47	3	196	0	0	238	0
Future Vol, veh/h	0	0	3	17	0	47	3	196	0	0	238	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	18	0	51	3	213	0	0	259	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	478	478	259	478	-	213	259	0	-	-	-	0
Stage 1	259	259	-	220	-	-	-	-	-	-	-	-
Stage 2	220	220	-	259	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	-	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	-	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	497	486	780	497	0	827	1306	-	0	0	-	-
Stage 1	746	694	-	783	0	-	-	-	0	0	-	-
Stage 2	783	721	-	746	0	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	465	485	780	494	-	827	1306	-	-	-	-	-
Mov Cap-2 Maneuver	465	485	-	494	-	-	-	-	-	-	-	-
Stage 1	746	694	-	781	-	-	-	-	-	-	-	-
Stage 2	732	719	-	743	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.64	10.7	0.12	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1306	-	780	701	-	-
HCM Lane V/C Ratio	0.002	-	0.004	0.099	-	-
HCM Ctrl Dly (s/v)	7.8	-	9.6	10.7	-	-
HCM Lane LOS	A	-	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	177	10	8	217	0
Future Vol, veh/h	0	0	0	0	0	0	0	177	10	8	217	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	192	11	9	236	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	446	457	236	-	0	0	203	0	0
Stage 1	253	253	-	-	-	-	-	-	-
Stage 2	192	203	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	570	500	803	0	-	-	1368	-	0
Stage 1	789	698	-	0	-	-	-	-	0
Stage 2	840	733	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	566	0	803	-	-	-	1368	-	-
Mov Cap-2 Maneuver	566	0	-	-	-	-	-	-	-
Stage 1	789	0	-	-	-	-	-	-	-
Stage 2	834	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0.27
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	64	-
HCM Lane V/C Ratio	-	-	-	0.006	-
HCM Ctrl Dly (s/v)	-	-	0	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑			↱
Traffic Vol, veh/h	0	0	18	0	0	45
Future Vol, veh/h	0	0	18	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,-#		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	20	0	0	49

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	20
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	1058
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-			
Mov Cap-1 Maneuver	-	-	-	1058
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	0	8.57
HCM LOS		A

Minor Lane/Major Mvmt	WBT	SBLn1
Capacity (veh/h)	-	1058
HCM Lane V/C Ratio	-	0.046
HCM Ctrl Dly (s/v)	-	8.6
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1