

Appendix G

Transportation Modeling Results

Appendix G.1:

Existing Conditions – Technical Calculations

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 1 3rd St/W St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	94	96	101.7%	0.1	0.1	A
	Right Turn						
	Subtotal	94	96	101.7%	0.1	0.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	24	109.1%	4.5	0.6	A
	Through						
	Right Turn	15	16	104.0%	1.8	0.2	A
	Subtotal	37	40	107.0%	3.4	0.4	A
Total		131	135	103.2%	1.1	0.3	A

Intersection 2 5th St/W St-US 50 & I-5 Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	175	196	112.0%	6.7	2.8	A
	Left Turn 2	105	110	105.1%	17.0	5.3	B
	Left Turn	18	16	91.1%	17.6	6.6	B
	Through	190	174	91.8%	18.0	5.5	B
	Subtotal	488	497	101.9%	13.3	4.1	B
SB	Left Turn						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Right Turn						
	Subtotal						
WB	Left Turn 2	221	218	98.6%	4.5	1.1	A
	Left Turn	143	139	97.1%	3.9	1.3	A
	Through	25	28	112.0%	4.0	1.6	A
	Right Turn	174	195	112.0%	2.9	0.4	A
	Subtotal	563	580	102.9%	3.8	0.7	A
Total		1,051	1,077	102.5%	8.1	1.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 3 11th St-Riverside Bl/W St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	237	222	93.7%	37.7	2.7	D
	Through	166	172	103.4%	25.1	2.3	C
	Right Turn						
	Subtotal	403	394	97.7%	32.2	2.1	C
SB	Left Turn						
	Through	69	62	89.3%	17.3	5.7	B
	Right Turn	24	24	101.7%	7.7	5.7	A
	Subtotal	93	86	92.5%	14.1	4.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	131	133	101.4%	8.9	2.2	A
	Through	1,395	1,457	104.5%	9.4	0.8	A
	Right Turn	122	119	97.7%	5.0	1.6	A
	Subtotal	1,648	1,709	103.7%	9.1	0.8	A
Total		2,144	2,189	102.1%	13.4	0.9	B

Intersection 4 3rd St/I-5 SB Off-Ramp-X St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	24	23	95.0%	0.3	0.2	A
	Subtotal	24	23	95.0%	0.3	0.2	A
SB	Left Turn	66	68	102.4%	0.3	0.2	A
	Through	50	51	102.4%	0.2	0.1	A
	Right Turn						
	Subtotal	116	119	102.4%	0.2	0.1	A
EB	Left Turn						
	Through	68	60	88.2%	6.8	0.4	A
	Right Turn	113	104	92.4%	2.8	0.3	A
	Subtotal	181	164	90.8%	4.2	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		321	306	95.3%	2.4	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 5 **5th St/X St-US 50 EB Off-Ramp** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	403	403	100.0%	19.4	2.1	B
	Right Turn	74	71	95.7%	8.4	2.3	A
	Subtotal	477	474	99.3%	17.8	1.8	B
SE	Left Turn 2	60	57	95.3%	9.9	4.5	A
	Left Turn	410	411	100.3%	9.3	0.9	A
	Right Turn	77	86	111.2%	9.1	1.7	A
	Subtotal	487	497	102.0%	9.2	0.7	A
EB	Left Turn	25	22	88.0%	20.0	7.6	C
	Through	121	120	98.8%	21.8	2.0	C
	Right Turn	12	12	100.0%	11.5	10.6	B
	Subtotal	158	154	97.2%	20.8	2.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,122	1,124	100.2%	14.0	0.9	B

Intersection 6 **Riverside Blvd/X St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	393	391	99.5%	11.6	0.9	B
	Right Turn	310	315	101.5%	10.7	2.9	B
	Subtotal	703	706	100.4%	11.2	1.6	B
SB	Left Turn	66	66	99.4%	22.4	4.6	C
	Through	134	125	93.1%	16.8	3.2	B
	Right Turn						
	Subtotal	200	190	95.2%	18.8	3.5	B
EB	Left Turn	10	8	80.0%	15.2	10.2	B
	Through	594	607	102.2%	13.4	0.7	B
	Right Turn	29	27	93.8%	2.9	1.4	A
	Subtotal	633	642	101.4%	13.0	0.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,536	1,538	100.2%	12.9	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 7 Front St/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	3	3	93.3%	3.0	3.4	A
	Right Turn	9	6	66.7%	2.2	1.0	A
	Subtotal	12	9	73.3%	3.1	1.5	A
SB	Left Turn	32	33	103.8%	3.9	1.1	A
	Through	4	3	80.0%	5.3	4.0	A
	Right Turn	3	3	93.3%	0.7	0.8	A
	Subtotal	39	39	100.5%	4.0	1.0	A
EB	Left Turn						
	Through	28	31	110.0%	0.1	0.3	A
	Right Turn	2	5	240.0%	0.0	0.0	A
	Subtotal	30	36	118.7%	0.1	0.2	A
WB	Left Turn	20	26	130.0%	2.4	0.6	A
	Through	49	54	110.2%	1.4	0.5	A
	Right Turn	131	134	102.0%	0.8	0.3	A
	Subtotal	200	214	106.8%	1.2	0.2	A
Total		281	297	105.8%	1.5	0.3	A

Intersection 8 I-5 NB Off-Ramp/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	48	96.8%	5.2	1.1	A
	Through						
	Right Turn	271	260	95.9%	6.1	0.7	A
	Subtotal	321	308	96.1%	5.9	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	69	70	102.0%	0.6	0.2	A
	Right Turn						
	Subtotal	69	70	102.0%	0.6	0.2	A
WB	Left Turn						
	Through	150	163	108.5%	0.2	0.1	A
	Right Turn						
	Subtotal	150	163	108.5%	0.2	0.1	A
Total		540	542	100.3%	3.5	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 9 3rd St/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	115	102	89.0%	9.2	2.2	A
	Through						
	Right Turn	48	54	112.5%	3.6	0.9	A
	Subtotal	163	156	96.0%	7.3	1.5	A
EB	Left Turn	22	20	92.7%	2.7	1.2	A
	Through	353	342	96.9%	0.2	0.1	A
	Right Turn						
	Subtotal	375	362	96.6%	0.4	0.1	A
WB	Left Turn						
	Through	167	186	111.1%	0.8	0.1	A
	Right Turn	2	2	120.0%	0.4	1.0	A
	Subtotal	169	188	111.2%	0.8	0.1	A
Total		707	707	100.0%	2.0	0.3	A

Intersection 10 5th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	8	7	90.0%	14.7	10.9	B
	Through	197	192	97.7%	21.4	3.1	C
	Right Turn	125	124	99.2%	15.3	4.1	B
	Subtotal	330	324	98.1%	19.1	3.2	B
SB	Left Turn	20	17	86.0%	20.9	11.6	C
	Through	38	48	126.3%	12.6	1.4	B
	Right Turn	31	32	104.5%	5.3	2.3	A
	Subtotal	89	98	109.7%	12.2	2.2	B
EB	Left Turn	76	76	100.0%	11.5	2.3	B
	Through	295	284	96.3%	9.4	2.0	A
	Right Turn	97	90	92.8%	6.1	1.1	A
	Subtotal	468	450	96.2%	9.1	1.5	A
WB	Left Turn	200	205	102.6%	19.2	6.9	B
	Through	130	151	116.3%	4.3	1.3	A
	Right Turn	204	218	106.7%	2.3	0.5	A
	Subtotal	534	574	107.5%	8.9	2.6	A
Total		1,421	1,445	101.7%	11.5	1.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 11 8th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	18	120.0%	9.6	4.1	A
	Through						
	Right Turn	18	16	88.9%	7.0	2.9	A
	Subtotal	33	34	103.0%	8.1	3.2	A
EB	Left Turn	54	48	88.1%	6.8	3.0	A
	Through	458	448	97.9%	1.1	0.1	A
	Right Turn						
	Subtotal	512	496	96.9%	1.6	0.2	A
WB	Left Turn						
	Through	466	484	103.9%	0.7	0.1	A
	Right Turn	75	76	101.9%	0.1	0.1	A
	Subtotal	541	561	103.7%	0.6	0.1	A
Total		1,086	1,091	100.4%	1.3	0.2	A

Intersection 12 Muir Wy-9th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	69	75	108.4%	28.4	5.3	C
	Through						
	Right Turn	128	124	96.9%	10.5	1.4	B
	Subtotal	197	199	100.9%	17.4	2.0	B
SB	Left Turn	88	89	101.4%	19.5	2.4	B
	Through	7	7	100.0%	14.0	2.6	B
	Right Turn	48	43	90.4%	20.4	2.7	C
	Subtotal	143	140	97.6%	19.6	2.0	B
EB	Left Turn						
	Through	441	426	96.7%	17.4	1.5	B
	Right Turn	32	33	103.8%	6.3	2.7	A
	Subtotal	473	460	97.2%	16.6	1.5	B
WB	Left Turn	62	67	108.7%	43.6	12.3	D
	Through	424	438	103.3%	40.0	11.9	D
	Right Turn						
	Subtotal	486	506	104.0%	40.4	11.9	D
Total		1,299	1,304	100.4%	26.2	4.9	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 13 Riverside Blvd/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	195	206	105.8%	28.9	5.5	C
	Through	570	558	97.9%	19.1	2.4	B
	Right Turn	75	75	100.3%	16.4	4.0	B
	Subtotal	840	840	100.0%	21.2	2.1	C
SB	Left Turn	21	18	85.7%	17.4	8.1	B
	Through	93	83	89.5%	6.5	1.5	A
	Right Turn	49	47	95.5%	5.5	2.7	A
	Subtotal	163	148	90.8%	7.5	1.8	A
EB	Left Turn	59	64	109.2%	25.3	4.1	C
	Through	297	288	97.0%	15.0	1.5	B
	Right Turn	68	66	96.5%	1.1	0.3	A
	Subtotal	424	418	98.6%	14.5	1.3	B
WB	Left Turn	48	46	96.7%	21.7	7.0	C
	Through	418	430	102.9%	20.8	1.9	C
	Right Turn	74	76	103.2%	6.6	1.7	A
	Subtotal	540	553	102.4%	19.0	1.4	B
Total		1,967	1,958	99.6%	18.1	0.7	B

Intersection 14 5th St/1st Ave Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	6	112.0%	2.8	2.6	A
	Through	305	312	102.2%	0.9	0.3	A
	Right Turn	4	3	80.0%	0.2	0.5	A
	Subtotal	314	320	102.0%	0.9	0.3	A
SB	Left Turn	13	14	104.6%	3.2	1.3	A
	Through	314	318	101.4%	1.3	0.2	A
	Right Turn	8	6	75.0%	0.4	0.5	A
	Subtotal	335	338	100.9%	1.3	0.3	A
EB	Left Turn	17	12	72.9%	7.1	2.3	A
	Through	5	5	96.0%	3.2	2.5	A
	Right Turn	12	8	70.0%	2.7	1.7	A
	Subtotal	34	26	75.3%	5.8	2.2	A
WB	Left Turn	5	4	88.0%	6.8	6.2	A
	Through	1	0	40.0%	1.5	4.7	A
	Right Turn	8	12	150.0%	4.0	2.2	A
	Subtotal	14	17	120.0%	5.4	3.2	A
Total		697	701	100.5%	1.4	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 15 5th St/McClatchy Wy All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	45	51	112.9%	4.8	0.4	A
	Through	144	166	115.0%	5.2	0.3	A
	Right Turn						
	Subtotal	189	216	114.5%	5.1	0.3	A
SB	Left Turn						
	Through	96	94	97.9%	5.8	0.6	A
	Right Turn	122	121	99.0%	3.9	0.5	A
	Subtotal	218	215	98.5%	4.7	0.5	A
EB	Left Turn	91	80	87.9%	4.5	0.5	A
	Through						
	Right Turn	22	21	96.4%	3.3	0.7	A
	Subtotal	113	101	89.6%	4.2	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		520	532	102.4%	4.8	0.3	A

Intersection 16 5th St/Vallejo Wy All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1	0	40.0%	0.3	1.1	A
	Through	12	14	116.7%	4.4	1.6	A
	Right Turn	9	9	97.8%	3.3	1.2	A
	Subtotal	22	23	105.5%	4.1	0.9	A
SB	Left Turn	51	52	102.0%	4.4	0.3	A
	Through	2	2	120.0%	2.5	3.3	A
	Right Turn	16	14	85.0%	2.8	1.1	A
	Subtotal	69	68	98.6%	4.1	0.3	A
EB	Left Turn	14	21	148.6%	4.3	0.3	A
	Through	23	19	83.5%	4.5	0.6	A
	Right Turn						
	Subtotal	37	40	108.1%	4.4	0.4	A
WB	Left Turn	8	7	85.0%	3.8	1.6	A
	Through	25	26	104.0%	5.3	0.6	A
	Right Turn	127	144	113.7%	3.4	0.3	A
	Subtotal	160	177	110.8%	3.7	0.2	A
Total		288	308	107.1%	3.9	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
AM Peak Hour

Intersection 17

Muir Wy/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	30	33	109.3%	4.4	0.4	A
	Through	78	76	97.9%	5.3	0.4	A
	Right Turn	11	13	120.0%	3.2	0.4	A
	Subtotal	119	122	102.9%	4.8	0.4	A
SB	Left Turn	11	6	58.2%	3.5	2.0	A
	Through	18	15	82.2%	6.1	1.0	A
	Right Turn	35	36	102.9%	2.6	0.3	A
	Subtotal	64	57	89.4%	3.7	0.6	A
EB	Left Turn	27	24	88.9%	4.5	0.7	A
	Through	56	62	110.7%	4.8	0.4	A
	Right Turn	11	11	101.8%	3.1	0.4	A
	Subtotal	94	97	103.4%	4.6	0.3	A
WB	Left Turn	5	6	120.0%	4.3	3.2	A
	Through	63	65	103.5%	6.7	0.6	A
	Right Turn	13	16	120.0%	4.5	0.7	A
	Subtotal	81	87	107.2%	6.2	0.5	A
Total		358	364	101.6%	4.9	0.3	A

Intersection 18

Riverside Blvd/Vallejo Wy

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	8	8	105.0%	15.6	8.3	B
	Through	662	667	100.7%	20.4	5.6	C
	Right Turn	9	10	106.7%	16.3	15.5	B
	Subtotal	679	685	100.9%	20.4	5.6	C
SB	Left Turn	12	12	96.7%	34.4	18.8	C
	Through	200	193	96.4%	13.7	7.0	B
	Right Turn	13	11	83.1%	5.7	6.1	A
	Subtotal	225	215	95.6%	14.5	7.6	B
EB	Left Turn	34	29	85.9%	21.9	11.6	C
	Through	39	38	97.4%	26.9	7.5	C
	Right Turn	30	33	110.7%	9.5	2.3	A
	Subtotal	103	100	97.5%	21.0	3.5	C
WB	Left Turn	51	46	91.0%	23.4	4.0	C
	Through	54	59	109.6%	22.6	3.5	C
	Right Turn	57	65	114.4%	17.9	4.3	B
	Subtotal	162	171	105.4%	21.0	2.7	C
Total		1,169	1,171	100.2%	19.6	3.5	B

Queuing and Blocking Report
Existing Conditions

AM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	38	56
Average Queue (ft)	24	35
95th Queue (ft)	45	55
Link Distance (ft)	1687	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		325
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SE	SE
Directions Served	LT	T	TR	T	TR	L	LR
Maximum Queue (ft)	60	59	59	174	119	86	82
Average Queue (ft)	28	32	28	109	65	63	66
95th Queue (ft)	63	60	61	175	112	95	94
Link Distance (ft)	280	280	280	317	317	7	7
Upstream Blk Time (%)						34	29
Queuing Penalty (veh)						82	71
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 105: US 50 EB Off-Ramp

Movement	SE	SE
Directions Served	LT	T
Maximum Queue (ft)	82	65
Average Queue (ft)	33	26
95th Queue (ft)	84	71
Link Distance (ft)	1752	1752
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

*** Intersection 105 is the upstream SimTraffic node of the SE approach at intersection 5 ***

Queuing and Blocking Report
Existing Conditions

AM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	NB	NB
Directions Served	L	R
Maximum Queue (ft)	42	65
Average Queue (ft)	23	36
95th Queue (ft)	42	69
Link Distance (ft)	1809	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	550	
Storage Blk Time (%)		
Queuing Penalty (veh)		

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 1 3rd St/W St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	688	676	98.2%	0.9	0.2	A
	Right Turn						
	Subtotal	688	676	98.2%	0.9	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	26	86.7%	7.5	3.0	A
	Through						
	Right Turn	20	20	100.0%	2.2	0.3	A
	Subtotal	50	46	92.0%	5.0	1.4	A
Total		738	722	97.8%	1.1	0.2	A

Intersection 2 5th St/W St-US 50 & I-5 Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	633	573	90.5%	39.0	6.0	D
	Left Turn 2	80	103	129.0%	16.7	4.3	B
	Left Turn	9	8	88.9%	27.5	19.3	C
	Through	97	132	135.7%	17.1	4.4	B
	Subtotal	819	816	99.6%	32.6	6.0	C
SB	Left Turn						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Right Turn						
	Subtotal						
WB	Left Turn 2	1,397	1,418	101.5%	15.0	2.6	B
	Left Turn	303	320	105.5%	8.6	1.6	A
	Through	33	29	88.5%	8.6	5.5	A
	Right Turn	110	118	107.3%	4.0	1.0	A
	Subtotal	1,843	1,884	102.2%	13.1	2.2	B
Total		2,662	2,700	101.4%	19.0	2.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 3 11th St-Riverside Bl/W St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	142	145	102.0%	26.6	4.9	C
	Through	102	94	91.8%	13.7	1.8	B
	Right Turn						
	Subtotal	244	238	97.7%	21.5	3.3	C
SB	Left Turn						
	Through	261	278	106.5%	14.3	1.7	B
	Right Turn	97	84	86.2%	9.4	1.9	A
	Subtotal	358	362	101.0%	13.1	1.5	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	210	216	102.9%	14.0	1.3	B
	Through	1,129	1,145	101.4%	13.6	1.0	B
	Right Turn	39	42	107.7%	5.8	1.8	A
	Subtotal	1,378	1,403	101.8%	13.4	0.9	B
Total		1,980	2,003	101.2%	14.3	0.9	B

Intersection 4 3rd St/I-5 SB Off-Ramp-X St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	32	32	100.0%	0.1	0.1	A
	Subtotal	32	32	100.0%	0.1	0.1	A
SB	Left Turn	445	432	97.1%	1.0	0.2	A
	Through	273	272	99.5%	0.9	1.1	A
	Right Turn						
	Subtotal	718	704	98.0%	1.0	0.4	A
EB	Left Turn						
	Through	92	88	95.7%	8.5	1.3	A
	Right Turn	105	111	105.5%	4.1	2.5	A
	Subtotal	197	199	100.9%	6.0	1.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		947	934	98.7%	2.0	0.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 5 **5th St/X St-US 50 EB Off-Ramp** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	412	424	102.8%	38.8	13.5	D
	Right Turn	70	74	106.3%	3.8	0.9	A
	Subtotal	482	498	103.3%	33.6	11.5	C
SE	Left Turn 2	233	228	98.0%	15.0	11.0	B
	Left Turn	365	356	97.6%	10.3	1.9	B
	Right Turn	127	121	95.4%	8.8	1.8	A
	Subtotal	492	478	97.1%	9.9	1.4	A
EB	Left Turn	174	172	99.1%	42.0	6.5	D
	Through	363	355	97.9%	28.6	2.2	C
	Right Turn	32	32	98.8%	12.4	7.5	B
	Subtotal	569	559	98.3%	31.9	2.7	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,543	1,535	99.5%	25.0	4.2	C

Intersection 6 **Riverside Blvd/X St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	229	220	96.1%	9.2	1.4	A
	Right Turn	127	129	101.7%	5.6	0.9	A
	Subtotal	356	349	98.1%	7.8	1.1	A
SB	Left Turn	141	143	101.6%	14.7	2.2	B
	Through	330	342	103.8%	11.0	1.6	B
	Right Turn						
	Subtotal	471	486	103.1%	12.1	1.3	B
EB	Left Turn	15	12	80.0%	23.7	9.5	C
	Through	1,253	1,271	101.4%	17.0	1.0	B
	Right Turn	122	118	96.7%	7.6	2.3	A
	Subtotal	1,390	1,401	100.8%	16.3	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,217	2,236	100.8%	14.1	0.7	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 7 Front St/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	6	6	93.3%	3.6	2.2	A
	Through	2	4	180.0%	5.3	3.4	A
	Right Turn	18	15	82.2%	2.6	0.6	A
	Subtotal	26	24	92.3%	3.7	0.7	A
SB	Left Turn	119	121	101.8%	5.0	1.0	A
	Through	4	4	100.0%	6.6	5.1	A
	Right Turn	4	5	120.0%	1.4	1.0	A
	Subtotal	127	130	102.4%	5.1	0.9	A
EB	Left Turn	6	6	106.7%	1.4	1.4	A
	Through	54	56	103.7%	0.2	0.2	A
	Right Turn	8	8	105.0%	0.1	0.1	A
	Subtotal	68	71	104.1%	0.3	0.2	A
WB	Left Turn	23	20	87.0%	1.9	0.9	A
	Through	57	58	101.8%	1.1	0.4	A
	Right Turn	102	101	98.8%	0.7	0.2	A
	Subtotal	182	179	98.2%	1.0	0.2	A
Total		403	404	100.1%	2.4	0.4	A

Intersection 8 I-5 NB Off-Ramp/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	32	36	111.3%	6.4	1.6	A
	Through						
	Right Turn	200	210	105.0%	5.8	0.6	A
	Subtotal	232	246	105.9%	5.9	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	191	192	100.7%	0.8	0.1	A
	Right Turn						
	Subtotal	191	192	100.7%	0.8	0.1	A
WB	Left Turn						
	Through	150	140	93.6%	0.1	0.1	A
	Right Turn						
	Subtotal	150	140	93.6%	0.1	0.1	A
Total		573	578	100.9%	2.8	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 9

3rd St/Broadway

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	334	334	100.0%	25.2	11.6	D
	Through						
	Right Turn	44	45	101.8%	3.4	0.6	A
	Subtotal	378	379	100.2%	22.7	10.5	C
EB	Left Turn	24	21	86.7%	2.1	1.1	A
	Through	411	424	103.1%	0.6	0.1	A
	Right Turn						
	Subtotal	435	444	102.2%	0.6	0.1	A
WB	Left Turn						
	Through	138	121	87.5%	0.9	0.1	A
	Right Turn	8	12	145.0%	0.6	0.6	A
	Subtotal	146	132	90.7%	0.9	0.1	A
Total		959	956	99.6%	9.3	3.8	A

Intersection 10

5th St/Broadway

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	8	6	70.0%	21.1	20.4	C
	Through	160	160	100.0%	26.2	8.0	C
	Right Turn	99	104	105.5%	19.5	11.0	B
	Subtotal	267	270	101.1%	23.5	8.9	C
SB	Left Turn	64	66	103.1%	25.8	6.4	C
	Through	82	70	85.9%	13.1	2.7	B
	Right Turn	13	10	76.9%	4.7	3.2	A
	Subtotal	159	146	92.1%	18.6	4.0	B
EB	Left Turn	129	140	108.8%	15.3	4.6	B
	Through	518	518	100.0%	13.3	1.0	B
	Right Turn	98	107	109.0%	10.0	1.4	A
	Subtotal	745	765	102.7%	13.2	1.3	B
WB	Left Turn	116	102	88.3%	33.5	11.7	C
	Through	125	118	94.7%	5.2	1.7	A
	Right Turn	193	202	104.9%	3.8	2.8	A
	Subtotal	434	423	97.5%	11.4	2.9	B
Total		1,605	1,605	100.0%	15.0	2.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 11 8th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	92	97	105.2%	9.2	2.2	A
	Through						
	Right Turn	16	16	102.5%	6.5	4.0	A
	Subtotal	108	113	104.8%	8.7	1.7	A
EB	Left Turn	21	16	78.1%	6.8	3.1	A
	Through	887	864	97.4%	4.8	3.7	A
	Right Turn						
	Subtotal	908	880	96.9%	4.9	3.6	A
WB	Left Turn						
	Through	388	379	97.7%	0.3	0.1	A
	Right Turn	41	48	116.1%	0.0	0.1	A
	Subtotal	429	427	99.5%	0.3	0.1	A
Total		1,445	1,420	98.3%	3.8	2.4	A

Intersection 12 Muir Wy-9th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	47	94.4%	35.6	7.5	D
	Through						
	Right Turn	101	109	107.7%	13.9	3.7	B
	Subtotal	151	156	103.3%	20.7	3.9	C
SB	Left Turn	339	332	98.1%	61.6	35.6	E
	Through	58	60	103.6%	31.3	6.6	C
	Right Turn	109	111	101.9%	34.8	8.1	C
	Subtotal	506	504	99.5%	52.3	23.4	D
EB	Left Turn						
	Through	875	860	98.3%	31.2	9.5	C
	Right Turn	104	96	92.3%	22.5	6.8	C
	Subtotal	979	956	97.7%	30.3	9.2	C
WB	Left Turn	146	144	98.8%	43.0	15.0	D
	Through	270	263	97.4%	28.8	13.6	C
	Right Turn						
	Subtotal	416	407	97.9%	33.8	14.3	C
Total		2,052	2,023	98.6%	35.7	7.2	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 13 Riverside Blvd/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	66	109.3%	31.2	6.7	C
	Through	238	244	102.7%	15.1	1.5	B
	Right Turn	52	48	93.1%	11.5	3.5	B
	Subtotal	350	358	102.4%	17.6	2.1	B
SB	Left Turn	73	84	115.6%	21.1	5.7	C
	Through	344	344	100.1%	11.2	1.4	B
	Right Turn	35	42	118.9%	6.3	2.1	A
	Subtotal	452	470	104.1%	12.6	1.6	B
EB	Left Turn	44	34	76.4%	35.1	6.5	D
	Through	529	535	101.1%	15.2	1.6	B
	Right Turn	359	332	92.5%	4.8	1.2	A
	Subtotal	932	900	96.6%	12.1	1.2	B
WB	Left Turn	204	215	105.3%	48.9	30.7	D
	Through	382	378	98.8%	21.6	7.0	C
	Right Turn	74	76	102.2%	5.2	2.5	A
	Subtotal	660	668	101.2%	29.4	15.5	C
Total		2,394	2,397	100.1%	17.9	5.1	B

Intersection 14 5th St/1st Ave Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	2	1	40.0%	1.6	3.5	A
	Through	244	248	101.5%	0.8	0.2	A
	Right Turn						
	Subtotal	246	248	101.0%	0.8	0.2	A
SB	Left Turn	2	3	140.0%	1.9	2.4	A
	Through	291	276	94.7%	1.2	0.2	A
	Right Turn	3	4	120.0%	0.4	0.7	A
	Subtotal	296	282	95.3%	1.2	0.2	A
EB	Left Turn	15	14	90.7%	5.0	1.3	A
	Through						
	Right Turn	20	19	96.0%	3.9	1.5	A
	Subtotal	35	33	93.7%	4.4	1.0	A
WB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through						
	Right Turn	8	8	100.0%	3.5	2.0	A
	Subtotal	9	8	88.9%	3.5	2.0	A
Total		586	571	97.5%	1.3	0.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 15

5th St/McClatchy Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	12	16	136.7%	4.5	0.6	A
	Through	110	107	97.1%	5.1	0.3	A
	Right Turn						
	Subtotal	122	123	101.0%	5.0	0.3	A
SB	Left Turn						
	Through	225	214	94.9%	6.3	0.4	A
	Right Turn	30	32	106.7%	5.0	1.1	A
	Subtotal	255	246	96.3%	6.1	0.4	A
EB	Left Turn	44	42	95.5%	4.6	0.5	A
	Through						
	Right Turn	19	17	90.5%	3.6	1.1	A
	Subtotal	63	59	94.0%	4.3	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		440	428	97.3%	5.6	0.2	A

Intersection 16

5th St/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	5	4	80.0%	3.1	3.0	A
	Right Turn	10	12	120.0%	3.3	0.8	A
	Subtotal	15	16	106.7%	3.6	1.0	A
SB	Left Turn	147	145	98.8%	5.0	0.4	A
	Through	13	13	98.5%	7.2	1.4	A
	Right Turn	31	28	89.0%	3.6	1.0	A
	Subtotal	191	186	97.2%	5.0	0.3	A
EB	Left Turn	21	27	127.6%	4.3	0.5	A
	Through	23	23	99.1%	5.4	1.2	A
	Right Turn						
	Subtotal	44	50	112.7%	4.8	0.4	A
WB	Left Turn	14	12	85.7%	3.7	1.5	A
	Through	23	23	100.9%	4.9	0.8	A
	Right Turn	39	32	81.0%	3.0	0.2	A
	Subtotal	76	67	87.9%	3.8	0.4	A
Total		326	318	97.5%	4.6	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing
PM Peak Hour

Intersection 17

Muir Wy/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	13	14	107.7%	4.1	1.8	A
	Through	26	21	80.0%	5.2	0.4	A
	Right Turn	13	16	126.2%	2.9	0.5	A
	Subtotal	52	51	98.5%	4.2	0.4	A
SB	Left Turn	31	30	96.8%	5.1	0.7	A
	Through	121	126	103.8%	7.1	0.5	A
	Right Turn	39	37	95.4%	3.7	0.8	A
	Subtotal	191	193	100.9%	6.1	0.5	A
EB	Left Turn	24	28	118.3%	4.6	0.5	A
	Through	82	79	96.1%	5.7	0.6	A
	Right Turn	56	54	97.1%	3.5	0.4	A
	Subtotal	162	162	99.8%	4.8	0.4	A
WB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through	34	28	82.4%	6.2	0.8	A
	Right Turn	7	6	85.7%	3.3	1.9	A
	Subtotal	42	34	81.0%	5.9	0.6	A
Total		447	440	98.3%	5.4	0.4	A

Intersection 18

Riverside Blvd/Vallejo Wy

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	9	8	93.3%	47.0	39.3	D
	Through	270	254	94.1%	24.2	13.8	C
	Right Turn	5	6	112.0%	15.2	28.9	B
	Subtotal	284	268	94.4%	24.8	14.6	C
SB	Left Turn	24	25	105.0%	20.3	10.7	C
	Through	760	746	98.2%	21.1	9.7	C
	Right Turn	14	16	111.4%	15.0	19.9	B
	Subtotal	798	787	98.6%	21.0	9.7	C
EB	Left Turn	38	35	92.6%	20.8	3.3	C
	Through	49	48	98.8%	22.4	3.8	C
	Right Turn	59	64	109.2%	16.0	2.9	B
	Subtotal	146	148	101.4%	19.1	2.2	B
WB	Left Turn	25	20	81.6%	24.6	6.6	C
	Through	27	20	75.6%	28.9	9.0	C
	Right Turn	18	21	115.6%	10.9	5.0	B
	Subtotal	70	62	88.0%	21.5	4.2	C
Total		1,298	1,265	97.4%	21.7	7.4	C

Queuing and Blocking Report
Existing Conditions

PM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB	NB	SB
Directions Served	T	TR	R	T
Maximum Queue (ft)	44	72	2	22
Average Queue (ft)	29	39	0	6
95th Queue (ft)	49	72	5	41
Link Distance (ft)	1687		245	75
Upstream Blk Time (%)				1
Queuing Penalty (veh)				1
Storage Bay Dist (ft)		325		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SE	SE
Directions Served	LT	T	TR	T	TR	L	LR
Maximum Queue (ft)	201	166	105	300	52	72	78
Average Queue (ft)	136	104	59	218	27	52	65
95th Queue (ft)	199	163	109	359	53	87	90
Link Distance (ft)	280	280	280	317	317	7	7
Upstream Blk Time (%)	0	0		5		26	35
Queuing Penalty (veh)	0	0		12		63	87
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 105: US 50 EB Off-Ramp

Movement	SE	SE
Directions Served	LT	T
Maximum Queue (ft)	214	179
Average Queue (ft)	127	70
95th Queue (ft)	278	238
Link Distance (ft)	1752	1752
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

*** Intersection 105 is the upstream SimTraffic node of the SE approach at intersection 5 ***

Queuing and Blocking Report
Existing Conditions

PM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	NB	NB
Directions Served	L	R
Maximum Queue (ft)	35	57
Average Queue (ft)	18	30
95th Queue (ft)	40	59
Link Distance (ft)	1809	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	550	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Appendix G.2:
Existing Plus Project Conditions –
Technical Calculations

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 1 3rd St/W St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	110	111	100.7%	0.3	0.3	A
	Right Turn						
	Subtotal	110	111	100.7%	0.3	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	24	80.0%	5.0	0.9	A
	Through						
	Right Turn	20	22	110.0%	2.5	0.6	A
	Subtotal	50	46	92.0%	3.8	0.9	A
Total		160	157	98.0%	1.3	0.4	A

Intersection 2 5th St/W St-US 50 & I-5 Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	410	386	94.1%	13.6	1.0	B
	Left Turn 2	200	184	91.8%	28.2	1.1	C
	Left Turn	20	19	96.0%	29.3	3.3	C
	Through	230	221	96.0%	29.1	1.2	C
	Subtotal	860	810	94.1%	21.6	0.7	C
SB	Left Turn						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Right Turn						
	Subtotal						
WB	Left Turn 2	210	217	103.2%	6.6	1.0	A
	Left Turn	80	81	101.0%	6.0	2.3	A
	Through	30	30	100.0%	7.1	2.4	A
	Right Turn	180	173	96.2%	3.8	1.0	A
	Subtotal	500	501	100.2%	5.5	1.0	A
Total		1,360	1,310	96.4%	15.5	0.7	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 3 **11th St-Riverside Bl/W St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	200	205	102.6%	19.7	3.2	B
	Through	170	184	108.5%	17.0	1.2	B
	Right Turn						
	Subtotal	370	390	105.3%	18.4	2.1	B
SB	Left Turn						
	Through	80	83	103.5%	17.2	5.4	B
	Right Turn	30	31	102.7%	7.8	5.5	A
	Subtotal	110	114	103.3%	14.6	4.9	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	130	119	91.4%	8.3	1.5	A
	Through	1,570	1,566	99.7%	9.9	0.5	A
	Right Turn	120	112	93.3%	5.3	1.1	A
	Subtotal	1,820	1,797	98.7%	9.5	0.5	A
Total		2,300	2,300	100.0%	11.3	0.6	B

Intersection 4 **3rd St/I-5 SB Off-Ramp-X St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	415	394	94.8%	1.6	0.3	A
	Subtotal	415	394	94.8%	1.6	0.3	A
SB	Left Turn	80	77	96.0%	0.4	0.2	A
	Through	60	58	96.7%	0.3	0.2	A
	Right Turn						
	Subtotal	140	135	96.3%	0.1	0.1	A
EB	Left Turn						
	Through	45	50	111.1%	7.7	1.3	A
	Right Turn	170	171	100.5%	3.6	0.5	A
	Subtotal	215	221	102.7%	4.5	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		770	749	97.3%	2.2	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 5 **5th St/X St-US 50 EB Off-Ramp** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	580	545	94.0%	32.9	6.0	C
	Right Turn	190	192	101.1%	13.5	2.5	B
	Subtotal	770	737	95.7%	27.9	5.2	C
SE	Left Turn 2	60	61	102.0%	11.1	4.6	B
	Left Turn	390	390	100.0%	9.3	1.4	A
	Right Turn	160	158	98.5%	9.7	2.7	A
	Subtotal	550	548	99.6%	9.3	1.1	A
EB	Left Turn	220	204	92.7%	38.8	10.6	D
	Through	300	292	97.3%	26.4	3.4	C
	Right Turn	20	26	130.0%	19.9	7.0	B
	Subtotal	540	522	96.7%	31.0	5.4	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,860	1,807	97.1%	22.7	3.0	C

Intersection 6 **Riverside Blvd/X St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	360	374	103.8%	16.1	2.3	B
	Right Turn	350	355	101.4%	17.0	3.1	B
	Subtotal	710	728	102.6%	16.5	2.5	B
SB	Left Turn	70	66	94.9%	19.1	7.0	B
	Through	140	131	93.7%	11.4	2.0	B
	Right Turn						
	Subtotal	210	198	94.1%	13.8	1.9	B
EB	Left Turn	10	10	96.0%	14.5	9.5	B
	Through	810	814	100.5%	13.7	1.6	B
	Right Turn	50	54	107.2%	3.3	1.3	A
	Subtotal	870	878	100.9%	13.1	1.5	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,790	1,804	100.8%	14.6	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 7 Front St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	4	80.0%	6.2	13.1	A
	Through	50	41	82.4%	16.7	6.2	B
	Right Turn	190	190	100.0%	6.3	2.6	A
	Subtotal	245	235	96.0%	8.1	2.9	A
SB	Left Turn	320	329	102.8%	52.9	27.7	D
	Through	40	40	100.0%	22.8	16.3	C
	Right Turn	5	4	88.0%	15.2	26.9	B
	Subtotal	365	373	102.2%	49.3	25.8	D
EB	Left Turn	5	4	80.0%	14.8	14.8	B
	Through	30	32	105.3%	17.5	6.9	B
	Right Turn	5	5	96.0%	5.1	5.0	A
	Subtotal	40	40	101.0%	16.4	5.7	B
WB	Left Turn	190	184	96.8%	40.6	9.2	D
	Through	50	60	119.2%	27.1	6.2	C
	Right Turn	400	392	98.0%	15.3	3.8	B
	Subtotal	640	636	99.3%	24.1	5.1	C
Total		1,290	1,284	99.6%	28.5	9.0	C

Intersection 8 I-5 NB Off-Ramp/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	110	116	105.5%	25.9	13.6	D
	Through						
	Right Turn	310	300	96.9%	14.1	3.7	B
	Subtotal	420	416	99.1%	17.7	5.5	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	540	531	98.3%	1.6	0.2	A
	Right Turn						
	Subtotal	540	531	98.3%	1.6	0.2	A
WB	Left Turn						
	Through	530	505	95.2%	0.4	0.1	A
	Right Turn						
	Subtotal	530	505	95.2%	0.4	0.1	A
Total		1,490	1,452	97.4%	5.9	1.9	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 9 3rd St/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	80	80	100.5%	45.2	25.9	E
	Through						
	Right Turn	150	144	96.0%	7.8	1.6	A
	Subtotal	230	224	97.6%	21.7	11.1	C
EB	Left Turn	410	390	95.0%	11.8	1.6	B
	Through	540	544	100.8%	4.8	0.5	A
	Right Turn						
	Subtotal	950	934	98.3%	7.8	1.0	A
WB	Left Turn						
	Through	515	484	94.1%	0.3	0.1	A
	Right Turn	5	4	88.0%	0.0	0.1	A
	Subtotal	520	489	94.0%	0.3	0.1	A
Total		1,700	1,647	96.9%	7.4	1.5	A

Intersection 10 5th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	30	36	118.7%	58.8	32.8	E
	Through	430	427	99.3%	62.1	24.2	E
	Right Turn	30	24	78.7%	52.0	24.5	D
	Subtotal	490	486	99.3%	61.4	24.5	E
SB	Left Turn	10	11	112.0%	30.9	11.1	C
	Through	70	72	102.3%	14.9	2.7	B
	Right Turn	100	93	93.2%	9.1	2.2	A
	Subtotal	180	176	97.8%	12.9	2.1	B
EB	Left Turn	90	84	92.9%	18.9	4.3	B
	Through	380	392	103.2%	12.6	1.7	B
	Right Turn	150	150	100.3%	8.7	1.7	A
	Subtotal	620	626	101.0%	12.6	1.2	B
WB	Left Turn	230	209	91.0%	77.9	30.3	E
	Through	390	363	93.0%	19.2	8.9	B
	Right Turn	250	218	87.4%	16.8	9.5	B
	Subtotal	870	790	90.9%	34.2	14.3	C
Total		2,160	2,079	96.2%	31.9	8.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 11 8th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	58	96.0%	40.2	7.6	D
	Through	10	10	104.0%	23.4	15.7	C
	Right Turn	190	208	109.5%	10.3	2.2	B
	Subtotal	260	276	106.2%	17.1	3.3	B
SB	Left Turn	25	26	105.6%	36.4	7.9	D
	Through	40	47	118.0%	29.9	6.5	C
	Right Turn	20	22	108.0%	16.9	5.6	B
	Subtotal	85	95	112.0%	28.2	4.3	C
EB	Left Turn	60	62	103.3%	52.6	9.1	D
	Through	555	543	97.8%	20.5	4.3	C
	Right Turn	10	7	68.0%	13.6	13.9	B
	Subtotal	625	612	97.9%	23.7	4.2	C
WB	Left Turn	50	44	88.8%	67.3	12.2	E
	Through	780	701	89.9%	36.2	2.9	D
	Right Turn	70	62	89.1%	27.8	4.9	C
	Subtotal	900	808	89.8%	37.3	2.9	D
Total		1,870	1,791	95.8%	29.1	1.4	C

Intersection 12 Muir Wy-9th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	90	92	102.7%	25.0	9.8	C
	Through						
	Right Turn	250	236	94.6%	82.6	39.6	F
	Subtotal	340	329	96.7%	66.4	30.9	E
EB	Left Turn						
	Through	770	773	100.4%	5.6	0.7	A
	Right Turn						
	Subtotal	770	773	100.4%	5.6	0.7	A
WB	Left Turn						
	Through	650	575	88.4%	64.2	26.3	E
	Right Turn						
	Subtotal	650	575	88.4%	64.2	26.3	E
Total		1,760	1,676	95.3%	37.6	11.3	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 13 Riverside Blvd/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	200	197	98.4%	27.6	5.1	C
	Through	550	575	104.6%	22.2	4.9	C
	Right Turn	90	92	102.2%	20.6	7.8	C
	Subtotal	840	864	102.9%	23.4	4.8	C
SB	Left Turn	40	44	109.0%	47.8	33.7	D
	Through	90	85	94.7%	9.0	6.3	A
	Right Turn	60	60	99.3%	8.1	4.8	A
	Subtotal	190	188	99.2%	18.3	12.8	B
EB	Left Turn	120	131	109.0%	39.6	6.4	D
	Through	420	415	98.9%	18.6	1.2	B
	Right Turn	70	77	110.3%	2.2	0.4	A
	Subtotal	610	623	102.2%	21.0	2.0	C
WB	Left Turn	50	52	103.2%	47.4	24.6	D
	Through	580	550	94.8%	54.1	21.3	D
	Right Turn	40	40	101.0%	14.4	7.6	B
	Subtotal	670	642	95.8%	51.1	20.3	D
Total		2,310	2,318	100.3%	30.0	7.8	C

Intersection 14 5th St/1st Ave Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	30	26	85.3%	18.0	10.1	C
	Through	410	412	100.4%	14.3	6.6	B
	Right Turn	10	10	96.0%	14.5	9.6	B
	Subtotal	450	447	99.3%	14.5	6.7	B
SB	Left Turn	30	23	77.3%	4.5	1.8	A
	Through	360	340	94.4%	2.2	0.6	A
	Right Turn	60	63	105.3%	1.3	0.5	A
	Subtotal	450	426	94.8%	2.2	0.6	A
EB	Left Turn	50	54	108.8%	48.8	71.6	E
	Through	30	21	70.7%	38.7	65.1	E
	Right Turn	50	46	91.2%	45.1	74.0	E
	Subtotal	130	121	93.2%	45.1	70.5	E
WB	Left Turn	10	8	84.0%	11.3	13.3	B
	Through	5	5	96.0%	46.3	64.2	E
	Right Turn	30	29	97.3%	38.2	50.2	E
	Subtotal	45	42	94.2%	36.0	45.0	E
Total		1,075	1,037	96.4%	13.4	10.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 15

5th St/McClatchy Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	36	90.0%	6.1	0.9	A
	Through	200	193	96.6%	7.0	0.6	A
	Right Turn	10	7	68.0%	4.9	1.8	A
	Subtotal	250	236	94.4%	6.9	0.6	A
SB	Left Turn	40	41	102.0%	9.6	1.4	A
	Through	110	110	100.4%	10.3	1.0	B
	Right Turn	110	104	94.9%	8.4	1.1	A
	Subtotal	260	256	98.3%	9.4	1.1	A
EB	Left Turn	90	89	98.7%	5.0	0.6	A
	Through	20	16	78.0%	5.9	2.4	A
	Right Turn	20	25	126.0%	3.8	0.7	A
	Subtotal	130	130	99.7%	5.0	0.6	A
WB	Left Turn	5	4	80.0%	4.0	2.2	A
	Through	20	20	98.0%	6.4	0.8	A
	Right Turn	40	48	120.0%	3.3	0.5	A
	Subtotal	65	72	110.2%	4.2	0.6	A
Total		705	693	98.3%	7.2	0.6	A

Intersection 16

5th St/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	8	152.0%	4.2	0.6	A
	Through	20	18	88.0%	5.2	0.9	A
	Right Turn	10	8	76.0%	2.4	1.4	A
	Subtotal	35	33	93.7%	4.5	0.7	A
SB	Left Turn	30	28	93.3%	4.4	0.4	A
	Through	5	5	104.0%	4.8	2.6	A
	Right Turn	30	32	105.3%	2.7	0.6	A
	Subtotal	65	65	99.7%	3.7	0.5	A
EB	Left Turn	30	28	93.3%	4.3	0.7	A
	Through	40	41	102.0%	4.9	0.6	A
	Right Turn	5	6	128.0%	2.3	1.3	A
	Subtotal	75	75	100.3%	4.5	0.3	A
WB	Left Turn	10	12	120.0%	3.7	1.5	A
	Through	40	39	98.0%	5.1	0.8	A
	Right Turn	110	100	90.9%	3.4	0.3	A
	Subtotal	160	151	94.5%	3.9	0.3	A
Total		335	324	96.7%	4.1	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
AM Peak Hour

Intersection 17

Muir Wy/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	36	89.0%	5.0	0.7	A
	Through	80	76	95.5%	5.4	0.3	A
	Right Turn	20	16	82.0%	3.1	0.5	A
	Subtotal	140	128	91.7%	5.0	0.4	A
SB	Left Turn	20	19	94.0%	4.9	0.7	A
	Through	30	38	126.7%	6.5	0.5	A
	Right Turn	40	49	123.0%	3.3	0.7	A
	Subtotal	90	106	117.8%	4.7	0.5	A
EB	Left Turn	30	27	89.3%	4.3	0.2	A
	Through	60	60	100.7%	5.0	0.7	A
	Right Turn	5	6	112.0%	1.9	1.4	A
	Subtotal	95	93	97.7%	4.7	0.4	A
WB	Left Turn	5	5	96.0%	10.0	3.7	A
	Through	70	57	81.7%	12.5	0.7	B
	Right Turn	20	22	112.0%	10.9	1.3	B
	Subtotal	95	84	88.8%	12.0	0.8	B
Total		420	412	98.0%	6.3	0.5	A

Intersection 18

Riverside Blvd/Vallejo Wy

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	9	92.0%	28.4	16.9	C
	Through	670	683	102.0%	31.4	16.8	C
	Right Turn	10	10	104.0%	21.0	16.1	C
	Subtotal	690	703	101.9%	31.2	16.7	C
SB	Left Turn	70	68	96.6%	85.5	52.6	F
	Through	240	218	90.8%	76.7	55.0	E
	Right Turn	20	17	86.0%	50.2	54.1	D
	Subtotal	330	303	91.8%	76.8	53.3	E
EB	Left Turn	40	33	82.0%	29.0	5.4	C
	Through	40	32	81.0%	28.1	6.3	C
	Right Turn	30	29	97.3%	16.4	3.6	B
	Subtotal	110	94	85.8%	25.3	2.7	C
WB	Left Turn	60	48	79.3%	21.6	4.8	C
	Through	60	52	86.0%	21.7	4.5	C
	Right Turn	90	92	102.7%	16.9	3.9	B
	Subtotal	210	192	91.2%	19.2	2.7	B
Total		1,340	1,292	96.4%	39.6	17.0	D

Queuing and Blocking Report
Existing Plus Project Conditions

AM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB	NB
Directions Served	T	TR	R
Maximum Queue (ft)	40	67	12
Average Queue (ft)	24	43	2
95th Queue (ft)	48	69	13
Link Distance (ft)	2254		250
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		325	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SE	SE
Directions Served	LT	T	TR	T	TR	L	LR
Maximum Queue (ft)	188	131	143	258	173	79	82
Average Queue (ft)	122	77	89	184	107	61	69
95th Queue (ft)	204	144	146	283	194	87	93
Link Distance (ft)	280	280	280	317	317	7	7
Upstream Blk Time (%)	0	0		1	0	36	34
Queuing Penalty (veh)	0	0		2	0	98	92
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 105: US 50 EB Off-Ramp

Movement	SE	SE
Directions Served	LT	T
Maximum Queue (ft)	83	100
Average Queue (ft)	34	37
95th Queue (ft)	88	100
Link Distance (ft)	1752	1752
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

*** Intersection 105 is the upstream SimTraffic node of the SE approach at intersection 5 ***

Queuing and Blocking Report
Existing Plus Project Conditions

AM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	EB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	2	110	140
Average Queue (ft)	0	59	68
95th Queue (ft)	5	126	138
Link Distance (ft)	595		1809
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		550	
Storage Blk Time (%)			
Queuing Penalty (veh)			



Major Street Broadway
 Minor Street Front Street

Project West Broadway SP
 Scenario Existing Plus Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	320	5	190
Through	50	40	30	50
Right	190	5	5	400
Total	245	365	40	640

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	465.5
Approach with Worst Case Delay	SB
Total Vehicles on Approach	365

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing Plus Project Conditions	47.2	365	1,290
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street **Broadway**
 Minor Street **Front Street**

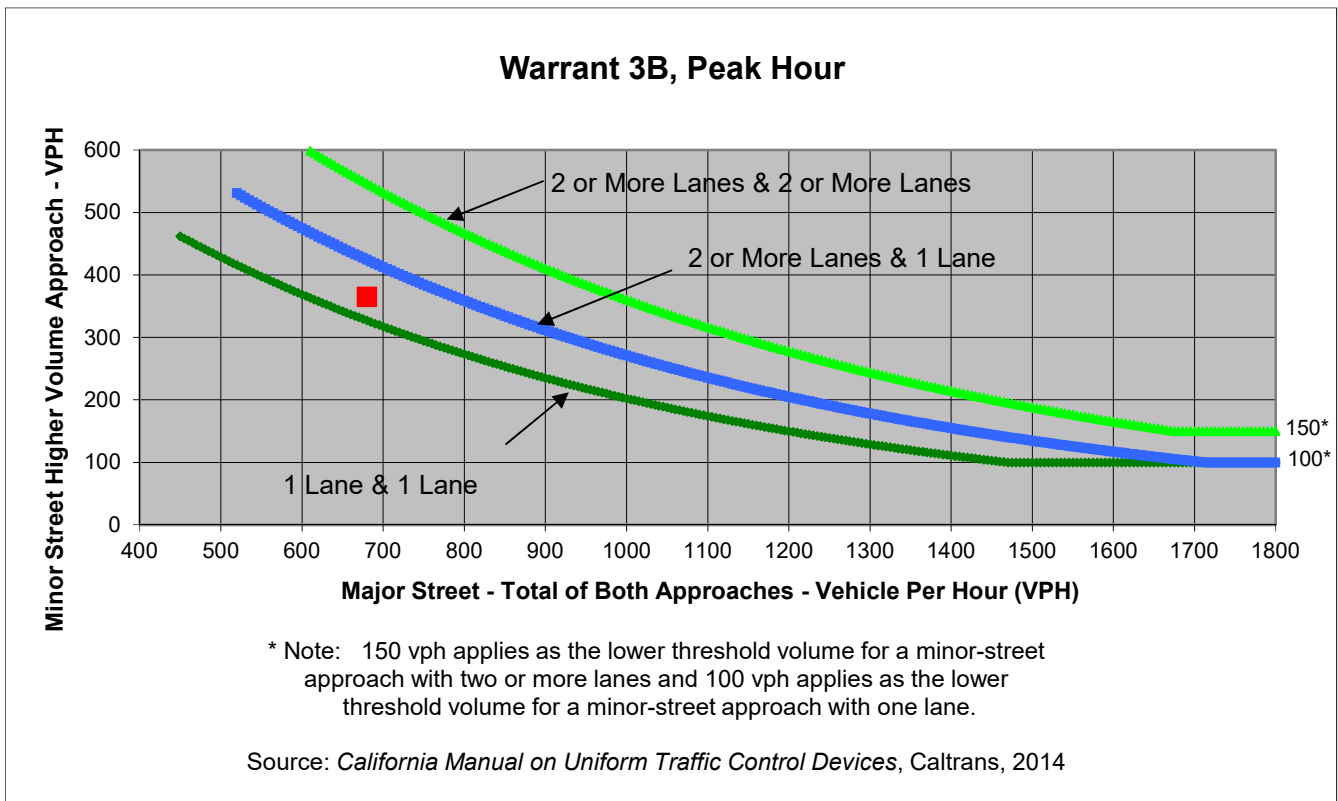
Project **West Broadway SP**
 Scenario **Existing Plus Project Conditions**
 Peak Hour **AM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	320	5	190
Through	50	40	30	50
Right	190	5	5	400
Total	245	365	40	640

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Broadway	Front Street	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	680	365	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 1 3rd St/W St Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	750	761	101.4%	2.3	0.9	A
	Right Turn						
	Subtotal	750	761	101.4%	2.3	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	27	90.7%	9.2	3.2	A
	Through						
	Right Turn	30	30	101.3%	2.5	0.5	A
	Subtotal	60	58	96.0%	5.6	1.7	A
Total		810	818	101.0%	2.5	0.9	A

Intersection 2 5th St/W St-US 50 & I-5 Ramps Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	825	637	77.2%	42.2	3.4	D
	Left Turn 2	150	146	97.3%	32.7	4.3	C
	Left Turn	20	20	102.0%	31.2	4.2	C
	Through	75	72	95.5%	32.4	4.2	C
	Subtotal	1,070	875	81.8%	39.6	3.2	D
SB	Left Turn						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Right Turn						
	Subtotal						
WB	Left Turn 2	1,435	1,456	101.4%	12.5	1.2	B
	Left Turn	300	317	105.7%	7.2	1.2	A
	Through	40	38	94.0%	7.3	1.8	A
	Right Turn	70	74	106.3%	2.7	0.6	A
	Subtotal	1,845	1,885	102.2%	11.1	1.0	B
Total		2,915	2,760	94.7%	20.1	0.9	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 3 **11th St-Riverside Bl/W St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	120	117	97.7%	25.0	3.1	C
	Through	110	115	104.7%	14.9	2.3	B
	Right Turn						
	Subtotal	230	232	101.0%	20.0	1.9	C
SB	Left Turn						
	Through	290	296	102.2%	15.0	3.1	B
	Right Turn	100	103	103.2%	9.8	1.9	A
	Subtotal	390	400	102.5%	13.7	2.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	210	212	101.0%	13.9	1.8	B
	Through	1,400	1,432	102.3%	14.8	1.0	B
	Right Turn	40	44	111.0%	6.1	2.8	A
	Subtotal	1,650	1,688	102.3%	14.5	1.0	B
Total		2,270	2,320	102.2%	14.9	1.1	B

Intersection 4 **3rd St/I-5 SB Off-Ramp-X St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	290	263	90.6%	1.3	0.1	A
Subtotal		290	263	90.6%	1.3	0.1	A
SB	Left Turn	480	482	100.5%	10.2	24.9	B
	Through	300	247	82.4%	201.8	175.3	F
	Right Turn						
	Subtotal	780	730	93.5%	143.1	111.4	F
EB	Left Turn						
	Through	70	58	82.3%	26.0	29.6	D
	Right Turn	180	152	84.4%	97.9	85.0	F
	Subtotal	250	210	83.8%	73.8	62.6	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,320	1,202	91.1%	50.3	30.3	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 5 **5th St/X St-US 50 EB Off-Ramp** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	590	463	78.4%	56.6	10.3	E
	Right Turn	75	60	80.5%	5.6	2.0	A
	Subtotal	665	523	78.7%	50.6	8.7	D
SE	Left Turn 2	230	200	87.0%	30.9	9.3	C
	Left Turn	390	381	97.6%	10.0	2.1	A
	Right Turn	260	258	99.1%	9.4	1.6	A
	Subtotal	650	638	98.2%	9.7	1.5	A
EB	Left Turn	250	230	91.8%	135.5	110.6	F
	Through	480	452	94.1%	75.7	59.9	E
	Right Turn	110	98	88.7%	64.4	56.0	E
	Subtotal	840	779	92.7%	92.1	75.1	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,155	1,940	90.0%	50.7	24.1	D

Intersection 6 **Riverside Blvd/X St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	210	213	101.3%	11.8	2.1	B
	Right Turn	140	130	92.9%	7.7	1.7	A
	Subtotal	350	343	97.9%	10.3	1.7	B
SB	Left Turn	160	152	94.8%	16.0	3.5	B
	Through	340	352	103.4%	13.9	3.1	B
	Right Turn						
	Subtotal	500	503	100.6%	14.6	2.9	B
EB	Left Turn	20	14	70.0%	19.4	7.9	B
	Through	1,330	1,333	100.2%	18.0	1.7	B
	Right Turn	210	197	93.9%	9.6	1.8	A
	Subtotal	1,560	1,544	99.0%	16.9	1.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,410	2,390	99.2%	15.5	1.4	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 7 Front St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	3	56.0%	6.4	11.3	A
	Through	70	73	104.0%	17.2	2.8	B
	Right Turn	200	202	101.2%	8.0	1.5	A
	Subtotal	275	278	101.1%	10.3	1.6	B
SB	Left Turn	420	366	87.0%	166.8	43.9	F
	Through	70	60	85.1%	116.5	36.8	F
	Right Turn	5	7	144.0%	99.6	89.3	F
	Subtotal	495	432	87.4%	158.9	43.5	F
EB	Left Turn	5	3	56.0%	15.7	19.2	B
	Through	60	59	98.0%	17.6	4.8	B
	Right Turn	10	10	100.0%	6.8	6.3	A
	Subtotal	75	72	95.5%	16.7	4.4	B
WB	Left Turn	240	207	86.3%	84.6	28.8	F
	Through	60	58	96.7%	39.6	15.0	D
	Right Turn	420	366	87.1%	28.5	14.3	C
	Subtotal	720	631	87.7%	48.0	18.7	D
Total		1,565	1,413	90.3%	72.9	13.7	E

Intersection 8 I-5 NB Off-Ramp/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	58	96.7%	20.3	6.6	C
	Through						
	Right Turn	240	219	91.3%	25.2	34.5	D
	Subtotal	300	277	92.4%	23.8	27.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	680	571	83.9%	5.3	9.7	A
	Right Turn						
Subtotal	680	571	83.9%	5.3	9.7	A	
WB	Left Turn						
	Through	660	602	91.2%	0.4	0.1	A
	Right Turn						
Subtotal	660	602	91.2%	0.4	0.1	A	
Total		1,640	1,450	88.4%	6.7	8.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 9 3rd St/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	300	213	71.1%	290.5	145.8	F
	Through						
	Right Turn	180	162	89.8%	169.3	111.7	F
	Subtotal	480	375	78.1%	237.4	129.9	F
EB	Left Turn	280	253	90.4%	22.5	25.4	C
	Through	710	602	84.8%	17.0	26.8	C
	Right Turn						
	Subtotal	990	855	86.4%	18.6	26.3	C
WB	Left Turn						
	Through	620	567	91.4%	1.0	1.8	A
	Right Turn	10	10	104.0%	0.0	0.0	A
	Subtotal	630	577	91.6%	1.0	1.7	A
Total		2,100	1,807	86.1%	54.3	18.4	F

Intersection 10 5th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	36	89.0%	61.7	42.2	E
	Through	225	195	86.8%	76.0	48.0	E
	Right Turn	20	18	90.0%	54.3	41.3	D
	Subtotal	285	249	87.3%	72.8	46.3	E
SB	Left Turn	120	108	90.3%	30.4	13.2	C
	Through	120	116	97.0%	16.2	2.0	B
	Right Turn	130	124	95.7%	9.3	1.3	A
	Subtotal	370	349	94.4%	18.1	4.1	B
EB	Left Turn	250	184	73.6%	72.4	49.5	E
	Through	580	450	77.5%	24.6	7.8	C
	Right Turn	180	156	86.4%	18.7	5.0	B
	Subtotal	1,010	789	78.1%	34.9	15.9	C
WB	Left Turn	190	152	80.0%	88.5	56.8	F
	Through	460	424	92.2%	23.7	18.1	C
	Right Turn	190	167	87.8%	20.4	18.6	C
	Subtotal	840	743	88.4%	36.4	27.4	D
Total		2,505	2,130	85.0%	36.4	13.8	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 11 8th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	30	38	126.7%	43.3	6.2	D
	Through	110	100	90.5%	40.0	10.5	D
	Right Turn	180	187	103.8%	27.5	8.9	C
	Subtotal	320	324	101.4%	33.0	8.0	C
SB	Left Turn	150	143	95.2%	112.9	58.4	F
	Through	75	71	94.4%	74.0	47.9	E
	Right Turn	130	127	97.5%	65.1	45.5	E
	Subtotal	355	340	95.9%	87.3	52.1	F
EB	Left Turn	45	36	79.1%	118.2	27.7	F
	Through	745	564	75.8%	85.2	26.0	F
	Right Turn	65	54	82.5%	78.5	28.6	E
	Subtotal	855	654	76.4%	86.5	26.0	F
WB	Left Turn	170	142	83.3%	88.8	18.2	F
	Through	730	634	86.8%	36.5	3.9	D
	Right Turn	40	33	83.0%	33.4	9.4	C
	Subtotal	940	808	86.0%	45.9	3.9	D
Total		2,470	2,127	86.1%	62.6	10.8	E

Intersection 12 Muir Wy-9th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	355	369	103.9%	25.0	4.5	C
	Through						
	Right Turn	300	288	96.0%	71.0	36.4	E
	Subtotal	655	657	100.3%	44.8	17.0	D
EB	Left Turn						
	Through	1,075	881	81.9%	9.5	0.9	A
	Right Turn						
	Subtotal	1,075	881	81.9%	9.5	0.9	A
WB	Left Turn						
	Through	640	519	81.1%	103.1	38.2	F
	Right Turn						
	Subtotal	640	519	81.1%	103.1	38.2	F
Total		2,370	2,057	86.8%	44.3	13.8	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 13 Riverside Blvd/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	80	77	96.0%	52.8	28.1	D
	Through	240	242	101.0%	15.4	1.8	B
	Right Turn	40	43	108.0%	9.8	2.3	A
	Subtotal	360	362	100.7%	23.2	8.1	C
SB	Left Turn	110	109	99.3%	27.1	5.4	C
	Through	390	392	100.4%	20.3	5.0	C
	Right Turn	50	49	98.4%	13.7	5.5	B
	Subtotal	550	550	100.0%	21.1	4.4	C
EB	Left Turn	40	34	84.0%	33.8	7.5	C
	Through	660	583	88.4%	20.1	1.7	C
	Right Turn	330	290	87.9%	7.0	1.7	A
	Subtotal	1,030	907	88.0%	16.5	1.7	B
WB	Left Turn	170	144	84.9%	66.1	23.8	E
	Through	590	535	90.7%	58.8	24.7	E
	Right Turn	70	76	108.0%	13.4	10.7	B
	Subtotal	830	755	91.0%	55.8	22.0	E
Total		2,770	2,574	92.9%	29.9	6.1	C

Intersection 14 5th St/1st Ave Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	30	34	114.7%	12.4	2.2	B
	Through	205	194	94.6%	10.1	3.1	B
	Right Turn	10	15	152.0%	8.9	1.8	A
	Subtotal	245	244	99.4%	10.4	2.8	B
SB	Left Turn	30	28	93.3%	3.6	0.7	A
	Through	390	336	86.1%	2.2	0.3	A
	Right Turn	70	61	87.4%	1.5	0.5	A
	Subtotal	490	425	86.7%	2.2	0.3	A
EB	Left Turn	50	53	105.6%	19.1	22.9	C
	Through	45	40	89.8%	13.6	15.0	B
	Right Turn	50	45	90.4%	10.4	13.8	B
	Subtotal	145	138	95.4%	14.5	16.4	B
WB	Left Turn	5	4	80.0%	6.1	6.0	A
	Through	5	3	64.0%	4.9	6.6	A
	Right Turn	30	30	100.0%	8.9	12.7	A
	Subtotal	40	37	93.0%	8.7	10.6	A
Total		920	844	91.7%	6.7	3.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 15 5th St/McClatchy Wy All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	10	104.0%	5.8	2.4	A
	Through	150	149	99.2%	6.3	0.4	A
	Right Turn	10	11	112.0%	4.4	0.9	A
	Subtotal	170	170	100.2%	6.1	0.4	A
SB	Left Turn	60	48	79.3%	10.3	1.3	B
	Through	250	227	90.7%	10.2	0.8	B
	Right Turn	30	31	104.0%	8.5	1.5	A
	Subtotal	340	306	89.9%	10.0	0.9	B
EB	Left Turn	40	40	99.0%	4.6	0.7	A
	Through	20	17	86.0%	5.7	1.1	A
	Right Turn	10	8	84.0%	2.6	1.0	A
	Subtotal	70	65	93.1%	4.7	0.6	A
WB	Left Turn	10	10	96.0%	5.4	1.3	A
	Through	10	8	84.0%	5.1	2.8	A
	Right Turn	40	36	89.0%	3.3	0.7	A
	Subtotal	60	54	89.3%	4.1	0.7	A
Total		640	595	92.9%	7.8	0.6	A

Intersection 16 5th St/Vallejo Wy All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	7	136.0%	3.0	1.6	A
	Through	5	4	88.0%	4.1	1.7	A
	Right Turn	10	8	76.0%	2.6	1.2	A
	Subtotal	20	19	94.0%	3.6	0.4	A
SB	Left Turn	90	83	92.4%	4.9	0.3	A
	Through	20	21	104.0%	6.1	0.6	A
	Right Turn	40	36	91.0%	3.0	0.3	A
	Subtotal	150	140	93.6%	4.6	0.2	A
EB	Left Turn	30	27	89.3%	4.6	0.9	A
	Through	30	30	98.7%	4.8	0.7	A
	Right Turn	5	4	88.0%	2.3	1.4	A
	Subtotal	65	61	93.5%	4.7	0.7	A
WB	Left Turn	20	21	106.0%	5.2	0.6	A
	Through	40	34	86.0%	6.0	1.0	A
	Right Turn	30	30	101.3%	4.2	1.4	A
	Subtotal	90	86	95.6%	5.1	0.6	A
Total		325	306	94.2%	4.7	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Existing Plus Project
PM Peak Hour

Intersection 17

Muir Wy/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	30	31	102.7%	4.6	0.6	A
	Through	30	24	78.7%	5.3	0.6	A
	Right Turn	20	20	100.0%	3.3	0.5	A
	Subtotal	80	74	93.0%	4.5	0.2	A
SB	Left Turn	40	39	98.0%	6.0	0.8	A
	Through	150	153	101.9%	7.4	0.4	A
	Right Turn	50	46	92.0%	4.3	0.7	A
	Subtotal	240	238	99.2%	6.5	0.4	A
EB	Left Turn	30	24	81.3%	4.6	0.7	A
	Through	80	76	95.5%	5.5	0.4	A
	Right Turn	30	28	93.3%	4.1	1.0	A
	Subtotal	140	129	92.0%	5.0	0.4	A
WB	Left Turn	5	4	80.0%	8.9	3.8	A
	Through	40	33	83.0%	11.6	0.6	B
	Right Turn	10	16	156.0%	9.8	2.0	A
	Subtotal	55	53	96.0%	11.3	0.8	B
Total		515	494	95.9%	6.3	0.2	A

Intersection 18

Riverside Blvd/Vallejo Wy

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	10	100.0%	51.7	46.4	D
	Through	290	286	98.6%	19.9	6.7	B
	Right Turn	5	5	96.0%	8.6	21.6	A
	Subtotal	305	301	98.6%	20.5	7.3	C
SB	Left Turn	50	38	75.2%	37.4	27.3	D
	Through	790	780	98.8%	37.9	27.6	D
	Right Turn	20	21	104.0%	34.6	34.1	C
	Subtotal	860	839	97.5%	37.8	27.7	D
EB	Left Turn	40	40	100.0%	29.7	5.2	C
	Through	50	46	91.2%	26.6	4.5	C
	Right Turn	60	59	98.0%	21.7	2.9	C
	Subtotal	150	144	96.3%	25.4	2.3	C
WB	Left Turn	30	31	102.7%	24.5	7.1	C
	Through	30	25	84.0%	25.3	9.9	C
	Right Turn	60	63	104.7%	10.7	3.4	B
	Subtotal	120	119	99.0%	17.3	3.2	B
Total		1,435	1,403	97.8%	31.0	18.2	C

Queuing and Blocking Report
Existing Plus Project Conditions

PM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB	NB	SB	SB
Directions Served	T	R	R	T	T
Maximum Queue (ft)	272	274	8	170	99
Average Queue (ft)	105	163	2	136	35
95th Queue (ft)	398	364	12	235	109
Link Distance (ft)	2254		250	75	75
Upstream Blk Time (%)				77	5
Queuing Penalty (veh)				115	8
Storage Bay Dist (ft)		325			
Storage Blk Time (%)	6	9			
Queuing Penalty (veh)	10	6			

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SE	SE
Directions Served	LT	T	TR	T	TR	L	LR
Maximum Queue (ft)	321	282	229	334	107	66	87
Average Queue (ft)	259	215	162	290	34	36	76
95th Queue (ft)	397	345	266	385	120	82	90
Link Distance (ft)	280	280	280	317	317	7	7
Upstream Blk Time (%)	22	11	1	15	0	16	46
Queuing Penalty (veh)	62	31	2	50	1	53	149
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 105: US 50 EB Off-Ramp

Movement	SE	SE
Directions Served	LT	T
Maximum Queue (ft)	472	448
Average Queue (ft)	270	237
95th Queue (ft)	572	517
Link Distance (ft)	1752	1752
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

*** Intersection 105 is the upstream SimTraffic node of the SE approach at intersection 5 ***

Queuing and Blocking Report
Existing Plus Project Conditions

PM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	EB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	96	66	160
Average Queue (ft)	28	33	72
95th Queue (ft)	213	70	217
Link Distance (ft)	595		1809
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)		550	
Storage Blk Time (%)			1
Queuing Penalty (veh)			1



Major Street	Broadway
Minor Street	Front Street

Project	West Broadway SP
Scenario	Existing Plus Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	420	5	240
Through	70	70	60	60
Right	200	5	10	420
Total	275	495	75	720

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1495.9
Approach with Worst Case Delay	SB
Total Vehicles on Approach	495

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Existing Plus Project Conditions	205.7	495	1,565
Limiting Value	4	100	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Broadway
 Minor Street Front Street

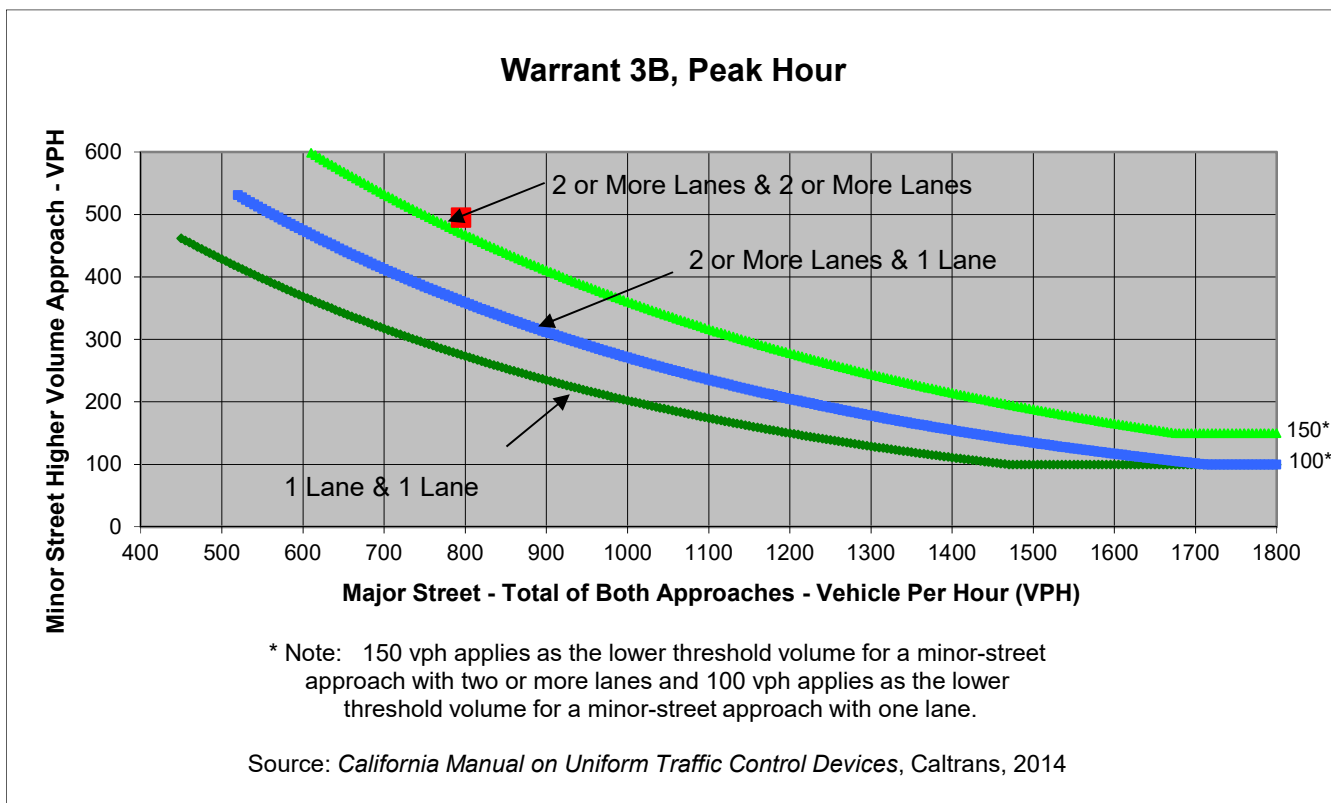
Project West Broadway SP
 Scenario Existing Plus Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	5	420	5	240
Through	70	70	60	60
Right	200	5	10	420
Total	275	495	75	720

Major Street Direction

	North/South
x	East/West



	Major Street	Minor Street	Warrant Met
	Broadway	Front Street	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	795	495	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Appendix G.3:
Cumulative Conditions
-Technical Calculations

Intersection 1 **3rd St/W St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	45	40	88.9%	0.4	0.2	A
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	200	200	100.2%	0.2	0.1	A
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	31	102.7%	6.1	1.1	A
	Through						
	Right Turn						
	Subtotal						
Total		315	311	98.7%	1.2	0.4	A

Intersection 2 **5th St/W St-US 50 & I-5 Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	260	245	94.3%	14.9	3.8	B
	Left Turn 2	150	144	95.7%	23.4	4.8	C
	Left Turn	30	27	90.7%	24.1	7.3	C
	Through	360	348	96.7%	23.3	2.8	C
	Subtotal	800	764	95.5%	20.7	3.2	C
SB	Through	240	230	95.7%	73.1	45.5	E
	Right Turn	290	281	96.8%	69.1	42.7	E
	Right Turn 2	20	16	82.0%	48.4	48.1	D
	Right Turn 3	10	13	128.0%	46.9	41.4	D
	Subtotal	560	540	96.4%	69.8	44.1	E
EB	Left Turn						
	Right Turn						
	Subtotal						
WB	Left Turn 3	140	157	112.0%	30.9	5.7	C
	Left Turn 2	470	466	99.2%	30.9	4.9	C
	Left Turn	280	289	103.3%	29.0	3.4	C
	Through	50	50	99.2%	23.7	8.3	C
	Right Turn	240	253	105.3%	13.7	3.0	B
	Subtotal	1,180	1,215	102.9%	26.6	3.7	C
Total		2,540	2,518	99.1%	34.1	10.1	C

Intersection 3 **11th St-Riverside Bl/W St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	330	281	85.1%	148.7	36.3	F
	Through	230	227	98.8%	22.2	2.3	C
	Right Turn						
	Subtotal	560	508	90.7%	90.8	16.1	F
SB	Left Turn						
	Through	460	341	74.2%	80.3	33.2	F
	Right Turn	30	22	73.3%	74.9	50.8	E
	Subtotal	490	363	74.1%	79.8	33.5	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	230	208	90.3%	48.1	21.4	D
	Through	2,070	1,918	92.7%	88.3	20.2	F
	Right Turn	150	140	93.6%	74.8	21.8	E
	Subtotal	2,450	2,266	92.5%	83.7	18.7	F
Total		3,500	3,137	89.6%	84.0	13.8	F

Intersection 4 **3rd St/I-5 SB Off-Ramp-X St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	35	28	78.9%	1.3	0.4	A
	Right Turn	190	194	102.1%	0.9	0.2	A
	Subtotal	225	222	98.5%	1.0	0.2	A
SB	Left Turn	150	154	102.7%	2.4	0.3	A
	Through	80	77	96.0%	0.5	0.3	A
	Right Turn						
	Subtotal	230	231	100.3%	1.8	0.3	A
EB	Left Turn	10	13	132.0%	7.7	2.2	A
	Through	200	203	101.4%	9.0	0.5	A
	Right Turn	70	71	101.7%	3.1	0.4	A
	Subtotal	280	287	102.6%	7.5	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		735	740	100.6%	3.8	0.4	A

Intersection 5 5th St/X St-US 50 EB Off-Ramp Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	560	518	92.5%	40.6	3.3	D
	Right Turn	240	222	92.5%	38.1	8.6	D
	Subtotal	800	740	92.5%	39.9	4.7	D
SE	Left Turn	880	891	101.3%	58.6	10.1	E
	Through						
	Right Turn	100	102	102.0%	55.9	9.6	E
	Subtotal	980	993	101.3%	58.4	9.9	E
EB	Left Turn	70	73	104.0%	62.0	14.6	E
	Through	450	454	100.9%	57.7	13.3	E
	Right Turn	20	19	94.0%	47.1	20.1	D
	Subtotal	540	546	101.0%	58.0	13.4	E
SB	Left Turn	240	244	101.7%	54.9	15.9	D
	Through	140	138	98.9%	19.8	6.3	B
	Right Turn						
	Subtotal	380	382	100.6%	42.1	11.5	D
Total		2,700	2,661	98.6%	51.0	5.4	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
AM Peak Hour

Intersection 6 Riverside Blvd/X St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	540	497	92.1%	38.6	22.0	D
	Right Turn	250	245	97.9%	12.1	1.6	B
	Subtotal	790	742	93.9%	29.9	14.7	C
SB	Left Turn	390	310	79.5%	97.6	17.5	F
	Through	300	234	77.9%	55.1	34.8	E
	Right Turn						
	Subtotal	690	544	78.8%	79.7	17.8	E
EB	Left Turn	20	14	68.0%	129.1	71.9	F
	Through	1,170	1,078	92.2%	77.9	22.8	E
	Right Turn	180	176	97.6%	70.7	45.1	E
	Subtotal	1,370	1,268	92.5%	77.6	24.2	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,850	2,553	89.6%	64.0	12.4	E

Intersection 7 Front St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	10	9	88.0%	30.8	20.2	C
	Through	5	5	104.0%	41.6	27.2	D
	Right Turn	10	10	96.0%	11.7	8.5	B
	Subtotal	25	24	94.4%	27.6	5.9	C
SB	Left Turn	10	12	116.0%	40.2	18.6	D
	Through	5	8	152.0%	30.7	22.3	C
	Right Turn	180	186	103.6%	11.8	2.9	B
	Subtotal	195	206	105.4%	14.4	3.0	B
EB	Left Turn	290	278	95.7%	36.6	5.4	D
	Through	750	706	94.1%	22.5	6.3	C
	Right Turn	10	10	96.0%	15.1	10.4	B
	Subtotal	1,050	993	94.6%	26.5	5.2	C
WB	Left Turn	30	25	82.7%	36.0	8.1	D
	Through	900	889	98.8%	20.3	3.7	C
	Right Turn	50	44	88.8%	17.2	5.1	B
	Subtotal	980	958	97.8%	20.5	3.7	C
Total		2,250	2,180	96.9%	22.7	3.5	C

Intersection 8 I-5 NB Off-Ramp/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	470	470	100.1%	17.2	0.8	B
	Through						
	Right Turn	270	268	99.4%	14.3	3.8	B
	Subtotal	740	739	99.8%	16.0	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	770	726	94.3%	17.2	6.8	B
	Right Turn						
	Subtotal	770	726	94.3%	17.2	6.8	B
WB	Left Turn						
	Through	510	497	97.4%	10.7	1.3	B
	Right Turn						
	Subtotal	510	497	97.4%	10.7	1.3	B
Total		2,020	1,962	97.1%	15.1	3.2	B

Intersection 9 3rd St/Broadway Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	70	66	93.7%	21.3	10.9	C
	Through						
	Right Turn	80	83	103.5%	6.7	0.9	A
	Subtotal	150	148	98.9%	13.5	6.1	B
EB	Left Turn	220	216	98.4%	10.8	5.0	B
	Through	830	773	93.2%	7.7	7.3	A
	Right Turn						
	Subtotal	1,050	990	94.2%	8.4	6.7	A
WB	Left Turn						
	Through	505	479	94.9%	1.8	0.3	A
	Right Turn	5	6	120.0%	1.4	0.2	A
	Subtotal	510	485	95.1%	1.7	0.3	A
Total		1,710	1,623	94.9%	6.8	4.6	A

Intersection 10 **5th St/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	60	51	85.3%	73.9	34.6	E
	Through	340	314	92.4%	71.2	37.9	E
	Right Turn	100	94	94.0%	60.7	37.8	E
	Subtotal	500	459	91.8%	69.4	37.5	E
SB	Left Turn	20	18	88.0%	60.1	21.5	E
	Through	130	127	97.5%	49.6	17.9	D
	Right Turn	110	114	104.0%	6.8	1.3	A
	Subtotal	260	259	99.5%	31.7	11.3	C
EB	Left Turn	200	181	90.4%	84.2	44.7	F
	Through	520	481	92.5%	35.1	13.9	D
	Right Turn	180	156	86.7%	30.6	13.6	C
	Subtotal	900	818	90.8%	45.3	19.9	D
WB	Left Turn	160	134	83.5%	120.3	95.7	F
	Through	340	323	95.1%	18.8	12.2	B
	Right Turn	260	251	96.6%	16.0	12.4	B
	Subtotal	760	708	93.2%	36.4	24.5	D
Total		2,420	2,244	92.7%	45.2	13.2	D

Intersection 11 **8th St/Broadway** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	20	98.0%	17.6	19.7	C
	Through						
	Right Turn	20	20	102.0%	14.0	19.7	B
	Subtotal	40	40	100.0%	15.9	19.4	C
EB	Left Turn	60	52	87.3%	10.1	4.5	B
	Through	650	604	93.0%	9.1	5.4	A
	Right Turn						
	Subtotal	710	657	92.5%	9.1	5.3	A
WB	Left Turn						
	Through	690	664	96.3%	1.6	2.4	A
	Right Turn	90	82	90.7%	1.1	1.6	A
	Subtotal	780	746	95.6%	1.5	2.3	A
Total		1,530	1,443	94.3%	5.5	3.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
AM Peak Hour

Intersection 12 9th St-Muir Wy/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	160	155	96.8%	42.5	11.2	D
	Through						
	Right Turn	160	144	90.0%	20.7	4.6	C
	Subtotal	320	299	93.4%	31.6	5.7	C
SB	Left Turn	110	104	94.9%	38.7	8.1	D
	Through	8	9	111.3%	31.7	9.1	C
	Right Turn	52	52	100.6%	14.7	4.6	B
	Subtotal	170	166	97.4%	31.0	5.9	C
EB	Left Turn						
	Through	620	577	93.1%	40.7	8.8	D
	Right Turn	50	44	87.2%	33.2	10.6	C
	Subtotal	670	621	92.7%	40.1	8.9	D
WB	Left Turn	100	91	99.0%	49.1	22.0	D
	Through	620	546	96.1%	32.1	18.5	C
	Right Turn						
	Subtotal	720	637	96.5%	34.5	19.3	C
Total		1,710	1,722	94.6%	35.5	9.2	D

Intersection 13 **Riverside Blvd/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	230	225	97.9%	74.0	27.9	E
	Through	620	598	96.4%	37.3	4.1	D
	Right Turn	70	70	99.4%	29.8	4.6	C
	Subtotal	920	892	97.0%	46.3	9.6	D
SB	Left Turn	110	95	86.2%	98.4	51.3	F
	Through	290	242	83.4%	32.9	18.5	C
	Right Turn	80	83	104.0%	25.1	18.6	C
	Subtotal	480	420	87.5%	46.5	27.0	D
EB	Left Turn	70	72	102.3%	87.3	30.2	F
	Through	460	435	94.6%	31.0	20.2	C
	Right Turn	100	91	90.8%	16.8	19.3	B
	Subtotal	630	598	94.9%	35.7	22.5	D
WB	Left Turn	10	8	80.0%	43.8	26.0	D
	Through	540	521	96.4%	34.0	9.3	C
	Right Turn	100	96	95.6%	30.4	8.4	C
	Subtotal	650	624	96.1%	33.7	8.9	C
Total		2,680	2,534	94.6%	41.1	6.3	D

Intersection 14 **5th St/1st Ave** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	10	10	104.0%	10.4	14.7	B
	Through	440	426	96.8%	13.8	16.0	B
	Right Turn	5	7	136.0%	12.7	26.1	B
	Subtotal	455	443	97.4%	13.9	15.9	B
SB	Left Turn	10	9	88.0%	4.0	2.2	A
	Through	450	397	88.3%	2.7	2.5	A
	Right Turn	10	12	116.0%	1.1	0.5	A
	Subtotal	470	418	88.9%	2.7	2.3	A
EB	Left Turn	50	43	86.4%	21.4	18.2	C
	Through	5	6	128.0%	11.2	9.8	B
	Right Turn	40	40	99.0%	11.2	13.6	B
	Subtotal	95	89	93.9%	16.4	14.6	C
WB	Left Turn	5	4	80.0%	11.7	10.9	B
	Through	5	5	96.0%	11.1	12.8	B
	Right Turn	10	12	124.0%	6.7	4.7	A
	Subtotal	20	21	106.0%	11.7	5.6	B
Total		1,040	971	93.4%	9.4	9.0	A

Intersection 15 **5th St/McClatchy Wy** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	60	67	111.3%	7.1	1.5	A
	Through	200	198	99.0%	7.1	0.9	A
	Right Turn						
	Subtotal	260	265	101.8%	7.1	1.0	A
SB	Left Turn						
	Through	200	176	87.8%	12.4	3.1	B
	Right Turn	140	126	90.0%	10.3	2.9	B
	Subtotal	340	302	88.7%	11.5	2.9	B
EB	Left Turn	110	118	107.6%	5.5	0.6	A
	Through						
	Right Turn	30	28	93.3%	4.1	0.8	A
	Subtotal	140	146	104.6%	5.3	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		740	713	96.3%	8.6	1.3	A

Intersection 16 **5th St/Vallejo Wy** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	5	104.0%	3.2	2.4	A
	Through	30	27	89.3%	5.5	0.9	A
	Right Turn	30	30	100.0%	3.1	0.4	A
	Subtotal	65	62	95.4%	4.2	0.6	A
SB	Left Turn	140	123	88.0%	6.6	0.3	A
	Through	20	20	102.0%	8.0	0.9	A
	Right Turn	30	25	82.7%	5.5	1.3	A
	Subtotal	190	168	88.6%	6.6	0.3	A
EB	Left Turn	30	28	93.3%	5.0	0.7	A
	Through	40	42	106.0%	5.4	0.5	A
	Right Turn	5	6	128.0%	2.5	1.7	A
	Subtotal	75	77	102.4%	5.1	0.4	A
WB	Left Turn	20	21	106.0%	6.7	1.1	A
	Through	40	39	98.0%	7.4	0.7	A
	Right Turn	180	192	106.4%	5.3	0.5	A
	Subtotal	240	252	105.0%	5.8	0.5	A
Total		570	559	98.1%	5.8	0.3	A

Intersection 17 **Muir Wy/Vallejo Wy** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	83	118.9%	5.0	0.5	A
	Through	80	86	108.0%	6.2	0.7	A
	Right Turn	20	22	112.0%	3.9	0.9	A
	Subtotal	170	192	112.9%	5.4	0.4	A
SB	Left Turn	10	10	100.0%	4.2	1.8	A
	Through	10	11	108.0%	5.8	1.4	A
	Right Turn	50	44	88.8%	2.8	0.3	A
	Subtotal	70	65	93.1%	3.6	0.4	A
EB	Left Turn	40	40	101.0%	5.9	0.7	A
	Through	90	74	81.8%	6.2	0.7	A
	Right Turn	80	81	101.5%	4.3	0.4	A
	Subtotal	210	195	93.0%	5.4	0.6	A
WB	Left Turn	5	4	80.0%	7.0	5.8	A
	Through	80	77	96.5%	7.4	0.9	A
	Right Turn	20	18	88.0%	4.7	1.1	A
	Subtotal	105	99	94.1%	7.0	0.9	A
Total		555	551	99.3%	5.5	0.3	A

Intersection 18 **Riverside Blvd/Vallejo Wy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	11	108.0%	47.3	22.6	D
	Through	820	813	99.1%	44.0	21.0	D
	Right Turn	20	19	96.0%	38.2	21.9	D
	Subtotal	850	843	99.2%	43.8	20.9	D
SB	Left Turn	40	34	85.0%	157.4	133.0	F
	Through	270	204	75.4%	136.8	120.2	F
	Right Turn	20	15	74.0%	106.4	159.1	F
	Subtotal	330	252	76.5%	138.0	125.4	F
EB	Left Turn	40	32	81.0%	31.2	7.2	C
	Through	70	71	101.1%	31.7	7.4	C
	Right Turn	40	34	84.0%	18.7	7.7	B
	Subtotal	150	137	91.2%	28.7	5.7	C
WB	Left Turn	60	53	88.0%	29.3	5.5	C
	Through	70	70	100.6%	31.6	5.0	C
	Right Turn	70	67	96.0%	22.4	5.3	C
	Subtotal	200	190	95.2%	27.7	4.0	C
Total		1,530	1,422	93.0%	52.5	16.5	D

Queuing and Blocking Report
 Cumulative No Project

AM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB	NB	SB
Directions Served	LT	TR	TR	LT
Maximum Queue (ft)	71	72	13	44
Average Queue (ft)	40	40	2	17
95th Queue (ft)	67	68	15	49
Link Distance (ft)	1688		235	714
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		325		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SB	SB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	L	T	<L	L	R
Maximum Queue (ft)	200	201	196	306	330	79	296	510	481	52
Average Queue (ft)	150	147	151	217	262	74	187	374	366	36
95th Queue (ft)	224	225	226	337	380	87	365	527	513	65
Link Distance (ft)	443	443	443	314	314		302	1813	1813	
Upstream Blk Time (%)				1	6		3			
Queuing Penalty (veh)				3	25		12			
Storage Bay Dist (ft)						50				25
Storage Blk Time (%)						61	3		67	29
Queuing Penalty (veh)						86	6		67	102

Queuing and Blocking Report
Cumulative No Project

AM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	EB	WB	NB	NB	NB
Directions Served	T	T	L	L	R
Maximum Queue (ft)	384	186	113	130	111
Average Queue (ft)	241	118	64	91	64
95th Queue (ft)	440	201	116	136	114
Link Distance (ft)	583	299			1810
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	3				
Storage Bay Dist (ft)			550	550	
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
PM Peak Hour

Intersection 1 **3rd St/W St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	23	57.0%	0.4	0.3	A
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	580	528	91.1%	11.7	8.9	B
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	27	90.7%	11.0	5.3	B
	Through						
	Right Turn						
	Subtotal						
Total		740	654	88.4%	10.4	7.2	B

Intersection 2 **5th St/W St-US 50 & I-5 Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	710	446	62.8%	26.7	1.2	C
	Left Turn 2	130	124	95.1%	45.3	10.6	D
	Left Turn	30	22	74.7%	43.3	10.4	D
	Through	410	350	85.3%	44.0	10.6	D
	Subtotal	1,280	941	73.5%	36.0	5.8	D
SB	Through	440	299	67.9%	262.5	23.5	F
	Right Turn	280	188	67.1%	254.8	23.5	F
	Right Turn 2	20	17	84.0%	206.3	40.2	F
	Right Turn 3	10	7	72.0%	222.4	57.7	F
	Subtotal	750	511	68.1%	256.8	11.5	F
EB	Left Turn						
	Right Turn						
	Subtotal						
WB	Left Turn 3	140	118	84.3%	48.7	4.4	D
	Left Turn 2	1,820	1,432	78.7%	50.2	3.8	D
	Left Turn	470	412	87.7%	28.6	6.2	C
	Through	80	75	94.0%	26.8	9.4	C
	Right Turn	70	76	108.0%	17.1	7.4	B
	Subtotal	2,580	2,114	81.9%	44.0	3.3	D
Total		4,610	3,566	77.3%	72.3	3.8	E

Intersection 3 **11th St-Riverside Bl/W St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	260	200	76.9%	82.6	36.0	F
	Through	170	152	89.2%	5.6	2.0	A
	Right Turn						
	Subtotal	430	352	81.8%	49.1	20.1	D
SB	Left Turn						
	Through	690	556	80.5%	57.3	12.8	E
	Right Turn	90	70	77.8%	56.2	15.0	E
	Subtotal	780	626	80.2%	57.2	12.9	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	560	442	79.0%	175.3	32.1	F
	Through	1,530	1,504	98.3%	61.6	14.8	E
	Right Turn	40	40	99.0%	48.7	17.8	D
	Subtotal	2,130	1,986	93.2%	86.8	12.8	F
Total		3,340	2,963	88.7%	75.8	10.5	E

Intersection 4 **3rd St/I-5 SB Off-Ramp-X St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	30	15	49.3%	1.2	0.8	A
	Right Turn	200	101	50.4%	1.6	1.6	A
	Subtotal	230	116	50.3%	1.5	1.3	A
SB	Left Turn	300	194	64.8%	115.1	66.8	F
	Through	310	226	72.9%	95.7	56.6	F
	Right Turn						
	Subtotal	610	420	68.9%	104.2	60.3	F
EB	Left Turn	10	9	92.0%	56.3	99.4	F
	Through	200	180	90.2%	44.5	53.7	E
	Right Turn	90	70	77.3%	78.9	104.7	F
	Subtotal	300	259	86.4%	46.9	33.0	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,140	795	69.8%	64.4	24.6	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
PM Peak Hour

Intersection 5

5th St/X St-US 50 EB Off-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	550	369	67.1%	107.2	4.7	F
	Right Turn	190	119	62.5%	29.5	9.6	C
	Subtotal	740	488	65.9%	88.4	6.2	F
SE	Left Turn	1,340	1,118	83.4%	125.7	36.4	F
	Through						
	Right Turn	210	186	88.6%	125.0	45.7	F
	Subtotal	1,550	1,304	84.1%	125.6	37.4	F
EB	Left Turn	220	147	66.7%	232.9	35.0	F
	Through	440	304	69.1%	180.3	59.4	F
	Right Turn	40	30	74.0%	199.3	73.3	F
	Subtotal	700	480	68.6%	198.2	49.5	F
SB	Left Turn	410	290	70.8%	61.6	7.7	E
	Through	170	118	69.6%	46.5	19.9	D
	Right Turn						
	Subtotal	580	409	70.5%	57.2	10.5	E
Total		3,570	2,680	75.1%	121.4	25.1	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
PM Peak Hour

Intersection 6 **Riverside Blvd/X St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	400	325	81.2%	8.4	1.4	A
	Right Turn	40	29	72.0%	4.1	2.8	A
	Subtotal	440	354	80.4%	8.1	1.2	A
SB	Left Turn	530	437	82.5%	47.4	10.3	D
	Through	720	556	77.2%	35.2	7.9	D
	Right Turn						
	Subtotal	1,250	993	79.5%	40.7	8.0	D
EB	Left Turn	30	26	85.3%	73.6	23.0	E
	Through	1,750	1,555	88.9%	87.0	15.6	F
	Right Turn	265	236	89.2%	88.1	21.7	F
	Subtotal	2,045	1,817	88.9%	87.0	16.2	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,735	3,164	84.7%	63.6	9.6	E

Intersection 7 **Front St/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	10	10	96.0%	36.1	16.9	D
	Through	5	6	112.0%	38.8	26.4	D
	Right Turn	20	15	74.0%	24.6	18.9	C
	Subtotal	35	30	85.7%	34.2	14.0	C
SB	Left Turn	40	36	90.0%	72.7	24.3	E
	Through	5	6	112.0%	31.8	26.3	C
	Right Turn	270	267	98.8%	10.7	1.5	B
	Subtotal	315	308	97.9%	18.5	4.6	B
EB	Left Turn	360	221	61.4%	208.0	100.7	F
	Through	810	424	52.3%	268.1	135.1	F
	Right Turn	10	5	52.0%	244.7	127.2	F
	Subtotal	1,180	650	55.1%	247.3	122.4	F
WB	Left Turn	30	26	86.7%	37.7	12.0	D
	Through	860	746	86.7%	19.3	5.8	B
	Right Turn	20	16	80.0%	14.9	8.2	B
	Subtotal	910	788	86.5%	19.9	5.7	B
Total		2,440	1,776	72.8%	95.7	33.0	F

Intersection 8 **I-5 NB Off-Ramp/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	330	330	100.0%	16.3	1.9	B
	Through						
	Right Turn	210	161	76.8%	74.2	35.3	E
	Subtotal	540	491	91.0%	35.4	12.7	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	870	421	48.4%	123.1	51.9	F
	Right Turn						
	Subtotal	870	421	48.4%	123.1	51.9	F
WB	Left Turn						
	Through	580	434	74.8%	8.9	4.1	A
	Right Turn						
	Subtotal	580	434	74.8%	8.9	4.1	A
Total		1,990	1,346	67.6%	51.9	14.9	D

Intersection 9 **3rd St/Broadway** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	300	199	66.4%	231.1	95.6	F
	Through						
	Right Turn	100	80	80.0%	119.7	67.3	F
	Subtotal	400	279	69.8%	199.5	89.4	F
EB	Left Turn	220	104	47.1%	49.5	13.1	E
	Through	840	411	49.0%	74.6	22.2	F
	Right Turn						
	Subtotal	1,060	515	48.6%	70.1	21.4	F
WB	Left Turn						
	Through	550	415	75.4%	4.3	3.9	A
	Right Turn	10	10	96.0%	5.0	7.4	A
	Subtotal	560	424	75.8%	4.4	4.0	A
Total		2,020	1,218	60.3%	73.9	20.9	F

Intersection 10 **5th St/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	60	42	69.3%	343.3	115.1	F
	Through	320	210	65.5%	354.6	111.8	F
	Right Turn	60	36	60.7%	368.2	124.1	F
	Subtotal	440	288	65.4%	354.3	114.3	F
SB	Left Turn	80	57	71.5%	61.1	32.0	E
	Through	220	176	79.8%	56.3	16.3	E
	Right Turn	120	96	79.7%	6.8	2.4	A
	Subtotal	420	328	78.2%	43.4	16.3	D
EB	Left Turn	220	120	54.7%	271.3	58.3	F
	Through	770	398	51.6%	192.4	56.6	F
	Right Turn	150	70	46.9%	187.4	57.6	F
	Subtotal	1,140	588	51.6%	208.9	45.4	F
WB	Left Turn	70	50	71.4%	34.3	13.1	C
	Through	380	295	77.7%	16.2	6.2	B
	Right Turn	200	154	77.0%	21.5	9.2	C
	Subtotal	650	499	76.8%	19.7	6.4	B
Total		2,650	1,704	64.3%	144.2	25.0	F

Intersection 11 **8th St/Broadway** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	230	182	79.1%	122.4	59.8	F
	Through						
	Right Turn	20	18	92.0%	116.5	61.0	F
	Subtotal	250	200	80.2%	121.7	59.9	F
EB	Left Turn	50	31	61.6%	109.5	11.5	F
	Through	1,080	635	58.8%	123.1	14.8	F
	Right Turn						
	Subtotal	1,130	666	58.9%	122.6	14.9	F
WB	Left Turn						
	Through	610	461	75.6%	0.9	0.3	A
	Right Turn	60	46	76.0%	0.8	0.1	A
	Subtotal	670	507	75.6%	0.9	0.3	A
Total		2,050	1,373	67.0%	77.4	10.8	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
PM Peak Hour

Intersection 12 9th St-Muir Wy/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	100	100	100.0%	39.7	5.9	D
	Through						
	Right Turn	110	109	98.9%	25.8	5.6	C
	Subtotal	210	209	99.4%	32.6	3.1	C
SB	Left Turn	365	244	67.0%	171.9	8.2	F
	Through	56	48	86.3%	61.5	10.6	E
	Right Turn	124	97	78.5%	27.3	10.3	C
	Subtotal	545	390	71.6%	122.7	10.7	F
EB	Left Turn						
	Through	1,060	655	61.8%	202.1	31.3	F
	Right Turn	250	162	65.0%	192.0	30.7	F
	Subtotal	1,310	818	62.4%	200.1	31.2	F
WB	Left Turn	260	152	74.4%	205.2	52.7	F
	Through	570	310	69.6%	171.0	50.9	F
	Right Turn						
	Subtotal	830	462	71.1%	182.3	52.1	F
Total		2,350	1,878	69.2%	159.9	19.0	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
PM Peak Hour

Intersection 13 Riverside Blvd/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	150	92	61.1%	260.6	174.9	F
	Through	320	272	84.9%	59.9	74.5	E
	Right Turn	10	7	72.0%	55.7	111.9	E
	Subtotal	480	370	77.2%	106.5	94.6	F
SB	Left Turn	85	65	76.7%	23.2	4.9	C
	Through	750	598	79.7%	22.2	6.8	C
	Right Turn	150	124	82.9%	28.7	19.4	C
	Subtotal	985	788	80.0%	23.3	6.4	C
EB	Left Turn	50	27	53.6%	110.5	37.4	F
	Through	725	479	66.1%	55.5	14.2	E
	Right Turn	310	192	61.8%	38.1	14.3	D
	Subtotal	1,085	698	64.3%	53.4	15.5	D
WB	Left Turn	80	68	84.5%	139.8	77.1	F
	Through	440	339	77.1%	118.1	68.7	F
	Right Turn	70	47	67.4%	120.1	69.9	F
	Subtotal	590	454	76.9%	120.3	65.4	F
Total		3,140	2,310	73.6%	61.4	13.5	E

Intersection 14 5th St/1st Ave Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	10	7	72.0%	113.7	59.2	F
	Through	380	239	62.9%	181.2	79.0	F
	Right Turn	10	6	56.0%	118.4	120.8	F
	Subtotal	400	252	63.0%	180.3	78.5	F
SB	Left Turn	30	19	62.7%	4.6	2.7	A
	Through	405	277	68.4%	2.4	0.6	A
	Right Turn	5	6	112.0%	1.7	1.3	A
	Subtotal	440	302	68.5%	2.5	0.7	A
EB	Left Turn	50	48	95.2%	40.4	28.7	E
	Through	10	8	76.0%	26.8	33.3	D
	Right Turn	70	79	112.6%	23.2	14.4	C
	Subtotal	130	134	103.1%	30.0	20.2	D
WB	Left Turn	5	6	120.0%	14.2	14.7	B
	Through	10	12	116.0%	15.7	14.2	C
	Right Turn	10	12	124.0%	22.1	16.1	C
	Subtotal	25	30	120.0%	19.2	12.3	C
Total		995	718	72.1%	70.1	27.7	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative No Project
PM Peak Hour

Intersection 15 5th St/McClatchy Wy All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	21	104.0%	5.9	1.3	A
	Through	200	192	96.0%	6.1	0.2	A
	Right Turn						
	Subtotal	220	213	96.7%	6.0	0.2	A
SB	Left Turn						
	Through	350	263	75.2%	11.4	0.9	B
	Right Turn	40	35	88.0%	9.2	1.6	A
	Subtotal	390	298	76.5%	11.1	0.9	B
EB	Left Turn	60	55	92.0%	5.2	0.5	A
	Through						
	Right Turn	30	38	125.3%	3.4	0.5	A
	Subtotal	90	93	103.1%	4.5	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		700	604	86.3%	8.3	0.6	A

Intersection 16 5th St/Vallejo Wy All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	4	80.0%	3.4	2.0	A
	Through	20	15	74.0%	5.3	0.7	A
	Right Turn	30	32	106.7%	3.3	0.7	A
	Subtotal	55	51	92.4%	4.0	0.6	A
SB	Left Turn	260	207	79.5%	7.3	0.5	A
	Through	30	27	89.3%	7.9	1.0	A
	Right Turn	50	38	76.8%	5.6	0.7	A
	Subtotal	340	272	80.0%	7.1	0.4	A
EB	Left Turn	30	32	106.7%	4.7	0.4	A
	Through	30	26	86.7%	5.3	0.8	A
	Right Turn	5	6	120.0%	2.4	1.3	A
	Subtotal	65	64	98.5%	4.7	0.4	A
WB	Left Turn	30	27	90.7%	5.4	0.5	A
	Through	40	37	92.0%	6.1	0.4	A
	Right Turn	120	115	95.7%	4.3	0.3	A
	Subtotal	190	179	94.1%	4.8	0.2	A
Total		650	566	87.0%	5.8	0.3	A

Intersection 17

Muir Wy/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	80	72	90.0%	4.7	0.5	A
	Through	20	26	128.0%	5.4	0.6	A
	Right Turn	20	21	106.0%	3.6	0.5	A
	Subtotal	120	119	99.0%	4.7	0.4	A
SB	Left Turn	30	28	94.7%	5.7	0.9	A
	Through	100	104	104.4%	7.3	0.4	A
	Right Turn	60	59	98.0%	3.8	0.7	A
	Subtotal	190	192	100.8%	6.0	0.4	A
EB	Left Turn	30	24	80.0%	6.1	1.2	A
	Through	110	98	89.1%	6.7	0.5	A
	Right Turn	130	108	82.8%	5.0	0.3	A
	Subtotal	270	230	85.0%	5.9	0.2	A
WB	Left Turn	5	4	72.0%	2.6	3.4	A
	Through	50	47	93.6%	6.5	0.7	A
	Right Turn	5	4	88.0%	3.4	2.0	A
	Subtotal	60	55	91.3%	6.4	0.7	A
Total		640	595	92.9%	5.7	0.2	A

Intersection 18

Riverside Blvd/Vallejo Wy

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	9	92.0%	36.3	23.9	D
	Through	400	377	94.3%	20.4	8.0	C
	Right Turn	10	8	84.0%	5.8	8.2	A
	Subtotal	420	395	94.0%	20.6	8.3	C
SB	Left Turn	130	102	78.5%	107.4	50.9	F
	Through	920	636	69.2%	103.9	49.0	F
	Right Turn	20	15	76.0%	97.2	56.0	F
	Subtotal	1,070	754	70.4%	104.3	49.5	F
EB	Left Turn	50	48	95.2%	23.2	4.3	C
	Through	70	64	92.0%	26.9	4.9	C
	Right Turn	60	58	97.3%	15.4	4.6	B
	Subtotal	180	170	94.7%	22.0	3.4	C
WB	Left Turn	30	30	98.7%	24.0	3.5	C
	Through	40	42	104.0%	26.2	6.8	C
	Right Turn	30	30	100.0%	12.4	5.1	B
	Subtotal	100	101	101.2%	21.4	4.4	C
Total		1,770	1,420	80.2%	65.8	27.0	E

Queuing and Blocking Report
 Cumulative No Project

PM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB	NB	SB	SB
Directions Served	LT	R	TR	LT	T
Maximum Queue (ft)	232	187	32	695	669
Average Queue (ft)	113	82	6	371	287
95th Queue (ft)	316	233	43	844	809
Link Distance (ft)	1688		235	714	714
Upstream Blk Time (%)				18	9
Queuing Penalty (veh)				56	28
Storage Bay Dist (ft)		325			
Storage Blk Time (%)	8				
Queuing Penalty (veh)	7				

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SB	SB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	L	T	<L	L	R
Maximum Queue (ft)	435	371	350	343	347	79	317	1466	1446	51
Average Queue (ft)	374	296	285	326	289	76	280	1041	1022	44
95th Queue (ft)	511	458	450	344	440	91	348	1643	1624	60
Link Distance (ft)	443	443	443	314	314		314	3157	3157	
Upstream Blk Time (%)	18	2	0	55	27		10			
Queuing Penalty (veh)	43	4	1	203	102		56			
Storage Bay Dist (ft)						50				25
Storage Blk Time (%)						62	14		55	30
Queuing Penalty (veh)						105	56		116	123

Queuing and Blocking Report
 Cumulative No Project

PM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	EB	WB	NB	NB	NB
Directions Served	T	T	L	L	R
Maximum Queue (ft)	607	134	79	92	287
Average Queue (ft)	489	80	46	63	138
95th Queue (ft)	775	152	80	95	316
Link Distance (ft)	583	299			1810
Upstream Blk Time (%)	39				
Queuing Penalty (veh)	336				
Storage Bay Dist (ft)			550	550	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Appendix G.4:
Cumulative Plus Project Conditions –
Technical Calculations

Intersection 1 **3rd St/W St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	30	24	78.7%	0.5	0.3	A
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	200	208	103.8%	0.1	0.0	A
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	28	94.7%	6.2	1.1	A
	Through						
	Right Turn						
	Subtotal						
Total		310	306	98.7%	1.2	0.3	A

Intersection 2 **5th St/W St-US 50 & I-5 Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	410	372	90.8%	15.2	1.9	B
	Left Turn 2	220	192	87.3%	23.9	3.4	C
	Left Turn	30	22	74.7%	23.8	4.1	C
	Through	380	326	85.9%	23.4	1.5	C
	Subtotal	1,040	913	87.8%	20.2	1.5	C
SB	Through	250	208	83.4%	258.9	94.8	F
	Right Turn	270	224	82.8%	246.3	93.1	F
	Right Turn 2	20	16	78.0%	117.8	48.2	F
	Right Turn 3	10	8	80.0%	120.0	81.6	F
	Subtotal	550	456	82.8%	244.9	89.4	F
EB	Left Turn						
	Right Turn						
	Subtotal						
WB	Left Turn 3	230	225	97.7%	55.4	22.4	E
	Left Turn 2	480	473	98.5%	47.4	12.6	D
	Left Turn	310	290	93.5%	29.0	3.6	C
	Through	50	60	120.8%	26.3	8.4	C
	Right Turn	220	214	97.5%	12.6	2.5	B
	Subtotal	1,290	1,262	97.9%	37.7	8.8	D
Total		2,880	2,631	91.4%	67.0	15.8	E

Intersection 3 **11th St-Riverside Bl/W St** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	340	263	77.3%	146.0	43.9	F
	Through	230	211	91.8%	21.9	2.4	C
	Right Turn						
	Subtotal	570	474	83.2%	90.0	22.0	F
SB	Left Turn						
	Through	430	392	91.3%	47.8	38.3	D
	Right Turn	30	30	101.3%	52.0	62.5	D
	Subtotal	460	423	91.9%	47.7	39.0	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	290	263	90.8%	41.3	33.4	D
	Through	2,110	1,984	94.0%	74.1	16.6	E
	Right Turn	150	145	96.5%	64.0	20.6	E
	Subtotal	2,550	2,392	93.8%	69.6	14.7	E
Total		3,580	3,288	91.9%	69.0	13.5	E

Intersection 4 **3rd St/I-5 SB Off-Ramp-X St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	25	22	88.0%	1.7	0.7	A
	Right Turn	220	201	91.3%	1.1	0.3	A
	Subtotal	245	223	90.9%	1.2	0.3	A
SB	Left Turn	150	149	99.2%	2.5	0.4	A
	Through	80	83	103.5%	2.1	5.2	A
	Right Turn						
	Subtotal	230	232	100.7%	2.3	1.8	A
EB	Left Turn	5	3	64.0%	4.4	5.1	A
	Through	160	158	99.0%	9.1	1.3	A
	Right Turn	120	125	104.3%	8.8	16.1	A
	Subtotal	285	287	100.6%	9.1	7.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		760	741	97.5%	4.5	3.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative Plus Project
AM Peak Hour

Intersection 5 5th St/X St-US 50 EB Off-Ramp Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	710	606	85.4%	41.5	2.3	D
	Right Turn	300	249	82.9%	33.7	4.1	C
	Subtotal	1,010	855	84.7%	39.2	2.4	D
SE	Left Turn	960	946	98.5%	72.2	24.8	E
	Through						
	Right Turn	120	110	92.0%	70.1	24.1	E
	Subtotal	1,080	1,056	97.8%	72.0	24.7	E
EB	Left Turn	150	147	97.9%	73.6	16.8	E
	Through	350	325	92.9%	57.2	14.8	E
	Right Turn	30	29	97.3%	58.7	24.5	E
	Subtotal	530	501	94.6%	61.9	14.9	E
SB	Left Turn	220	196	89.3%	77.6	12.2	E
	Through	260	235	90.5%	26.8	6.9	C
	Right Turn						
	Subtotal	480	432	89.9%	50.0	10.1	D
Total		3,100	2,844	91.7%	57.1	10.1	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative Plus Project
AM Peak Hour

Intersection 6 Riverside Blvd/X St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	550	470	85.4%	25.2	11.4	C
	Right Turn	250	232	92.8%	10.3	2.3	B
	Subtotal	800	702	87.7%	20.4	8.0	C
SB	Left Turn	350	314	89.8%	66.2	38.9	E
	Through	370	328	88.6%	32.7	20.8	C
	Right Turn						
	Subtotal	720	642	89.2%	49.3	26.1	D
EB	Left Turn	20	16	80.0%	86.6	64.2	F
	Through	1,230	1,185	96.3%	58.0	18.7	E
	Right Turn	200	183	91.4%	39.1	22.0	D
	Subtotal	1,450	1,384	95.4%	55.9	19.7	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,970	2,728	91.8%	44.4	11.9	D

Intersection 7 Front St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	60	60	100.0%	44.1	6.7	D
	Through	70	67	96.0%	37.8	12.4	D
	Right Turn	130	128	98.8%	29.8	10.1	C
	Subtotal	260	256	98.3%	35.1	9.5	D
SB	Left Turn	190	178	93.7%	109.7	52.4	F
	Through	50	51	101.6%	58.0	31.5	E
	Right Turn	270	254	93.9%	42.5	35.2	D
	Subtotal	510	482	94.6%	70.0	39.1	E
EB	Left Turn	400	366	91.4%	113.2	59.8	F
	Through	570	524	91.9%	100.9	64.1	F
	Right Turn	60	48	79.3%	100.4	64.6	F
	Subtotal	1,030	937	91.0%	106.7	61.0	F
WB	Left Turn	120	102	84.7%	85.6	30.6	F
	Through	770	662	85.9%	80.6	29.6	F
	Right Turn	210	178	84.8%	81.0	29.9	F
	Subtotal	1,100	941	85.6%	81.4	29.7	F
Total		2,900	2,616	90.2%	83.2	24.7	F

Intersection 8 **I-5 NB Off-Ramp/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	470	464	98.8%	30.8	21.1	C
	Through						
	Right Turn	290	286	98.8%	27.8	19.3	C
	Subtotal	760	751	98.8%	29.3	14.7	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	890	811	91.1%	24.5	15.8	C
	Right Turn						
	Subtotal	890	811	91.1%	24.5	15.8	C
WB	Left Turn						
	Through	630	495	78.6%	28.5	24.3	C
	Right Turn						
	Subtotal	630	495	78.6%	28.5	24.3	C
Total		2,280	2,057	90.2%	26.5	14.6	C

Intersection 9 **3rd St/Broadway** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	80	85	106.0%	30.6	12.9	D
	Through						
	Right Turn	120	120	100.0%	33.4	59.2	D
	Subtotal	200	205	102.4%	29.8	30.6	D
EB	Left Turn	240	218	90.7%	16.6	7.0	C
	Through	800	704	88.0%	14.6	10.6	B
	Right Turn						
	Subtotal	1,040	921	88.6%	15.1	9.7	C
WB	Left Turn						
	Through	615	511	83.1%	9.5	19.1	A
	Right Turn	5	5	104.0%	7.0	14.6	A
	Subtotal	620	516	83.2%	9.5	19.1	A
Total		1,860	1,642	88.3%	14.5	12.3	B

Intersection 10 **5th St/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	60	56	94.0%	80.6	41.6	F
	Through	480	463	96.5%	71.8	22.7	E
	Right Turn	40	42	105.0%	64.4	21.8	E
	Subtotal	580	562	96.8%	71.8	22.6	E
SB	Left Turn	20	15	76.0%	44.4	18.3	D
	Through	180	172	95.8%	32.4	7.6	C
	Right Turn	210	192	91.2%	12.0	16.9	B
	Subtotal	410	379	92.5%	22.4	9.4	C
EB	Left Turn	200	168	84.2%	114.9	60.6	F
	Through	550	488	88.7%	56.1	18.5	E
	Right Turn	130	128	98.5%	51.6	20.0	D
	Subtotal	880	784	89.1%	68.7	28.0	E
WB	Left Turn	150	107	71.5%	293.7	184.5	F
	Through	350	271	77.4%	103.0	77.6	F
	Right Turn	330	215	65.2%	95.1	77.5	F
	Subtotal	830	593	71.5%	132.8	97.2	F
Total		2,700	2,318	85.9%	72.0	14.9	E

Intersection 11 **8th St-Muir Way/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	140	107	76.3%	145.8	123.2	F
	Through	70	56	79.4%	71.7	57.4	E
	Right Turn	160					
	Subtotal	370	294	79.4%	91.3	72.9	F
SB	Left Turn	10	10	104.0%	57.0	48.0	E
	Through	70	57	81.7%	40.8	7.6	D
	Right Turn	20	20	98.0%	48.3	32.6	D
	Subtotal	100	87	87.2%	44.5	11.1	D
EB	Left Turn	70	59	84.6%	71.4	17.1	E
	Through	620	545	87.9%	31.8	11.1	C
	Right Turn	60	58	96.7%	30.6	12.5	C
	Subtotal	750	662	88.3%	35.3	11.7	D
WB	Left Turn	30	22	73.3%	82.2	38.9	F
	Through	640	502	78.5%	46.4	28.5	D
	Right Turn	70	58	82.3%	28.7	12.2	C
	Subtotal	740	582	78.6%	45.8	26.3	D
Total		1,960	1,625	82.9%	47.7	19.0	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative Plus Project
AM Peak Hour

Intersection 12 9th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	150	145	96.5%	20.8	7.4	C
	Through						
	Right Turn	30	29	97.3%	39.3	39.8	D
	Subtotal	180	174	96.7%	22.5	5.2	C
EB	Left Turn						
	Through	790	690	87.3%	10.9	8.2	B
	Right Turn						
	Subtotal	790	690	87.3%	10.9	8.2	B
WB	Left Turn						
	Through	710	566	79.7%	59.9	50.2	E
	Right Turn						
	Subtotal	710	566	79.7%	59.9	50.2	E
Total		1,680	1,429	85.1%	29.2	14.4	C

Intersection 13 **Riverside Blvd/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	260	211	81.2%	139.8	52.2	F
	Through	590	518	87.9%	50.5	16.7	D
	Right Turn	70	60	86.3%	40.5	14.0	D
	Subtotal	920	790	85.9%	73.9	24.8	E
SB	Left Turn	130	103	79.1%	78.5	37.9	E
	Through	330	278	84.4%	32.7	27.9	C
	Right Turn	110	105	95.6%	24.6	22.7	C
	Subtotal	570	486	85.3%	40.9	29.4	D
EB	Left Turn	110	91	82.5%	127.2	49.8	F
	Through	470	413	87.8%	59.2	39.3	E
	Right Turn	60	57	95.3%	38.4	37.0	D
	Subtotal	640	561	87.6%	68.4	43.3	E
WB	Left Turn	20	19	96.0%	113.0	39.5	F
	Through	540	499	92.4%	82.8	26.8	F
	Right Turn	100	105	104.8%	82.6	30.1	F
	Subtotal	660	623	94.4%	83.6	27.2	F
Total		2,790	2,460	88.2%	67.5	16.6	E

Intersection 14 **5th St/1st Ave** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	30	27	89.3%	11.9	11.1	B
	Through	420	423	100.7%	13.8	9.9	B
	Right Turn	10	8	84.0%	14.9	18.7	B
	Subtotal	460	458	99.6%	13.7	9.8	B
SB	Left Turn	40	33	82.0%	7.2	2.1	A
	Through	370	330	89.3%	3.6	0.7	A
	Right Turn	50	40	80.0%	2.4	1.7	A
	Subtotal	460	403	87.7%	3.7	0.7	A
EB	Left Turn	130	117	89.8%	78.3	64.2	F
	Through	80	75	94.0%	72.7	56.5	F
	Right Turn	50	52	103.2%	75.0	73.3	F
	Subtotal	260	244	93.7%	75.8	63.3	F
WB	Left Turn	10	9	88.0%	30.6	47.1	D
	Through	5	4	80.0%	39.7	49.0	E
	Right Turn	30	25	84.0%	23.6	18.1	C
	Subtotal	45	38	84.4%	25.2	17.3	D
Total		1,225	1,143	93.3%	23.8	16.2	C

Intersection 15 **5th St/McClatchy Wy** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	48	95.2%	7.2	1.2	A
	Through	210	211	100.6%	7.5	0.7	A
	Right Turn	10	9	88.0%	4.5	1.8	A
	Subtotal	270	268	99.1%	7.3	0.7	A
SB	Left Turn	60	55	92.0%	12.7	2.2	B
	Through	150	138	91.7%	13.2	1.7	B
	Right Turn	120	116	96.3%	11.1	1.6	B
	Subtotal	330	308	93.5%	12.3	1.6	B
EB	Left Turn	90	91	100.9%	5.8	1.0	A
	Through	20	21	106.0%	6.4	1.3	A
	Right Turn	20	21	106.0%	3.2	0.6	A
	Subtotal	130	133	102.5%	5.5	0.7	A
WB	Left Turn	5	9	176.0%	5.7	2.1	A
	Through	20	23	116.0%	6.0	0.9	A
	Right Turn	40	45	112.0%	3.9	0.6	A
	Subtotal	65	77	118.2%	4.7	0.6	A
Total		795	786	98.9%	8.7	0.9	A

Intersection 16 **5th St/Vallejo Wy** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	4	72.0%	2.4	2.5	A
	Through	20	21	106.0%	5.0	0.8	A
	Right Turn	5	5	104.0%	1.9	1.3	A
	Subtotal	30	30	100.0%	4.4	0.8	A
SB	Left Turn	50	44	87.2%	6.4	0.6	A
	Through	5	3	64.0%	4.4	2.8	A
	Right Turn	30	28	94.7%	4.5	0.9	A
	Subtotal	85	75	88.5%	5.8	0.4	A
EB	Left Turn	30	34	114.7%	4.6	0.4	A
	Through	30	32	106.7%	5.6	1.1	A
	Right Turn	5	6	128.0%	2.5	1.5	A
	Subtotal	65	73	112.0%	4.8	0.3	A
WB	Left Turn	5	4	72.0%	4.4	3.7	A
	Through	30	30	100.0%	6.8	1.4	A
	Right Turn	130	128	98.8%	4.5	0.4	A
	Subtotal	165	162	98.2%	4.9	0.5	A
Total		345	340	98.6%	5.1	0.3	A

Intersection 17

Muir Wy/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	52	104.8%	4.7	0.5	A
	Through	110	110	100.0%	5.9	0.5	A
	Right Turn	20	16	82.0%	3.4	0.6	A
	Subtotal	180	179	99.3%	5.3	0.5	A
SB	Left Turn	20	17	86.0%	4.8	0.6	A
	Through	30	33	110.7%	6.3	0.6	A
	Right Turn	30	32	108.0%	3.3	0.5	A
	Subtotal	80	83	103.5%	4.8	0.5	A
EB	Left Turn	30	29	97.3%	5.8	0.7	A
	Through	70	62	88.6%	6.4	0.4	A
	Right Turn	30	32	105.3%	4.3	0.8	A
	Subtotal	130	123	94.5%	5.7	0.4	A
WB	Left Turn	5	5	104.0%	4.1	3.0	A
	Through	70	63	90.3%	6.9	1.1	A
	Right Turn	20	19	94.0%	5.1	1.0	A
	Subtotal	95	87	91.8%	6.6	1.0	A
Total		485	472	97.2%	5.6	0.4	A

Intersection 18

Riverside Blvd/Vallejo Wy

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	13	128.0%	48.6	34.5	D
	Through	820	814	99.3%	41.0	18.9	D
	Right Turn	20	16	82.0%	33.0	18.9	C
	Subtotal	850	843	99.2%	41.0	19.2	D
SB	Left Turn	140	66	47.4%	453.2	122.5	F
	Through	320	160	49.9%	435.9	135.0	F
	Right Turn	20	18	88.0%	485.3	197.2	F
	Subtotal	480	244	50.8%	444.2	134.8	F
EB	Left Turn	40	36	91.0%	32.2	4.2	C
	Through	50	42	84.0%	35.5	8.7	D
	Right Turn	40	34	86.0%	16.6	7.1	B
	Subtotal	130	113	86.8%	28.4	4.5	C
WB	Left Turn	60	58	96.7%	31.0	6.3	C
	Through	60	53	88.0%	35.8	6.4	D
	Right Turn	100	106	106.4%	31.3	6.9	C
	Subtotal	220	217	98.7%	32.0	4.8	C
Total		1,680	1,417	84.3%	104.5	20.8	F

Queuing and Blocking Report
 Cumulative Plus Project

AM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB	NB	SB	SB
Directions Served	LT	TR	TR	LT	T
Maximum Queue (ft)	85	91	14	57	8
Average Queue (ft)	38	47	2	21	1
95th Queue (ft)	61	97	18	60	14
Link Distance (ft)	1688		235	714	714
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		325			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SB	SB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	L	T	<L	L	R
Maximum Queue (ft)	224	201	177	320	339	79	318	604	600	51
Average Queue (ft)	163	139	127	258	270	77	269	466	455	37
95th Queue (ft)	252	216	207	360	403	85	382	708	683	62
Link Distance (ft)	443	443	443	314	314		302	1813	1813	
Upstream Blk Time (%)				4	9		11			
Queuing Penalty (veh)				21	44		53			
Storage Bay Dist (ft)						50				25
Storage Blk Time (%)						70	8		66	24
Queuing Penalty (veh)						181	17		79	92

Queuing and Blocking Report
 Cumulative Plus Project

AM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	EB	WB	NB	NB	NB
Directions Served	T	T	L	L	R
Maximum Queue (ft)	454	217	189	218	232
Average Queue (ft)	276	139	102	129	120
95th Queue (ft)	544	273	234	256	260
Link Distance (ft)	583	299			1810
Upstream Blk Time (%)	5	3			
Queuing Penalty (veh)	43	21			
Storage Bay Dist (ft)			550	550	
Storage Blk Time (%)					
Queuing Penalty (veh)					



Major Street Broadway
 Minor Street 8th St

Project West Broadway SP
 Scenario Cumulative Plus Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	140	10	70	30
Through	70	70	690	640
Right	90	20	60	70
Total	300	100	820	740

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	1519
Approach with Worst Case Delay	NB
Total Vehicles on Approach	300

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative Plus Project Conditions	126.6	300	1,960
Limiting Value	5	150	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street Broadway
 Minor Street 8th St

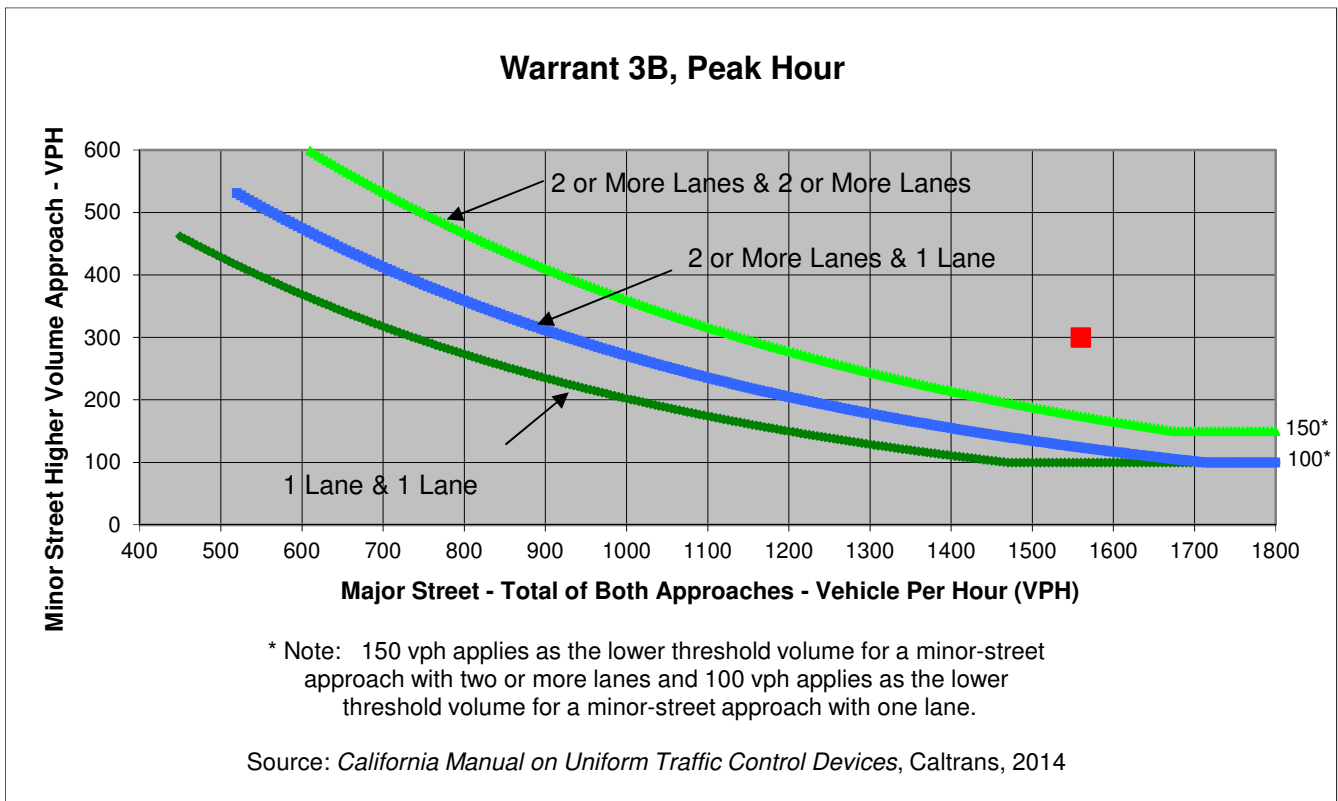
Project West Broadway SP
 Scenario Cumulative Plus Project Conditions
 Peak Hour AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	140	10	70	30
Through	70	70	690	640
Right	90	20	60	70
Total	300	100	820	740

Major Street Direction

 North/South
 x East/West



	Major Street	Minor Street	Warrant Met
	Broadway	8th St	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,560	300	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Intersection 1 **3rd St/W St** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	23	58.0%	0.8	0.6	A
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	590	306	51.9%	142.3	89.2	F
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	21	69.3%	54.7	56.6	F
	Through						
	Right Turn						
	Subtotal						
Total		750	420	56.1%	99.9	54.7	F

Intersection 2 **5th St/W St-US 50 & I-5 Ramps** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn 3	840	491	58.4%	29.2	2.3	C
	Left Turn 2	175	144	82.3%	43.5	7.4	D
	Left Turn	40	26	66.0%	44.4	9.2	D
	Through	365	280	76.8%	40.5	5.3	D
	Subtotal	1,420	942	66.3%	35.2	4.2	D
	SB	Through	440	223	50.6%	382.5	68.1
Right Turn		260	123	47.2%	368.8	66.5	F
Right Turn 2		20	10	52.0%	247.3	65.2	F
Right Turn 3		10	6	64.0%	248.6	158.9	F
Subtotal		730	362	49.6%	374.6	65.4	F
EB		Left Turn					
	Right Turn						
	Subtotal						
WB	Left Turn 3	300	220	73.5%	54.0	4.5	D
	Left Turn 2	1,830	1,277	69.8%	52.3	3.8	D
	Left Turn	435	340	78.2%	31.7	6.0	C
	Through	80	66	82.0%	29.6	8.0	C
	Right Turn	50	40	79.2%	18.8	10.1	B
	Subtotal	2,695	1,942	72.1%	47.4	3.9	D
Total		4,845	3,246	67.0%	79.6	6.4	E

Intersection 5

5th St/X St-US 50 EB Off-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	670	419	62.5%	99.1	5.7	F
	Right Turn	100	63	62.8%	26.7	11.5	C
	Subtotal	770	482	62.5%	89.6	7.4	F
SE	Left Turn	1,370	1,028	75.0%	211.3	32.8	F
	Through						
	Right Turn	310	243	78.5%	211.4	32.5	F
	Subtotal	1,680	1,271	75.6%	211.5	32.3	F
EB	Left Turn	240	140	58.3%	243.9	58.6	F
	Through	475	291	61.2%	159.9	47.2	F
	Right Turn	50	33	66.4%	154.2	53.0	F
	Subtotal	765	464	60.7%	186.4	43.7	F
SB	Left Turn	380	236	62.1%	72.9	9.8	E
	Through	360	208	57.7%	41.9	6.6	D
	Right Turn						
	Subtotal	740	444	59.9%	58.5	8.9	E
Total		3,955	2,660	67.3%	159.3	14.9	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative Plus Project
PM Peak Hour

Intersection 6 Riverside Blvd/X St Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	370	352	95.2%	10.3	2.3	B
	Right Turn	50	47	94.4%	8.1	4.4	A
	Subtotal	420	400	95.1%	10.0	2.4	B
SB	Left Turn	590	442	74.9%	52.2	8.4	D
	Through	710	550	77.5%	36.9	14.9	D
	Right Turn						
	Subtotal	1,300	992	76.3%	43.8	11.4	D
EB	Left Turn	30	36	118.7%	82.6	26.3	F
	Through	1,670	1,537	92.0%	78.7	20.8	E
	Right Turn	220	206	93.5%	79.1	32.8	E
	Subtotal	1,920	1,778	92.6%	79.0	22.0	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,640	3,170	87.1%	59.2	14.6	E

Intersection 7 Front St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	70	56	80.6%	64.7	25.8	E
	Through	70	63	89.7%	72.3	28.8	E
	Right Turn	140	122	86.9%	67.0	34.6	E
	Subtotal	280	241	86.0%	67.1	28.6	E
SB	Left Turn	240	128	53.5%	222.8	76.0	F
	Through	80	61	76.0%	157.6	63.7	F
	Right Turn	380	272	71.5%	141.0	58.9	F
	Subtotal	700	461	65.8%	165.5	63.6	F
EB	Left Turn	470	301	64.0%	244.1	56.6	F
	Through	610	338	55.4%	289.7	88.0	F
	Right Turn	80	48	59.5%	281.1	91.2	F
	Subtotal	1,160	686	59.2%	270.1	71.8	F
WB	Left Turn	150	107	71.5%	52.2	9.7	D
	Through	710	528	74.4%	39.8	14.7	D
	Right Turn	220	163	74.2%	38.6	16.1	D
	Subtotal	1,080	799	74.0%	41.4	13.5	D
Total		3,220	2,187	67.9%	139.0	22.5	F

Intersection 8 **I-5 NB Off-Ramp/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	350	354	101.0%	34.6	4.6	C
	Through						
	Right Turn	220	166	75.3%	95.7	60.2	F
	Subtotal	570	519	91.1%	53.3	19.3	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	990	529	53.5%	80.8	32.0	F
	Right Turn						
	Subtotal	990	529	53.5%	80.8	32.0	F
WB	Left Turn						
	Through	730	429	58.8%	21.9	18.1	C
	Right Turn						
	Subtotal	730	429	58.8%	21.9	18.1	C
Total		2,290	1,478	64.5%	52.6	15.0	D

Intersection 9 **3rd St/Broadway** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	330	132	40.1%	670.5	216.8	F
	Through						
	Right Turn	150	74	49.3%	502.3	208.8	F
	Subtotal	480	206	43.0%	607.0	212.9	F
EB	Left Turn	295	167	56.5%	51.2	17.3	F
	Through	745	377	50.6%	68.5	25.9	F
	Right Turn						
	Subtotal	1,040	544	52.3%	63.2	22.6	F
WB	Left Turn						
	Through	690	434	63.0%	16.2	16.7	C
	Right Turn	10	8	84.0%	16.8	17.9	C
	Subtotal	700	443	63.3%	16.2	16.6	C
Total		2,220	1,193	53.7%	135.6	36.7	F

Intersection 10 **5th St/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	50	35	69.6%	208.7	122.7	F
	Through	145	98	67.9%	246.3	148.1	F
	Right Turn	30	19	62.7%	188.9	142.7	F
	Subtotal	225	152	67.6%	230.1	140.3	F
SB	Left Turn	110	79	72.0%	35.2	16.5	D
	Through	330	222	67.4%	31.8	8.0	C
	Right Turn	280	174	62.0%	18.7	24.1	B
	Subtotal	720	475	66.0%	27.0	13.8	C
EB	Left Turn	235	84	35.7%	407.9	94.6	F
	Through	710	335	47.2%	155.1	45.0	F
	Right Turn	130	63	48.6%	159.1	58.5	F
	Subtotal	1,075	482	44.8%	199.0	53.4	F
WB	Left Turn	50	38	75.2%	106.9	40.1	F
	Through	370	256	69.3%	98.7	49.5	F
	Right Turn	390	297	76.2%	114.6	54.5	F
	Subtotal	810	591	73.0%	107.8	51.1	F
Total		2,830	1,700	60.1%	118.0	32.5	F

Intersection 11 **8th St-Muir Way/Broadway** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	115	108	93.6%	56.8	24.8	E
	Through	185	183	98.8%	44.9	14.9	D
	Right Turn	130					
	Subtotal	430	414	96.3%	46.7	16.7	D
SB	Left Turn	80	80	100.0%	139.3	84.7	F
	Through	120	118	98.3%	69.8	53.0	E
	Right Turn	20	21	104.0%	63.3	57.2	E
	Subtotal	220	219	99.5%	95.8	65.1	F
EB	Left Turn	45	30	66.7%	76.1	32.2	E
	Through	880	538	61.1%	41.4	19.5	D
	Right Turn	170	104	60.9%	36.3	18.6	D
	Subtotal	1,095	671	61.3%	42.3	20.3	D
WB	Left Turn	160	132	82.3%	99.9	17.0	F
	Through	660	496	75.1%	41.8	10.4	D
	Right Turn	40	32	81.0%	34.9	11.1	C
	Subtotal	860	660	76.7%	53.3	11.4	D
Total		2,605	1,964	75.4%	52.3	16.3	D

Intersection 12 9th St/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	500	464	92.8%	63.1	15.2	E
	Through						
	Right Turn	180	116	64.7%	188.2	132.5	F
	Subtotal	680	580	85.4%	82.3	26.8	F
EB	Left Turn						
	Through	1,090	731	67.1%	18.9	10.8	B
	Right Turn						
	Subtotal	1,090	731	67.1%	18.9	10.8	B
WB	Left Turn						
	Through	680	558	82.0%	69.3	28.2	E
	Right Turn						
	Subtotal	680	558	82.0%	69.3	28.2	E
Total		2,450	1,869	76.3%	53.2	16.6	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative Plus Project
PM Peak Hour

Intersection 13 Riverside Blvd/Broadway Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	150	135	89.9%	108.0	43.5	F
	Through	280	282	100.9%	22.2	4.8	C
	Right Turn	30	29	97.3%	16.6	7.7	B
	Subtotal	460	446	97.0%	47.5	12.3	D
SB	Left Turn	170	149	87.5%	28.8	8.2	C
	Through	620	495	79.8%	24.1	12.9	C
	Right Turn	140	112	80.0%	17.0	8.9	B
	Subtotal	930	756	81.2%	24.1	11.2	C
EB	Left Turn	80	58	73.0%	115.8	25.0	F
	Through	640	452	70.6%	59.8	16.9	E
	Right Turn	430	325	75.6%	46.9	14.9	D
	Subtotal	1,150	836	72.7%	58.8	17.2	E
WB	Left Turn	80	76	95.0%	85.5	51.3	F
	Through	480	466	97.2%	38.9	12.7	D
	Right Turn	60	60	99.3%	37.2	12.7	D
	Subtotal	620	602	97.1%	44.5	15.9	D
Total		3,160	2,640	83.5%	43.5	7.5	D

Intersection 14 5th St/1st Ave Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	30	26	85.3%	39.5	51.6	E
	Through	100	82	82.0%	44.2	52.3	E
	Right Turn	55	45	82.2%	39.0	52.7	E
	Subtotal	185	153	82.6%	42.3	51.8	E
SB	Left Turn	30	21	70.7%	5.9	4.8	A
	Through	420	265	63.1%	2.8	0.7	A
	Right Turn	60	38	62.7%	2.6	2.4	A
	Subtotal	510	324	63.5%	3.0	1.1	A
EB	Left Turn	95	77	80.8%	50.0	58.5	E
	Through	115	95	82.8%	51.7	56.5	F
	Right Turn	30	26	88.0%	53.6	62.6	F
	Subtotal	240	198	82.7%	50.2	56.4	F
WB	Left Turn	5	5	96.0%	18.7	30.9	C
	Through	5	4	88.0%	6.9	9.5	A
	Right Turn	30	30	98.7%	19.7	17.6	C
	Subtotal	40	39	97.0%	17.2	14.0	C
Total		975	714	73.2%	23.7	23.7	C

Intersection 15 **5th St/McClatchy Wy** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	18	88.0%	6.4	1.4	A
	Through	150	146	97.6%	6.5	0.5	A
	Right Turn	20	23	116.0%	4.2	1.4	A
	Subtotal	190	187	98.5%	6.2	0.4	A
SB	Left Turn	50	33	66.4%	11.1	1.0	B
	Through	340	241	70.8%	11.2	1.0	B
	Right Turn	30	23	77.3%	9.3	2.1	A
	Subtotal	420	297	70.8%	11.1	0.9	B
EB	Left Turn	40	36	89.0%	5.0	0.8	A
	Through	10	9	92.0%	5.7	1.1	A
	Right Turn	20	18	92.0%	3.3	0.5	A
	Subtotal	70	63	90.3%	4.5	0.6	A
WB	Left Turn	20	23	116.0%	4.8	0.8	A
	Through	5	4	80.0%	4.7	3.7	A
	Right Turn	50	53	105.6%	3.5	0.4	A
	Subtotal	75	80	106.7%	4.0	0.4	A
Total		755	628	83.1%	8.1	0.5	A

Intersection 16 **5th St/Vallejo Wy** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	5	3	64.0%	2.4	2.7	A
	Through	5	4	72.0%	3.0	2.2	A
	Right Turn	10	14	140.0%	3.0	0.4	A
	Subtotal	20	21	104.0%	3.5	0.9	A
SB	Left Turn	190	135	71.2%	6.7	0.3	A
	Through	20	16	82.0%	8.5	1.5	A
	Right Turn	50	35	69.6%	4.9	0.7	A
	Subtotal	260	186	71.7%	6.5	0.4	A
EB	Left Turn	30	32	106.7%	4.7	1.1	A
	Through	30	30	101.3%	4.8	0.5	A
	Right Turn	5	4	72.0%	2.0	1.2	A
	Subtotal	65	66	101.5%	4.7	0.6	A
WB	Left Turn	20	20	102.0%	5.1	0.3	A
	Through	30	34	113.3%	6.1	0.4	A
	Right Turn	40	38	94.0%	4.0	0.4	A
	Subtotal	90	92	102.2%	5.0	0.3	A
Total		435	365	84.0%	5.6	0.3	A

Intersection 17

Muir Wy/Vallejo Wy

All-way Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	40	41	103.0%	4.8	0.3	A
	Through	40	40	101.0%	5.5	0.8	A
	Right Turn	20	18	92.0%	3.0	0.7	A
	Subtotal	100	100	100.0%	4.7	0.5	A
SB	Left Turn	40	42	104.0%	5.6	0.8	A
	Through	140	145	103.4%	7.7	0.8	A
	Right Turn	40	36	91.0%	3.7	0.6	A
	Subtotal	220	223	101.3%	6.7	0.6	A
EB	Left Turn	20	13	64.0%	5.3	1.9	A
	Through	100	77	76.8%	6.8	0.7	A
	Right Turn	120	96	80.3%	4.6	0.7	A
	Subtotal	240	186	77.5%	5.6	0.6	A
WB	Left Turn	5	6	112.0%	5.3	3.1	A
	Through	40	44	111.0%	6.8	0.5	A
	Right Turn	10	12	124.0%	3.8	1.3	A
	Subtotal	55	62	113.5%	6.3	0.4	A
Total		615	571	92.9%	5.9	0.4	A

Intersection 18

Riverside Blvd/Vallejo Wy

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	12	120.0%	37.2	44.6	D
	Through	400	404	100.9%	22.4	17.3	C
	Right Turn	10	10	104.0%	15.3	30.2	B
	Subtotal	420	426	101.4%	22.7	18.5	C
SB	Left Turn	190	125	65.7%	189.5	56.8	F
	Through	920	595	64.7%	191.0	59.6	F
	Right Turn	20	16	78.0%	198.5	63.5	F
	Subtotal	1,130	736	65.1%	191.0	58.9	F
EB	Left Turn	50	39	77.6%	24.8	5.6	C
	Through	60	61	102.0%	22.6	4.2	C
	Right Turn	60	47	78.0%	15.9	5.0	B
	Subtotal	170	147	86.4%	21.1	4.2	C
WB	Left Turn	40	38	96.0%	26.7	5.9	C
	Through	40	47	118.0%	24.7	5.5	C
	Right Turn	60	67	111.3%	13.9	4.4	B
	Subtotal	140	152	108.9%	20.3	3.7	C
Total		1,860	1,461	78.5%	107.0	27.7	F

Queuing and Blocking Report
 Cumulative Plus Project

PM Peak Hour

Intersection: 4: 3rd St & I-5 SB Off-Ramp/X St

Movement	EB	EB	NB	SB	SB
Directions Served	LT	R	TR	LT	T
Maximum Queue (ft)	765	337	66	746	739
Average Queue (ft)	288	198	30	644	598
95th Queue (ft)	826	397	136	926	964
Link Distance (ft)	1688		235	714	714
Upstream Blk Time (%)			3	62	50
Queuing Penalty (veh)			9	192	155
Storage Bay Dist (ft)		325			
Storage Blk Time (%)	23	8			
Queuing Penalty (veh)	32	18			

Intersection: 5: 5th St & X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	NB	NB	SB	SB	SE	SE	SE
Directions Served	LT	T	TR	T	TR	L	T	<L	L	R
Maximum Queue (ft)	432	362	357	350	362	79	325	2652	2596	56
Average Queue (ft)	355	253	251	332	338	77	291	1889	1867	48
95th Queue (ft)	531	433	404	353	366	80	365	2806	2746	60
Link Distance (ft)	443	443	443	314	314		314	3157	3157	
Upstream Blk Time (%)	23	3	0	64	51		17			
Queuing Penalty (veh)	59	7	0	246	196		124			
Storage Bay Dist (ft)						50				25
Storage Blk Time (%)						71	13		55	42
Queuing Penalty (veh)						257	50		171	179

Queuing and Blocking Report
 Cumulative Plus Project

PM Peak Hour

Intersection: 8: I-5 NB Off-Ramp & Broadway

Movement	EB	WB	NB	NB	NB
Directions Served	T	T	L	L	R
Maximum Queue (ft)	604	172	178	187	395
Average Queue (ft)	408	69	97	117	189
95th Queue (ft)	775	169	180	191	431
Link Distance (ft)	583	299			1810
Upstream Blk Time (%)	33				
Queuing Penalty (veh)	322				
Storage Bay Dist (ft)			550	550	
Storage Blk Time (%)					2
Queuing Penalty (veh)					8



Major Street Broadway
 Minor Street 8th St

Project West Broadway SP
 Scenario Cumulative Plus Project Conditions
 Peak Hour PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	90	80	0	160
Through	70	120	940	660
Right	70	20	170	40
Total	230	220	1,110	860

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	2
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	719
Approach with Worst Case Delay	NB
Total Vehicles on Approach	230

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	Peak Hour Volume on Minor Approach (vph)	Peak Hour Entering Volume Served (vph)
Cumulative Plus Project Conditions	45.9	230	2,420
Limiting Value	5	150	800
Condition Satisfied?	Met	Met	Met
Warrant Met	<u>YES</u>		



Major Street **Broadway**
 Minor Street **8th St**

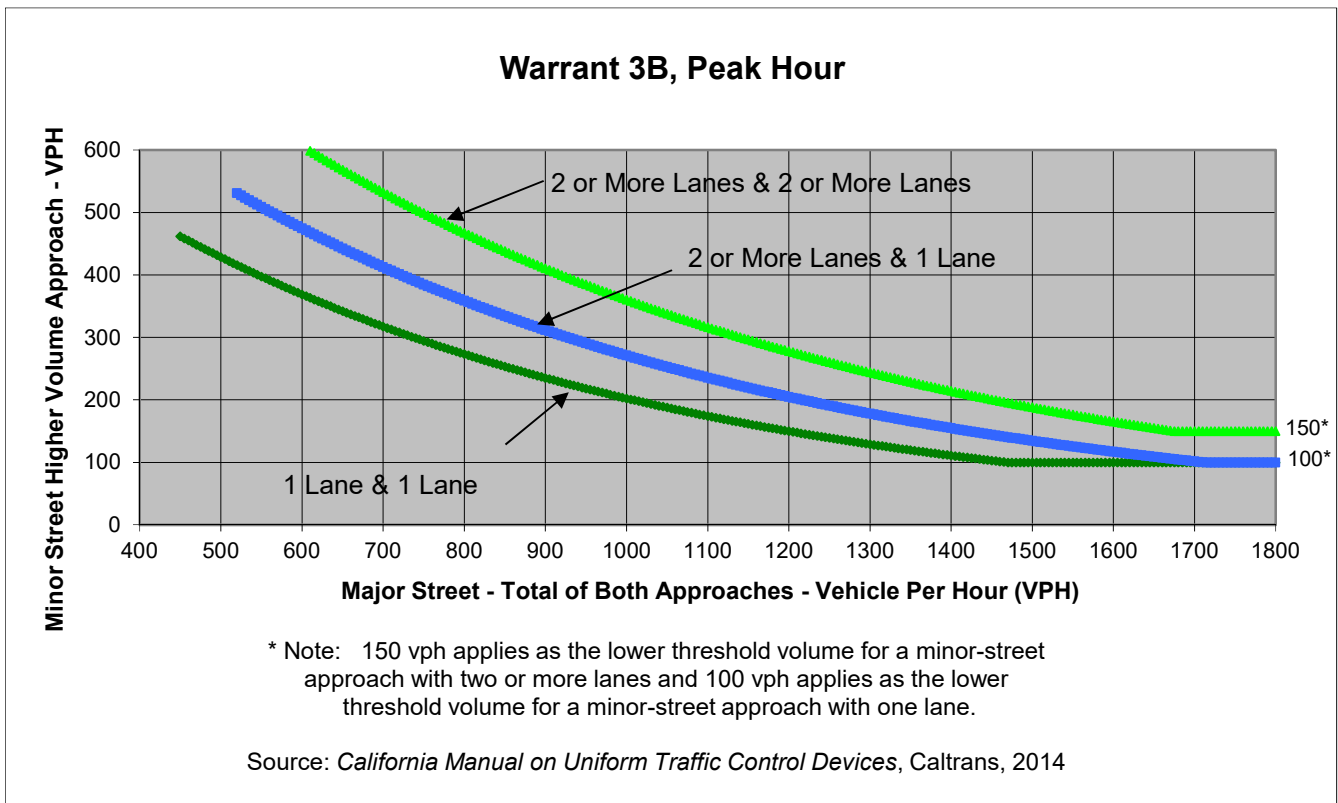
Project **West Broadway SP**
 Scenario **Cumulative Plus Project Conditions**
 Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	90	80		160
Through	70	120	940	660
Right	70	20	170	40
Total	230	220	1,110	860

Major Street Direction

North/South
x East/West



	Major Street	Minor Street	Warrant Met
	Broadway	8th St	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,970	230	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

**Appendix G.5:
Cumulative Plus Project Conditions
(Mitigated) –
Technical Calculations**

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative Plus Project - MITIGATED
AM Peak Hour

Intersection 18 Riverside Blvd/Vallejo Wy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	10	13	132.0%	21.9	14.1	C
	Through	820	829	101.1%	23.3	4.7	C
	Right Turn	20	20	102.0%	20.9	8.9	C
	Subtotal	850	863	101.5%	23.3	4.6	C
SB	Left Turn	140	114	81.1%	158.4	99.5	F
	Through	320	280	87.5%	61.3	61.3	E
	Right Turn	20	18	92.0%	56.9	71.5	E
	Subtotal	480	412	85.8%	89.0	73.2	F
EB	Left Turn	40	39	97.0%	44.3	9.0	D
	Through	50	43	85.6%	39.7	12.6	D
	Right Turn	40	36	91.0%	21.5	8.1	C
	Subtotal	130	118	90.8%	35.9	5.5	D
WB	Left Turn	60	70	117.3%	47.0	15.6	D
	Through	60	52	86.7%	50.6	16.3	D
	Right Turn	100	96	96.4%	43.7	17.3	D
	Subtotal	220	219	99.5%	46.5	15.9	D
Total		1,680	1,612	95.9%	42.4	15.1	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

West Broadway Specific Plan
Cumulative Plus Project - MITIGATED
PM Peak Hour

Intersection 18 Riverside Blvd/Vallejo Wy Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	10	13	132.0%	37.3	14.5	D
	Through	400	399	99.8%	7.7	1.2	A
	Right Turn	10	10	104.0%	5.0	6.5	A
	Subtotal	420	423	100.7%	8.5	1.4	A
SB	Left Turn	190	147	77.5%	28.4	4.5	C
	Through	920	741	80.5%	22.5	3.6	C
	Right Turn	20	18	90.0%	20.1	6.1	C
	Subtotal	1,130	906	80.2%	23.4	3.5	C
EB	Left Turn	50	47	94.4%	33.1	6.4	C
	Through	60	54	89.3%	33.7	6.3	C
	Right Turn	60	47	78.7%	21.5	5.8	C
	Subtotal	170	148	87.1%	29.8	3.6	C
WB	Left Turn	40	40	101.0%	33.7	5.9	C
	Through	40	46	115.0%	31.0	6.5	C
	Right Turn	60	61	102.0%	20.1	5.9	C
	Subtotal	140	148	105.4%	27.0	4.1	C
Total		1,860	1,624	87.3%	20.4	2.6	C

Appendix G.6: Traffic Counts

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-004 5th St & W St
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	12	31	0	43	4	25	0	0	29	0	0	0	0	0	72	0
7:15	0	0	0	0	0	0	12	34	0	46	6	44	0	0	50	0	0	0	0	0	96	0
7:30	0	0	0	0	0	0	9	29	0	38	5	40	0	0	45	0	0	0	0	0	83	0
7:45	0	0	0	0	0	0	9	36	0	45	5	53	0	0	58	0	0	0	0	0	103	0
Total	0	0	0	0	0	0	42	130	0	172	20	162	0	0	182	0	0	0	0	0	354	0
8:00	0	0	0	0	0	0	1	45	0	46	5	56	0	0	61	0	0	0	0	0	107	0
8:15	0	0	0	0	0	0	9	41	0	50	5	37	0	0	42	0	0	0	0	0	92	0
8:30	0	0	0	0	0	0	6	52	0	58	3	39	0	0	42	0	0	0	0	0	100	0
8:45	0	0	0	0	0	0	7	42	0	49	0	34	0	0	34	0	0	0	0	0	83	0
Total	0	0	0	0	0	0	23	180	0	203	13	166	0	0	179	0	0	0	0	0	382	0
16:00	0	0	0	0	0	0	4	26	0	30	1	31	0	0	32	0	0	0	0	0	62	0
16:15	0	0	0	0	0	0	12	29	0	41	1	20	0	0	21	0	0	0	0	0	62	0
16:30	0	0	0	0	0	0	8	27	0	35	1	23	0	0	24	0	0	0	0	0	59	0
16:45	0	0	0	0	0	0	5	29	0	34	2	24	0	0	26	0	0	0	0	0	60	0
Total	0	0	0	0	0	0	29	111	0	140	5	98	0	0	103	0	0	0	0	0	243	0
17:00	0	0	0	0	0	0	11	23	0	34	3	25	0	0	28	0	0	0	0	0	62	0
17:15	0	0	0	0	0	0	9	28	0	37	3	25	0	0	28	0	0	0	0	0	65	0
17:30	0	0	0	0	0	0	8	30	0	38	0	18	0	0	18	0	0	0	0	0	56	0
17:45	0	0	0	0	0	0	5	38	0	43	3	25	0	0	28	0	0	0	0	0	71	0
Total	0	0	0	0	0	0	33	119	0	152	9	93	0	0	102	0	0	0	0	0	254	0
Grand Total	0	0	0	0	0	0	127	540	0	667	47	519	0	0	566	0	0	0	0	0	1233	0
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.0%	81.0%	0.0%	54.1%	8.3%	91.7%	0.0%	0.0%	45.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	43.8%	0.0%	54.1%	3.8%	42.1%	0.0%	0.0%	45.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0

AM PEAK HOUR	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	9	36	0	45	5	53	0	0	58	0	0	0	0	0	103
8:00	0	0	0	0	0	0	1	45	0	46	5	56	0	0	61	0	0	0	0	0	107
8:15	0	0	0	0	0	0	9	41	0	50	5	37	0	0	42	0	0	0	0	0	92
8:30	0	0	0	0	0	0	6	52	0	58	3	39	0	0	42	0	0	0	0	0	100
Total Volume	0	0	0	0	0	0	25	174	0	199	18	185	0	0	203	0	0	0	0	0	402
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.6%	87.4%	0.0%	54.1%	8.9%	91.1%	0.0%	0.0%	45.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.694	.837	.000	.858	.900	.826	.000	.000	.832	.000	.000	.000	.000	.000	.939

PM PEAK HOUR	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	11	23	0	34	3	25	0	0	28	0	0	0	0	0	62
17:15	0	0	0	0	0	0	9	28	0	37	3	25	0	0	28	0	0	0	0	0	65
17:30	0	0	0	0	0	0	8	30	0	38	0	18	0	0	18	0	0	0	0	0	56
17:45	0	0	0	0	0	0	5	38	0	43	3	25	0	0	28	0	0	0	0	0	71
Total Volume	0	0	0	0	0	0	33	119	0	152	9	93	0	0	102	0	0	0	0	0	254
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.7%	78.3%	0.0%	54.1%	8.8%	91.2%	0.0%	0.0%	45.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.750	.783	.000	.884	.750	.930	.000	.000	.911	.000	.000	.000	.000	.000	.894

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-104 5th St & W St
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	18	0	0	18	15	0	0	0	15	0	0	0	0	0	33	0
7:15	0	0	0	0	0	0	22	0	0	22	23	0	0	0	23	0	0	0	0	0	45	0
7:30	0	0	0	0	0	0	31	0	0	31	30	0	0	0	30	0	0	0	0	0	61	0
7:45	0	0	0	0	0	0	53	0	0	53	22	0	0	0	22	0	0	0	0	0	75	0
Total	0	0	0	0	0	0	124	0	0	124	90	0	0	0	90	0	0	0	0	0	214	0
8:00	0	0	0	0	0	0	31	0	0	31	31	0	0	0	31	0	0	0	0	0	62	0
8:15	0	0	0	0	0	0	32	0	0	32	16	0	0	0	16	0	0	0	0	0	48	0
8:30	0	0	0	0	0	0	27	0	0	27	33	0	0	0	33	0	0	0	0	0	60	0
8:45	0	0	0	0	0	0	32	0	0	32	26	0	0	0	26	0	0	0	0	0	58	0
Total	0	0	0	0	0	0	122	0	0	122	106	0	0	0	106	0	0	0	0	0	228	0
16:00	0	0	0	0	0	0	61	0	0	61	26	0	0	0	26	0	0	0	0	0	87	0
16:15	0	0	0	0	0	0	64	0	0	64	27	0	0	0	27	0	0	0	0	0	91	0
16:30	0	0	0	0	0	0	74	0	0	74	31	0	0	0	31	0	0	0	0	0	105	0
16:45	0	0	0	0	0	0	77	0	0	77	21	0	0	0	21	0	0	0	0	0	98	0
Total	0	0	0	0	0	0	276	0	0	276	105	0	0	0	105	0	0	0	0	0	381	0
17:00	0	0	0	0	0	0	100	0	0	100	19	0	0	0	19	0	0	0	0	0	119	0
17:15	0	0	0	0	0	0	75	0	0	75	18	0	0	0	18	0	0	0	0	0	93	0
17:30	0	0	0	0	0	0	51	0	0	51	18	0	0	0	18	0	0	0	0	0	69	0
17:45	0	0	0	0	0	0	53	0	0	53	17	0	0	0	17	0	0	0	0	0	70	0
Total	0	0	0	0	0	0	279	0	0	279	72	0	0	0	72	0	0	0	0	0	351	0
Grand Total	0	0	0	0	0	0	801	0	0	801	373	0	0	0	373	0	0	0	0	0	1174	0
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	68.2%	100.0%	0.0%	0.0%	0.0%	31.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	68.2%	0.0%	0.0%	68.2%	31.8%	0.0%	0.0%	0.0%	31.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

AM PEAK HOUR	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	31	0	0	31	30	0	0	0	30	0	0	0	0	0	61
7:45	0	0	0	0	0	0	53	0	0	53	22	0	0	0	22	0	0	0	0	0	75
8:00	0	0	0	0	0	0	31	0	0	31	31	0	0	0	31	0	0	0	0	0	62
8:15	0	0	0	0	0	0	32	0	0	32	16	0	0	0	16	0	0	0	0	0	48
Total Volume	0	0	0	0	0	0	147	0	0	147	99	0	0	0	99	0	0	0	0	0	246
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	68.2%	100.0%	0.0%	0.0%	0.0%	31.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.693	.000	.000	.693	.798	.000	.000	.000	.798	.000	.000	.000	.000	.000	.820

PM PEAK HOUR	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	74	0	0	74	31	0	0	0	31	0	0	0	0	0	105
16:45	0	0	0	0	0	0	77	0	0	77	21	0	0	0	21	0	0	0	0	0	98
17:00	0	0	0	0	0	0	100	0	0	100	19	0	0	0	19	0	0	0	0	0	119
17:15	0	0	0	0	0	0	75	0	0	75	18	0	0	0	18	0	0	0	0	0	93
Total Volume	0	0	0	0	0	0	326	0	0	326	89	0	0	0	89	0	0	0	0	0	415
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	68.2%	100.0%	0.0%	0.0%	0.0%	31.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.815	.000	.000	.815	.718	.000	.000	.000	.718	.000	.000	.000	.000	.000	.872

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-204 5th St & W St
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	37	0	0	37	27	0	0	0	27	0	0	0	0	0	64	0
7:15	0	0	0	0	0	0	42	0	0	42	34	0	0	0	34	0	0	0	0	0	76	0
7:30	0	0	0	0	0	0	59	0	0	59	38	0	0	0	38	0	0	0	0	0	97	0
7:45	0	0	0	0	0	0	56	0	0	56	25	0	0	0	25	0	0	0	0	0	81	0
Total	0	0	0	0	0	0	194	0	0	194	124	0	0	0	124	0	0	0	0	0	318	0
8:00	0	0	0	0	0	0	65	0	0	65	54	0	0	0	54	0	0	0	0	0	119	0
8:15	0	0	0	0	0	0	57	0	0	57	39	0	0	0	39	0	0	0	0	0	96	0
8:30	0	0	0	0	0	0	43	0	0	43	52	0	0	0	52	0	0	0	0	0	95	0
8:45	0	0	0	0	0	0	59	0	0	59	41	0	0	0	41	0	0	0	0	0	100	0
Total	0	0	0	0	0	0	224	0	0	224	186	0	0	0	186	0	0	0	0	0	410	0
16:00	0	0	0	0	0	0	233	0	0	233	111	0	0	0	111	0	0	0	0	0	344	0
16:15	0	0	0	0	0	0	292	0	0	292	137	0	0	0	137	0	0	0	0	0	429	0
16:30	0	0	0	0	0	0	343	0	0	343	131	0	0	0	131	0	0	0	0	0	474	0
16:45	0	0	0	0	0	0	317	0	0	317	143	0	0	0	143	0	0	0	0	0	460	0
Total	0	0	0	0	0	0	1185	0	0	1185	522	0	0	0	522	0	0	0	0	0	1707	0
17:00	0	0	0	0	0	0	392	0	0	392	158	0	0	0	158	0	0	0	0	0	550	0
17:15	0	0	0	0	0	0	392	0	0	392	155	0	0	0	155	0	0	0	0	0	547	0
17:30	0	0	0	0	0	0	296	0	0	296	141	0	0	0	141	0	0	0	0	0	437	0
17:45	0	0	0	0	0	0	218	0	0	218	142	0	0	0	142	0	0	0	0	0	360	0
Total	0	0	0	0	0	0	1298	0	0	1298	596	0	0	0	596	0	0	0	0	0	1894	0
Grand Total	0	0	0	0	0	0	2901	0	0	2901	1428	0	0	0	1428	0	0	0	0	0	4329	0
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	67.0%	100.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	67.0%	0.0%	0.0%	67.0%	33.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

AM PEAK HOUR	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 08:00 to 09:00																						
Peak Hour For Entire Intersection Begins at 08:00																						
8:00	0	0	0	0	0	0	65	0	0	65	54	0	0	0	54	0	0	0	0	0	119	
8:15	0	0	0	0	0	0	57	0	0	57	39	0	0	0	39	0	0	0	0	0	96	
8:30	0	0	0	0	0	0	43	0	0	43	52	0	0	0	52	0	0	0	0	0	95	
8:45	0	0	0	0	0	0	59	0	0	59	41	0	0	0	41	0	0	0	0	0	100	
Total Volume	0	0	0	0	0	0	224	0	0	224	186	0	0	0	186	0	0	0	0	0	410	
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	67.0%	100.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
PHF	.000	.000	.000	.000	.000	.000	.862	.000	.000	.862	.861	.000	.000	.000	.861	.000	.000	.000	.000	.000	.861	

PM PEAK HOUR	5th St Southbound					W St Westbound					5th St Northbound					W St Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:30 to 17:30																						
Peak Hour For Entire Intersection Begins at 16:30																						
16:30	0	0	0	0	0	0	343	0	0	343	131	0	0	0	131	0	0	0	0	0	474	
16:45	0	0	0	0	0	0	317	0	0	317	143	0	0	0	143	0	0	0	0	0	460	
17:00	0	0	0	0	0	0	392	0	0	392	158	0	0	0	158	0	0	0	0	0	550	
17:15	0	0	0	0	0	0	392	0	0	392	155	0	0	0	155	0	0	0	0	0	547	
Total Volume	0	0	0	0	0	0	1444	0	0	1444	587	0	0	0	587	0	0	0	0	0	2031	
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	67.0%	100.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
PHF	.000	.000	.000	.000	.000	.000	.921	.000	.000	.921	.929	.000	.000	.000	.929	.000	.000	.000	.000	.000	.923	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7014-009 11th Street-W Street.ppd

Date : 1/14/2015

City of Sacramento
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

Unshifted Count = All Vehicles

START TIME	11th Street Southbound					W Street Westbound					11th Street Northbound					W Street Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	11	3	0	14	21	215	11	0	247	25	10	0	0	35	0	0	0	0	0	296	0
07:15	0	22	3	0	25	24	275	18	0	317	28	16	0	0	44	0	0	0	0	0	386	0
07:30	0	23	4	0	27	16	282	17	0	315	34	17	0	0	51	0	0	0	0	0	393	0
07:45	0	24	8	0	32	37	332	27	0	396	51	48	0	0	99	0	0	0	0	0	527	0
Total	0	80	18	0	98	98	1104	73	0	1275	138	91	0	0	229	0	0	0	0	0	1602	0
08:00	0	15	3	0	18	28	379	26	0	433	76	45	0	0	121	0	0	0	0	0	572	0
08:15	0	10	6	0	16	37	376	32	0	445	59	42	0	0	101	0	0	0	0	0	562	0
08:30	0	19	7	0	26	29	308	37	0	374	47	28	0	0	75	0	0	0	0	0	475	0
08:45	0	24	4	0	28	48	273	32	0	353	34	44	0	0	78	0	0	0	0	0	459	0
Total	0	68	20	0	88	142	1336	127	0	1605	216	159	0	0	375	0	0	0	0	0	2068	0
16:00	0	49	12	0	61	51	183	7	0	241	37	21	0	0	58	0	0	0	0	0	360	0
16:15	0	43	16	0	59	44	166	7	0	217	38	30	0	0	68	0	0	0	0	0	344	0
16:30	0	54	13	0	67	48	216	16	0	280	39	29	0	0	68	0	0	0	0	0	415	0
16:45	0	46	23	0	69	55	225	15	0	295	34	32	0	0	66	0	0	0	0	0	430	0
Total	0	192	64	0	256	198	790	45	0	1033	148	112	0	0	260	0	0	0	0	0	1549	0
17:00	0	78	37	0	115	59	310	8	0	377	22	27	0	0	49	0	0	0	0	0	541	0
17:15	0	84	19	0	103	53	306	9	0	368	38	20	0	0	58	0	0	0	0	0	529	0
17:30	0	53	18	0	71	43	288	7	0	338	47	23	0	0	70	0	0	0	0	0	479	0
17:45	0	47	11	0	58	48	232	9	0	289	21	25	0	0	46	0	0	0	0	0	393	0
Total	0	262	85	0	347	203	1136	33	0	1372	128	95	0	0	223	0	0	0	0	0	1942	0
Grand Total	0	602	187	0	789	641	4366	278	0	5285	630	457	0	0	1087	0	0	0	0	0	7161	0
Apprch %	0.0%	76.3%	23.7%	0.0%		12.1%	82.6%	5.3%	0.0%		58.0%	42.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.0%	8.4%	2.6%	0.0%	11.0%	9.0%	61.0%	3.9%	0.0%	73.8%	8.8%	6.4%	0.0%	0.0%	15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-005 3rd St & X St
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	3rd St Southbound					X St Westbound					3rd St Northbound					X St Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	12	13	0	0	25	0	0	0	0	0	0	0	6	0	6	0	13	23	0	36	67	0
7:15	9	8	0	0	17	0	0	0	0	0	0	0	9	0	9	0	18	19	0	37	63	0
7:30	19	18	0	0	37	0	0	0	0	0	0	0	17	0	17	0	18	25	0	43	97	0
7:45	18	14	0	0	32	0	0	0	0	0	0	0	7	0	7	0	22	32	0	54	93	0
Total	58	53	0	0	111	0	0	0	0	0	0	0	39	0	39	0	71	99	0	170	320	0
8:00	15	7	0	0	22	0	0	0	0	0	0	0	5	0	5	0	13	25	0	38	65	0
8:15	15	13	0	0	28	0	0	0	0	0	0	0	9	0	9	0	16	29	0	45	82	0
8:30	18	16	0	0	34	0	0	0	0	0	0	0	3	0	3	0	17	27	0	44	81	0
8:45	17	14	0	0	31	0	0	0	0	0	0	0	2	0	2	0	14	28	0	42	75	0
Total	65	50	0	0	115	0	0	0	0	0	0	0	19	0	19	0	60	109	0	169	303	0
16:00	96	49	0	0	145	0	0	0	0	0	0	0	7	0	7	0	21	24	0	45	197	0
16:15	89	41	0	0	130	0	0	0	0	0	0	0	6	0	6	0	34	38	0	72	208	0
16:30	118	66	0	0	184	0	0	0	0	0	0	0	6	0	6	0	28	25	0	53	243	0
16:45	82	50	0	0	132	0	0	0	0	0	0	0	10	0	10	0	24	26	0	50	192	0
Total	385	206	0	0	591	0	0	0	0	0	0	0	29	0	29	0	107	113	0	220	840	0
17:00	129	68	0	0	197	0	0	0	0	0	0	0	7	0	7	0	21	19	0	40	244	0
17:15	88	85	0	0	173	0	0	0	0	0	0	0	4	0	4	0	16	23	0	39	216	0
17:30	115	61	0	0	176	0	0	0	0	0	0	0	9	0	9	0	24	33	0	57	242	0
17:45	58	50	0	0	108	0	0	0	0	0	0	0	2	0	2	0	30	30	0	60	170	0
Total	390	264	0	0	654	0	0	0	0	0	0	0	22	0	22	0	91	105	0	196	872	0
Grand Total	898	573	0	0	1471	0	0	0	0	0	0	0	109	0	109	0	329	426	0	755	2335	0
Apprch %	61.0%	39.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	43.6%	56.4%	0.0%			
Total %	38.5%	24.5%	0.0%	0.0%	63.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%	4.7%	0.0%	14.1%	18.2%	0.0%	32.3%	100.0%	

AM PEAK HOUR	3rd St Southbound					X St Westbound					3rd St Northbound					X St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	19	18	0	0	37	0	0	0	0	0	0	0	17	0	17	0	18	25	0	43	97
7:45	18	14	0	0	32	0	0	0	0	0	0	0	7	0	7	0	22	32	0	54	93
8:00	15	7	0	0	22	0	0	0	0	0	0	0	5	0	5	0	13	25	0	38	65
8:15	15	13	0	0	28	0	0	0	0	0	0	0	9	0	9	0	16	29	0	45	82
Total Volume	67	52	0	0	119	0	0	0	0	0	0	0	38	0	38	0	69	111	0	180	337
% App Total	56.3%	43.7%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	38.3%	61.7%	0.0%		
PHF	.882	.722	.000	.000	.804	.000	.000	.000	.000	.000	.000	.000	.559	.000	.559	.000	.784	.867	.000	.833	.869

PM PEAK HOUR	3rd St Southbound					X St Westbound					3rd St Northbound					X St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	118	66	0	0	184	0	0	0	0	0	0	0	6	0	6	0	28	25	0	53	243
16:45	82	50	0	0	132	0	0	0	0	0	0	0	10	0	10	0	24	26	0	50	192
17:00	129	68	0	0	197	0	0	0	0	0	0	0	7	0	7	0	21	19	0	40	244
17:15	88	85	0	0	173	0	0	0	0	0	0	0	4	0	4	0	16	23	0	39	216
Total Volume	417	269	0	0	686	0	0	0	0	0	0	0	27	0	27	0	89	93	0	182	895
% App Total	60.8%	39.2%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	48.9%	51.1%	0.0%		
PHF	.808	.791	.000	.000	.871	.000	.000	.000	.000	.000	.000	.000	.675	.000	.675	.000	.795	.894	.000	.858	.917

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-006 5th St & X St
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	5th St Southbound					X St Westbound					5th St Northbound					X St Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	0	0	0	0	0	52	26	0	78	7	20	4	0	31	109	0
7:15	0	0	0	0	0	0	0	0	0	0	0	82	21	0	103	6	24	4	0	34	137	0
7:30	0	0	0	0	0	0	0	0	0	0	0	87	26	0	113	12	38	2	0	52	165	0
7:45	0	0	0	0	0	0	0	0	0	0	0	81	12	0	93	7	37	3	0	47	140	0
Total	0	0	0	0	0	0	0	0	0	0	0	302	85	0	387	32	119	13	0	164	551	0
8:00	0	0	0	0	0	0	0	0	0	0	0	116	18	0	134	7	22	2	0	31	165	0
8:15	0	0	0	0	0	0	0	0	0	0	0	76	13	0	89	5	27	3	0	35	124	0
8:30	0	0	0	0	0	0	0	0	0	0	0	111	28	0	139	4	27	3	0	34	173	0
8:45	0	0	0	0	0	0	0	0	0	0	0	90	19	0	109	6	28	3	0	37	146	0
Total	0	0	0	0	0	0	0	0	0	0	0	393	78	0	471	22	104	11	0	137	608	0
16:00	0	0	0	0	0	0	0	0	0	0	0	102	24	0	126	35	89	3	0	127	253	0
16:15	0	0	0	0	0	0	0	0	0	0	0	96	25	0	121	47	71	5	0	123	244	0
16:30	0	0	0	0	0	0	0	0	0	0	0	104	23	0	127	46	92	5	0	143	270	0
16:45	0	0	0	0	0	0	0	0	0	0	0	87	21	0	108	41	80	6	0	127	235	0
Total	0	0	0	0	0	0	0	0	0	0	0	389	93	0	482	169	332	19	0	520	1002	0
17:00	0	0	0	0	0	0	0	0	0	0	0	91	17	0	108	49	97	9	0	155	263	0
17:15	0	0	0	0	0	0	0	0	0	0	0	116	16	0	132	34	84	5	0	123	255	0
17:30	0	0	0	0	0	0	0	0	0	0	0	101	16	0	117	43	102	7	0	152	269	0
17:45	0	0	0	0	0	0	0	0	0	0	0	91	10	0	101	22	59	7	0	88	189	0
Total	0	0	0	0	0	0	0	0	0	0	0	399	59	0	458	148	342	28	0	518	976	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1483	315	0	1798	371	897	71	0	1339	3137	0
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	82.5%	17.5%	0.0%	57.3%	27.7%	67.0%	5.3%	0.0%	42.7%	100.0%	0
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	47.3%	10.0%	0.0%	57.3%	11.8%	28.6%	2.3%	0.0%	42.7%	100.0%	0

AM PEAK HOUR	5th St Southbound					X St Westbound					5th St Northbound					X St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	0	0	0	0	0	0	116	18	0	134	7	22	2	0	31	165
8:15	0	0	0	0	0	0	0	0	0	0	0	76	13	0	89	5	27	3	0	35	124
8:30	0	0	0	0	0	0	0	0	0	0	0	111	28	0	139	4	27	3	0	34	173
8:45	0	0	0	0	0	0	0	0	0	0	0	90	19	0	109	6	28	3	0	37	146
Total Volume	0	0	0	0	0	0	0	0	0	0	0	393	78	0	471	22	104	11	0	137	608
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	83.4%	16.6%	0.0%	57.3%	16.1%	75.9%	8.0%	0.0%	42.7%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.847	.696	.000	.847	.786	.929	.917	.000	.926	.879

PM PEAK HOUR	5th St Southbound					X St Westbound					5th St Northbound					X St Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	0	0	0	0	0	0	104	23	0	127	46	92	5	0	143	270
16:45	0	0	0	0	0	0	0	0	0	0	0	87	21	0	108	41	80	6	0	127	235
17:00	0	0	0	0	0	0	0	0	0	0	0	91	17	0	108	49	97	9	0	155	263
17:15	0	0	0	0	0	0	0	0	0	0	0	116	16	0	132	34	84	5	0	123	255
Total Volume	0	0	0	0	0	0	0	0	0	0	0	398	77	0	475	170	353	25	0	548	1023
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	83.8%	16.2%	0.0%	57.3%	31.0%	64.4%	4.6%	0.0%	42.7%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.858	.837	.000	.900	.867	.910	.694	.000	.884	.947

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7014-010 Riverside Boulevard-X Street.ppd

Date : 1/14/2015

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

Unshifted Count = All Vehicles

START TIME	Riverside Boulevard Southbound					X Street Westbound					Riverside Boulevard Northbound					X Street Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	13	19	0	0	32	0	0	0	0	0	0	31	49	0	80	1	89	7	0	97	209	0
07:15	20	25	0	0	45	0	0	0	0	0	0	46	69	0	115	2	123	4	0	129	289	0
07:30	17	22	0	0	39	0	0	0	0	0	0	49	95	0	144	1	170	7	0	178	361	0
07:45	19	42	0	0	61	0	0	0	0	0	0	97	72	0	169	4	173	11	0	188	418	0
Total	69	108	0	0	177	0	0	0	0	0	0	223	285	0	508	8	555	29	0	592	1277	0
08:00	16	29	0	0	45	0	0	0	0	0	0	117	98	0	215	2	153	7	0	162	422	0
08:15	11	35	0	0	46	0	0	0	0	0	0	102	67	0	169	2	131	6	0	139	354	0
08:30	20	28	0	0	48	0	0	0	0	0	0	77	73	0	150	2	137	5	0	144	342	0
08:45	21	53	0	0	74	0	0	0	0	0	0	69	52	0	121	8	109	7	0	124	319	0
Total	68	145	0	0	213	0	0	0	0	0	0	365	290	0	655	14	530	25	0	569	1437	0
16:00	35	64	0	0	99	0	0	0	0	0	0	46	54	0	100	11	286	17	0	314	513	0
16:15	28	59	0	0	87	0	0	0	0	0	0	56	39	0	95	12	344	25	0	381	563	0
16:30	40	60	0	0	100	0	0	0	0	0	0	58	45	0	103	9	315	23	0	347	550	0
16:45	26	70	0	0	96	0	0	0	0	0	0	60	26	0	86	9	337	17	0	363	545	0
Total	129	253	0	0	382	0	0	0	0	0	0	220	164	0	384	41	1282	82	0	1405	2171	0
17:00	44	97	0	0	141	0	0	0	0	0	0	49	30	0	79	2	326	34	0	362	582	0
17:15	48	91	0	0	139	0	0	0	0	0	0	54	34	0	88	3	313	31	0	347	574	0
17:30	23	72	0	0	95	0	0	0	0	0	0	66	37	0	103	1	277	40	0	318	516	0
17:45	22	71	0	0	93	0	0	0	0	0	0	41	34	0	75	4	251	42	0	297	465	0
Total	137	331	0	0	468	0	0	0	0	0	0	210	135	0	345	10	1167	147	0	1324	2137	0
Grand Total	403	837	0	0	1240	0	0	0	0	0	0	1018	874	0	1892	73	3534	283	0	3890	7022	0
Apprch %	32.5%	67.5%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	53.8%	46.2%	0.0%		1.9%	90.8%	7.3%	0.0%			
Total %	5.7%	11.9%	0.0%	0.0%	17.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.5%	12.4%	0.0%	26.9%	1.0%	50.3%	4.0%	0.0%	55.4%	100.0%	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7014-010 Riverside Boulevard-X Street.ppd

Date : 1/14/2015

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

Unshifted Count = All Vehicles

AM PEAK HOUR	Riverside Boulevard Southbound					X Street Westbound					Riverside Boulevard Northbound					X Street Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
07:30	17	22	0	0	39	0	0	0	0	0	0	49	95	0	144	1	170	7	0	178	361
07:45	19	42	0	0	61	0	0	0	0	0	0	97	72	0	169	4	173	11	0	188	418
08:00	16	29	0	0	45	0	0	0	0	0	0	117	98	0	215	2	153	7	0	162	422
08:15	11	35	0	0	46	0	0	0	0	0	0	102	67	0	169	2	131	6	0	139	354
Total Volume	63	128	0	0	191	0	0	0	0	0	0	365	332	0	697	9	627	31	0	667	1555
% App Total	33.0%	67.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	52.4%	47.6%	0.0%		1.3%	94.0%	4.6%	0.0%		
PHF	.829	.762	.000	.000	.783	.000	.000	.000	.000	.000	.000	.780	.847	.000	.810	.563	.906	.705	.000	.887	.921

PM PEAK HOUR	Riverside Boulevard Southbound					X Street Westbound					Riverside Boulevard Northbound					X Street Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	40	60	0	0	100	0	0	0	0	0	0	58	45	0	103	9	315	23	0	347	550
16:45	26	70	0	0	96	0	0	0	0	0	0	60	26	0	86	9	337	17	0	363	545
17:00	44	97	0	0	141	0	0	0	0	0	0	49	30	0	79	2	326	34	0	362	582
17:15	48	91	0	0	139	0	0	0	0	0	0	54	34	0	88	3	313	31	0	347	574
Total Volume	158	318	0	0	476	0	0	0	0	0	0	221	135	0	356	23	1291	105	0	1419	2251
% App Total	33.2%	66.8%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	62.1%	37.9%	0.0%		1.6%	91.0%	7.4%	0.0%		
PHF	.823	.820	.000	.000	.844	.000	.000	.000	.000	.000	.000	.921	.750	.000	.864	.639	.958	.772	.000	.977	.967

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-007 Front St & Broadway
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	Front St Southbound					Broadway Westbound					Front St Northbound					Broadway Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	6	0	1	0	7	2	7	24	0	33	0	0	2	0	2	1	0	0	0	1	43	0
7:15	8	0	0	0	8	6	10	28	0	44	0	0	3	0	3	0	6	1	0	7	62	0
7:30	8	0	0	0	8	1	11	30	0	42	0	0	0	0	1	3	1	0	5	55	0	
7:45	7	1	1	0	9	6	6	39	0	51	0	0	0	0	0	4	0	0	4	64	0	
Total	29	1	2	0	32	15	34	121	0	170	0	0	5	5	2	13	2	0	17	224	0	
8:00	10	0	1	0	11	6	10	34	1	51	0	1	3	4	0	8	0	0	8	74	1	
8:15	5	2	0	0	7	4	20	27	0	51	0	1	4	5	0	8	1	0	9	72	0	
8:30	10	1	1	0	12	3	12	27	0	42	0	1	2	3	0	8	1	0	9	66	0	
8:45	10	0	0	0	10	6	9	39	0	54	1	0	2	3	0	8	0	0	8	75	0	
Total	35	3	2	0	40	19	51	127	1	198	1	3	11	15	0	32	2	0	34	287	1	
16:00	31	1	1	0	33	3	13	14	0	30	2	0	1	3	1	4	1	0	6	72	0	
16:15	28	0	0	0	28	6	16	28	0	50	0	0	5	5	0	20	3	0	23	106	0	
16:30	26	1	1	0	28	2	13	27	0	42	3	0	8	11	3	13	3	0	19	100	0	
16:45	30	2	0	0	32	10	19	22	0	51	1	0	4	5	0	17	0	0	17	105	0	
Total	115	4	2	0	121	21	61	91	0	173	6	0	18	24	4	54	7	0	65	383	0	
17:00	37	1	1	1	40	6	16	27	0	49	4	0	4	8	2	13	6	0	21	118	1	
17:15	22	0	2	0	24	4	6	32	1	43	1	1	5	7	2	13	1	0	16	90	1	
17:30	26	1	1	0	28	3	16	21	0	40	0	1	5	6	2	9	1	0	12	86	0	
17:45	18	0	1	0	19	4	10	20	1	35	1	1	4	6	1	17	0	0	18	78	1	
Total	103	2	5	1	111	17	48	100	2	167	6	3	18	27	7	52	8	0	67	372	3	
Grand Total	282	10	11	1	304	72	194	439	3	708	13	6	52	71	13	151	19	0	183	1266	4	
Apprch %	92.8%	3.3%	3.6%	0.3%		10.2%	27.4%	62.0%	0.4%		18.3%	8.5%	73.2%	0.0%		7.1%	82.5%	10.4%	0.0%			
Total %	22.3%	0.8%	0.9%	0.1%	24.0%	5.7%	15.3%	34.7%	0.2%	55.9%	1.0%	0.5%	4.1%	5.6%	1.0%	11.9%	1.5%	0.0%	14.5%	100.0%		

AM PEAK HOUR	Front St Southbound					Broadway Westbound					Front St Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	10	0	1	0	11	6	10	34	1	51	0	1	3	4	0	8	0	0	8	74	
8:15	5	2	0	0	7	4	20	27	0	51	0	1	4	5	0	8	1	0	9	72	
8:30	10	1	1	0	12	3	12	27	0	42	0	1	2	3	0	8	1	0	9	66	
8:45	10	0	0	0	10	6	9	39	0	54	1	0	2	3	0	8	0	0	8	75	
Total Volume	35	3	2	0	40	19	51	127	1	198	1	3	11	15	0	32	2	0	34	287	
% App Total	87.5%	7.5%	5.0%	0.0%		9.6%	25.8%	64.1%	0.5%		6.7%	20.0%	73.3%	0.0%		0.0%	94.1%	5.9%	0.0%		
PHF	.875	.375	.500	.000	.833	.792	.638	.814	.250	.917	.250	.750	.688	.750	.000	1.000	.500	.000	.944	.957	

PM PEAK HOUR	Front St Southbound					Broadway Westbound					Front St Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	28	0	0	0	28	6	16	28	0	50	0	0	5	5	0	20	3	0	23	106	
16:30	26	1	1	0	28	2	13	27	0	42	3	0	8	11	3	13	3	0	19	100	
16:45	30	2	0	0	32	10	19	22	0	51	1	0	4	5	0	17	0	0	17	105	
17:00	37	1	1	1	40	6	16	27	0	49	4	0	4	8	2	13	6	0	21	118	
Total Volume	121	4	2	1	128	24	64	104	0	192	8	0	21	29	5	63	12	0	80	429	
% App Total	94.5%	3.1%	1.6%	0.8%		12.5%	33.3%	54.2%	0.0%		27.6%	0.0%	72.4%	0.0%		6.3%	78.8%	15.0%	0.0%		
PHF	.818	.500	.500	.250	.800	.600	.842	.929	.000	.941	.500	.000	.656	.659	.417	.788	.500	.000	.870	.909	

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-008 I-5 NB Off Ramp & Broadway
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	I-5 NB Off Ramp Southbound					Broadway Westbound					I-5 NB Off Ramp Northbound					Broadway Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	26	0	0	26	6	0	84	0	90	0	8	0	0	8	124	0
7:15	0	0	0	0	0	0	36	0	0	36	10	0	100	0	110	0	17	0	0	17	163	0
7:30	0	0	0	0	0	0	31	0	0	31	10	0	106	0	116	0	11	0	0	11	158	0
7:45	0	0	0	0	0	0	37	0	0	37	15	0	74	0	89	0	11	0	0	11	137	0
Total	0	0	0	0	0	0	130	0	0	130	41	0	364	0	405	0	47	0	0	47	582	0
8:00	0	0	0	0	0	0	32	0	0	32	18	0	64	0	82	0	22	0	0	22	136	0
8:15	0	0	0	0	0	0	41	0	0	41	9	0	65	0	74	0	16	0	0	16	131	0
8:30	0	0	0	0	0	0	38	0	0	38	8	0	68	0	76	0	20	0	0	20	134	0
8:45	0	0	0	0	0	0	39	0	0	39	14	0	73	0	87	0	20	0	0	20	146	0
Total	0	0	0	0	0	0	150	0	0	150	49	0	270	0	319	0	78	0	0	78	547	0
16:00	0	0	0	0	0	0	27	0	0	27	6	0	51	0	57	0	37	0	0	37	121	0
16:15	0	0	0	0	0	0	37	0	0	37	11	0	50	0	61	0	49	0	0	49	147	0
16:30	0	0	0	0	0	0	36	0	0	36	6	0	38	0	44	0	46	0	0	46	126	0
16:45	0	0	0	0	0	0	43	0	0	43	8	0	38	0	46	0	53	0	0	53	142	0
Total	0	0	0	0	0	0	143	0	0	143	31	0	177	0	208	0	185	0	0	185	536	0
17:00	0	0	0	0	0	0	40	0	0	40	9	0	60	0	69	0	52	0	0	52	161	0
17:15	0	0	0	0	0	0	33	0	0	33	8	0	62	0	70	0	41	0	0	41	144	0
17:30	0	0	0	0	0	0	34	0	0	34	7	0	35	0	42	0	41	0	0	41	117	0
17:45	0	0	0	0	0	0	26	0	0	26	10	0	58	0	68	0	38	0	0	38	132	0
Total	0	0	0	0	0	0	133	0	0	133	34	0	215	0	249	0	172	0	0	172	554	0
Grand Total	0	0	0	0	0	0	556	0	0	556	155	0	1026	0	1181	0	482	0	0	482	2219	0
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	25.1%	13.1%	0.0%	86.9%	0.0%	53.2%	0.0%	100.0%	0.0%	0.0%	21.7%	100.0%	0
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.1%	0.0%	0.0%	25.1%	7.0%	0.0%	46.2%	0.0%	53.2%	0.0%	21.7%	0.0%	0.0%	21.7%	100.0%	0

AM PEAK HOUR	I-5 NB Off Ramp Southbound					Broadway Westbound					I-5 NB Off Ramp Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	0	0	0	0	0	0	36	0	0	36	10	0	100	0	110	0	17	0	0	17	163
7:30	0	0	0	0	0	0	31	0	0	31	10	0	106	0	116	0	11	0	0	11	158
7:45	0	0	0	0	0	0	37	0	0	37	15	0	74	0	89	0	11	0	0	11	137
8:00	0	0	0	0	0	0	32	0	0	32	18	0	64	0	82	0	22	0	0	22	136
Total Volume	0	0	0	0	0	0	136	0	0	136	53	0	344	0	397	0	61	0	0	61	594
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	25.1%	13.4%	0.0%	86.6%	0.0%	53.2%	0.0%	100.0%	0.0%	0.0%	21.7%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.919	.000	.000	.919	.736	.000	.811	.000	.856	.000	.693	.000	.000	.693	.911

PM PEAK HOUR	I-5 NB Off Ramp Southbound					Broadway Westbound					I-5 NB Off Ramp Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	0	37	0	0	37	11	0	50	0	61	0	49	0	0	49	147
16:30	0	0	0	0	0	0	36	0	0	36	6	0	38	0	44	0	46	0	0	46	126
16:45	0	0	0	0	0	0	43	0	0	43	8	0	38	0	46	0	53	0	0	53	142
17:00	0	0	0	0	0	0	40	0	0	40	9	0	60	0	69	0	52	0	0	52	161
Total Volume	0	0	0	0	0	0	156	0	0	156	34	0	186	0	220	0	200	0	0	200	576
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	25.1%	15.5%	0.0%	84.5%	0.0%	53.2%	0.0%	100.0%	0.0%	0.0%	21.7%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.907	.000	.000	.907	.773	.000	.775	.000	.797	.000	.943	.000	.000	.943	.894

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-010 3rd St North & Broadway
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	3rd St North Southbound					Broadway Westbound					3rd St North Northbound					Broadway Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	20	0	17	0	37	0	17	0	0	17	0	0	0	0	0	6	76	0	0	82	136	0
7:15	26	0	14	0	40	0	35	2	0	37	0	0	0	0	0	6	125	0	0	131	208	0
7:30	28	0	10	0	38	0	39	1	0	40	0	0	0	0	0	16	108	0	0	124	202	0
7:45	32	0	10	1	43	0	36	0	0	36	0	0	0	0	0	7	82	0	0	89	168	1
Total	106	0	51	1	158	0	127	3	0	130	0	0	0	0	0	35	391	0	0	426	714	1
8:00	21	0	13	0	34	0	37	1	1	39	0	0	0	0	0	4	95	0	0	99	172	1
8:15	31	0	12	0	43	0	45	0	0	45	0	0	0	0	0	9	80	0	0	89	177	0
8:30	28	0	12	0	40	0	42	1	0	43	0	0	0	0	0	2	96	0	0	98	181	0
8:45	24	0	13	0	37	0	38	1	0	39	0	0	0	0	0	3	90	0	0	93	169	0
Total	104	0	50	0	154	0	162	3	1	166	0	0	0	0	0	18	361	0	0	379	699	1
16:00	63	0	6	0	69	0	31	0	0	31	0	0	0	0	0	8	94	0	0	102	202	0
16:15	70	0	14	0	84	0	34	1	0	35	0	0	0	0	0	5	101	0	0	106	225	0
16:30	86	0	7	0	93	0	33	1	0	34	0	0	0	0	0	5	88	0	0	93	220	0
16:45	63	0	12	1	76	0	37	0	0	37	0	0	0	0	0	8	92	0	0	100	213	1
Total	282	0	39	1	322	0	135	2	0	137	0	0	0	0	0	26	375	0	0	401	860	1
17:00	73	0	15	0	88	0	36	1	0	37	0	0	0	0	0	5	114	0	0	119	244	0
17:15	89	0	12	0	101	0	29	1	0	30	0	0	0	0	0	3	111	0	0	114	245	0
17:30	95	0	5	0	100	0	34	5	0	39	0	0	0	0	0	4	78	0	0	82	221	0
17:45	77	0	4	0	81	0	26	0	0	26	0	0	0	0	0	3	96	0	0	99	206	0
Total	334	0	36	0	370	0	125	7	0	132	0	0	0	0	0	15	399	0	0	414	916	0
Grand Total	826	0	176	2	1004	0	549	15	1	565	0	0	0	0	0	94	1526	0	0	1620	3189	3
Apprch %	82.3%	0.0%	17.5%	0.2%		0.0%	97.2%	2.7%	0.2%		0.0%	0.0%	0.0%	0.0%	0.0%	5.8%	94.2%	0.0%	0.0%			
Total %	25.9%	0.0%	5.5%	0.1%	31.5%	0.0%	17.2%	0.5%	0.0%	17.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	47.9%	0.0%	0.0%	50.8%	100.0%	

AM PEAK HOUR	3rd St North Southbound					Broadway Westbound					3rd St North Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
7:15	26	0	14	0	40	0	35	2	0	37	0	0	0	0	0	6	125	0	0	131	208
7:30	28	0	10	0	38	0	39	1	0	40	0	0	0	0	0	16	108	0	0	124	202
7:45	32	0	10	1	43	0	36	0	0	36	0	0	0	0	0	7	82	0	0	89	168
8:00	21	0	13	0	34	0	37	1	1	39	0	0	0	0	0	4	95	0	0	99	172
Total Volume	107	0	47	1	155	0	147	4	1	152	0	0	0	0	0	33	410	0	0	443	750
% App Total	69.0%	0.0%	30.3%	0.6%		0.0%	96.7%	2.6%	0.7%		0.0%	0.0%	0.0%	0.0%		7.4%	92.6%	0.0%	0.0%		
PHF	.836	.000	.839	.250	.901	.000	.942	.500	.250	.950	.000	.000	.000	.000	.000	.516	.820	.000	.000	.845	.901

PM PEAK HOUR	3rd St North Southbound					Broadway Westbound					3rd St North Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	63	0	12	1	76	0	37	0	0	37	0	0	0	0	0	8	92	0	0	100	213
17:00	73	0	15	0	88	0	36	1	0	37	0	0	0	0	0	5	114	0	0	119	244
17:15	89	0	12	0	101	0	29	1	0	30	0	0	0	0	0	3	111	0	0	114	245
17:30	95	0	5	0	100	0	34	5	0	39	0	0	0	0	0	4	78	0	0	82	221
Total Volume	320	0	44	1	365	0	136	7	0	143	0	0	0	0	0	20	395	0	0	415	923
% App Total	87.7%	0.0%	12.1%	0.3%		0.0%	95.1%	4.9%	0.0%		0.0%	0.0%	0.0%	0.0%		4.8%	95.2%	0.0%	0.0%		
PHF	.842	.000	.733	.250	.903	.000	.919	.350	.000	.917	.000	.000	.000	.000	.000	.625	.866	.000	.000	.872	.942

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-009 3rd St South & Broadway
 Date : 5/16/2017

Unshifted Count = All Vehicles & Uturns

START TIME	3rd St South Southbound					Broadway Westbound					3rd St South Northbound					Broadway Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	9	41	0	0	50	0	0	2	0	2	0	82	1	0	83	135	0
7:15	0	0	0	0	0	6	32	0	0	38	0	0	3	0	3	0	132	0	0	132	173	0
7:30	0	0	0	0	0	12	34	0	0	46	1	0	6	0	7	0	125	0	0	125	178	0
7:45	0	0	0	0	0	8	35	0	0	43	0	0	5	0	5	0	75	2	0	77	125	0
Total	0	0	0	0	0	35	142	0	0	177	1	0	16	0	17	0	414	3	0	417	611	0
8:00	0	0	0	0	0	3	31	0	0	34	0	0	6	0	6	0	79	0	0	79	119	0
8:15	0	0	0	0	0	7	45	0	1	53	0	0	10	0	10	0	74	1	0	75	138	1
8:30	0	0	0	0	0	4	39	0	0	43	0	0	2	0	2	0	93	1	0	94	139	0
8:45	0	0	0	0	0	3	35	0	0	38	0	0	8	0	8	0	76	4	0	80	126	0
Total	0	0	0	0	0	17	150	0	1	168	0	0	26	0	26	0	322	6	0	328	522	1
16:00	0	0	0	0	0	3	31	0	0	34	0	0	11	0	11	0	94	0	0	94	139	0
16:15	0	0	0	0	0	5	39	0	0	44	0	0	7	0	7	0	94	0	0	94	145	0
16:30	0	0	0	0	0	4	37	0	0	41	1	0	3	0	4	0	81	1	0	82	127	0
16:45	0	0	0	0	0	3	45	0	0	48	0	0	5	0	5	0	87	0	0	87	140	0
Total	0	0	0	0	0	15	152	0	0	167	1	0	26	0	27	0	356	1	0	357	551	0
17:00	0	0	0	0	0	8	40	0	0	48	1	0	3	0	4	0	109	1	0	110	162	0
17:15	0	0	0	0	0	7	33	0	1	41	0	0	5	0	5	0	104	2	0	106	152	1
17:30	0	0	0	0	0	2	30	0	0	32	0	0	2	0	2	0	84	4	0	88	122	0
17:45	0	0	0	0	0	4	21	0	0	25	1	0	6	0	7	0	92	0	0	92	124	0
Total	0	0	0	0	0	21	124	0	1	146	2	0	16	0	18	0	389	7	0	396	560	1
Grand Total	0	0	0	0	0	88	568	0	2	658	4	0	84	0	88	0	1481	17	0	1498	2244	2
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	13.4%	86.3%	0.0%	0.3%	29.3%	4.5%	0.0%	95.5%	0.0%	3.9%	0.0%	98.9%	1.1%	0.0%	66.8%	100.0%	
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	25.3%	0.0%	0.1%	29.3%	0.2%	0.0%	3.7%	0.0%	3.9%	0.0%	66.0%	0.8%	0.0%	66.8%	100.0%	

AM PEAK HOUR	3rd St South Southbound					Broadway Westbound					3rd St South Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
7:00	0	0	0	0	0	9	41	0	0	50	0	0	2	0	2	0	82	1	0	83	135
7:15	0	0	0	0	0	6	32	0	0	38	0	0	3	0	3	0	132	0	0	132	173
7:30	0	0	0	0	0	12	34	0	0	46	1	0	6	0	7	0	125	0	0	125	178
7:45	0	0	0	0	0	8	35	0	0	43	0	0	5	0	5	0	75	2	0	77	125
Total Volume	0	0	0	0	0	35	142	0	0	177	1	0	16	0	17	0	414	3	0	417	611
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	19.8%	80.2%	0.0%	0.0%	29.3%	5.9%	0.0%	94.1%	0.0%	3.9%	0.0%	99.3%	0.7%	0.0%	66.8%	100.0%
PHF	.000	.000	.000	.000	.000	.729	.866	.000	.000	.885	.250	.000	.667	.000	.607	.000	.784	.375	.000	.790	.858

PM PEAK HOUR	3rd St South Southbound					Broadway Westbound					3rd St South Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	0	0	0	0	4	37	0	0	41	1	0	3	0	4	0	81	1	0	82	127
16:45	0	0	0	0	0	3	45	0	0	48	0	0	5	0	5	0	87	0	0	87	140
17:00	0	0	0	0	0	8	40	0	0	48	1	0	3	0	4	0	109	1	0	110	162
17:15	0	0	0	0	0	7	33	0	1	41	0	0	5	0	5	0	104	2	0	106	152
Total Volume	0	0	0	0	0	22	155	0	1	178	2	0	16	0	18	0	381	4	0	385	581
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	12.4%	87.1%	0.0%	0.6%	27.1%	11.1%	0.0%	88.9%	0.0%	4.7%	0.0%	99.0%	1.0%	0.0%	66.8%	100.0%
PHF	.000	.000	.000	.000	.000	.688	.861	.000	.250	.927	.500	.000	.800	.000	.900	.000	.874	.500	.000	.875	.897

National Data and Surveying Services

City of Sacramento
 All Vehicles & Uturns On Unshifted
 Peds & Bikes On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7417-011 5th St & Broadway
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	5th St Southbound					Broadway Westbound					5th St Northbound					Broadway Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	5	7	3	0	15	35	18	28	0	81	0	33	24	0	57	24	78	12	0	114	267	0
7:15	3	6	7	0	16	30	32	37	0	99	0	41	21	0	62	29	87	13	0	129	306	0
7:30	6	9	4	0	19	33	34	47	0	114	2	37	23	0	62	28	92	22	0	142	337	0
7:45	4	10	5	0	19	51	32	50	0	133	1	35	28	0	64	17	80	18	0	115	331	0
Total	18	32	19	0	69	149	116	162	0	427	3	146	96	0	245	98	337	65	0	500	1241	0
8:00	2	8	8	0	18	43	31	61	0	135	1	50	29	0	80	27	63	20	0	110	343	0
8:15	8	9	8	0	25	50	35	38	0	123	4	37	34	0	75	12	72	27	0	111	334	0
8:30	5	10	9	0	24	56	32	55	0	143	2	75	34	0	111	19	75	31	0	125	403	0
8:45	1	9	7	0	17	28	32	42	0	102	1	40	29	0	70	20	74	20	0	114	303	0
Total	16	36	32	0	84	177	130	196	0	503	8	202	126	0	336	78	284	98	0	460	1383	0
16:00	12	10	10	0	32	27	23	55	0	105	0	43	26	0	69	27	115	17	0	159	365	0
16:15	14	17	3	0	34	44	30	53	0	127	1	33	21	0	55	34	120	19	0	173	389	0
16:30	16	12	7	0	35	29	34	60	0	123	0	40	17	0	57	26	135	16	0	177	392	0
16:45	19	13	2	0	34	22	32	43	0	97	1	40	26	0	67	27	113	15	0	155	353	0
Total	61	52	22	0	135	122	119	211	0	452	2	156	90	0	248	114	483	67	0	664	1499	0
17:00	21	21	5	0	47	22	34	50	0	106	2	39	30	0	71	26	135	25	0	186	410	0
17:15	15	13	2	0	30	25	27	48	0	100	3	37	23	0	63	40	140	25	0	205	398	0
17:30	9	22	4	0	35	28	32	46	0	106	2	38	20	0	60	32	130	17	0	179	380	0
17:45	17	10	3	0	30	23	28	35	0	86	1	25	13	0	39	41	119	13	0	173	328	0
Total	62	66	14	0	142	98	121	179	0	398	8	139	86	0	233	139	524	80	0	743	1516	0
Grand Total	157	186	87	0	430	546	486	748	0	1780	21	643	398	0	1062	429	1628	310	0	2367	5639	0
Apprch %	36.5%	43.3%	20.2%	0.0%		30.7%	27.3%	42.0%	0.0%		2.0%	60.5%	37.5%	0.0%		18.1%	68.8%	13.1%	0.0%			
Total %	2.8%	3.3%	1.5%	0.0%	7.6%	9.7%	8.6%	13.3%	0.0%	31.6%	0.4%	11.4%	7.1%	0.0%	18.8%	7.6%	28.9%	5.5%	0.0%	42.0%	100.0%	

AM PEAK HOUR	5th St Southbound					Broadway Westbound					5th St Northbound					Broadway Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 07:45 to 08:45																						
Peak Hour For Entire Intersection Begins at 07:45																						
7:45	4	10	5	0	19	51	32	50	0	133	1	35	28	0	64	17	80	18	0	115	331	
8:00	2	8	8	0	18	43	31	61	0	135	1	50	29	0	80	27	63	20	0	110	343	
8:15	8	9	8	0	25	50	35	38	0	123	4	37	34	0	75	12	72	27	0	111	334	
8:30	5	10	9	0	24	56	32	55	0	143	2	75	34	0	111	19	75	31	0	125	403	
Total Volume	19	37	30	0	86	200	130	204	0	534	8	197	125	0	330	75	290	96	0	461	1411	
% App Total	22.1%	43.0%	34.9%	0.0%		37.5%	24.3%	38.2%	0.0%		2.4%	59.7%	37.9%	0.0%		16.3%	62.9%	20.8%	0.0%			
PHF	.594	.925	.833	.000	.860	.893	.929	.836	.000	.934	.500	.657	.919	.000	.743	.694	.906	.774	.000	.922	.875	

PM PEAK HOUR	5th St Southbound					Broadway Westbound					5th St Northbound					Broadway Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:30 to 17:30																						
Peak Hour For Entire Intersection Begins at 16:30																						
16:30	16	12	7	0	35	29	34	60	0	123	0	40	17	0	57	26	135	16	0	177	392	
16:45	19	13	2	0	34	22	32	43	0	97	1	40	26	0	67	27	113	15	0	155	353	
17:00	21	21	5	0	47	22	34	50	0	106	2	39	30	0	71	26	135	25	0	186	410	
17:15	15	13	2	0	30	25	27	48	0	100	3	37	23	0	63	40	140	25	0	205	398	
Total Volume	71	59	16	0	146	98	127	201	0	426	6	156	96	0	258	119	523	81	0	723	1553	
% App Total	48.6%	40.4%	11.0%	0.0%		23.0%	29.8%	47.2%	0.0%		2.3%	60.5%	37.2%	0.0%		16.5%	72.3%	11.2%	0.0%			
PHF	.845	.702	.571	.000	.777	.845	.934	.838	.000	.866	.500	.975	.800	.000	.908	.744	.934	.810	.000	.882	.947	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 19-07041-001

Date : 01/31/2019

Bank 2 Count = HT

START TIME	8th St Southbound					Broadway Westbound					8th St Northbound					Broadway Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	7	0
7:15	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	8	0
7:30	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	5	0	0	5	8	0
7:45	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	0	0	4	8	0
Total	0	0	1	0	1	0	7	5	0	12	0	0	0	0	0	1	17	0	0	18	31	0
8:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	4	0
8:15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	5	0
8:30	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	5	0
8:45	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	7	0
Total	0	0	0	0	0	0	8	5	0	13	0	0	0	0	0	2	6	0	0	8	21	0
16:00	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	6	0
16:15	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	0	2	0	0	2	7	0
16:30	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	5	0
16:45	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5	0
Total	0	0	0	0	0	0	5	13	0	18	0	0	0	0	0	0	5	0	0	5	23	0
17:00	1	0	0	0	1	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	7	0
17:15	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0
17:30	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	4	0
17:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	0
Total	1	0	0	0	1	0	2	10	0	12	0	0	0	0	0	0	4	0	0	4	17	0
Grand Total	1	0	1	0	2	0	22	33	0	55	0	0	0	0	0	3	32	0	0	35	92	0
Apprch %	50.0%	0.0%	50.0%	0.0%		0.0%	40.0%	60.0%	0.0%		0.0%	0.0%	0.0%	0.0%		8.6%	91.4%	0.0%	0.0%			
Total %	1.1%	0.0%	1.1%	0.0%	2.2%	0.0%	23.9%	35.9%	0.0%	59.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	34.8%	0.0%	0.0%	38.0%	100.0%	

AM PEAK HOUR																					
START TIME	8th St Southbound					Broadway Westbound					8th St Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	5	0	0	5	8
7:45	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	0	0	4	8
8:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	4
8:15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	5
Total Volume	0	0	0	0	0	0	5	7	0	12	0	0	0	0	0	2	11	0	0	13	25
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	41.7%	58.3%	0.0%		0.0%	0.0%	0.0%	0.0%		15.4%	84.6%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.625	.875	.875	.750	.000	.000	.000	.000	.000	.500	.550	.000	.000	.650	.781

PM PEAK HOUR																					
START TIME	8th St Southbound					Broadway Westbound					8th St Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	1	0	0	0	1	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	7
17:15	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	4
17:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Volume	1	0	0	0	1	0	2	10	0	12	0	0	0	0	0	0	4	0	0	4	17
% App Total	100.0%	0.0%	0.0%	0.0%		0.0%	16.7%	83.3%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.250	.000	.000	.000	.250	.000	.500	.625	.625	.600	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.607

National Data & Surveying Services

Intersection Turning Movement Count

Location: Muir Way / 9th St & Broadway
 City: Sacramento
 Control: Signalized

Project ID: 18-07149-001
 Date: 4/25/2018

Total

NS/EW Streets:	Muir Way / 9th St				Muir Way / 9th St				Broadway				Broadway				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	0	1	0	1	0	1	0	0	2	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	14	0	28	0	16	3	12	0	0	61	7	0	6	56	0	1	204
7:15 AM	4	0	42	0	12	2	4	0	0	69	3	0	9	107	0	0	252
7:30 AM	14	0	41	0	13	5	2	0	0	99	6	0	7	119	0	0	306
7:45 AM	19	0	37	0	20	6	6	0	0	131	6	0	16	106	0	0	347
8:00 AM	22	0	31	0	25	7	8	0	0	118	14	0	16	135	0	0	376
8:15 AM	15	0	29	0	16	2	10	0	0	90	8	0	7	132	0	0	309
8:30 AM	13	0	31	0	27	8	8	0	0	102	4	0	7	99	0	0	299
8:45 AM	17	0	31	0	17	5	7	0	0	80	9	0	6	76	0	0	248
TOTAL VOLUMES :	118	0	270	0	146	38	57	0	0	750	57	0	74	830	0	1	2341
APPROACH %'s :	30.41%	0.00%	69.59%	0.00%	60.58%	15.77%	23.65%	0.00%	0.00%	92.94%	7.06%	0.00%	8.18%	91.71%	0.00%	0.11%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	70	0	138	0	74	20	26	0	0	438	34	0	46	492	0	0	1338
PEAK HR FACTOR :	0.795	0.000	0.841	0.000	0.740	0.714	0.650	0.000	0.000	0.836	0.607	0.000	0.719	0.911	0.000	0.000	0.890
	0.929				0.750				0.861				0.891				
PM	1	0	1	0	1	0	1	0	0	2	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	13	0	21	0	52	10	8	0	0	136	12	0	26	80	0	0	358
4:15 PM	6	0	18	0	67	19	10	0	0	147	24	0	16	100	0	0	407
4:30 PM	6	0	30	0	66	12	15	0	0	161	16	0	18	99	0	0	423
4:45 PM	21	0	30	0	79	21	10	0	0	225	29	0	20	104	0	0	539
5:00 PM	9	0	20	0	80	21	7	0	0	217	23	0	18	95	0	0	490
5:15 PM	8	0	20	0	92	49	12	0	0	230	27	0	23	101	0	0	562
5:30 PM	12	0	31	0	88	34	13	0	0	203	25	0	18	79	0	0	503
5:45 PM	14	0	35	0	86	24	17	0	0	169	25	0	14	85	0	1	470
TOTAL VOLUMES :	89	0	205	0	610	190	92	0	0	1488	181	0	153	743	0	1	3752
APPROACH %'s :	30.27%	0.00%	69.73%	0.00%	68.39%	21.30%	10.31%	0.00%	0.00%	89.16%	10.84%	0.00%	17.06%	82.83%	0.00%	0.11%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	50	0	101	0	339	125	42	0	0	875	104	0	79	379	0	0	2094
PEAK HR FACTOR :	0.595	0.000	0.815	0.000	0.921	0.638	0.808	0.000	0.000	0.951	0.897	0.000	0.859	0.911	0.000	0.000	0.931
	0.740				0.827				0.952				0.923				

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7014-011 Riverside Boulevard-Broadway.ppd

Date : 1/14/2015

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

Unshifted Count = All Vehicles

START TIME	Riverside Boulevard Southbound					Broadway Westbound					Riverside Boulevard Northbound					Broadway Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	2	12	7	0	21	5	52	10	0	67	26	68	17	0	111	8	37	11	0	56	255	0
07:15	4	10	8	0	22	7	67	11	0	85	47	109	14	0	170	4	65	9	0	78	355	0
07:30	4	16	2	0	22	7	87	14	0	108	42	120	22	0	184	15	73	14	0	102	416	0
07:45	3	25	14	0	42	6	102	17	0	125	61	147	13	0	221	16	78	17	0	111	499	0
Total	13	63	31	0	107	25	308	52	0	385	176	444	66	0	686	43	253	51	0	347	1525	0
08:00	6	17	10	0	33	16	124	24	0	164	42	174	21	0	237	14	78	19	0	111	545	0
08:15	3	24	10	0	37	14	105	16	0	135	50	136	21	0	207	11	54	10	0	75	454	0
08:30	6	15	9	0	30	12	87	17	0	116	42	111	20	0	173	18	87	22	0	127	446	0
08:45	8	27	12	0	47	15	62	13	0	90	36	100	19	0	155	11	63	10	0	84	376	0
Total	23	83	41	0	147	57	378	70	0	505	170	521	81	0	772	54	282	61	0	397	1821	0
16:00	10	58	13	0	81	35	70	13	0	118	17	70	15	0	102	13	113	47	0	173	474	0
16:15	15	58	7	0	80	32	75	17	0	124	14	63	16	0	93	19	133	61	0	213	510	0
16:30	12	61	8	0	81	37	90	20	0	147	7	55	21	0	83	9	117	74	0	200	511	0
16:45	12	60	9	0	81	43	88	17	0	148	14	58	11	0	83	8	129	67	0	204	516	0
Total	49	237	37	0	323	147	323	67	0	537	52	246	63	0	361	49	492	249	0	790	2011	0
17:00	20	94	7	0	121	50	100	14	0	164	16	52	13	0	81	10	139	98	0	247	613	0
17:15	18	98	7	0	123	63	104	18	0	185	15	60	17	0	92	8	132	101	0	241	641	0
17:30	21	80	11	0	112	48	90	23	0	161	15	63	11	0	89	17	129	93	0	239	601	0
17:45	20	80	11	0	111	54	84	13	0	151	19	51	13	0	83	9	117	80	0	206	551	0
Total	79	352	36	0	467	215	378	68	0	661	65	226	54	0	345	44	517	372	0	933	2406	0
Grand Total	164	735	145	0	1044	444	1387	257	0	2088	463	1437	264	0	2164	190	1544	733	0	2467	7763	0
Apprch %	15.7%	70.4%	13.9%	0.0%		21.3%	66.4%	12.3%	0.0%		21.4%	66.4%	12.2%	0.0%		7.7%	62.6%	29.7%	0.0%			
Total %	2.1%	9.5%	1.9%	0.0%	13.4%	5.7%	17.9%	3.3%	0.0%	26.9%	6.0%	18.5%	3.4%	0.0%	27.9%	2.4%	19.9%	9.4%	0.0%	31.8%	100.0%	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7014-011 Riverside Boulevard-Broadway.ppd

Date : 1/14/2015

City of Sacramento
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

Unshifted Count = All Vehicles

AM PEAK HOUR	Riverside Boulevard Southbound					Broadway Westbound					Riverside Boulevard Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
07:45	3	25	14	0	42	6	102	17	0	125	61	147	13	0	221	16	78	17	0	111	499
08:00	6	17	10	0	33	16	124	24	0	164	42	174	21	0	237	14	78	19	0	111	545
08:15	3	24	10	0	37	14	105	16	0	135	50	136	21	0	207	11	54	10	0	75	454
08:30	6	15	9	0	30	12	87	17	0	116	42	111	20	0	173	18	87	22	0	127	446
Total Volume	18	81	43	0	142	48	418	74	0	540	195	568	75	0	838	59	297	68	0	424	1944
% App Total	12.7%	57.0%	30.3%	0.0%		8.9%	77.4%	13.7%	0.0%		23.3%	67.8%	8.9%	0.0%		13.9%	70.0%	16.0%	0.0%		
PHF	.750	.810	.768	.000	.845	.750	.843	.771	.000	.823	.799	.816	.893	.000	.884	.819	.853	.773	.000	.835	.892

PM PEAK HOUR	Riverside Boulevard Southbound					Broadway Westbound					Riverside Boulevard Northbound					Broadway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	20	94	7	0	121	50	100	14	0	164	16	52	13	0	81	10	139	98	0	247	613
17:15	18	98	7	0	123	63	104	18	0	185	15	60	17	0	92	8	132	101	0	241	641
17:30	21	80	11	0	112	48	90	23	0	161	15	63	11	0	89	17	129	93	0	239	601
17:45	20	80	11	0	111	54	84	13	0	151	19	51	13	0	83	9	117	80	0	206	551
Total Volume	79	352	36	0	467	215	378	68	0	661	65	226	54	0	345	44	517	372	0	933	2406
% App Total	16.9%	75.4%	7.7%	0.0%		32.5%	57.2%	10.3%	0.0%		18.8%	65.5%	15.7%	0.0%		4.7%	55.4%	39.9%	0.0%		
PHF	.940	.898	.818	.000	.949	.853	.909	.739	.000	.893	.855	.897	.794	.000	.938	.647	.930	.921	.000	.944	.938

National Data & Surveying Services

Intersection Turning Movement Count

Location: 5th St & 1st Ave
 City: Sacramento
 Control: 2-Way Stop (EB/WB)

Project ID: 18-07149-002
 Date: 4/25/2018

Total

NS/EW Streets:	5th St				5th St				1st Ave				1st Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	109
7:15 AM	0	61	0	0	2	44	2	0	2	1	3	0	0	0	1	0	116
7:30 AM	1	67	1	0	1	45	3	1	1	0	2	1	0	1	3	0	127
7:45 AM	2	50	1	0	3	53	3	0	2	1	4	0	1	0	0	0	120
8:00 AM	1	75	2	0	2	69	3	0	12	2	2	0	2	1	5	0	176
8:15 AM	2	77	1	0	2	75	0	0	1	2	0	0	2	0	2	0	164
8:30 AM	0	97	0	0	5	88	1	0	2	0	6	0	0	0	1	0	200
8:45 AM	1	82	0	0	2	77	6	0	1	0	3	0	1	1	2	0	176
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7	570	5	0	17	494	19	1	23	7	20	1	6	4	14	0	1188
	1.20%	97.94%	0.86%	0.00%	3.20%	93.03%	3.58%	0.19%	45.10%	13.73%	39.22%	1.96%	25.00%	16.67%	58.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	331	3	0	11	309	10	0	16	4	11	0	5	2	10	0	716
PEAK HR FACTOR :	0.500	0.853	0.375	0.000	0.550	0.878	0.417	0.000	0.333	0.500	0.458	0.000	0.625	0.500	0.500	0.000	0.895
	0.871				0.878				0.484				0.531				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	143
4:15 PM	0	70	0	0	0	57	5	1	8	0	1	1	0	0	0	0	136
4:30 PM	0	49	0	0	4	71	3	0	3	0	4	0	0	0	2	0	147
4:45 PM	0	68	0	0	0	68	1	0	6	0	0	0	0	0	4	0	147
5:00 PM	0	73	0	0	0	56	2	0	3	0	3	0	1	0	1	0	139
5:00 PM	1	57	0	0	2	81	0	0	6	0	3	0	0	0	6	0	156
5:15 PM	0	46	0	0	0	83	1	1	5	0	12	1	0	0	0	0	149
5:30 PM	1	53	0	0	0	71	0	0	0	0	2	0	0	0	1	0	128
5:45 PM	0	46	0	0	0	68	1	0	3	0	4	0	0	0	0	0	122
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	462	0	0	6	555	13	2	34	0	29	2	1	0	14	0	1120
	0.43%	99.57%	0.00%	0.00%	1.04%	96.35%	2.26%	0.35%	52.31%	0.00%	44.62%	3.08%	6.67%	0.00%	93.33%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	244	0	0	2	288	4	1	20	0	18	1	1	0	11	0	591
PEAK HR FACTOR :	0.250	0.836	0.000	0.000	0.250	0.867	0.500	0.250	0.833	0.000	0.375	0.250	0.250	0.000	0.458	0.000	0.947
	0.839				0.868				0.542				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: 5th St & McClatchy Way
 City: Sacramento
 Control: 3-Way Stop (NB/SB/EB)

Project ID: 18-07149-003
 Date: 4/25/2018

Total

NS/EW Streets:	5th St				5th St				McClatchy Way				McClatchy Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	58
7:15 AM	10	44	0	0	0	16	16	0	6	0	3	0	0	0	0	0	95
7:30 AM	5	43	0	0	0	13	12	0	10	0	4	0	0	0	0	0	87
7:45 AM	1	34	0	1	0	26	10	0	4	0	2	0	0	0	0	0	78
8:00 AM	8	44	0	0	0	30	20	0	13	0	1	0	0	0	0	0	116
8:15 AM	14	38	0	0	0	21	35	0	22	0	4	0	0	0	0	0	134
8:30 AM	22	28	0	0	0	19	57	0	52	0	15	0	0	0	0	0	193
8:45 AM	26	27	0	0	0	30	41	0	31	0	20	0	0	0	0	0	175
TOTAL VOLUMES :	87	288	0	1	0	170	198	0	142	0	50	0	0	0	0	0	936
APPROACH %'s :	23.14%	76.60%	0.00%	0.27%	0.00%	46.20%	53.80%	0.00%	73.96%	0.00%	26.04%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	70	137	0	0	0	100	153	0	118	0	40	0	0	0	0	0	618
PEAK HR FACTOR :	0.673	0.778	0.000	0.000	0.000	0.833	0.671	0.000	0.567	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.801
	0.976				0.832				0.590								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	93
4:15 PM	1	24	0	0	0	35	9	0	19	0	5	0	0	0	0	0	95
4:30 PM	3	22	0	0	0	51	11	0	9	0	1	0	0	0	0	0	109
4:45 PM	1	37	0	0	0	43	6	0	16	0	4	0	0	0	0	0	103
5:00 PM	1	32	0	0	0	48	6	0	14	0	2	0	0	0	0	0	117
5:15 PM	6	29	0	0	0	61	9	0	7	0	5	0	0	0	0	0	117
5:30 PM	1	24	0	0	0	68	9	0	11	0	4	0	0	0	0	0	104
5:45 PM	4	25	0	0	0	48	6	0	12	0	8	1	0	0	0	0	81
5:55 PM	2	21	0	0	0	42	7	0	4	0	5	0	0	0	0	0	81
TOTAL VOLUMES :	19	214	0	0	0	396	63	0	92	0	34	1	0	0	0	0	819
APPROACH %'s :	8.15%	91.85%	0.00%	0.00%	0.00%	86.27%	13.73%	0.00%	72.44%	0.00%	26.77%	0.79%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	122	0	0	0	220	30	0	48	0	15	0	0	0	0	0	446
PEAK HR FACTOR :	0.458	0.824	0.000	0.000	0.000	0.809	0.833	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.953
	0.831				0.812				0.788								

National Data & Surveying Services

Intersection Turning Movement Count

Location: 5th St & Vallejo Way
 City: Sacramento
 Control: 4-Way Stop

Project ID: 18-07149-004
 Date: 4/25/2018

Total

NS/EW Streets:	5th St				5th St				Vallejo Way				Vallejo Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	3	1	0	15	1	6	0	8	3	0	0	0	3	16	0	56
7:15 AM	0	4	4	0	13	0	2	0	5	4	0	0	0	7	20	0	59
7:30 AM	0	2	1	0	9	2	4	0	5	3	0	0	0	3	20	1	50
7:45 AM	0	5	1	0	11	0	4	0	5	3	0	0	2	7	36	0	74
8:00 AM	1	1	3	0	15	1	5	0	1	8	0	0	3	6	26	1	71
8:15 AM	0	3	1	0	9	0	4	0	3	7	0	0	2	6	30	1	66
8:30 AM	0	3	4	0	16	1	3	0	5	5	0	0	1	6	35	1	80
8:45 AM	0	4	1	0	22	1	7	0	5	4	0	0	2	7	29	0	82
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	1	25	16	0	110	6	35	0	37	37	0	0	10	45	212	4	538
APPROACH %'s :	2.38%	59.52%	38.10%	0.00%	72.85%	3.97%	23.18%	0.00%	50.00%	50.00%	0.00%	0.00%	3.69%	16.61%	78.23%	1.48%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	11	9	0	62	3	19	0	14	24	0	0	8	25	120	3	299
PEAK HR FACTOR :	0.250	0.688	0.563	0.000	0.705	0.750	0.679	0.000	0.700	0.750	0.000	0.000	0.667	0.893	0.857	0.750	0.912
	0.750				0.700				0.950				0.907				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	5	4	0	28	2	7	0	7	4	1	0	4	9	13	0	84
4:15 PM	1	1	2	0	22	2	5	0	2	6	0	0	1	6	13	0	61
4:30 PM	0	1	5	0	30	2	8	0	6	9	0	0	3	6	18	1	89
4:45 PM	0	1	5	0	37	4	7	1	2	6	0	0	5	5	20	0	93
5:00 PM	0	0	0	0	27	3	7	0	6	2	0	0	5	6	5	0	61
5:15 PM	0	2	3	0	45	2	7	0	5	8	0	0	2	7	10	0	91
5:30 PM	0	2	2	0	36	4	10	1	8	7	0	0	2	5	4	0	81
5:45 PM	0	4	1	0	26	1	1	0	2	2	1	0	5	4	10	0	57
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	1	16	22	0	251	20	52	2	38	44	2	0	27	48	93	1	617
APPROACH %'s :	2.56%	41.03%	56.41%	0.00%	77.23%	6.15%	16.00%	0.62%	45.24%	52.38%	2.38%	0.00%	15.98%	28.40%	55.03%	0.59%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	4	13	0	139	11	29	1	19	25	0	0	15	24	53	1	334
PEAK HR FACTOR :	0.000	0.500	0.650	0.000	0.772	0.688	0.906	0.250	0.792	0.694	0.000	0.000	0.750	0.857	0.663	0.250	0.898
	0.708				0.833				0.733				0.775				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Muir Way & Vallejo Way
 City: Sacramento
 Control: 4-Way Stop

Project ID: 18-07149-005
 Date: 4/25/2018

Total

NS/EW Streets:	Muir Way				Muir Way				Vallejo Way				Vallejo Way				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
7:00 AM	4	14	3	0	2	4	1	0	5	11	0	0	1	9	1	0	55
7:15 AM	5	8	2	0	1	2	3	1	3	14	2	0	1	15	1	0	58
7:30 AM	9	16	2	0	6	2	2	0	4	12	1	0	1	13	3	0	71
7:45 AM	13	24	5	0	4	2	3	0	4	20	1	0	1	11	3	0	91
8:00 AM	9	22	2	0	2	8	5	0	3	11	1	0	1	18	6	0	88
8:15 AM	2	16	3	0	1	4	9	0	11	16	5	0	0	18	2	0	87
8:30 AM	6	16	1	0	4	4	18	0	9	9	4	0	3	16	2	0	92
8:45 AM	7	18	4	0	3	7	11	0	19	14	4	0	0	10	2	0	99
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	55	134	22	0	23	33	52	1	58	107	18	0	8	110	20	0	641
APPROACH %'s :	26.07%	63.51%	10.43%	0.00%	21.10%	30.28%	47.71%	0.92%	31.69%	58.47%	9.84%	0.00%	5.80%	79.71%	14.49%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	24	72	10	0	10	23	43	0	42	50	14	0	4	62	12	0	366
PEAK HR FACTOR :	0.667	0.818	0.625	0.000	0.625	0.719	0.597	0.000	0.553	0.781	0.700	0.000	0.333	0.861	0.500	0.000	0.924
	0.803				0.731				0.716				0.780				
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
4:00 PM	3	6	0	0	2	11	5	0	8	11	6	0	0	8	2	0	62
4:15 PM	2	4	3	0	7	22	9	0	3	9	4	0	3	13	0	0	79
4:30 PM	3	16	3	0	10	14	9	0	7	24	9	0	0	12	1	0	108
4:45 PM	2	8	3	0	7	20	8	0	6	18	10	0	0	13	2	0	97
5:00 PM	1	2	4	0	9	31	9	0	2	25	12	0	0	2	1	0	98
5:15 PM	4	10	5	0	9	38	10	0	9	23	18	1	1	10	4	0	142
5:30 PM	6	6	1	0	6	32	12	0	7	16	16	0	0	9	0	0	111
5:45 PM	0	8	2	0	3	30	9	0	4	12	6	0	1	7	0	0	82
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	21	60	21	0	53	198	71	0	46	138	81	1	5	74	10	0	779
APPROACH %'s :	20.59%	58.82%	20.59%	0.00%	16.46%	61.49%	22.05%	0.00%	17.29%	51.88%	30.45%	0.38%	5.62%	83.15%	11.24%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	13	26	13	0	31	121	39	0	24	82	56	1	1	34	7	0	448
PEAK HR FACTOR :	0.542	0.650	0.650	0.000	0.861	0.796	0.813	0.000	0.667	0.820	0.778	0.250	0.250	0.654	0.438	0.000	0.789
	0.684				0.838				0.799				0.700				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Riverside Blvd & Vallejo Way
 City: Sacramento
 Control: Signalized

Project ID: 18-07149-006
 Date: 4/25/2018

Total

NS/EW Streets:	Riverside Blvd				Riverside Blvd				Vallejo Way				Vallejo Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	132	3	0	1	29	4	0	11	4	6	0	2	2	8	0	209
7:15 AM	6	150	1	0	4	37	2	0	7	10	6	0	8	8	6	0	245
7:30 AM	4	185	0	0	1	39	5	0	5	12	4	0	8	6	5	0	274
7:45 AM	0	173	5	0	5	49	3	0	14	18	4	0	13	11	15	0	310
8:00 AM	2	178	2	0	4	33	3	0	6	11	7	0	15	21	20	0	302
8:15 AM	3	165	1	0	2	48	1	0	5	5	11	0	7	11	14	0	273
8:30 AM	3	146	1	0	1	70	6	0	9	5	8	0	16	11	8	0	284
8:45 AM	8	115	0	0	2	61	2	0	4	8	10	0	21	5	6	0	242
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33	1244	13	0	20	366	26	0	61	73	56	0	90	75	82	0	2139
	2.56%	96.43%	1.01%	0.00%	4.85%	88.83%	6.31%	0.00%	32.11%	38.42%	29.47%	0.00%	36.44%	30.36%	33.20%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	8	662	9	0	12	200	13	0	34	39	30	0	51	54	57	0	1169
PEAK HR FACTOR :	0.667	0.930	0.450	0.000	0.600	0.714	0.542	0.000	0.607	0.542	0.682	0.000	0.797	0.643	0.713	0.000	0.943
	0.933				0.731				0.715				0.723				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	1	51	4	0	4	161	5	0	5	6	8	0	9	4	6	0	264
4:15 PM	2	64	1	0	11	178	6	0	3	2	9	0	7	8	6	0	297
4:30 PM	2	75	7	0	5	163	3	0	12	7	18	0	7	7	5	0	311
4:45 PM	6	72	2	0	5	195	4	0	7	9	11	0	4	9	5	0	329
5:00 PM	0	61	1	0	7	202	4	0	14	16	19	0	5	3	2	0	334
5:15 PM	0	71	1	0	7	177	5	0	6	12	17	0	9	6	8	0	319
5:30 PM	3	66	1	0	5	186	1	0	11	12	12	0	7	9	3	0	316
5:45 PM	3	66	2	0	8	187	4	0	4	4	9	0	13	3	11	0	314
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	17	526	19	0	52	1449	32	0	62	68	103	0	61	49	46	0	2484
	3.02%	93.59%	3.38%	0.00%	3.39%	94.52%	2.09%	0.00%	26.61%	29.18%	44.21%	0.00%	39.10%	31.41%	29.49%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	9	270	5	0	24	760	14	0	38	49	59	0	25	27	18	0	1298
PEAK HR FACTOR :	0.375	0.938	0.625	0.000	0.857	0.941	0.700	0.000	0.679	0.766	0.776	0.000	0.694	0.750	0.563	0.000	0.972
	0.888				0.937				0.745				0.761				