

City of  
**SACRAMENTO**  
Department of Public Works



April 2026

**ARDEN-AUBURN**  
**MOBILITY**  
**PLAN**



**ARDEN WAY-  
AUBURN BOULEVARD  
MOBILITY PLAN**

**EXISTING CONDITIONS REPORT**

**Kimley»Horn**  
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**SACRAMENTO**

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**PLAN**



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## ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
BLTS	Bicycle Level of Traffic Stress
BUS	Business
CalEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
City	City of Sacramento
County	Sacramento County
CMUTCD	California Manual on Uniform Traffic Control Devices
DAC	Disadvantaged Community
DUI	Driving Under the Influence
FSI	Fatal or Seriously Injured
HCM	<i>Highway Capacity Manual</i>
I	Interstate
LOS	Level of Service
LTS	Level of Traffic Stress
NEPA	National Environmental Policy Act
O&M	Operations and Maintenance
OEHHA	Office of Environmental Health Hazard Assessment
PCF	Primary Collision Factor
PLTS	Pedestrian Level of Traffic Stress
Project	The Arden-Auburn Mobility Plan
SACOG	Sacramento Council of Governments
SacRT	Sacramento Regional Transit
SB	Senate Bill
SR/CA	State Route
SSSC	Side-Street Stop Controlled

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## EXECUTIVE SUMMARY

The Arden-Auburn Mobility Plan (Project) aims to improve safety and multimodal mobility along Arden Way, Auburn Boulevard, and Harvard Street. This report evaluates existing conditions to support the subsequent identification of safety and multimodal improvements.

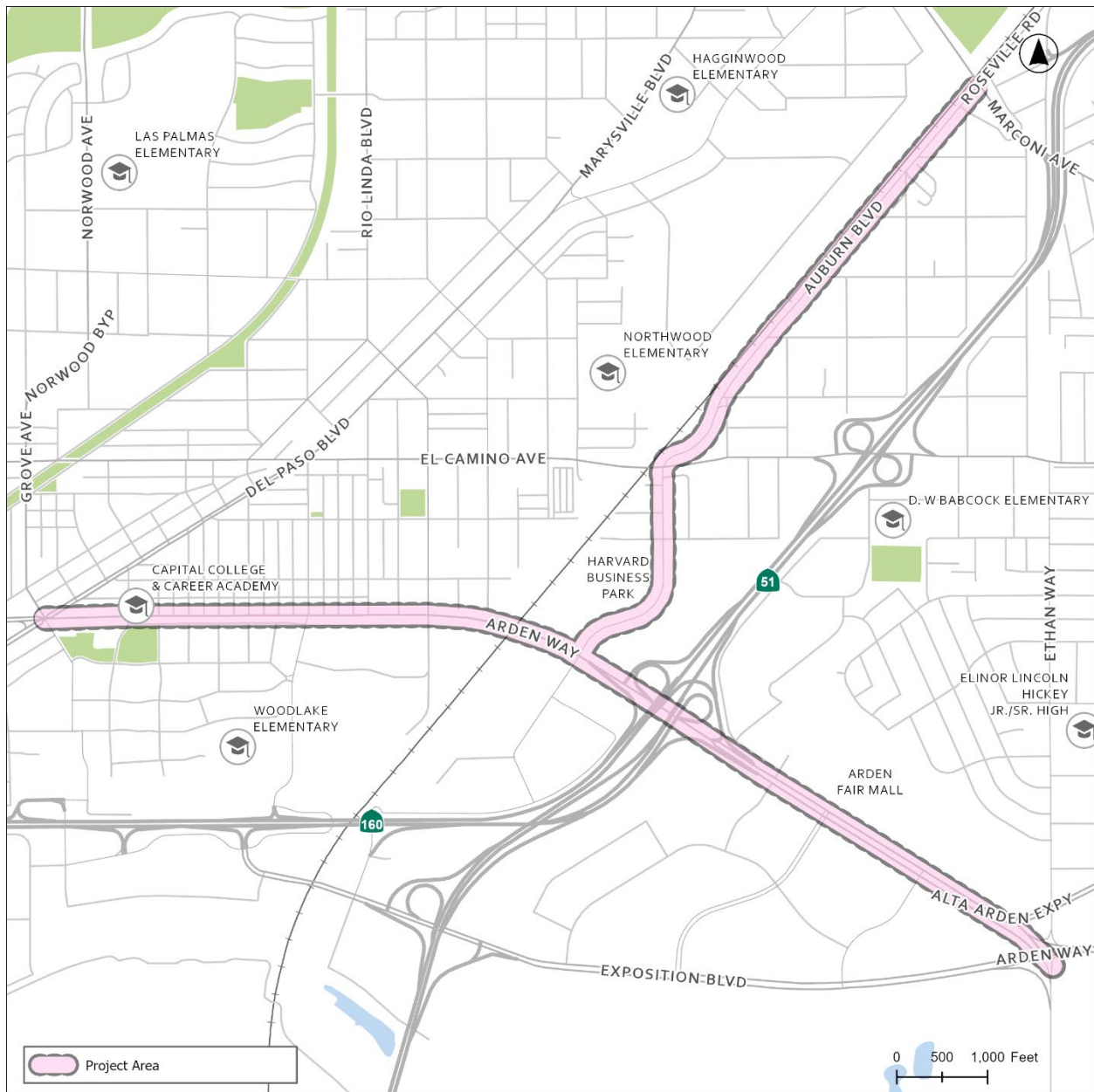
Key project insights include:

- **Project Area** assessment shows that, although Arden Way and Auburn Boulevard/Harvard Street are all nominally part of one planning effort, the land uses, population, employment, and transportation infrastructure conditions vary widely. As such, the Project team would be well-suited to consider the Project area as five unique corridors when advancing the Alternatives phase.
- **Traffic analyses** shows study intersections generally operating between level of service (LOS) A and D during the weekday AM and PM peak hours, with the exception of two locations (Arden Way at Point West Way, and Auburn Boulevard at Van Ness Street/Frienza Avenue) that operate at LOS F during the weekday PM peak-hour. Queueing analyses show that nearly all of the prevailing weekday AM and PM peak-hour queues for turning movements are contained within their available storage. Signal Warrant analyses show that nearly all of the unsignalized intersections evaluated satisfy the CMUTCD Warrant 3 (Peak-Hour) thresholds during either the weekday AM or PM peak-hour.
- **Safety analyses** conclude that there were a substantial number of Fatality or Serious Injury (FSI) crashes within the Project area over the analyzed five-year period (January 2020 through December 2024). Pedestrians and bicyclists represent an outsized proportion of these FSI crashes relative to their involvement in the number of crashes overall.
- **Level of Traffic Stress (LTS) analyses** show that the Project segments of Arden Way and Auburn Boulevard/Harvard Street are generally “uncomfortable,” high-stress settings for pedestrians and bicyclists. These outcomes can be predominantly attributed to the presence of adjacent vehicle speeds, size of the roadways, and the amount of vehicle traffic within the Project area.
- **Transit Analyses** reflect the importance of the Arden/Del Paso and Marconi/Arcade light rail stations as connection points for the west and north portions of the Project area, while highlighting the importance of connectivity with Arden Fair Mall on the east side of the Project area. The analyses also highlight the lack of existing transit service and connectivity for those wishing to travel along Auburn Boulevard/Harvard Street.

# 1 INTRODUCTION

The Arden-Auburn Mobility Plan (Project) is a planning effort initiated by the City of Sacramento (City) to address multimodal connectivity and safety along Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Circle). The Project area and several key landmarks are presented in **Figure 1**.

Figure 1. Project Area



## 1.1 Project Background

The Arden-Auburn Mobility Plan is a planning effort initiated by the City to address multimodal connectivity and safety along Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Circle). The Project corridors contain a diverse range of land uses (e.g., residential, commercial, industrial, and community services) and transportation infrastructure (e.g., an array of regional transit and motorized vehicle options). The segments of Arden Way and Auburn Boulevard included in the Project are part of the City’s High Injury Network (HIN)<sup>1</sup>, meaning that they have been identified as corridors “with the highest levels of fatal and serious crashes for pedestrians, bicyclists, and motorists” in the City. A portion of the Arden Way corridor included in the Project has been identified as one of the City’s Vision Zero Top 10 corridors<sup>2</sup>, which represents a facility with amongst the most fatal and severe injury crashes in the City.

The Project corridors serve five different Census Tracts. All but one of the five Census Tracts represent “disadvantaged communities (“DACs”) as identified by the State of California (the State)<sup>3</sup>. DACs are identified by the California Environmental Protection Agency (CalEPA). The City’s *Sacramento 2040 General Plan*<sup>4</sup> (General Plan) describes DACs as “areas within the city that experience disproportionate levels of pollution, socioeconomic stress, historic disinvestment, and adverse health outcomes”. Specific CalEnviroScreen information for the Project DACs is provided in Table EJ-1 of the General Plan.

## 1.2 Policy Setting

The California Complete Streets Act (AB 1358, passed in 2008) requires cities to consider the needs of all roadway users when planning transportation networks. As such, the City’s current Complete Streets Policy<sup>5</sup> supports the following approach documented in the General Plan:

*“The City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City’s Design Procedures Manual.”*

The City’s General Plan and *Climate Action and Adaptation Plan*<sup>6</sup> (CAAP) provides the following overarching Mobility and Transportation strategies that are applicable to the work being completed as part of the Project:

---

<sup>1</sup> *Vision Zero Sacramento Action Plan*, City of Sacramento, adopted August 14, 2018.

<sup>2</sup> Map M-1, *Sacramento 2040 General Plan*, City of Sacramento, adopted February 27, 2024.

<sup>3</sup> [SB 535 Disadvantaged Communities \(2022 Update\)](#), California Environmental Protection Agency, adopted May 2022.

<sup>4</sup> *Sacramento 2040 General Plan*, City of Sacramento, adopted February 27, 2024.

<sup>5</sup> *Resolution No. 2019-0460*, adopted by Sacramento City Council, December 10, 2019.

<sup>6</sup> *Climate Action & Adaptation Plan*, City of Sacramento, adopted February 27, 2024.

*General Plan Policies*

- M-1.1: Street Classification System** - The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit.
- M-1.2: User Prioritization** - The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.
- M-1.3: Healthy Transportation System Options** - The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.
- M-1.4: Designing to Move People** - In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.
- M-1.5: Street Design Standards** - The City shall maintain street design and operations standards that prioritize comfort and travel time for walking, bicycling, and transit, while managing vehicle speeds and traffic volumes, updating them as best practices evolve.
- M-1.6: Transit Integration** - Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing neighborhoods and proposed developments and destinations such as schools, employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.
- M-1.9: Equitable Processes and Outcomes** - The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.
- M-1.10: Community Engagement** - The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.
- M-1.11: Increase Bicycling and Walking** - The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

- M-1.12: Light Rail Transit (LRT) Station Access Improvements** - Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods and destinations. As feasible, connections should include pedestrian-level streetlighting and tree shading.
- M-1.13: Walkability** - The City shall design streets to prioritize walking by including design elements such as the following:
- Grid networks that provide high levels of connectivity
  - Closely spaced intersections
  - Frequent and low-stress crossings
  - Wide, unobstructed walkable sidewalks
  - Separation from vehicle traffic
  - Street trees that provide shading
  - Minimal curb cuts
- M-1.14: Walking Facilities** - The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.
- M-1.16: Barrier Removal** - The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:
- Provision of curb ramps, crosswalks, and overpasses
  - Relocation of infrastructure or street furniture that impedes travel pathways
  - Reducing or consolidating driveways and curb cuts
  - Providing long and short-term bicycle and scooter parking to minimize sidewalk obstructions
  - Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- M-1.17: Improve Bicycling Connectivity** - The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.
- M-1.18: Bicycling Safety** - When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

- M-1.19: Walking Safety** - When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.
- M-1.20: High-Frequency Transit Service** - The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.
- M-1.22: Increase Transit Ridership** - The City shall support work to increase transit ridership citywide.
- M-1.23: Transit Priority** - Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.
- M-1.24: Transit-Only Lanes** - Where appropriate, the City shall support implementation of transit only lanes to facilitate high-frequency reliable bus and/or light rail service to and between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.
- M-1.25: First/Last-Mile Solutions** - The City shall support “first-mile, last-mile solutions” such as e-bikes/e-scooters as well as multimodal transportation services, public realm improvements (e.g., bicycle parking infrastructure), and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.
- M-1.26: Bus Stop Design** - The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use, informed by ADA-compliance, bus stop placement, and passenger safety best practices. Where feasible, the City should collaborate with SacRT on bus stop designs for major corridor improvement projects.

*CAAP Measures*

- TR-1:** Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045
- TR-2:** Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045

### 1.3 Project Area

The Project area serves the previously identified 2020 United States Census Tracts 6067005402, 6067005502, 6067006202, 6067006901, and 6067006902. The Project area includes Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Circle). The east end of the Project on Arden Way is bounded by Sacramento County (the County). It is understood that Sacramento County has recently prepared its own complete streets planning document for Arden Way<sup>7</sup>.

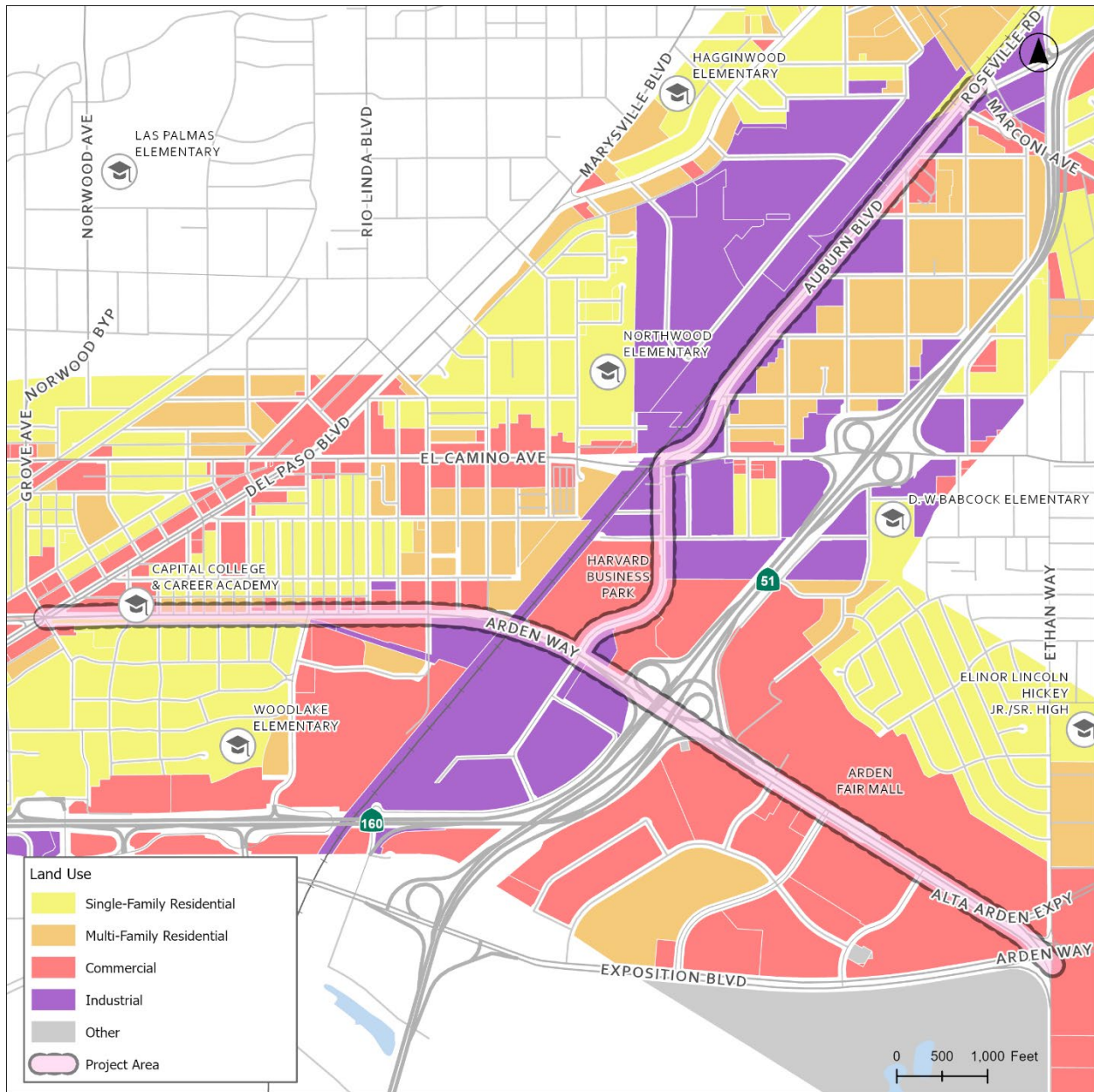
While the project nominally encompasses two corridors (Arden Way and Auburn Boulevard/Harvard Street), land use and transportation conditions vary substantially throughout the Project area, even along the respective streets. Arden Way and Auburn Boulevard/Harvard Street serve Neighborhood, Residential Mixed-Use, Office Mixed-Use, Employment Mixed-Use, and Commercial Mixed-Use land uses<sup>8</sup>. Land uses present within a half-mile of the Project area are provided in **Figure 2**.



<sup>7</sup> Arden Way Complete Streets Master Plan, Sacramento County, August 2023.

<sup>8</sup> Map LUP-5, Sacramento 2040 General Plan, City of Sacramento, adopted February 27, 2024.

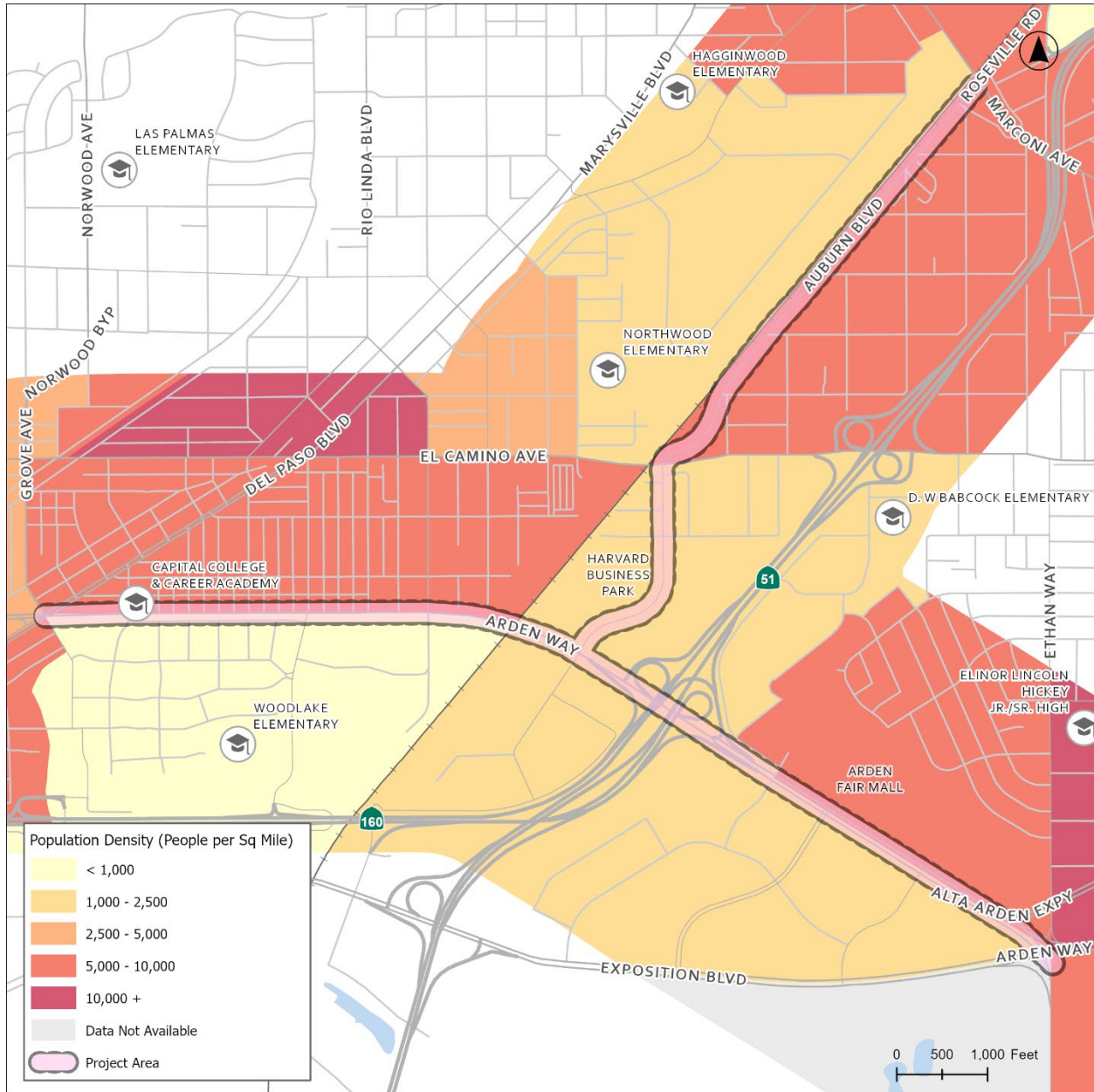
Figure 2. Project Area Land Uses



Data Source: [City of Sacramento Zoning](#), [Sacramento County Zoning](#)

Several demographic and employment metrics proximate to the Project area were obtained from the American Community Survey 2023 (5-Year Estimate) (ACS). Population density, job density, and concentrations of potential vulnerable roadway users (seniors and youth) are presented in **Figure 3**, **Figure 4**, **Figure 5**, **Figure 6**, and **Figure 7** to provide additional context for the Project area and the people it serves.

Figure 3. Project Area Population Density



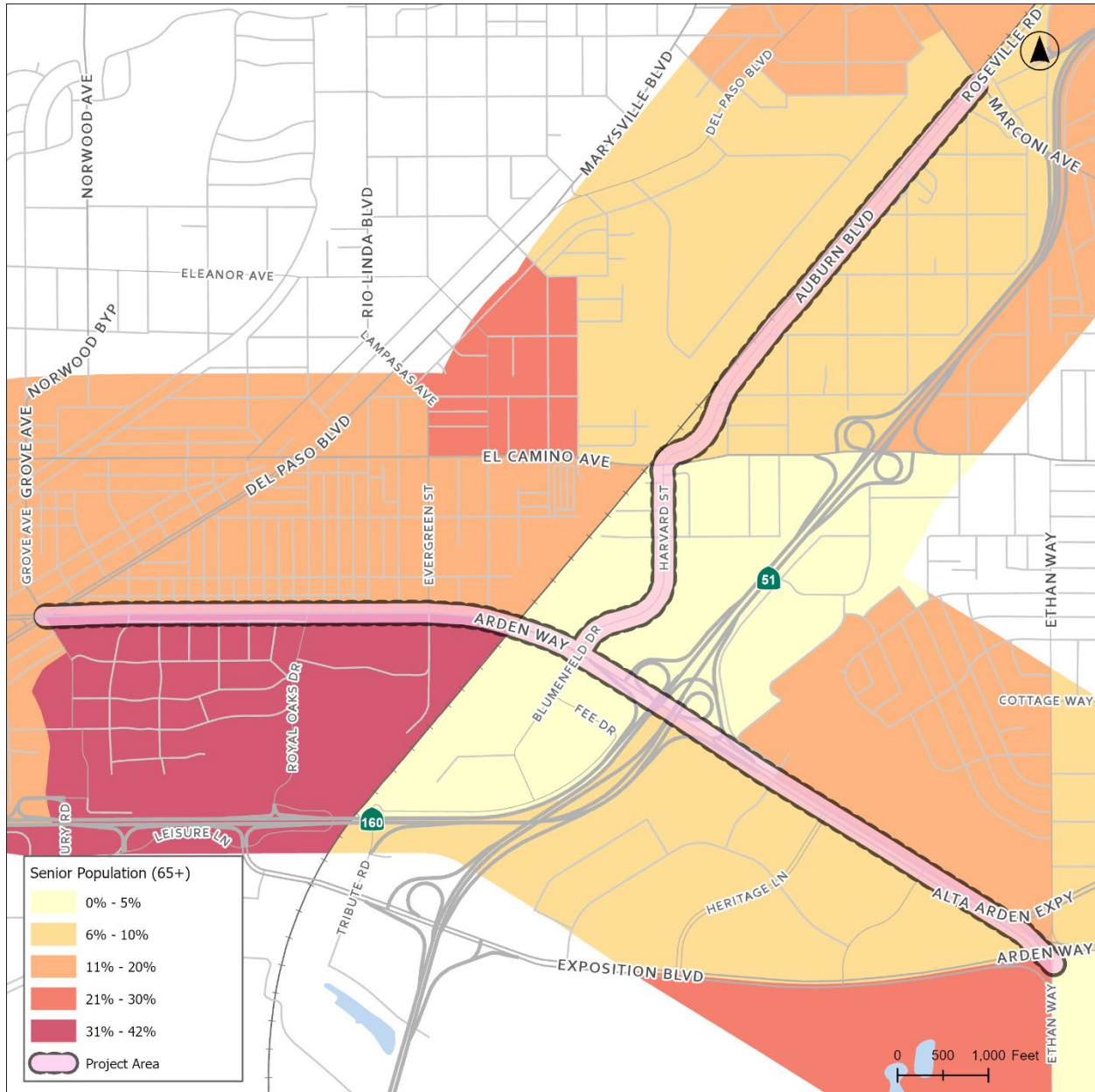
Data Source: American Community Survey (ACS) 2023

Figure 4. Project Area Job Density



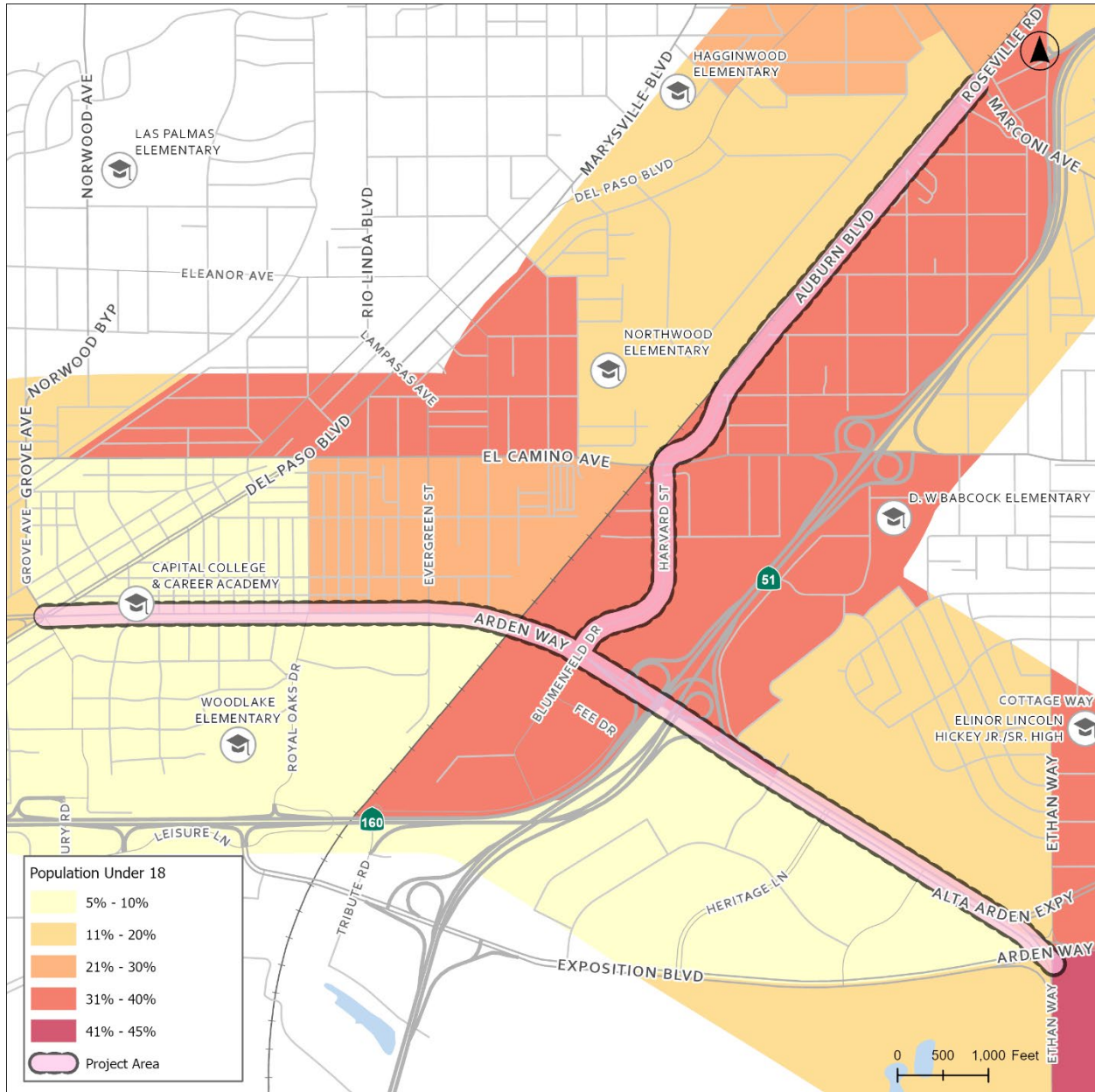
Data Source: Longitudinal Employer-Household Dynamics (LEHD) (Census, 2022)

Figure 5: Project Area Senior Population (Ages 65+)



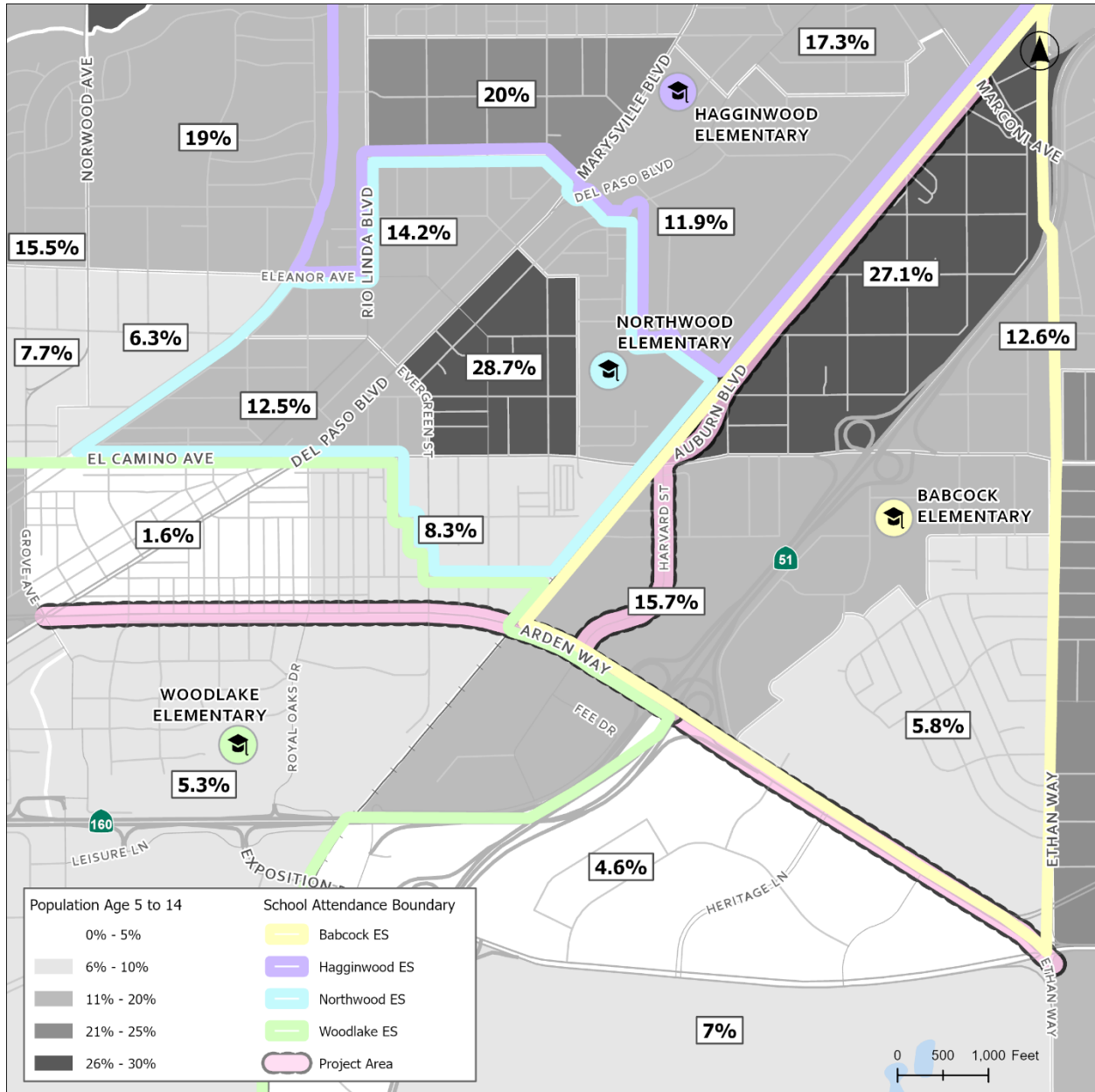
Data Source: American Community Survey (ACS) 2023

Figure 6: Project Area Youth Population (Ages Under 18)



Data Source: American Community Survey (ACS) 2023

Figure 7: Project Area Elementary School Population (Ages 5-14)



Data Source: American Community Survey (ACS) 2023, Twin Rivers Unified School District

In addition to the ACS data, the Project area is served by Sacramento Regional Transit (SacRT) light rail (the Blue Line) and several bus routes. However, not all parts of the Project area experience the same types of transit services. The relationship between SacRT light rail and bus service and the Project area is presented in Figure 8.

Figure 8. Project Area SacRT Transit Service



Source: [Sacramento Regional Transit](https://www.sacramento.gov/transportation/sacramento-regional-transit)

The combinations and locations of destinations, land uses, population, employment opportunities, destinations, and existing transit services supports considering the Project area as the following six unique Project corridors.

The six Project corridors are presented in **Figure 9**:

1. Arden Way (between Del Paso Boulevard and Evergreen Street)
2. Arden Way (between Evergreen Street and Harvard Street/Blumenfeld Drive)
3. Arden Way (between Harvard Street/Blumenfeld Drive and CA-160/I-80 BUS)
4. Arden Way (between CA-160/I-80 BUS and Ethan Way/Exposition Boulevard/Alta Arden Expressway)
5. Harvard Street (between Arden Way and Silica Avenue)
6. Harvard Street/Auburn Boulevard (between Silica Avenue and Marconi Circle)

Figure 9. Project Corridors



## 1.4 Project Objectives

The Project is intended to address the following objectives:

- Empower the community in the planning process through meaningful, equitable engagement activities specifically tailored to the underserved community
- Evaluate and identify recommendations to improve safety, accessibility, and mobility for all roadway users
- Collaborate with other agencies, including Sacramento Regional Transit (SacRT or RT), to support access to transit-oriented development, in addition to supporting new and low-income housing
- Enhance access to local businesses, schools, parks, jobs, transit, and other important destinations
- Support local, regional, statewide goals for housing, economic development, multi-modal transportation, sustainability, and social equity
- Promote a healthier community and help achieve greenhouse gas reduction goals by encouraging mode shifts to active transportation and transit as a means of transportation
- Develop a comprehensive safety and mobility plan for the Arden Way and Auburn Boulevard corridors, including cost estimating and an implementation plan to ensure the plan is implementable

These Project objectives are intended to serve as guiding principles as the Project progresses through the planning process. Community engagement in future phases of the Project may reveal additional objectives for the plan and is intended to shape “how” these initial Project objectives will be achieved.



## 2 LITERATURE REVIEW

In coordination with City staff and in addition to the General Plan and CAAP, six (6) additional planning documents were identified for review in relation to the Project. These plans include the following shared themes:

### *Safety*

- Emphasis on Vision Zero principles
- Targeted improvements on high-injury corridors and intersections
- Speed management and Safe System design
- Prioritization of vulnerable road users

### *Equity*

- Prioritizing underserved and high-need communities
- Improving access for people with limited mobility options
- Centering community-drive engagement

### *Access and Connectivity*

People should be connected to:

- Jobs and commercial centers
- Schools and parks
- Transit nodes
- Essential services

### *Multimodal Mobility and Network Completion*

- Creating complete, continuous walking and biking facilities
- Improving transit operations and reliability
- Designing for all ages and abilities
- Balancing multimodal operations on constrained corridors

### *Placemaking and Corridor Character*

- Streetscape quality (trees, lighting, crosswalks, landscaping)
- Identity and character of neighborhoods and corridors
- Support for local economic vitality

### *Climate, Air Quality, and Public Health Outcomes*

- Supporting mode shift toward walking, biking, and transit
- Reducing vehicle emissions
- Improving shade and heat resilience
- Encouraging active, healthy travel

### *Implementation Feasibility and Funding Alignment*

- Phased implementation strategies
- Cost-effectiveness
- Alignment with grant opportunities
- Prioritization frameworks for limited resources

A full literature review of the planning documents associated with the Project can be found in **Appendix A.**



## 3 BUILT ENVIRONMENT

This section summarizes the built environment of the five previously identified Project corridors. Information provided in this section includes the number and width of travel lanes, sidewalk conditions, posted speed limits, presence of bike lanes, and other readily observable features. The presented information was informed by a Project team to the corridor site visit on Wednesday, September 10, 2025. A photo log of select observations from the Project team site visit is provided in **Appendix B**. A summary table of features for each Project corridor is provided in **Appendix C**.

### 3.1 Arden Way (Del Paso Boulevard to Evergreen Street)

This is the westernmost Project corridor, originating at Del Paso Boulevard and ending at Evergreen Street. The roadway corridor is classified as an Arterial within the City's General Plan. The land uses adjacent to the corridor are predominantly neighborhood residential, with some local retail, multi-family residential, and light industrial uses present towards the eastern end of the corridor. A multi-family affordable housing development is currently being constructed on the south side of the corridor, adjacent to the Arden/Del Paso Sacramento Regional Transit (SacRT) Blue Line light rail station. There is no direct access from Arden Way to land uses on the south side of the corridor between Del Paso Boulevard and Royal Oaks Drive/Beaumont Street due to the continuous presence of the SacRT light rail tracks. The corridor features two travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches. A striped median is present between Del Paso Boulevard and Forrest Street. A striped two-way left-turn lane (TWLTL) is present between Oakmont Street and Evergreen Street.

On-street parking is generally not permitted throughout the corridor, with the north side of Arden Way between Erickson Street and Evergreen Street being the notable exception. There is a long sidewalk gap on the south side of Arden Way between the Arden/Del Paso and Royal Oaks SacRT light rail stations. The Arden Frontage Road runs parallel to the documented sidewalk gap and provides access to Woodlake Park. The Arden Frontage Road serves a low amount of daily vehicle traffic and has limited existing sidewalk with significant gaps. Sidewalk (approximately 5-ft) is generally provided along the north side of the corridor. A dedicated pedestrian hybrid beacon crossing Arden Way is located near the Royal Oaks SacRT light rail station. The corridor frontage with Capital College & Career Academy includes approximately 6-ft wide sidewalk. A notable pavement gap (approximately 90-ft) exists between Del Paso Boulevard and Oxford Street. Sidewalk pavement quality on the north side varies and the width increases to approximately 10-ft near Del Paso Boulevard. Sidewalks along the corridor generally have little to no dedicated cover from vegetation.

Class II bicycle lanes are provided along the south side of the corridor between Oxford Street and Erickson Street and along the north side of the corridor between Forrest Street and Erickson Street. The Class II

bicycle lanes end abruptly beyond these limits approaching both the west and east ends of the corridor. Where present, the Class II bike lane striping is generally in good condition. While structures are provided for light rail rider protection at the Arden/Del Paso and Royal Oaks SacRT stations, only the Arden/Del Paso SacRT station also includes a covered bus stop on the south side of the corridor. The Arden/Del Paso SacRT station also includes an approximately 330-ft long bus turnout to allow for transfers and service staging.

### 3.2 Arden Way (Evergreen Street to Harvard Street/Blumenfeld Drive)

The Project corridor between Evergreen Street and Harvard Street/Blumenfeld Drive marks a land use transition from predominantly neighborhood residential to a mixture of commercial and light industrial uses. The roadway corridor is classified as an Arterial within the City's General Plan. The corridor is physically defined by the bridge structure carrying Arden Way over the Union Pacific Railroad (UPRR) and SacRT light rail tracks. The corridor features two travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches.

On-street parking is not permitted throughout the corridor. Sidewalk (approximately 5-ft) is provided along both sides of Arden Way. Sidewalk pavement quality is generally good. Sidewalks along the corridor generally have no dedicated cover from vegetation.

Class II bicycle lanes are provided along both sides of the corridor from Evergreen Street to approximately 650-ft east of the intersection. The Class II bicycle lanes end abruptly on the bridge beyond these limits. The corridor includes one far-side SacRT bus stop in the westbound direction at the intersection of Harvard Street/Blumenfeld Drive. The SacRT bus stop does not provide seating or shelter. While the westbound SacRT bus stop includes a vehicle turnout.

### 3.3 Arden Way (Harvard Street/Blumenfeld Drive to CA-160/I-80 BUS)

The Project corridor between Harvard Street/Blumenfeld Drive and CA-160/I-80 BUS is a mixture of commercial and light industrial uses. The roadway corridor is classified as an Arterial within the City's General Plan. The corridor is physically defined by the combinations of on- and off-ramps serving westbound CA-160 and I-80 BUS. The corridor features two travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches. A raised concrete median is present between the Harvard Street/Blumenfeld Drive intersection and the westbound CA-160/I-80 BUS ramp intersection.

On-street parking is not permitted throughout the corridor. There is a sidewalk gap on the north side of Arden Way between Harvard Street/Blumenfeld Drive and the CA-160/I-80 BUS interchange. All pedestrians are intended to use the south side of Arden Way along this part of the corridor. A standalone crosswalk exists on the north side of Arden Way across the westbound CA-160/I-80 BUS ramp intersection despite having no connections to sidewalks or other pedestrian facilities. Sidewalk pavement quality is generally good.

The sidewalk width is approximately 8-ft between Harvard Street/Blumenfeld Drive and the CA-160/I-80 BUS interchange. An unmarked, unsignalized pedestrian crossing exists on the south side of Arden Way across the westbound CA-160 on-ramp. Sidewalks along the corridor generally have no dedicated cover from vegetation.

Class II bicycle lanes are not provided along the corridor. The corridor includes one far-side SacRT bus stop in the eastbound direction at the intersection of Harvard Street/Blumenfeld Drive. The SacRT bus stop does not provide seating or shelter. The eastbound SacRT bus stop is in-lane and is located towards the start of the dedicated diverge lane connecting to the CA-160 on-ramp.

### 3.4 Arden Way (CA-160/I-80 BUS to Ethan Way/Exposition Boulevard/Alta Arden Expressway)

Past the CA-160/I-80 BUS interchange, this Project corridor of Arden Way is bounded by commercial land uses on the north and south side of the road. Arden Fair Mall borders almost the entire north side of the corridor. Multi-family residential development has recently been constructed towards the west end of the corridor. The roadway corridor is classified as an Arterial within the City's General Plan. The corridor generally features four-travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches. The numbers and orientations of lanes change approaching/departing the CA-160/I-80 BUS interchange. The corridor features several unsignalized eastbound left-turn pockets into the Arden Fair Mall. A raised landscaped median is present along the corridor between the eastbound I-80 BUS ramp intersection and the Ethan Way/Alta Arden Expressway/Exposition Boulevard intersection.

On-street parking is not permitted throughout the corridor. There is a sidewalk gap on the south side of Arden Way between the eastbound CA-160/I-80 BUS off-ramp and Point West Way. The only pedestrian facilities between the eastbound CA-160/I-80 BUS off-ramp and Point West Way are on the north side of Arden Way. Sidewalk (approximately 6-ft) is provided along both sides of Arden Way between Point West Way and the Ethan Way/Alta Arden Expressway/Exposition Boulevard intersection. All pedestrians are intended to be directed to use the south side of Arden Way at the I-80 BUS on-ramp intersection. An unmarked, unsignalized pedestrian crossing exists on the north side of Arden Way across the I-80 BUS on-ramp leading to an approximately 5-ft wide sidewalk. Sidewalk pavement quality is generally good. Sidewalks along the corridor generally have little cover from vegetation, although some protection is provided by the mature trees present in sections of the landscaped median towards the east end of the corridor. The pedestrian connectivity and wayfinding at the Arden Way intersections with Alta Arden Expressway, Ethan Way, and Exposition Boulevard are both indirect and challenging to decipher.

There are no Class II bicycle lanes on this corridor. The corridor includes the Arden Fair Transit Center for SacRT bus service. The primary stop is on the east side of the Arden Fair Transit Center mall driveway (on the mall property) and includes covered passenger facilities. The associated Arden Fair Transit Center SacRT bus stop on the north side of Arden Way includes both a shelter and a bus turnout lane approximately 100-

ft long. An additional eastbound SacRT bus stop on the south side of Arden Way located in advance of the Arden Way/Alta Arden Expressway split includes passenger cover.

### 3.5 Harvard Street (Arden Way to Silica Avenue)

This Project corridor extends between Arden Way and Silica Avenue. The roadway corridor is classified as a Minor Collector within the City's General Plan. The land uses adjacent to the corridor include regional employment (the Harvard Park Business Center) and hotels with some light industrial uses present toward the north end of the corridor. The corridor predominantly features two travel lanes in each direction while transitioning down to one-lane in each direction approaching/departing Silica Avenue. A landscaped/concrete median is present towards the southern approach to the Arden Way intersection and transitions to a striped two-way left-turn lane (TWLTL) along the north half of the corridor.

On-street parking is not permitted throughout the corridor. Sidewalk (approximately 5-ft) is generally provided along improved frontages throughout the corridor. Approximately 430-ft of frontage along the east side of the corridor approaching Silica Avenue does not have sidewalk. Where present, sidewalk pavement quality is generally good along the corridor. The sidewalks along the corridor generally have good cover from vegetation.

Class II bicycle lanes are provided along improved frontages throughout the corridor. Similar to the sidewalk conditions, there is a Class II bicycle lane striping gap along the east side of the corridor approaching Silica Avenue. There is no existing SacRT bus service throughout the corridor.

### 3.6 Harvard Street/Auburn Boulevard (Silica Avenue to Marconi Circle)

This Project corridor extends between Silica Avenue and Marconi Circle. The roadway corridor is classified as a Major Collector within the City's General Plan. The land uses adjacent to the corridor are light industrial and industrial. Past the Van Ness Street/Frienza Avenue intersection, neighborhood residential land uses exist behind the industrial frontage along the east side of the corridor. The west side of the corridor is continuously bounded by the UPRR and SacRT light rail tracks. The corridor features one-travel lane in each direction. No medians are present along the corridor.

On-street parking is not permitted along the west side of the corridor. On-street parking is generally provided along the east side of the corridor north of El Camino Avenue. Sidewalk (approximately 5-ft) is provided along improved frontages along the east side of the corridor. The existing sidewalk along the east side of the corridor is inconsistent in continuity, pavement type, and pavement quality. There is no sidewalk along the west side of the corridor. Sidewalks along the corridor generally have no cover from vegetation.

Class II bicycle lanes are generally provided throughout the corridor, although the pavement striping quality varies significantly. There is no existing SacRT bus service throughout the corridor. Although the north end of the corridor is relatively close to the Marconi/Arcade light rail station (approximately 270-ft as measured from the Auburn Boulevard/Marconi Circle (south) intersection to the station platform), the required pedestrian path of travel is measured to be approximately 4,000-ft. Little to no wayfinding exists in the area directing prospective riders on how to access the station.



## 4 DATA COLLECTION

The following section outlines data that was collected as part of the existing conditions analysis.

### 4.1 Traffic Data

Vehicle, pedestrian, and bicycle traffic data was collected on a typical weekday in August 2025 to establish existing conditions for different vehicle modes throughout the Project corridors. The traffic data collection included weekday AM peak-hour (7-9 AM) and PM peak-hour (4-6 PM) intersection turning movement counts (TMC) at nineteen (19) locations and 24-hour roadway segment counts (ADT), including vehicle speed profiles, at eight (8) locations. Intersections and roadway segments where traffic data was collected are presented in **Figure 10**. The TMC and ADT data was collected concurrently on the same weekday. **Figure 11**, **Figure 12**, and **Figure 13** present the AM and PM peak-hour intersection TMC data. **Figure 14** presents the roadway segment ADT. **Figure 15** presents 85<sup>th</sup>-percentile (prevailing) roadway segment speed data relative to the observed posted speed limits. Traffic data summary sheets collected for this Project are included in **Appendix D**.

Current signal timing parameters were provided by the City for signalized study intersections throughout the Project area. The signal timing parameters were used in the traffic analysis to best reflect existing operational conditions.

### 4.2 Safety Data

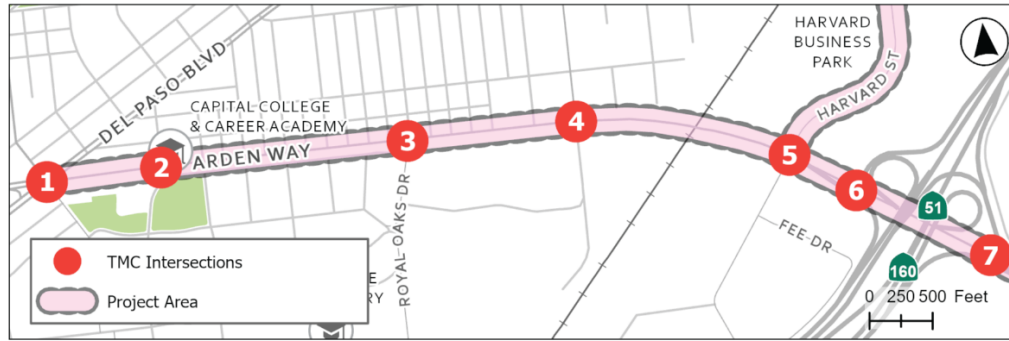
The City provided existing five-year crash data from their Crossroads database covering the 5-year period of January 2020 to December 2024. The crash data included georeferenced Property Damage Only (PDO) and Fatal and Serious Injury (FSI) crashes with additional information relating to the vehicles involved (personal vehicle, bicyclist, pedestrian, etc.), collision type (broadside, rear-end, sideswipe, etc.), and contributing cause (speed, under the influence, improper turning, etc.). While the City crash data included PDO incidents, the safety analysis summarized in this report focused only on FSI collisions within the City dataset.

The Project team and Technical Advisory Committee (TAC) participated in a Road Safety Audit (RSA) on Monday, November 17, 2025. The Project TAC is comprised of representative members of different City groups within the Department of Public Works. The RSA site visit included stops at seven strategic locations throughout the Project area to allow for small group observations and discussion regarding existing safety conditions and challenges for all modes of transportation.

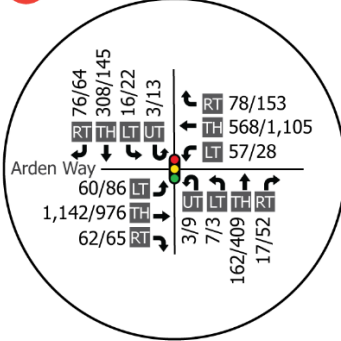
Figure 10. Project Area Study Intersections and Roadway Segments



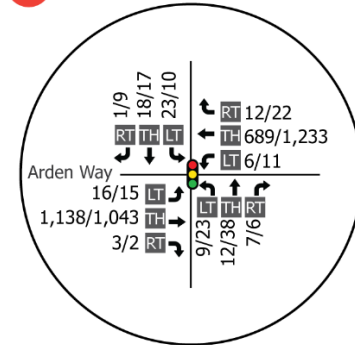
Figure 11. Existing (2025) Weekday Peak-Hour Intersection Turning Movement Counts (West Leg)



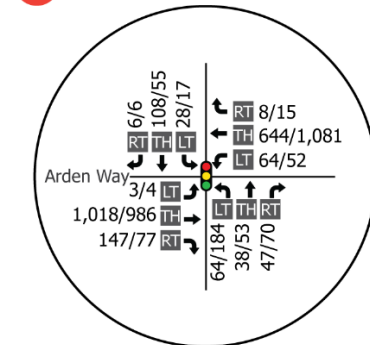
**1** Arden Way and Del Paso Blvd/Grove Ave/Canterbury Rd



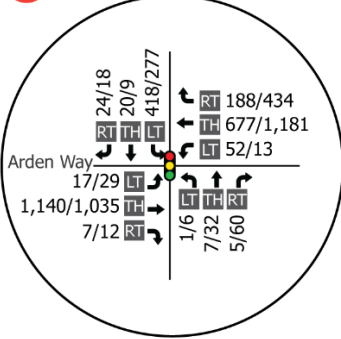
**2** Arden Way and Oxford St



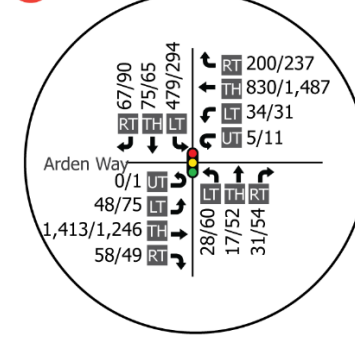
**3** Arden Way and Beaumont St/Royal Oaks Dr



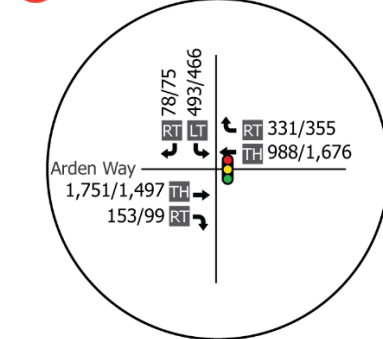
**4** Arden Way and Evergreen St



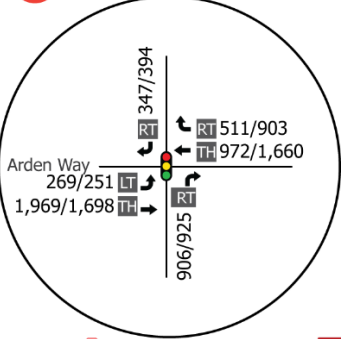
**5** Arden Way and Harvard St/Blumenfeld Dr



**6** Arden Way and I-80 BUS WB Ramps



**7** Arden Way and I-80 BUS EB Ramps



Stop Sign     
 Yield Sign     
 Traffic Signal     
 Traffic Volume Movements (AM Peak/PM Peak)

U-Turn     
 Through Traffic     
 Left Turn     
 Right Turn

Figure 12. Existing (2025) Weekday Peak-Hour Intersection Turning Movement Counts (East Leg)

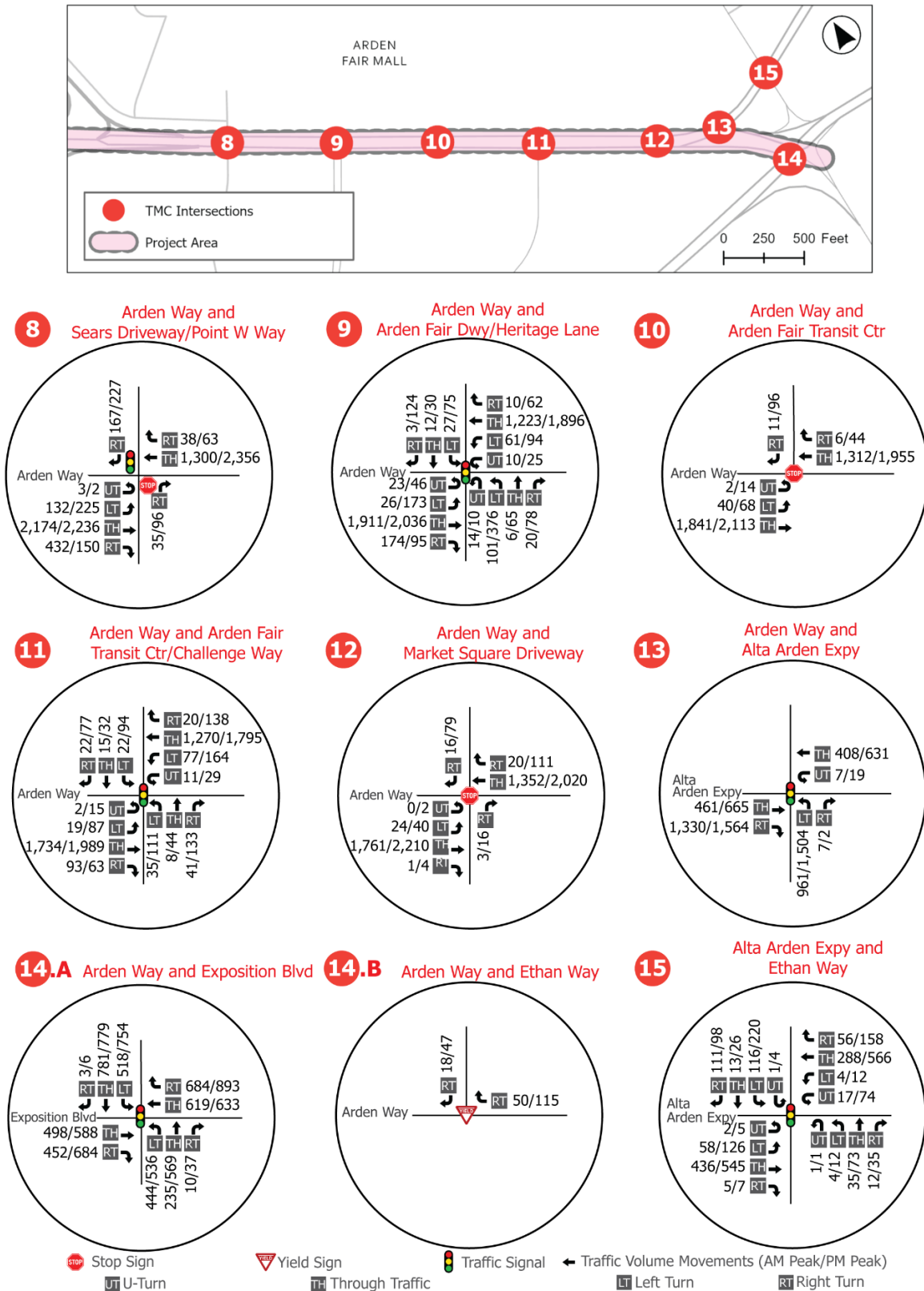


Figure 13. Existing (2025) Weekday Peak-Hour Intersection Turning Movement Counts (North Leg)

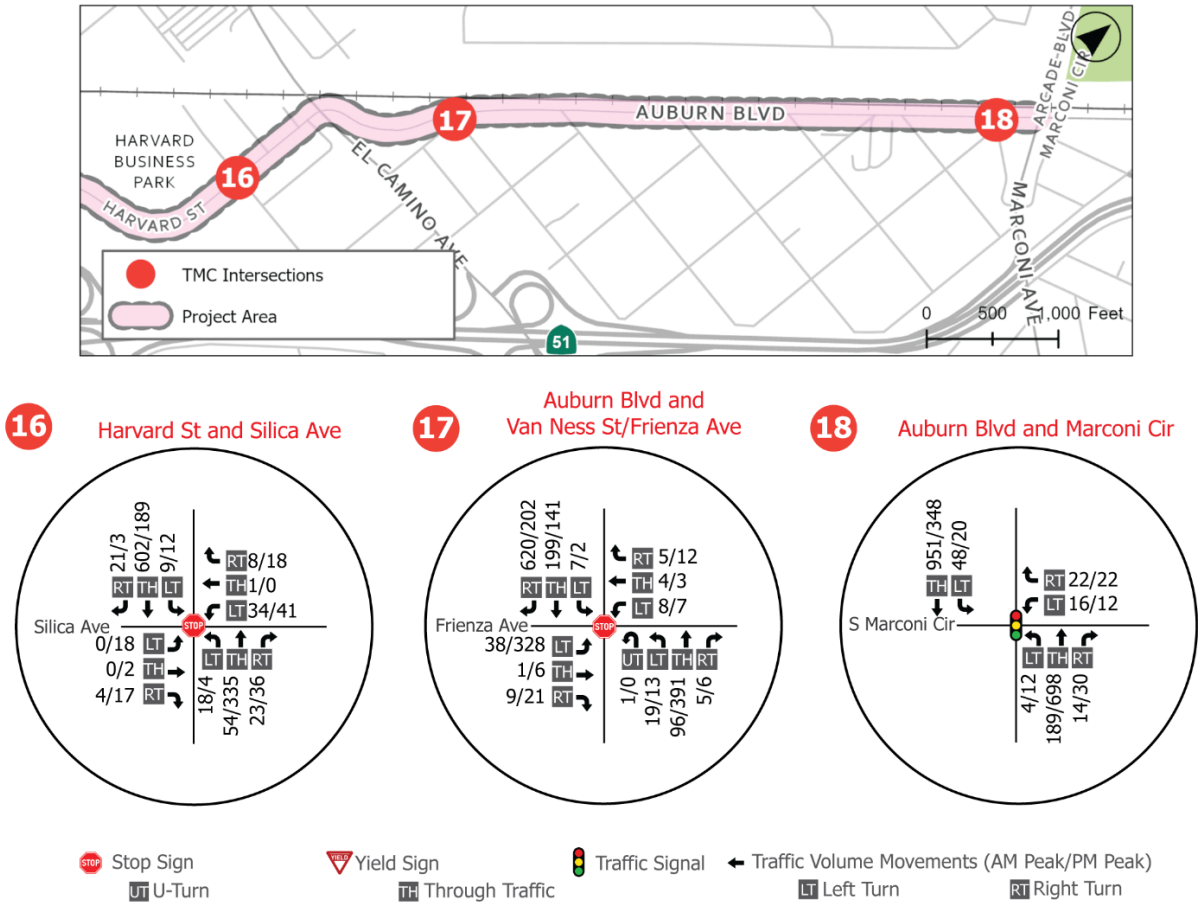


Figure 14. Existing (2025) Weekday 24-Hour Roadway Segment Counts

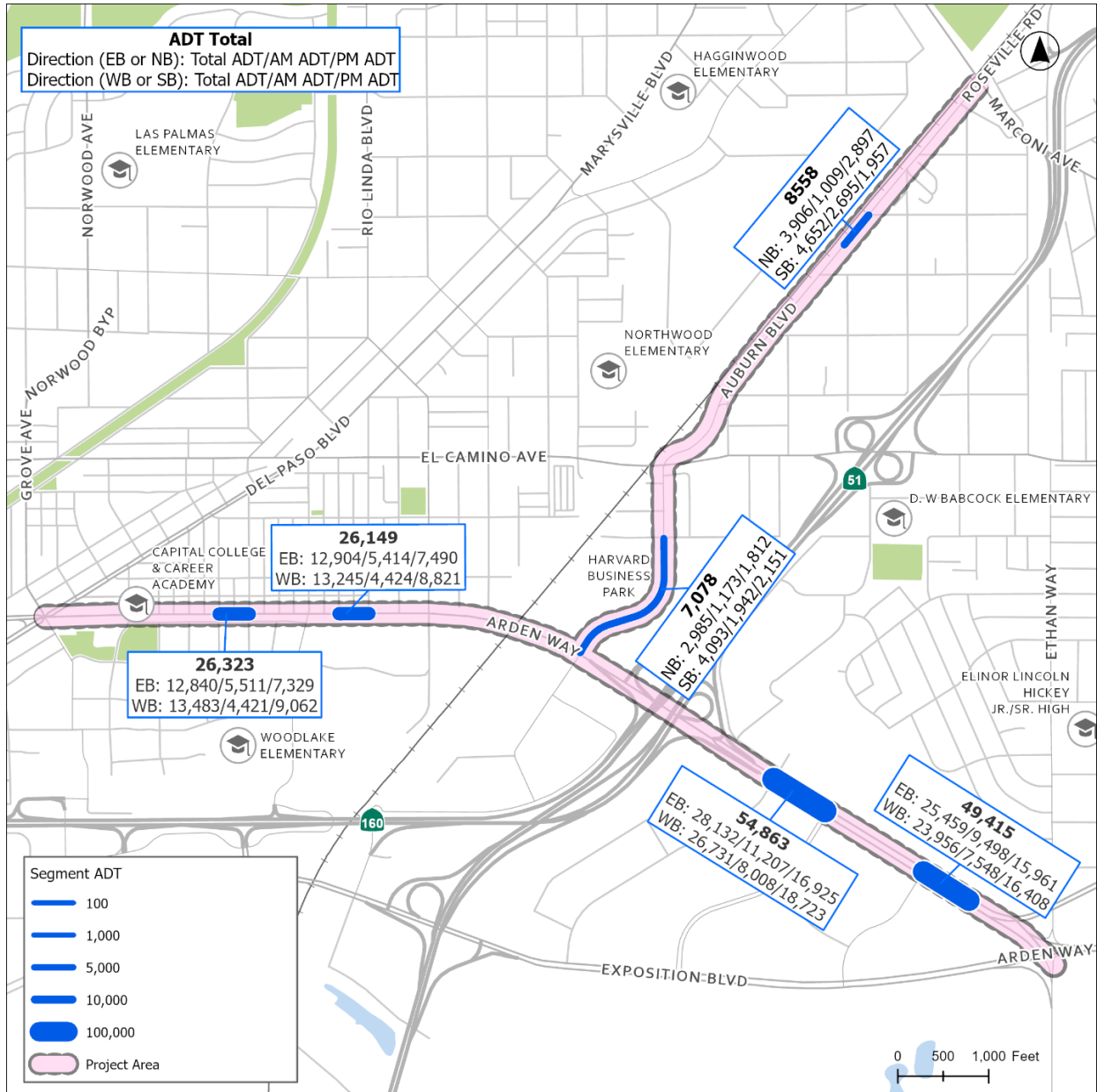
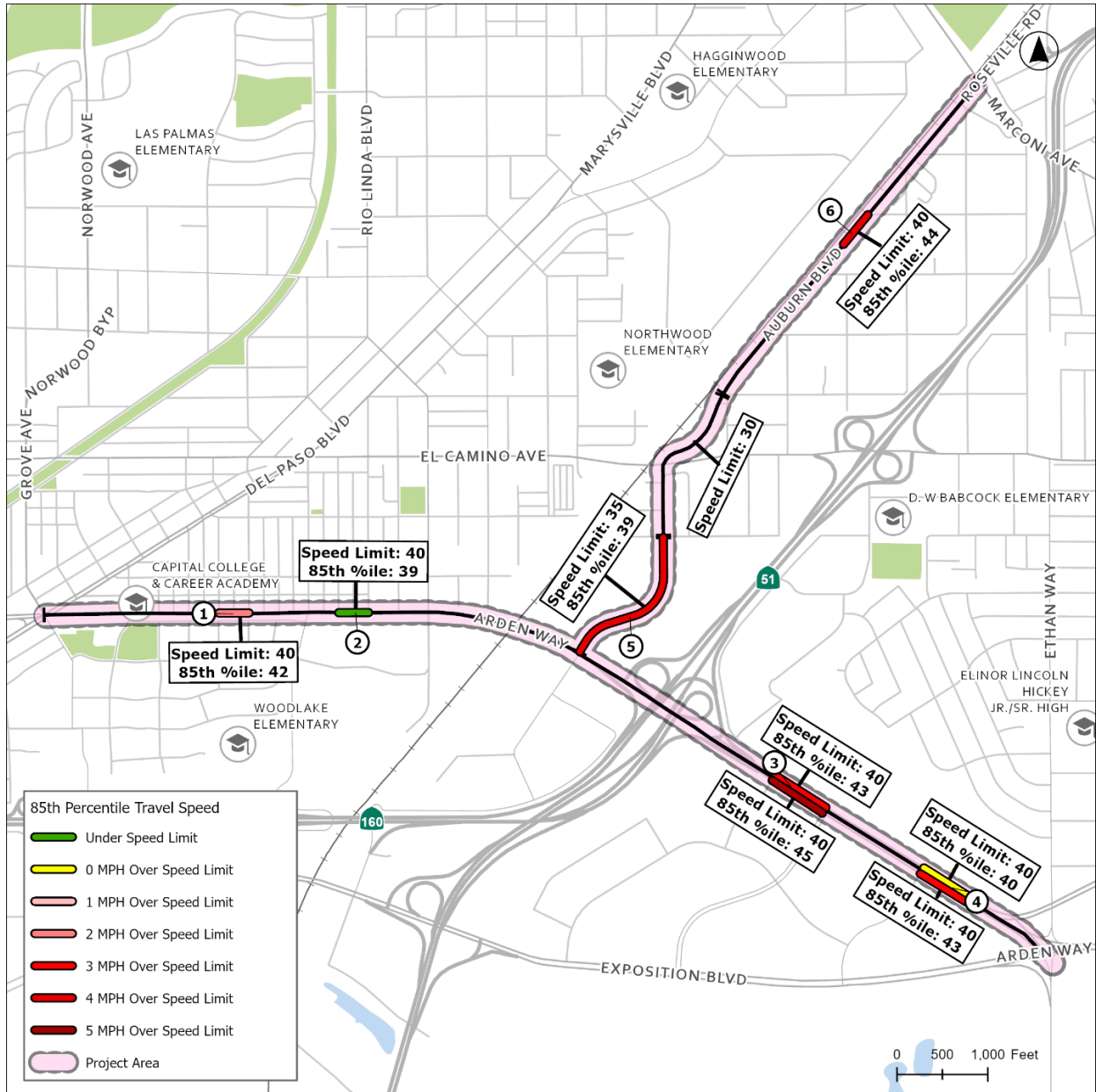


Figure 15. Existing (2025) Weekday 85<sup>th</sup>-percentile Roadway Segment Speeds



### 4.3 LTS Data

Data relating to the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Level of Traffic Stress (PLTS) was collected from the City of Sacramento's *Active Transportation Plan*<sup>9</sup> (ATP). Data provided in the ATP was used in the Project LTS analysis to ensure consistency between the planning documents. Data from the ATP pertaining to LTS is focused predominantly on the following roadway characteristics:

- Posted speed limit
- Number of travel lanes
- Presence/width of bicycle lanes
- Sidewalk presence/width
- Sidewalk buffer width/type

Data from the City's ATP was supplemented by the Project team's site visit to the Project area on Wednesday, September 10, 2025.

### 4.4 Transit Data

The Project team coordinated with SacRT to obtain a variety of data, including ridership for light rail/bus lines proximate to the Project area and parking occupancy at light rail stations. The following data was provided by SacRT:

- Weekday average SacRT light rail station boarding and alighting (April-June 2025 schedule and July 2025)
- Weekday average SacRT bus stop boarding and alighting (April-May 2025)
- Monthly average SacRT light rail station parking counts (January 2007 through February 2020)

Data provided by SacRT has been filtered by relevancy to the Project area and is provided in **Appendix E**.

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<sup>9</sup> *Streets for People: Sacramento's Active Transportation Plan*, City of Sacramento, August 2025.

## 5 TRAFFIC/MULTIMODAL ANALYSIS

The following section is divided into two parts, traffic data analysis and multimodal analysis, reflecting the existing conditions of the Corridor.

### 5.1 Traffic Analysis

#### 5.1.1 Analysis Methodology

The LOS traffic evaluation for the intersections and roadway segments shown in **Figure 10** were performed in accordance with the City’s published guidelines<sup>10</sup>. The City’s General Plan<sup>4</sup> does not include LOS thresholds as a standard of operational significance. **Table 1** presents intersection LOS definitions as defined in the *Highway Capacity Manual (HCM), 7<sup>th</sup> Edition*. The intersection LOS analysis was conducted for the weekday AM and PM peak-hours with the Synchro<sup>®</sup> traffic analysis software using data captured as summarized in Section 4.1.

Table 1. Intersection Level of Service Criteria

LOS	Un-Signalized Average Control Delay* (seconds/vehicles)	Signalized Average Control Delay (seconds/vehicles)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: *Highway Capacity Manual, 7th Edition*

\*Applied to the worst lane/lane group(s) for Side-Street Stop Controlled (SSSC)

#### 5.1.2 Intersection Level of Service (LOS)

Results of the intersection LOS traffic analysis are provided in **Figure 16**. Analysis worksheets for the intersection LOS traffic analysis are provided in **Appendix F**.

<sup>10</sup> *City of Sacramento Traffic Impact Guidelines*, City of Sacramento Department of Public Works, December 2022.

Figure 16. Project Study Intersection Existing (2025) LOS Results



As presented in **Figure 16**, the study intersections primarily operate between LOS A and D during the weekday AM and PM peak hours under Existing (2025) conditions with the following exceptions:

- The southern portion of Intersection #8 (Arden Way at Point West Way) is shown to operate at LOS F during the weekday PM peak-hour as a side-street stop controlled (SSSC) intersection.
- Intersection #17 (Auburn Boulevard at Van Ness Street/Frienza Avenue) is shown to operate at LOS F during the weekday PM peak-hour as a SSSC intersection.

### 5.1.3 Intersection Queuing

A queuing study was conducted to evaluate the capacity of the existing turn lanes at the signalized study intersections. Synchro® reports were used to conduct the queuing analysis. The 95<sup>th</sup>-percentile vehicle queues were compared against the existing vehicle storage lengths at select intersection movements to determine if the queues are anticipated to exceed their available storage. Summary results of the queuing evaluation are presented in **Table 2**. Analysis worksheets documenting vehicle queues are provided in **Appendix F**.

As presented in **Table 2**, the reported 95<sup>th</sup>-percentile queues at the study intersections are predominantly contained during the weekday AM and PM peak hours under Existing (2025) conditions with the following exception:

- The 95<sup>th</sup>-percentile queue on the eastbound left-turn movement at Intersection #15 (Alta Arden Expressway at Ethan Way) is shown to exceed the available storage during the weekday PM peak-hour.



Table 2. Project Study Intersection Existing (2025) Queueing Evaluation

Intersection / Analysis Scenario	Movement	Available Storage (ft)	AM Peak-Hour 95th % Queue (ft)	PM Peak-Hour 95th % Queue (ft)
#1 Arden Way at Del Paso Blvd	EBL	225	105	140
	WBL	185	105	65
#2 Arden Way at Oxford St	EBL	70	25	30
	WBL	110	15	25
#3 Arden Way at Beaumont St/Royal Oaks Dr	EBL	100	10	10
	WBL	100	70	60
#4 Arden Way at Evergreen St	EBL	90	30	40
	WBL	115	60	25
#5 Arden Way at Harvard St/Blumenfeld Dr	EBL	200	40	70
	WBL	275	45	55
#6 Arden Way at US-80 WB Ramps	SBLR	1,450	130	180
#7 Arden Way at US-80 EB Ramps	EBL	180	115	150
#8 Arden Way at Sears Dwy/Point West Way	EBL	465	50	155
#9 Arden Way at Arden Fair Dwy/Heritage Ln	EBL	330	45	170
	WBL	220	60	110
#11 Arden Way at Arden Fair Transit Ctr/Challenge Way	EBL	200	45	180
	WBL	380	65	150
#14 Arden Way/Ethan Way at Exposition Blvd/Arden Way	SBL	530	245	460
	NBL	310	245	300
#15 Alta Arden Expy at Ethan Way	EBL	105	60	135
	WBL	115	30	100
#18 Auburn Blvd at Marconi Cir	SBL	160	45	30

Notes: For approaches with dual left-turn lanes, the longest queue length is reported. Shaded cell indicates queue exceeds storage by > 25' (one vehicle length).

### 5.1.4 Intersection Signal Warrant Evaluation

A Peak-Hour traffic signal warrant (Warrant 3) evaluation was conducted consistent with guidance provided in the *California Manual on Uniform Traffic Control Devices* (CMUTCD). The Warrant 3 evaluation is based on intersection delay and peak-hour traffic volume on the intersection approaches. The Warrant 3 evaluation was conducted for unsignalized study intersections where weekday peak-hour traffic data were collected. Summary results of the Warrant 3 evaluation are presented in **Table 3**. Analysis worksheets documenting the Warrant 3 findings are provided in **Appendix G**.

Table 3. CMUTCD Signal Warrant 3 (Peak-Hour) Evaluation

ID	Intersection	Existing (2025)	
		AM Peak-Hour	PM Peak-Hour
10	Arden Way at Arden Fair Transit Ctr	No	Yes
12	Arden Way at Markey Square Dwy	No	Yes
16	Harvard St at Silica Ave	No	No
17	Auburn Blvd at Van Ness St/Frienza Ave	Yes	Yes

Locations where a signal is warranted during a peak hour are shaded.  
 Note: Peak-hour warrant is satisfied if Condition A or B is satisfied

As presented in **Table 3**, Warrant 3 conditions are satisfied at three of the four unsignalized study intersections included in the analysis per the guidance provided in the CMUTCD. Of the study intersections that satisfy Warrant 3, only Intersection #17 (Auburn Boulevard at Van Ness Street/Frienza Avenue) exhibits a peak-hour LOS beyond LOS D under Existing (2025) traffic conditions. The CMUTCD provides the following guidance regarding unsignalized intersections that satisfy a signal warrant:

*“The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.”*

### 5.1.5 Roadway Segment Evaluation

The City’s Maximum Daily Volume (Average Daily Traffic [ADT]) thresholds for different street designations as presented in **Table 4**. The roadway segment thresholds may be compared against the weekday ADT data collected as summarized in Section 4.1.

Table 4. Roadway Segment Maximum Daily Volume (ADT)

Street Designation	Number of Lanes	Daily Volume (ADT)	
		Minimum	Maximum
Local Residential	2	0	4,500
Local Commercial	2	0	16,000
Local Industrial	2	0	16,000
Minor Collector	2	4,500	8,000
Major Collector	2	8,000	13,000
	4	17,000	25,000
Arterial	4	18,000	27,000
	6	27,000	54,000

Arterial Source: City of Sacramento Design and Procedures Manual. Street Design Standards. Section 15 - Street Design Standards, Plate 15-1 Street Design Guidelines

As presented in **Figure 14**, the roadway segment volumes collected as part of the Project are within the ADT thresholds established by the City for their respective street designations.

## 5.2 Safety Analysis

This section summarizes the safety analysis based on a preliminary review of available crash data (January 2020 through December 2024). Due to the distinct characteristics of the facilities, the crash data was analyzed independently for the Arden Way and Auburn Boulevard/Harvard Street Project segments. Supporting technical memoranda documenting the safety analysis for Arden Way and Auburn Boulevard/Harvard Street are provided in **Appendix H**.

The Road Safety Audit (RSA) of the Project area performed by the Project team and TAC on Monday, November 17, 2025, resulted in the identification of several points of interest meriting closer consideration as the Project progresses to the Public Outreach and Alternatives Development phases. Summary graphics highlighting points of interest from the RSA are included in **Appendix I**.

The Project safety analysis focused on identifying high-crash locations, crash patterns, and contributing factors that may inform the design of targeted safety countermeasures as part of the Project improvements. The

effort is not intended to represent a final safety assessment, rather but serves as an interim step to guide further evaluation and public engagement as the Project team begins to identify targeted improvements.

### 5.2.1 Arden Way

- The Arden Way segment experienced 295 Injury crashes, 17 serious injury crashes, and three fatal crashes during the five-year study period.
- Motor vehicles were involved in the majority of crashes on the segment. Pedestrians were involved in 2% of the crashes considered on the segment, yet 25% of the Pedestrian-involved crashes resulted in a Fatality or Serious Injury (FSI). In a similar manner, Bicyclists were involved in 5% of all crashes considered on the segment and 7% of the Bicyclist-involved crashes resulted in a FSI.
- The predominant crash types on the segment are Rear End (39%), Broadside (34%), and Sideswipe (12%).
- The time of day where most FSI crashes were observed was between 9 PM and midnight.

### 5.2.2 Auburn Boulevard/Harvard Street

- The Auburn Boulevard/Harvard Street segment experienced 43 Injury crashes, six serious injury crashes, and two fatal crashes during the five-year study period.
- Motor vehicles were involved in the majority of crashes on the segment. Pedestrians were involved in 9% of the crashes considered on the segment, yet 50% of the Pedestrian-involved crashes resulted in a Fatality or Serious Injury (FSI). In a similar manner, Bicyclists were involved in 5% of all crashes considered on the segment and 50% of the Bicyclist-involved crashes resulted in a FSI.
- The predominant crash types on the segment are Rear End (35%), Broadside (30%), and Hit Object (14%).
- The time of day where most FSI crashes were observed was between 9 PM and midnight.

## 5.3 LTS Analysis

This section summarizes the Pedestrian Level of Traffic Street (PLTS), Bicycle Level of Traffic Stress (BLTS), Pedestrian Crossing Level of Traffic Stress (PxLTS), and Crossing Spacing throughout the Project area. A technical memorandum documenting the procedure and outcomes of the LTS and Crossing Space analysis is provided in **Appendix J**.

### 5.3.1 PLTS/BLTS

PLTS and BLTS scores are provided on a whole number range from 1 (lowest stress) to 4 (highest stress). Scores of 1 or 2 can be considered “comfortable/low stress” while scores of 3 or 4 can be considered “uncomfortable/high stress”. The following summary of the PLTS and BLTS throughout the Project area is provided based on the analysis criteria and Project area’s built environment:

- Arden Way: PLTS = 4, BLTS = 4
- Auburn Boulevard (north of Fienza Avenue): PLTS = 4, BLTS = 4
- Auburn Boulevard/Harvard Street (between Silica Avenue and Fienza Avenue): PLTS = 3, BLTS = 2
- Harvard Street (south of Silica Avenue): PLTS = 3, BLTS = 3

### 5.3.2 PxLTS

The PxLTS analysis is intended to analyze how “comfortable or safe” it feels to cross the street as a pedestrian. The analysis starts with a baseline level of crossing stress and subsequently makes adjustments based on the presence of crossing enhancements (e.g., median islands, RRFBs, etc.). PxLTS scores are provided on a whole number range from 1 (lowest stress) to 4 (highest stress). 1 can be considered low stress, 2 can be considered low stress for adults, 3 represents moderate stress, and 4 represents a high stress crossing environment. The following summary of the PxLTS throughout the Project area is provided based on the analysis criteria and Project area’s built environment:

- Arden Way
  - Arden Way crossings: PxLTS = 3 or 4
  - Arden Way side street crossings: PxLTS = generally 1 or 2
- Harvard Street/Auburn Boulevard
  - Harvard Street/Auburn Boulevard crossings: PxLTS = generally 3 or 4
  - Harvard Street/Auburn Boulevard side street crossings: PxLTS = 1 or 2

### 5.3.3 Crossing Spacing

The Crossing Spacing analysis evaluates the availability and distribution of crossing opportunities throughout the Project area. It is intended to identify long distances between crossings which might create barriers for pedestrians and cyclists and to highlight those locations which might provide opportunities for targeted crossing improvements. The analysis methodology assesses marked crosswalk frequency and is based on the City’s *Pedestrian Crossing Guidelines*<sup>11</sup> which state that High Injury Network corridors (such as Arden Way) should have a marked crosswalk frequency of 1,200-feet or less.

The Crossing Spacing analysis concludes that the majority of both the Arden Way and Auburn Boulevard/Harvard Street Project area do not conform to the City’s guidelines regarding crossing spacing.

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<sup>11</sup> 2021 *Pedestrian Crossing Guidelines – Treatment Applications Guide*, City of Sacramento, April 2021.

## 5.4 Transit Analysis

This section summarizes transit ridership data for locations proximate to the Project area. The transit ridership data is for light rail and bus routes that serve the Project area.

### 5.4.1 Light Rail

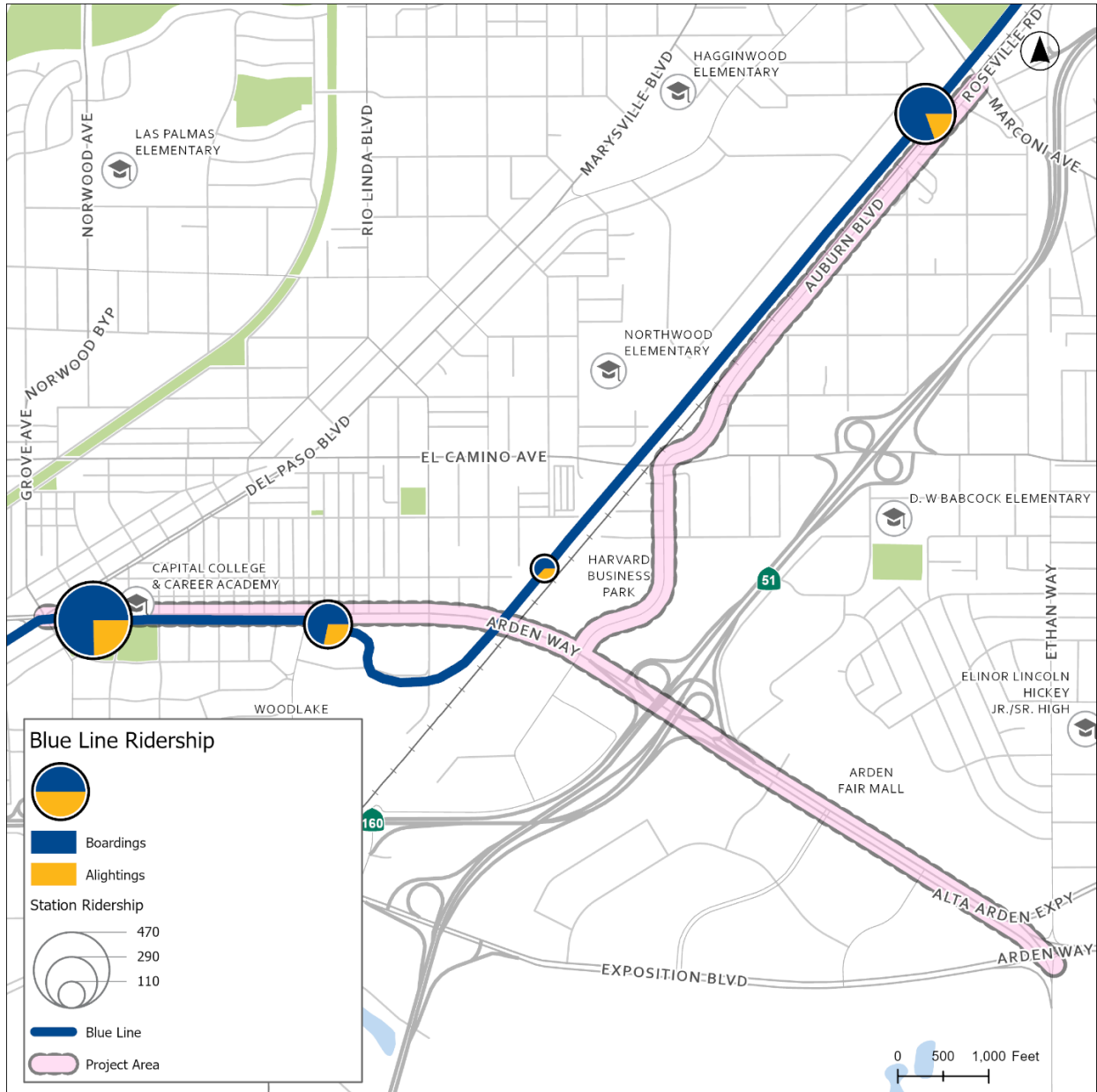
**Figure 17** presents passenger boarding and alighting data for an average weekday at the four light rail stations proximate to the Project area. The busiest stations bookend the west and north legs of the Project area, with the Arden/Del Paso station being the busiest of the four with Marconi/Arcade in second. Per **Figure 8**, both the Arden/Del Paso and Marconi/Arcade stations provide connecting service to SacRT bus routes. The Marconi/Arcade station has been identified for the pilot phase of the SacRT Mobility Hubs Project. “Mobility Hubs” are intended to offer historically disadvantaged neighborhoods with multiple transportation options

### 5.4.2 Bus

**Figure 18** presents passenger boarding and alighting data for an average weekday at the bus stops located throughout the Project area. Bus service is only provided along Arden Way. The busiest bus stops along Arden Way are the Arden/Del Paso station on the west end and the Arden Fair Transit Center on the east end. No bus service is provided along Auburn Boulevard/Harvard Street. The Marconi/Arcade station exhibits a relatively high amount of boarding and alighting compared to the other stops measured near the Project area.

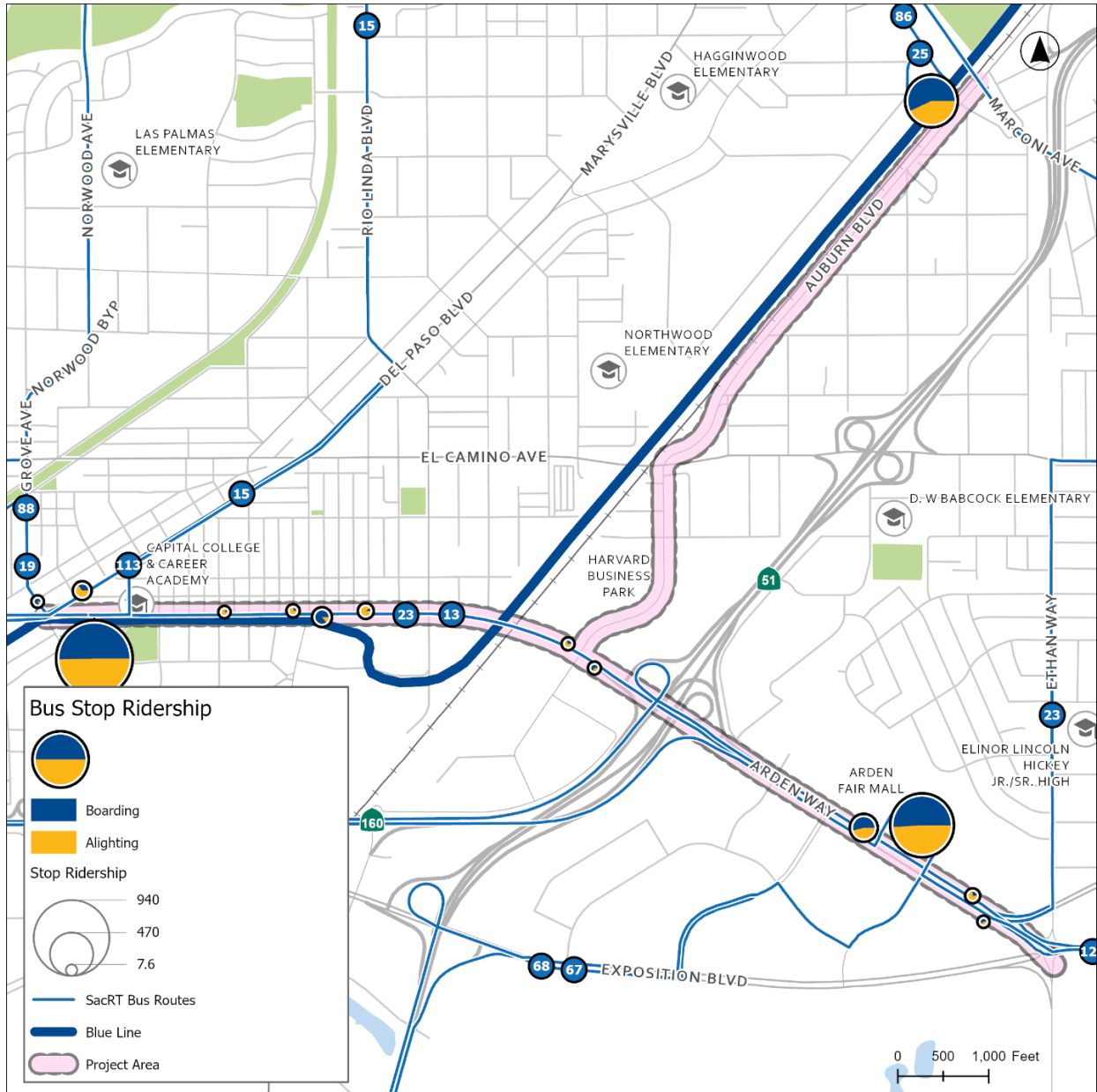


Figure 17. SacRT Light Rail Station Weekday Average Boarding/Alighting (April-June 2025)



Source: Ridership data provided by Sacramento Regional Transit

Figure 18. SacRT Bus Stop Weekday Average Boarding/Alighting (April-May 2025)



Source: Ridership data provided by Sacramento Regional Transit

## 6 PUBLIC ENGAGEMENT

The following section documents both public engagement efforts that have been completed to date and efforts that are planned in the near future.

### 6.1 Technical Advisory Committee (TAC)

The Project TAC was formed to represent the technical interests of the City's Department of Public Works (Public Works). Project TAC meetings are intended to build upon the collective existing knowledge of the diverse groups within Public Works. The following TAC engagement has occurred to date:

- TAC kickoff meeting was held on Friday, November 14, 2025. The kickoff meeting allowed the Project team to introduce the Project area to the TAC members while soliciting their feedback regarding existing conditions and planned projects to be mindful of through the Project process. The kickoff meeting was also used to educate members of the TAC on the purpose of the RSA and to review the RSA logistics.
- The TAC participated in the RSA conducted on Monday, November 17, 2025. The RSA included seven strategic stops throughout the Project area and provided the Project team and TAC opportunities to discuss prior knowledge while considering new observations from the field. The RSA outing is anticipated to provide a secondary benefit of ensuring all participating TAC members have experienced the physical conditions of the Project area firsthand and may therefore be able to relate more closely to proposed improvements as the Project advances.

### 6.2 Public Outreach

Public outreach for the Project will be held in three distinct phases. Phase 1 (Listening) corresponds with understanding the qualitative, lived experiences of the public who live, work, and travel along the Project area. During the Summer/Fall 2025, the Project team completed preliminary research regarding community based groups to contact when organizing public engagement events and compiled those contacts into a working community outreach database. This database is available to the City. During this same time period, the Project team also collaborated with the City to develop content for a Project website. The website will serve as a source for updates to the community during the life of the Project.

Phase 1 community events related to the Project were held in February and March 2026. The quantitative findings included in the existing conditions report were brought before the community for their feedback so as to ensure qualitative aspects of Arden Way and Auburn Boulevard/Harvard Street are not overlooked as the Project advances. The outreach efforts completed in February/March 2026 also provided an opportunity for the public to shape/inform the vision, goals, and direction of the Project. Documents summarizing outcomes from three Phase 1 in-person Project outreach events are included in **Appendix K**.

### 6.3 Sacramento Regional Transit (SacRT)

The Project team coordinated with planners from Sacramento Regional Transit during August and September 2025 to discuss past, current, and future transit endeavors at SacRT facilities that could affect the Project area. The SacRT planners informed the Project team that the Marconi/Arcade station has been identified for the pilot phase of the SacRT Mobility Hubs Project. “Mobility Hubs” are intended to offer historically disadvantaged neighborhoods with multiple transportation options. These coordination efforts also enabled SacRT to share the light rail/bus ridership and light rail parking occupancy data that is included in the existing conditions report.

### 6.4 California Department of Transportation (Caltrans)

The Project team coordinated with planners from Caltrans in March 2026 to discuss current and future infrastructure projects at Caltrans facilities that could affect the Project area. The conversation was primarily focused on near- and long-term outlooks for the Arden Way interchange with SR-160/I-80 BUS. Caltrans indicated that no modifications are anticipated on their proximate facilities within the next 10 years. The Project team will continue to coordinate with Caltrans as the Project advances.

## 7 NEXT STEPS

The following Project efforts are anticipated to take place in the next six months following completion of the Existing Conditions Report:

- January-April 2026
  - The Project team will conduct Phase 1 public engagement meetings with community partners and interested members of the public to solicit qualitative input intended to supplement the quantitative analysis while shaping the ultimate direction of the Project.
  - The Project team will discuss/establish measures of performance that will be used when evaluating the efficacy of project alternatives.
- April-August 2026
  - The Project team will develop Project alternatives that will be considered for Arden Way and Auburn Boulevard/Harvard Street.
  - The Project team will reengage with the TAC to refine the Project alternatives under consideration.
  - The Project team will conduct public engagement meetings with community partners and interested members of the public to solicit feedback regarding the Project alternatives that are developed.
  - The Project team will develop/refine a preferred Project alternative for inclusion in the plan.

## Appendix A: Project Literature Review



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# PLAN AND POLICY REVIEW

## ARDEN-AUBURN MOBILITY PLAN

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November 19, 2025

ARDEN-AUBURN  
MOBILITY  
PLAN



# INTRODUCTION AND PURPOSE

This memo summarizes key goals, priorities, and infrastructure recommendations for the Arden Way and Auburn Boulevard/Harvard Street corridors drawn from recent Sacramento transportation planning documents. The purpose of this memo is to consolidate relevant policy direction, highlight consistent themes, and identify where planned improvements align, providing a foundation that can inform this study's goals and its prioritization criteria for advancing safety and multimodal mobility.

## KEY GOALS AND PRIORITIES

The following summary presents the shared goals and priorities present across relevant Sacramento planning documents. These themes can directly inform the goals and evaluation criteria developed in future project phases.

1. **Safety:** Across all plans, reducing crashes, especially fatalities and serious injuries, is the most prominent priority. Themes include:
  - Emphasis on Vision Zero principles
  - Targeted improvements on high-injury corridors and intersections
  - Speed management and Safe System design
  - Prioritization of vulnerable road users
2. **Equity:** Most plans call for transportation resources and improvements that address historic inequalities. Common threads include:
  - Prioritizing underserved and high-need communities
  - Improving access for people with limited mobility options
  - Centering community-driven engagement
3. **Access and Connectivity:** Plans consistently emphasize improving everyday mobility by connecting people to:
  - Jobs and commercial centers
  - Schools and parks
  - Transit nodes
  - Essential services
4. **Multimodal mobility and network completion:** A strong emphasis across plans is on building networks, not isolated projects. Themes include:
  - Creating complete, continuous walking and biking facilities
  - Improving transit operations and reliability
  - Designing for all ages and abilities
  - Balancing multimodal operations on constrained corridors
5. **Placemaking and corridor character:** Several plans highlight the role of transportation in shaping sense of place. Recurring themes include:
  - Streetscape quality (trees, lighting, crosswalks, landscaping)
  - Identity and character of neighborhoods and corridors
  - Support for local economic vitality
6. **Climate, air quality, and public health outcomes:** Environmental and health outcomes appear across many documents. Themes include:
  - Supporting mode shift toward walking, biking, transit
  - Reducing vehicle emissions

- Improving shade and heat resilience
  - Encouraging active, healthy travel
7. **Implementation feasibility and funding alignment:** Nearly all plans acknowledge real-world constraints and emphasize deliverability. Patterns include:
- Phased implementation strategies
  - Cost-effectiveness
  - Alignment with grant opportunities
  - Prioritization frameworks for limited resources

## KEY INFRASTRUCTURE RECOMMENDATIONS

- **Arden Way:** Multiple plans, including the Transportation Priorities Plan, Vision Zero Update, and Arden Way Complete Streets Master Plan, highlight Arden Way as a high priority corridor for multimodal investment. Recommended improvements include Class II and raised bike lanes, pedestrian amenities (wider sidewalks, lighting, landscaping, and crossing), and upgraded traffic signals.
- **Auburn Boulevard / Harvard Street:** This corridor is consistently recognized as a high-priority investment area, with a strong emphasis on pedestrian infrastructure. Recommended improvements include wider sidewalks, pedestrian-scale lighting, landscaping, and improved crossings between El Camino Avenue and Connie Drive.

## DOCUMENT DETAILS

The following section notes the geographic area and purpose of each document, in addition to noting any corridor-specific infrastructure recommendations.

### Sacramento Transportation Priorities Plan (2022)

- **Geographic area:** Citywide
- **Purpose:** Establishes a citywide strategy for how Sacramento selects and funds transportation projects. Lays out transportation funding needs and provides a prioritization methodology focused on equity, safety, access, climate/health, and maintenance to decide which projects should advance first.
- **Arden Way Infrastructure Recommendations:** Recommends Class II bike lanes on Arden Way with a high priority based on the Bike Master Plan. Pedestrian improvements are recommended from Beaumont St to Evergreen St as a medium priority, and include wider sidewalks, pedestrian scale lighting, landscaping, higher quality street crossings, banners/signs, and trash bins. Arden Way is also identified to improve traffic signals as it is part of an Intelligent Transportation System/Traffic Signal Master Plan.
- **Auburn Boulevard / Harvard Street Infrastructure Recommendations:** Auburn Blvd is identified as a high priority project for transportation investment. This includes wider sidewalks, pedestrian scale lighting, landscaping, and higher quality street crossings from El Camino Ave to Connie Dr.

### Sacramento Vision Zero Update (2023)

- **Geographic area:** Citywide
- **Purpose:** Provides an update on City goal to eliminate traffic fatalities by 2027. Summarizes the City's progress toward eliminating traffic deaths and serious injuries, updates collision data and high-injury locations, and refines strategies for the next phase of work. Clarifies priorities and outlines actionable steps to improve safety, especially for underserved communities.

- **Key Relevance:** This plan identifies Arden Way and Auburn Blvd as part of the high injury network.

### Arden Way Complete Streets Master Plan (2023)

- **Geographic area:** Arden Way from Ethan Way to Watt Avenue (Sacramento County)
- **Purpose:** Outlines design recommendations to transform a 1.3-mile stretch of Arden Way into a safe, multimodal boulevard.
- **Arden Way Infrastructure Recommendations:** This plan has preferred alternatives for Arden Way from Ethan Way to Morse Ave. The recommendation includes raised bike lanes adjacent to the curb leading up to the intersection of Arden Way and Ethan Way. This plan also includes design guidance for pedestrian and bike facilities, landscape and green infrastructure, bus stop design, intersection design, and site furnishings.

### Sacramento 2040 General Plan: Arden Arcade Community Plan (2024)

- **Geographic area:** City and county area between American River and Roseville Rd
- **Purpose:** Provides area-specific guidance for the Arden Arcade area that supplements the citywide goals and policies of the Sacramento 2040 General Plan by laying out transportation funding needs and summarizing community feedback that informs prioritization criteria.
- **Key Takeaways:** Community feedback highlights the need for comfortable walking and biking connections; no specific infrastructure projects identified.

### Sacramento 2040 General Plan: North Sacramento Community Plan (2024)

- **Geographic area:** City area between Steelhead Creek and UPRR corridor
- **Purpose:** Provides area-specific guidance for the North Sacramento area that supplements the citywide goals and policies of the Sacramento 2040 General Plan by laying out transportation funding needs and summarizing community feedback that informs prioritization criteria.
- **Key Takeaways:** Community feedback highlights the need for improved access to light rail and parks through walking and biking; no specific infrastructure projects identified.

### Sacramento Streets for People Plan (2025)

- **Geographic area:** Citywide
- **Purpose:** Establishes a citywide framework for improving walking, biking and rolling across Sacramento. Sets out a vision for a safer, more connected, and accessible “all-ages, all-abilities” active transportation network, especially in historically underserved neighborhoods.
- **Arden Way Infrastructure Recommendations:** Recommends sidewalk improvements on Arden Way from Del Paso Blvd to Evergreen St, and from Point W Way to Ethan Way, new sidewalks from Evergreen St to Point W Way, and intersection improvements at Royal Oaks Dr and Evergreen St.
- **Auburn Boulevard / Harvard Street Infrastructure Recommendations:** Recommends new sidewalks on Auburn Blvd from Helena Ave to Marconi Ave.

## Appendix B: Project Team Site Visit Photo Log

Corridor 1: Arden Way (Del Paso Boulevard to Evergreen Street)

Photos included in this section are presented moving from west to east

North Side



























09/10/2025 08:14





09/10/2025 08:19







09/10/2025 08:20





South Side











NO PED CROSSING

← USE CROSSWALK































Corridor 2: Arden Way (Evergreen Street to Harvard Street/Blumenfeld Drive)

Photos included in this section are presented moving from west to east

North Side







09/10/2025 08:30

EVERYTHING  
STARTS \$1

ADCO OUTDOOR

09/10/2025 08:30





09/10/2025 08:33











South Side







Corridor 3: Arden Way (Harvard Street/Blumenfeld Drive to CA-160/I-80 BUS Interchange)

Photos included in this section are presented moving from west to east

North Side







South Side





09/10/2025 08:51





09/10/2025 08:52









09/10/2025 08:58

Corridor 4: Arden Way (CA-160/I-80 BUS Interchange to Ethan Way)

Photos included in this section are presented moving from west to east

North Side











09/10/2025 09:08





09/10/2025 09:12





09/10/2025 09:17







09/10/2025 09:31



09/10/2025 09:33



09/10/2025 09:33







09/10/2025 09:34





















South Side







09/10/2025 09:01



















**START CROSSING**

Watch For  
Vehicles



**DON'T START**

Finish Crossing  
If Started



FLASHING

**TIME REMAINING**  
To Finish Crossing

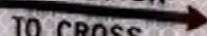


STOP

**DON'T CROSS**



**PUSH BUTTON  
TO CROSS**

















Corridor 5: Harvard Street (Arden Way to Silica Avenue)

Photos included in this section are presented moving from south to north







09/10/2025 10:14









Corridor 6: Harvard Street/Auburn Boulevard (Silica Avenue to Marconi Circle)

Photos included in this section are presented moving from south to north























09/10/2025 10:37



09/10/2025 10:39









**TO CROSS  
STREET  
←  
PUSH  
BUTTON  
WAIT FOR  
WALK  
SIGNAL**

3934

09/10/2025 10:42



## Appendix C: Project Corridor Summary Table

	Corridor 1	Corridor 2	Corridor 3	Corridor 4	Corridor 5	Corridor 6
<b>Approximate Length (feet)</b>	4,000	1,700	1,100	5,000	1,700	6,000
<b>General Plan Designation</b>	Arterial	Arterial	Arterial	Arterial	Minor Collector	Major Collector
<b># of Lanes</b>	4	4	4	4-8	2-4	2
<b>Lighting</b>	Street lighting	Street lighting	Street lighting	Street lighting	Street lighting	Street lighting
<b>Posted Speed Limit (MPH)</b>	40	40	40	40	35	30-40
<b>Approximate Annual Daily Traffic (ADT)</b>	26,000	-	-	54,500	7,000	8,500
<b>Adjacent Land Uses</b>	Neighborhood residential, multi-family residential, local retail, educational, industrial	Light industrial, commercial	Light industrial, commercial, hotel	Regional commercial, multi-family residential, hotel	Regional employment, hotel, light industrial	Light industrial, neighborhood residential, local retail
<b>Notable Locations</b>	Del Paso RT Transit Station, Capital College & Career Academy, Woodlake Park, Royal Oaks RT Station	Swanston RT Transit Station	-	Arden Fair Mall	Harvard Park Business Center	Marconi/Arcade RT Transit Station (proximate)
<b>Major Cross-Streets within Segment</b>	Oxford St, Beaumont St/Royal Oaks Dr	-	-	Heritage Ln, Alta Arden Expy	-	Van Ness St/Frienza Ave
<b>Median Types</b>	None, TWLTL	None	None, Raised Concrete	Landscaped	Landscaped, TWLTL	None
<b>Existing Bicycle Facilities</b>	None between Del Paso Blvd and Oxford St, Class II bike lane EB between Oxford St and Forest St, Class II bike lane between Forest St and Erickson St	Class II bike lane between Evergreen St and midpoint UPRR overcrossing, none between midpoint UPRR overcrossing and Harvard St/Blumenfeld Dr	None	None	Class II bike lanes along developed/improved frontage between Arden Wy and Silica Ave	None between Silica Ave and El Camino Ave, Class II bike lane SB between El Camino Ave and Van Ness St, Class II bike lane SB/NB between Van Ness St and Juliesse Ave, none north of Juliesse Ave

	<b>Corridor 1</b>	<b>Corridor 2</b>	<b>Corridor 3</b>	<b>Corridor 4</b>	<b>Corridor 5</b>	<b>Corridor 6</b>
<b>Condition of Walking Facilities</b>	South side - No sidewalk beyond Del Paso RT transit station until Royal Oaks RT transit station, approximately 5-ft wide between Royal Oaks Dr/Beaumont St and Evergreen St	South side - Sidewalk approximately 5-ft wide between Evergreen St and Harvard St/Blumenfeld Dr	South side - Sidewalk approximately 7-ft wide between Harvard St/Blumenfeld Dr and Business 80/SR-160 interchange, unmarked/unsignalized pedestrian crossing over eastbound SR-160 WB on-ramp	South side - Sidewalk approximately 5-ft wide between Business 80/SR-160 overcrossing and Business 80/SR-160 EB off-ramp, no pedestrian crossing over Business 80/SR-160 EB off-ramp to Arden Wy, no sidewalk between Business 80/SR-160 EB off-ramp and Point West Wy, approximately 5-ft wide between Point West Wy and Ethan Wy, confusing crossing sequence/directional guidance at Arden Wy/Ethan Wy intersection.	Sidewalks approximately 6-ft wide along developed or improved frontage between Arden Wy and Silica Ave, no sidewalks along unimproved property frontages	None between Silica Ave and El Camino Ave, sidewalk approximately 5-ft wide on east side between El Camino Ave and Van Ness St, sidewalk approximately 8-ft wide on east side from Van Ness St to approximately 280-ft north, none beyond approximately 280-ft north of Van Ness St
	North side - Sidewalk approximately 5-ft wide (up to about 10-ft in some locations), includes several pavement gaps between Oxford St and Del Paso Blvd, and widely varies in surface quality	North side - Sidewalk approximately 5-ft wide between Evergreen St and Harvard St/Blumenfeld Dr	North side - No sidewalk between Harvard St/Blumenfeld Dr and Business 80/SR-160 interchange, marked pedestrian crossing with no landing zones Business 80/SR-160 WB off-ramp	North side - No sidewalk between Business 80/SR-160 overcrossing and Business 80/SR-160 EB on-ramp, unsignalized/unmarked pedestrian crossing over Business 80/SR-160 EB on-ramp from Arden Wy, sidewalk approximately 6-ft between Business 80/SR-160 EB on-ramp and Ethan Wy, confusing crossing sequence/directional guidance at Arden Wy/Ethan Wy intersection.		

	<b>Corridor 1</b>	<b>Corridor 2</b>	<b>Corridor 3</b>	<b>Corridor 4</b>	<b>Corridor 5</b>	<b>Corridor 6</b>
<b>Parking</b>	South side - No on-street parking North side - No on-street parking between Del Paso Blvd and Erickson St, on-street parking between Erickson St and Evergreen St	No on-street parking	No on-street parking	No on-street parking	No on-street parking	No on-street parking between Silica Ave and El Camino Ave, on-street parking along east side between El Camino Ave and Van Ness St, no on-street parking north of Van Ness St
<b>Bus Shelter Locations</b>	North side - none South side - Del Paso RT Transit Station	None	None	North side - between Heritage Ln/Mall Dwy and Arden Fair Transit Ctr South side - approximately 150-ft west of EB Arden Wy/Alta Arden Expy split	None	None

## Appendix D: Traffic Data Summary Sheets

# National Data & Surveying Services Intersection Turning Movement Count

Location: Del Paso Blvd/Canterbury Rd/Grove Ave & Arden Wy  
City: Sacramento  
Control: Signalized

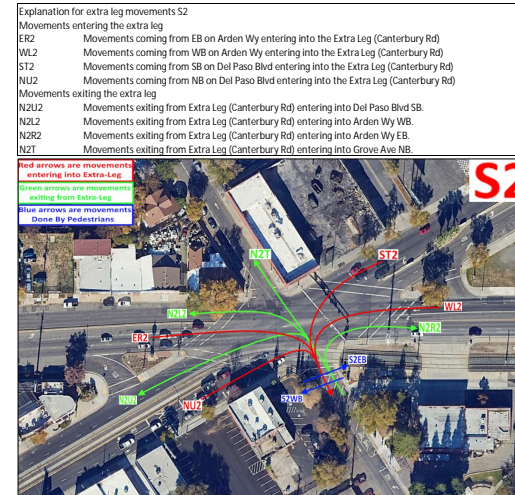
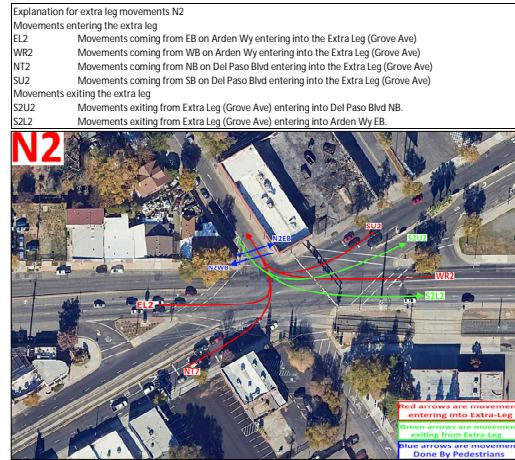
Project ID: 25-070192-001  
Date: 8/26/2025

## Data - Total

NS/EW Streets	Del Paso Blvd/Canterbury Rd/Grove Ave						Del Paso Blvd/Canterbury Rd/Grove Ave						Arden Wy						Arden Wy						Del Paso Blvd/Canterbury Rd/Grove Ave				Del Paso Blvd/Canterbury Rd/Grove Ave				TOTAL					
	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2				SOUTHBOUND2									
AM	1 NL	2 NT	0 NR	0 NU	0 NT2	0 NU2	1 SL	2 ST	0 SR	0 SU	0 ST2	0 SU2	1 EL	2 ET	1 ER	0 EU	0 EL2	0 ER2	1 WL	1.5 WT	0.5 WR	0 WU	0 WL2	0 WR2	0 N2T	0 N2L2	0 N2R2	0 N2U2	0 S2L2	0 S2U2	TOTAL							
7:00 AM	1	10	6	0	6	0	3	28	9	0	2	1	11	156	1	0	2	11	7	120	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	390
7:15 AM	0	22	10	0	8	3	1	54	12	0	2	1	9	270	3	0	4	11	19	125	2	0	2	31	0	0	0	0	0	0	0	0	0	0	0	0	0	589
7:30 AM	1	33	3	0	12	1	2	65	16	0	0	0	14	271	7	0	0	5	9	146	2	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	606
7:45 AM	1	28	3	0	11	0	2	91	14	0	3	1	11	274	8	0	1	14	23	152	3	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	656
8:00 AM	3	37	6	0	10	1	6	84	20	0	4	2	17	278	3	0	5	5	12	130	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	643
8:15 AM	2	27	5	0	6	1	6	57	26	0	4	0	11	319	5	0	1	15	13	140	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	656
8:30 AM	0	22	4	0	4	0	3	49	10	0	5	2	11	232	5	0	3	15	15	132	4	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	532
8:45 AM	0	30	6	0	11	1	3	65	17	0	2	3	16	241	6	0	1	6	16	127	6	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	574
TOTAL VOLUMES:	8	209	43	0	68	7	26	493	124	0	22	10	100	2041	38	0	17	82	114	1072	25	0	4	143	0	0	0	0	0	0	0	0	0	0	0	0	0	4646
APPROACH %'s:	2.39%	62.39%	12.84%	0.00%	20.30%	2.09%	3.85%	73.04%	18.37%	0.00%	3.26%	1.48%	4.39%	89.60%	1.67%	0.00%	0.75%	3.60%	8.39%	78.94%	1.84%	0.00%	0.29%	10.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.976
PEAK HR:	07:30 AM - 08:30 AM						07:30 AM - 08:30 AM						07:30 AM - 08:30 AM						07:30 AM - 08:30 AM						07:30 AM - 08:30 AM				TOTAL									
PEAK HR VOL:	7	125	17	0	39	3	16	297	76	0	11	3	53	1142	23	0	7	39	57	568	12	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	2561
PEAK HR FACTOR:	0.583	0.845	0.708	0.000	0.813	0.750	0.667	0.816	0.731	0.000	0.688	0.375	0.779	0.895	0.719	0.000	0.350	0.650	0.620	0.934	0.750	0.000	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.976
	0.838						0.869						0.900						0.906																			
PM	1 NL	2 NT	0 NR	0 NU	0 NT2	0 NU2	1 SL	2 ST	0 SR	0 SU	0 ST2	0 SU2	1 EL	2 ET	1 ER	0 EU	0 EL2	0 ER2	1 WL	1.5 WT	0.5 WR	0 WU	0 WL2	0 WR2	0 N2T	0 N2L2	0 N2R2	0 N2U2	0 S2L2	0 S2U2	TOTAL							
4:00 PM	0	52	13	0	22	2	7	40	13	0	2	2	25	178	15	0	10	14	13	245	4	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	686
4:15 PM	1	72	12	0	31	2	6	40	21	0	4	4	19	206	7	0	6	9	2	236	3	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	710
4:30 PM	0	60	7	1	27	2	5	30	19	0	1	4	18	270	11	0	4	6	7	296	2	0	0	33	0	0	1	0	0	0	0	0	0	1	0	0	0	804
4:45 PM	0	69	16	0	41	1	8	34	11	0	2	5	16	224	7	0	4	14	5	243	6	0	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	744
5:00 PM	3	72	16	1	38	1	6	37	16	0	3	2	14	265	4	0	8	8	6	249	2	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	783
5:15 PM	0	72	12	1	30	2	3	36	18	0	2	2	16	217	6	0	6	9	9	317	4	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	799
5:30 PM	2	58	10	0	26	1	7	38	24	0	1	4	18	266	5	0	5	21	3	228	5	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	761
5:45 PM	3	59	18	0	33	1	4	29	16	0	3	5	15	173	4	0	2	17	17	229	5	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	672
TOTAL VOLUMES:	9	514	104	3	248	12	46	284	138	0	18	28	141	1799	59	0	45	98	62	2043	31	0	1	275	0	0	1	0	0	0	0	0	0	1	0	0	0	5959
APPROACH %'s:	1.01%	57.75%	11.69%	0.34%	27.87%	1.35%	8.95%	55.25%	26.85%	0.00%	3.50%	5.45%	6.58%	83.99%	2.75%	0.00%	2.10%	4.58%	2.57%	84.70%	1.29%	0.00%	0.04%	11.40%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.250	0.000	0.000	0.000	0.973
PEAK HR:	04:30 PM - 05:30 PM						04:30 PM - 05:30 PM						04:30 PM - 05:30 PM						04:30 PM - 05:30 PM						04:30 PM - 05:30 PM				TOTAL									
PEAK HR VOL:	3	273	51	3	136	6	22	137	64	0	8	13	64	976	28	0	22	37	27	1105	14	0	1	139	0	0	1	0	0	0	0	0	0	0	0	0	0	3130
PEAK HR FACTOR:	0.250	0.948	0.797	0.750	0.829	0.750	0.688	0.926	0.842	0.000	0.667	0.650	0.889	0.904	0.636	0.000	0.688	0.661	0.750	0.871	0.583	0.000	0.250	0.939	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.973
	0.901						0.953						0.912						0.876																			

# National Data & Surveying Services

## Intersection Turning Movement Count





# National Data & Surveying Services Intersection Turning Movement Count

Location: Del Paso Blvd/Canterbury Rd/Grove Ave & Arden Wy  
City: Sacramento  
Control: Signalized

Project ID: 25-070192-001  
Date: 8/26/2025

## Data - Bikes

NS/EW Streets:	Del Paso Blvd/Canterbury Rd/Grove Ave						Del Paso Blvd/Canterbury Rd/Grove Ave						Arden Wy						Arden Wy						Del Paso Blvd/Canterbury Rd/Grove Ave				TOTAL								
	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2		SOUTHBOUND2										
AM	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL						
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1					
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3					
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
TOTAL VOLUMES:	0	1	0	0	0	1	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	10		
APPROACH %'s:	0.00%	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%							
PEAK HR:	07:30 AM - 08:30 AM																						TOTAL														
PEAK HR VOL:	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	6					
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500					
PM	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	0	0	TOTAL				
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL						
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4					
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6					
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3					
TOTAL VOLUMES:	0	5	1	0	1	1	0	3	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	1	0	0	0	2	1	0	0	20					
APPROACH %'s:	0.00%	62.50%	12.50%	0.00%	12.50%	12.50%	0.00%	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%							
PEAK HR:	04:30 PM - 05:30 PM																						TOTAL														
PEAK HR VOL:	0	4	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	10					
PEAK HR FACTOR:	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.417					

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Del Paso Blvd/Canterbury Rd/Grove Ave & Arden Wy  
City: Sacramento

Project ID: 25-070192-001  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Del Paso Blvd/Canterbury Rd/Grove Ave		Del Paso Blvd/Canterbury Rd/Grove Ave		Arden Wy		Arden Wy		Del Paso Blvd/Canterbury Rd/Grove Ave		Del Paso Blvd/Canterbury Rd/Grove Ave		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	
<b>AM</b>													
7:00 AM	1	0	1	0	0	1	0	0	1	0	1	0	5
7:15 AM	2	0	2	0	0	3	0	2	1	0	1	0	11
7:30 AM	1	2	0	0	1	1	0	0	0	0	1	0	6
7:45 AM	1	2	0	0	2	1	0	0	2	2	0	0	8
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	2	2	0	0	1	2	0	0	1	0	0	0	8
8:30 AM	0	1	0	0	1	2	0	0	0	0	0	0	4
8:45 AM	0	0	1	0	0	0	0	2	1	2	1	0	7
TOTAL VOLUMES :	7	8	4	0	5	10	0	4	4	4	4	0	50
APPROACH %'s :	46.67%	53.33%	100.00%	0.00%	33.33%	66.67%	0.00%	100.00%	50.00%	50.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM												
PEAK HR VOL :	4	7	0	0	4	4	0	0	1	2	1	0	23
PEAK HR FACTOR :	0.500	0.875			0.500	0.500			0.250	0.250	0.250	0.250	0.719
		0.688				0.667				0.375			
<b>PM</b>													
4:00 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	2	3
4:30 PM	0	1	0	0	3	0	0	1	0	1	1	0	7
4:45 PM	0	1	3	0	2	0	0	3	0	2	0	0	11
5:00 PM	0	0	0	0	0	1	1	0	0	1	0	0	3
5:15 PM	0	0	1	0	0	0	0	4	0	3	1	0	9
5:30 PM	0	0	0	2	0	0	2	0	0	0	0	0	4
5:45 PM	0	2	0	0	4	0	1	0	1	0	0	0	8
TOTAL VOLUMES :	1	5	4	2	9	1	4	9	2	7	2	2	48
APPROACH %'s :	16.67%	83.33%	66.67%	33.33%	90.00%	10.00%	30.77%	69.23%	22.22%	77.78%	50.00%	50.00%	
PEAK HR :	04:30 PM - 05:30 PM												
PEAK HR VOL :	0	2	4	0	5	1	1	8	0	7	2	0	30
PEAK HR FACTOR :		0.500	0.333	0.333	0.417	0.250	0.250	0.500		0.583	0.500	0.500	0.682
						0.500		0.563		0.583			

# National Data & Surveying Services Intersection Turning Movement Count

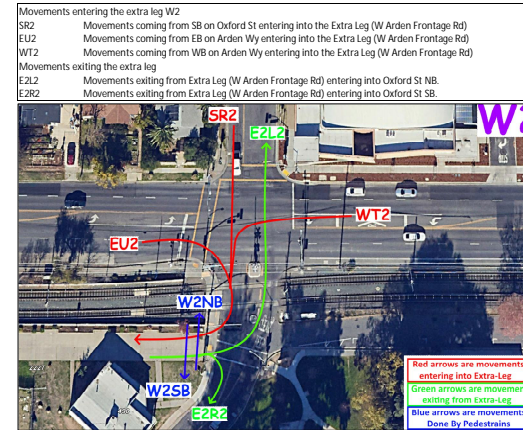
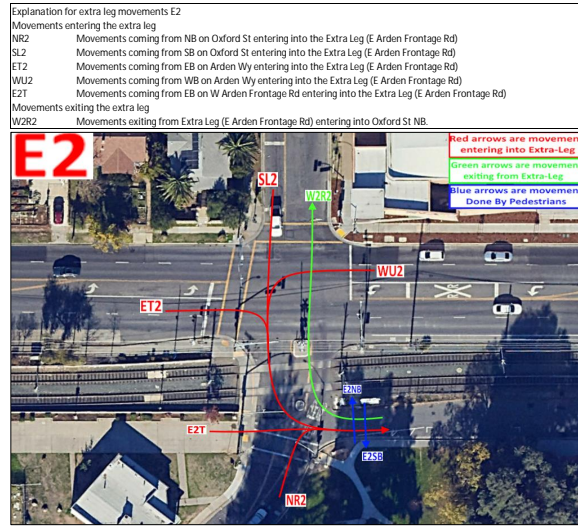
Location: Oxford St & Arden Wy/Arden Frontage Rd  
City: Sacramento  
Control: Signalized

Project ID: 25-070192-002  
Date: 8/26/2025

## Data - Total

NS/EW Streets	Oxford St					Oxford St					Arden Wy/Arden Frontage Rd					Arden Wy/Arden Frontage Rd					TOTAL							
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND												
AM	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	
7:00 AM	0	0	0	0	1	1	8	0	0	0	0	2	162	1	0	0	0	2	144	3	0	0	3	0	0	0	0	327
7:15 AM	5	5	2	0	1	3	5	1	0	0	0	4	276	2	0	0	0	3	175	1	0	0	0	0	0	0	0	483
7:30 AM	1	5	0	0	0	6	4	0	0	0	0	3	270	0	0	0	0	1	182	3	0	0	0	0	0	0	0	475
7:45 AM	6	3	3	0	0	5	5	0	0	1	0	3	264	0	0	0	0	1	175	3	0	0	1	0	0	0	0	470
8:00 AM	1	2	2	0	0	7	6	0	0	0	0	4	302	1	0	0	0	1	159	4	0	0	0	0	0	0	0	489
8:15 AM	1	2	2	0	0	5	2	1	0	0	0	6	302	2	0	0	0	2	173	2	0	0	0	0	0	0	0	500
8:30 AM	1	5	1	0	0	6	4	1	0	0	0	6	238	1	0	1	0	0	164	4	0	0	0	0	0	0	0	432
8:45 AM	4	1	1	0	0	6	4	2	0	0	0	4	252	1	0	0	0	5	155	2	0	0	0	0	0	0	0	437
TOTAL VOLUMES :	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
APPROACH %'s :	19	23	11	0	2	39	38	5	0	1	0	32	2066	8	0	1	0	15	1327	22	0	0	4	0	0	0	0	3613
PEAK HR :	07:30 AM - 08:30 AM																											
PEAK HR VOL :	9	12	7	0	0	23	17	1	0	1	0	16	1138	3	0	0	0	5	689	12	0	0	1	0	0	0	0	1934
PEAK HR FACTOR :	0.375	0.600	0.583	0.000	0.000	0.821	0.708	0.250	0.000	0.250	0.000	0.667	0.942	0.375	0.000	0.000	0.000	0.625	0.946	0.750	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.967
	0.583					0.808					0.933					0.950												
PM	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	
4:00 PM	0	4	5	0	0	11	4	3	0	0	0	4	206	1	0	0	0	3	315	10	0	0	0	0	0	0	0	566
4:15 PM	5	9	1	0	0	3	3	2	0	0	0	6	210	1	0	1	0	1	264	4	0	0	0	0	0	0	0	510
4:30 PM	3	9	2	0	0	4	5	2	0	0	0	6	267	1	0	0	0	6	302	7	0	0	0	0	0	0	0	614
4:45 PM	7	9	2	0	0	2	4	0	0	0	0	2	263	1	0	0	0	0	293	7	0	0	0	0	0	0	0	590
5:00 PM	9	9	2	0	0	1	5	2	0	0	0	5	278	0	0	0	0	4	292	3	0	0	0	0	0	0	0	610
5:15 PM	4	11	0	0	0	3	3	5	0	0	0	2	235	0	0	0	0	1	346	5	0	0	0	0	0	0	0	615
5:30 PM	2	3	3	0	0	4	1	0	0	0	0	6	273	3	0	0	0	3	274	5	0	0	0	0	0	0	0	577
5:45 PM	5	6	5	0	0	5	1	0	0	0	0	2	194	0	0	1	0	4	284	7	0	0	0	0	0	0	0	514
TOTAL VOLUMES :	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
APPROACH %'s :	35	60	20	0	0	33	26	14	0	0	0	33	1926	7	0	2	0	22	2370	48	0	0	0	0	0	0	0	4596
PEAK HR :	04:30 PM - 05:30 PM																											
PEAK HR VOL :	23	38	4	0	0	10	17	9	0	0	0	15	1043	2	0	0	0	11	1233	22	0	0	0	0	0	0	0	2429
PEAK HR FACTOR :	0.639	0.864	0.750	0.000	0.000	0.625	0.850	0.450	0.000	0.000	0.000	0.625	0.938	0.500	0.000	0.000	0.000	0.458	0.891	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.987
	0.838					0.818					0.936					0.899												

# National Data & Surveying Services Intersection Turning Movement Count



## National Data & Surveying Services Intersection Turning Movement Count

Location: Oxford St & Arden Wy/Arden Frontage Rd  
City: Sacramento  
Control: Signalized

Project ID: 25-070192-002  
Date: 8/26/2025

### Data - HT

NS/EW Streets:	Oxford St					Oxford St					Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd		TOTAL				
	NORTHBOUND					SOUTHBOUND					EASTBOUND						WESTBOUND						EASTBOUND2			WESTBOUND2			
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T		E2L2	E2R2	W2R2	
<b>AM</b>	0	1	0	0	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	2	8	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	1	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	0	0	2	4	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2		
APPROACH %'s:	33.33%	33.33%	33.33%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	0.00%	25.49%	74.51%	0.00%	0.00%	0.00%	1.64%	83.61%	14.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	0	0	0	
PEAK HR:	07:30 AM - 08:30 AM																												
PEAK HR VOL:	1	0	1	0	0	1	1	0	0	0	5	17	0	0	0	0	21	4	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.250	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.417	0.708	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
						0.250					0.786						0.694						0.911						
<b>PM</b>	0	1	0	0	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	4	2	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	4	4	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2		
APPROACH %'s:	0.00%	50.00%	50.00%	0.00%	0.00%	0	0	0	0	0	30.36%	69.64%	0.00%	0.00%	0.00%	5.26%	71.05%	23.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0	0	0	0	
PEAK HR:	04:30 PM - 05:30 PM																												
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	7	23	0	0	0	2	12	2	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.719	0.000	0.000	0.000	0.500	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
											0.682						0.800						0.719						

# National Data & Surveying Services Intersection Turning Movement Count

Location: Oxford St & Arden Wy/Arden Frontage Rd  
City: Sacramento  
Control: Signalized

Project ID: 25-070192-002  
Date: 8/26/2025

## Data - Bikes

NS/EW Streets:	Oxford St					Oxford St					Arden Wy/Arden Frontage Rd					Arden Wy/Arden Frontage Rd					TOTAL							
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND												
AM	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	5
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
TOTAL VOLUMES:	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	66.67%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	66.67%	0.00%	33.33%	33.33%	33.33%	0.00%	14
PEAK HR:	07:30 AM - 08:30 AM																				TOTAL							
PEAK HR VOL:	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3
PEAK HR FACTOR:	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750	
PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		WESTBOUND2		TOTAL			
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	8
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
APPROACH %'s:	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	40.00%	75.00%	12.50%	0.00%	0.00%	0.00%	12.50%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	100.00%	21
PEAK HR:	04:30 PM - 05:30 PM																				TOTAL							
PEAK HR VOL:	0	1	0	0	0	0	0	3	0	0	2	4	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	14
PEAK HR FACTOR:	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.438

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Oxford St & Arden Wy/Arden Frontage Rd  
City: Sacramento

Project ID: 25-070192-002  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Oxford St		Oxford St		Arden Wy/Arden Frontage Rd		Arden Wy/Arden Frontage Rd		Arden Wy/Arden Frontage Rd		Arden Wy/Arden Frontage Rd				TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		WEST LEG 2		MID BLOCK		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	EB	WB	
<b>AM</b>															
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
7:15 AM	1	0	0	0	0	0	4	1	0	0	1	0	0	0	7
7:30 AM	2	2	0	2	0	0	2	4	0	0	0	0	0	0	12
7:45 AM	2	2	0	1	0	0	6	3	0	0	0	0	0	0	14
8:00 AM	7	0	0	1	0	0	7	1	0	0	0	0	0	0	16
8:15 AM	3	0	0	0	0	0	3	2	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	3	4	0	0	1	2	0	0	10
8:45 AM	0	0	1	0	0	1	2	2	0	1	1	1	0	0	9
TOTAL VOLUMES :	15	4	1	4	0	1	27	18	0	1	3	3	0	1	78
APPROACH %'s :	78.95%	21.05%	20.00%	80.00%	0.00%	100.00%	60.00%	40.00%	0.00%	100.00%	50.00%	50.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM														
PEAK HR VOL :	14	4	0	4	0	0	18	10	0	0	0	0	0	0	50
PEAK HR FACTOR :	0.500	0.500	0.500	0.500	0.643	0.625	0.643	0.778							0.781
<b>PM</b>															
4:00 PM	1	20	12	0	0	0	2	21	0	0	0	1	0	2	59
4:15 PM	1	15	12	8	0	0	7	18	0	1	0	1	0	0	63
4:30 PM	0	0	0	0	0	0	2	3	0	0	2	1	0	0	8
4:45 PM	0	2	1	0	0	0	5	4	0	0	1	2	0	0	15
5:00 PM	0	0	2	0	0	0	1	4	0	0	0	0	0	1	8
5:15 PM	0	1	0	0	0	0	0	4	0	0	0	1	0	0	6
5:30 PM	0	0	1	0	0	0	6	1	0	1	1	0	1	0	11
5:45 PM	10	2	0	8	0	0	13	9	0	0	1	3	0	0	46
TOTAL VOLUMES :	12	40	28	16	0	0	36	64	0	2	5	9	1	3	216
APPROACH %'s :	23.08%	76.92%	63.64%	36.36%			36.00%	64.00%	0.00%	100.00%	27.78%	50.00%	25.00%	75.00%	
PEAK HR :	04:30 PM - 05:30 PM														
PEAK HR VOL :	3	3	3	0	0	0	8	15	0	0	3	4	0	1	37
PEAK HR FACTOR :	0.375	0.375	0.375	0.375	0.400	0.938	0.400	0.639			0.375	0.500	0.250	0.250	0.617

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Beaumont St/Royal Oaks Dr & Arden Wy  
 City: Sacramento  
 Control: Signalized

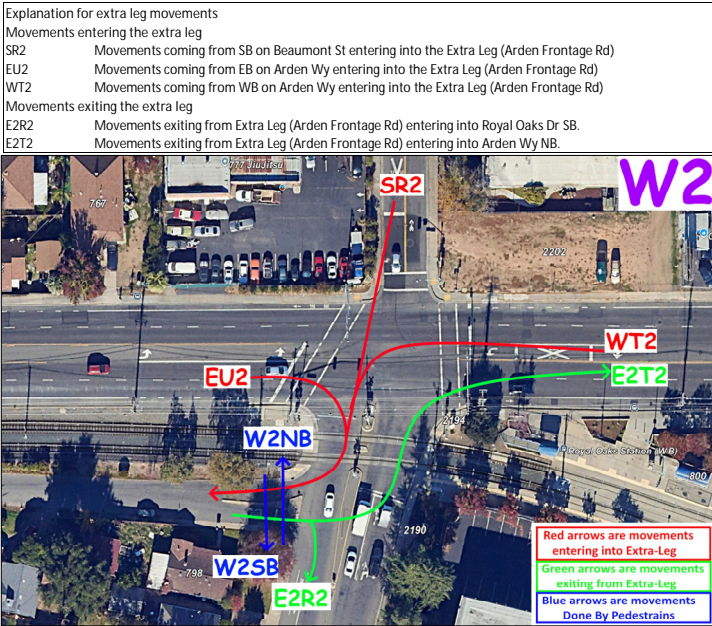
Project ID: 25-070192-003  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Beaumont St/Royal Oaks Dr					Beaumont St/Royal Oaks Dr					Arden Wy					Arden Wy					TOTAL		
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND						EASTBOUND2	
	1 NL	0.5 NT	0.5 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	1 EL	2 ET	0 ER	0 EU	0 EU2	1 WL	2 WT	0 WR	0 WU	0 WT2	0 E2T2		0 E2R2	
AM	16	12	10	0	3	27	0	0	1	0	161	18	0	1	16	151	2	0	0	0	2	420	
7:00 AM	24	17	12	0	5	30	1	0	0	1	236	26	0	0	20	167	3	0	0	0	1	543	
7:15 AM	9	13	16	0	9	25	0	0	0	1	231	39	0	0	12	166	0	0	0	0	3	524	
7:30 AM	18	5	10	0	5	32	4	0	0	0	261	28	0	0	19	161	4	0	0	0	2	549	
7:45 AM	13	3	9	0	9	21	1	0	0	1	290	47	0	0	13	150	1	0	0	0	1	559	
8:00 AM	12	2	5	0	4	19	0	0	0	1	239	42	0	1	12	178	2	0	0	0	2	519	
8:15 AM	10	6	10	0	4	20	0	0	0	1	232	39	0	0	8	157	2	0	0	0	3	492	
8:30 AM	12	3	4	0	2	12	3	0	0	0	218	34	0	1	7	151	0	0	0	0	0	447	
8:45 AM																							
TOTAL VOLUMES :	114	61	76	0	41	186	9	1	5	1868	273	0	3	107	1281	14	0	0	0	0	14	4053	
APPROACH %'s :	45.42%	24.30%	30.28%	0.00%	17.30%	78.48%	3.80%	0.00%	0.42%	0.23%	86.92%	12.70%	0.00%	0.14%	7.63%	91.37%	1.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																						
PEAK HR VOL :	64	38	47	0	28	108	6	0	3	1018	140	0	0	64	644	8	0	0	0	0	7	2175	
PEAK HR FACTOR :	0.667	0.559	0.734	0.000	0.778	0.844	0.375	0.000	0.000	0.750	0.878	0.745	0.000	0.800	0.964	0.500	0.000	0.000	0.000	0.000	0.583	0.973	
	0.703				0.866				0.859				0.942										
PM	1 NL	0.5 NT	0.5 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	1 EL	2 ET	0 ER	0 EU	0 EU2	1 WL	2 WT	0 WR	0 WU	0 WT2	0 E2T2	0 E2R2	TOTAL	
4:00 PM	46	8	11	0	3	20	0	0	0	0	171	22	0	0	7	285	4	0	0	0	1	578	
4:15 PM	31	8	18	0	8	13	2	0	1	0	231	23	0	0	9	262	4	0	0	0	0	610	
4:30 PM	45	13	20	0	4	13	1	0	0	1	248	23	0	0	13	266	7	0	1	0	2	657	
4:45 PM	34	11	17	0	1	19	1	0	1	1	257	17	0	0	12	268	3	0	1	0	1	644	
5:00 PM	70	14	13	0	7	12	3	0	0	1	255	15	0	0	6	284	1	0	0	0	1	682	
5:15 PM	35	15	20	0	5	10	1	0	0	1	226	16	0	0	17	263	4	0	2	0	2	617	
5:30 PM	24	9	16	0	11	11	1	0	0	0	245	33	0	0	13	277	2	0	1	0	1	644	
5:45 PM	33	17	16	0	8	10	0	0	0	1	195	24	0	0	8	257	4	0	1	0	0	574	
TOTAL VOLUMES :	318	95	131	0	47	108	9	0	2	5	1828	173	0	0	85	2162	29	0	6	0	8	5006	
APPROACH %'s :	58.46%	17.46%	24.08%	0.00%	28.31%	65.06%	5.42%	0.00%	1.20%	0.25%	91.13%	8.62%	0.00%	0.00%	3.72%	94.74%	1.27%	0.00%	0.26%	0.00%	100.00%		
PEAK HR :	04:30 PM - 05:30 PM																						
PEAK HR VOL :	184	53	70	0	17	54	6	0	1	4	986	71	0	0	48	1081	15	0	4	0	6	2600	
PEAK HR FACTOR :	0.657	0.883	0.875	0.000	0.607	0.711	0.500	0.000	0.250	1.000	0.959	0.772	0.000	0.000	0.706	0.952	0.536	0.000	0.500	0.000	0.750	0.953	
	0.791				0.886				0.965				0.986										

# National Data & Surveying Services

## Intersection Turning Movement Count





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Beaumont St/Royal Oaks Dr & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-003  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Beaumont St/Royal Oaks Dr					Beaumont St/Royal Oaks Dr					Arden Wy					Arden Wy										
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		TOTAL			
	1 NL	0.5 NT	0.5 NR	0 NU		0 SL	1 ST	0 SR	0 SU	0 SR2	1 EL	2 ET	0 ER	0 EU	0 EU2	1 WL	2 WT	0 WR	0 WU	0 WT2	0 E2T2	0 E2R2				
7:00 AM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0		1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0		0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU		SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL			
APPROACH %'s :	1	0	0	0		1	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	7			
	100.00%	0.00%	0.00%	0.00%		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%				
PEAK HR :	07:15 AM - 08:15 AM																				TOTAL					
PEAK HR VOL :	1	0	0	0		1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	5			
PEAK HR FACTOR :	0.250	0.000	0.000	0.000		0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.417			
				0.250				0.250					0.500					0.250								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		TOTAL			
1 NL	0.5 NT	0.5 NR	0 NU		0 SL	1 ST	0 SR	0 SU	0 SR2	1 EL	2 ET	0 ER	0 EU	0 EU2	1 WL	2 WT	0 WR	0 WU	0 WT2	0 E2T2	0 E2R2					
4:00 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
4:45 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU		SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL			
APPROACH %'s :	0	0	0	0		0	1	0	0	0	0	1	0	0	0	0	1	1	0	2	0	1	7			
	0.00%	0.00%	0.00%	0.00%		0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	25.00%	25.00%	0.00%	50.00%	0.00%	100.00%				
PEAK HR :	04:30 PM - 05:30 PM																				TOTAL					
PEAK HR VOL :	0	0	0	0		0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	5			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.417			
								0.250										0.250								

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Beaumont St/Royal Oaks Dr & Arden Wy  
 City: Sacramento

Project ID: 25-070192-003  
 Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Beaumont St/Royal Oaks Dr		Beaumont St/Royal Oaks Dr		Arden Wy		Arden Wy		WEST LEG 2		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
AM	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
7:00 AM	2	0	0	3	0	2	5	15	5	14	46
7:15 AM	1	0	2	0	0	2	3	7	2	6	23
7:30 AM	1	0	0	0	1	1	2	0	2	0	7
7:45 AM	1	1	0	0	1	2	1	0	1	0	7
8:00 AM	1	1	1	0	5	2	0	0	1	0	11
8:15 AM	1	0	0	0	0	3	0	0	0	0	4
8:30 AM	0	1	0	0	3	0	0	0	0	0	4
8:45 AM	0	0	2	0	0	1	0	0	1	0	4
TOTAL VOLUMES :	EB 7	WB 3	EB 5	WB 3	NB 10	SB 13	NB 11	SB 22	NB 12	SB 20	TOTAL 106
APPROACH %'s :	70.00%	30.00%	62.50%	37.50%	43.48%	56.52%	33.33%	66.67%	37.50%	62.50%	
PEAK HR :	07:15 AM - 08:15 AM										
PEAK HR VOL :	4	2	3	0	7	7	6	7	6	6	48
PEAK HR FACTOR :	1.000	0.500	0.375	0.375	0.350	0.875	0.500	0.250	0.750	0.250	0.522
	0.750		0.375		0.500		0.325		0.375		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
4:00 PM	0	2	0	0	3	0	0	0	0	0	5
4:15 PM	2	0	0	0	0	3	0	0	0	0	5
4:30 PM	2	0	1	0	1	3	2	0	2	1	12
4:45 PM	0	1	0	2	1	1	1	0	0	1	7
5:00 PM	0	0	1	1	2	0	0	0	1	1	6
5:15 PM	1	1	0	1	2	2	0	2	0	2	11
5:30 PM	1	0	1	0	1	1	0	0	0	0	4
5:45 PM	2	1	0	0	2	1	8	0	7	0	21
TOTAL VOLUMES :	EB 8	WB 5	EB 3	WB 4	NB 12	SB 11	NB 11	SB 2	NB 10	SB 5	TOTAL 71
APPROACH %'s :	61.54%	38.46%	42.86%	57.14%	52.17%	47.83%	84.62%	15.38%	66.67%	33.33%	
PEAK HR :	04:30 PM - 05:30 PM										
PEAK HR VOL :	3	2	2	4	6	6	3	2	3	5	36
PEAK HR FACTOR :	0.375	0.500	0.500	0.500	0.750	0.500	0.375	0.250	0.375	0.625	0.750
	0.625		0.750		0.750		0.625		0.667		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Evergreen St & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-004  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Evergreen St				Evergreen St				Arden Wy				Arden Wy				
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	1	2	0	0	1	2	0	0	439
7:15 AM	2	2	1	0	61	1	0	0	2	172	4	0	3	159	32	0	556
7:30 AM	0	1	1	0	111	5	5	0	4	289	3	0	11	172	48	0	650
7:45 AM	0	1	1	0	108	4	8	0	6	282	1	0	13	169	46	0	639
8:00 AM	1	0	0	0	99	7	6	0	3	298	1	0	16	165	49	0	645
8:15 AM	0	5	3	0	100	4	5	0	4	271	2	0	12	171	45	0	622
8:30 AM	1	1	2	0	89	3	7	0	5	256	3	0	15	174	24	0	580
8:45 AM	0	3	0	0	80	5	3	0	4	214	3	0	13	136	29	0	490
TOTAL VOLUMES :	4	14	12	0	734	35	38	0	30	2013	20	0	92	1327	302	0	4621
APPROACH %'s :	13.33%	46.67%	40.00%	0.00%	90.95%	4.34%	4.71%	0.00%	1.45%	97.58%	0.97%	0.00%	5.35%	77.11%	17.55%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	7	5	0	418	20	24	0	17	1140	7	0	52	677	188	0	2556
PEAK HR FACTOR :	0.250	0.350	0.417	0.000	0.941	0.714	0.750	0.000	0.708	0.956	0.583	0.000	0.813	0.984	0.959	0.000	0.983
	0.406				0.955				0.964				0.992				
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	1	2	0	0	1	2	0	0	669
4:15 PM	2	7	15	0	54	4	9	0	4	187	3	0	3	284	97	0	748
4:30 PM	3	0	10	0	55	1	6	0	5	247	6	0	2	279	134	0	757
4:45 PM	1	6	27	0	53	2	7	0	7	263	1	0	4	295	91	0	738
5:00 PM	0	5	13	0	66	4	4	0	6	276	1	0	5	272	86	0	798
5:15 PM	3	18	28	0	53	2	7	0	10	239	2	0	1	333	102	0	751
5:30 PM	2	4	11	0	57	1	5	0	5	269	5	0	1	270	121	0	769
5:45 PM	1	5	8	0	51	2	2	0	8	251	4	0	6	306	125	0	659
5:45 PM	2	3	9	0	53	1	3	0	4	214	1	0	1	271	97	0	589
TOTAL VOLUMES :	14	48	121	0	442	17	43	0	49	1946	23	0	23	2310	853	0	5889
APPROACH %'s :	7.65%	26.23%	66.12%	0.00%	88.05%	3.39%	8.57%	0.00%	2.43%	96.43%	1.14%	0.00%	0.72%	72.50%	26.77%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	32	60	0	227	9	18	0	29	1035	12	0	13	1181	434	0	3056
PEAK HR FACTOR :	0.500	0.444	0.536	0.000	0.860	0.563	0.643	0.000	0.725	0.938	0.600	0.000	0.542	0.887	0.868	0.000	0.957
	0.500				0.858				0.951				0.931				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Evergreen St & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-004  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Evergreen St				Evergreen St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	1	0	16
7:15 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	13	2	0	22
7:30 AM	0	0	0	0	2	0	0	0	1	6	0	0	0	4	2	0	15
7:45 AM	0	0	0	0	2	0	0	0	0	5	0	0	1	5	1	0	14
8:00 AM	0	0	0	0	5	0	0	0	0	4	0	0	0	10	1	0	20
8:15 AM	0	0	0	0	3	0	1	0	0	2	0	0	0	8	4	0	18
8:30 AM	0	0	1	0	0	0	2	0	0	4	0	0	0	7	0	0	14
8:45 AM	0	0	0	0	2	1	0	0	0	5	0	0	0	2	0	0	10
TOTAL VOLUMES :	0	0	1	0	15	1	3	0	1	41	0	0	1	55	11	0	129
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	78.95%	5.26%	15.79%	0.00%	2.38%	97.62%	0.00%	0.00%	1.49%	82.09%	16.42%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	1	0	1	17	0	0	1	27	8	0	67
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.600	0.000	0.250	0.000	0.250	0.708	0.000	0.000	0.250	0.675	0.500	0.000	0.838
					0.650				0.643				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
4:00 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	6	2	0	13
4:15 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	6	2	0	12
4:30 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	4	1	0	11
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	1	0	11
5:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	2	3	0	8
5:15 PM	0	0	0	0	0	0	1	0	1	4	0	0	0	5	0	0	11
5:30 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	3	0	0	8
5:45 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	2	0	8
TOTAL VOLUMES :	0	0	0	0	4	0	1	0	3	32	0	0	0	31	11	0	82
APPROACH %'s :					80.00%	0.00%	20.00%	0.00%	8.57%	91.43%	0.00%	0.00%	0.00%	73.81%	26.19%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	2	17	0	0	0	13	4	0	38
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.607	0.000	0.000	0.000	0.650	0.333	0.000	0.864
					0.500				0.679				0.850				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Evergreen St & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-004  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Evergreen St				Evergreen St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	2	0	0	1	0	0	1	0	1	0	7
					50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	0	1	0	0	1	0	1	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.500
					0.375				0.250				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	1	0	1	0	0	0	0	1	0	0	0	3	1	0	7
	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0	4
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500
	0.250				0.250				0.250				0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Evergreen St & Arden Wy  
City: Sacramento

Project ID: 25-070192-004  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Evergreen St		Evergreen St		Arden Wy		Arden Wy		
<b>AM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 1	WB 0	EB 1	WB 0	NB 0	SB 0	NB 1	SB 3	TOTAL 6
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%			25.00%	75.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	1	0	0	0	1	0	3
PEAK HR FACTOR :	0.250		0.250				0.250		0.375
	0.250		0.250				0.250		

<b>PM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	1	0	0	1	1	0	2	0	5
TOTAL VOLUMES :	EB 1	WB 0	EB 2	WB 2	NB 2	SB 0	NB 3	SB 1	TOTAL 11
APPROACH %'s :	100.00%	0.00%	50.00%	50.00%	100.00%	0.00%	75.00%	25.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	1	1	0	0	1	1	4
PEAK HR FACTOR :			0.250	0.250			0.250	0.250	0.500
			0.500				0.500		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-005  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Blumenfeld Dr/Harvard St				Blumenfeld Dr/Harvard St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	2 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	3	4	3	0	43	11	18	0	10	213	10	0	11	187	49	1	563
7:15 AM	5	3	4	0	73	11	21	0	10	285	11	0	12	183	35	2	655
7:30 AM	7	7	7	0	98	19	19	0	8	386	11	0	9	202	34	1	808
7:45 AM	5	2	9	0	127	27	20	0	16	335	14	0	7	202	66	0	830
8:00 AM	8	3	8	0	122	12	13	0	8	357	18	0	9	223	47	3	831
8:15 AM	8	5	7	0	132	17	15	0	16	335	15	0	9	203	53	1	816
8:30 AM	5	3	3	0	95	16	18	0	11	373	12	0	13	189	40	1	779
8:45 AM	5	5	10	0	88	14	17	0	11	283	10	0	16	177	40	3	679
TOTAL VOLUMES :	46	32	51	0	778	127	141	0	90	2567	101	0	86	1566	364	12	5961
APPROACH %'s :	35.66%	24.81%	39.53%	0.00%	74.38%	12.14%	13.48%	0.00%	3.26%	93.07%	3.66%	0.00%	4.24%	77.22%	17.95%	0.59%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	28	17	31	0	479	75	67	0	48	1413	58	0	34	830	200	5	3285
PEAK HR FACTOR :	0.875	0.607	0.861	0.000	0.907	0.694	0.838	0.000	0.750	0.915	0.806	0.000	0.944	0.930	0.758	0.417	0.988
	0.905				0.892				0.938				0.948				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	2 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	15	12	13	0	64	19	14	0	18	233	8	1	14	363	48	2	824
4:15 PM	12	9	11	0	42	13	27	0	17	267	13	0	12	366	44	7	840
4:30 PM	15	10	9	0	60	13	23	0	19	325	12	0	10	379	47	1	923
4:45 PM	19	19	20	0	70	20	16	0	18	323	17	0	5	332	50	5	914
5:00 PM	20	16	14	0	97	20	34	0	22	268	12	0	6	378	81	3	971
5:15 PM	6	7	11	0	67	12	17	0	16	330	8	1	10	398	59	2	944
5:30 PM	6	11	9	0	49	18	20	1	15	269	17	0	21	357	46	6	845
5:45 PM	5	9	5	0	35	9	10	0	14	252	7	0	11	371	45	4	777
TOTAL VOLUMES :	98	93	92	0	484	124	161	1	139	2267	94	2	89	2944	420	30	7038
APPROACH %'s :	34.63%	32.86%	32.51%	0.00%	62.86%	16.10%	20.91%	0.13%	5.56%	90.61%	3.76%	0.08%	2.56%	84.52%	12.06%	0.86%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	60	52	54	0	294	65	90	0	75	1246	49	1	31	1487	237	11	3752
PEAK HR FACTOR :	0.750	0.684	0.675	0.000	0.758	0.813	0.662	0.000	0.852	0.944	0.721	0.250	0.775	0.934	0.731	0.550	0.966
	0.716				0.743				0.957				0.941				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-005  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Blumenfeld Dr/Harvard St				Blumenfeld Dr/Harvard St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	2 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	0	1	1	0	1	0	1	0	2	6	1	0	2	8	0	0	23
7:15 AM	1	0	1	0	1	1	1	0	0	4	1	0	2	11	0	0	23
7:30 AM	1	0	1	0	1	0	0	0	0	8	1	0	1	5	0	0	18
7:45 AM	1	0	2	0	1	0	0	0	1	7	0	0	0	6	3	0	21
8:00 AM	1	0	3	0	1	0	2	0	0	7	2	0	1	8	0	0	25
8:15 AM	0	0	1	0	2	0	0	0	0	4	0	0	1	12	1	0	21
8:30 AM	0	0	0	0	2	1	2	0	0	6	0	0	0	5	0	0	16
8:45 AM	0	1	1	0	2	1	0	0	0	6	1	0	0	2	1	0	15
TOTAL VOLUMES :	4	2	10	0	11	3	6	0	3	48	6	0	7	57	5	0	162
APPROACH %'s :	25.00%	12.50%	62.50%	0.00%	55.00%	15.00%	30.00%	0.00%	5.26%	84.21%	10.53%	0.00%	10.14%	82.61%	7.25%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	7	0	5	0	2	0	1	26	3	0	3	31	4	0	85
PEAK HR FACTOR :	0.750	0.000	0.583	0.000	0.625	0.000	0.250	0.000	0.250	0.813	0.375	0.000	0.750	0.646	0.333	0.000	0.850
	0.625				0.583				0.833				0.679				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	2 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	0	0	2	0	0	0	0	0	0	3	1	0	1	7	1	0	15
4:15 PM	0	1	1	0	0	0	0	0	0	3	0	0	1	8	1	0	15
4:30 PM	0	0	0	0	1	0	0	0	0	7	0	0	1	5	2	0	16
4:45 PM	0	0	1	0	1	0	1	0	1	6	0	0	0	3	2	0	15
5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	5	3	0	10
5:15 PM	1	0	1	0	1	0	0	0	0	3	1	0	0	4	0	1	12
5:30 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	1	9
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	10
TOTAL VOLUMES :	1	1	5	0	3	0	1	0	2	30	4	0	3	39	11	2	102
APPROACH %'s :	14.29%	14.29%	71.43%	0.00%	75.00%	0.00%	25.00%	0.00%	5.56%	83.33%	11.11%	0.00%	5.45%	70.91%	20.00%	3.64%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	2	0	3	0	1	0	2	16	2	0	1	17	7	1	53
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.750	0.000	0.250	0.000	0.500	0.571	0.500	0.000	0.250	0.850	0.583	0.250	0.828
	0.375				0.500				0.714				0.813				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-005  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Blumenfeld Dr/Harvard St				Blumenfeld Dr/Harvard St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	2 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	1	0	0	1	0	2	0	2	1	0	0	0	1	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	2	1	0	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.438
					0.375				0.375				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	2 EL	1.5 ET	0.5 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	1	1	0	0	0	1	0	0	0	2	1	0	0	2	0	0	8
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.417
					0.250				0.250				0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy  
City: Sacramento

Project ID: 25-070192-005  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Blumenfeld Dr/Harvard St		Blumenfeld Dr/Harvard St		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	2	0	1	0	0	3
APPROACH %'s :			0.00%	100.00%	0.00%	100.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	2	1	1	1	1	7
5:15 PM	0	0	0	0	2	2	0	0	4
5:30 PM	0	0	1	2	2	0	0	0	5
5:45 PM	0	0	1	0	0	1	0	0	2
TOTAL VOLUMES :	1	0	3	4	5	5	1	1	20
APPROACH %'s :	100.00%	0.00%	42.86%	57.14%	50.00%	50.00%	50.00%	50.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	1	2	3	3	1	1	11
PEAK HR FACTOR :			0.250	0.250	0.375	0.375	0.250	0.250	0.393

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-006  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
7:00 AM	0	0	0	0	75	0	26	0	0	235	13	0	0	222	47	0	618
7:15 AM	0	0	0	0	88	0	15	0	0	335	28	0	0	218	68	0	752
7:30 AM	0	0	0	0	95	0	16	0	0	444	37	0	0	227	109	0	928
7:45 AM	0	0	0	0	99	0	13	0	0	439	46	0	0	280	105	0	982
8:00 AM	0	0	0	0	104	0	17	0	0	446	37	0	0	248	81	0	933
8:15 AM	0	0	0	0	128	0	24	0	0	447	40	0	0	241	58	0	938
8:30 AM	0	0	0	0	162	0	24	0	0	419	30	0	0	219	87	0	941
8:45 AM	0	0	0	0	100	0	25	0	0	375	28	0	0	214	64	0	806
TOTAL VOLUMES :	0	0	0	0	851	0	160	0	0	3140	259	0	0	1869	619	0	6898
APPROACH %'s :					84.17%	0.00%	15.83%	0.00%	0.00%	92.38%	7.62%	0.00%	0.00%	75.12%	24.88%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	493	0	78	0	0	1751	153	0	0	988	331	0	3794
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.761	0.000	0.813	0.000	0.000	0.979	0.832	0.000	0.000	0.882	0.788	0.000	0.966
					0.767				0.977				0.856				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
4:00 PM	0	0	0	0	135	0	26	0	0	296	24	0	0	408	68	0	957
4:15 PM	0	0	0	0	130	0	17	0	0	323	17	0	0	425	87	0	999
4:30 PM	0	0	0	0	114	0	22	0	0	369	21	0	0	395	100	0	1021
4:45 PM	0	0	0	0	131	0	23	0	0	372	27	0	0	375	71	0	999
5:00 PM	0	0	0	0	97	0	18	0	0	370	30	0	0	461	74	0	1050
5:15 PM	0	0	0	0	124	0	12	0	0	386	21	0	0	445	110	0	1098
5:30 PM	0	0	0	0	143	0	26	0	0	314	11	0	0	422	72	0	988
5:45 PM	0	0	0	0	111	0	28	0	0	294	17	0	0	383	67	0	900
TOTAL VOLUMES :	0	0	0	0	985	0	172	0	0	2724	168	0	0	3314	649	0	8012
APPROACH %'s :					85.13%	0.00%	14.87%	0.00%	0.00%	94.19%	5.81%	0.00%	0.00%	83.62%	16.38%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	466	0	75	0	0	1497	99	0	0	1676	355	0	4168
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.889	0.000	0.815	0.000	0.000	0.970	0.825	0.000	0.000	0.909	0.807	0.000	0.949
					0.878				0.980				0.915				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-006  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	2	0	16
7:15 AM	0	0	0	0	0	0	1	0	0	5	1	0	0	12	2	0	21
7:30 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	6	1	0	18
7:45 AM	0	0	0	0	0	0	1	0	0	8	1	0	0	8	0	0	18
8:00 AM	0	0	0	0	3	0	0	0	0	13	0	0	0	9	1	0	26
8:15 AM	0	0	0	0	1	0	1	0	0	7	0	0	0	13	1	0	23
8:30 AM	0	0	0	0	2	0	0	0	0	6	1	0	0	5	1	0	15
8:45 AM	0	0	0	0	1	0	2	0	0	10	0	0	0	4	0	0	17
TOTAL VOLUMES :	0	0	0	0	8	0	5	0	0	65	3	0	0	65	8	0	154
APPROACH %'s :					61.54%	0.00%	38.46%	0.00%	0.00%	95.59%	4.41%	0.00%	0.00%	89.04%	10.96%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	2	0	0	34	2	0	0	35	3	0	82
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.654	0.500	0.000	0.000	0.673	0.750	0.000	0.788
					0.667				0.692				0.679				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
4:00 PM	0	0	0	0	3	0	2	0	0	5	2	0	0	8	1	0	21
4:15 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	8	0	0	13
4:30 PM	0	0	0	0	2	0	1	0	0	6	1	0	0	7	0	0	17
4:45 PM	0	0	0	0	2	0	0	0	0	7	1	0	0	5	0	0	15
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	9	1	0	12
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	1	0	10
5:30 PM	0	0	0	0	3	0	1	0	0	5	0	0	0	3	0	0	12
5:45 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	6	1	0	13
TOTAL VOLUMES :	0	0	0	0	13	0	5	0	0	37	4	0	0	50	4	0	113
APPROACH %'s :					72.22%	0.00%	27.78%	0.00%	0.00%	90.24%	9.76%	0.00%	0.00%	92.59%	7.41%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	1	0	0	18	2	0	0	25	2	0	54
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.643	0.500	0.000	0.000	0.694	0.500	0.000	0.794
					0.583				0.625				0.675				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-006  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-007  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
7:00 AM	0	0	95	0	0	0	96	0	37	269	0	0	0	173	77	0	747
7:15 AM	0	0	110	0	0	0	92	0	59	365	0	0	0	200	101	0	927
7:30 AM	0	0	145	0	0	0	86	0	88	440	0	0	0	242	154	1	1156
7:45 AM	0	0	170	0	0	0	93	0	86	454	0	0	0	304	132	0	1239
8:00 AM	0	0	197	0	0	0	87	0	63	479	0	0	0	230	130	0	1186
8:15 AM	0	0	166	0	0	0	88	0	54	526	0	0	0	217	118	0	1169
8:30 AM	0	0	173	0	0	0	79	0	66	510	0	0	0	221	131	0	1180
8:45 AM	0	0	176	0	0	0	83	0	54	428	0	0	0	201	125	0	1067
TOTAL VOLUMES :	0	0	1232	0	0	0	704	0	507	3471	0	0	0	1788	968	1	8671
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	12.75%	87.25%	0.00%	0.00%	0.00%	64.85%	35.11%	0.04%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	706	0	0	0	347	0	269	1969	0	0	0	972	511	0	4774
PEAK HR FACTOR :	0.000	0.000	0.896	0.000	0.000	0.000	0.933	0.000	0.782	0.936	0.000	0.000	0.000	0.799	0.968	0.000	0.963
	0.896				0.933				0.965				0.850				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
4:00 PM	0	0	169	0	0	0	69	0	60	364	0	0	0	416	232	1	1311
4:15 PM	0	0	224	0	0	0	94	0	44	416	0	0	0	409	196	0	1383
4:30 PM	0	0	229	0	0	0	80	0	73	397	0	0	0	416	241	0	1436
4:45 PM	0	0	225	0	0	0	86	0	53	450	0	0	0	359	200	0	1373
5:00 PM	0	0	218	0	0	0	127	0	60	410	0	0	0	434	241	0	1490
5:15 PM	0	0	253	0	0	0	101	0	65	441	0	0	0	451	221	0	1532
5:30 PM	0	0	270	0	0	0	78	0	44	416	0	0	0	393	189	0	1390
5:45 PM	0	0	224	0	0	0	83	0	37	374	0	0	0	377	194	0	1289
TOTAL VOLUMES :	0	0	1812	0	0	0	718	0	436	3268	0	0	0	3255	1714	1	11204
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	11.77%	88.23%	0.00%	0.00%	0.00%	65.49%	34.49%	0.02%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	925	0	0	0	394	0	251	1698	0	0	0	1660	903	0	5831
PEAK HR FACTOR :	0.000	0.000	0.914	0.000	0.000	0.000	0.776	0.000	0.860	0.943	0.000	0.000	0.000	0.920	0.937	0.000	0.952
	0.914				0.776				0.963				0.949				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-007  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
7:00 AM	0	0	2	0	0	0	5	0	0	7	0	0	0	7	2	0	23
7:15 AM	0	0	2	0	0	0	1	0	2	2	0	0	0	13	2	0	22
7:30 AM	0	0	2	0	0	0	2	0	3	8	0	0	0	3	4	0	22
7:45 AM	0	0	4	0	0	0	5	0	3	6	0	0	0	5	2	0	25
8:00 AM	0	0	6	0	0	0	2	0	6	10	0	0	0	6	1	0	31
8:15 AM	0	0	4	0	0	0	5	0	2	6	0	0	0	9	3	0	29
8:30 AM	0	0	6	0	0	0	0	0	4	3	0	0	0	6	2	0	21
8:45 AM	0	0	2	0	0	0	1	0	2	10	0	0	0	4	4	0	23
TOTAL VOLUMES :	0	0	28	0	0	0	21	0	22	52	0	0	0	53	20	0	196
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	29.73%	70.27%	0.00%	0.00%	0.00%	72.60%	27.40%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	20	0	0	0	12	0	15	25	0	0	0	26	8	0	106
PEAK HR FACTOR :	0.000	0.000	0.833	0.000	0.000	0.000	0.600	0.000	0.625	0.625	0.000	0.000	0.000	0.722	0.667	0.000	0.855
	0.833				0.600				0.625				0.708				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
4:00 PM	0	0	2	0	0	0	3	0	3	5	0	0	0	7	2	0	22
4:15 PM	0	0	2	0	0	0	2	0	1	3	0	0	0	5	4	0	17
4:30 PM	0	0	3	0	0	0	0	0	2	6	0	0	0	7	4	0	22
4:45 PM	0	0	3	0	0	0	0	0	3	6	0	0	0	5	0	0	17
5:00 PM	0	0	2	0	0	0	2	0	0	2	0	0	0	8	2	0	16
5:15 PM	0	0	2	0	0	0	1	0	0	5	0	0	0	4	1	0	13
5:30 PM	0	0	1	0	0	0	0	0	1	7	0	0	0	3	0	0	12
5:45 PM	0	0	3	0	0	0	2	0	0	6	0	0	0	5	0	0	16
TOTAL VOLUMES :	0	0	18	0	0	0	10	0	10	40	0	0	0	44	13	0	135
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	77.19%	22.81%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	10	0	0	0	3	0	5	19	0	0	0	24	7	0	68
PEAK HR FACTOR :	0.000	0.000	0.833	0.000	0.000	0.000	0.375	0.000	0.417	0.792	0.000	0.000	0.000	0.750	0.438	0.000	0.773
	0.833				0.375				0.667				0.705				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-007  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.750
									0.250				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Project ID: 25-070192-007

City: Sacramento

Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N		US 80 EB Ramps/SR 160/Capital City Fwy/N		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 1	WB 1	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 2
APPROACH %'s :	50.00%	50.00%							
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	1	0	1	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	2	0	0	4
5:00 PM	0	1	0	1	0	1	0	0	3
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	EB 3	WB 2	EB 2	WB 1	NB 3	SB 3	NB 0	SB 0	TOTAL 14
APPROACH %'s :	60.00%	40.00%	66.67%	33.33%	50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	2	1	0	1	1	3	0	0	8
PEAK HR FACTOR :	0.250	0.250			0.250	0.375			0.500
	0.375		0.250		0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Sears Drwy/Point W Way & Arden Wy  
**City:** Sacramento  
**Control:** Signalized

**Project ID:** 25-070192-008  
**Date:** 8/26/2025

### Data - Total

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	6	0	0	0	36	0	11	287	56	0	0	210	7	0	613
7:15 AM	0	0	13	0	0	0	24	0	9	397	75	1	0	278	2	0	799
7:30 AM	0	0	13	0	0	0	64	0	9	502	72	1	0	354	2	0	1017
7:45 AM	0	0	6	0	0	0	46	0	14	482	119	1	0	366	7	0	1041
8:00 AM	0	0	5	0	0	0	51	0	16	547	121	0	0	319	5	0	1064
8:15 AM	0	0	6	0	0	0	30	0	22	573	91	2	0	299	12	0	1035
8:30 AM	0	0	18	0	0	0	40	0	18	572	101	0	0	316	14	0	1079
8:45 AM	0	0	13	0	0	0	31	0	33	478	92	1	0	294	5	0	947
<b>TOTAL VOLUMES :</b>	0	0	80	0	0	0	322	0	132	3838	727	6	0	2436	54	0	7595
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	2.81%	81.61%	15.46%	0.13%	0.00%	97.83%	2.17%	0.00%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	35	0	0	0	167	0	70	2174	432	3	0	1300	38	0	4219
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.486	0.000	0.000	0.000	0.819	0.000	0.795	0.949	0.893	0.375	0.000	0.888	0.679	0.000	0.978
	0.486				0.819				0.969				0.897				

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	23	0	0	0	44	0	45	472	30	4	0	612	12	0	1242
4:15 PM	0	0	21	0	0	0	46	0	54	537	48	0	0	547	13	0	1266
4:30 PM	0	0	25	0	0	0	60	0	56	529	34	0	0	618	15	0	1337
4:45 PM	0	0	26	0	0	0	38	0	59	563	49	1	0	509	19	0	1264
5:00 PM	0	0	29	0	0	0	77	0	53	547	38	1	0	627	15	0	1387
5:15 PM	0	0	16	0	0	0	52	0	57	597	29	0	0	602	14	0	1367
5:30 PM	0	0	18	0	0	0	47	0	69	589	39	0	0	523	12	0	1297
5:45 PM	0	0	22	0	0	0	54	0	62	489	42	1	0	506	14	0	1190
<b>TOTAL VOLUMES :</b>	0	0	180	0	0	0	418	0	455	4323	309	7	0	4544	114	0	10350
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	8.93%	84.86%	6.07%	0.14%	0.00%	97.55%	2.45%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	96	0	0	0	227	0	225	2236	150	2	0	2356	63	0	5355
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.828	0.000	0.000	0.000	0.737	0.000	0.953	0.936	0.765	0.500	0.000	0.939	0.829	0.000	0.965
	0.828				0.737				0.956				0.942				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Sears Drwy/Point W Way & Arden Wy  
**City:** Sacramento  
**Control:** Signalized

**Project ID:** 25-070192-008  
**Date:** 8/26/2025

### Data - HT

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	2	0	0	7	1	0	0	6	1	0		
7:15 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	14	0	0		
7:30 AM	0	0	2	0	0	0	0	0	0	10	0	0	0	7	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0		
8:00 AM	0	0	0	0	0	0	0	0	2	13	1	0	0	7	0	0		
8:15 AM	0	0	0	0	0	0	0	0	1	6	2	0	0	12	1	0		
8:30 AM	0	0	0	0	0	0	1	0	1	5	4	0	0	7	1	0		
8:45 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	9	0	0		
<b>TOTAL VOLUMES :</b>	0	0	2	0	0	0	4	0	4	66	9	0	0	69	3	0		157
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	5.06%	83.54%	11.39%	0.00%	0.00%	95.83%	4.17%	0.00%		
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																	<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	1	0	4	34	7	0	0	33	2	0		81
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.654	0.438	0.000	0.000	0.688	0.500	0.000		0.880
							0.250				0.703				0.673			

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	0	0	1	0	3	7	0	0	0	7	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	9	0	0		
4:30 PM	0	0	0	0	0	0	1	0	1	8	0	0	0	10	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	0	0		
5:00 PM	0	0	0	0	0	0	1	0	2	2	0	0	0	9	0	0		
5:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	4	0	0		
5:30 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	4	0	0		
5:45 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	4	0	0		
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	3	0	9	50	2	0	0	53	0	0		117
<b>APPROACH %'s :</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	14.75%	81.97%	3.28%	0.00%	0.00%	100.00%	0.00%	0.00%		
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																	<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	2	0	4	24	0	0	0	29	0	0		59
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.667	0.000	0.000	0.000	0.725	0.000	0.000		0.738
							0.500				0.778				0.725			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Sears Drwy/Point W Way & Arden Wy  
**City:** Sacramento  
**Control:** Signalized

**Project ID:** 25-070192-008  
**Date:** 8/26/2025

### Data - Bikes

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
<b>APPROACH %'s :</b>	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
<b>PEAK HR FACTOR :</b>	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.750
	0.250								0.250				0.250				

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
<b>APPROACH %'s :</b>	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

# National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sears Drwy/Point W Way & Arden Wy  
**City:** Sacramento

**Project ID:** 25-070192-008  
**Date:** 8/26/2025

## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Sears Drwy/Point W Way		Sears Drwy/Point W Way		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	0	0	0	0	0	1	2
7:15 AM	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	2	0	2	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	1	0	0	2
<b>TOTAL VOLUMES :</b>	EB 1	WB 2	EB 0	WB 3	NB 0	SB 3	NB 0	SB 1	TOTAL 10
<b>APPROACH %'s :</b>	33.33%	66.67%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM								TOTAL
<b>PEAK HR VOL :</b>	1	0	0	2	0	2	0	0	5
<b>PEAK HR FACTOR :</b>	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	1	0	0	2	0	0	0	0	3
4:30 PM	0	0	0	3	0	0	0	0	3
4:45 PM	0	1	1	1	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	2	4	0	0	0	0	7
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	EB 3	WB 2	EB 4	WB 10	NB 0	SB 0	NB 0	SB 1	TOTAL 20
<b>APPROACH %'s :</b>	60.00%	40.00%	28.57%	71.43%	0.00%	100.00%	0.00%	100.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM								TOTAL
<b>PEAK HR VOL :</b>	1	1	3	8	0	0	0	1	14
<b>PEAK HR FACTOR :</b>	0.250	0.250	0.375	0.500	0.250	0.250	0.250	0.250	0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-009  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Heritage Ln/Arden Fair Dwy				Heritage Ln/Arden Fair Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	1	5	0	6	5	1	0	2	270	19	4	8	212	1	2	543
7:15 AM	17	2	5	2	6	3	3	0	5	371	24	6	9	251	3	0	707
7:30 AM	24	3	10	4	10	4	0	0	4	474	24	6	11	335	1	2	912
7:45 AM	15	1	2	2	5	3	1	0	2	433	31	4	14	347	3	1	864
8:00 AM	19	0	2	6	6	0	0	0	7	482	46	3	10	317	2	1	901
8:15 AM	34	4	6	5	11	5	2	0	3	518	46	3	17	256	2	2	914
8:30 AM	33	1	10	1	5	4	0	0	14	478	51	13	20	303	3	6	942
8:45 AM	35	1	9	3	10	5	1	0	12	442	52	8	17	230	2	4	831
TOTAL VOLUMES :	184	13	49	23	59	29	8	0	49	3468	293	47	106	2251	17	18	6614
APPROACH %'s :	68.40%	4.83%	18.22%	8.55%	61.46%	30.21%	8.33%	0.00%	1.27%	89.91%	7.60%	1.22%	4.43%	94.11%	0.71%	0.75%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	101	6	20	14	27	12	3	0	26	1911	174	23	61	1223	10	10	3621
PEAK HR FACTOR :	0.743	0.375	0.500	0.583	0.614	0.600	0.375	0.000	0.464	0.922	0.853	0.442	0.763	0.881	0.833	0.417	0.961
	0.719				0.583				0.936				0.893				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	98	11	24	0	22	8	27	0	34	449	33	20	21	504	12	7	1270
4:15 PM	87	16	12	6	22	7	31	0	53	405	24	12	17	405	13	8	1118
4:30 PM	111	17	23	4	19	8	36	0	35	491	28	10	26	482	13	5	1308
4:45 PM	74	12	15	4	26	11	31	0	42	506	28	15	35	429	20	6	1254
5:00 PM	118	29	27	1	18	8	37	0	39	485	22	12	11	458	16	9	1290
5:15 PM	73	7	13	1	24	3	20	0	57	554	17	9	22	527	13	5	1345
5:30 PM	74	13	14	2	34	9	30	0	61	513	23	13	12	395	20	7	1220
5:45 PM	76	10	17	6	22	13	28	0	55	407	14	9	15	419	16	4	1111
TOTAL VOLUMES :	711	115	145	24	187	67	240	0	376	3810	189	100	159	3619	123	51	9916
APPROACH %'s :	71.46%	11.56%	14.57%	2.41%	37.85%	13.56%	48.58%	0.00%	8.40%	85.14%	4.22%	2.23%	4.02%	91.57%	3.11%	1.29%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	376	65	78	10	87	30	124	0	173	2036	95	46	94	1896	62	25	5197
PEAK HR FACTOR :	0.797	0.560	0.722	0.625	0.837	0.682	0.838	0.000	0.759	0.919	0.848	0.767	0.671	0.899	0.775	0.694	0.966
	0.756				0.886				0.922				0.916				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-009  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Heritage Ln/Arden Fair Dwy				Heritage Ln/Arden Fair Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	1	0	0	0	1	0	1	5	1	0	0	7	0	0	16
7:15 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	12	2	0	20
7:30 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0	0	20
7:45 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	6	0	0	15
8:00 AM	0	0	0	0	2	0	0	0	1	13	0	0	0	10	0	0	26
8:15 AM	2	0	0	0	1	0	0	0	0	6	0	0	0	8	0	0	17
8:30 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	8	0	0	13
8:45 AM	2	0	1	0	0	0	0	0	0	10	0	0	0	7	1	0	21
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	0	2	0	3	0	2	0	2	63	3	0	0	66	3	0	148
	66.67%	0.00%	33.33%	0.00%	60.00%	0.00%	40.00%	0.00%	2.94%	92.65%	4.41%	0.00%	0.00%	95.65%	4.35%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	0	0	0	3	0	0	0	1	31	2	0	0	32	0	0	71
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.596	0.500	0.000	0.000	0.800	0.000	0.000	0.683
	0.250				0.375				0.607				0.800				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	1	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	16
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
4:45 PM	1	0	0	0	0	0	0	0	0	7	2	0	0	5	0	0	15
5:00 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	9	0	0	13
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
5:30 PM	0	0	0	0	2	0	0	0	0	9	0	0	0	4	1	0	16
5:45 PM	1	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	0	1	0	2	0	0	0	0	47	2	0	0	50	1	0	106
	75.00%	0.00%	25.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	95.92%	4.08%	0.00%	0.00%	98.04%	1.96%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	21	2	0	0	28	0	0	53
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.700	0.000	0.000	0.779
	0.500				0.000				0.639				0.700				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-009  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Heritage Ln/Arden Fair Dwy				Heritage Ln/Arden Fair Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250				0.250				0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	0	1	0	0	1	0	0	0	1	0	0	1	2	0	0	7
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.625
	0.250				0.250				0.250				0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy  
City: Sacramento

Project ID: 25-070192-009  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Heritage Ln/Arden Fair Dwy		Heritage Ln/Arden Fair Dwy		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	0	0	0	0	2	0	3
7:15 AM	1	0	1	0	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	2	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	1	1	3
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	1	0	0	5	0	6
8:45 AM	0	2	0	0	0	0	0	5	7
TOTAL VOLUMES :	1	4	1	1	0	0	12	6	25
APPROACH %'s :	20.00%	80.00%	50.00%	50.00%			66.67%	33.33%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	1	0	1	0	0	7	1	10
PEAK HR FACTOR :	0.250		0.250				0.350 0.250		0.417

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	4	6
4:30 PM	1	1	0	1	0	0	3	1	7
4:45 PM	0	0	0	1	0	0	6	2	9
5:00 PM	0	0	2	1	0	0	2	3	8
5:15 PM	1	1	2	3	0	0	2	0	9
5:30 PM	2	0	1	2	0	0	2	1	8
5:45 PM	1	0	0	1	0	0	2	5	9
TOTAL VOLUMES :	5	2	5	10	0	0	19	16	57
APPROACH %'s :	71.43%	28.57%	33.33%	66.67%			54.29%	45.71%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	2	2	4	6	0	0	13	6	33
PEAK HR FACTOR :	0.500		0.500				0.542 0.500		0.917

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-010  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way				E Arden Fair Transit Ctr/Challenge Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	1 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3.5 ET	0.5 ER	0 EU	2 WL	3.5 WT	0.5 WR	0 WU	
7:00 AM	6	3	9	0	2	5	7	0	5	240	5	1	9	208	0	1	501
7:15 AM	3	1	11	0	6	1	3	0	5	357	13	0	9	256	0	1	666
7:30 AM	9	0	9	0	6	2	5	0	2	445	19	0	19	338	4	2	860
7:45 AM	8	2	3	0	7	4	5	0	7	390	22	0	13	352	5	1	819
8:00 AM	7	2	8	0	4	6	6	0	4	379	24	2	23	307	4	4	780
8:15 AM	11	4	21	0	5	3	6	0	6	520	28	0	22	273	7	4	910
8:30 AM	10	1	18	0	4	1	12	0	4	449	10	0	29	299	5	3	845
8:45 AM	9	7	16	0	6	5	2	0	8	417	27	1	24	248	2	1	773
TOTAL VOLUMES :	63	20	95	0	40	27	46	0	41	3197	148	4	148	2281	27	17	6154
APPROACH %'s :	35.39%	11.24%	53.37%	0.00%	35.40%	23.89%	40.71%	0.00%	1.21%	94.31%	4.37%	0.12%	5.98%	92.24%	1.09%	0.69%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	35	8	41	0	22	15	22	0	19	1734	93	2	77	1270	20	11	3369
PEAK HR FACTOR :	0.795	0.500	0.488	0.000	0.786	0.625	0.917	0.000	0.679	0.834	0.830	0.250	0.837	0.902	0.714	0.688	0.926
	0.583				0.922				0.834				0.929				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	1 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3.5 ET	0.5 ER	0 EU	2 WL	3.5 WT	0.5 WR	0 WU	
4:00 PM	16	4	28	0	23	7	17	0	10	436	21	1	52	459	39	7	1120
4:15 PM	25	9	53	0	24	9	22	0	24	406	9	1	56	380	24	9	1051
4:30 PM	20	5	39	0	27	7	19	0	20	503	17	1	45	464	41	5	1213
4:45 PM	25	15	30	0	20	5	18	0	22	448	14	4	45	451	29	8	1134
5:00 PM	46	12	40	0	28	14	17	0	17	498	11	4	35	425	38	3	1188
5:15 PM	20	12	24	0	19	6	23	0	28	540	21	6	39	455	30	13	1236
5:30 PM	26	12	35	0	23	12	21	0	16	468	19	2	45	382	38	10	1109
5:45 PM	21	5	23	0	20	9	25	0	20	427	22	0	37	379	34	6	1028
TOTAL VOLUMES :	199	74	272	0	184	69	162	0	157	3726	134	19	354	3395	273	61	9079
APPROACH %'s :	36.51%	13.58%	49.91%	0.00%	44.34%	16.63%	39.04%	0.00%	3.89%	92.32%	3.32%	0.47%	8.67%	83.15%	6.69%	1.49%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	111	44	133	0	94	32	77	0	87	1989	63	15	164	1795	138	29	4771
PEAK HR FACTOR :	0.603	0.733	0.831	0.000	0.839	0.571	0.837	0.000	0.777	0.921	0.750	0.625	0.911	0.967	0.841	0.558	0.965
	0.735				0.860				0.905				0.958				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-010  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way				E Arden Fair Transit Ctr/Challenge Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	1 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3.5 ET	0.5 ER	0 EU	2 WL	3.5 WT	0.5 WR	0 WU	
7:00 AM	2	0	0	0	1	1	0	0	0	4	0	1	0	7	0	0	16
7:15 AM	0	0	1	0	1	1	1	0	0	5	0	0	0	12	0	0	21
7:30 AM	1	0	0	0	1	1	0	0	0	9	1	0	1	9	0	0	23
7:45 AM	1	0	1	0	1	1	0	0	0	7	0	0	0	5	0	0	16
8:00 AM	1	0	0	0	2	1	0	0	0	12	1	0	0	10	0	0	27
8:15 AM	1	0	0	0	1	1	0	0	0	7	0	0	0	8	0	0	18
8:30 AM	3	0	2	0	1	1	0	0	0	3	0	0	0	9	0	0	19
8:45 AM	0	0	0	0	1	1	0	0	0	8	2	0	0	8	0	0	20
TOTAL VOLUMES :	9	0	4	0	9	8	1	0	0	55	4	1	1	68	0	0	160
APPROACH %'s :	69.23%	0.00%	30.77%	0.00%	50.00%	44.44%	5.56%	0.00%	0.00%	91.67%	6.67%	1.67%	1.45%	98.55%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	0	1	0	5	4	0	0	0	35	2	0	1	32	0	0	84
PEAK HR FACTOR :	1.000	0.000	0.250	0.000	0.625	1.000	0.000	0.000	0.000	0.729	0.500	0.000	0.250	0.800	0.000	0.000	0.778
	0.625				0.750				0.712				0.825				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	1 NT	0.5 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3.5 ET	0.5 ER	0 EU	2 WL	3.5 WT	0.5 WR	0 WU	
4:00 PM	0	0	0	0	1	1	0	0	0	6	0	0	1	7	0	0	16
4:15 PM	3	0	0	0	0	2	0	0	0	4	0	0	0	8	0	0	17
4:30 PM	1	0	0	0	2	1	0	0	0	5	0	0	0	8	1	0	18
4:45 PM	1	0	0	0	1	1	0	0	0	5	0	0	2	7	0	0	17
5:00 PM	2	0	0	0	1	1	0	0	0	2	0	0	0	5	2	0	13
5:15 PM	0	0	0	0	0	1	0	0	0	2	1	0	1	4	0	0	9
5:30 PM	2	0	1	0	3	1	0	0	0	7	0	0	0	4	0	0	18
5:45 PM	1	0	0	0	1	1	1	0	0	7	0	0	1	3	0	0	15
TOTAL VOLUMES :	10	0	1	0	9	9	1	0	0	38	1	0	5	46	3	0	123
APPROACH %'s :	90.91%	0.00%	9.09%	0.00%	47.37%	47.37%	5.26%	0.00%	0.00%	97.44%	2.56%	0.00%	9.26%	85.19%	5.56%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	0	0	0	4	4	0	0	0	14	1	0	3	24	3	0	57
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.500	1.000	0.000	0.000	0.000	0.700	0.250	0.000	0.375	0.750	0.375	0.000	0.792
	0.500				0.667				0.750				0.833				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-010  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way				E Arden Fair Transit Ctr/Challenge Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.250				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	1	0	0	0	5	0	0	7
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.500
									0.250				0.750				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy  
City: Sacramento

Project ID: 25-070192-010  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way		E Arden Fair Transit Ctr/Challenge Way		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	1	0	2
7:45 AM	0	1	0	0	0	0	0	1	2
8:00 AM	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	2	3
TOTAL VOLUMES :	2	2	0	1	0	0	2	4	11
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%			33.33%	66.67%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	2	1	0	0	0	0	2	2	7
PEAK HR FACTOR :	0.500	0.250					0.500	0.500	0.875
	0.750						1.000		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	2	0	0	0	0	2	0	6
4:15 PM	0	1	0	1	0	0	1	1	4
4:30 PM	0	1	0	1	0	0	2	2	6
4:45 PM	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	1	1	2
5:45 PM	0	0	2	0	0	0	2	3	7
TOTAL VOLUMES :	2	4	2	2	0	0	11	9	30
APPROACH %'s :	33.33%	66.67%	50.00%	50.00%			55.00%	45.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	1	0	1	0	0	5	4	11
PEAK HR FACTOR :		0.250		0.250			0.625	0.500	0.458
	0.250		0.250				0.563		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-011  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Arden Wy				Arden Wy				Arden Wy/Alta Arden Expy				Arden Wy/Alta Arden Expy				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	141	0	1	0	0	0	0	0	0	66	163	0	0	66	0	1	438
7:15 AM	208	0	2	0	0	0	0	0	0	102	283	0	0	82	0	1	678
7:30 AM	242	0	0	0	0	0	0	0	0	116	334	0	0	119	0	0	811
7:45 AM	263	0	1	0	0	0	0	0	0	107	295	0	0	100	0	1	767
8:00 AM	243	0	1	0	0	0	0	0	0	98	308	0	0	100	0	5	755
8:15 AM	213	0	1	0	0	0	0	0	0	140	393	0	0	89	0	1	837
8:30 AM	223	0	0	0	0	0	0	0	0	136	323	0	0	112	0	2	796
8:45 AM	187	0	1	0	0	0	0	0	0	116	304	0	0	93	0	0	701
TOTAL VOLUMES :	1720	0	7	0	0	0	0	0	0	881	2403	0	0	761	0	11	5783
APPROACH %'s :	99.59%	0.00%	0.41%	0.00%					0.00%	26.83%	73.17%	0.00%	0.00%	98.58%	0.00%	1.42%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	961	0	3	0	0	0	0	0	0	461	1330	0	0	408	0	7	3170
PEAK HR FACTOR :	0.913	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.823	0.846	0.000	0.000	0.857	0.000	0.350	0.947
	0.913								0.840				0.872				
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	347	0	2	0	0	0	0	0	0	145	330	0	0	190	0	9	1023
4:15 PM	338	0	0	0	0	0	0	0	0	159	345	0	0	175	0	6	1023
4:30 PM	388	0	0	0	0	0	0	0	0	166	357	0	0	165	0	7	1083
4:45 PM	354	0	1	0	0	0	0	0	0	159	389	0	0	162	0	4	1069
5:00 PM	390	0	0	0	0	0	0	0	0	180	403	0	0	152	0	7	1132
5:15 PM	372	0	1	0	0	0	0	0	0	160	415	0	0	152	0	1	1101
5:30 PM	313	0	0	0	0	0	0	0	0	162	337	0	0	155	0	4	971
5:45 PM	348	0	0	0	0	0	0	0	0	163	342	0	0	152	0	7	1012
TOTAL VOLUMES :	2850	0	4	0	0	0	0	0	0	1294	2918	0	0	1303	0	45	8414
APPROACH %'s :	99.86%	0.00%	0.14%	0.00%					0.00%	30.72%	69.28%	0.00%	0.00%	96.66%	0.00%	3.34%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1504	0	2	0	0	0	0	0	0	665	1564	0	0	631	0	19	4385
PEAK HR FACTOR :	0.964	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.942	0.000	0.000	0.956	0.000	0.679	0.968
	0.965								0.956				0.945				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-011  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Arden Wy				Arden Wy				Arden Wy/Alta Arden Expy				Arden Wy/Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	0	0	0	0	0	0	0	0	1	5	0	0	1	0	0	12
7:15 AM	11	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	20
7:30 AM	5	0	0	0	0	0	0	0	0	1	8	0	0	4	0	0	18
7:45 AM	5	0	0	0	0	0	0	0	0	1	7	0	0	1	0	0	14
8:00 AM	9	0	0	0	0	0	0	0	0	3	12	0	0	2	0	0	26
8:15 AM	7	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	16
8:30 AM	6	0	0	0	0	0	0	0	0	5	1	0	0	3	0	0	15
8:45 AM	5	0	0	0	0	0	0	0	0	0	8	0	0	3	0	0	16
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	53	0	0	0	0	0	0	0	0	20	49	0	0	15	0	0	137
	100.00%	0.00%	0.00%	0.00%					0.00%	28.99%	71.01%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	26	0	0	0	0	0	0	0	0	9	32	0	0	7	0	0	74
PEAK HR FACTOR :	0.722	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.667	0.000	0.000	0.438	0.000	0.000	0.712
	0.722								0.683				0.438				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	0	0	0	0	0	0	0	1	6	0	0	4	0	0	15
4:15 PM	7	0	0	0	0	0	0	0	0	2	3	0	0	2	0	0	14
4:30 PM	5	0	0	0	0	0	0	0	0	3	4	0	0	3	0	0	15
4:45 PM	6	0	0	0	0	0	0	0	0	0	6	0	0	2	0	0	14
5:00 PM	6	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	11
5:15 PM	2	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	6
5:30 PM	2	0	0	0	0	0	0	0	0	2	9	0	0	3	0	0	16
5:45 PM	2	0	0	0	0	0	0	0	0	2	6	0	0	2	0	0	12
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	34	0	0	0	0	0	0	0	0	13	36	0	0	20	0	0	103
	100.00%	0.00%	0.00%	0.00%					0.00%	26.53%	73.47%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	19	0	0	0	0	0	0	0	0	6	12	0	0	9	0	0	46
PEAK HR FACTOR :	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.750	0.000	0.000	0.767
	0.792								0.643				0.750				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-011  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Arden Wy				Arden Wy				Arden Wy/Alta Arden Expy				Arden Wy/Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250								0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0	9
	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.500
	0.250								0.500				0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy  
City: Sacramento

Project ID: 25-070192-011  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Arden Wy		Arden Wy		Arden Wy/Alta Arden Expy		Arden Wy/Alta Arden Expy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	2	1	2	0	0	6
APPROACH %'s :			33.33%	66.67%	33.33%	66.67%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	1	1	0	1	0	0	3
PEAK HR FACTOR :			0.250	0.250		0.250			0.750
			0.500		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	1	1	0	0	0	2
4:15 PM	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	1	0	0	1	0	0	2
5:45 PM	0	0	0	0	1	1	0	0	2
TOTAL VOLUMES :	0	0	1	5	2	2	0	0	10
APPROACH %'s :			16.67%	83.33%	50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	3	0	0	0	0	3
PEAK HR FACTOR :				0.750					0.750
			0.750						

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Arden Wy/Ethan Way & Arden Wy/Exposition Blvd  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-012  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Arden Wy/Ethan Way				Arden Wy/Ethan Way				Arden Wy/Exposition Blvd				Arden Wy/Exposition Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	
7:00 AM	53	44	2	0	58	103	0	0	0	74	66	0	0	76	99	0	0	3	578
7:15 AM	94	58	4	0	89	171	0	0	0	110	82	0	0	102	148	0	12	4	874
7:30 AM	113	63	1	0	150	210	0	0	0	106	127	0	0	123	188	0	10	3	1094
7:45 AM	119	60	2	0	110	163	0	0	0	130	110	0	0	163	182	0	12	5	1056
8:00 AM	111	66	1	0	127	189	2	0	0	130	117	0	0	164	184	0	9	4	1104
8:15 AM	113	59	3	0	150	219	1	0	0	102	105	0	0	141	147	0	15	2	1057
8:30 AM	101	50	4	0	131	210	0	0	0	136	120	0	0	151	171	0	14	7	1095
8:45 AM	90	43	3	0	124	183	0	0	0	124	117	0	0	152	137	0	18	6	997
TOTAL VOLUMES :	794	443	20	0	939	1448	3	0	0	912	844	0	0	1072	1256	0	90	34	7855
APPROACH %'s :	63.17%	35.24%	1.59%	0.00%	39.29%	60.59%	0.13%	0.00%	0.00%	51.94%	48.06%	0.00%	0.00%	44.33%	51.94%	0.00%	3.72%	100.00%	
PEAK HR :	07:45 AM - 08:45 AM																	TOTAL	
PEAK HR VOL :	444	235	10	0	518	781	3	0	0	498	452	0	0	619	684	0	50	18	4312
PEAK HR FACTOR :	0.933	0.890	0.625	0.000	0.863	0.892	0.375	0.000	0.000	0.915	0.942	0.000	0.000	0.944	0.929	0.000	0.833	0.643	0.976
	0.952				0.880				0.928				0.947						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	TOTAL
NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2		
4:00 PM	136	134	15	0	167	152	2	0	0	129	173	0	0	181	207	0	28	6	1330
4:15 PM	137	131	13	0	183	186	1	0	0	139	133	0	0	140	222	0	23	3	1311
4:30 PM	125	134	5	0	162	151	2	0	0	149	152	0	0	186	231	0	25	13	1335
4:45 PM	133	140	12	0	202	208	3	0	0	155	136	0	0	128	193	0	31	9	1350
5:00 PM	145	144	8	0	217	207	0	0	0	134	229	0	0	179	239	0	31	15	1548
5:15 PM	133	151	12	0	173	213	1	0	0	150	167	0	0	140	230	0	28	10	1408
5:30 PM	128	115	11	0	195	156	0	0	0	183	162	0	0	160	182	0	31	6	1329
5:45 PM	131	147	13	0	164	190	2	0	0	119	133	0	0	116	193	0	31	6	1245
TOTAL VOLUMES :	1068	1096	89	0	1463	1463	11	0	0	1158	1285	0	0	1230	1697	0	228	68	10856
APPROACH %'s :	47.40%	48.65%	3.95%	0.00%	49.81%	49.81%	0.37%	0.00%	0.00%	47.40%	52.60%	0.00%	0.00%	38.99%	53.79%	0.00%	7.23%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																	TOTAL	
PEAK HR VOL :	536	569	37	0	754	779	6	0	0	588	684	0	0	633	893	0	115	47	5641
PEAK HR FACTOR :	0.924	0.942	0.771	0.000	0.869	0.914	0.500	0.000	0.000	0.948	0.747	0.000	0.000	0.851	0.934	0.000	0.927	0.783	0.911
	0.961				0.907				0.876				0.914						

# National Data & Surveying Services

## Intersection Turning Movement Count



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Arden Wy/Ethan Way & Arden Wy/Exposition Blvd  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-012  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Arden Wy/Ethan Way				Arden Wy/Ethan Way				Arden Wy/Exposition Blvd				Arden Wy/Exposition Blvd							
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2		
7:00 AM	4	1	0	0	2	4	0	0	0	1	0	0	0	1	4	0	0	0	0	17
7:15 AM	3	5	0	0	2	1	0	0	0	2	0	0	0	0	6	0	1	0	0	20
7:30 AM	0	0	0	0	6	2	0	0	0	1	0	0	0	2	4	0	1	1	1	17
7:45 AM	1	1	0	0	3	3	0	0	0	4	0	0	0	0	4	0	0	0	0	16
8:00 AM	1	3	0	0	3	7	0	0	0	1	0	0	0	2	6	0	1	1	1	25
8:15 AM	4	3	0	0	3	4	1	0	0	2	0	0	0	3	3	0	0	0	0	23
8:30 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	4	5	0	0	0	0	12
8:45 AM	1	2	0	0	6	1	0	0	0	7	0	0	0	3	4	0	0	0	0	24
TOTAL VOLUMES :	14	16	0	0	25	23	1	0	0	19	0	0	0	15	36	0	3	2	154	
APPROACH %'s :	46.67%	53.33%	0.00%	0.00%	51.02%	46.94%	2.04%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	27.78%	66.67%	0.00%	5.56%	100.00%		
PEAK HR :	07:45 AM - 08:45 AM																	TOTAL		
PEAK HR VOL :	6	8	0	0	9	15	1	0	0	8	0	0	0	9	18	0	1	1	76	
PEAK HR FACTOR :	0.375	0.667	0.000	0.000	0.750	0.536	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.563	0.750	0.000	0.250	0.250	0.760	
	0.500				0.625				0.500				0.778							
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2		
4:00 PM	0	2	0	0	3	3	0	0	0	3	0	0	0	0	1	0	0	0	0	12
4:15 PM	2	1	0	0	1	2	0	0	0	2	0	0	0	2	6	0	1	0	0	17
4:30 PM	1	0	0	0	2	2	0	0	0	2	2	0	0	2	5	0	0	0	0	16
4:45 PM	0	3	0	0	1	4	0	0	0	0	0	0	0	0	2	0	0	1	0	11
5:00 PM	2	3	0	0	1	1	0	0	0	2	1	0	0	1	3	0	0	0	0	14
5:15 PM	1	0	1	0	1	0	0	0	0	4	0	0	0	1	2	0	0	0	0	10
5:30 PM	0	0	0	0	5	4	0	0	0	2	1	0	0	1	2	0	1	0	0	16
5:45 PM	1	0	0	0	4	2	0	0	0	1	6	0	0	0	3	0	0	0	0	17
TOTAL VOLUMES :	7	9	1	0	18	18	0	0	0	16	10	0	0	7	24	0	2	1	113	
APPROACH %'s :	41.18%	52.94%	5.88%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	61.54%	38.46%	0.00%	0.00%	21.21%	72.73%	0.00%	6.06%	100.00%		
PEAK HR :	04:30 PM - 05:30 PM																	TOTAL		
PEAK HR VOL :	4	6	1	0	5	7	0	0	0	8	3	0	0	4	12	0	0	1	51	
PEAK HR FACTOR :	0.500	0.500	0.250	0.000	0.625	0.438	0.000	0.000	0.000	0.500	0.375	0.000	0.000	0.500	0.600	0.000	0.000	0.250	0.797	
	0.550				0.600				0.688				0.571							



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Arden Wy/Ethan Way & Arden Wy/Exposition Blvd  
City: Sacramento

Project ID: 25-070192-012  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Arden Wy/Ethan Way		Arden Wy/Ethan Way		Arden Wy/Exposition Blvd		Arden Wy/Exposition Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
7:00 AM	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	2	0	1	2	0	0	0	6
8:15 AM	2	1	0	0	0	2	0	0	0	1	6
8:30 AM	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	2	1	0	0	0	2	0	0	0	0	5
TOTAL VOLUMES :	EB 5	WB 5	EB 0	WB 2	NB 1	SB 5	NB 2	SB 0	EB 1	WB 1	TOTAL 22
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%	16.67%	83.33%	100.00%	0.00%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM										
PEAK HR VOL :	3	2	0	2	0	3	2	0	0	1	TOTAL 13
PEAK HR FACTOR :	0.375	0.500	0.250	0.250	0.375	0.375	0.250	0.250	0.250	0.250	0.542
	0.417		0.250		0.375		0.250		0.250		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
4:00 PM	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	1	0	0	1	0	1	1	0	0	0	4
4:30 PM	1	0	0	0	0	1	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	2
5:00 PM	1	0	0	0	0	1	0	0	0	0	2
5:15 PM	1	0	0	0	1	4	0	0	0	0	6
5:30 PM	0	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 4	WB 4	EB 0	WB 1	NB 3	SB 7	NB 1	SB 0	EB 0	WB 0	TOTAL 20
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%	30.00%	70.00%	100.00%	0.00%	0	0	
PEAK HR :	04:30 PM - 05:30 PM										
PEAK HR VOL :	3	1	0	0	2	6	0	0	0	0	TOTAL 12
PEAK HR FACTOR :	0.750	0.250	0	0	0.500	0.375	0	0	0	0	0.500
	1.000				0.400						

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-013  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Ethan Way				Ethan Way				Alta Arden Expy				Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	22	3	15	0	9	59	1	1	1	59	9	1	180
7:15 AM	0	10	3	0	22	4	11	0	15	89	0	0	1	70	4	4	233
7:30 AM	0	8	1	0	28	2	27	0	11	102	1	1	0	87	10	4	282
7:45 AM	2	9	1	0	40	3	29	0	13	93	2	0	0	67	11	0	270
8:00 AM	2	5	2	0	42	3	32	0	14	89	0	0	1	70	14	5	279
8:15 AM	1	12	2	0	23	1	22	1	15	122	1	1	0	70	19	2	292
8:30 AM	1	8	3	0	29	5	32	0	21	119	4	0	1	77	9	5	314
8:45 AM	0	10	5	1	22	4	25	0	8	106	0	1	2	71	14	5	274
TOTAL VOLUMES :	6	62	17	1	228	25	193	1	106	779	9	4	6	571	90	26	2124
APPROACH %'s :	6.98%	72.09%	19.77%	1.16%	51.01%	5.59%	43.18%	0.22%	11.80%	86.75%	1.00%	0.45%	0.87%	82.40%	12.99%	3.75%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	35	12	1	116	13	111	1	58	436	5	2	4	288	56	17	1159
PEAK HR FACTOR :	0.500	0.729	0.600	0.250	0.690	0.650	0.867	0.250	0.690	0.893	0.313	0.500	0.500	0.935	0.737	0.850	0.923
	0.813				0.782				0.870				0.992				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	5	17	9	0	47	1	39	0	29	111	3	1	5	141	39	22	469
4:15 PM	3	15	5	0	42	1	34	1	34	137	0	3	2	128	35	15	455
4:30 PM	2	18	4	0	58	8	24	0	24	138	3	3	3	155	40	16	496
4:45 PM	3	20	12	1	50	4	32	2	36	128	1	1	3	128	40	19	480
5:00 PM	6	17	10	0	53	8	13	0	37	140	3	1	2	140	41	18	489
5:15 PM	1	18	9	0	59	6	29	2	29	139	0	0	4	143	37	21	497
5:30 PM	6	19	7	0	56	2	32	1	27	139	0	1	4	113	33	20	460
5:45 PM	3	21	8	0	43	2	28	0	20	152	0	0	4	116	41	22	460
TOTAL VOLUMES :	29	145	64	1	408	32	231	6	236	1084	10	10	27	1064	306	153	3806
APPROACH %'s :	12.13%	60.67%	26.78%	0.42%	60.27%	4.73%	34.12%	0.89%	17.61%	80.90%	0.75%	0.75%	1.74%	68.65%	19.74%	9.87%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	12	73	35	1	220	26	98	4	126	545	7	5	12	566	158	74	1962
PEAK HR FACTOR :	0.500	0.913	0.729	0.250	0.932	0.813	0.766	0.500	0.851	0.973	0.583	0.417	0.750	0.913	0.963	0.881	0.987
	0.840				0.906				0.943				0.946				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-013  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Ethan Way				Ethan Way				Alta Arden Expy				Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	4
7:15 AM	0	1	0	0	1	0	0	0	2	2	0	0	0	1	0	0	7
7:30 AM	0	1	0	0	1	0	3	0	1	0	1	0	0	1	0	0	8
7:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
8:00 AM	0	1	0	0	0	0	1	0	1	2	0	0	1	1	0	0	7
8:15 AM	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	1	0	1	4	0	0	0	2	0	0	8
8:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	0	5
TOTAL VOLUMES :	0	3	0	0	8	0	6	0	6	13	1	0	1	9	2	0	49
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	57.14%	0.00%	42.86%	0.00%	30.00%	65.00%	5.00%	0.00%	8.33%	75.00%	16.67%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	5	0	3	0	2	10	0	0	1	5	0	0	27
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.417	0.000	0.750	0.000	0.500	0.625	0.000	0.000	0.250	0.625	0.000	0.000	0.844
	0.250				0.667				0.600				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	1	0	0	5
4:15 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	0	5
4:30 PM	0	0	0	0	0	0	2	0	1	2	0	0	1	1	0	0	7
4:45 PM	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	4
5:15 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	2	0	1	1	0	0	0	1	0	0	6
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
TOTAL VOLUMES :	0	2	0	0	3	0	13	0	5	8	0	0	1	7	0	0	39
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	18.75%	0.00%	81.25%	0.00%	38.46%	61.54%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	6	0	2	4	0	0	1	3	0	0	19
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.500	0.500	0.000	0.000	0.250	0.375	0.000	0.000	0.679
	0.250				0.450				0.500				0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-013  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Ethan Way				Ethan Way				Alta Arden Expy				Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	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	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	3	0	0	0	0	0	0	0	2	0	0	1	2	0	0	9
	25.00%	75.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	2	0	0	0	0	0	0	0	1	0	0	1	1	0	0	6
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.500
	0.750								0.250				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	1	2	0	0	5
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	1	0	2	0	0	0	2	0	0	0	2	6	1	0	15
	0.00%	50.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	22.22%	66.67%	11.11%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	1	0	0	0	0	0	1	0	0	0	1	1	1	0	6
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.500
	0.500								0.250				0.750				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy  
City: Sacramento

Project ID: 25-070192-013  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ethan Way		Ethan Way		Alta Arden Expy		Alta Arden Expy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	2	0	0	0	0	0	1	0	3
7:15 AM	0	0	1	0	0	0	0	2	3
7:30 AM	0	0	1	0	0	0	0	1	2
7:45 AM	0	0	1	0	0	0	0	1	2
8:00 AM	0	1	0	0	0	0	0	1	2
8:15 AM	1	0	0	0	0	0	1	1	3
8:30 AM	0	0	0	0	0	0	2	1	3
8:45 AM	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	4	1	3	0	0	0	4	7	19
APPROACH %'s :	80.00%	20.00%	100.00%	0.00%			36.36%	63.64%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	2	1	0	0	0	0	3	3	9
PEAK HR FACTOR :	0.500	0.250					0.375	0.750	0.750
	0.750						0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	0	2	0	0	1	1	5
4:15 PM	3	0	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	3	1	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	1	0	1
5:15 PM	1	0	0	0	0	0	0	4	5
5:30 PM	1	2	2	0	0	0	0	3	8
5:45 PM	1	3	0	1	1	0	2	0	8
TOTAL VOLUMES :	9	7	2	3	1	1	4	8	35
APPROACH %'s :	56.25%	43.75%	40.00%	60.00%	50.00%	50.00%	33.33%	66.67%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	4	1	0	0	0	0	1	4	10
PEAK HR FACTOR :	0.333	0.250					0.250	0.250	0.500
	0.313						0.313		

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Fienza Ave/Auburn Blvd  
 City: Sacramento  
 Control: 2-Way Stop(EB/WB)

Project ID: 25-070192-014  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Van Ness St/Auburn Blvd				Van Ness St/Auburn Blvd				Fienza Ave/Auburn Blvd				Fienza Ave/Auburn Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	5	16	0	0	0	26	67	0	8	1	2	0	4	1	3	0	133
7:15 AM	1	22	4	0	2	40	100	0	7	0	2	0	2	0	1	0	181
7:30 AM	4	33	1	0	0	54	149	0	11	0	2	0	4	1	1	0	260
7:45 AM	5	18	2	1	3	42	147	0	12	0	1	0	1	2	3	0	237
8:00 AM	5	30	1	0	1	57	166	0	7	1	4	0	3	1	0	0	276
8:15 AM	5	15	1	0	3	46	158	0	8	0	2	0	0	0	1	0	239
8:30 AM	2	26	2	0	0	69	134	0	14	3	1	0	0	1	2	0	254
8:45 AM	4	16	1	0	1	51	123	1	12	1	0	0	1	0	3	0	214
TOTAL VOLUMES :	31	176	12	1	10	385	1044	1	79	6	14	0	15	6	14	0	1794
APPROACH %'s :	14.09%	80.00%	5.45%	0.45%	0.69%	26.74%	72.50%	0.07%	79.80%	6.06%	14.14%	0.00%	42.86%	17.14%	40.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	19	96	5	1	7	199	620	0	38	1	9	0	8	4	5	0	1012
PEAK HR FACTOR :	0.950	0.727	0.625	0.250	0.583	0.873	0.934	0.000	0.792	0.250	0.563	0.000	0.500	0.500	0.417	0.000	0.917
	0.796				0.922				0.923				0.708				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	9	81	1	0	2	38	43	0	78	1	8	0	0	0	4	0	265
4:15 PM	2	81	1	0	2	40	43	0	61	0	9	0	0	1	4	0	244
4:30 PM	2	76	0	0	0	37	62	0	71	1	4	0	0	1	5	0	259
4:45 PM	4	92	3	0	2	35	50	0	66	1	6	0	0	0	4	0	263
5:00 PM	4	113	2	0	0	34	42	0	98	2	8	0	3	1	2	0	309
5:15 PM	3	110	1	0	0	35	48	0	93	2	3	0	4	1	1	0	301
5:30 PM	5	69	3	0	1	45	48	0	58	0	8	0	0	0	2	0	239
5:45 PM	2	69	3	0	1	30	28	0	46	1	7	0	0	1	3	0	191
TOTAL VOLUMES :	31	691	14	0	8	294	364	0	571	8	53	0	7	5	25	0	2071
APPROACH %'s :	4.21%	93.89%	1.90%	0.00%	1.20%	44.14%	54.65%	0.00%	90.35%	1.27%	8.39%	0.00%	18.92%	13.51%	67.57%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	13	391	6	0	2	141	202	0	328	6	21	0	7	3	12	0	1132
PEAK HR FACTOR :	0.813	0.865	0.500	0.000	0.250	0.953	0.815	0.000	0.837	0.750	0.656	0.000	0.438	0.750	0.600	0.000	0.916
	0.861				0.871				0.822				0.917				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Frenza Ave/Auburn Blvd  
 City: Sacramento  
 Control: 2-Way Stop(EB/WB)

Project ID: 25-070192-014  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Van Ness St/Auburn Blvd				Van Ness St/Auburn Blvd				Frenza Ave/Auburn Blvd				Frenza Ave/Auburn Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	0	0	0	0	1	0	2	1	0	0	1	1	0	0	10
7:15 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
7:45 AM	0	1	1	0	1	1	2	0	2	0	0	0	0	0	0	0	8
8:00 AM	0	1	0	0	1	1	2	0	0	0	1	0	1	0	0	0	7
8:15 AM	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	4
8:30 AM	1	1	0	0	0	5	8	0	0	0	1	0	0	0	0	0	16
8:45 AM	1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	13	1	0	2	9	17	0	6	1	3	0	2	2	0	0	58
	12.50%	81.25%	6.25%	0.00%	7.14%	32.14%	60.71%	0.00%	60.00%	10.00%	30.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	3	1	0	2	3	6	0	3	0	2	0	1	1	0	0	22
PEAK HR FACTOR :	0.000	0.750	0.250	0.000	0.500	0.750	0.750	0.000	0.375	0.000	0.500	0.000	0.250	0.250	0.000	0.000	0.688
	0.500				0.688				0.625				0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	1	0	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
4:30 PM	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	2	0	0	1	2	0	1	1	0	0	0	0	0	0	8
5:15 PM	0	0	0	0	0	1	2	0	0	0	1	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	11	2	0	0	7	6	0	3	1	2	0	0	1	0	0	33
	0.00%	84.62%	15.38%	0.00%	0.00%	53.85%	46.15%	0.00%	50.00%	16.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	5	2	0	0	4	5	0	1	1	1	0	0	1	0	0	20
PEAK HR FACTOR :	0.000	0.417	0.250	0.000	0.000	1.000	0.625	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.625
	0.583				0.750				0.375				0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Frenza Ave/Auburn Blvd  
 City: Sacramento  
 Control: 2-Way Stop(EB/WB)

Project ID: 25-070192-014  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Van Ness St/Auburn Blvd				Van Ness St/Auburn Blvd				Frenza Ave/Auburn Blvd				Frenza Ave/Auburn Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	2	1	0	1	1	1	0	0	0	0	0	1	1	0	0	8
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	33.33%	33.33%	33.33%	0.00%					50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	1	0	1	0	1	0	0	0	0	0	1	0	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750
	0.375				0.500								0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	1	0	0	1	3	1	0	2	0	0	0	0	0	2	0	10
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	20.00%	60.00%	20.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	1	0	0	1	0	0	0	0	0	2	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625
	0.375				0.500				0.250				0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Frenza Ave/Auburn Blvd  
City: Sacramento

Project ID: 25-070192-014  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Van Ness St/Auburn Blvd	Van Ness St/Auburn Blvd	Frenza Ave/Auburn Blvd	Frenza Ave/Auburn Blvd					
<b>AM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	1	0	2	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	0	0	0	0	2
8:45 AM	0	0	0	2	0	2	0	0	4
TOTAL VOLUMES :	EB 0	WB 0	EB 1	WB 4	NB 0	SB 4	NB 0	SB 0	TOTAL 9
APPROACH %'s :			20.00%	80.00%	0.00%	100.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

<b>PM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	1	1	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 0	WB 2	EB 0	WB 0	NB 1	SB 1	NB 0	SB 0	TOTAL 4
APPROACH %'s :	0.00%	100.00%			50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	2	0	0	1	1	0	0	4
PEAK HR FACTOR :		0.250			0.250	0.250			0.250

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-015  
 Date: 8/27/2025

### Data - Total

NS/EW Streets:	Auburn Blvd				Auburn Blvd				S Marconi Cir				S Marconi Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	26	3	0	11	98	0	0	0	0	0	0	1	0	11	0	150
7:15 AM	0	33	2	0	14	173	0	0	0	0	0	0	3	0	9	0	234
7:30 AM	0	48	0	0	17	236	0	0	0	0	0	0	3	0	5	0	309
7:45 AM	0	44	3	0	11	250	0	0	0	0	0	0	8	0	6	0	322
8:00 AM	0	47	4	0	9	216	0	0	0	0	0	0	3	0	7	0	286
8:15 AM	0	50	7	0	11	249	0	0	0	0	0	0	2	0	4	0	323
8:30 AM	0	31	1	0	16	232	0	0	0	0	0	0	7	0	6	0	293
8:45 AM	0	42	4	0	15	197	0	0	0	0	0	0	4	0	13	0	275
TOTAL VOLUMES :	0	321	24	0	104	1651	0	0	0	0	0	0	31	0	61	0	2192
APPROACH %'s :	0.00%	93.04%	6.96%	0.00%	5.93%	94.07%	0.00%	0.00%					33.70%	0.00%	66.30%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	189	14	0	48	951	0	0	0	0	0	0	16	0	22	0	1240
PEAK HR FACTOR :	0.000	0.945	0.500	0.000	0.706	0.951	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.786	0.000	0.960
	0.890				0.957								0.679				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	125	6	0	0	22	0	0	0	0	0	0	17	0	7	0	177
4:15 PM	0	109	5	0	4	18	0	0	0	0	0	0	7	0	7	0	150
4:30 PM	0	139	12	0	6	40	0	0	0	0	0	0	10	0	12	0	219
4:45 PM	0	144	6	0	7	98	0	0	0	0	0	0	1	0	4	0	260
5:00 PM	0	200	9	0	4	94	0	0	0	0	0	0	5	0	7	0	319
5:15 PM	0	201	5	0	4	84	0	0	0	0	0	0	3	0	6	0	303
5:30 PM	0	153	10	0	5	72	0	0	0	0	0	0	3	0	5	0	248
5:45 PM	0	102	4	0	2	59	0	0	0	0	0	0	6	0	5	0	178
TOTAL VOLUMES :	0	1173	57	0	32	487	0	0	0	0	0	0	52	0	53	0	1854
APPROACH %'s :	0.00%	95.37%	4.63%	0.00%	6.17%	93.83%	0.00%	0.00%					49.52%	0.00%	50.48%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	698	30	0	20	348	0	0	0	0	0	0	12	0	22	0	1130
PEAK HR FACTOR :	0.000	0.868	0.750	0.000	0.714	0.888	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.786	0.000	0.886
	0.871				0.876								0.708				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-015  
 Date: 8/27/2025

### Data - HT

NS/EW Streets:	Auburn Blvd				Auburn Blvd				S Marconi Cir				S Marconi Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	5
7:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	5
7:30 AM	0	1	0	0	1	3	0	0	0	0	0	0	0	0	1	0	6
7:45 AM	0	4	1	0	0	4	0	0	0	0	0	0	0	0	0	0	9
8:00 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	2	0	8
8:15 AM	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12
8:30 AM	0	4	0	0	0	8	0	0	0	0	0	0	1	0	0	0	13
8:45 AM	0	7	2	0	1	6	0	0	0	0	0	0	1	0	0	0	17
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	27	3	0	4	33	0	0	0	0	0	0	3	0	5	0	75
	0.00%	90.00%	10.00%	0.00%	10.81%	89.19%	0.00%	0.00%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	14	1	0	1	16	0	0	0	0	0	0	0	0	3	0	35
PEAK HR FACTOR :	0.000	0.438	0.250	0.000	0.250	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.729
	0.469				0.850								0.375				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
4:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
4:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	6
5:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	15	0	0	0	10	0	0	0	0	0	0	4	0	1	0	30
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					80.00%	0.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	6	0	0	0	8	0	0	0	0	0	0	1	0	1	0	16
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.667
	0.750				0.500								0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir  
 City: Sacramento  
 Control: Signalized

Project ID: 25-070192-015  
 Date: 8/27/2025

### Data - Bikes

NS/EW Streets:	Auburn Blvd				Auburn Blvd				S Marconi Cir				S Marconi Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250				0.250				0.250				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
	0.250				0.250				0.250				0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir  
City: Sacramento

Project ID: 25-070192-015  
Date: 8/27/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Auburn Blvd		Auburn Blvd		S Marconi Cir		S Marconi Cir		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	1	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	2	1	0	0	0	4
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	1	0	1	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	2	2	3	2	1	0	0	11
APPROACH %'s :	33.33%	66.67%	40.00%	60.00%	66.67%	33.33%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	1	3	2	1	0	0	8
PEAK HR FACTOR :	0.250		0.500		0.375				0.500

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	1	0	2	0	0	0	4
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	100.00%	0.00%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	1	0	0	0	0	0	2
PEAK HR FACTOR :	0.250		0.250						0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Market Square Dwy/Hobby Lobby Dwy & Arden Wy  
 City: Sacramento  
 Control: 2-Way Stop(NB/SB)

Project ID: 25-070192-016  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Market Square Dwy/Hobby Lobby Dwy				Market Square Dwy/Hobby Lobby Dwy				Arden Wy				Arden Wy				
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	0	0	0	0	0	6	0	2	229	0	0	0	207	2	0	446
7:15 AM	0	0	2	0	0	0	5	0	2	390	0	0	0	275	6	0	680
7:30 AM	0	0	0	0	0	0	6	0	5	449	0	0	0	354	4	0	818
7:45 AM	0	0	1	0	0	0	2	0	5	396	0	0	0	368	6	0	778
8:00 AM	0	0	1	0	0	0	2	0	5	389	1	0	0	332	5	0	735
8:15 AM	0	0	1	0	0	0	6	0	9	527	0	0	0	298	5	0	846
8:30 AM	0	0	0	0	0	0	1	0	6	464	0	1	0	330	10	0	812
8:45 AM	0	0	0	0	0	0	6	0	11	424	0	1	0	269	12	0	723
TOTAL VOLUMES :	0	0	5	0	0	0	34	0	45	3268	1	2	0	2433	50	0	5838
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.36%	98.55%	0.03%	0.06%	0.00%	97.99%	2.01%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	16	0	24	1761	1	0	0	1352	20	0	3177
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.667	0.000	0.667	0.835	0.250	0.000	0.000	0.918	0.833	0.000	0.939
	0.750				0.667				0.833				0.917				
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	0	6	0	0	0	22	0	15	465	2	0	0	497	29	0	1036
4:15 PM	0	0	5	0	0	0	17	0	9	496	2	0	0	494	30	0	1053
4:30 PM	0	0	5	0	0	0	25	0	10	553	2	1	0	513	28	0	1137
4:45 PM	0	0	3	0	0	0	16	0	12	503	0	0	0	491	28	0	1053
5:00 PM	0	0	5	0	0	0	19	0	7	574	1	0	0	523	25	0	1154
5:15 PM	0	0	3	0	0	0	19	0	11	580	1	1	0	493	30	0	1138
5:30 PM	0	0	5	0	0	0	18	0	14	499	1	0	0	442	28	0	1007
5:45 PM	0	0	6	0	0	0	19	0	8	495	1	0	0	457	36	0	1022
TOTAL VOLUMES :	0	0	38	0	0	0	155	0	86	4165	10	2	0	3910	234	0	8600
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	2.02%	97.70%	0.23%	0.05%	0.00%	94.35%	5.65%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	16	0	0	0	79	0	40	2210	4	2	0	2020	111	0	4482
PEAK HR FACTOR :	0.000	0.000	0.800	0.000	0.000	0.000	0.790	0.000	0.833	0.953	0.500	0.500	0.000	0.966	0.925	0.000	0.971
	0.800				0.790				0.951				0.972				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Market Square Dwy/Hobby Lobby Dwy & Arden Wy  
 City: Sacramento  
 Control: 2-Way Stop(NB/SB)

Project ID: 25-070192-016  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Market Square Dwy/Hobby Lobby Dwy				Market Square Dwy/Hobby Lobby Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
7:15 AM	0	0	1	0	0	0	1	0	0	7	0	0	0	12	0	0	21
7:30 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	9	0	0	19
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14
8:00 AM	0	0	1	0	0	0	0	0	0	14	0	0	0	9	1	0	25
8:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
8:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15
8:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
TOTAL VOLUMES :	0	0	2	0	0	0	1	0	1	68	0	0	0	67	1	0	140
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.45%	98.55%	0.00%	0.00%	0.00%	98.53%	1.47%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1	40	0	0	0	32	1	0	75
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.714	0.000	0.000	0.000	0.889	0.250	0.000	0.750
	0.250								0.732				0.825				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
4:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	14
4:30 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	8	0	0	16
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
5:30 PM	0	0	1	0	0	0	0	0	0	11	0	0	0	5	0	0	17
5:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11
TOTAL VOLUMES :	0	0	1	0	0	0	1	0	0	48	0	0	0	53	0	0	103
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	18	0	0	0	28	0	0	47
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.643	0.000	0.000	0.000	0.875	0.000	0.000	0.734
	0.250								0.643				0.875				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Market Square Dwy/Hobby Lobby Dwy & Arden Wy  
 City: Sacramento  
 Control: 2-Way Stop(NB/SB)

Project ID: 25-070192-016  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Market Square Dwy/Hobby Lobby Dwy				Market Square Dwy/Hobby Lobby Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250												0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	2	0	0	0	0	0	0	1	0	0	2	4	1	0	11
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%					0.00%	100.00%	0.00%	0.00%	28.57%	57.14%	14.29%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	2	0	0	0	0	0	0	1	0	0	0	2	1	0	7
PEAK HR FACTOR :	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.875
	0.750								0.250				0.750				



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy  
 City: Sacramento  
 Control: No Control

Project ID: 25-070192-017  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	W Arden Fair Transit Ctr				W Arden Fair Transit Ctr				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
7:00 AM	0	0	0	0	0	0	1	0	13	257	0	1	0	211	3	0	486
7:15 AM	0	0	0	0	0	0	1	0	9	367	0	1	0	266	1	0	645
7:30 AM	0	0	0	0	0	0	5	0	9	455	0	1	0	341	2	0	813
7:45 AM	0	0	0	0	0	0	3	0	11	425	0	0	0	368	1	0	808
8:00 AM	0	0	0	0	0	0	3	0	14	427	0	1	0	320	2	0	767
8:15 AM	0	0	0	0	0	0	0	0	6	534	0	0	0	283	1	0	824
8:30 AM	0	0	0	0	0	0	2	0	9	456	0	1	0	319	3	0	790
8:45 AM	0	0	0	0	0	0	4	0	10	455	0	0	0	256	2	0	727
TOTAL VOLUMES :	0	0	0	0	0	0	19	0	81	3376	0	5	0	2364	15	0	5860
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	2.34%	97.52%	0.00%	0.14%	0.00%	99.37%	0.63%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	11	0	40	1841	0	2	0	1312	6	0	3212
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.714	0.862	0.000	0.500	0.000	0.891	0.750	0.000	0.975
					0.550				0.872				0.893				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
4:00 PM	0	0	0	0	0	0	31	0	13	472	0	0	0	479	6	0	1001
4:15 PM	0	0	0	0	0	0	28	0	10	430	0	2	0	428	7	0	905
4:30 PM	0	0	0	0	0	0	23	0	13	530	0	1	0	491	11	0	1069
4:45 PM	0	0	0	0	0	0	23	0	15	492	0	2	0	473	11	0	1016
5:00 PM	0	0	0	0	0	0	21	0	21	534	0	8	0	499	8	0	1091
5:15 PM	0	0	0	0	0	0	29	0	19	557	0	3	0	492	14	0	1114
5:30 PM	0	0	0	0	0	0	23	0	14	522	0	1	0	411	14	0	985
5:45 PM	0	0	0	0	0	0	29	0	18	424	0	1	0	422	8	0	902
TOTAL VOLUMES :	0	0	0	0	0	0	207	0	123	3961	0	18	0	3695	79	0	8083
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	3.00%	96.56%	0.00%	0.44%	0.00%	97.91%	2.09%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	96	0	68	2113	0	14	0	1955	44	0	4290
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.828	0.000	0.810	0.948	0.000	0.438	0.000	0.979	0.786	0.000	0.963
					0.828				0.948				0.986				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy  
 City: Sacramento  
 Control: No Control

Project ID: 25-070192-017  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	W Arden Fair Transit Ctr				W Arden Fair Transit Ctr				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	8	2	0	16
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	18
7:30 AM	0	0	0	0	0	0	0	0	2	10	0	0	0	9	1	0	22
7:45 AM	0	0	0	0	0	0	0	0	1	7	0	0	0	5	1	0	14
8:00 AM	0	0	0	0	0	0	0	0	2	13	0	0	0	10	1	0	26
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	8	1	0	16
8:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	8	1	0	15
8:45 AM	0	0	0	0	0	0	0	0	2	10	0	0	0	9	1	0	22
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	11	60	0	0	0	70	8	0	149
APPROACH %'s :									15.49%	84.51%	0.00%	0.00%	0.00%	89.74%	10.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	5	37	0	0	0	32	4	0	78
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.712	0.000	0.000	0.000	0.800	1.000	0.000	0.750
									0.700				0.818				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	7	0	0	14
4:15 PM	0	0	0	0	0	0	2	0	0	4	0	0	0	9	2	0	17
4:30 PM	0	0	0	0	0	0	0	0	2	5	0	0	0	7	1	0	15
4:45 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	6	1	0	13
5:00 PM	0	0	0	0	0	0	0	0	1	2	0	1	0	8	1	0	13
5:15 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	3	1	0	8
5:30 PM	0	0	0	0	0	0	0	0	2	7	0	1	0	4	2	0	16
5:45 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	4	1	0	13
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	9	39	0	2	0	48	9	0	109
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	18.00%	78.00%	0.00%	4.00%	0.00%	84.21%	15.79%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	5	15	0	1	0	24	4	0	49
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.750	0.000	0.250	0.000	0.750	1.000	0.000	0.817
									0.750				0.778				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy  
 City: Sacramento  
 Control: No Control

Project ID: 25-070192-017  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	W Arden Fair Transit Ctr				W Arden Fair Transit Ctr				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	5
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
									0.250				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	1	0	6
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.417
									0.500				0.375				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy  
City: Sacramento

Project ID: 25-070192-017  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	W Arden Fair Transit Ctr	W Arden Fair Transit Ctr	Arden Wy	Arden Wy					
<b>AM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	0	0	0	0	2	0	4
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 4	WB 3	EB 0	WB 0	NB 0	SB 0	NB 2	SB 0	TOTAL 9
APPROACH %'s :	57.14%	42.86%					100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	0	0	0	0	0	2	0	5
PEAK HR FACTOR :	0.375						0.250		0.313
	0.375						0.250		

<b>PM</b>	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	2	0	0	1	0	0	0	3
4:15 PM	1	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	5	0	0	0	1	2	0	0	8
5:45 PM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB 7	WB 3	EB 0	WB 0	NB 2	SB 5	NB 0	SB 0	TOTAL 17
APPROACH %'s :	70.00%	30.00%			28.57%	71.43%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	1	0	0	0	2	0	0	4
PEAK HR FACTOR :	0.250	0.250				0.500			0.500
	0.500				0.500				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Harvard St & Silica Ave  
 City: Sacramento  
 Control: 4-Way Stop

Project ID: 25-070192-019  
 Date: 8/26/2025

### Data - Total

NS/EW Streets:	Harvard St				Harvard St				Silica Ave				Silica Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	13	15	0	2	61	8	0	0	0	1	0	6	1	0	0	113
7:15 AM	2	11	6	0	0	97	2	0	2	0	1	0	3	0	0	0	124
7:30 AM	7	14	5	0	0	145	6	0	0	0	1	0	7	0	2	0	187
7:45 AM	8	10	7	0	5	145	8	0	0	0	1	0	11	1	3	0	199
8:00 AM	1	16	5	0	1	165	3	0	0	0	1	0	10	0	1	0	203
8:15 AM	2	14	6	0	3	147	4	0	0	0	1	0	6	0	2	0	185
8:30 AM	1	17	3	0	6	134	0	0	0	0	0	0	8	0	0	0	169
8:45 AM	2	15	7	0	8	107	3	0	2	0	1	0	9	0	2	0	156
TOTAL VOLUMES :	29	110	54	0	25	1001	34	0	4	0	7	0	60	2	10	0	1336
APPROACH %'s :	15.03%	56.99%	27.98%	0.00%	2.36%	94.43%	3.21%	0.00%	36.36%	0.00%	63.64%	0.00%	83.33%	2.78%	13.89%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	18	54	23	0	9	602	21	0	0	0	4	0	34	1	8	0	774
PEAK HR FACTOR :	0.563	0.844	0.821	0.000	0.450	0.912	0.656	0.000	0.000	0.000	1.000	0.000	0.773	0.250	0.667	0.000	0.953
	0.913				0.935				1.000				0.717				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	63	9	0	2	46	2	0	9	3	6	0	14	0	5	0	159
4:15 PM	1	53	3	0	6	34	1	0	6	3	2	0	10	3	4	0	126
4:30 PM	0	66	10	0	2	57	0	0	3	0	6	0	9	0	3	0	156
4:45 PM	0	75	7	0	2	49	2	0	5	0	4	0	15	0	3	0	162
5:00 PM	3	119	12	0	3	37	1	0	8	2	5	0	11	0	6	0	207
5:15 PM	1	75	7	0	5	46	0	0	2	0	2	0	6	0	6	0	150
5:30 PM	1	56	6	0	1	39	0	0	0	2	1	0	10	0	3	0	119
5:45 PM	0	49	7	0	3	25	1	0	0	1	1	0	5	0	0	0	92
TOTAL VOLUMES :	6	556	61	0	24	333	7	0	33	11	27	0	80	3	30	0	1171
APPROACH %'s :	0.96%	89.25%	9.79%	0.00%	6.59%	91.48%	1.92%	0.00%	46.48%	15.49%	38.03%	0.00%	70.80%	2.65%	26.55%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	335	36	0	12	189	3	0	18	2	17	0	41	0	18	0	675
PEAK HR FACTOR :	0.333	0.704	0.750	0.000	0.600	0.829	0.375	0.000	0.563	0.250	0.708	0.000	0.683	0.000	0.750	0.000	0.815
	0.700				0.864				0.617				0.819				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Harvard St & Silica Ave  
 City: Sacramento  
 Control: 4-Way Stop

Project ID: 25-070192-019  
 Date: 8/26/2025

### Data - HT

NS/EW Streets:	Harvard St				Harvard St				Silica Ave				Silica Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	5
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	2	0	1	1	0	0	0	0	0	0	0	0	1	0	6
8:00 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	3	5	0	0	0	0	0	0	0	0	0	0	9
8:45 AM	0	3	0	0	0	3	1	0	1	0	0	0	1	0	0	0	9
TOTAL VOLUMES :	1	9	2	0	4	18	1	0	1	0	0	0	2	0	2	0	40
APPROACH %'s :	8.33%	75.00%	16.67%	0.00%	17.39%	78.26%	4.35%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	2	2	0	1	7	0	0	0	0	0	0	0	0	2	0	15
PEAK HR FACTOR :	0.250	0.500	0.250	0.000	0.250	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625
	0.417				0.667								0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
5:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
TOTAL VOLUMES :	0	6	4	0	2	2	0	0	0	1	0	0	2	1	0	0	18
APPROACH %'s :	0.00%	60.00%	40.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	4	3	0	2	2	0	0	0	0	0	0	1	0	0	0	12
PEAK HR FACTOR :	0.000	0.333	0.375	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.600
	0.438				0.500								0.250				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Harvard St & Silica Ave  
 City: Sacramento  
 Control: 4-Way Stop

Project ID: 25-070192-019  
 Date: 8/26/2025

### Data - Bikes

NS/EW Streets:	Harvard St				Harvard St				Silica Ave				Silica Ave								
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	1	1	0	0	2	2	0	0	0	0	0	0	1	1	0	0					8
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%					50.00%	50.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL				
PEAK HR VOL :	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0					5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000					0.417
	0.250				0.375								0.250								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0					3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL				
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					0.250
	0.250																				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Harvard St & Silica Ave  
City: Sacramento

Project ID: 25-070192-019  
Date: 8/26/2025

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harvard St		Harvard St		Silica Ave		Silica Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	1	1
APPROACH %'s :							0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	0	1	0	1	0	1	4
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :					0.250	0.250			0.250

### SPEED

#### Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_001

Time	EASTBOUND															Total	WESTBOUND															Total	TOTALS															Total
	5	15	20	25	30	35	40	45	50	55	60	65	70	70	5		15	20	25	30	35	40	45	50	55	60	65	70	70	5	15		20	25	30	35	40	45	50	55	60	65	70	70				
	15	20	25	30	35	40	45	50	55	60	65	70	70	15	20		25	30	35	40	45	50	55	60	65	70	70	15	20	25	30		35	40	45	50	55	60	65	70	70							
0:00	0	0	1	3	21	24	12	5	1	0	1	0	0	0	68	0	0	3	10	38	43	27	3	1	0	0	0	0	125	0	0	4	13	59	67	39	8	2	0	1	0	0	0	193				
1:00	0	0	1	1	13	13	11	3	3	0	0	0	0	0	45	0	0	2	9	19	19	9	2	1	0	0	0	0	61	0	0	3	10	32	32	20	5	4	0	0	0	0	0	106				
2:00	0	0	0	2	8	10	10	3	2	0	0	0	0	0	35	0	0	1	5	15	23	9	2	0	0	0	0	0	55	0	0	1	7	23	33	19	5	2	0	0	0	0	0	90				
3:00	0	0	0	0	3	11	16	9	4	2	1	0	0	0	46	0	0	0	1	11	22	7	6	2	0	0	0	0	49	0	0	0	1	14	33	23	15	6	2	1	0	0	0	95				
4:00	0	0	0	3	11	32	39	19	8	3	3	0	0	0	118	0	0	2	5	20	37	24	6	3	1	0	0	0	98	0	0	2	8	31	69	63	25	11	4	3	0	0	0	216				
5:00	0	1	2	3	31	83	98	51	30	7	2	0	0	0	308	0	0	1	4	39	76	44	18	0	1	0	0	0	183	0	1	3	7	70	159	142	69	30	8	2	0	0	0	491				
6:00	0	1	5	11	55	168	126	64	23	5	2	0	0	0	460	0	1	6	12	47	110	112	38	10	0	0	0	0	336	0	2	11	23	102	278	238	102	33	5	2	0	0	0	796				
7:00	62	41	90	113	238	267	148	35	3	2	1	0	0	0	1000	0	3	14	33	137	304	195	29	5	1	0	0	0	721	62	44	104	146	375	571	343	64	8	3	1	0	0	0	1721				
8:00	30	22	41	114	322	373	170	48	13	3	1	0	0	0	1137	1	3	10	29	147	268	171	38	10	0	0	0	0	671	31	25	51	143	469	641	341	86	23	3	1	0	0	0	1814				
9:00	2	2	9	62	224	346	173	51	14	1	0	0	0	0	884	3	5	12	54	223	285	109	25	0	0	0	0	0	716	5	7	21	116	447	631	282	76	14	1	0	0	0	1600					
10:00	0	2	9	57	255	247	149	35	5	1	0	0	0	0	760	0	6	12	48	196	265	102	21	3	0	0	0	0	653	0	8	21	105	451	512	251	56	8	1	0	0	0	1413					
11:00	1	3	9	41	147	229	163	48	8	1	0	0	0	0	650	0	1	5	63	254	294	110	17	3	0	0	0	0	747	1	4	14	104	401	523	273	65	11	1	0	0	0	1397					
12:00	6	6	27	71	170	279	108	32	12	0	0	0	0	0	711	0	4	13	56	224	312	113	22	1	1	0	0	0	746	6	10	40	127	394	591	221	54	13	1	0	0	0	1457					
13:00	12	17	26	83	225	215	112	39	8	1	1	0	0	0	739	0	2	7	56	231	318	127	20	4	0	0	0	0	765	12	19	33	139	456	533	239	59	12	1	1	0	0	1504					
14:00	2	4	27	79	246	277	149	50	12	3	1	0	0	0	850	0	4	8	57	291	360	131	20	4	0	0	0	0	875	2	8	35	136	537	637	280	70	16	3	1	0	0	1725					
15:00	1	1	25	68	236	295	186	49	9	3	1	0	0	0	874	1	0	16	65	376	387	144	18	1	2	0	0	0	1010	2	1	41	133	612	682	330	67	10	5	1	0	0	1884					
16:00	24	17	36	104	266	304	179	35	12	0	0	0	0	0	977	4	12	19	110	466	424	157	31	4	0	0	0	0	1227	28	29	55	214	732	728	336	66	16	0	0	0	0	2204					
17:00	20	19	42	97	240	357	165	50	16	4	0	0	0	0	1010	26	36	66	131	387	406	155	23	4	1	0	0	0	1235	46	55	108	228	627	763	301	73	20	5	0	0	0	2245					
18:00	0	2	3	30	122	239	163	46	14	4	1	0	0	0	624	0	1	15	61	297	370	138	18	4	3	0	0	0	907	0	3	18	91	419	609	302	64	18	7	1	0	0	1531					
19:00	3	0	3	17	87	146	154	65	12	7	0	0	0	0	494	0	2	8	33	192	253	133	34	8	0	1	0	0	664	3	2	11	50	279	399	287	99	20	7	1	0	0	1158					
20:00	0	0	2	37	100	113	80	15	3	4	1	0	0	0	355	0	2	10	81	266	203	54	17	0	1	0	0	0	634	0	2	12	118	366	316	134	32	3	5	1	0	0	989					
21:00	0	0	0	12	105	102	70	24	2	4	1	0	0	0	320	1	1	3	47	186	160	62	12	5	0	0	0	0	477	1	1	3	59	291	262	132	36	7	4	1	0	0	797					
22:00	0	1	0	9	32	84	75	27	8	3	0	0	0	0	239	1	0	4	20	82	112	58	23	3	1	0	0	0	304	1	1	4	29	114	196	133	50	11	4	0	0	0	543					
23:00	0	0	1	7	19	46	39	17	7	0	0	0	0	0	136	0	0	3	16	45	93	44	15	1	0	1	0	0	218	0	0	4	23	64	139	83	32	8	0	1	0	0	354					
<b>Totals</b>	<b>163</b>	<b>139</b>	<b>359</b>	<b>1,024</b>	<b>3,176</b>	<b>4,260</b>	<b>2,595</b>	<b>820</b>	<b>229</b>	<b>58</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,840</b>	<b>37</b>	<b>83</b>	<b>240</b>	<b>1,006</b>	<b>4,189</b>	<b>5,144</b>	<b>2,235</b>	<b>458</b>	<b>77</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13,483</b>	<b>200</b>	<b>222</b>	<b>599</b>	<b>2,030</b>	<b>7,365</b>	<b>9,404</b>	<b>4,830</b>	<b>1,278</b>	<b>306</b>	<b>70</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,323</b>				
% of Totals	1%	1%	3%	8%	25%	33%	20%	6%	2%	0%	0%			100%	0%	1%	2%	7%	31%	38%	17%	3%	1%	0%	0%		100%	1%	1%	2%	8%	28%	36%	18%	5%	1%	0%	0%						100%				

STATISTICS	Time	EASTBOUND																				WESTBOUND																				TOTALS																			
		5	15	20	25	30	35	40	45	50	55	60	65	70	70	5	15	20	25	30	35	40	45	50	55	60	65	70	70	5	15	20	25	30	35	40	45	50	55	60	65	70	70																		
		15	20	25	30	35	40	45	50	55	60	65	70	70	15	20	25	30	35	40	45	50	55	60	65	70	70	15	20	25	30	35	40	45	50	55	60	65	70	70																					
00:00 - 12:00	95	72	167	410	1328	1803	1115	371	114	25	11	0	0	5511	4	19	68	273	1146	1746	919	205	38	3	0	0	0	4421	99	91	235	683	2474	3549	2034	576	152	28	11	0	0	9932																			
Peak Hour	7:15	7:15	7:15	7:15	8:00	8:30	8:15	5:30	5:45	4:30	5:15	0:00	0:00	7:45	9:00	10:00	7:45	10:45	11:30	7:00	7:45	6:15	3:15	0:00	0:00	0:00	11:15	7:15	7:15	7:15	7:15	10:30	8:30	7:30	6:00	5:45	4:30	5:15	0:00	0:00	7:15																				
Peak Volume	86	56	104	155	322	379	185	70	36	7	4	0	0	1161	3	6	15	64	263	322	195	43	11	1	0	0	756	86	61	117	190	492	653	358	102	42	8	4	0	0	1875																				
12:00 - 24:00	68	67	192	614	1848	2457	1480	449	115	33	6	0	0	7329	33	64	172	733	3043	3398	1316	253	39	9	2	0	0	9062	101	131	364	1347	4891	5855	2796	702	154	42	8	0	0	16391																			
Peak Hour	16:15	16:15	16:15	16:30	16:30	16:45	15:30	19:00	17:30	18:30	14:15	12:00	12:00	16:45	16:30	17:00	17:00	16:30	16:15	17:30	17:30	19:00	17:15	18:00	18:30	12:00	12:00	16:30	16:30	16:30	16:45	16:30	16:15	16:45	17:15	19:00	17:15	18:30	14:15	12:00	12:00	16:30																			
Peak Volume	29	27	64	146	272	372	203	65	19	9	2	0	0	1068	26	36	66	139	478	438	188	34	8	3	1	0	0	1260	53	56	112	285	748	795	365	99	26	11	2	0	0	2323																			
07:00 - 09:00	92	63	131	227	560	640	318	83	16	5	2	0	0	2137	1	6	24	62	284	572	366	67	15	1	0	0	0	1398	93	69	155	289	844	1212	684	150	31	6	2	0																					

SPEED

Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday

Date: 8/26/2025

City: Sacramento

Project #: CA25\_070193\_001

Time	EASTBOUND														Total	WESTBOUND														Total	TOTALS														Total
	5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70	
0:00	0	0	0	0	1	6	8	3	2	1	0	0	0	0	21	0	0	0	3	19	14	14	0	0	0	0	0	50	0	0	0	4	25	22	17	2	1	0	0	0	0	71			
0:15	0	0	0	1	7	6	3	1	0	0	1	0	0	0	19	0	0	1	2	7	7	4	1	1	0	0	0	23	0	0	1	3	14	13	7	2	1	0	1	0	0	42			
0:30	0	0	0	1	3	5	5	0	0	0	0	0	0	0	14	0	0	1	4	5	9	4	1	0	0	0	24	0	0	1	5	8	14	9	1	0	0	0	0	38					
0:45	0	0	0	1	0	5	5	1	2	0	0	0	0	0	14	0	0	1	1	7	13	5	1	0	0	0	28	0	0	2	1	12	18	6	3	0	0	0	0	42					
1:00	0	0	0	1	3	5	2	0	0	0	0	0	0	0	11	0	0	1	2	7	5	2	0	0	0	0	17	0	0	1	3	10	10	4	0	0	0	0	0	28					
1:15	0	0	0	1	0	3	2	2	2	0	0	0	0	0	13	0	0	0	1	6	6	3	0	1	0	0	0	17	0	0	1	1	9	9	5	2	3	0	0	0	30				
1:30	0	0	0	0	4	1	4	1	0	0	0	0	0	0	10	0	0	0	1	3	2	3	2	0	0	0	0	11	0	0	1	3	6	4	6	1	0	0	0	0	21				
1:45	0	0	0	0	3	4	3	0	1	0	0	0	0	0	11	0	0	0	3	4	5	2	2	0	0	0	0	16	0	0	0	3	7	9	5	2	1	0	0	0	27				
2:00	0	0	0	0	2	4	3	1	2	0	0	0	0	0	12	0	0	0	1	5	7	2	2	0	0	0	0	17	0	0	0	1	7	11	5	3	2	0	0	0	29				
2:15	0	0	0	0	1	3	5	1	0	0	0	0	0	0	10	0	0	0	1	4	4	4	0	0	0	0	0	14	0	0	1	1	5	7	9	1	0	0	0	0	24				
2:30	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	0	2	1	6	3	0	0	0	0	0	12	0	0	0	4	2	7	3	0	0	0	0	0	16				
2:45	0	0	0	0	4	2	2	1	0	0	0	0	0	0	9	0	0	0	1	5	6	0	0	0	0	0	0	12	0	0	0	1	9	8	2	1	0	0	0	0	21				
3:00	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5	0	0	0	0	4	5	0	3	1	0	0	0	13	0	0	0	0	4	6	3	4	1	0	0	0	0	18			
3:15	0	0	0	0	0	3	2	2	1	0	0	0	0	0	8	0	0	0	1	1	5	2	3	0	0	0	0	12	0	0	0	1	1	8	4	5	1	0	0	0	0	20			
3:30	0	0	0	0	0	4	2	2	1	0	0	0	0	0	13	0	0	0	0	4	5	2	0	1	0	0	0	12	0	0	0	0	4	9	6	2	3	1	0	0	0	25			
3:45	0	0	0	0	3	3	7	4	1	1	1	0	0	0	20	0	0	0	0	2	7	3	0	0	0	0	0	12	0	0	0	0	5	10	10	4	1	1	1	0	0	32			
4:00	0	0	0	2	2	6	4	3	0	0	1	0	0	0	18	0	0	0	1	2	8	6	0	1	1	0	0	19	0	0	0	3	4	14	10	3	1	1	1	0	0	37			
4:15	0	0	0	0	1	6	8	0	0	0	0	0	0	0	15	0	0	0	1	4	6	8	3	1	0	0	0	23	0	0	1	4	7	14	11	1	0	0	0	0	38				
4:30	0	0	0	0	6	9	11	8	4	3	1	0	0	0	42	0	0	1	0	10	10	8	2	1	0	0	0	32	0	0	1	0	16	19	19	10	5	3	1	0	0	74			
4:45	0	0	0	1	2	11	16	8	4	0	1	0	0	0	43	0	0	0	0	2	11	7	3	1	0	0	0	24	0	0	0	1	4	22	23	11	5	0	1	0	0	67			
5:00	0	0	0	1	8	13	9	5	2	1	0	0	0	0	39	0	0	0	0	6	13	6	4	0	0	0	0	29	0	0	0	1	14	26	15	9	2	1	0	0	0	68			
5:15	0	0	1	0	5	14	25	15	5	3	0	0	0	0	68	0	0	0	2	8	14	10	6	0	1	0	0	41	0	0	1	2	13	28	35	21	5	4	0	0	0	109			
5:30	0	0	1	0	16	20	25	12	7	2	0	0	0	0	83	0	0	0	0	11	26	8	0	0	0	0	0	45	0	0	1	0	27	46	33	12	7	2	0	0	0	128			
5:45	0	1	0	2	2	36	39	19	16	1	2	0	0	0	118	0	0	1	2	14	23	20	8	0	0	0	0	68	0	1	1	4	16	59	59	27	16	1	2	0	0	186			
6:00	0	0	0	1	5	24	27	23	4	0	2	0	0	0	86	0	0	0	1	8	13	22	8	1	0	0	0	53	0	0	0	2	13	37	49	31	5	0	2	0	0	139			
6:15	0	1	4	3	10	32	14	16	8	1	0	0	0	0	89	0	0	2	2	13	27	28	5	3	0	0	0	80	0	1	6	5	23	59	42	21	11	1	0	0	0	169			
6:30	0	0	1	2	20	47	38	8	8	2	0	0	0	0	126	0	1	2	6	17	30	22	11	2	0	0	0	91	0	1	3	8	37	77	60	19	10	2	0	0	0	217			
6:45	0	0	0	5	20	65	47	17	3	2	0	0	0	0	159	0	0	2	3	9	40	40	14	4	0	0	0	112	0	0	2	8	29	105	87	31	7	2	0	0	0	271			
7:00	1	2	7	12	45	51	40	12	0	0	0	0	0	0	170	0	0	4	6	30	58	51	5	2	1	0	0	157	1	2	11	18	75	109	91	17	2	1	0	0	0	327			
7:15	26	19	31	48	74	57	21	6	0	0	0	0	0	0	282	0	1	2	13	35	93	43	5	0	0	0	0	192	26	20	33	61	109	150	64	11	0	0	0	0	0	474			
7:30	12	8	18	23	64	86	40	13	1	1	0	0	0	0	267	0	0	2	7	32	81	54	8	2	0	0	0	186	12	8	20	30	96	167	94	21	3	1	1	0	0	0	453		
7:45	23	12	34	30	55	73	47	4	2	1	0	0	0	0	281	0	2	6	7	40	72	47	11	1	0	0	0	186	23	14	40	37	95	145	94	15	3	1	0	0	0	467			
8:00	25	17	21	54	103	64	26	10	0	0	0	0	0	0	320	0	2	3	8	38	62	37	10	1	0	0	0	161	25	19	24	62	141	126	63	20	1	0	0	0	0	481			
8:15	5	5	17	45	58	81	63	10	5	1	0	0	0	0	290	1	0	1	11	41	73	44	11	2	0	0	0	184	6	5	18	56	99	154	107	21	7	1	0	0	0	474			
8:30	0	0	3	10	88	117	34	11	6	1	0	0	0	0	270	0	0	5	5	36	67	35	11	3	0	0	0	162	0	0	8	15	124	184	69	22	9	1	0	0	0	432			
8:45	0	0	0	5	73	111	47	17	2	1	1	0	0	0	257	0	1	1	5	32	66	55	6	4	0	0	0	170	0	1	1	10	105	177	102	23	6	1	1	0	0	0	427		
9:00	0	0	0	11	58	57	41	19	5	0	0	0	0	0	191	0	2	6	17	57	69	32	10	0	0	0	0	193	0	2	6	28	115	126	73	29	5	0	0	0	0	384			
9:15	0	1	2	18	53	94	48	14	4	0	0	0	0	0	234	0	2	1	12	45	72	25	8	0	0	0	0	165	0	3	3	30	98	166	73	22	4	0	0	0	0	399			
9:30	0	0	7	23	58	96	43	7	2	0	0	0	0	0	236	1	0	4	6	54	71	23	4	0	0	0	0	163	1	0	11	29	112	167	66	11	2	0	0	0	0	399			
9:45	2	1	0	10	55	99	41	11	3	1	0	0	0	0	223	2	1	1	19	67	73	29	3	0	0	0	0	195	4	2	1	29	122	172	70	14	3	1	0	0	0	418			
10:00	0	0	1	3	42	84	49	13	2	0	0	0	0	0	194	0	1	4	12	29	49	27	7	0	0	0	0	129	0	1	5	15	71	133	76	20	2	0	0	0	0	323			
10:15	0	1	1	25	72	50	32	6	1	0	0	0	0	0	188	0	2	6	12	52	68	31	5	1	0	0	0	177	0	3	7	37	124	118	63	11	2	0	0	0	0	365			
10:30	0	1	2	21																																									

SPEED

Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_001

Time	EASTBOUND														Total	WESTBOUND														Total	TOTALS														Total
	5	15	20	25	30	35	40	45	50	55	60	65	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	3	15	48	58	19	5	2	0	0	0	0	150	0	1	5	6	46	83	34	5	0	0	0	0	180	0	1	8	21	94	141	53	10	2	0	0	0	330					
12:15	0	1	4	11	29	66	36	12	5	0	0	0	0	164	0	0	2	16	40	86	29	4	0	0	0	177	0	1	6	27	69	152	65	16	5	0	0	0	341						
12:30	5	0	3	5	46	101	32	7	2	0	0	0	0	201	0	2	2	16	40	86	22	5	1	0	0	195	5	2	5	25	131	159	54	12	3	0	0	0	396						
12:45	1	5	17	40	47	54	21	8	3	0	0	0	0	196	0	1	4	14	53	85	28	8	0	1	0	194	1	6	21	54	100	139	49	16	3	1	0	0	390						
13:00	0	0	3	30	53	37	26	9	2	0	1	0	0	171	0	1	4	25	63	88	33	7	1	0	0	222	0	1	7	55	116	125	69	16	3	0	1	0	393						
13:15	12	16	18	33	77	32	14	3	0	0	0	0	0	205	0	1	0	7	66	67	21	7	2	0	0	171	12	17	18	40	143	99	35	10	2	0	0	0	376						
13:30	0	0	4	12	56	79	27	14	2	1	0	0	0	195	0	0	2	8	61	80	41	4	1	0	0	197	0	0	6	20	117	159	68	18	3	1	0	0	392						
13:45	0	1	1	8	39	67	35	13	4	0	0	0	0	168	0	0	1	16	41	83	32	2	0	0	0	175	0	1	2	24	80	150	67	15	4	0	0	0	343						
14:00	0	0	2	14	40	67	46	14	3	0	0	0	0	186	0	3	0	11	62	77	39	6	2	0	0	200	0	3	2	25	102	144	85	20	5	0	0	0	386						
14:15	0	0	4	18	71	71	34	7	2	2	1	0	0	210	0	1	2	10	76	98	23	4	1	0	0	215	0	1	6	28	147	169	57	11	3	2	1	0	425						
14:30	2	1	13	21	65	73	36	15	2	1	0	0	0	229	0	0	3	18	94	97	36	5	0	0	0	253	2	1	16	39	159	170	72	20	2	1	0	0	482						
14:45	0	3	8	26	70	66	33	14	5	0	0	0	0	225	0	0	3	18	59	88	33	5	1	0	0	207	0	3	11	44	129	154	66	19	6	0	0	0	432						
15:00	0	0	3	6	45	84	44	17	2	1	1	0	0	203	0	0	4	16	81	88	42	5	0	0	0	236	0	0	7	22	126	172	86	22	2	1	1	0	439						
15:15	1	0	4	22	61	83	36	8	2	1	0	0	0	218	1	0	3	17	78	88	38	4	0	2	0	231	2	0	7	39	139	171	74	12	2	3	0	0	449						
15:30	0	0	1	18	67	59	55	14	1	0	0	0	0	215	0	0	7	20	121	98	34	5	0	0	0	285	0	0	8	38	188	157	89	19	1	0	0	0	500						
15:45	0	1	17	22	63	69	51	10	4	1	0	0	0	238	0	0	2	12	96	113	30	4	1	0	0	258	0	1	19	34	159	182	81	14	5	1	0	0	496						
16:00	0	0	1	8	73	76	40	14	6	0	0	0	0	218	0	3	7	37	112	102	54	11	1	0	0	327	0	3	8	45	185	178	94	25	7	0	0	0	545						
16:15	2	3	11	14	53	70	57	8	0	0	0	0	0	218	4	9	9	33	132	73	20	5	0	0	0	285	6	12	20	47	185	143	77	13	0	0	0	0	503						
16:30	12	5	7	54	80	85	28	0	1	0	0	0	0	272	0	0	1	15	109	120	54	8	3	0	0	310	12	5	8	69	189	205	82	8	4	0	0	0	582						
16:45	10	9	17	28	60	73	54	13	5	0	0	0	0	269	0	0	2	25	113	129	29	7	0	0	0	305	10	9	19	53	173	202	83	20	5	0	0	0	574						
17:00	5	10	29	46	77	64	31	10	0	0	0	0	0	272	13	19	26	57	124	82	19	4	0	0	0	344	18	29	55	103	201	146	50	14	0	0	0	0	616						
17:15	0	0	3	18	55	109	50	11	2	2	0	0	0	250	13	13	23	42	80	83	38	8	1	0	0	301	13	13	26	60	135	192	88	19	3	2	0	0	551						
17:30	0	0	4	17	61	126	41	16	10	2	0	0	0	277	0	1	8	15	107	129	37	3	2	1	0	303	0	1	12	32	168	255	78	19	12	3	0	0	580						
17:45	15	9	6	16	47	58	43	13	4	0	0	0	0	211	0	3	9	17	76	112	61	8	1	0	0	287	15	12	15	33	123	170	104	21	5	0	0	0	498						
18:00	0	0	1	7	20	77	44	13	2	0	0	0	0	164	0	0	6	21	93	96	51	5	4	0	0	276	0	0	7	28	113	173	95	18	6	0	0	0	440						
18:15	0	2	1	9	33	60	47	7	3	1	0	0	0	163	0	0	2	8	61	101	39	7	0	1	0	219	0	2	3	17	94	161	86	14	3	2	0	0	382						
18:30	0	0	1	7	23	51	30	16	7	3	1	0	0	139	0	0	2	18	77	96	25	2	0	1	0	221	0	0	3	25	100	147	55	18	7	4	1	0	0	360					
18:45	0	0	0	7	46	51	42	10	2	0	0	0	0	158	0	1	5	14	66	77	23	4	0	1	0	191	0	1	5	21	112	128	65	14	2	1	0	0	349						
19:00	0	0	1	1	24	43	41	21	4	2	0	0	0	137	0	0	3	5	45	69	35	6	2	0	0	165	0	0	4	6	69	112	76	27	6	2	0	0	302						
19:15	3	0	1	2	22	51	48	16	0	4	0	0	0	147	0	1	3	8	45	62	37	14	4	0	1	175	3	1	4	10	67	113	85	30	4	4	1	0	322						
19:30	0	0	1	11	21	32	33	17	3	0	0	0	0	118	0	0	1	14	58	64	31	5	1	0	0	174	0	0	2	25	79	96	64	22	4	0	0	0	292						
19:45	0	0	0	3	20	20	32	11	5	1	0	0	0	92	0	1	1	6	44	58	30	9	1	0	0	150	0	1	1	9	64	78	62	20	6	1	0	0	242						
20:00	0	0	0	4	30	34	24	7	1	1	0	0	0	101	0	1	1	16	90	64	9	5	0	0	0	186	0	1	1	20	120	98	33	12	1	1	0	0	287						
20:15	0	0	1	22	26	25	8	2	0	0	0	0	0	84	0	0	5	20	63	41	14	5	0	0	0	148	0	0	6	42	89	66	22	7	0	0	0	0	232						
20:30	0	0	0	3	22	31	22	3	0	3	0	0	0	84	0	1	2	22	49	48	19	3	0	1	0	145	0	1	2	25	71	79	41	6	0	4	0	0	229						
20:45	0	0	1	8	22	23	26	3	2	0	1	0	0	86	0	0	2	23	64	50	12	4	0	0	0	155	0	0	3	31	86	73	38	7	2	0	1	0	241						
21:00	0	0	0	4	44	24	17	5	1	1	0	0	0	96	1	1	1	12	47	36	17	2	1	0	0	118	1	1	1	16	91	60	34	7	2	1	0	0	214						
21:15	0	0	0	0	16	24	15	3	0	1	1	0	0	60	0	0	0	11	61	54	16	4	0	0	0	146	0	0	0	11	77	78	31	7	0	1	1	0	206						
21:30	0	0	0	4	29	21	20	6	0	2	0	0	0	82	0	0	1	12	38	41	14	4	0	0	0	110	0	0	1	16	67	62	34	10	0	2	0	0	192						
21:45	0	0	0	4	16	33	18	10	1	0	0	0	0	82	0	0	1	12	40	29	15	2	4	0	0	103	0	0	1	16	56	62	33	12	5	0	0	0	185						
22:00	0	0	0	1	10	23	27	5	2	2	0	0	0	70	0	0	3	7	31	41	18	6	1	0	0	107	0	0	3	8	41	64	45	11	3	2	0	0	177						
22:15	0	0	0	3	10	19	16	9	1	1	0	0	0	59	0	0	1	4	21	29	17	5	2	1	0	80	0	0	1	7	31	48	33	14	3	2	0	0	139						
22:30	0	1	0	3	10	28	12	7	2	0	0	0	0	63	1	0	0	5	19	25	13	5	0	0	0	68	1	1	0	8	29	53	25	12	2	0	0	0	131						
22:45	0	0	0	2	2	14	20	6	3	0	0	0	0	47	0																														

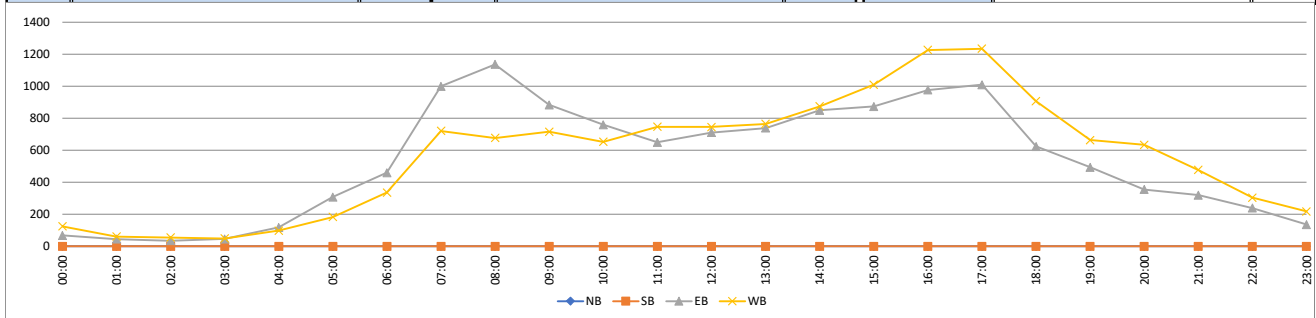
# VOLUME

## Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	12,840	13,483	26,323							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			21	50	71	12:00			150	180	330	00:00 01:00			68	125	193
0:15			19	23	42	12:15			164	177	341	01:00 02:00			45	61	106
0:30			14	24	38	12:30			201	195	396	02:00 03:00			35	55	90
0:45			14	28	42	12:45			196	194	390	03:00 04:00			46	49	95
1:00			11	17	28	13:00			171	222	393	04:00 05:00			118	98	216
1:15			13	17	30	13:15			205	171	376	05:00 06:00			308	183	491
1:30			10	11	21	13:30			195	197	392	06:00 07:00			460	336	796
1:45			11	16	27	13:45			168	175	343	07:00 08:00			1000	721	1721
2:00			12	17	29	14:00			186	200	386	08:00 09:00			1137	677	1814
2:15			10	14	24	14:15			210	215	425	09:00 10:00			884	716	1600
2:30			4	12	16	14:30			229	253	482	10:00 11:00			760	653	1413
2:45			9	12	21	14:45			225	207	432	11:00 12:00			650	747	1397
3:00			5	13	18	15:00			203	236	439	12:00 13:00			711	746	1457
3:15			8	12	20	15:15			218	231	449	13:00 14:00			739	765	1504
3:30			13	12	25	15:30			215	285	500	14:00 15:00			850	875	1725
3:45			20	12	32	15:45			238	258	496	15:00 16:00			874	1010	1884
4:00			18	19	37	16:00			218	327	545	16:00 17:00			977	1227	2204
4:15			15	23	38	16:15			218	285	503	17:00 18:00			1010	1235	2245
4:30			42	32	74	16:30			272	310	582	18:00 19:00			624	907	1531
4:45			43	24	67	16:45			269	305	574	19:00 20:00			494	664	1158
5:00			39	29	68	17:00			272	344	616	20:00 21:00			355	634	989
5:15			68	41	109	17:15			250	301	551	21:00 22:00			320	477	797
5:30			83	45	128	17:30			277	303	580	22:00 23:00			239	304	543
5:45			118	68	186	17:45			211	287	498	23:00 00:00			136	218	354
6:00			86	53	139	18:00			164	276	440	<b>STATISTICS</b>					
6:15			89	80	169	18:15			163	219	382		NB	SB	EB	WB	TOTAL
6:30			126	91	217	18:30			139	221	360	Peak Period	00:00 to 12:00				
6:45			159	112	271	18:45			158	191	349	Volume			5511	4421	9932
7:00			170	157	327	19:00			137	165	302	Peak Hour	7:45 11:00		7:15		
7:15			282	192	474	19:15			147	175	322	Peak Volume			1161	747	1875
7:30			267	186	453	19:30			118	174	292	Peak Hour Factor			0.907	0.948	0.975
7:45			281	186	467	19:45			92	150	242	Peak Period	12:00 to 00:00				
8:00			320	161	481	20:00			101	186	287	Volume			7329	9062	16391
8:15			290	184	474	20:15			84	148	232	Peak Hour	16:45 16:30		16:30		
8:30			270	162	432	20:30			84	145	229	Peak Volume			1068	1260	2323
8:45			257	170	427	20:45			86	155	241	Peak Hour Factor			0.964	0.916	0.943
9:00			191	193	384	21:00			96	118	214	Peak Period	07:00 to 09:00				
9:15			234	165	399	21:15			60	146	206	Volume			2137	1398	3535
9:30			236	163	399	21:30			82	110	192	Peak Hour	7:45 7:15		7:15		
9:45			223	195	418	21:45			82	103	185	Peak Volume			1161	725	1875
10:00			194	129	323	22:00			70	107	177	Peak Hour Factor			0.907	0.944	0.975
10:15			188	177	365	22:15			59	80	139	Peak Period	16:00 to 18:00				
10:30			205	177	382	22:30			63	68	131	Volume			1987	2462	4449
10:45			173	170	343	22:45			47	49	96	Peak Hour	16:45 16:30		16:30		
11:00			165	171	336	23:00			42	72	114	Peak Volume			1068	1260	2323
11:15			178	195	373	23:15			42	46	88	Peak Hour Factor			0.964	0.916	0.943
11:30			136	197	333	23:30			24	55	79						
11:45			171	184	355	23:45			28	45	73						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>5511</b>	<b>4421</b>	<b>9932</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>7329</b>	<b>9062</b>	<b>16391</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>55%</b>	<b>45%</b>	<b>38%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>45%</b>	<b>55%</b>	<b>62%</b>						



**SPEED**  
**Arden Wy Bet Empress St & Boxwood St/Salvator Apartments Dwy**

Day: Tuesday  
 Date: 8/26/2025

City: Sacramento  
 Project #: CA25\_070193\_002

Time	EASTBOUND															Total	WESTBOUND															Total	TOTALS														
	5	15	20	25	30	35	40	45	50	55	60	65	70	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	70	99
	15	20	25	30	35	40	45	50	55	60	65	70	70	99	15		20	25	30	35	40	45	50	55	60	65	70	70	99	15	20		25	30	35	40	45	50	55	60	65	70	70	99			
0:00	8	1	4	19	22	26	6	2	0	0	0	0	0	0	88	1	3	0	18	31	44	26	5	5	2	0	0	0	135	9	4	4	37	53	70	32	7	5	2	0	0	0	223				
1:00	1	1	1	9	23	9	4	2	0	0	0	0	0	0	50	1	2	1	6	16	18	13	4	3	0	0	0	64	2	3	2	15	39	27	17	6	3	0	0	0	114						
2:00	2	4	1	4	15	13	4	2	0	0	0	0	0	0	45	0	1	4	6	16	20	6	5	2	2	0	0	62	2	5	5	10	31	33	10	7	2	2	0	0	107						
3:00	3	2	3	2	12	17	8	2	0	0	0	0	0	0	49	0	1	2	0	11	16	13	4	2	2	0	0	51	3	3	5	2	23	33	21	6	2	2	0	0	100						
4:00	3	1	4	13	23	50	24	9	4	1	0	0	0	0	132	0	1	5	10	17	34	21	6	5	3	1	0	103	3	2	9	23	40	84	45	15	9	4	1	0	235						
5:00	5	3	3	14	76	107	67	22	2	4	1	0	0	0	304	0	9	5	12	37	66	36	18	7	2	1	0	193	5	12	8	26	113	173	103	40	9	6	2	0	497						
6:00	16	6	8	35	115	131	97	18	16	1	0	0	0	0	443	1	4	16	37	61	110	93	22	10	3	1	0	358	17	10	24	72	176	241	190	40	26	4	1	0	801						
7:00	23	19	7	219	381	186	62	9	0	1	0	0	0	0	971	20	28	59	122	194	191	95	12	6	3	0	0	730	43	47	130	341	575	377	157	21	6	4	0	0	1701						
8:00	62	27	111	227	331	183	63	11	3	0	1	0	0	0	1019	6	13	36	136	214	167	88	14	4	0	0	0	678	68	40	147	363	545	350	151	25	7	0	1	0	1697						
9:00	19	23	53	187	347	176	45	5	3	0	0	0	0	0	858	26	20	53	156	194	171	72	11	3	0	0	0	706	45	43	106	343	541	347	117	16	6	0	0	0	1564						
10:00	16	15	42	189	302	170	33	9	1	0	0	0	0	0	777	4	7	41	89	195	190	69	16	3	2	0	0	616	20	22	83	278	497	360	102	25	4	2	0	0	1393						
11:00	11	18	29	150	245	164	52	8	1	0	0	0	0	0	678	7	19	56	146	215	186	76	16	6	1	0	0	728	18	37	85	296	460	350	128	24	7	1	0	0	1406						
12:00	10	15	53	183	238	148	36	10	1	0	0	0	0	0	694	16	24	57	137	222	178	73	14	5	1	0	0	727	26	39	110	320	460	326	109	24	6	1	0	0	1421						
13:00	9	16	35	159	307	169	51	7	0	0	0	0	0	0	753	15	23	68	169	243	173	54	9	4	0	1	0	759	24	39	103	328	550	342	105	16	4	0	1	0	1512						
14:00	15	23	40	218	338	174	46	8	2	0	0	0	0	0	864	23	32	97	217	235	165	58	11	2	0	0	0	840	38	55	137	435	573	339	104	19	4	0	0	0	1704						
15:00	16	22	47	226	331	188	47	5	2	0	0	0	0	0	884	31	40	72	211	269	253	75	13	5	2	0	0	971	47	62	119	437	600	441	122	18	7	2	0	0	1855						
16:00	22	28	80	275	345	175	59	9	2	0	0	0	0	0	995	63	78	100	244	302	268	82	17	3	0	0	0	1157	85	106	180	519	647	443	141	26	5	0	0	0	2152						
17:00	15	36	83	281	369	164	56	7	2	1	1	0	0	0	1015	65	74	156	273	308	211	65	11	2	0	0	0	1165	80	110	239	554	677	375	121	18	4	1	1	0	0	2180					
18:00	5	20	36	103	237	175	54	8	3	2	1	0	0	0	644	38	62	80	160	250	196	68	12	5	1	1	0	873	43	82	116	263	487	371	122	20	8	3	2	0	0	1517					
19:00	16	10	21	98	173	132	49	12	2	1	0	0	0	0	514	10	14	58	142	211	177	59	6	5	0	0	0	682	26	24	79	240	384	309	108	18	7	1	0	0	0	1196					
20:00	8	11	14	61	151	93	37	5	0	1	0	0	0	0	381	2	9	42	143	193	162	48	13	2	1	2	0	617	10	20	56	204	344	255	85	18	2	2	2	0	0	998					
21:00	7	8	14	87	123	74	15	2	2	1	0	0	0	0	333	1	5	28	89	147	134	47	16	10	1	1	0	479	8	13	42	176	270	208	62	18	12	2	1	0	0	812					
22:00	4	8	10	45	90	71	29	3	0	0	0	0	0	0	260	0	6	14	36	102	89	58	13	4	3	1	0	326	4	14	24	81	192	160	87	16	4	3	1	0	0	586					
23:00	6	5	6	18	54	49	14	1	0	0	0	0	0	0	153	0	1	7	16	53	65	51	22	7	1	2	0	225	6	6	13	34	107	114	65	23	7	1	2	0	0	378					
Totals	302	322	769	2,822	4,648	2,844	958	176	46	13	4	0	0	0	12,904	330	476	1,057	2,575	3,736	3,284	1,346	290	110	30	11	0	0	13,245	632	798	1,826	5,397	8,384	6,128	2,304	466	156	43	15	0	0	0	26,149			
% of Totals	2%	2%	6%	22%	36%	22%	7%	1%	0%	0%	0%	0%	0%	0%	100%	2%	4%	8%	19%	28%	25%	10%	2%	1%	0%	0%	0%	100%	2%	3%	7%	21%	32%	23%	9%	2%	1%	0%	0%	0%	0%	0%	100%				

STATISTICS	EASTBOUND															Total	WESTBOUND															Total																						
	00:00-12:00	12:00-24:00	07:00-09:00	16:00-18:00	Peak Hour	Peak Volume	%	15:30	16:15	16:15	16:15	16:30	14:45	17:15	13:45		18:00	16:30	12:00	12:00	16:30	15:45	16:15	17:00	16:45	16:45	15:15	15:30	23:00	21:00	21:30		20:15	12:00	12:00	16:15	16:15	16:15	16:15	16:30	15:15	17:15	12:15	21:00	21:30	20:15	12:00	16:15						
	169	120	330	1068	1892	1232	465	99	30	7	2	0	0	0	5414		66	108	278	738	1201	1213	608	133	56	20	3	0	0	4424	235		228	608	1806	3093	2445	1073	232	86	27	5	0	0	0	9838	7638	715	1839	1615	2257	3398	269	1839

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	27	33	33	39	42	12904
WESTBOUND	26	33	33	40	44	13245
TOTALS	26	33	33	39	43	26149

Direction	Pace			
	10mph Pace	# In Pace	% In Pace	% of Vehicles >= 55 MPH
EASTBOUND	28-37 mph	8121	63%	22
WESTBOUND	29-38 mph	7224	55%	57
TOTALS	29-38 mph	15331	59%	79



SPEED

Arden Wy Bet Empress St & Boxwood St/Salvator Apartments Dwy

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_002

Time	EASTBOUND															Total	WESTBOUND															Total	TOTALS														
	5	15	20	25	30	35	40	45	50	55	60	65	70	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	70	99
12:00	4	3	13	55	51	26	8	3	0	0	0	0	0	0	163	8	12	13	29	59	43	13	2	1	0	0	0	0	180	12	15	26	84	110	69	21	5	1	0	0	0	0	0	0	343		
12:15	4	6	13	57	48	27	8	1	0	0	0	0	0	0	164	3	6	20	24	50	40	15	3	1	0	0	0	0	162	7	12	33	81	98	67	23	4	1	0	0	0	0	0	0	326		
12:30	2	3	11	34	83	42	9	3	1	0	0	0	0	0	188	5	5	16	38	64	40	15	3	0	0	0	0	0	186	7	8	27	72	147	82	24	6	1	0	0	0	0	0	0	374		
12:45	0	3	16	37	56	53	11	3	0	0	0	0	0	0	179	0	1	8	46	49	55	30	6	3	1	0	0	0	199	0	4	24	83	105	108	41	9	3	1	0	0	0	0	0	378		
13:00	2	4	17	35	76	33	10	2	0	0	0	0	0	0	179	11	12	28	46	59	33	18	5	1	0	1	0	0	214	13	16	45	81	135	66	28	7	1	0	1	0	0	0	0	393		
13:15	0	3	5	40	93	57	11	0	0	0	0	0	0	0	209	0	5	11	43	71	41	13	2	1	0	0	0	0	187	0	8	16	83	164	98	24	2	1	0	0	0	0	0	0	396		
13:30	4	3	7	41	66	44	18	0	0	0	0	0	0	0	183	4	4	17	29	64	58	12	1	1	0	0	0	0	190	8	7	24	70	130	102	30	1	1	0	0	0	0	0	0	373		
13:45	3	6	6	43	72	35	12	5	0	0	0	0	0	0	182	0	2	12	51	49	41	11	1	1	0	0	0	0	168	3	8	18	94	121	76	23	6	1	0	0	0	0	0	0	350		
14:00	3	1	6	43	71	46	19	3	0	0	0	0	0	0	192	16	15	35	43	44	38	8	1	1	0	0	0	0	201	19	16	41	86	115	84	27	4	1	0	0	0	0	0	0	393		
14:15	4	13	15	63	78	43	8	2	0	0	0	0	0	0	226	1	7	29	75	59	19	6	0	1	0	0	0	0	197	5	20	44	138	137	62	14	2	1	0	0	0	0	0	0	423		
14:30	5	5	9	65	97	37	13	2	2	0	0	0	0	0	235	6	5	24	75	71	54	15	5	0	0	0	0	0	255	11	10	33	140	168	91	28	7	2	0	0	0	0	0	0	490		
14:45	3	4	10	47	92	48	6	1	0	0	0	0	0	0	211	0	5	9	24	61	54	29	5	0	0	0	0	0	187	3	9	19	71	153	102	35	6	0	0	0	0	0	0	0	398		
15:00	3	6	16	45	72	45	20	4	2	0	0	0	0	0	213	1	2	31	82	57	63	10	1	0	1	0	0	0	248	4	8	47	127	129	108	30	5	2	1	0	0	0	0	0	461		
15:15	3	5	8	64	81	48	5	0	0	0	0	0	0	0	214	1	15	9	27	67	64	19	5	0	0	0	0	0	207	4	20	17	91	148	112	24	5	0	0	0	0	0	0	0	421		
15:30	5	4	11	35	89	59	12	0	0	0	0	0	0	0	215	16	17	18	56	71	67	23	3	2	0	0	0	0	273	21	21	29	91	160	126	35	3	2	0	0	0	0	0	0	488		
15:45	5	7	12	82	89	36	10	1	0	0	0	0	0	0	242	13	6	14	46	74	59	23	4	3	1	0	0	0	243	18	13	26	128	163	95	33	5	3	1	0	0	0	0	0	485		
16:00	5	4	10	36	72	52	12	5	0	0	0	0	0	0	196	22	17	17	61	75	79	22	5	2	0	0	0	0	300	27	21	27	97	147	131	34	10	2	0	0	0	0	0	0	496		
16:15	8	10	24	83	80	30	17	1	0	0	0	0	0	0	253	15	29	32	69	64	52	21	7	0	0	0	0	0	289	23	39	56	152	144	82	38	8	0	0	0	0	0	0	0	542		
16:30	3	5	35	75	92	42	18	1	2	0	0	0	0	0	273	23	27	33	57	71	61	20	2	0	0	0	0	0	294	26	32	68	132	163	103	38	3	2	0	0	0	0	0	0	567		
16:45	6	9	11	81	101	51	12	2	0	0	0	0	0	0	273	3	5	18	57	92	76	19	3	1	0	0	0	0	274	9	14	29	138	193	127	31	5	1	0	0	0	0	0	0	547		
17:00	5	19	42	75	89	34	9	4	1	0	0	0	0	0	278	32	26	64	90	67	37	6	1	0	0	0	0	0	323	37	45	106	165	156	71	15	5	1	0	0	0	0	0	601			
17:15	3	4	13	49	112	53	19	0	0	0	1	0	0	0	254	11	15	25	58	86	47	23	4	0	0	0	0	0	269	14	19	38	107	198	100	42	4	0	0	1	0	0	0	0	523		
17:30	5	7	20	99	79	37	14	3	0	1	0	0	0	0	265	19	30	46	78	74	45	7	2	1	0	0	0	0	302	24	37	66	177	153	82	21	5	1	1	0	0	0	0	567			
17:45	2	6	8	58	89	40	14	0	1	0	0	0	0	0	218	3	3	21	47	81	82	29	4	1	0	0	0	0	271	5	9	29	105	170	122	43	4	2	0	0	0	0	0	0	489		
18:00	0	6	13	32	68	40	16	5	0	0	0	0	0	0	180	10	15	14	49	71	67	29	5	0	0	1	0	0	261	10	21	27	81	139	107	45	10	0	0	1	0	0	0	0	441		
18:15	1	6	8	19	54	54	17	1	2	0	0	0	0	0	162	12	20	27	40	59	45	13	6	1	0	0	0	0	223	13	26	35	59	113	99	30	7	3	0	0	0	0	0	0	385		
18:30	0	4	0	22	50	47	16	1	1	1	1	0	0	0	143	4	11	17	39	66	45	14	1	0	1	0	0	0	198	4	15	17	61	116	92	30	2	1	2	1	0	0	0	0	341		
18:45	4	4	15	30	65	34	5	1	0	1	0	0	0	0	159	12	16	22	32	54	39	12	0	4	0	0	0	0	191	16	20	37	62	119	73	17	1	4	1	0	0	0	0	0	350		
19:00	4	2	4	33	46	36	10	4	1	0	0	0	0	0	140	0	3	14	42	48	47	10	4	2	0	0	0	0	170	4	5	18	75	94	83	20	8	3	0	0	0	0	0	0	310		
19:15	3	2	8	21	55	47	10	3	0	0	0	0	0	0	149	2	4	22	23	46	46	20	1	1	0	0	0	0	165	5	6	30	44	101	93	30	4	1	0	0	0	0	0	0	0	314	
19:30	4	3	5	31	49	21	7	3	0	1	0	0	0	0	124	7	5	12	41	59	37	14	1	1	0	0	0	0	177	11	8	17	72	108	58	21	4	1	1	0	0	0	0	0	301		
19:45	5	3	4	13	23	28	22	2	1	0	0	0	0	0	101	1	2	10	36	58	47	15	0	1	0	0	0	0	170	6	5	14	49	81	75	37	2	2	0	0	0	0	0	0	271		
20:00	2	3	3	17	46	28	12	1	0	0	0	0	0	0	112	1	3	11	37	58	41	11	5	0	0	0	0	0	167	3	6	14	54	104	69	23	6	0	0	0	0	0	0	0	279		
20:15	3	1	3	10	41	27	4	0	0	0	0	0	0	0	89	0	4	14	32	43	45	12	2	0	1	0	0	0	153	3	5	17	42	84	72	16	2	0	1	0	0	0	0	0	242		
20:30	2	2	2	16	29	17	11	4	0	1	0	0	0	0	84	0	1	13	45	38	32	14	3	1	0	2	0	0	149	2	3	15	61	67	49	25	7	1	1	2	0	0	0	0	233		
20:45	1	5	6	18	35	21	10	0	0	0	0	0	0	0	96	1	1	4	29	54	44	11	3	1	0	0	0	0	148	2	6	10	47	89	65	21	3	1	0	0	0	0	0	0	244		
21:00	2	2	3	15	35	22	5	1	0	0	0	0	0	0	85	0	2	7	21	43	34	12	2	2	1	1	0	0	125	2	4	10	36	78	56	17	3	2	1	1	0	0	0	0	210		
21:15	1	2	2	32	29	15	1	1	0	0	0	0	0	0	83	0	1	7	24	40	47	11	7	3	0	0	0	0	140	1	3	9	56	69	62	12	8	3	0	0	0	0	0	0	223		

### VOLUME

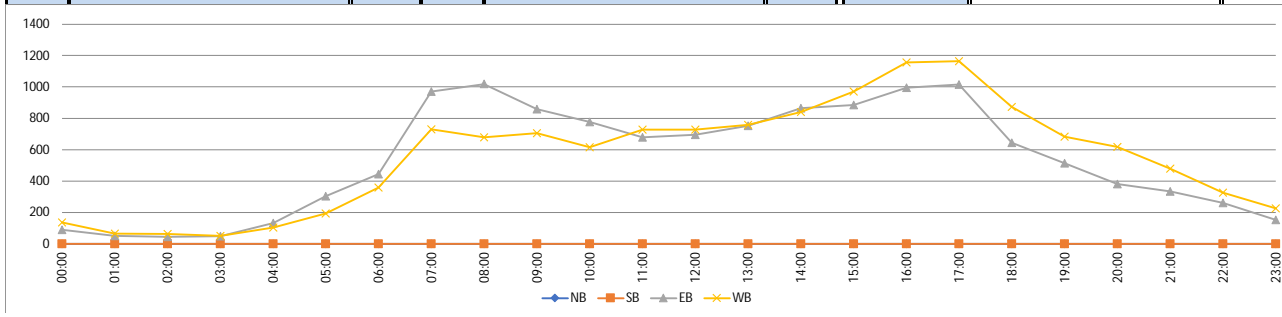
## Arden Wy Bet Empress St & Boxwood St/Salvator Apartments Dwy

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS					
						0	0	12,904	13,245	26,149						

15-Minutes Interval						Hourly Intervals											
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			26	55	81	12:00			163	180	343	00:00 01:00			88	135	223
0:15			23	24	47	12:15			164	162	326	01:00 02:00			50	64	114
0:30			20	26	46	12:30			188	186	374	02:00 03:00			45	62	107
0:45			19	30	49	12:45			179	199	378	03:00 04:00			49	51	100
1:00			12	18	30	13:00			179	214	393	04:00 05:00			132	103	235
1:15			16	21	37	13:15			209	187	396	05:00 06:00			304	193	497
1:30			12	11	23	13:30			183	190	373	06:00 07:00			443	358	801
1:45			10	14	24	13:45			182	168	350	07:00 08:00			971	730	1701
2:00			12	18	30	14:00			192	201	393	08:00 09:00			1019	678	1697
2:15			13	15	28	14:15			226	197	423	09:00 10:00			858	706	1564
2:30			10	12	22	14:30			235	255	490	10:00 11:00			777	616	1393
2:45			10	17	27	14:45			211	187	398	11:00 12:00			678	728	1406
3:00			5	14	19	15:00			213	248	461	12:00 13:00			694	727	1421
3:15			12	11	23	15:15			214	207	421	13:00 14:00			753	759	1512
3:30			11	12	23	15:30			215	273	488	14:00 15:00			864	840	1704
3:45			21	14	35	15:45			242	243	485	15:00 16:00			884	971	1855
4:00			22	17	39	16:00			196	300	496	16:00 17:00			995	1157	2152
4:15			17	25	42	16:15			253	289	542	17:00 18:00			1015	1165	2180
4:30			45	33	78	16:30			273	294	567	18:00 19:00			644	873	1517
4:45			48	28	76	16:45			273	274	547	19:00 20:00			514	682	1196
5:00			42	36	78	17:00			278	323	601	20:00 21:00			381	617	998
5:15			67	40	107	17:15			254	269	523	21:00 22:00			333	479	812
5:30			86	47	133	17:30			265	302	567	22:00 23:00			260	326	586
5:45			109	70	179	17:45			218	271	489	23:00 00:00			153	225	378
6:00			90	57	147	18:00			180	261	441	STATISTICS					
6:15			91	87	178	18:15			162	223	385						
6:30			113	102	215	18:30			143	198	341	Peak Period	00:00	to	12:00		
6:45			149	112	261	18:45			159	191	350	Volume			5414	4424	9838
7:00			177	167	344	19:00			140	170	310	Peak Hour			7:30	7:15	7:15
7:15			242	196	438	19:15			149	165	314	Peak Volume			1103	743	1839
7:30			264	186	450	19:30			124	177	301	Peak Hour Factor			0.913	0.948	0.954
7:45			288	181	469	19:45			101	170	271	Peak Period	12:00	to	00:00		
8:00			302	180	482	20:00			112	167	279	Volume			7490	8821	16311
8:15			249	188	437	20:15			89	153	242	Peak Hour			16:30	16:15	16:15
8:30			251	167	418	20:30			84	149	233	Peak Volume			1078	1180	2257
8:45			217	143	360	20:45			96	148	244	Peak Hour Factor			0.969	0.913	0.939
9:00			190	193	383	21:00			85	125	210	Peak Period	07:00	to	09:00		
9:15			242	170	412	21:15			83	140	223	Volume			1990	1408	3398
9:30			215	157	372	21:30			88	106	194	Peak Hour			7:30	7:15	7:15
9:45			211	186	397	21:45			77	108	185	Peak Volume			1103	743	1839
10:00			207	132	339	22:00			76	115	191	Peak Hour Factor			0.913	0.948	0.954
10:15			185	173	358	22:15			65	84	149	Peak Period	16:00	to	18:00		
10:30			203	170	373	22:30			59	72	131	Volume			2010	2322	4332
10:45			182	141	323	22:45			60	55	115	Peak Hour			16:30	16:15	16:15
11:00			174	161	335	23:00			46	71	117	Peak Volume			1078	1180	2257
11:15			163	182	345	23:15			45	50	95	Peak Hour Factor			0.969	0.913	0.939
11:30			163	198	361	23:30			30	55	85						
11:45			178	187	365	23:45			32	49	81						
TOTALS	0	0	5414	4424	9838	TOTALS	0	0	7490	8821	16311						
SPLIT %	0%	0%	55%	45%	38%	SPLIT %	0%	0%	46%	54%	62%						



SPEED

Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday

Date: 8/26/2025

City: Sacramento

Project #: CA25\_070193\_003

Time	EASTBOUND														Total	WESTBOUND														Total	TOTALS														Total
	5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70	
0:00	0	2	8	20	16	34	35	25	12	8	3	0	0	163	0	1	1	6	45	92	55	22	10	0	0	0	232	0	3	9	26	61	126	90	47	22	8	3	0	0	395				
1:00	0	2	10	12	16	21	26	16	9	5	2	3	0	122	0	0	0	7	25	56	21	18	0	1	0	0	128	0	2	10	19	41	77	47	34	9	6	2	3	0	250				
2:00	0	0	7	5	7	18	18	10	9	3	0	0	0	77	0	0	0	0	16	28	21	10	3	3	0	0	91	0	0	7	5	23	46	39	20	12	6	0	0	158					
3:00	0	1	2	4	6	15	23	11	9	5	2	1	0	79	0	0	0	5	17	29	20	13	4	2	1	0	81	0	1	2	9	23	44	43	24	13	7	3	1	170					
4:00	0	0	1	5	13	21	56	44	34	13	6	3	0	196	0	0	0	2	15	61	53	15	7	1	0	0	154	0	0	1	7	28	82	109	59	41	14	6	3	350					
5:00	0	1	5	8	19	83	123	110	79	36	11	4	0	489	0	0	0	3	37	105	80	40	8	4	1	0	278	0	1	5	11	66	188	203	150	87	40	12	4	767					
6:00	0	0	9	30	63	134	212	190	132	53	13	9	0	845	3	2	5	24	138	247	124	62	23	11	2	1	642	3	2	14	54	201	381	336	252	155	64	15	10	1487					
7:00	16	16	35	94	206	320	441	303	176	90	12	6	0	1715	5	3	10	52	176	291	294	222	118	40	15	5	1231	21	19	45	146	382	611	735	525	294	130	27	11	2946					
8:00	110	105	188	312	423	429	361	188	67	16	8	0	0	2207	3	6	16	68	263	409	277	136	47	18	6	2	1251	113	111	204	380	686	838	638	324	114	34	14	2	3458					
9:00	52	61	170	266	390	383	291	126	55	7	4	1	0	1806	3	5	14	54	270	373	224	127	51	11	4	1	1137	55	66	184	320	660	756	515	253	106	18	8	2	2943					
10:00	39	47	168	297	370	338	251	117	48	10	2	1	0	1688	3	3	9	83	323	453	250	104	34	8	2	0	1272	42	50	177	380	693	791	501	221	82	18	4	1	2960					
11:00	67	101	234	399	398	311	188	76	35	10	1	0	0	1820	9	19	34	151	592	431	193	64	14	3	1	0	1511	76	120	268	550	990	742	381	140	49	13	2	0	3331					
12:00	67	107	221	395	403	301	191	79	28	6	1	1	0	1800	11	16	54	228	683	477	188	59	20	2	1	0	1739	78	123	275	623	1086	778	379	138	48	8	2	1	3539					
13:00	38	78	215	299	409	322	276	135	42	7	1	1	0	1823	12	19	35	184	577	577	273	84	16	5	2	1	1785	50	97	250	483	986	899	549	219	58	12	3	2	3608					
14:00	63	104	242	375	446	314	207	105	30	11	2	1	0	1900	29	41	60	248	651	595	192	61	7	4	3	0	1891	92	145	302	623	1097	909	399	166	37	15	5	1	3791					
15:00	175	155	258	318	338	291	244	132	60	22	2	3	0	1998	36	54	137	318	647	609	241	70	14	1	1	0	2128	211	209	395	636	985	900	485	202	74	23	3	3	4126					
16:00	299	235	292	375	347	275	190	114	50	4	4	1	0	2186	47	73	174	391	849	561	197	51	17	1	0	1	2362	346	308	466	766	1196	836	387	165	67	5	4	2	4548					
17:00	307	286	383	391	370	239	202	89	40	6	2	1	0	2316	133	157	255	455	667	483	125	26	4	0	0	0	2305	440	443	638	846	1037	722	327	115	44	6	2	1	4621					
18:00	29	50	148	220	300	290	255	114	50	24	1	0	0	1481	23	25	77	218	447	516	304	131	37	6	2	2	1788	52	75	225	438	747	806	559	245	87	30	3	2	3269					
19:00	14	26	94	177	286	256	185	88	39	5	2	1	0	1173	10	16	55	196	500	449	170	33	8	3	1	1	1442	24	42	149	373	786	705	355	121	47	8	3	2	2615					
20:00	0	3	39	84	185	194	141	80	37	13	2	3	0	781	2	2	10	87	362	518	201	89	17	1	1	0	1290	2	5	49	171	547	712	342	169	54	14	3	3	2071					
21:00	0	5	32	64	125	149	162	78	55	14	0	1	0	685	0	0	6	47	242	294	195	87	32	5	1	1	910	0	5	38	111	367	443	357	165	87	19	1	2	1595					
22:00	1	4	24	39	66	91	124	83	44	14	5	4	0	499	0	0	1	13	119	189	151	111	52	10	4	4	654	1	4	25	52	185	280	275	194	96	24	9	8	1153					
23:00	1	0	22	33	37	67	63	36	17	6	0	1	0	283	0	0	1	9	69	112	80	90	40	19	8	1	429	1	0	23	42	106	179	143	126	57	25	8	2	712					
Totals	1,278	1,389	2,807	4,222	5,249	4,896	4,265	2,349	1,157	388	86	46	0	28,132	329	442	954	2,849	7,730	7,955	3,929	1,725	583	159	56	20	0	26,731	1,607	1,831	3,761	7,071	12,979	12,851	8,194	4,074	1,740	547	142	66	0	54,863			
% of Totals	5%	5%	10%	15%	19%	17%	15%	8%	4%	1%	0%	0%	0%	100%	1%	2%	4%	11%	29%	30%	15%	6%	2%	1%	0%	0%	100%	3%	3%	7%	13%	24%	23%	15%	7%	3%	1%	0%	0%	100%					

STATISTICS	00:00 - 12:00		12:00 - 24:00		07:00 - 09:00		16:00 - 18:00																																					
	Peak Hour	Peak Volume	Peak Hour	Peak Volume	Peak Hour	Peak Volume	Peak Hour	Peak Volume																																				
	284	336	837	1452	1937	2107	2025	1216	665	256	64	28	0	11207	26	39	89	455	1917	2575	1612	833	319	102	32	9	0	8008	310	375	926	1907	3854	4682	3637	2049	984	358	96	37	0	19215		
	1%	1%	3%	5%	7%	7%	7%	4%	2%	1%	0%	0%	0	40%	0%	0%	2%	7%	3%	6%	3%	1%	0%	0%	0%	0	28%	1%	1%	3%	7%	14%	17%	13%	7%	3%	1%	0%	0%	68%	745			
	110	119	255	410	423	451	469	303	185	90	16	10	0	2207	14	19	58	223	725	466	322	222	118	40	15	5	0	1726	113	136	313	633	1110	851	791	525	294	130	28	11	0	3545		
	994	1053	1970	2770	3312	2789	2240	1133	492	132	22	18	0	16925	303	403	865	2394	5813	5380	2317	892	264	57	24	11	0	18723	1297	1454	2835	5164	9125	8169	4557	2025	756	189	46	29	0	35448		
	4%	4%	7%	10%	12%	10%	8%	4%	2%	0%	0%	0%	0	60%	1%	1%	3%	9%	21%	19%	8%	3%	1%	0%	0%	0%	67%	5%	5%	10%	17%	32%	29%	16%	7%	3%	1%	0%	0%	127%	1273			
	383	312	425	402	454	332	277	155	78	24	6	5	0	2382	139	157	279	461	849	632	304	131	55	19	9	4	0	2448	517	467	687	846	1196	949	559	245	107	30	13	9	0	4783		
	126	121	223	406	629	749	802	491	243	106	20	6	0	3922	8	9	26	120	439	700	571	358	165	58	21	7	0	2482	134	130	249	526	1068	1449	1373	849	408	164	41	13	0	6404		
	0%	0%	1%	1%	2%	3%	3%	2%	1%	0%	0%	0%	0	14%	0%	0%	2%	2%	1%	1%	0%	0%	0%	0%	0%	0	9%	0%	0%	1%	2%	4%	5%	3%	3%	1%	1%	0%	0%	0%	23%	239		
	8:00	8:00	8:00	8:00	8:00	7:30	7:15	7:00	7:00	7:00	7:15	7:00	7:00	8:00	8:00	8:00	7:45	7:45	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:30	8:00	8:00	8:00	8:00	8:00	7:30	7:15	7:00	7:00	7:15	7:00	7:00	7:45	7:00	7:45	7:00	7:45
	110	105	188	312	423	451	469	303	176	90	16	6	0	2207	5	6	16	70	263	409	322	222	118	40	15	5	0	1362	113	111	204	380	686	851	791	525	294	130	28	11	0	3545		
	606	521	675	766	717	514	392	203	90	10	6	2	0	4502	180	230	429	846	1516	1044	322	77	21	1	0	1	0	4667	786	751	1104	1612	2233	1558	714	280	111	11	6					

SPEED

Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday

City: Sacramento

Date: 8/26/2025

Project #: CA25\_070193\_003

Time	EASTBOUND										Total	WESTBOUND										Total	TOTALS										Total									
	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60		60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60		60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105
0:00	0	0	4	5	7	12	8	9	5	1	1	0	0	52	0	0	0	0	16	45	19	5	4	0	0	0	0	89	0	0	4	5	23	57	27	14	9	1	1	0	0	141
0:15	0	0	3	4	3	7	8	5	3	2	0	0	0	35	0	1	0	1	5	20	10	11	2	0	0	0	0	50	0	1	3	5	8	27	18	16	5	2	0	0	0	85
0:30	0	0	0	6	4	8	12	6	1	2	1	0	0	40	0	0	1	2	9	11	11	5	3	0	0	0	42	0	0	1	8	13	19	23	11	4	2	1	0	0	82	
0:45	0	2	1	5	2	7	7	5	3	3	1	0	0	36	0	0	0	3	15	16	15	1	1	0	0	0	51	0	2	1	8	17	23	22	6	4	3	1	0	0	87	
1:00	0	0	0	5	2	8	8	1	1	1	0	0	0	26	0	0	0	2	5	14	4	7	0	0	0	0	32	0	0	0	7	7	22	12	8	1	1	0	0	0	58	
1:15	0	1	5	1	5	7	5	4	2	1	1	1	0	33	0	0	0	1	8	12	8	6	0	1	0	0	36	0	1	5	2	13	19	13	10	2	2	1	1	0	69	
1:30	0	0	4	3	4	3	9	6	4	2	1	1	0	37	0	0	0	2	6	20	4	2	0	0	0	0	34	0	0	4	5	10	23	13	8	4	2	1	1	0	71	
1:45	0	1	1	3	5	3	4	5	2	1	0	1	0	26	0	0	0	2	6	10	5	3	0	0	0	0	26	0	1	1	5	11	13	9	8	2	1	0	1	0	52	
2:00	0	0	0	5	3	2	7	3	4	1	2	0	0	27	0	0	0	0	6	7	6	2	1	1	0	0	23	0	0	5	3	8	14	9	6	2	3	0	0	0	50	
2:15	0	0	0	1	3	5	7	1	3	1	0	0	0	21	0	0	0	0	3	9	2	3	0	0	0	0	17	0	0	0	1	6	14	9	4	3	1	0	0	0	38	
2:30	0	0	0	0	2	2	4	3	4	0	0	0	0	15	0	0	0	0	5	5	8	3	1	1	0	0	23	0	0	0	0	7	7	12	6	5	1	0	0	0	38	
2:45	0	0	2	1	0	4	4	2	1	0	0	0	0	14	0	0	0	0	2	7	5	2	1	1	0	0	18	0	0	2	1	2	11	9	4	2	1	0	0	0	32	
3:00	0	0	0	1	2	6	4	2	0	0	0	0	0	15	0	0	0	1	4	7	4	4	2	1	0	0	23	0	0	0	2	6	13	8	6	2	1	0	0	0	38	
3:15	0	0	0	2	2	3	4	3	1	0	0	0	0	17	0	0	0	2	5	5	6	3	2	0	0	0	23	0	0	2	4	7	8	10	6	3	0	0	0	0	40	
3:30	0	1	0	0	1	3	4	4	3	2	1	0	0	19	0	0	0	0	2	10	6	5	0	1	0	0	24	0	1	0	0	3	13	10	9	3	3	1	0	0	43	
3:45	0	0	0	1	1	3	11	2	5	3	1	1	0	28	0	0	0	2	6	7	4	1	0	0	1	0	21	0	0	0	3	7	10	15	3	5	3	2	1	0	49	
4:00	0	0	0	1	2	4	10	6	6	4	0	0	0	33	0	0	0	0	7	12	11	3	2	1	0	0	36	0	0	0	1	9	16	21	9	8	5	0	0	0	69	
4:15	0	0	1	1	4	3	7	6	5	0	2	0	0	29	0	0	0	1	1	15	7	5	2	0	0	0	31	0	0	1	2	5	18	14	11	7	0	2	0	0	60	
4:30	0	0	0	1	2	4	18	15	9	6	1	0	0	56	0	0	0	1	4	17	18	1	3	0	0	0	44	0	0	0	2	6	21	36	16	12	6	1	0	0	100	
4:45	0	0	0	2	5	10	21	17	14	3	3	3	0	78	0	0	0	0	3	17	17	6	0	0	0	0	43	0	0	0	2	8	27	38	23	14	3	3	3	0	121	
5:00	0	0	1	1	8	14	15	11	3	4	2	0	0	59	0	0	0	0	7	11	12	11	1	2	0	0	44	0	0	1	1	15	25	27	22	4	6	2	0	0	103	
5:15	0	0	0	1	8	17	27	20	17	6	2	1	0	99	0	0	0	1	9	16	16	10	2	0	1	0	55	0	0	0	2	17	33	43	30	19	6	3	1	0	154	
5:30	0	1	2	5	6	30	34	41	24	7	1	2	0	153	0	0	0	2	10	43	28	4	2	0	0	0	89	0	1	2	7	16	73	62	45	26	7	1	2	0	242	
5:45	0	0	2	1	7	22	47	38	35	19	6	1	0	178	0	0	0	0	11	35	24	15	3	2	0	0	90	0	0	2	1	18	57	71	53	38	21	6	1	0	268	
6:00	0	0	3	2	7	20	29	36	32	17	2	3	0	151	0	0	0	7	30	43	17	13	2	3	1	0	116	0	0	3	9	37	63	46	49	34	20	3	3	0	267	
6:15	0	0	1	6	12	30	37	43	25	15	2	4	0	175	0	0	0	1	25	68	20	15	2	2	0	0	133	0	0	1	7	37	98	57	58	27	17	2	4	0	308	
6:30	0	0	1	10	23	39	57	44	26	8	4	1	0	213	0	0	0	5	28	72	52	12	6	3	0	1	179	0	0	1	15	51	111	109	56	32	11	4	2	0	392	
6:45	0	0	4	12	21	45	89	67	49	13	5	1	0	306	3	2	5	11	55	64	35	22	13	3	1	0	214	3	2	9	23	76	109	124	89	62	16	6	1	0	520	
7:00	0	0	4	12	33	43	78	70	41	20	1	0	0	302	0	0	2	8	19	42	55	59	24	7	4	0	220	0	0	6	20	52	85	133	129	65	27	5	0	0	522	
7:15	4	4	9	19	43	78	100	74	42	30	4	1	0	408	2	1	4	9	32	65	75	43	29	11	5	3	279	6	5	13	28	75	143	175	117	71	41	9	4	0	687	
7:30	12	11	19	26	59	98	128	82	53	19	5	1	0	513	0	0	0	15	84	102	78	56	17	8	0	0	360	12	11	19	41	143	200	206	138	70	27	5	1	0	873	
7:45	0	1	3	37	71	101	135	77	40	21	2	4	0	492	3	2	4	20	41	82	86	64	48	14	6	2	372	3	3	7	57	112	183	221	141	88	35	8	6	0	864	
8:00	27	16	30	54	101	113	106	58	27	8	5	0	0	545	0	1	5	16	77	112	83	24	8	7	1	0	334	27	17	35	70	178	225	189	82	35	15	6	0	879		
8:15	21	30	45	86	115	139	95	37	13	4	1	0	0	586	1	0	3	12	46	104	61	46	13	6	2	2	296	22	30	48	98	161	243	156	83	26	10	3	2	0	882	
8:30	48	43	83	100	105	78	64	38	13	2	1	0	0	575	1	2	4	22	82	110	73	35	13	3	0	0	345	49	45	87	122	187	188	137	73	26	5	1	0	920		
8:45	14	16	30	72	102	99	96	55	14	2	1	0	0	501	1	3	4	18	58	83	60	31	13	2	3	0	276	15	19	34	90	160	182	156	86	27	4	4	0	777		
9:00	4	11	20	61	95	88	78	36	15	3	1	0	0	412	3	2	2	16	68	111	61	31	8	3	3	1	309	7	13	22	77	163	199	139	67	23	6	4	1	0	721	
9:15	12	12	48	69	93	110	77	38	19	1	2	1	0	482	0	0	0	10	52	73	61	44	23	3	1	0	267	12	12	48	79	145	183	138	82	42	4	3	1	0	749	
9:30	30	28	46	62	110	83	60	19	8	1	0	0	0	447	0	0	8	23	93	99	39	18	7	1	0	0	288	30	28	54	85	203	182	99	37	15	2	0	0	735		
9:45	6	10	56	74	92	102	76	33	13	2	1	0	0	465	0	3	4	5	57	90	63	34	13	4	0	0	273	6	13	60	79	149	192	139	67	26	6	1	0	0	738	
10:00	10	18	45	92	89	73	55	28	11	2	0	0	0	423	3	3	2	15	71	109	69	14	5	0	0	0	291	13	21	47	107	160	182	124	42	16	2	0	0	714		
10:15	6	2	24	48	88	88	82	48	21	6	1	0	0	414	0	0																										

**SPEED**

Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday

Date: 8/26/2025

City: Sacramento

Project #: CA25\_070193\_003

Time	EASTBOUND														Total	WESTBOUND														Total	TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70
	15	20	25	30	35	40	45	50	55	60	65	70	99	15		20	25	30	35	40	45	50	55	60	65	70	99	15	20		25	30	35	40	45	50	55	60	65	70	99			
12:00	14	24	59	96	112	74	35	22	7	4	0	0	0	447	0	3	23	63	165	91	23	8	2	1	0	0	379	14	27	82	159	277	165	58	30	9	5	0	0	0	826			
12:15	10	24	58	95	77	59	48	20	7	0	0	1	0	399	5	5	2	53	180	106	73	25	11	1	1	0	462	15	29	60	148	257	165	121	45	18	1	1	1	0	861			
12:30	34	31	64	103	107	82	50	17	6	0	0	0	0	494	3	5	24	63	185	150	31	6	3	0	0	0	470	37	36	88	166	292	232	81	23	9	0	0	0	964				
12:45	9	28	40	101	107	86	58	20	8	2	1	0	0	460	3	3	5	49	153	130	61	20	4	0	0	0	428	12	31	45	150	260	216	119	40	12	2	1	0	888				
13:00	19	22	51	75	110	90	87	37	5	1	1	1	0	499	1	3	9	36	172	155	51	13	1	1	0	0	442	20	25	60	111	282	245	138	50	6	2	1	1	0	941			
13:15	7	23	71	72	104	63	72	26	13	2	0	0	0	453	0	0	12	54	122	122	74	28	6	0	1	0	0	419	7	23	83	126	226	185	146	54	19	2	1	0	872			
13:30	10	18	46	79	99	93	60	31	8	3	0	0	0	447	9	8	12	48	152	152	76	27	2	0	1	0	487	19	26	58	127	251	245	136	58	10	3	1	0	934				
13:45	2	15	47	73	96	76	57	41	16	1	0	0	0	424	2	8	2	46	131	148	72	16	7	4	0	1	0	437	4	23	49	119	227	224	129	57	23	5	0	1	0	861		
14:00	19	29	58	83	71	81	66	28	10	2	0	0	0	447	0	7	11	79	165	117	25	8	2	0	0	0	414	19	36	69	162	236	198	91	36	12	2	0	0	0	861			
14:15	17	20	66	97	130	68	39	23	7	3	0	0	0	470	8	5	2	64	180	169	47	16	1	0	1	0	0	493	25	25	68	161	310	237	86	39	8	3	1	0	0	963		
14:30	16	32	74	118	97	76	42	23	6	1	2	1	0	488	15	25	32	78	185	143	36	11	1	0	0	0	0	526	31	57	106	196	282	219	78	34	7	1	2	1	0	1014		
14:45	11	23	44	77	148	89	60	31	7	5	0	0	0	495	6	4	15	27	121	166	84	26	3	4	2	0	0	458	17	27	59	104	269	255	144	57	10	9	2	0	0	953		
15:00	49	42	70	88	79	75	64	21	11	4	0	1	0	504	18	17	21	60	149	154	67	24	1	0	0	0	0	511	67	59	91	148	228	229	131	45	12	4	0	1	0	1015		
15:15	25	28	45	63	92	78	68	42	19	9	0	0	0	469	7	17	45	73	134	168	67	23	7	1	0	0	0	542	32	45	90	136	226	246	135	65	26	10	0	0	0	1011		
15:30	67	42	63	83	76	60	52	26	8	3	0	1	0	481	11	10	42	89	200	138	33	8	5	0	1	0	0	537	78	52	105	172	276	198	85	34	13	3	1	1	0	1018		
15:45	34	43	80	84	91	78	60	43	22	6	2	1	0	544	0	10	29	96	164	149	74	15	1	0	0	0	0	538	34	53	109	180	255	227	134	58	23	6	2	1	0	1082		
16:00	41	28	51	70	83	71	74	44	29	0	3	1	0	495	16	27	61	112	224	133	54	11	2	0	0	1	0	641	57	55	112	182	307	204	128	55	31	0	3	2	0	0	1136	
16:15	62	52	57	123	102	69	49	25	7	1	1	0	0	548	12	25	37	92	208	122	26	10	4	0	0	0	0	536	74	77	94	215	310	191	75	35	11	1	1	0	0	1084		
16:30	85	75	75	79	87	79	37	31	12	2	0	0	0	562	11	12	48	116	234	145	59	11	5	0	0	0	0	641	96	87	123	195	321	224	96	42	17	2	0	0	0	1203		
16:45	111	80	109	103	75	56	30	14	2	1	0	0	0	581	8	9	28	71	183	161	58	19	6	1	0	0	0	544	119	89	137	174	258	217	88	33	8	2	0	0	0	1125		
17:00	88	78	117	92	86	57	35	22	8	1	0	0	0	584	34	51	79	104	177	153	31	4	0	0	0	0	0	633	122	129	196	196	263	210	66	26	8	1	0	0	0	1217		
17:15	99	76	94	108	91	53	51	23	12	1	0	0	0	608	74	75	124	170	140	41	5	0	1	0	0	0	0	630	173	151	218	278	231	94	56	23	13	1	0	0	0	1238		
17:30	80	78	105	99	88	71	50	21	14	2	1	0	0	609	23	20	31	95	194	115	27	1	1	0	0	0	0	507	103	98	136	194	282	186	77	22	15	2	1	0	0	1116		
17:45	40	54	67	92	105	58	66	23	6	2	1	1	0	515	2	11	23	44	125	118	62	21	2	0	0	0	0	535	42	65	88	178	261	232	128	44	8	2	1	1	0	1050		
18:00	10	24	55	76	90	93	78	25	15	4	0	0	0	470	9	15	36	74	135	126	78	27	3	0	1	1	0	505	19	39	91	150	225	219	156	52	18	4	1	1	0	975		
18:15	9	5	36	62	82	80	54	30	9	6	0	0	0	373	14	10	32	63	112	126	73	25	7	0	0	0	0	462	23	15	68	125	194	206	127	55	16	6	0	0	0	835		
18:30	6	13	34	40	67	59	75	34	16	10	1	0	0	355	0	0	6	58	123	153	62	26	9	2	1	1	0	441	6	13	40	98	190	212	137	60	25	12	2	1	0	796		
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19:00	0	8	40	63	82	71	49	27	16	3	1	0	0	360	5	2	12	63	129	96	30	6	2	1	0	0	0	346	5	10	52	126	211	167	79	33	18	4	1	0	0	706		
19:15	9	10	9	42	81	57	58	30	18	2	0	0	0	316	0	0	2	17	94	128	70	16	3	0	0	0	0	330	9	10	11	59	175	185	128	46	21	2	0	0	0	646		
19:30	5	4	19	37	70	72	44	16	3	0	0	0	0	270	3	3	18	72	152	107	33	3	0	1	1	1	0	394	8	7	37	109	222	179	77	19	3	1	1	1	0	664		
19:45	0	4	26	35	53	56	34	15	2	0	1	1	0	227	2	11	23	44	125	118	37	8	3	1	0	0	0	372	2	15	49	79	178	174	71	23	5	1	1	1	0	599		
20:00	0	0	12	31	58	52	36	18	11	2	0	0	0	220	2	2	5	36	110	121	50	20	1	0	1	0	0	348	2	2	17	67	168	173	86	38	12	2	1	0	0	568		
20:15	0	1	9	21	43	58	27	18	7	5	0	1	0	190	0	0	0	10	86	173	57	19	6	0	0	0	0	351	0	1	9	31	129	231	84	37	13	5	0	1	0	541		
20:30	0	1	8	21	43	41	50	24	11	4	0	2	0	205	0	0	3	19	93	123	35	20	3	0	0	0	0	296	0	1	11	40	136	164	85	44	14	4	0	2	0	0	501	
20:45	0	1	10	11	41	43	28	20	8	2	2	0	0	166	0	0	2	22	73	101	59	30	7	1	0	0	0	295	0	1	12	33	114	144	87	50	15	3	2	0	0	461		
21:00	0	2	7	24	40	47	45	25	7	2	0	0	0	199	0	0	0	8	74	75	36	17	4	3	0	0	0	217	0	2	7	32	114	122	81	42	11	5	0	0	0	416		
21:15	0	2	9	13	36	44	34	19	18	4	0	0	0	179	0	0	2	16	85	94	50	12	6	1	0	0	0	266	0	2	11	29	121	138	84	31	24	5	0					

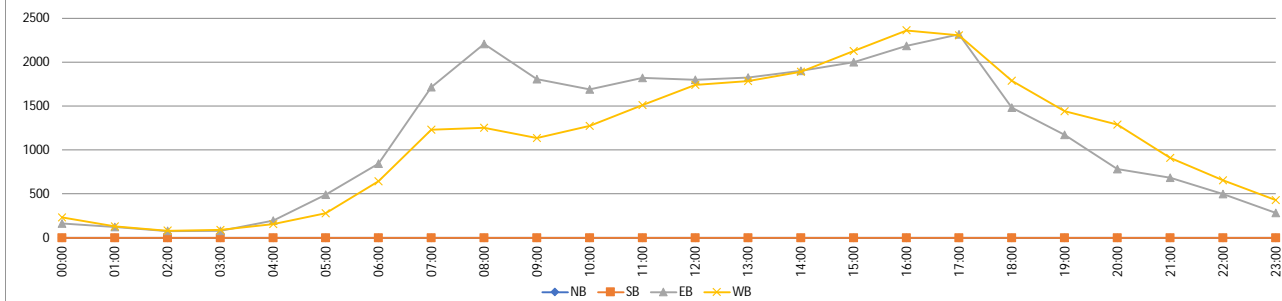
### VOLUME

## Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_003

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	28,132	26,731	54,863							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			52	89	141	12:00			447	379	826	00:00	01:00		163	232	395
0:15			35	50	85	12:15			399	462	861	01:00	02:00		122	128	250
0:30			40	42	82	12:30			494	470	964	02:00	03:00		77	81	158
0:45			36	51	87	12:45			460	428	888	03:00	04:00		79	91	170
1:00			26	32	58	13:00			499	442	941	04:00	05:00		196	154	350
1:15			33	36	69	13:15			453	419	872	05:00	06:00		489	278	767
1:30			37	34	71	13:30			447	487	934	06:00	07:00		845	642	1487
1:45			26	26	52	13:45			424	437	861	07:00	08:00		1715	1231	2946
2:00			27	23	50	14:00			447	414	861	08:00	09:00		2207	1251	3458
2:15			21	17	38	14:15			470	493	963	09:00	10:00		1806	1137	2943
2:30			15	23	38	14:30			488	526	1014	10:00	11:00		1688	1272	2960
2:45			14	18	32	14:45			495	458	953	11:00	12:00		1820	1511	3331
3:00			15	23	38	15:00			504	511	1015	12:00	13:00		1800	1739	3539
3:15			17	23	40	15:15			469	542	1011	13:00	14:00		1823	1785	3608
3:30			19	24	43	15:30			481	537	1018	14:00	15:00		1900	1891	3791
3:45			28	21	49	15:45			544	538	1082	15:00	16:00		1998	2128	4126
4:00			33	36	69	16:00			495	641	1136	16:00	17:00		2186	2362	4548
4:15			29	31	60	16:15			548	536	1084	17:00	18:00		2316	2305	4621
4:30			56	44	100	16:30			562	641	1203	18:00	19:00		1481	1788	3269
4:45			78	43	121	16:45			581	544	1125	19:00	20:00		1173	1442	2615
5:00			59	44	103	17:00			584	633	1217	20:00	21:00		781	1290	2071
5:15			99	55	154	17:15			608	630	1238	21:00	22:00		685	910	1595
5:30			153	89	242	17:30			609	507	1116	22:00	23:00		499	654	1153
5:45			178	90	268	17:45			515	535	1050	23:00	00:00		283	429	712
6:00			151	116	267	18:00			470	505	975	STATISTICS					
6:15			175	133	308	18:15			373	462	835						
6:30			213	179	392	18:30			355	441	796	Peak Period	00:00	to	12:00		
6:45			306	214	520	18:45			283	380	663	Volume			11207	8008	19215
7:00			302	220	522	19:00			360	346	706	Peak Hour			8:00	11:00	7:45
7:15			408	279	687	19:15			316	330	646	Peak Volume			2207	1511	3545
7:30			513	360	873	19:30			270	394	664	Peak Hour Factor			0.942	0.910	0.963
7:45			492	372	864	19:45			227	372	599	Peak Period	12:00	to	00:00		
8:00			545	334	879	20:00			220	348	568	Volume			16925	18723	35648
8:15			586	296	882	20:15			190	351	541	Peak Hour			16:45	16:30	16:30
8:30			575	345	920	20:30			205	296	501	Peak Volume			2382	2448	4783
8:45			501	276	777	20:45			166	295	461	Peak Hour Factor			0.978	0.955	0.966
9:00			412	309	721	21:00			199	217	416	Peak Period	07:00	to	09:00		
9:15			482	267	749	21:15			179	266	445	Volume			3922	2482	6404
9:30			447	288	735	21:30			160	233	393	Peak Hour			8:00	7:30	7:45
9:45			465	273	738	21:45			147	194	341	Peak Volume			2207	1362	3545
10:00			423	291	714	22:00			149	207	356	Peak Hour Factor			0.942	0.915	0.963
10:15			414	290	704	22:15			126	184	310	Peak Period	16:00	to	18:00		
10:30			447	308	755	22:30			133	151	284	Volume			4502	4667	9169
10:45			404	383	787	22:45			91	112	203	Peak Hour			16:45	16:30	16:30
11:00			442	327	769	23:00			84	149	233	Peak Volume			2382	2448	4783
11:15			464	370	834	23:15			83	97	180	Peak Hour Factor			0.978	0.955	0.966
11:30			438	399	837	23:30			65	111	176						
11:45			476	415	891	23:45			51	72	123						
<b>TOTALS</b>	0	0	11207	8008	19215	<b>TOTALS</b>	0	0	16925	18723	35648						
<b>SPLIT %</b>	0%	0%	58%	42%	35%	<b>SPLIT %</b>	0%	0%	47%	53%	65%						





SPEED  
Arden Wy E/O Arden Fair Transit Ctr/Challenge Way

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_004

Time	EASTBOUND														Total	WESTBOUND														Total	TOTALS														Total
	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	
0:00	0	0	1	1	3	17	12	7	2	0	0	0	0	43	0	2	5	3	9	34	21	4	3	1	0	0	0	82	0	2	6	4	12	51	33	11	5	1	0	0	0	125			
0:15	0	0	1	2	5	7	7	7	3	0	0	0	0	32	0	0	1	1	7	17	12	8	0	0	0	0	0	46	0	0	2	3	12	24	19	15	3	0	0	0	0	78			
0:30	0	0	0	2	5	10	10	7	2	0	1	0	0	37	0	0	2	0	5	16	12	6	0	0	0	0	0	41	0	0	2	2	10	26	22	13	2	0	1	0	0	78			
0:45	0	0	0	1	7	7	10	6	2	0	0	0	0	33	0	2	3	2	10	14	6	1	0	0	0	0	0	38	0	2	3	3	17	21	16	7	2	0	0	0	71				
1:00	0	0	0	3	3	8	8	2	0	0	0	0	0	24	0	2	1	4	6	13	5	3	0	0	0	0	0	34	0	2	1	7	9	21	13	5	0	0	0	0	58				
1:15	0	0	0	1	0	5	3	11	4	2	0	1	0	27	0	0	1	2	5	6	2	0	0	0	0	0	0	25	0	0	2	2	10	12	17	6	2	0	1	0	52				
1:30	0	0	0	3	1	8	9	6	2	0	0	0	0	29	0	0	0	1	2	14	7	3	0	0	0	0	0	27	0	0	0	4	3	22	16	9	2	0	0	0	56				
1:45	0	0	0	2	1	2	5	6	4	0	1	0	0	21	1	3	0	2	1	8	7	1	0	0	0	0	0	23	1	3	2	3	3	13	13	5	0	1	0	0	44				
2:00	0	0	0	3	6	9	8	2	1	0	0	0	0	29	0	1	1	1	5	7	4	2	2	0	0	0	0	23	0	1	1	4	11	16	12	4	3	0	0	0	52				
2:15	0	0	0	0	2	5	9	2	2	0	0	0	0	20	0	1	0	0	2	8	5	1	0	0	0	0	0	17	0	1	0	0	4	13	14	3	2	0	0	0	37				
2:30	0	0	0	1	2	4	4	2	0	0	0	0	0	13	0	0	0	2	10	6	3	1	0	1	0	0	0	23	0	0	0	3	12	10	7	3	0	1	0	0	36				
2:45	0	0	0	0	1	3	2	5	3	0	0	0	0	14	0	0	0	1	2	8	5	3	0	0	0	0	0	19	0	0	0	2	5	10	10	6	0	0	0	0	33				
3:00	0	0	0	0	2	3	7	3	0	0	0	0	0	15	0	0	0	1	3	8	8	0	0	0	0	0	0	20	0	0	0	1	5	11	15	3	0	0	0	0	35				
3:15	0	0	0	0	2	6	8	1	0	0	0	0	0	17	0	0	0	1	4	9	3	3	2	0	0	0	0	22	0	0	0	1	6	15	11	4	2	0	0	0	39				
3:30	0	0	2	1	2	5	3	5	1	0	0	0	0	19	0	1	0	0	4	7	3	4	0	0	0	0	0	19	0	1	2	1	6	12	6	9	1	0	0	0	38				
3:45	0	0	0	1	1	7	8	3	2	0	1	0	0	23	0	0	1	1	7	6	3	1	0	0	0	0	0	19	0	0	1	2	8	13	11	4	2	0	1	0	42				
4:00	0	0	1	2	6	5	8	6	3	0	0	0	0	31	0	0	0	0	6	12	9	2	2	0	0	0	0	31	0	0	1	2	12	17	17	8	5	0	0	0	62				
4:15	0	0	1	2	3	6	10	3	3	0	0	0	0	28	0	1	2	2	2	10	8	4	0	0	0	0	0	29	0	1	3	4	5	16	18	7	3	0	0	0	57				
4:30	0	0	0	0	1	8	22	17	5	3	0	0	0	56	0	0	3	3	4	19	12	2	1	1	0	0	0	45	0	0	3	3	5	27	34	19	6	4	0	0	0	101			
4:45	0	0	0	2	6	12	22	17	6	5	0	0	0	70	0	1	0	1	13	14	12	4	0	0	0	0	0	45	0	1	0	3	19	26	34	21	6	5	0	0	115				
5:00	0	0	2	1	4	7	14	10	2	2	0	0	0	42	0	0	1	1	10	17	7	7	2	0	0	0	0	45	0	0	3	2	14	24	21	17	4	2	0	0	87				
5:15	0	0	0	4	8	28	34	16	6	0	1	0	0	97	0	0	1	1	5	21	17	4	3	0	0	0	0	52	0	0	1	5	13	49	51	20	9	0	1	0	149				
5:30	0	1	1	1	8	35	44	24	5	8	1	0	0	128	0	0	1	0	18	34	31	7	0	0	0	0	0	91	0	1	2	1	26	69	75	31	5	8	1	0	219				
5:45	0	0	0	2	2	14	48	24	6	2	0	0	0	146	0	0	0	1	14	36	19	6	3	0	0	0	0	79	0	0	0	3	16	50	67	54	27	6	2	0	225				
6:00	0	0	0	3	23	30	31	25	11	1	0	0	0	124	0	1	2	6	13	46	23	6	2	1	0	0	0	100	0	1	2	9	36	76	54	31	13	2	0	0	224				
6:15	0	0	2	2	16	43	50	20	10	3	0	0	0	146	0	0	3	1	18	50	36	10	3	0	0	0	0	121	0	0	5	3	34	93	86	30	13	3	0	0	267				
6:30	0	1	0	10	24	62	65	24	9	1	0	0	0	196	0	0	1	1	17	72	59	13	6	1	1	0	0	171	0	1	1	11	41	134	124	37	15	2	1	0	367				
6:45	0	1	2	14	71	81	59	27	6	3	2	0	0	266	0	2	3	3	26	102	63	16	3	0	0	0	0	218	0	3	5	17	97	183	122	43	9	3	2	0	484				
7:00	1	0	4	21	41	74	66	32	7	1	1	0	0	248	0	1	3	13	45	87	45	13	3	1	0	0	0	211	1	1	7	34	86	161	111	45	10	2	1	0	459				
7:15	0	1	5	37	81	109	93	30	16	8	0	0	0	380	0	3	13	16	62	104	58	20	1	0	0	0	0	277	0	4	18	53	143	213	151	50	17	8	0	0	657				
7:30	0	1	1	26	159	154	82	27	4	1	0	0	0	455	4	4	22	36	90	119	66	13	5	0	0	0	0	359	4	5	23	62	249	273	148	40	9	1	0	0	814				
7:45	0	0	2	20	108	113	100	44	13	2	0	0	0	402	0	3	3	31	100	136	81	17	1	0	0	0	0	372	0	3	5	51	208	249	181	61	14	2	0	0	774				
8:00	0	0	6	23	93	122	104	37	6	2	0	0	0	393	0	4	10	27	94	132	55	12	3	0	0	0	0	337	0	4	16	50	187	254	159	49	9	2	0	0	730				
8:15	0	1	4	43	188	218	80	13	2	0	0	0	0	549	0	1	3	27	78	129	52	11	2	0	0	0	0	303	0	2	7	70	266	347	132	24	4	0	0	0	852				
8:30	1	3	5	32	149	187	73	21	2	1	0	0	0	474	0	0	5	16	106	129	56	13	4	1	0	0	0	330	1	3	10	48	255	316	129	34	6	2	0	0	804				
8:45	0	1	2	48	134	154	71	22	4	1	0	0	0	437	1	2	6	29	81	109	43	6	0	0	0	0	0	277	1	3	8	77	215	263	114	28	4	1	0	0	714				
9:00	0	0	1	29	78	134	66	20	7	0	0	0	0	335	0	2	4	12	102	125	39	2	2	1	0	0	0	289	0	2	5	41	180	259	105	22	9	1	0	0	624				
9:15	0	0	5	51	146	138	68	18	5	0	0	0	0	431	0	3	11	36	68	82	31	6	0	0	0	0	0	237	0	3	16	87	214	220	99	24	5	0	0	0	668				
9:30	0	0	14	74	197	67	38	7	2	0	0	0	0	399	0	0	6	28	102	101	32	7	0	1	0	0	0	277	0	0	20	102	299	168	70	14	2	1	0	0	676				
9:45	0	0	5	39	125	107	69	14	7	0	0	0	0	366	0	1	5	20	103	64	39	15	0	0	0	0	0	247	0	1	10	59	228	171	108	29	7	0	0	0	613				
10:00	0	0	16	54	138	99	27	4	2	0	0	0	0	340	0	3	5	50	102	81	20	11	0	1	0	0	0	273	0	3	21	104	240	180	47	15	2	1	0	0	613				
10:15	0	0	9	40	113	94	48	20	7	1	0	0	0	332	0	3	9	31	101	88	26	1	0	0	0	0	0	259	0	3	18	71	214	182	74	21	7	1							

SPEED  
Arden Wy E/O Arden Fair Transit Ctr/Challenge Way

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_004

Time	EASTBOUND														Total	WESTBOUND														Total	TOTALS														Total
	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	
12:00	0	0	12	103	170	75	26	7	4	1	0	0	0	398	0	6	29	95	145	85	28	6	2	0	0	0	0	396	0	6	41	198	315	160	54	13	6	1	0	0	0	794			
12:15	0	3	20	84	136	106	32	5	2	0	0	0	0	388	3	17	61	119	137	70	15	6	0	0	0	0	428	3	20	81	203	273	176	47	11	2	0	0	0	0	816				
12:30	0	1	8	149	230	83	11	1	1	0	0	0	0	484	0	10	40	114	157	76	24	6	1	0	0	0	428	0	11	48	263	387	159	35	7	2	0	0	0	0	912				
12:45	0	0	15	87	182	115	37	11	0	0	0	0	0	447	0	4	47	82	132	74	27	5	0	0	0	0	371	0	4	62	169	314	189	64	16	0	0	0	0	0	818				
13:00	0	1	20	145	196	64	19	2	0	0	0	0	0	447	1	8	26	106	166	80	21	4	0	0	0	0	412	1	9	46	251	362	144	40	6	0	0	0	0	0	859				
13:15	0	2	4	74	136	127	50	17	1	1	0	0	0	412	1	11	44	115	165	87	17	4	0	1	0	0	0	391	1	13	48	145	291	214	67	21	1	2	0	0	0	803			
13:30	0	0	7	52	152	115	44	10	4	1	0	0	0	385	8	14	61	130	137	74	17	3	0	0	0	0	444	8	14	68	182	289	189	61	13	4	1	0	0	0	829				
13:45	0	1	21	83	148	105	50	7	2	1	0	0	0	418	0	10	35	97	154	86	32	5	2	0	0	0	421	0	11	56	180	302	191	82	12	4	1	0	0	0	839				
14:00	6	4	20	103	153	88	40	8	1	0	0	0	0	423	0	7	31	102	117	62	20	3	1	0	1	0	344	6	11	51	205	270	150	60	11	2	0	1	0	0	767				
14:15	0	0	5	86	147	96	63	17	3	0	0	0	0	417	5	12	48	115	161	69	23	9	0	0	0	0	442	5	12	53	201	308	165	86	26	3	0	0	0	0	859				
14:30	0	0	9	60	150	140	40	10	3	0	0	0	0	412	11	10	31	104	170	83	26	2	1	0	0	0	438	11	10	40	164	320	223	66	12	4	0	0	0	0	850				
14:45	1	0	24	100	177	112	40	16	2	0	0	0	0	472	0	7	29	106	169	100	27	3	1	1	0	0	443	1	7	53	206	346	212	67	19	3	1	0	0	0	915				
15:00	0	2	11	57	167	171	52	12	3	0	0	0	0	475	5	10	50	118	139	74	20	7	0	0	0	0	423	5	12	61	175	306	245	72	19	3	0	0	0	0	898				
15:15	0	0	11	97	171	113	45	11	1	0	0	0	0	449	0	11	60	122	198	75	20	4	1	0	0	0	491	0	11	71	219	369	188	65	15	2	0	0	0	0	940				
15:30	0	0	14	66	166	134	51	6	0	0	1	0	0	438	9	13	52	154	144	86	24	3	0	0	0	0	485	9	13	66	220	310	220	75	9	0	0	1	0	0	923				
15:45	0	0	18	112	183	139	47	14	0	0	0	0	0	513	21	41	76	114	176	82	19	2	0	0	0	0	531	21	41	94	226	359	221	66	16	0	0	0	0	0	1044				
16:00	0	2	29	113	166	140	34	7	0	0	0	0	0	491	11	19	48	134	191	90	21	4	1	0	0	0	519	11	21	77	247	357	230	55	11	1	0	0	0	0	1010				
16:15	0	0	10	135	178	123	50	17	1	0	0	0	0	496	1	10	59	146	169	93	25	1	1	0	0	0	505	1	10	69	281	347	216	68	7	2	0	0	0	0	1001				
16:30	0	1	17	111	192	172	59	14	1	1	0	0	0	568	39	38	85	143	159	63	12	2	2	0	0	0	543	39	39	102	254	351	235	71	16	3	1	0	0	0	1111				
16:45	0	0	6	93	199	139	50	15	1	0	0	0	0	503	19	21	56	145	175	55	23	4	1	0	0	0	508	19	21	62	247	374	194	73	19	2	0	0	0	0	1011				
17:00	0	0	8	93	265	162	37	8	0	0	0	0	0	573	24	24	57	130	193	84	20	6	0	1	0	0	539	24	24	65	223	458	246	57	14	0	1	0	0	0	1112				
17:15	0	2	9	83	227	189	69	15	1	0	0	0	0	595	27	49	78	135	141	57	20	2	0	0	0	0	509	27	51	87	218	368	246	89	17	1	0	0	0	0	1104				
17:30	0	1	8	83	194	171	55	10	1	0	0	0	0	523	13	24	48	103	151	97	20	5	0	0	0	0	461	13	25	56	186	345	268	75	15	1	0	0	0	0	984				
17:45	0	0	6	92	169	144	55	13	6	0	0	0	0	485	4	22	60	160	146	62	21	3	0	1	0	0	479	4	22	66	252	315	206	76	16	6	1	0	0	0	964				
18:00	0	1	15	45	146	141	54	16	2	0	0	0	0	420	20	31	81	114	156	73	16	3	4	0	0	0	498	20	32	96	159	302	214	70	19	6	0	0	0	0	918				
18:15	0	0	8	64	108	76	40	10	6	2	0	0	0	314	4	7	42	83	160	71	20	1	2	0	0	0	390	4	7	50	147	268	147	60	11	8	2	0	0	0	704				
18:30	0	0	9	66	122	104	46	15	2	1	0	0	0	365	1	16	27	91	151	75	25	3	1	0	1	0	391	1	16	36	157	273	179	71	18	3	1	1	0	0	756				
18:45	0	1	10	68	109	59	40	8	0	0	0	0	0	295	0	6	18	56	125	91	35	2	0	1	0	0	334	0	7	28	124	234	150	75	10	0	1	0	0	0	629				
19:00	0	0	5	64	128	70	29	9	1	1	0	0	0	307	1	6	19	61	108	54	24	2	2	0	0	0	277	1	6	24	125	236	124	53	11	3	1	0	0	0	584				
19:15	0	1	6	59	103	74	28	11	1	0	0	0	0	283	0	5	19	66	95	68	23	6	0	1	1	0	284	0	6	25	125	198	142	51	17	1	1	1	0	0	567				
19:30	0	0	10	64	126	45	28	8	2	1	0	0	0	284	0	3	18	58	121	70	13	1	0	0	0	0	284	0	3	28	122	247	115	41	9	2	1	0	0	0	568				
19:45	0	0	9	46	91	62	21	7	1	0	0	0	0	237	1	4	29	66	105	57	25	5	0	0	0	0	292	1	4	38	112	196	119	46	12	1	0	0	0	0	529				
20:00	0	0	14	85	98	53	21	9	3	0	0	0	0	283	0	4	17	33	102	82	19	4	0	0	1	0	262	0	4	31	118	200	135	40	13	3	0	1	0	0	545				
20:15	0	0	12	29	71	47	21	10	1	0	0	0	0	191	0	5	21	43	102	93	17	2	0	0	0	0	283	0	5	33	72	173	140	38	12	1	0	0	0	0	474				
20:30	0	0	6	51	80	44	20	3	2	1	0	0	0	207	0	1	18	32	83	88	29	4	1	1	0	0	257	0	1	24	83	163	132	49	7	3	2	0	0	0	464				
20:45	0	0	4	35	58	47	19	2	1	0	0	0	0	166	0	4	10	14	96	84	28	3	2	0	0	0	241	0	4	14	49	154	131	47	5	3	0	0	0	0	407				
21:00	0	1	4	17	66	55	18	14	1	0	0	0	0	176	0	0	12	17	65	77	33	3	0	0	0	0	207	0	1	16	34	131	132	51	17	1	0	0	0	0	383				
21:15	0	0	3	27	63	49	36	5	1	1	0	0	0	185	0	4	7	17	86	63	15	2	3	0	0	0	197	0	4	10	44	149	112	51	7	4	1	0	0	0	382				
21:30	0	0	1	29	47	45	20	7	0	0	0	0	0	149	0	3	6	25	51	69	29	10	0	0	0	0	193	0	3	7	54	98	114	49	17	0	0	0	0	0	342				
21:45	0	0	2	14	45	36	28	8	1	0	0	0	0	134	0	2	5	23	54	52	18	5	0	0	0	0	159	0	2	7	37	99	88	46	13										

### VOLUME

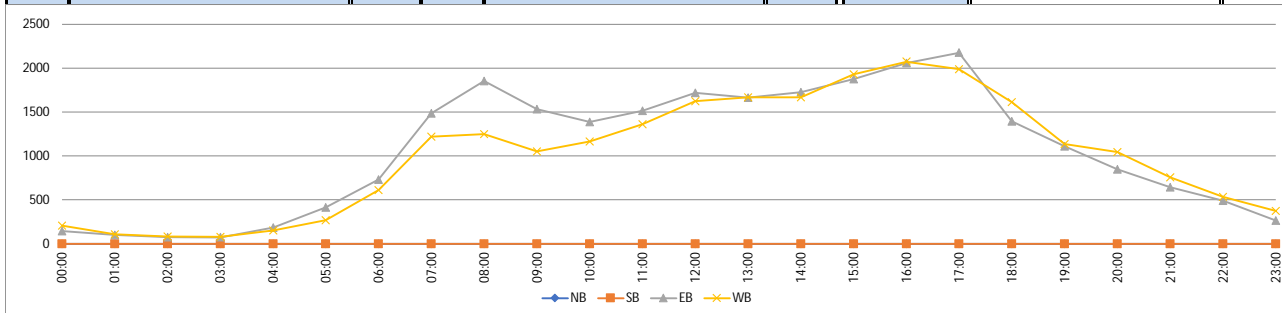
## Arden Wy E/O Arden Fair Transit Ctr/Challenge Way

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_004

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS					
						0	0	25,459	23,956	49,415						

15-Minutes Interval											Hourly Intervals								
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL		
0:00			43	82	125	12:00			398	396	794	00:00	01:00		145	207	352		
0:15			32	46	78	12:15			388	428	816	01:00	02:00		101	109	210		
0:30			37	41	78	12:30			484	428	912	02:00	03:00		76	82	158		
0:45			33	38	71	12:45			447	371	818	03:00	04:00		74	80	154		
1:00			24	34	58	13:00			447	412	859	04:00	05:00		185	150	335		
1:15			27	25	52	13:15			412	391	803	05:00	06:00		413	267	680		
1:30			29	27	56	13:30			385	444	829	06:00	07:00		732	610	1342		
1:45			21	23	44	13:45			418	421	839	07:00	08:00		1485	1219	2704		
2:00			29	23	52	14:00			423	344	767	08:00	09:00		1853	1247	3100		
2:15			20	17	37	14:15			417	442	859	09:00	10:00		1531	1050	2581		
2:30			13	23	36	14:30			412	438	850	10:00	11:00		1388	1166	2554		
2:45			14	19	33	14:45			472	443	915	11:00	12:00		1515	1361	2876		
3:00			15	20	35	15:00			475	423	898	12:00	13:00		1717	1623	3340		
3:15			17	22	39	15:15			449	491	940	13:00	14:00		1662	1668	3330		
3:30			19	19	38	15:30			438	485	923	14:00	15:00		1724	1667	3391		
3:45			23	19	42	15:45			513	531	1044	15:00	16:00		1875	1930	3805		
4:00			31	31	62	16:00			491	519	1010	16:00	17:00		2058	2075	4133		
4:15			28	29	57	16:15			496	505	1001	17:00	18:00		2176	1988	4164		
4:30			56	45	101	16:30			568	543	1111	18:00	19:00		1394	1613	3007		
4:45			70	45	115	16:45			503	508	1011	19:00	20:00		1111	1137	2248		
5:00			42	45	87	17:00			573	539	1112	20:00	21:00		847	1043	1890		
5:15			97	52	149	17:15			595	509	1104	21:00	22:00		644	756	1400		
5:30			128	91	219	17:30			523	461	984	22:00	23:00		490	535	1025		
5:45			146	79	225	17:45			485	479	964	23:00	00:00		263	373	636		
6:00			124	100	224	18:00			420	498	918	STATISTICS							
6:15			146	121	267	18:15			314	390	704								
6:30			196	171	367	18:30			365	391	756	Peak Period	00:00	to	12:00				
6:45			266	218	484	18:45			295	334	629	Volume			9498	7548	17046		
7:00			248	211	459	19:00			307	277	584	Peak Hour			8:00	7:30	7:30		
7:15			380	277	657	19:15			283	284	567	Peak Volume			1853	1371	3170		
7:30			455	359	814	19:30			284	284	568	Peak Hour Factor			0.844	0.921	0.930		
7:45			402	372	774	19:45			237	292	529	Peak Period	12:00	to	00:00				
8:00			393	337	730	20:00			283	262	545	Volume			15961	16408	32369		
8:15			549	303	852	20:15			191	283	474	Peak Hour			16:30	16:30	16:30		
8:30			474	330	804	20:30			207	257	464	Peak Volume			2239	2099	4338		
8:45			437	277	714	20:45			166	241	407	Peak Hour Factor			0.941	0.966	0.975		
9:00			335	289	624	21:00			176	207	383	Peak Period	07:00	to	09:00				
9:15			431	237	668	21:15			185	197	382	Volume			3338	2466	5804		
9:30			399	277	676	21:30			149	193	342	Peak Hour			8:00	7:30	7:30		
9:45			366	247	613	21:45			134	159	293	Peak Volume			1853	1371	3170		
10:00			340	273	613	22:00			150	166	316	Peak Hour Factor			0.844	0.921	0.930		
10:15			332	259	591	22:15			126	135	261	Peak Period	16:00	to	18:00				
10:30			346	312	658	22:30			119	125	244	Volume			4234	4063	8297		
10:45			370	322	692	22:45			95	109	204	Peak Hour			16:30	16:30	16:30		
11:00			329	305	634	23:00			66	110	176	Peak Volume			2239	2099	4338		
11:15			384	342	726	23:15			74	82	156	Peak Hour Factor			0.941	0.966	0.975		
11:30			392	344	736	23:30			68	109	177	TOTALS							
11:45			410	370	780	23:45			55	72	127								
TOTALS					0	0	9498	7548	17046	TOTALS					0	0	15961	16408	32369
SPLIT %					0%	0%	56%	44%	34%	SPLIT %					0%	0%	49%	51%	66%



Prepared by National Data & Surveying Services  
**SPEED**  
 Harvard St Bet Silica Ave & Arden Wy

Day: Tuesday  
 Date: 8/26/2025

City: Sacramento  
 Project #: CA25\_070193\_005

Time	NORTHBOUND														Total	SOUTHBOUND														Total	TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	99
0:00	0	0	1	8	6	5	0	0	0	0	0	0	0	0	20	1	0	0	5	6	4	1	1	0	0	0	0	18	1	0	1	13	12	9	1	1	0	0	0	0	0	0	38	
1:00	0	0	3	2	5	1	0	0	0	0	0	0	0	0	11	0	0	0	1	4	0	0	1	0	0	0	0	6	0	0	3	3	9	1	0	1	0	0	0	0	0	17		
2:00	1	0	1	5	2	2	0	0	0	0	0	0	0	0	11	0	0	0	2	4	2	0	0	0	0	0	0	8	1	0	1	7	6	4	0	0	0	0	0	0	19			
3:00	1	0	0	2	5	1	1	0	0	0	0	0	0	0	10	0	0	0	1	1	3	0	0	0	0	0	0	5	1	0	0	3	6	4	1	0	0	0	0	0	15			
4:00	0	0	0	2	9	3	2	1	0	0	0	0	0	0	17	0	0	1	3	2	2	1	1	1	0	0	0	11	0	0	1	5	11	5	3	2	1	0	0	0	28			
5:00	0	0	8	8	19	8	1	0	0	0	0	0	0	0	44	0	0	2	2	13	16	6	1	0	0	0	0	40	0	0	10	10	32	24	7	1	0	0	0	0	84			
6:00	0	1	21	41	34	28	3	1	0	0	0	0	0	0	129	0	1	3	15	38	55	24	6	1	0	0	0	143	0	2	24	56	72	83	27	7	1	0	0	0	272			
7:00	0	1	37	89	61	32	9	4	0	0	0	0	0	0	233	0	3	9	34	131	208	84	11	0	0	0	0	480	0	4	46	123	192	240	93	15	0	0	0	0	713			
8:00	0	2	67	69	61	24	3	1	0	0	0	0	0	0	227	5	1	15	47	192	189	92	17	3	0	0	0	561	5	3	82	116	253	213	95	18	3	0	0	0	788			
9:00	0	0	25	42	58	23	5	3	0	0	0	0	0	0	156	0	0	3	38	116	88	44	3	0	0	0	0	292	0	0	28	80	174	111	49	6	0	0	0	0	448			
10:00	0	0	15	34	49	32	2	0	0	0	0	0	0	0	132	0	1	5	30	76	41	13	3	0	0	0	0	169	0	1	20	64	125	73	15	3	0	0	0	0	301			
11:00	1	1	22	44	70	42	3	0	0	0	0	0	0	0	183	0	0	7	41	101	44	13	3	0	0	0	0	209	1	1	29	85	171	86	16	3	0	0	0	0	392			
12:00	1	1	45	51	72	51	9	2	0	0	0	0	0	0	231	0	1	8	54	92	52	16	1	1	0	0	0	225	0	2	53	105	164	103	25	3	1	0	0	0	456			
13:00	1	4	32	34	63	34	6	2	0	0	0	0	0	0	176	4	1	8	43	78	50	14	5	2	0	0	0	205	5	5	40	77	141	84	20	7	2	0	0	0	381			
14:00	1	1	12	37	75	44	10	2	0	0	0	0	0	0	182	0	4	7	41	111	68	22	8	0	0	0	0	261	1	5	19	78	186	112	32	10	0	0	0	0	443			
15:00	0	0	16	32	83	58	12	4	1	0	0	0	0	0	206	0	0	9	50	116	108	23	3	0	0	0	0	309	0	0	25	82	199	166	35	7	1	0	0	0	515			
16:00	0	0	8	34	123	105	22	3	0	0	0	0	0	0	295	0	3	10	86	143	99	25	4	0	0	0	0	370	0	3	18	120	266	204	47	7	0	0	0	0	665			
17:00	0	0	7	36	148	110	24	3	1	0	0	0	0	0	329	16	10	29	93	125	75	31	2	0	0	0	0	381	16	10	36	129	273	185	55	5	1	0	0	0	710			
18:00	0	0	8	19	45	49	8	1	0	0	0	0	0	0	130	0	1	2	28	55	31	18	3	1	0	0	0	139	0	1	10	47	100	80	26	4	1	0	0	0	269			
19:00	0	0	4	19	33	18	9	0	0	0	0	0	0	0	83	0	1	4	14	31	31	12	1	1	0	0	0	95	0	1	8	33	64	49	21	1	1	0	0	0	178			
20:00	0	1	6	18	35	10	5	0	0	0	0	0	0	0	75	0	1	4	14	27	8	6	0	0	0	0	0	60	0	2	10	32	62	18	11	0	0	0	0	135				
21:00	0	0	1	10	28	4	1	0	0	0	0	0	0	0	44	0	1	5	15	16	10	3	0	0	0	0	0	50	0	1	6	25	44	14	4	0	0	0	0	0	94			
22:00	0	0	4	8	18	9	0	0	0	0	0	0	0	0	39	1	1	1	13	14	4	2	0	0	0	0	0	36	1	1	5	21	32	13	2	0	0	0	0	75				
23:00	0	0	1	5	9	6	1	0	0	0	0	0	0	0	22	0	0	4	8	7	1	0	0	0	0	0	0	20	0	0	5	13	16	7	1	0	0	0	0	42				
Totals	5	12	344	649	1,111	699	136	27	2	0	0	0	0	0	2,985	27	30	136	678	1,499	1,189	450	74	10	0	0	0	4,093	32	42	480	1,327	2,610	1,888	586	101	12	0	0	0	0	7,078		
% of Totals	0%	0%	12%	22%	37%	23%	5%	1%	0%						100%	1%	1%	3%	17%	37%	29%	11%	2%	0%			100%	0%	1%	7%	19%	37%	27%	8%	1%	0%						100%		

Time	NORTHBOUND														Total	SOUTHBOUND														Total												
	5	15	20	25	30	35	40	45	50	55	60	65	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	99													
00:00 - 12:00	3	5	200	346	379	201	29	10	0	0	0	0	0	0	1173	6	6	45	219	684	652	278	47	5	0	0	0	1942	9	11	245	565	1063	853	307	57	5	0	0	0	0	3115
Peak Hour	0%	0%	7%	12%	13%	7%	1%	0%	0%	0%	0%	0%	0%	0%	39%	0%	0%	2%	7%	23%	22%	9%	2%	0%	0%	0%	0%	65%	0%	0%	8%	19%	36%	29%	10%	2%	0%	0%	0%	0%	0%	104%
Peak Volume	1	2	67	92	73	53	9	5	0	0	0	0	0	0	249	5	4	18	58	215	238	92	17	3	0	0	0	620	5	6	82	144	270	265	97	18	3	0	0	0	0	869
12:00 - 24:00	2	7	144	303	732	498	107	17	2	0	0	0	0	0	1812	21	24	91	459	915	537	172	27	5	0	0	0	2151	23	31	235	762	1547	1035	279	44	7	0	0	0	0	3963
Peak Hour	0%	0%	5%	10%	25%	17%	4%	1%	0%	0%	0%	0%	0%	0%	61%	1%	1%	3%	15%	27%	18%	6%	1%	0%	0%	0%	0%	72%	1%	1%	8%	26%	52%	35%	9%	1%	0%	0%	0%	0%	0%	133%
Peak Volume	13:00	13:15	12:30	12:15	16:45	16:30	16:30	15:30	14:45	12:00	12:00	12:00	12:00	12:00	16:30	16:15	16:15	16:45	16:45	16:30	15:00	17:00	14:00	12:15	12:00	12:00	12:00	16:30	16:15	16:15	12:45	16:45	16:30	16:30	16:30	14:00	12:15	12:00	12:00	12:00	16:30	16:30
Peak Volume	1	5	48	52	160	117	32	6	1	0	0	0	0	0	359	16	12	32	105	160	108	31	8	2	0	0	0	451	16	12	61	144	318	222	58	10	2	0	0	0	0	810
07:00 - 09:00	0	3	104	158	122	56	12	5	0	0	0	0	0	0	460	5	4	24	81	323	397	176	28	3	0	0	0	1041	5	7	128	239	445	453	188	33	3	0	0	0	0	1501
Peak Hour	0%	0%	3%	5%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	1%	3%	11%	13%	6%	1%	0%	0%	0%	0%	35%	0%	0%	4%	8%	15%	6%	1%	0%	0%	0%	0%	0%	0%	50%
Peak Volume	7:00	7:15	8:00	7:30	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:15	7:15	7:45	7:30	7:45	7:30	8:00	8:00	7:00	7:00	7:00	7:00	7:30	7:15	7:15	7:45	7:30	7:45	7:30	7:45	7:30	8:00	7:00	7:00	7:00	7:00	7:30	7:00
Peak Volume	0	2	67	92	62	32	9	5	0	0	0	0	0	0	249	5	4	18	52	215	238	92	17	3	0	0	0	620	5	6	82	144	270	265	97	18	3	0	0	0	0	869
16:00 - 18:00	0	0	15	70	271	215	46	6	1	0	0	0	0	0	624	16	13	39	179	268	174	56	6	0	0	0	0	751	16	13	54	249	539	389	102	12	1	0	0	0	0	1375
Peak Hour	0%	0%	1%	2%	9%	7%	2%	0%	0%	0%	0%	0%	0%	0%	21%	1%	0%	1%	6%	9%	6%	2%	0%	0%	0%	0%	0%	25%	1%	0%	2%	8%	18%	13%	3%	0%	0%	0%	0%	0%	0%	46%
Peak Volume	16:00	16:00	16:00	16:15	16:45	16:30	16:30	16:15	16:30	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:45	16:45																								



**SPEED**  
Harvard St Bet Silica Ave & Arden Wy

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_005

Time	NORTHBOUND														Total	SOUTHBOUND														Total	TOTALS														Total
	5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70		5	15	20	25	30	35	40	45	50	55	60	65	70	70	
	15	20	25	30	35	40	45	50	55	60	65	70	99	15		20	25	30	35	40	45	50	55	60	65	70	99	15	20		25	30	35	40	45	50	55	60	65	70	99				
12:00	0	1	6	7	16	12	1	0	0	0	0	0	0	43	0	0	2	17	30	12	3	0	0	0	0	0	64	0	1	8	24	46	24	4	0	0	0	0	0	0	0	107			
12:15	0	0	9	8	22	11	2	0	0	0	0	0	0	52	0	0	1	20	13	12	6	1	1	0	0	0	54	0	0	10	28	35	23	8	1	1	0	0	0	0	0	106			
12:30	0	0	8	19	17	15	3	0	0	0	0	0	0	62	0	0	0	6	27	16	4	0	0	0	0	0	53	0	0	8	25	44	31	7	0	0	0	0	0	0	115				
12:45	0	0	22	17	17	13	3	2	0	0	0	0	0	74	0	1	5	11	22	12	3	0	0	0	0	0	54	0	1	27	28	39	25	6	2	0	0	0	0	0	128				
13:00	0	0	8	8	14	11	1	1	0	0	0	0	0	43	0	1	1	10	25	16	4	1	1	0	0	0	59	0	1	9	18	39	27	5	2	1	0	0	0	0	102				
13:15	0	1	10	7	19	12	2	0	0	0	0	0	0	51	0	0	4	8	22	8	2	2	1	0	0	0	47	0	1	14	15	41	20	4	2	1	0	0	0	0	98				
13:30	0	0	8	10	19	2	3	1	0	0	0	0	0	43	2	0	3	16	19	13	5	1	0	0	0	0	59	2	0	11	26	38	15	8	2	0	0	0	0	0	102				
13:45	1	3	6	9	11	9	0	0	0	0	0	0	0	39	2	0	0	9	12	13	3	1	0	0	0	0	40	3	3	6	18	23	22	3	1	0	0	0	0	0	79				
14:00	0	1	2	12	14	11	0	1	0	0	0	0	0	41	0	1	2	5	16	12	4	1	0	0	0	0	41	0	2	4	17	30	23	4	2	0	0	0	0	0	82				
14:15	0	0	1	10	15	12	4	0	0	0	0	0	0	42	0	0	1	11	17	10	4	2	0	0	0	0	45	0	0	2	21	32	22	8	2	0	0	0	0	0	87				
14:30	0	0	5	5	24	9	3	0	0	0	0	0	0	46	0	2	2	12	39	25	7	3	0	0	0	0	90	0	2	7	17	63	34	10	3	0	0	0	0	0	136				
14:45	1	0	4	10	22	12	3	1	0	0	0	0	0	53	0	1	2	13	39	21	7	2	0	0	0	0	85	1	1	6	23	61	33	10	3	0	0	0	0	0	138				
15:00	0	0	5	9	31	15	3	0	0	0	0	0	0	63	0	0	6	10	29	34	5	0	0	0	0	0	84	0	0	11	19	60	49	8	0	0	0	0	0	0	147				
15:15	0	0	5	8	20	4	3	0	0	0	0	0	0	40	0	0	1	11	31	27	6	1	0	0	0	0	77	0	0	6	19	51	31	9	1	0	0	0	0	0	117				
15:30	0	0	2	4	17	19	2	2	1	0	0	0	0	47	0	0	1	17	30	25	7	0	0	0	0	0	80	0	0	3	21	47	44	9	2	1	0	0	0	0	127				
15:45	0	0	4	11	15	20	4	2	0	0	0	0	0	56	0	0	1	12	26	12	5	2	0	0	0	0	68	0	0	5	23	41	42	9	4	0	0	0	0	0	124				
16:00	0	0	2	9	24	31	7	1	0	0	0	0	0	74	0	1	0	29	35	20	10	1	0	0	0	0	96	0	1	2	38	59	51	17	2	0	0	0	0	0	170				
16:15	0	0	2	7	25	23	4	1	0	0	0	0	0	62	0	0	0	10	32	18	5	2	1	0	0	0	66	0	0	2	17	57	41	9	2	0	0	0	0	0	128				
16:30	0	0	3	8	34	27	5	0	0	0	0	0	0	77	0	1	3	23	42	34	6	2	0	0	0	0	111	0	1	6	31	76	61	11	2	0	0	0	0	0	188				
16:45	0	0	1	10	40	24	6	1	0	0	0	0	0	82	0	1	7	24	34	27	4	0	0	0	0	0	97	0	1	8	34	74	51	10	1	0	0	0	0	0	179				
17:00	0	0	1	15	54	39	10	3	0	0	0	0	0	122	16	10	17	32	46	20	10	0	0	0	0	0	151	16	10	18	47	100	59	20	3	0	0	0	0	0	273				
17:15	0	0	3	6	30	27	11	0	1	0	0	0	0	78	0	0	3	21	38	24	6	0	0	0	0	0	92	0	0	6	27	68	51	17	0	1	0	0	0	0	170				
17:30	0	0	1	8	36	21	2	0	0	0	0	0	0	68	0	0	5	28	25	15	7	1	0	0	0	0	81	0	0	6	36	61	36	9	1	0	0	0	0	0	149				
17:45	0	0	2	7	28	23	1	0	0	0	0	0	0	61	0	0	4	12	16	16	8	1	0	0	0	0	57	0	0	6	19	44	39	9	1	0	0	0	0	0	118				
18:00	0	0	1	7	16	18	2	1	0	0	0	0	0	45	0	0	0	12	11	12	7	1	0	0	0	0	43	0	0	1	19	27	30	9	2	0	0	0	0	0	88				
18:15	0	0	2	2	12	16	3	0	0	0	0	0	0	35	0	0	0	7	12	10	6	0	1	0	0	0	36	0	0	2	9	24	26	9	0	1	0	0	0	0	71				
18:30	0	0	1	3	9	8	1	0	0	0	0	0	0	22	0	0	1	3	15	2	5	0	0	0	0	0	26	0	0	2	6	24	10	6	0	0	0	0	0	0	48				
18:45	0	0	4	7	8	7	2	0	0	0	0	0	0	28	0	1	1	6	17	7	0	2	0	0	0	0	34	0	1	5	13	25	14	2	2	0	0	0	0	0	62				
19:00	0	0	1	4	3	6	1	0	0	0	0	0	0	15	0	0	1	4	14	12	2	0	1	0	0	0	34	0	0	2	8	17	18	3	0	1	0	0	0	0	49				
19:15	0	0	0	2	14	5	4	0	0	0	0	0	0	25	0	0	3	3	5	8	3	1	0	0	0	0	23	0	0	3	5	19	13	7	1	0	0	0	0	0	48				
19:30	0	0	1	9	10	4	3	0	0	0	0	0	0	27	0	0	0	5	6	3	2	0	0	0	0	0	16	0	0	1	14	16	7	5	0	0	0	0	0	0	43				
19:45	0	0	2	4	6	3	1	0	0	0	0	0	0	16	0	1	0	2	6	8	5	0	0	0	0	0	22	0	1	2	6	12	11	6	0	0	0	0	0	0	38				
20:00	0	0	3	6	8	4	1	0	0	0	0	0	0	22	0	1	2	6	2	7	2	0	0	0	0	0	20	0	1	5	12	10	11	3	0	0	0	0	0	0	42				
20:15	0	1	0	3	11	4	1	0	0	0	0	0	0	20	0	0	1	3	10	0	3	0	0	0	0	0	17	0	1	1	6	21	4	4	0	0	0	0	0	0	37				
20:30	0	0	3	6	7	1	1	0	0	0	0	0	0	18	0	0	1	3	10	1	1	0	0	0	0	0	16	0	0	4	9	17	2	2	0	0	0	0	0	0	34				
20:45	0	0	0	3	9	1	2	0	0	0	0	0	0	15	0	0	0	2	5	0	0	0	0	0	0	0	7	0	0	0	5	14	1	2	0	0	0	0	0	0	22				
21:00	0	0	0	3	8	1	0	0	0	0	0	0	0	12	0	0	1	4	5	2	1	0	0	0	0	0	13	0	0	1	7	13	3	1	0	0	0	0	0	0	25				
21:15	0	0	0	1	8	1	0	0	0	0	0	0	0	10	0	0	0	5	6	2	2	0	0	0	0	0	15	0	0	0	6	14	3	2	0	0	0	0	0	0	25				
21:30	0	0	0	0	9	2	0	0	0	0	0	0	0	11	0	0	1	1	3	4	0	0	0	0	0	0	9	0	0	1	1	12	6	0	0	0	0	0	0	0	20				
21:45	0	0	1	6	3	0	1	0	0	0	0	0	0	11	0	1	3	5	2	2	0	0	0	0	0	0	13	0	1	4	11	5	2	1	0	0	0	0	0	0	24				
22:00	0	0	1	2	3	3	0	0	0	0	0	0	0	9	0	1	0	5	5	2	0	0	0	0	0	0	13	0	1	1	7	8	5	0	0	0	0	0	0	0	22				
22:15	0	0	2	1	5	0	0	0	0	0	0	0	0	8	0	0	0	2	2	1	0	0	0	0	0	0	5	0	0	2	3	7	1	0	0	0	0	0	0	0	13				
22:30	0	0	0	3	5	2	0	0	0	0	0</																																		

# VOLUME

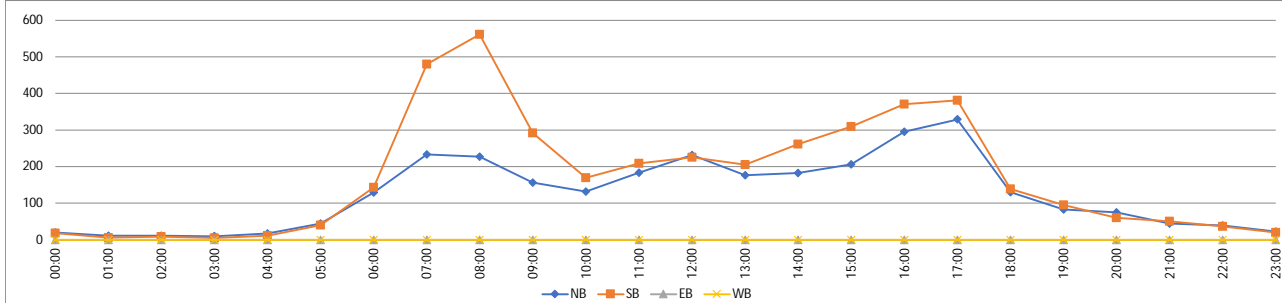
## Harvard St Bet Silica Ave & Arden Wy

Day: Tuesday  
Date: 8/26/2025

City: Sacramento  
Project #: CA25\_070193\_005

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS					
						2,985	4,093	0	0	7,078						

15-Minutes Interval											Hourly Intervals																																																																																																																																										
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																																																																																																																																				
0:00	3	6			9	12:00	43	64			107	00:00 01:00	20	18			38																																																																																																																																				
0:15	8	4			12	12:15	52	54			106	01:00 02:00	11	6			17																																																																																																																																				
0:30	2	4			6	12:30	62	53			115	02:00 03:00	11	8			19																																																																																																																																				
0:45	7	4			11	12:45	74	54			128	03:00 04:00	10	5			15																																																																																																																																				
1:00	4	4			8	13:00	43	59			102	04:00 05:00	17	11			28																																																																																																																																				
1:15	1	1			2	13:15	51	47			98	05:00 06:00	44	40			84																																																																																																																																				
1:30	3	1			4	13:30	43	59			102	06:00 07:00	129	143			272																																																																																																																																				
1:45	3	0			3	13:45	39	40			79	07:00 08:00	233	480			713																																																																																																																																				
2:00	0	5			5	14:00	41	41			82	08:00 09:00	227	561			788																																																																																																																																				
2:15	2	0			2	14:15	42	45			87	09:00 10:00	156	292			448																																																																																																																																				
2:30	5	2			7	14:30	46	90			136	10:00 11:00	132	169			301																																																																																																																																				
2:45	4	1			5	14:45	53	85			138	11:00 12:00	183	209			392																																																																																																																																				
3:00	1	2			3	15:00	63	84			147	12:00 13:00	231	225			456																																																																																																																																				
3:15	5	1			6	15:15	40	77			117	13:00 14:00	176	205			381																																																																																																																																				
3:30	0	1			1	15:30	47	80			127	14:00 15:00	182	261			443																																																																																																																																				
3:45	4	1			5	15:45	56	68			124	15:00 16:00	206	309			515																																																																																																																																				
4:00	1	1			2	16:00	74	96			170	16:00 17:00	295	370			665																																																																																																																																				
4:15	1	6			7	16:15	62	66			128	17:00 18:00	329	381			710																																																																																																																																				
4:30	8	1			9	16:30	77	111			188	18:00 19:00	130	139			269																																																																																																																																				
4:45	7	3			10	16:45	82	97			179	19:00 20:00	83	95			178																																																																																																																																				
5:00	14	9			23	17:00	122	151			273	20:00 21:00	75	60			135																																																																																																																																				
5:15	4	8			12	17:15	78	92			170	21:00 22:00	44	50			94																																																																																																																																				
5:30	7	12			19	17:30	68	81			149	22:00 23:00	39	36			75																																																																																																																																				
5:45	19	11			30	17:45	61	57			118	23:00 00:00	22	20			42																																																																																																																																				
6:00	11	20			31	18:00	45	43			88	<table border="1"> <thead> <tr> <th colspan="6">STATISTICS</th> </tr> <tr> <th></th> <th>NB</th> <th>SB</th> <th>EB</th> <th>WB</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Peak Period</td> <td colspan="2">00:00 to 12:00</td> <td></td><td></td><td></td> </tr> <tr> <td>Volume</td> <td>1173</td> <td>1942</td> <td></td><td></td><td>3115</td> </tr> <tr> <td>Peak Hour</td> <td>7:30</td> <td>7:30</td> <td></td><td></td><td>7:30</td> </tr> <tr> <td>Peak Volume</td> <td>249</td> <td>620</td> <td></td><td></td><td>869</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.798</td> <td>0.951</td> <td></td><td></td><td>0.924</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">12:00 to 00:00</td> <td></td><td></td><td></td> </tr> <tr> <td>Volume</td> <td>1812</td> <td>2151</td> <td></td><td></td><td>3963</td> </tr> <tr> <td>Peak Hour</td> <td>16:30</td> <td>16:30</td> <td></td><td></td><td>16:30</td> </tr> <tr> <td>Peak Volume</td> <td>359</td> <td>451</td> <td></td><td></td><td>810</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.736</td> <td>0.747</td> <td></td><td></td><td>0.742</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">07:00 to 09:00</td> <td></td><td></td><td></td> </tr> <tr> <td>Volume</td> <td>460</td> <td>1041</td> <td></td><td></td><td>1501</td> </tr> <tr> <td>Peak Hour</td> <td>7:30</td> <td>7:30</td> <td></td><td></td><td>7:30</td> </tr> <tr> <td>Peak Volume</td> <td>249</td> <td>620</td> <td></td><td></td><td>869</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.798</td> <td>0.951</td> <td></td><td></td><td>0.924</td> </tr> <tr> <td>Peak Period</td> <td colspan="2">16:00 to 18:00</td> <td></td><td></td><td></td> </tr> <tr> <td>Volume</td> <td>624</td> <td>751</td> <td></td><td></td><td>1375</td> </tr> <tr> <td>Peak Hour</td> <td>16:30</td> <td>16:30</td> <td></td><td></td><td>16:30</td> </tr> <tr> <td>Peak Volume</td> <td>359</td> <td>451</td> <td></td><td></td><td>810</td> </tr> <tr> <td>Peak Hour Factor</td> <td>0.736</td> <td>0.747</td> <td></td><td></td><td>0.742</td> </tr> </tbody> </table>						STATISTICS							NB	SB	EB	WB	TOTAL	Peak Period	00:00 to 12:00					Volume	1173	1942			3115	Peak Hour	7:30	7:30			7:30	Peak Volume	249	620			869	Peak Hour Factor	0.798	0.951			0.924	Peak Period	12:00 to 00:00					Volume	1812	2151			3963	Peak Hour	16:30	16:30			16:30	Peak Volume	359	451			810	Peak Hour Factor	0.736	0.747			0.742	Peak Period	07:00 to 09:00					Volume	460	1041			1501	Peak Hour	7:30	7:30			7:30	Peak Volume	249	620			869	Peak Hour Factor	0.798	0.951			0.924	Peak Period	16:00 to 18:00					Volume	624	751			1375	Peak Hour	16:30	16:30			16:30	Peak Volume	359	451			810	Peak Hour Factor	0.736	0.747			0.742
STATISTICS																																																																																																																																																					
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6:15	22	22			44	18:15	35	36			71																																																																																																																																										
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6:45	66	69			135	18:45	28	34			62																																																																																																																																										
7:00	61	68			129	19:00	15	34			49																																																																																																																																										
7:15	46	107			153	19:15	25	23			48																																																																																																																																										
7:30	48	148			196	19:30	27	16			43																																																																																																																																										
7:45	78	157			235	19:45	16	22			38																																																																																																																																										
8:00	55	163			218	20:00	22	20			42																																																																																																																																										
8:15	68	152			220	20:15	20	17			37																																																																																																																																										
8:30	47	138			185	20:30	18	16			34																																																																																																																																										
8:45	57	108			165	20:45	15	7			22																																																																																																																																										
9:00	29	111			140	21:00	12	13			25																																																																																																																																										
9:15	41	75			116	21:15	10	15			25																																																																																																																																										
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10:00	39	44			83	22:00	9	13			22																																																																																																																																										
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10:30	27	46			73	22:30	10	10			20																																																																																																																																										
10:45	42	33			75	22:45	12	8			20																																																																																																																																										
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11:30	49	43			92	23:30	2	5			7																																																																																																																																										
11:45	53	54			107	23:45	9	6			15																																																																																																																																										
<b>TOTALS</b>	1173	1942	0	0	3115	<b>TOTALS</b>	1812	2151	0	0	3963																																																																																																																																										
<b>SPLIT %</b>	38%	62%	0%	0%	44%	<b>SPLIT %</b>	46%	54%	0%	0%	56%																																																																																																																																										



**SPEED**  
Auburn Blvd S/O Iris Ave

Day: Wednesday

City: Sacramento

Date: 8/27/2025

Project #: CA25\_070193\_006

Time	NORTHBOUND															Total	SOUTHBOUND															Total	TOTALS														
	5	15	20	25	30	35	40	45	50	55	60	65	70	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	70	99		5	15	20	25	30	35	40	45	50	55	60	65	70	70	99
	15	20	25	30	35	40	45	50	55	60	65	70	70	99	15		20	25	30	35	40	45	50	55	60	65	70	70	99	15	20		25	30	35	40	45	50	55	60	65	70	70	99			
0:00	1	0	0	1	5	11	4	4	0	0	0	0	0	0	26	0	0	0	1	4	6	5	4	2	0	0	0	0	22	1	0	0	2	9	17	9	8	2	0	0	0	0	48				
1:00	0	1	0	1	5	5	4	0	0	0	0	0	0	0	16	0	0	0	2	0	6	4	1	0	0	0	0	0	13	0	1	0	3	5	11	8	1	0	0	0	0	0	29				
2:00	0	0	0	3	5	2	4	1	0	0	0	0	0	0	15	0	0	0	2	5	4	2	3	0	0	0	0	0	16	0	0	0	5	10	6	6	4	0	0	0	0	0	31				
3:00	0	0	0	0	4	3	3	1	1	0	0	0	0	0	12	0	0	0	1	0	4	3	2	0	0	0	0	0	10	0	0	0	1	4	7	6	3	1	0	0	0	0	22				
4:00	0	0	0	0	3	11	5	3	0	0	0	0	0	0	22	0	0	0	2	1	0	6	2	1	1	0	0	0	13	0	0	0	2	4	11	11	5	1	1	0	0	0	35				
5:00	1	0	3	4	5	16	5	4	0	0	0	0	0	0	38	2	0	0	2	8	13	24	18	5	1	0	0	0	73	3	0	3	6	13	29	29	22	5	1	0	0	0	111				
6:00	3	1	5	5	23	22	13	6	0	0	0	0	0	0	78	1	5	1	5	18	79	46	27	6	3	0	0	0	191	4	6	6	10	41	101	59	33	6	3	0	0	0	269				
7:00	4	1	2	5	27	41	39	10	4	1	0	0	0	0	134	2	1	2	15	84	273	286	64	24	0	1	0	0	752	6	2	4	20	111	314	325	74	28	1	1	0	0	886				
8:00	1	4	4	12	51	48	38	6	4	0	0	0	0	0	168	3	1	6	47	151	414	220	42	7	2	0	0	0	893	4	5	10	59	202	462	258	48	11	2	0	0	0	1061				
9:00	1	0	3	14	47	53	22	8	0	0	0	0	0	0	148	1	0	2	14	46	121	118	29	6	3	0	0	0	340	2	0	5	28	93	174	140	37	6	3	0	0	0	488				
10:00	2	0	4	22	49	53	27	8	1	0	0	0	0	0	166	2	3	3	5	25	57	49	22	5	1	0	0	0	172	4	3	7	27	74	110	76	30	6	1	0	0	0	338				
11:00	0	1	4	20	72	54	26	8	1	0	0	0	0	0	186	2	1	4	7	38	71	57	18	2	0	0	0	0	200	2	2	8	27	110	125	83	26	3	0	0	0	0	386				
12:00	4	1	4	22	67	72	27	9	1	0	0	0	0	0	207	2	2	2	20	65	70	56	12	1	1	0	0	0	231	6	3	6	42	132	142	83	21	2	1	0	0	0	438				
13:00	1	1	4	21	76	75	33	10	0	0	0	0	0	0	221	4	2	4	8	47	90	78	22	2	1	1	0	0	259	5	3	8	29	123	165	111	32	2	1	1	0	0	480				
14:00	3	5	6	20	82	105	41	6	3	0	0	0	0	0	271	1	0	0	18	55	115	59	26	7	1	0	0	0	282	4	5	6	38	137	220	100	32	10	1	0	0	0	553				
15:00	1	4	1	18	54	121	73	22	5	2	0	0	0	0	301	0	0	0	4	11	36	35	9	5	1	0	0	0	101	1	4	1	22	65	157	108	31	10	3	0	0	0	402				
16:00	1	0	0	27	103	240	128	25	4	0	0	0	0	0	528	0	0	3	5	30	67	57	23	5	0	0	0	0	190	1	0	3	32	133	307	185	48	9	0	0	0	0	718				
17:00	0	2	1	35	171	299	131	21	3	0	0	0	0	0	663	0	0	3	4	61	81	92	41	11	0	0	0	0	293	0	2	4	39	232	380	223	62	14	0	0	0	0	956				
18:00	0	0	0	17	48	107	46	20	3	1	0	0	0	0	242	0	0	1	3	15	47	62	45	10	3	1	0	0	187	0	0	1	20	63	154	108	65	13	4	1	0	0	429				
19:00	1	0	1	6	41	59	30	13	3	2	0	0	0	0	156	0	0	1	4	21	39	53	22	4	2	0	0	0	146	1	0	2	10	62	98	83	35	7	4	0	0	0	302				
20:00	0	0	3	9	43	51	15	6	0	1	0	0	0	0	128	0	0	1	3	21	48	21	11	3	0	0	0	0	108	0	0	4	12	64	99	36	17	3	1	0	0	0	236				
21:00	0	0	4	7	24	35	15	3	1	1	0	0	0	0	90	0	0	0	4	20	24	20	9	1	0	0	0	0	78	0	0	4	11	44	59	35	12	2	1	0	0	0	168				
22:00	0	0	0	6	16	19	5	1	0	1	0	0	0	0	48	0	0	3	5	12	15	15	3	1	0	0	0	0	54	0	0	3	11	28	34	20	4	1	1	0	0	0	102				
23:00	0	0	1	6	11	14	9	0	0	1	0	0	0	0	42	0	0	0	4	10	12	1	0	0	0	1	0	0	28	0	0	1	6	15	24	21	1	0	1	1	0	0	70				
Totals	24	21	50	281	1032	1516	743	195	34	10	0	0	0	0	3,906	20	15	36	181	742	1,690	1,380	456	108	20	4	0	0	4,652	44	36	86	462	1,774	3,206	2,123	651	142	30	4	0	0	0	8,558			
% of Totals	1%	1%	1%	7%	26%	39%	19%	5%	1%	0%	0%	0%	0%	0%	100%	0%	0%	1%	4%	16%	36%	30%	10%	2%	0%	0%	0%	100%	1%	0%	1%	5%	21%	37%	25%	8%	2%	0%	0%	0%	0%	100%					

STATISTICS	NORTHBOUND															Total	SOUTHBOUND															Total										
	00:00-12:00	13:00-17:00	17:00-19:00	19:00-23:00	Peak Hour	Peak Volume	00:00-12:00	13:00-17:00	17:00-19:00	19:00-23:00	Peak Hour	Peak Volume	00:00-12:00	13:00-17:00	17:00-19:00		19:00-23:00	Peak Hour	Peak Volume	00:00-12:00	13:00-17:00	17:00-19:00	19:00-23:00	Peak Hour	Peak Volume																	
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%		%	%	%	%	%	%	%	%	%																	
00:00-12:00	13	8	25	87	296	319	190	59	11	1	0	0	0	1009	13	11	18	103	380	1048	820	232	58	11	1	0	0	2695	26	19	43	190	676	1367	1010	291	69	12	1	0	0	3704
Peak Hour	6:45	8:00	5:30	11:30	10:45	11:45	7:15	7:45	7:00	7:00	0:00	0:00	0:00	11:45	6:30	6:00	7:30	8:00	8:00	8:00	7:15	7:15	7:00	5:30	6:15	0:00	0:00	6:45	6:00	8:00	8:00	8:00	7:15	7:15	7:00	5:30	6:15	0:00	0:00	0:00	7:30	
Peak Volume	5	4	6	25	73	66	46	12	4	1	0	0	0	200	3	5	8	47	151	414	321	69	24	3	1	0	0	948	8	6	10	59	202	462	367	77	28	3	1	0	0	1124
12:00-24:00	11	13	25	194	736	1197	553	156	23	9	0	0	0	2897	7	4	18	78	352	642	560	224	50	9	3	0	0	1957	18	17	43	272	1098	1839	1113	360	73	18	3	0	0	4854
Peak Hour	12:00	13:45	13:30	17:00	17:00	16:45	16:45	15:30	15:15	15:00	12:00	12:00	12:00	16:45	12:15	12:30	12:30	13:45	12:00	13:30	16:45	17:30	16:45	18:30	12:45	12:00	16:45	12:15	12:30	13:30	17:00	16:45	16:45	17:30	17:30	18:30	12:45	12:00	12:00	16:45		
Peak Volume	4	5	7	35	171	329	156	27	6	2	0	0	0	701	5	4	6	22	65	123	101	57	12	5	1	0	0	335	9	5	11	46	232	435	257	79	15	6	1	0	0	1036
07:00-09:00	5	5	6	17	78	89	77	16	8	1	0	0	0	302	5	2	8	62	235	687	506	106	31	2	1	0	0	1645	10	7	14	79	313	776	583	122	39	3	1	0	0	1947
Peak Hour	7:00	8:00	8:00	8:00	8:00	7:30	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:30	7:45	7:00	7:30	8:00	8:00	8:00	7:15	7:15	7:00	8:00	7:00	7:00	7:00	7:30	7:00	8:00	8:00	8:00	8:00	7:15	7:15	7:00	7:45	7:00	7:00	7:00	7:30	
Peak Volume	4	4	4	12	51	56	46	12	4	1	0	0	0	176	3	1	8	47	151	414	321	69	24	2	1	0	0	948	6	5	10	59	202	462	367	77	28	2	1	0	0	1124
16:00-18:00	1	2	1	62	274	539	259	46	7	0	0	0	0	1191	0	0	6	9	91	148	149	64																				

SPEED  
Auburn Blvd S/O Iris Ave

Day: Wednesday  
Date: 8/27/2025

City: Sacramento  
Project #: CA25\_070193\_006

Time	NORTHBOUND														Total	SOUTHBOUND														Total	TOTALS														Total
	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	
0:00	0	0	0	0	0	1	5	1	2	0	0	0	0	0	9	0	0	0	1	2	2	1	1	1	0	0	0	0	8	0	0	0	1	3	7	2	3	1	0	0	0	0	17		
0:15	0	0	0	0	1	4	0	1	0	0	0	0	0	0	6	0	0	0	0	1	2	0	2	0	0	0	0	5	0	0	0	0	2	6	0	3	0	0	0	0	0	11			
0:30	1	0	0	1	2	2	3	0	0	0	0	0	0	0	9	0	0	0	0	1	0	4	1	1	0	0	0	7	1	0	0	1	3	2	7	1	1	0	0	0	16				
0:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	2	0	1	0	0	0	0	0	4				
1:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	1	0	0	0	0	7	0	0	0	2	4	3	1	0	0	0	0	0	10				
1:15	0	0	0	1	2	1	3	0	0	0	0	0	0	0	7	0	0	0	1	0	2	0	0	0	0	0	0	3	0	0	0	2	3	3	0	0	0	0	0	0	10				
1:30	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	0	1	0	1	1	0	0	0	0	0	3	0	0	0	1	1	3	2	0	0	0	0	0	7				
1:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2				
2:00	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	1	1	1	0	2	0	0	0	0	5	0	0	0	1	3	1	0	3	0	0	0	0	8				
2:15	0	0	0	0	3	1	1	0	0	0	0	0	0	0	6	0	0	0	1	1	1	1	0	0	0	0	0	4	0	0	0	4	2	2	2	0	0	0	0	0	10				
2:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	3				
2:45	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5	0	0	0	0	2	1	1	0	0	0	0	0	5	0	0	0	0	3	2	4	1	0	0	0	0	10				
3:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	1	2	1	0	0	0	0	4	0	0	0	0	1	3	1	1	0	0	0	0	6				
3:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	3				
3:30	0	0	0	0	2	3	1	0	0	0	0	0	0	0	6	0	0	0	1	0	1	0	1	0	0	0	0	3	0	0	0	1	2	4	1	1	0	0	0	0	9				
3:45	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	1	1	0	0	0	0	4				
4:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3				
4:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	1	0	0	0	3	0	0	0	0	1	2	0	1	1	0	0	0	5				
4:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	1	0	0	0	0	0	0	4				
4:45	0	0	0	0	2	5	5	2	0	0	0	0	0	0	14	0	0	0	2	0	0	5	1	0	1	0	0	9	0	0	0	2	2	5	10	3	0	1	0	0	23				
5:00	1	0	1	0	1	1	1	0	0	0	0	0	0	0	5	0	0	0	0	2	2	1	0	0	0	0	0	5	1	0	1	0	3	3	2	0	0	0	0	0	10				
5:15	0	0	1	2	1	0	1	1	0	0	0	0	0	0	6	0	0	0	2	3	3	7	2	1	1	0	0	19	0	0	1	4	4	3	8	3	1	1	0	0	25				
5:30	0	0	0	1	2	7	0	2	0	0	0	0	0	0	12	0	0	0	1	3	5	9	1	0	0	0	0	19	0	0	0	1	3	10	5	11	1	0	0	0	31				
5:45	0	0	1	1	1	8	3	1	0	0	0	0	0	0	15	2	0	0	2	5	11	7	3	0	0	0	0	30	2	0	1	1	3	13	14	8	3	0	0	0	45				
6:00	1	0	3	3	11	4	5	1	0	0	0	0	0	0	28	0	2	0	0	4	7	6	5	2	0	0	0	26	1	2	3	3	15	11	11	6	2	0	0	0	54				
6:15	0	1	2	1	3	4	4	3	0	0	0	0	0	0	18	0	0	0	2	11	12	4	0	3	0	0	0	32	0	1	2	1	5	15	16	7	0	3	0	0	50				
6:30	0	0	0	1	5	5	2	1	0	0	0	0	0	0	14	0	0	0	1	1	17	10	7	1	0	0	0	37	0	0	0	2	6	22	12	8	1	0	0	0	51				
6:45	2	0	0	0	4	9	2	1	0	0	0	0	0	0	18	1	3	1	4	11	44	18	11	3	0	0	0	96	3	3	1	4	15	53	20	12	3	0	0	0	114				
7:00	1	0	1	1	3	7	4	3	2	0	0	0	0	0	22	1	1	0	1	11	34	29	7	1	0	1	0	86	2	1	1	2	14	41	33	10	3	0	1	0	108				
7:15	1	0	1	0	6	11	13	0	0	0	0	0	0	0	32	1	0	0	0	19	70	67	12	9	0	0	0	178	2	0	1	0	25	81	80	12	9	0	0	0	210				
7:30	1	1	0	2	9	13	13	1	1	0	0	0	0	0	41	0	0	2	14	39	88	74	15	6	0	0	0	238	1	1	2	16	48	101	87	16	7	0	0	0	279				
7:45	1	0	0	2	9	10	9	6	1	1	0	0	0	0	39	0	0	0	15	81	116	30	8	0	0	0	0	250	1	0	0	2	24	91	125	36	9	1	0	0	289				
8:00	0	1	0	2	15	19	11	1	1	0	0	0	0	0	50	1	1	5	17	23	94	64	12	0	0	0	0	217	1	2	5	19	38	113	75	13	1	0	0	0	267				
8:15	0	1	1	5	12	14	12	1	0	0	0	0	0	0	46	1	0	1	11	29	123	64	10	4	0	0	0	243	1	1	2	16	41	137	76	11	4	0	0	0	289				
8:30	0	0	0	1	11	6	7	4	2	0	0	0	0	0	31	1	0	0	16	54	109	49	7	0	1	0	0	237	1	0	0	17	65	115	56	11	2	1	0	0	268				
8:45	1	2	3	4	13	9	8	0	1	0	0	0	0	0	41	0	0	0	3	45	88	43	13	3	1	0	0	196	1	2	3	7	58	97	51	13	4	1	0	0	237				
9:00	1	0	1	5	9	14	5	2	0	0	0	0	0	0	37	1	0	0	2	8	35	49	7	4	0	0	0	106	2	0	1	7	17	49	54	9	4	0	0	0	143				
9:15	0	0	1	3	12	14	4	1	0	0	0	0	0	0	35	0	0	1	5	23	36	31	5	0	0	0	0	101	0	0	2	8	35	50	35	6	0	0	0	0	136				
9:30	0	0	1	5	12	10	8	4	0	0	0	0	0	0	40	0	0	0	6	8	24	12	7	1	1	0	0	59	0	0	1	11	20	34	20	11	1	1	0	0	99				
9:45	0	0	0	1	14	15	5	1	0	0	0	0	0	0	36	0	0	1	1	7	26	26	10	1	2	0	0	74	0	0	1	2	21	41	31	11	1	2	0	0	110				
10:00	0	0	0	4	8	14	7	1	0	0	0	0	0	0	34	1	1	0	0	5	16	14	9	2	0	0	0	48	1	1	0	4	13	30	21	10	2	0	0	0	82				
10:15	0	0	2	5	10	13	4	2	0	0	0	0	0	0	36	0	2	0	0	9	7	11	3	1	0	0	0	33	0	2	2	5	19	20	15	5	1	0	0	0	69				
10:30	1	0	2	5	10	8	8	5	0	0	0	0	0	0	39	1	0	0	2	4	8	15	2	1	0	0	0	33	2	0	2	7	14	16	23	7	1	0	0	0	72				
10:45	1	0	0	8	21	18	8	0	1	0	0	0	0	0	57	0	0																												

SPEED  
Auburn Blvd S/O Iris Ave

Day: Wednesday  
Date: 8/27/2025

City: Sacramento  
Project #: CA25\_070193\_006

Time	NORTHBOUND														Total	SOUTHBOUND														Total	TOTALS														Total
	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80		5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	
12:00	0	1	1	2	11	18	7	4	0	0	0	0	0	44	0	0	0	2	10	23	18	1	1	1	0	0	56	0	1	1	4	21	41	25	5	1	1	0	0	100					
12:15	0	0	1	13	17	13	9	2	0	0	0	0	0	55	0	0	0	5	23	15	11	4	0	0	0	0	58	0	0	1	18	40	28	20	6	0	0	0	0	113					
12:30	3	0	1	4	17	17	5	2	0	0	0	0	0	49	0	1	0	6	23	17	15	2	0	0	0	0	64	3	1	1	10	40	34	20	4	0	0	0	0	113					
12:45	1	0	1	3	22	24	6	1	1	0	0	0	0	59	2	1	2	7	9	15	12	5	0	0	0	0	53	3	1	3	10	31	39	18	6	1	0	0	0	112					
13:00	0	0	1	3	18	15	8	3	0	0	0	0	0	48	3	1	3	2	10	24	14	7	1	0	0	0	65	3	1	4	5	28	39	22	10	1	0	0	0	113					
13:15	0	1	1	4	25	18	2	1	0	0	0	0	0	52	0	1	1	1	13	23	5	0	0	0	0	0	57	0	2	2	5	38	31	25	6	0	0	0	0	109					
13:30	0	0	2	12	14	24	14	5	0	0	0	0	0	71	0	0	0	1	5	24	24	5	1	0	1	0	61	0	0	2	13	19	48	38	10	1	0	1	0	132					
13:45	1	0	0	2	19	18	9	1	0	0	0	0	0	50	1	0	0	4	19	29	17	5	0	1	0	0	76	2	0	0	6	38	47	26	6	0	1	0	0	126					
14:00	1	1	2	3	23	23	3	0	1	0	0	0	0	57	0	0	0	8	13	35	9	6	3	0	0	0	74	1	1	2	11	36	58	12	6	4	0	0	0	131					
14:15	2	1	3	9	27	17	8	1	2	0	0	0	0	70	1	0	0	7	19	35	15	5	0	0	0	0	82	3	1	3	16	46	52	23	6	2	0	0	0	152					
14:30	0	3	1	3	17	34	19	4	0	0	0	0	0	81	0	0	0	3	11	16	20	10	2	0	0	0	62	0	3	1	6	28	50	39	14	2	0	0	0	143					
14:45	0	0	0	5	15	31	11	1	0	0	0	0	0	63	0	0	0	0	12	29	15	5	2	1	0	0	64	0	0	0	5	27	60	26	6	2	1	0	0	127					
15:00	0	0	0	9	14	17	14	6	1	0	0	0	0	61	0	0	0	3	5	19	13	4	1	0	0	0	45	0	0	0	12	19	36	27	10	2	0	0	0	106					
15:15	1	0	0	4	8	26	14	3	2	0	0	0	0	58	0	0	0	1	2	8	7	2	1	1	0	0	22	1	0	0	5	10	34	21	5	3	1	0	0	80					
15:30	0	2	1	4	17	37	21	6	2	1	0	0	0	91	0	0	0	0	3	5	7	1	1	0	0	0	17	0	2	1	4	20	42	28	7	3	1	0	0	108					
15:45	0	2	0	1	15	41	24	7	0	1	0	0	0	91	0	0	0	0	1	4	8	2	2	0	0	0	17	0	2	0	1	16	45	32	9	2	1	0	0	108					
16:00	0	0	0	11	25	49	32	4	2	0	0	0	0	123	0	0	0	0	6	11	13	1	0	0	0	0	31	0	0	0	11	31	60	45	5	2	0	0	0	154					
16:15	0	0	0	5	12	55	30	10	1	0	0	0	0	113	0	0	0	0	3	6	10	4	1	0	0	0	24	0	0	0	5	15	61	40	14	2	0	0	0	137					
16:30	1	0	0	5	54	66	19	2	0	0	0	0	0	147	0	0	0	2	5	3	11	11	4	2	0	0	38	1	0	2	10	57	77	30	6	2	0	0	0	185					
16:45	0	0	0	6	12	70	47	9	1	0	0	0	0	145	0	0	0	1	0	18	39	23	14	2	0	0	97	0	0	1	6	30	109	70	23	3	0	0	0	242					
17:00	0	0	1	13	51	96	41	4	1	0	0	0	0	207	0	0	0	1	14	32	29	8	3	0	0	0	87	0	0	1	14	65	128	70	12	4	0	0	0	294					
17:15	0	1	0	3	48	96	39	6	0	0	0	0	0	193	0	0	0	3	24	20	26	6	1	0	0	0	83	0	1	3	6	72	116	65	12	1	0	0	0	276					
17:30	0	1	0	9	46	67	29	4	0	0	0	0	0	156	0	0	0	0	7	15	23	17	6	0	0	0	68	0	1	0	9	53	82	52	21	6	0	0	0	224					
17:45	0	0	0	10	26	40	22	7	2	0	0	0	0	107	0	0	0	0	16	14	10	14	1	0	0	0	55	0	0	0	10	42	54	36	17	3	0	0	0	162					
18:00	0	0	0	3	13	44	9	3	1	0	0	0	0	73	0	0	0	0	7	11	15	10	2	0	0	0	45	0	0	0	3	20	55	24	13	3	0	0	0	118					
18:15	0	0	0	7	17	21	13	8	0	1	0	0	0	67	0	0	0	1	2	15	19	20	3	0	0	0	60	0	0	0	8	19	36	32	28	3	1	0	0	127					
18:30	0	0	0	2	10	30	14	6	0	0	0	0	0	62	0	0	1	1	2	9	12	8	2	1	0	0	36	0	0	1	3	12	39	26	14	2	1	0	0	98					
18:45	0	0	0	5	8	12	10	3	2	0	0	0	0	40	0	0	0	1	4	12	16	7	3	2	1	0	46	0	0	0	6	12	24	26	10	5	2	1	0	0	86				
19:00	0	0	0	2	10	15	4	3	2	1	0	0	0	37	0	0	0	0	0	8	17	7	0	0	0	0	32	0	0	0	2	10	23	21	10	2	1	0	0	69					
19:15	0	0	0	3	17	18	12	5	1	0	0	0	0	56	0	0	0	0	8	10	10	6	2	2	0	0	38	0	0	0	3	25	28	22	11	3	2	0	0	94					
19:30	1	0	1	0	9	11	11	1	0	1	0	0	0	35	0	0	1	3	11	14	14	5	0	0	0	0	48	1	0	2	3	20	25	25	6	0	1	0	0	83					
19:45	0	0	0	1	5	15	3	4	0	0	0	0	0	28	0	0	0	1	2	7	12	4	2	0	0	0	28	0	0	0	2	7	22	15	8	2	0	0	0	56					
20:00	0	0	2	3	14	6	4	1	0	0	0	0	0	30	0	0	1	2	8	10	8	2	0	0	0	0	31	0	0	3	5	22	16	12	3	0	0	0	61						
20:15	0	0	0	1	13	14	9	2	0	1	0	0	0	40	0	0	0	1	5	11	5	5	2	0	0	0	29	0	0	0	2	18	25	14	7	2	1	0	0	69					
20:30	0	0	1	2	9	13	2	1	0	0	0	0	0	28	0	0	0	0	6	13	5	3	0	0	0	0	27	0	0	1	2	15	26	7	4	0	0	0	55						
20:45	0	0	0	3	7	18	0	2	0	0	0	0	0	30	0	0	0	0	2	14	3	1	1	0	0	0	21	0	0	0	3	9	32	3	3	1	0	0	0	51					
21:00	0	0	0	4	9	13	2	0	0	0	0	0	0	28	0	0	0	0	10	7	3	4	0	0	0	0	24	0	0	0	4	19	20	5	4	0	0	0	0	52					
21:15	0	0	1	1	4	11	3	1	0	0	0	0	0	21	0	0	0	0	3	8	4	1	0	0	0	0	16	0	0	1	1	7	19	7	2	0	0	0	0	37					
21:30	0	0	2	0	7	6	6	0	1	0	0	0	0	22	0	0	0	3	6	4	4	2	0	0	0	0	19	0	0	2	3	13	10	10	2	1	0	0	0	41					
21:45	0	0	1	2	4	5	4	2	0	1	0	0	0	19	0	0	0	1	1	5	9	2	1	0	0	0	19	0	0	1	3	5	10	13	4	1	1	0	0	38					
22:00	0	0	0	3	5	5	2	0	0	0	0	0	0	15	0	0	1	2	5	5	2	2	1	0	0	0	18	0	0	1	5	10	10	4	2	1	0	0	0	33					
22:15	0	0	0	0	3	6	2	1	0	0	0	0	0	12	0	0	0	1	4	3	7	0	0	0	0	0	15	0	0	0	1	7	9	9	1	0	0	0	0	27					
22:30	0	0	0	3	4	4	0	0	0	1	0	0	0	12	0	0	1	1	1	4	3	1	0	0	0	0	11	0	0	1	4	5	8	3	1	0	1	0	0	23					
22:45	0	0	0	0	4	4	1	0	0	0	0	0	0	9	0	0	1	1	2	3	3	0	0	0																					

## VOLUME

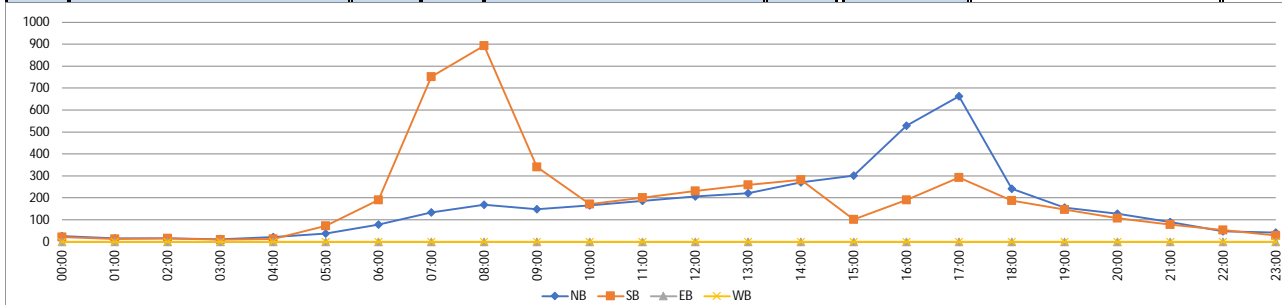
Auburn Blvd S/O Iris Ave

Day: Wednesday  
Date: 8/27/2025

City: Sacramento  
Project #: CA25\_070193\_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS					
						3,906	4,652	0	0	8,558						

15-Minutes Interval											Hourly Intervals							
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00	9	8			17	12:00	44	56			100	00:00	01:00	26	22			48
0:15	6	5			11	12:15	55	58			113	01:00	02:00	16	13			29
0:30	9	7			16	12:30	49	64			113	02:00	03:00	15	16			31
0:45	2	2			4	12:45	59	53			112	03:00	04:00	12	10			22
1:00	3	7			10	13:00	48	65			113	04:00	05:00	22	13			35
1:15	7	3			10	13:15	52	57			109	05:00	06:00	38	73			111
1:30	4	3			7	13:30	71	61			132	06:00	07:00	78	191			269
1:45	2	0			2	13:45	50	76			126	07:00	08:00	134	752			886
2:00	3	5			8	14:00	57	74			131	08:00	09:00	168	893			1061
2:15	6	4			10	14:15	70	82			152	09:00	10:00	148	340			488
2:30	1	2			3	14:30	81	62			143	10:00	11:00	166	172			338
2:45	5	5			10	14:45	63	64			127	11:00	12:00	186	200			386
3:00	2	4			6	15:00	61	45			106	12:00	13:00	207	231			438
3:15	1	2			3	15:15	58	22			80	13:00	14:00	221	259			480
3:30	6	3			9	15:30	91	17			108	14:00	15:00	271	282			553
3:45	3	1			4	15:45	91	17			108	15:00	16:00	301	101			402
4:00	3	0			3	16:00	123	31			154	16:00	17:00	528	190			718
4:15	2	3			5	16:15	113	24			137	17:00	18:00	663	293			956
4:30	3	1			4	16:30	147	38			185	18:00	19:00	242	187			429
4:45	14	9			23	16:45	145	97			242	19:00	20:00	156	146			302
5:00	5	5			10	17:00	207	87			294	20:00	21:00	128	108			236
5:15	6	19			25	17:15	193	83			276	21:00	22:00	90	78			168
5:30	12	19			31	17:30	156	68			224	22:00	23:00	48	54			102
5:45	15	30			45	17:45	107	55			162	23:00	00:00	42	28			70
6:00	28	26			54	18:00	73	45			118	STATISTICS						
6:15	18	32			50	18:15	67	60			127	NB	SB	EB	WB	TOTAL		
6:30	14	37			51	18:30	62	36			98	Peak Period	00:00	to	12:00			
6:45	18	96			114	18:45	40	46			86	Volume	1009	2695		3704		
7:00	22	86			108	19:00	37	32			69	Peak Hour	10:45	7:30		7:30		
7:15	32	178			210	19:15	56	38			94	Peak Volume	191	948		1124		
7:30	41	238			279	19:30	35	48			83	Peak Hour Factor	0.838	0.948		0.972		
7:45	39	250			289	19:45	28	28			56	Peak Period	12:00	to	00:00			
8:00	50	217			267	20:00	30	31			61	Volume	2897	1957		4854		
8:15	46	243			289	20:15	40	29			69	Peak Hour	16:45	16:45		16:45		
8:30	31	237			268	20:30	28	27			55	Peak Volume	701	335		1036		
8:45	41	196			237	20:45	30	21			51	Peak Hour Factor	0.847	0.863		0.881		
9:00	37	106			143	21:00	28	24			52	Peak Period	07:00	to	09:00			
9:15	35	101			136	21:15	21	16			37	Volume	302	1645		1947		
9:30	40	59			99	21:30	22	19			41	Peak Hour	7:30	7:30		7:30		
9:45	36	74			110	21:45	19	19			38	Peak Volume	176	948		1124		
10:00	34	48			82	22:00	15	18			33	Peak Hour Factor	0.880	0.948		0.972		
10:15	36	33			69	22:15	12	15			27	Peak Period	16:00	to	18:00			
10:30	39	33			72	22:30	12	11			23	Volume	1191	483		1674		
10:45	57	58			115	22:45	9	10			19	Peak Hour	16:45	16:45		16:45		
11:00	42	57			99	23:00	11	9			20	Peak Volume	701	335		1036		
11:15	52	52			104	23:15	12	8			20	Peak Hour Factor	0.847	0.863		0.881		
11:30	40	52			92	23:30	12	2			14							
11:45	52	39			91	23:45	7	9			16							
<b>TOTALS</b>	<b>1009</b>	<b>2695</b>	<b>0</b>	<b>0</b>	<b>3704</b>	<b>TOTALS</b>	<b>2897</b>	<b>1957</b>	<b>0</b>	<b>0</b>	<b>4854</b>							
<b>SPLIT %</b>	<b>27%</b>	<b>73%</b>	<b>0%</b>	<b>0%</b>	<b>43%</b>	<b>SPLIT %</b>	<b>60%</b>	<b>40%</b>	<b>0%</b>	<b>0%</b>	<b>57%</b>							



## Appendix E: SacRT Transit Data

SacRT Apr 2025 Sched Light Rail Station Boarding/Alighting

DAY_OF_WEEK	UNIQUE_S	STATION_NAME	ROUTE	ON	OFF	TOTAL	LAT	LONG
WEEKDAY	07000	WATT/I-80 STATION	BLUE LINE	652	3	655	38.644638	-121.386257
WEEKDAY	07001	WATT/I-80 WEST STATION	BLUE LINE	22	4	26	38.641812	-121.396138
WEEKDAY	07002	ROSEVILLE ROAD STATION	BLUE LINE	149	26	175	38.637328	-121.403996
WEEKDAY	07003	MARCONI/ARCADE STATION	BLUE LINE	277	67	344	38.620191	-121.426004
WEEKDAY	07004	EMPLOYEE PLATFORM STAT	BLUE LINE	49	23	72	38.614938	-121.431719
WEEKDAY	07005	SWANSTON STATION	BLUE LINE	71	42	113	38.606636	-121.440830
WEEKDAY	07006	ROYAL OAKS STATION	BLUE LINE	184	73	257	38.606212	-121.449678
WEEKDAY	07007	ARDEN/DEL PASO STATION	BLUE LINE	352	115	467	38.606015	-121.458819
WEEKDAY	07008	GLOBE AVENUE STATION	BLUE LINE	87	43	130	38.601612	-121.467408
WEEKDAY	07009	ALKALI FLAT/LA VALENTINA	BLUE LINE	291	221	512	38.584136	-121.488824
WEEKDAY	07010	12TH & I STATION	BLUE LINE	93	130	222	38.579779	-121.490798
WEEKDAY	07011	CATHEDRAL SQUARE STATIC	BLUE LINE	195	296	491	38.579453	-121.494979
WEEKDAY	07013	7TH & CAPITOL STATION	BLUE LINE	356	246	601	38.577242	-121.499207
WEEKDAY	07014	8TH & O STATION	BLUE LINE	128	88	216	38.575171	-121.497370
WEEKDAY	07015	ARCHIVES PLAZA STATION	BLUE LINE	150	90	241	38.573701	-121.493568
WEEKDAY	07016	13TH STREET STATION	BLUE LINE	173	159	332	38.570480	-121.491665
WEEKDAY	07017	16TH STREET STATION	BLUE LINE	519	296	815	38.569256	-121.487713
WEEKDAY	07018	BROADWAY STATION	BLUE LINE	189	181	370	38.558038	-121.488420
WEEKDAY	07019	4TH AVE/WAYNE HULTGREN	BLUE LINE	278	172	450	38.549842	-121.487663
WEEKDAY	07020	CITY COLLEGE STATION	BLUE LINE	123	227	349	38.540527	-121.484847
WEEKDAY	07021	FRUITRIDGE STATION	BLUE LINE	124	267	390	38.524040	-121.479668
WEEKDAY	07022	47TH AVENUE STATION	BLUE LINE	76	224	300	38.510319	-121.475445
WEEKDAY	07023	FLORIN STATION	BLUE LINE	215	371	586	38.496164	-121.471068
WEEKDAY	07024	MEADOWVIEW STATION	BLUE LINE	79	441	520	38.481546	-121.466594
WEEKDAY	07025	MEADOWVIEW STATION	BLUE LINE	399	73	471	38.484818	-121.467482
WEEKDAY	07026	FLORIN STATION	BLUE LINE	364	195	559	38.499379	-121.471979
WEEKDAY	07027	47TH AVENUE STATION	BLUE LINE	210	75	285	38.513530	-121.476353
WEEKDAY	07028	FRUITRIDGE STATION	BLUE LINE	280	125	405	38.527212	-121.480560
WEEKDAY	07029	CITY COLLEGE STATION	BLUE LINE	193	110	303	38.543710	-121.485786
WEEKDAY	07030	4TH AVE/WAYNE HULTGREN	BLUE LINE	196	194	390	38.553101	-121.488398
WEEKDAY	07031	BROADWAY STATION	BLUE LINE	182	185	368	38.561251	-121.487332
WEEKDAY	07032	16TH STREET STATION	BLUE LINE	298	528	826	38.570453	-121.491401
WEEKDAY	07033	13TH STREET STATION	BLUE LINE	124	114	238	38.572249	-121.493935
WEEKDAY	07034	ARCHIVES PLAZA STATION	BLUE LINE	119	152	272	38.574710	-121.495661
WEEKDAY	07035	8TH & O STATION	BLUE LINE	14	12	26	38.576377	-121.498145
WEEKDAY	07036	8TH & CAPITOL STATION	BLUE LINE	187	243	430	38.578534	-121.497225
WEEKDAY	07037	ST ROSE OF LIMA PARK STA	BLUE LINE	345	287	633	38.579301	-121.494125
WEEKDAY	07038	CATHEDRAL SQUARE STATIC	BLUE LINE	150	87	236	38.579418	-121.490986
WEEKDAY	07039	12TH & I STATION	BLUE LINE	138	90	228	38.582757	-121.489417
WEEKDAY	07040	ALKALI FLAT/LA VALENTINA	BLUE LINE	253	313	566	38.587127	-121.487393
WEEKDAY	07041	GLOBE AVENUE STATION	BLUE LINE	46	83	128	38.603668	-121.464191
WEEKDAY	07042	ARDEN/DEL PASO STATION	BLUE LINE	138	379	518	38.606242	-121.454839
WEEKDAY	07043	ROYAL OAKS STATION	BLUE LINE	79	205	285	38.605690	-121.446026
WEEKDAY	07044	SWANSTON STATION	BLUE LINE	51	74	125	38.608981	-121.438097
WEEKDAY	07045	EMPLOYEE PLATFORM STAT	BLUE LINE	23	49	71	38.616665	-121.429792
WEEKDAY	07046	MARCONI/ARCADE STATION	BLUE LINE	111	304	415	38.622598	-121.423353
WEEKDAY	07047	ROSEVILLE ROAD STATION	BLUE LINE	53	165	218	38.639192	-121.400368
WEEKDAY	07048	WATT/I-80 WEST STATION	BLUE LINE	15	36	51	38.643349	-121.392759
WEEKDAY	07049	WATT/I-80 STATION	BLUE LINE	0	622	622	38.644794	-121.385357
WEEKDAY	07097	CRC STATION	BLUE LINE	0	709	709	38.456557	-121.418702
WEEKDAY	07098	CRC STATION	BLUE LINE	746	9	756	38.455279	-121.418466
WEEKDAY	07099	MORRISON CREEK STATION	BLUE LINE	16	28	44	38.464621	-121.462693
WEEKDAY	07100	MORRISON CREEK STATION	BLUE LINE	41	23	64	38.467839	-121.463416
WEEKDAY	07101	FRANKLIN STATION	BLUE LINE	71	199	271	38.462661	-121.446598
WEEKDAY	07102	FRANKLIN STATION	BLUE LINE	172	38	210	38.463024	-121.450520
WEEKDAY	07103	CENTER PARKWAY STATION	BLUE LINE	53	104	157	38.458547	-121.427958
WEEKDAY	07104	CENTER PARKWAY STATION	BLUE LINE	102	32	134	38.459305	-121.431895

SacRT Apr 2025 Sched Bus Stop Boarding/Alighting

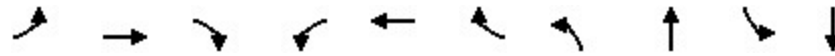
DAY\_OF\_WEEK (All)

Row Labels	STOP_NAME	Sum of ON	Sum of OFF
01096	ARDEN WAY & ROYAL OAKS DR	101.9	16.5
01098	ARDEN WAY & BLUMENFELD DR	12.1	6.1
01099	ARDEN FAIR MALL & TERMINAL	385.5	370.1
01100	ARDEN WAY & CHALLENGE WAY	4.7	2.9
01101	ARDEN WAY & ETHAN WAY	4.2	10.0
01102	ARDEN WAY & HOWE AVE	9.9	21.1
01103	ARDEN WAY & BELL ST	23.3	19.1
01104	ARDEN WAY & CLINTON RD	3.5	10.2
01105	ARDEN WAY & FULTON AVE	8.4	29.4
01106	ARDEN WAY & BERKSHIRE WAY	0.3	4.7
01107	ARDEN WAY & MORSE AVE	9.7	14.2
01108	ARDEN WAY & PROFESSIONAL DR	6.8	14.8
01109	ARDEN WAY & WATT AVE	0.2	0.5
01110	ARDEN WAY & LA PLAYA WAY	0.1	0.1
01111	ARDEN WAY & LA SIERRA DR	0.0	0.1
01112	ARDEN WAY & ESPERANZA DR	0.0	0.3
01113	ARDEN WAY & EASTERN AVE	0.1	1.0
01114	ARDEN WAY & SURITA ST	0.0	0.0
01115	ARDEN WAY & MISSION AVE	0.0	0.1
01116	ARDEN WAY & PALOMA AVE	0.0	0.0
01147	ARDEN WAY & FAIR OAKS BLVD	2.1	0.3
01148	ARDEN WAY & PARK PLACE DR	0.1	0.0
01149	ARDEN WAY & MISSION AVE	0.2	0.4
01150	ARDEN WAY & PLUTO WAY	0.0	0.0
01151	ARDEN WAY & EASTERN AVE	0.8	0.1
01152	ARDEN WAY & CATHAY WAY	0.1	0.0
01153	ARDEN WAY & MAPLE GLEN RD	0.4	0.0
01154	ARDEN WAY & LA PLAYA WAY	0.0	0.0
01155	ARDEN WAY & WATT AVE	26.4	9.7
01156	ARDEN WAY & PROFESSIONAL DR	10.8	4.6
01157	ARDEN WAY & MORSE AVE	36.3	2.3
01158	ARDEN WAY & AVONDALE AVE	4.5	0.9
01159	ARDEN WAY & FULTON AVE	27.0	4.5
01160	ARDEN WAY & WRIGHT ST	11.5	4.2
01161	ARDEN WAY & BELL ST	18.4	21.1
01162	ARDEN WAY & HOWE AVE	21.4	12.8
01163	ARDEN WAY & CHALLENGE WAY	12.2	34.9
01164	ARDEN WAY & HERITAGE LN	127.0	108.9
01165	ARDEN WAY & HARVARD ST	6.2	12.4
01166	ARDEN WAY & BOXWOOD ST	6.5	53.8
01167	ARDEN WAY & BEAUMONT ST	4.8	17.9
01168	ARDEN WAY & CANTALIER ST	1.5	7.3
01635	ARDEN WAY & COLFAX ST	2.1	0.9
05271	ARDEN WAY & COLFAX ST	1.2	7.1
09807	ARDEN WAY & DEL PASO BLVD LR	474.3	467.2
<b>Grand Total</b>		<b>1366.4</b>	<b>1292.5</b>

## Appendix F: Traffic Analysis Worksheets

Arden-Auburn Vision Zero & Mobility Plan  
 1: Del Paso Blvd & Arden Way

























Existing (2025)  
 AM Peak-Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	1312	26	63	697	13	55	173	31	432
v/c Ratio	0.48	0.70	0.03	0.46	0.38	0.01	0.42	0.26	0.28	0.75
Control Delay (s/veh)	66.2	26.5	0.0	65.9	19.7	0.0	65.4	42.0	63.4	54.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.2	26.5	0.0	65.9	19.7	0.0	65.4	42.0	63.4	54.2
Queue Length 50th (ft)	50	410	0	47	171	0	41	61	23	163
Queue Length 95th (ft)	105	620	0	101	271	0	84	93	59	226
Internal Link Dist (ft)		1540			850			1083		1389
Turn Bay Length (ft)	225			185			135		50	
Base Capacity (vph)	475	1862	871	475	1862	871	475	1230	475	1228
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.70	0.03	0.13	0.37	0.01	0.12	0.14	0.07	0.35
Intersection Summary										

Arden-Auburn Vision Zero & Mobility Plan  
1: Del Paso Blvd & Arden Way

Existing (2025)  
AM Peak-Hour

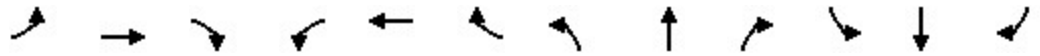
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1181	23	57	634	12	46	125	20	27	297	79
Future Volume (veh/h)	60	1181	23	57	634	12	46	125	20	27	297	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	67	1312	0	63	697	0	55	149	24	31	341	91
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	101	1583		98	1578		92	549	87	65	455	120
Arrive On Green	0.06	0.45	0.00	0.06	0.45	0.00	0.05	0.18	0.18	0.04	0.16	0.16
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	3049	482	1767	2761	727
Grp Volume(v), veh/h	67	1312	0	63	697	0	55	85	88	31	216	216
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1769	1767	1763	1725
Q Serve(g_s), s	3.1	27.0	0.0	2.9	11.2	0.0	2.5	3.4	3.5	1.4	9.6	9.9
Cycle Q Clear(g_c), s	3.1	27.0	0.0	2.9	11.2	0.0	2.5	3.4	3.5	1.4	9.6	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.42
Lane Grp Cap(c), veh/h	101	1583		98	1578		92	317	318	65	291	284
V/C Ratio(X)	0.66	0.83		0.64	0.44		0.60	0.27	0.28	0.47	0.74	0.76
Avail Cap(c_a), veh/h	653	2549		653	2549		653	860	863	653	860	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	20.0	0.0	38.2	15.7	0.0	38.3	29.2	29.2	39.0	32.8	32.9
Incr Delay (d2), s/veh	2.8	0.6	0.0	2.6	0.1	0.0	2.3	0.2	0.2	2.0	1.4	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	10.3	0.0	1.3	4.3	0.0	1.1	1.4	1.5	0.6	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.9	20.5	0.0	40.8	15.8	0.0	40.6	29.3	29.4	40.9	34.2	34.5
LnGrp LOS	D	C		D	B		D	C	C	D	C	C
Approach Vol, veh/h		1379			760			228			463	
Approach Delay, s/veh		21.5			17.9			32.1			34.8	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	19.3	10.2	43.3	8.6	20.6	10.1	43.4				
Change Period (Y+Rc), s	5.5	5.7	5.5	6.3	5.5	5.7	5.5	6.3				
Max Green Setting (Gmax), s	30.5	40.3	30.5	59.7	30.5	40.3	30.5	59.7				
Max Q Clear Time (g_c+I1), s	4.5	11.9	5.1	13.2	3.4	5.5	4.9	29.0				
Green Ext Time (p_c), s	0.1	1.7	0.1	3.6	0.0	0.6	0.1	8.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				23.6								
HCM 7th LOS				C								
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	17	1227	6	738	40	52
v/c Ratio	0.09	0.44	0.03	0.26	0.16	0.22
Control Delay (s/veh)	26.8	4.5	27.2	3.7	25.5	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.8	4.5	27.2	3.7	25.5	25.3
Queue Length 50th (ft)	5	68	2	33	11	14
Queue Length 95th (ft)	25	192	14	103	34	47
Internal Link Dist (ft)		850		643	408	330
Turn Bay Length (ft)	70		110			
Base Capacity (vph)	1108	3378	1108	3368	1027	960
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.36	0.01	0.22	0.04	0.05
<b>Intersection Summary</b>						

Arden-Auburn Vision Zero & Mobility Plan  
2: Oxford St & Arden Way

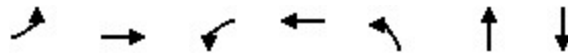
Existing (2025)  
AM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1138	3	6	689	12	9	12	7	24	17	1
Future Volume (veh/h)	16	1138	3	6	689	12	9	12	7	24	17	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	17	1224	3	6	725	13	13	17	10	30	21	1
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.70	0.70	0.70	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	30	2217	5	11	2140	38	141	96	44	199	92	3
Arrive On Green	0.02	0.61	0.61	0.01	0.60	0.60	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1767	3608	9	1767	3543	64	342	904	416	700	873	31
Grp Volume(v), veh/h	17	598	629	6	361	377	40	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1767	1763	1844	1662	0	0	1604	0	0
Q Serve(g_s), s	0.4	9.0	9.0	0.2	4.6	4.6	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.4	9.0	9.0	0.2	4.6	4.6	0.9	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.03	0.32		0.25	0.58		0.02
Lane Grp Cap(c), veh/h	30	1083	1139	11	1065	1114	281	0	0	295	0	0
V/C Ratio(X)	0.57	0.55	0.55	0.53	0.34	0.34	0.14	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1187	2345	2467	1187	2345	2453	1195	0	0	1199	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.1	5.1	5.1	22.5	4.5	4.5	18.6	0.0	0.0	18.7	0.0	0.0
Incr Delay (d2), s/veh	6.1	0.6	0.6	13.4	0.3	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.1	0.1	1.0	1.1	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	5.7	5.7	35.9	4.7	4.7	18.7	0.0	0.0	18.8	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	B			B		
Approach Vol, veh/h		1244			744			40			52	
Approach Delay, s/veh		6.0			5.0			18.7			18.8	
Approach LOS		A			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	32.0		9.1	3.8	32.5		9.1				
Change Period (Y+Rc), s	3.5	* 4.6		4.3	3.5	* 4.6		* 4.3				
Max Green Setting (Gmax), s	30.5	* 60		30.7	30.5	* 60		* 32				
Max Q Clear Time (g_c+I1), s	2.4	6.6		2.9	2.2	11.0		3.2				
Green Ext Time (p_c), s	0.0	7.9		0.1	0.0	16.9		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.2									
HCM 7th LOS			A									

Notes  
\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

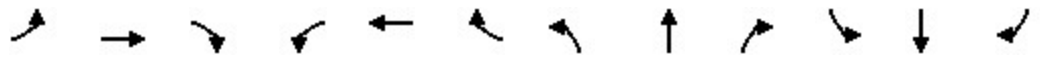


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	3	1355	68	694	91	121	163
v/c Ratio	0.01	0.66	0.31	0.28	0.63	0.45	0.58
Control Delay (s/veh)	31.0	14.2	35.8	6.1	50.9	35.5	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	14.2	35.8	6.1	50.9	35.5	38.7
Queue Length 50th (ft)	1	223	32	44	44	57	76
Queue Length 95th (ft)	9	329	68	142	64	75	122
Internal Link Dist (ft)		527		593		553	530
Turn Bay Length (ft)	100		100		65		
Base Capacity (vph)	229	2043	271	2443	292	545	555
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.66	0.25	0.28	0.31	0.22	0.29

Intersection Summary

Arden-Auburn Vision Zero & Mobility Plan  
 3: Royal Oaks Dr/Beaumont St & Arden Way

Existing (2025)  
 AM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕			↕	
Traffic Volume (veh/h)	3	1018	147	64	644	8	64	38	47	28	108	6
Future Volume (veh/h)	3	1018	147	64	644	8	64	38	47	28	108	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	3	1184	171	68	685	9	91	54	67	32	124	7
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.70	0.70	0.70	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	14	1872	269	172	2479	33	225	106	132	79	176	9
Arrive On Green	0.01	0.61	0.61	0.10	0.70	0.70	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3093	445	1767	3563	47	1249	753	934	175	1248	64
Grp Volume(v), veh/h	3	673	682	68	339	355	91	0	121	163	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1775	1767	1763	1847	1249	0	1687	1488	0	0
Q Serve(g_s), s	0.1	19.5	19.7	2.9	5.8	5.8	0.0	0.0	5.3	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.1	19.5	19.7	2.9	5.8	5.8	7.9	0.0	5.3	8.8	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.03	1.00		0.55	0.20		0.04
Lane Grp Cap(c), veh/h	14	1067	1074	172	1226	1285	225	0	238	264	0	0
V/C Ratio(X)	0.21	0.63	0.63	0.39	0.28	0.28	0.40	0.00	0.51	0.62	0.00	0.00
Avail Cap(c_a), veh/h	232	1067	1074	274	1226	1285	452	0	544	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	10.1	10.1	33.9	4.6	4.6	32.9	0.0	31.8	33.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	2.8	2.9	0.5	0.6	0.5	0.4	0.0	0.6	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.2	7.4	1.2	1.8	1.9	1.7	0.0	2.2	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	12.9	13.0	34.4	5.1	5.1	33.3	0.0	32.4	34.0	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C		C	C		
Approach Vol, veh/h		1358			762			212			163	
Approach Delay, s/veh		13.0			7.7			32.8			34.0	
Approach LOS		B			A			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	60.4		15.5	11.4	53.1		15.5				
Change Period (Y+Rc), s	3.5	* 4.7		4.2	3.6	* 4.7		* 4.2				
Max Green Setting (Gmax), s	10.5	* 32		25.8	12.4	* 29		* 26				
Max Q Clear Time (g_c+I1), s	2.1	7.8		9.9	4.9	21.7		10.8				
Green Ext Time (p_c), s	0.0	6.2		0.5	0.0	5.8		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh				14.5								
HCM 7th LOS				B								

Notes  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	18	1195	53	874	18	481
v/c Ratio	0.09	0.77	0.27	0.65	0.03	1.01
Control Delay (s/veh)	33.2	24.9	36.1	21.7	13.2	71.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	24.9	36.1	21.7	13.2	71.7
Queue Length 50th (ft)	8	288	25	173	4	~239
Queue Length 95th (ft)	28	#426	58	236	13	#439
Internal Link Dist (ft)		406		490	396	344
Turn Bay Length (ft)	90		115			
Base Capacity (vph)	229	1558	256	1339	618	477
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.77	0.21	0.65	0.03	1.01



















**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Arden-Auburn Vision Zero & Mobility Plan  
4: Evergreen St & Arden Way

Existing (2025)  
AM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1140	7	52	677	188	1	7	5	418	20	24
Future Volume (veh/h)	17	1140	7	52	677	188	1	7	5	418	20	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	1188	7	53	684	190	1	10	7	435	21	25
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.70	0.70	0.70	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	1352	8	199	1053	292	59	369	242	539	22	26
Arrive On Green	0.11	0.38	0.38	0.11	0.39	0.39	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1767	3593	21	1767	2725	757	34	1043	685	1281	62	74
Grp Volume(v), veh/h	18	583	612	53	442	432	18	0	0	481	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1852	1767	1763	1719	1762	0	0	1416	0	0
Q Serve(g_s), s	0.7	24.6	24.6	2.2	16.4	16.5	0.0	0.0	0.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	24.6	24.6	2.2	16.4	16.5	0.5	0.0	0.0	26.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.44	0.06		0.39	0.90		0.05
Lane Grp Cap(c), veh/h	199	663	697	199	681	664	671	0	0	587	0	0
V/C Ratio(X)	0.09	0.88	0.88	0.27	0.65	0.65	0.03	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	232	663	697	258	681	664	675	0	0	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.8	23.2	23.2	32.5	20.1	20.1	16.9	0.0	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	15.3	14.7	0.3	4.8	4.9	0.0	0.0	0.0	8.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	12.4	12.9	0.9	7.2	7.1	0.2	0.0	0.0	9.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	38.6	38.0	32.7	24.9	25.0	16.9	0.0	0.0	33.7	0.0	0.0
LnGrp LOS	C	D	D	C	C	C	B			C		
Approach Vol, veh/h		1213			927			18			481	
Approach Delay, s/veh		38.2			25.4			16.9			33.7	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	35.5		32.0	13.3	34.7		32.0				
Change Period (Y+Rc), s	3.5	* 4.6		* 3.7	4.3	* 4.6		3.7				
Max Green Setting (Gmax), s	10.5	* 29		* 29	11.7	* 28		28.3				
Max Q Clear Time (g_c+I1), s	2.7	18.5		2.5	4.2	26.6		28.6				
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	0.8		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				32.7								
HCM 7th LOS				C								
<b>Notes</b>												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	51	1565	41	874	211	31	53	307	315	75
v/c Ratio	0.16	0.86	0.25	0.48	0.23	0.19	0.29	0.89	0.90	0.18
Control Delay (s/veh)	51.7	33.5	44.4	15.6	4.5	53.6	28.9	73.9	74.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.7	33.5	44.4	15.6	4.5	53.6	28.9	73.9	74.9	2.6
Queue Length 50th (ft)	19	603	26	217	26	23	14	242	249	0
Queue Length 95th (ft)	39	#782	m45	258	72	55	55	#396	#407	11
Internal Link Dist (ft)		809		504			385		339	
Turn Bay Length (ft)	200		275		360	100		310		115
Base Capacity (vph)	314	1824	223	1830	919	410	416	360	366	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.86	0.18	0.48	0.23	0.08	0.13	0.85	0.86	0.17

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.

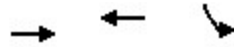
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Arden-Auburn Vision Zero & Mobility Plan  
5: Blumenfeld Dr/Harvard St & Arden Way

Existing (2025)  
AM Peak-Hour

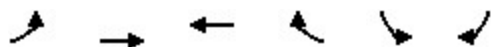
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1413	58	39	830	200	28	17	31	479	75	67
Future Volume (veh/h)	48	1413	58	39	830	200	28	17	31	479	75	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	51	1503	62	41	874	211	31	19	34	598	0	75
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	314	1713	70	162	1744	778	152	51	92	674	0	300
Arrive On Green	0.09	0.50	0.50	0.18	0.99	0.99	0.09	0.09	0.09	0.19	0.00	0.19
Sat Flow, veh/h	3428	3451	142	1767	3526	1572	1767	596	1067	3534	0	1572
Grp Volume(v), veh/h	51	766	799	41	874	211	31	0	53	598	0	75
Grp Sat Flow(s),veh/h/ln	1714	1763	1830	1767	1763	1572	1767	0	1663	1767	0	1572
Q Serve(g_s), s	1.6	46.4	46.8	2.4	0.6	0.2	2.0	0.0	3.6	19.8	0.0	4.9
Cycle Q Clear(g_c), s	1.6	46.4	46.8	2.4	0.6	0.2	2.0	0.0	3.6	19.8	0.0	4.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	314	875	908	162	1744	778	152	0	143	674	0	300
V/C Ratio(X)	0.16	0.88	0.88	0.25	0.50	0.27	0.20	0.00	0.37	0.89	0.00	0.25
Avail Cap(c_a), veh/h	317	875	908	225	1744	778	414	0	390	766	0	341
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	26.9	27.0	45.5	0.3	0.3	51.0	0.0	51.8	47.3	0.0	41.3
Incr Delay (d2), s/veh	0.2	11.9	11.9	0.6	0.8	0.7	0.7	0.0	1.6	11.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	21.7	22.7	1.1	0.3	0.2	0.9	0.0	1.6	9.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	38.8	38.9	46.1	1.1	1.0	51.7	0.0	53.3	58.5	0.0	41.7
LnGrp LOS	D	D	D	D	A	A	D		D	E		D
Approach Vol, veh/h		1616			1126			84			673	
Approach Delay, s/veh		39.2			2.8			52.7			56.7	
Approach LOS		D			A			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	64.0		26.9	14.7	64.2		14.2				
Change Period (Y+Rc), s	3.9	* 4.6		4.0	3.7	* 4.6		3.9				
Max Green Setting (Gmax), s	11.1	* 38		26.0	15.3	* 34		28.1				
Max Q Clear Time (g_c+I1), s	3.6	2.6		21.8	4.4	48.8		5.6				
Green Ext Time (p_c), s	0.0	8.4		1.1	0.0	0.0		0.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			31.2									
HCM 7th LOS			C									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												



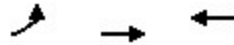
Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1787	1149	741
v/c Ratio	0.89	0.57	0.78
Control Delay (s/veh)	14.7	2.8	25.0
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	14.7	2.8	25.0
Queue Length 50th (ft)	390	22	119
Queue Length 95th (ft)	#501	26	130
Internal Link Dist (ft)	504	1120	691
Turn Bay Length (ft)			
Base Capacity (vph)	2019	2019	1131
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.89	0.57	0.66

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓↓↓	
Traffic Volume (veh/h)	0	1751	988	0	493	78
Future Volume (veh/h)	0	1751	988	0	493	78
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	1787	1149	0	734	0
Peak Hour Factor	0.98	0.98	0.86	0.86	0.77	0.77
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2137	2137	0	873	389
Arrive On Green	0.00	0.61	1.00	0.00	0.25	0.00
Sat Flow, veh/h	0	3711	3711	0	3534	1572
Grp Volume(v), veh/h	0	1787	1149	0	734	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	24.3	0.0	0.0	11.8	0.0
Cycle Q Clear(g_c), s	0.0	24.3	0.0	0.0	11.8	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2137	2137	0	873	389
V/C Ratio(X)	0.00	0.84	0.54	0.00	0.84	0.00
Avail Cap(c_a), veh/h	0	2137	2137	0	1166	519
HCM Platoon Ratio	1.00	1.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.39	0.74	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.4	0.0	0.0	21.5	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.7	0.0	3.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	0.2	0.0	4.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	11.1	0.7	0.0	24.8	0.0
LnGrp LOS		B	A		C	
Approach Vol, veh/h		1787	1149		734	
Approach Delay, s/veh		11.1	0.7		24.8	
Approach LOS		B	A		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		41.0		19.0		41.0
Change Period (Y+Rc), s		* 4.6		4.2		* 4.6
Max Green Setting (Gmax), s		* 31		19.8		* 31
Max Q Clear Time (g_c+I1), s		26.3		13.8		2.0
Green Ext Time (p_c), s		4.9		1.0		16.9
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			10.6			
HCM 7th LOS			B			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						



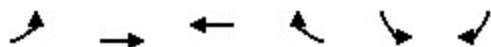
Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	277	2030	1144
v/c Ratio	0.47	0.58	0.63
Control Delay (s/veh)	21.0	0.4	11.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	21.0	0.4	11.9
Queue Length 50th (ft)	90	0	134
Queue Length 95th (ft)	m112	0	171
Internal Link Dist (ft)		1120	90
Turn Bay Length (ft)	180		
Base Capacity (vph)	588	3505	1892
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.47	0.58	0.60

**Intersection Summary**

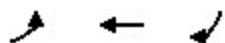
m Volume for 95th percentile queue is metered by upstream signal.

Arden-Auburn Vision Zero & Mobility Plan  
 7: Arden Way & US-80 EB Ramps

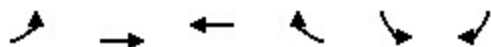
Existing (2025)  
 AM Peak-Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	1969	972	0	0	0
Future Volume (veh/h)	269	1969	972	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1856	1856	1856	0		
Adj Flow Rate, veh/h	277	2030	1144	0		
Peak Hour Factor	0.97	0.97	0.85	0.85		
Percent Heavy Veh, %	3	3	3	0		
Cap, veh/h	676	3255	1637	0		
Arrive On Green	0.76	1.00	0.46	0.00		
Sat Flow, veh/h	1767	3618	3711	0		
Grp Volume(v), veh/h	277	2030	1144	0		
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	0		
Q Serve(g_s), s	3.2	0.0	15.4	0.0		
Cycle Q Clear(g_c), s	3.2	0.0	15.4	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	676	3255	1637	0		
V/C Ratio(X)	0.41	0.62	0.70	0.00		
Avail Cap(c_a), veh/h	676	3255	1904	0		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.41	0.41	1.00	0.00		
Uniform Delay (d), s/veh	4.7	0.0	12.7	0.0		
Incr Delay (d2), s/veh	0.1	0.4	2.5	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	0.2	5.7	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.8	0.4	15.2	0.0		
LnGrp LOS	A	A	B			
Approach Vol, veh/h		2307	1144			
Approach Delay, s/veh		0.9	15.2			
Approach LOS		A	B			
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		60.0			27.5	32.5
Change Period (Y+Rc), s		* 4.6			* 4.6	* 4.6
Max Green Setting (Gmax), s		* 55			* 19	* 32
Max Q Clear Time (g_c+I1), s		2.0			5.2	17.4
Green Ext Time (p_c), s		45.9			0.3	10.4
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			5.7			
HCM 7th LOS			A			
<b>Notes</b>						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						



Lane Group	EBL	WBT	SBR
Lane Group Flow (vph)	91	1486	204
v/c Ratio	0.27	0.36	0.64
Control Delay (s/veh)	21.2	6.4	28.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	21.2	6.4	28.7
Queue Length 50th (ft)	28	114	62
Queue Length 95th (ft)	49	129	95
Internal Link Dist (ft)		602	
Turn Bay Length (ft)	465		
Base Capacity (vph)	627	4175	584
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.36	0.35
Intersection Summary			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	0	1300	38	0	167
Future Volume (veh/h)	73	0	1300	38	0	167
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	0	1856	1856	0	1856
Adj Flow Rate, veh/h	91	0	1444	42	0	204
Peak Hour Factor	0.80	0.80	0.90	0.90	0.82	0.82
Percent Heavy Veh, %	3	0	3	3	0	3
Cap, veh/h	138	0	0	0	0	0
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1767	91	0		0	
Grp Volume(v), veh/h	91	28.9	0.0		0.0	
Grp Sat Flow(s),veh/h/ln	1767	C				
Q Serve(g_s), s	3.0					
Cycle Q Clear(g_c), s	3.0					
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	138					
V/C Ratio(X)	0.66					
Avail Cap(c_a), veh/h	633					
HCM Platoon Ratio	1.00					
Upstream Filter(I)	1.00					
Uniform Delay (d), s/veh	26.9					
Incr Delay (d2), s/veh	2.0					
Initial Q Delay(d3), s/veh	0.0					
%ile BackOfQ(50%),veh/ln	1.3					
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.9					
LnGrp LOS	C					
Approach Vol, veh/h						
Approach Delay, s/veh						
Approach LOS						
Timer - Assigned Phs						7
Phs Duration (G+Y+Rc), s						9.2
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						21.5
Max Q Clear Time (g_c+I1), s						5.0
Green Ext Time (p_c), s						0.1
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			28.9			
HCM 7th LOS			C			

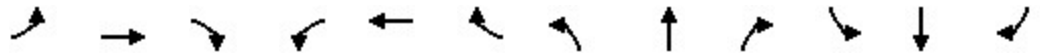


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	2218	80	1385	80	91	25	19	37	4
v/c Ratio	0.28	0.53	0.38	0.32	0.58	0.34	0.12	0.22	0.22	0.02
Control Delay (s/veh)	57.8	12.2	55.6	8.3	68.2	52.8	1.1	59.8	57.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.8	12.2	55.6	8.3	68.2	52.8	1.1	59.8	57.0	0.3
Queue Length 50th (ft)	20	252	30	108	67	38	0	15	16	0
Queue Length 95th (ft)	41	352	59	120	94	52	0	34	27	0
Internal Link Dist (ft)		602		557		447			221	
Turn Bay Length (ft)	330		220		150		150	50		50
Base Capacity (vph)	595	4209	595	4304	260	495	315	265	515	322
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.53	0.13	0.32	0.31	0.18	0.08	0.07	0.07	0.01

Intersection Summary

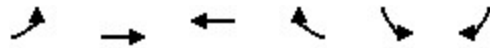
Arden-Auburn Vision Zero & Mobility Plan  
 9: Heritage Ln/Arden Fair Dwy & Arden Way

Existing (2025)  
 AM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑		↔↔	↑↑↑↑		↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (veh/h)	49	1911	174	71	1223	10	115	6	20	27	12	3
Future Volume (veh/h)	49	1911	174	71	1223	10	115	6	20	27	12	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	2033	185	80	1374	11	160	22	19	39	17	4
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.72	0.72	0.72	0.70	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	141	4120	375	160	4555	36	224	118	100	153	80	68
Arrive On Green	0.04	0.69	0.69	0.09	1.00	1.00	0.06	0.06	0.06	0.04	0.04	0.04
Sat Flow, veh/h	3428	5999	545	3428	6581	53	3534	1856	1572	3534	1856	1572
Grp Volume(v), veh/h	52	1622	596	80	999	386	160	22	19	39	17	4
Grp Sat Flow(s),veh/h/ln	1714	1596	1757	1714	1596	1846	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.8	19.3	19.3	2.7	0.0	0.0	5.3	1.3	1.4	1.3	1.1	0.3
Cycle Q Clear(g_c), s	1.8	19.3	19.3	2.7	0.0	0.0	5.3	1.3	1.4	1.3	1.1	0.3
Prop In Lane	1.00		0.31	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	3288	1207	160	3313	1278	224	118	100	153	80	68
V/C Ratio(X)	0.37	0.49	0.49	0.50	0.30	0.30	0.71	0.19	0.19	0.26	0.21	0.06
Avail Cap(c_a), veh/h	600	3288	1207	600	3313	1278	577	303	257	589	309	262
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	8.9	8.9	53.1	0.0	0.0	55.1	53.3	53.3	55.5	55.4	55.1
Incr Delay (d2), s/veh	0.6	0.5	1.4	0.9	0.2	0.6	1.6	0.3	0.3	0.3	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.3	7.3	1.1	0.1	0.2	2.4	0.6	0.6	0.6	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	9.4	10.4	54.0	0.2	0.6	56.7	53.5	53.6	55.9	55.9	55.2
LnGrp LOS	E	A	B	D	A	A	E	D	D	E	E	E
Approach Vol, veh/h	2270		1465				201		60			
Approach Delay, s/veh	10.8		3.3				56.1		55.8			
Approach LOS	B		A				E		E			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.9	87.9	10.2		9.6	87.2	13.0					
Change Period (Y+Rc), s	4.0	* 4.8	5.0		4.0	4.8	5.4					
Max Green Setting (Gmax), s	21.0	* 40	20.0		21.0	40.2	19.6					
Max Q Clear Time (g_c+I1), s	3.8	2.0	3.3		4.7	21.3	7.3					
Green Ext Time (p_c), s	0.1	17.6	0.1		0.1	16.5	0.3					
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			11.0									
HCM 7th LOS			B									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Volume (veh/h)	42	1841	1312	6	0	11				
Future Volume (Veh/h)	42	1841	1312	6	0	11				
Sign Control		Free	Free		Stop					
Grade		0%	0%		0%					
Peak Hour Factor	0.87	0.87	0.89	0.89	0.70	0.70				
Hourly flow rate (vph)	48	2116	1474	7	0	16				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None	None							
Median storage (veh)										
Upstream signal (ft)		637	616							
pX, platoon unblocked	0.93				0.83	0.93				
vC, conflicting volume	1481				2279	372				
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1141				1137	0				
tC, single (s)	4.2				6.9	7.0				
tC, 2 stage (s)										
tF (s)	2.2				3.5	3.3				
p0 queue free %	91				100	98				
cM capacity (veh/h)	560				147	1005				
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	48	705	705	705	421	421	421	218	16	
Volume Left	48	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	7	16	
cSH	560	1700	1700	1700	1700	1700	1700	1700	1005	
Volume to Capacity	0.09	0.41	0.41	0.41	0.25	0.25	0.25	0.13	0.02	
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	1	
Control Delay (s/veh)	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	
Lane LOS	B								A	
Approach Delay (s/veh)	0.3				0.0				8.6	
Approach LOS									A	
Intersection Summary										
Average Delay			0.2							
Intersection Capacity Utilization			38.9%	ICU Level of Service					A	
Analysis Period (min)	15									

\* Value less than 0.01.



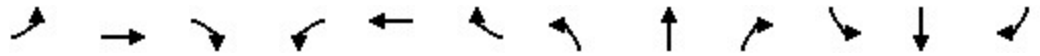
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	25	2175	95	1388	42	78	20	20	24
v/c Ratio	0.26	0.50	0.43	0.29	0.40	0.31	0.22	0.21	0.13
Control Delay (s/veh)	65.4	5.4	59.4	7.3	64.1	22.2	59.7	59.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.4	5.4	59.4	7.3	64.1	22.2	59.7	59.2	1.5
Queue Length 50th (ft)	20	86	37	116	35	7	15	15	0
Queue Length 95th (ft)	m41	90	64	167	57	20	43	43	0
Internal Link Dist (ft)		536		389		453		280	
Turn Bay Length (ft)	200		380		80		60		
Base Capacity (vph)	296	4359	575	4719	334	668	352	367	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.50	0.17	0.29	0.13	0.12	0.06	0.05	0.06

**Intersection Summary**

m Volume for 95th percentile queue is metered by upstream signal.

Arden-Auburn Vision Zero & Mobility Plan  
 11: Challenge Way/Arden Fair Transit Ctr & Arden Way

Existing (2025)  
 AM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1734	93	88	1270	20	35	8	41	22	15	22
Future Volume (veh/h)	21	1734	93	88	1270	20	35	8	41	22	15	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	25	2064	111	95	1366	22	40	25	59	20	22	24
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.70	0.70	0.70	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	50	4347	234	164	4665	75	97	102	87	79	82	70
Arrive On Green	0.06	1.00	1.00	0.05	0.72	0.72	0.06	0.06	0.06	0.04	0.04	0.04
Sat Flow, veh/h	1767	6247	336	3428	6519	105	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	25	1582	593	95	1003	385	40	25	59	20	22	24
Grp Sat Flow(s),veh/h/ln	1767	1596	1795	1714	1596	1837	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.6	0.0	0.0	3.3	9.0	9.1	2.6	1.5	4.4	1.3	1.4	1.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	3.3	9.0	9.1	2.6	1.5	4.4	1.3	1.4	1.8
Prop In Lane	1.00		0.19	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	3331	1249	164	3425	1314	97	102	87	79	82	70
V/C Ratio(X)	0.50	0.47	0.47	0.58	0.29	0.29	0.41	0.24	0.68	0.25	0.27	0.34
Avail Cap(c_a), veh/h	299	3331	1249	580	3425	1314	371	390	330	374	393	333
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	0.0	55.9	6.1	6.1	54.8	54.3	55.7	55.4	55.4	55.6
Incr Delay (d2), s/veh	2.9	0.5	1.3	1.2	0.2	0.6	1.0	0.5	3.5	0.6	0.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.4	1.4	2.9	3.4	1.2	0.7	1.8	0.6	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.6	0.5	1.3	57.1	6.4	6.7	55.8	54.8	59.1	56.0	56.1	56.7
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	E	E
Approach Vol, veh/h	2200				1483				124		66	
Approach Delay, s/veh	1.4				9.7				57.2		56.3	
Approach LOS	A				A				E		E	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.1	90.6	9.9		10.4	88.2	11.4					
Change Period (Y+Rc), s	4.7	* 4.7	4.6		4.7	* 4.7	4.8					
Max Green Setting (Gmax), s	20.3	* 30	25.4		20.3	* 30	25.2					
Max Q Clear Time (g_c+I1), s	3.6	11.1	3.8		5.3	2.0	6.4					
Green Ext Time (p_c), s	0.0	11.9	0.1		0.1	23.1	0.3					


















Intersection Summary												
HCM 7th Control Delay, s/veh			7.3									
HCM 7th LOS			A									

Notes  
 User approved pedestrian interval to be less than phase max green.  
 User approved volume balancing among the lanes for turning movement.

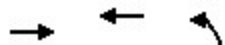
\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Arden-Auburn Vision Zero & Mobility Plan  
 12: Arden Way & Hobby Lobby Dwy

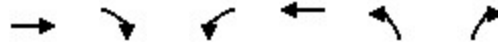
Existing (2025)  
 AM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1761	1	0	1352	20	0	0	3	0	0	16
Future Volume (Veh/h)	24	1761	1	0	1352	20	0	0	3	0	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.70	0.92	0.70
Hourly flow rate (vph)	34	2516	1	0	1470	22	0	0	3	0	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1492			2517			2975	4077	839	2391	4066	379
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1492			2517			2975	4077	839	2391	4066	379
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.6	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			100	100	99	100	100	96
cM capacity (veh/h)	441			177			6	2	309	16	2	616
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	34	1006	1006	504	420	420	420	232	3	23		
Volume Left	34	0	0	0	0	0	0	0	0	0		
Volume Right	0	0	0	1	0	0	0	22	3	23		
cSH	441	1700	1700	1700	1700	1700	1700	1700	309	616		
Volume to Capacity	0.08	0.59	0.59	0.30	0.25	0.25	0.25	0.14	0.00*	0.04		
Queue Length 95th (ft)	6	0	0	0	0	0	0	0	1	3		
Control Delay (s/veh)	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8	11.1		
Lane LOS	B								C	B		
Approach Delay (s/veh)	0.2				0.0				16.8	11.1		
Approach LOS									C	B		
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			44.0%		ICU Level of Service				A			
Analysis Period (min)			15									

\* Value less than 0.01.



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	549	477	1059
v/c Ratio	0.65	0.39	0.36
Control Delay (s/veh)	23.8	19.4	7.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.8	19.4	7.5
Queue Length 50th (ft)	95	53	60
Queue Length 95th (ft)	113	67	104
Internal Link Dist (ft)	106	342	148
Turn Bay Length (ft)			
Base Capacity (vph)	1764	2534	2910
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.31	0.19	0.36
Intersection Summary			



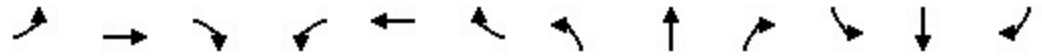
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑	↗↘↙	
Traffic Volume (veh/h)	461	0	0	415	964	0
Future Volume (veh/h)	461	0	0	415	964	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	0	0	1856	1856	0
Adj Flow Rate, veh/h	549	0	0	477	1059	0
Peak Hour Factor	0.84	0.84	0.87	0.87	0.91	0.91
Percent Heavy Veh, %	3	0	0	3	3	0
Cap, veh/h	769	0	0	1105	0	0
Arrive On Green	0.22	0.00	0.00	0.22	0.33	0.00
Sat Flow, veh/h	3711	0	0	5400	0	0
Grp Volume(v), veh/h	549	0	0	477	0	0
Grp Sat Flow(s),veh/h/ln	1763	0	0	1689	0	0
Q Serve(g_s), s	8.7	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	4.9	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	769	0	0	1105	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	1775	0	0	2550	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.2	0.0	0.0	20.3	0.0	0.0
LnGrp LOS	C			C		
Approach Vol, veh/h	549			477	0	
Approach Delay, s/veh	22.2			20.3	0.0	
Approach LOS	C			C		
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.9			17.9	25.0
Change Period (Y+Rc), s		4.8			4.8	5.4
Max Green Setting (Gmax), s		30.2			30.2	19.6
Max Q Clear Time (g_c+I1), s		6.9			10.7	0.0
Green Ext Time (p_c), s		2.2			2.4	0.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			21.3			
HCM 7th LOS			C			



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	535	652	467	247	11	530	950
v/c Ratio	0.58	0.70	0.62	0.32	0.03	0.40	0.68
Control Delay (s/veh)	46.6	49.5	45.2	39.8	0.1	23.6	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.6	49.5	45.2	39.8	0.1	23.6	29.3
Queue Length 50th (ft)	141	176	171	85	0	148	313
Queue Length 95th (ft)	196	239	241	132	0	241	479
Internal Link Dist (ft)	640	453		536			407
Turn Bay Length (ft)			310		175		
Base Capacity (vph)	2185	2185	1524	1571	731	1517	1592
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.30	0.31	0.16	0.02	0.35	0.60
<b>Intersection Summary</b>							

Arden-Auburn Vision Zero & Mobility Plan  
 14: Ethan Way & Exposition Blvd & Arden Way

Existing (2025)  
 AM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗↘	↑↑	↗	↗↘	↔	
Traffic Volume (veh/h)	0	498	0	0	619	0	444	235	10	518	781	3
Future Volume (veh/h)	0	498	0	0	619	0	444	235	10	518	781	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	0	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	535	0	0	652	0	467	247	0	589	888	3
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	0	0	3	0	3	3	3	3	3	3
Cap, veh/h	0	937	0	0	937	0	732	752		1409	1474	5
Arrive On Green	0.00	0.18	0.00	0.00	0.18	0.00	0.21	0.21	0.00	0.40	0.40	0.40
Sat Flow, veh/h	0	5400	0	0	5400	0	3428	3526	1572	3534	3696	12
Grp Volume(v), veh/h	0	535	0	0	652	0	467	247	0	589	446	445
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	0	1714	1763	1572	1767	1856	1853
Q Serve(g_s), s	0.0	8.0	0.0	0.0	10.0	0.0	10.3	4.9	0.0	10.0	15.7	15.7
Cycle Q Clear(g_c), s	0.0	8.0	0.0	0.0	10.0	0.0	10.3	4.9	0.0	10.0	15.7	15.7
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	937	0	0	937	0	732	752		1409	740	739
V/C Ratio(X)	0.00	0.57	0.00	0.00	0.70	0.00	0.64	0.33		0.42	0.60	0.60
Avail Cap(c_a), veh/h	0	2972	0	0	2972	0	2078	2137		2407	1263	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.8	0.0	0.0	31.6	0.0	29.7	27.6	0.0	18.0	19.7	19.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0	1.3	0.3	0.0	0.3	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	0.0	4.0	0.0	4.2	2.1	0.0	3.9	6.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.0	0.0	0.0	31.9	0.0	30.9	27.9	0.0	18.2	20.8	20.8
LnGrp LOS		C			C		C	C		B	C	C
Approach Vol, veh/h		535			652			714			1480	
Approach Delay, s/veh		31.0			31.9			29.9			19.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.7		23.5		20.7		38.6				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.6				
Max Green Setting (Gmax), s		48.6		50.2		48.6		56.4				
Max Q Clear Time (g_c+I1), s		10.0		12.3		12.0		17.7				
Green Ext Time (p_c), s		2.7		5.4		3.3		15.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		26.0
HCM 7th LOS		C

Notes  
 User approved volume balancing among the lanes for turning movement.  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

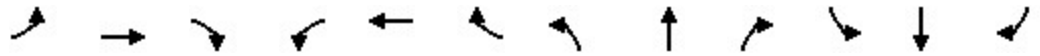


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	69	507	21	291	57	6	58	82	85	142
v/c Ratio	0.13	0.39	0.04	0.23	0.13	0.01	0.13	0.21	0.21	0.30
Control Delay (s/veh)	21.5	14.4	22.8	19.9	6.6	23.4	20.9	24.3	24.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.5	14.4	22.8	19.9	6.6	23.4	20.9	24.3	24.3	7.6
Queue Length 50th (ft)	21	59	6	35	0	2	15	28	29	0
Queue Length 95th (ft)	57	138	26	58	22	11	44	63	64	30
Internal Link Dist (ft)		342		433			154		334	
Turn Bay Length (ft)	105		115		190	65		80		
Base Capacity (vph)	1192	3055	1202	4398	1378	1199	1216	1291	1307	1247
Starvation Cap Reductn	0	13	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.17	0.02	0.07	0.04	0.01	0.05	0.06	0.07	0.11

Intersection Summary

Arden-Auburn Vision Zero & Mobility Plan  
 15: Ethan Way & Alta Arden Expy

Existing (2025)  
 AM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	436	5	21	288	56	5	35	12	117	13	111
Future Volume (veh/h)	60	436	5	21	288	56	5	35	12	117	13	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	69	501	6	21	291	57	6	43	15	162	0	142
Peak Hour Factor	0.87	0.87	0.87	0.99	0.99	0.99	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	280	1016	12	107	887	275	227	168	59	679	0	302
Arrive On Green	0.16	0.28	0.28	0.06	0.18	0.18	0.13	0.13	0.13	0.19	0.00	0.19
Sat Flow, veh/h	1767	3568	43	1767	5066	1572	1767	1314	459	3534	0	1572
Grp Volume(v), veh/h	69	247	260	21	291	57	6	0	58	162	0	142
Grp Sat Flow(s),veh/h/ln	1767	1763	1848	1767	1689	1572	1767	0	1773	1767	0	1572
Q Serve(g_s), s	1.8	6.0	6.0	0.6	2.6	1.6	0.2	0.0	1.5	2.0	0.0	4.1
Cycle Q Clear(g_c), s	1.8	6.0	6.0	0.6	2.6	1.6	0.2	0.0	1.5	2.0	0.0	4.1
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	280	502	526	107	887	275	227	0	227	679	0	302
V/C Ratio(X)	0.25	0.49	0.49	0.20	0.33	0.21	0.03	0.00	0.26	0.24	0.00	0.47
Avail Cap(c_a), veh/h	1024	1725	1808	1045	4957	1539	1038	0	1042	2743	0	1221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	15.3	15.3	23.0	18.6	18.1	19.6	0.0	20.2	17.6	0.0	18.4
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.3	0.1	0.1	0.0	0.0	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.1	2.3	0.2	0.9	0.5	0.1	0.0	0.6	0.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	15.6	15.6	23.3	18.6	18.3	19.6	0.0	20.4	17.7	0.0	18.9
LnGrp LOS	B	B	B	C	B	B	B		C	B		B
Approach Vol, veh/h		576			369			64			304	
Approach Delay, s/veh		16.0			18.8			20.3			18.2	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	13.7		14.0	7.7	19.3		10.4				
Change Period (Y+Rc), s	5.2	* 4.7		4.1	4.6	* 4.7		3.8				
Max Green Setting (Gmax), s	29.8	* 50		39.9	30.4	* 50		30.2				
Max Q Clear Time (g_c+I1), s	3.8	4.6		6.1	2.6	8.0		3.5				
Green Ext Time (p_c), s	0.1	1.5		0.5	0.0	2.1		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	18.7											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	4	34	1	8	18	54	23	9	602	21
Future Vol, veh/h	0	0	4	34	1	8	18	54	23	9	602	21
Peak Hour Factor	1.00	1.00	1.00	0.72	0.72	0.72	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	4	47	1	11	20	59	25	10	640	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	9.4	8.5	21.2
HCM LOS	A	A	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	79%	1%
Vol Thru, %	57%	0%	2%	95%
Vol Right, %	24%	100%	19%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	4	43	632
LT Vol	18	0	34	9
Through Vol	54	0	1	602
RT Vol	23	4	8	21
Lane Flow Rate	104	4	60	672
Geometry Grp	1	1	1	1
Degree of Util (X)	0.136	0.006	0.095	0.79
Departure Headway (Hd)	4.698	5.153	5.7	4.23
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	691	627	854
Service Time	2.734	3.21	3.748	2.251
HCM Lane V/C Ratio	0.136	0.006	0.096	0.787
HCM Control Delay, s/veh	8.5	8.2	9.4	21.2
HCM Lane LOS	A	A	A	C
HCM 95th-tile Q	0.5	0	0.3	8.2

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Vol, veh/h	38	1	9	8	4	5	20	96	5	7	199	620
Future Vol, veh/h	38	1	9	8	4	5	20	96	5	7	199	620
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	71	71	71	80	80	80	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	41	1	10	11	6	7	25	120	6	8	216	674

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	404	408	216	405	1079	123	890	0	0	126	0	0
Stage 1	232	232	-	173	173	-	-	-	-	-	-	-
Stage 2	173	176	-	232	905	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	555	531	821	554	218	925	757	-	-	1454	-	-
Stage 1	769	711	-	826	754	-	-	-	-	-	-	-
Stage 2	827	751	-	769	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	511	506	821	521	207	925	757	-	-	1454	-	-
Mov Cap-2 Maneuver	511	506	-	521	207	-	-	-	-	-	-	-
Stage 1	760	702	-	797	727	-	-	-	-	-	-	-
Stage 2	785	725	-	749	350	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.23		13.99		1.64		0.06	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	550	424	61	-	-
HCM Lane V/C Ratio	0.033	-	-	0.095	0.056	0.005	-	-
HCM Ctrl Dly (s/v)	9.9	0	-	12.2	14	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	23	31	212	16	50	991
v/c Ratio	0.06	0.09	0.17	0.01	0.14	0.66
Control Delay (s/veh)	21.6	10.4	7.9	4.1	21.7	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	10.4	7.9	4.1	21.7	7.2
Queue Length 50th (ft)	6	0	39	0	14	166
Queue Length 95th (ft)	20	13	71	7	44	297
Internal Link Dist (ft)	294		219			201
Turn Bay Length (ft)				140	160	
Base Capacity (vph)	1236	1115	1737	1477	1236	1845
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.03	0.12	0.01	0.04	0.54
<b>Intersection Summary</b>						



Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	16	22	189	14	48	951	
Future Volume (veh/h)	16	22	189	14	48	951	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	23	31	212	16	50	991	
Peak Hour Factor	0.70	0.70	0.89	0.89	0.96	0.96	
Percent Heavy Veh, %	3	3	3	3	3	3	
Cap, veh/h	188	167	824	698	177	1205	
Arrive On Green	0.11	0.11	0.44	0.44	0.10	0.65	
Sat Flow, veh/h	1767	1572	1856	1572	1767	1856	
Grp Volume(v), veh/h	23	31	212	16	50	991	
Grp Sat Flow(s),veh/h/ln	1767	1572	1856	1572	1767	1856	
Q Serve(g_s), s	0.4	0.6	2.4	0.2	0.9	13.3	
Cycle Q Clear(g_c), s	0.4	0.6	2.4	0.2	0.9	13.3	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	188	167	824	698	177	1205	
V/C Ratio(X)	0.12	0.19	0.26	0.02	0.28	0.82	
Avail Cap(c_a), veh/h	1624	1445	2818	2388	1624	2818	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	13.4	13.5	5.8	5.2	13.8	4.4	
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.0	0.3	0.6	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.0	0.3	0.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	13.5	13.7	5.9	5.2	14.1	4.9	
LnGrp LOS	B	B	A	A	B	A	
Approach Vol, veh/h	54		228			1041	
Approach Delay, s/veh	13.6		5.8			5.4	
Approach LOS	B		A			A	
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				26.2	7.0	6.8	19.3
Change Period (Y+Rc), s				* 4.6	3.5	3.5	* 4.6
Max Green Setting (Gmax), s				* 50	30.5	30.5	* 50
Max Q Clear Time (g_c+I1), s				15.3	2.6	2.9	4.4
Green Ext Time (p_c), s				6.2	0.1	0.1	0.8
<b>Intersection Summary</b>							
HCM 7th Control Delay, s/veh			5.8				
HCM 7th LOS			A				
<b>Notes</b>							
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.							

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑				↑
Traffic Vol, veh/h	2174	432	0	0	0	35
Future Vol, veh/h	2174	432	0	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	92	92	70	70
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2241	445	0	0	0	50

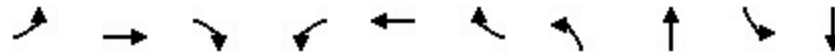
Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	1121
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	171
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	171
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	34.54
HCM LOS		D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	171	-	-
HCM Lane V/C Ratio	0.292	-	-
HCM Ctrl Dly (s/v)	34.5	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	1.2	-	-

Arden-Auburn Vision Zero & Mobility Plan  
 1: Del Paso Blvd & Arden Way

Existing (2025)  
 PM Peak-Hour



























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	1113	31	32	1414	16	158	366	32	225
v/c Ratio	0.59	0.56	0.03	0.31	0.81	0.02	0.70	0.53	0.31	0.64
Control Delay (s/veh)	69.1	20.1	0.1	65.9	32.2	0.1	68.6	47.9	65.9	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.1	20.1	0.1	65.9	32.2	0.1	68.6	47.9	65.9	49.5
Queue Length 50th (ft)	72	299	0	24	474	0	119	141	24	67
Queue Length 95th (ft)	140	465	0	62	#710	0	208	207	64	121
Internal Link Dist (ft)		1540			850			1083		1389
Turn Bay Length (ft)	225			185			135		50	
Base Capacity (vph)	444	2002	930	444	1739	818	444	1143	444	1147
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.56	0.03	0.07	0.81	0.02	0.36	0.32	0.07	0.20

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Arden-Auburn Vision Zero & Mobility Plan  
 1: Del Paso Blvd & Arden Way

Existing (2025)  
 PM Peak-Hour

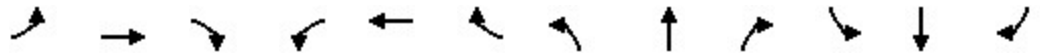
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1013	28	28	1244	14	142	273	57	30	137	77
Future Volume (veh/h)	86	1013	28	28	1244	14	142	273	57	30	137	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	1113	0	32	1414	0	158	303	63	32	144	81
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.90	0.90	0.90	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	122	1774		65	1659		194	498	102	65	218	116
Arrive On Green	0.07	0.50	0.00	0.04	0.47	0.00	0.11	0.17	0.17	0.04	0.10	0.10
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	2913	597	1767	2222	1183
Grp Volume(v), veh/h	95	1113	0	32	1414	0	158	182	184	32	113	112
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1748	1767	1763	1643
Q Serve(g_s), s	4.8	20.9	0.0	1.6	32.3	0.0	8.0	8.7	8.9	1.6	5.6	6.0
Cycle Q Clear(g_c), s	4.8	20.9	0.0	1.6	32.3	0.0	8.0	8.7	8.9	1.6	5.6	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.72
Lane Grp Cap(c), veh/h	122	1774		65	1659		194	301	299	65	173	161
V/C Ratio(X)	0.78	0.63		0.50	0.85		0.82	0.60	0.62	0.50	0.65	0.70
Avail Cap(c_a), veh/h	592	2312		592	2312		592	780	774	592	780	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	16.4	0.0	43.0	21.3	0.0	39.6	34.9	35.0	43.0	39.6	39.8
Incr Delay (d2), s/veh	4.0	0.1	0.0	2.2	1.7	0.0	3.2	0.7	0.8	2.2	1.6	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.9	0.0	0.7	12.8	0.0	3.6	3.7	3.8	0.7	2.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.6	16.5	0.0	45.2	23.0	0.0	42.8	35.6	35.7	45.2	41.1	41.8
LnGrp LOS	D	B		D	C		D	D	D	D	D	D
Approach Vol, veh/h		1208			1446			524			257	
Approach Delay, s/veh		18.8			23.5			37.8			41.9	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	14.6	11.8	49.1	8.8	21.3	8.8	52.1				
Change Period (Y+Rc), s	5.5	5.7	5.5	6.3	5.5	5.7	5.5	6.3				
Max Green Setting (Gmax), s	30.5	40.3	30.5	59.7	30.5	40.3	30.5	59.7				
Max Q Clear Time (g_c+I1), s	10.0	8.0	6.8	34.3	3.6	10.9	3.6	22.9				
Green Ext Time (p_c), s	0.2	0.9	0.1	8.6	0.0	1.4	0.0	6.6				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			25.4									
HCM 7th LOS			C									
<b>Notes</b>												
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.												



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	16	1112	12	1394	79	44
v/c Ratio	0.10	0.41	0.08	0.52	0.34	0.17
Control Delay (s/veh)	35.5	4.8	35.5	5.8	34.1	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.5	4.8	35.5	5.8	34.1	25.2
Queue Length 50th (ft)	5	66	4	94	25	10
Queue Length 95th (ft)	29	189	24	271	81	43
Internal Link Dist (ft)		850		643	408	330
Turn Bay Length (ft)	70		110			
Base Capacity (vph)	899	3158	899	3145	837	866
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.35	0.01	0.44	0.09	0.05
<b>Intersection Summary</b>						

Arden-Auburn Vision Zero & Mobility Plan  
2: Oxford St & Arden Way

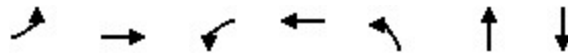
Existing (2025)  
PM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1043	2	11	1233	22	23	38	6	10	17	9
Future Volume (veh/h)	15	1043	2	11	1233	22	23	38	6	10	17	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	16	1110	2	12	1370	24	27	45	7	12	21	11
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.84	0.84	0.84	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	28	2337	4	22	2282	40	134	124	16	114	109	46
Arrive On Green	0.02	0.65	0.65	0.01	0.64	0.64	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1767	3611	7	1767	3545	62	404	1131	149	261	999	420
Grp Volume(v), veh/h	16	542	570	12	681	713	79	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1767	1763	1844	1684	0	0	1680	0	0
Q Serve(g_s), s	0.5	8.4	8.4	0.4	12.0	12.1	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	8.4	8.4	0.4	12.0	12.1	2.2	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.03	0.34		0.09	0.27		0.25
Lane Grp Cap(c), veh/h	28	1141	1200	22	1135	1187	274	0	0	269	0	0
V/C Ratio(X)	0.57	0.47	0.47	0.56	0.60	0.60	0.29	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	1004	1983	2086	1004	1983	2074	1028	0	0	1039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.2	4.8	4.8	26.4	5.6	5.6	22.3	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.4	0.4	8.1	0.7	0.7	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.1	0.2	2.9	3.1	0.9	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	5.2	5.2	34.4	6.3	6.2	22.5	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	C			C		
Approach Vol, veh/h		1128			1406			79			44	
Approach Delay, s/veh		5.6			6.5			22.5			21.9	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	39.2		10.2	4.2	39.4		10.2				
Change Period (Y+Rc), s	3.5	* 4.6		4.3	3.5	* 4.6		* 4.3				
Max Green Setting (Gmax), s	30.5	* 60		30.7	30.5	* 60		* 32				
Max Q Clear Time (g_c+I1), s	2.5	14.1		4.2	2.4	10.4		3.2				
Green Ext Time (p_c), s	0.0	20.5		0.2	0.0	14.4		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.9									
HCM 7th LOS			A									

Notes  
\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

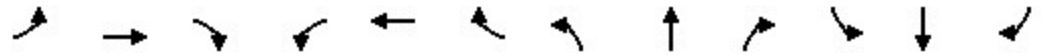


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	4	1089	53	1107	233	156	88
v/c Ratio	0.02	0.56	0.24	0.50	0.77	0.40	0.22
Control Delay (s/veh)	31.0	15.6	34.8	11.4	44.8	27.9	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	15.6	34.8	11.4	44.8	27.9	22.2
Queue Length 50th (ft)	2	200	24	124	109	66	33
Queue Length 95th (ft)	10	321	57	327	140	90	61
Internal Link Dist (ft)		527		593		553	530
Turn Bay Length (ft)	100		100		65		
Base Capacity (vph)	273	1940	271	2199	428	543	559
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.56	0.20	0.50	0.54	0.29	0.16

Intersection Summary

Arden-Auburn Vision Zero & Mobility Plan  
 3: Royal Oaks Dr/Beaumont St & Arden Way

Existing (2025)  
 PM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	986	71	52	1081	15	184	53	70	17	55	6
Future Volume (veh/h)	4	986	71	52	1081	15	184	53	70	17	55	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	4	1016	73	53	1092	15	233	67	89	19	62	7
Peak Hour Factor	0.97	0.97	0.97	0.99	0.99	0.99	0.79	0.79	0.79	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	19	1878	135	153	2279	31	363	140	187	96	266	27
Arrive On Green	0.01	0.56	0.56	0.09	0.64	0.64	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	3336	240	1767	3561	49	1321	723	960	215	1368	137
Grp Volume(v), veh/h	4	537	552	53	541	566	233	0	156	88	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1812	1767	1763	1847	1321	0	1683	1719	0	0
Q Serve(g_s), s	0.2	15.3	15.3	2.3	12.7	12.7	9.6	0.0	6.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	15.3	15.3	2.3	12.7	12.7	12.6	0.0	6.6	3.3	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	1.00		0.57	0.22		0.08
Lane Grp Cap(c), veh/h	19	992	1020	153	1128	1182	363	0	327	389	0	0
V/C Ratio(X)	0.21	0.54	0.54	0.35	0.48	0.48	0.64	0.00	0.48	0.23	0.00	0.00
Avail Cap(c_a), veh/h	276	992	1020	274	1128	1182	533	0	543	608	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.2	11.0	11.0	34.4	7.5	7.5	30.7	0.0	28.6	27.3	0.0	0.0
Incr Delay (d2), s/veh	2.1	2.1	2.1	0.5	1.5	1.4	0.7	0.0	0.4	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.8	6.0	1.0	4.4	4.6	4.2	0.0	2.6	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.3	13.1	13.0	34.9	8.9	8.9	31.4	0.0	29.0	27.4	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C		C	C		
Approach Vol, veh/h		1093			1160			389			88	
Approach Delay, s/veh		13.2			10.1			30.4			27.4	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	56.0		19.7	10.5	49.8		19.7				
Change Period (Y+Rc), s	3.5	* 4.7		4.2	3.6	* 4.7		* 4.2				
Max Green Setting (Gmax), s	12.5	* 30		25.8	12.4	* 29		* 26				
Max Q Clear Time (g_c+I1), s	2.2	14.7		14.6	4.3	17.3		5.3				
Green Ext Time (p_c), s	0.0	8.2		0.8	0.0	7.0		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh				14.8								
HCM 7th LOS				B								

Notes  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	31	1102	14	1737	141	295
v/c Ratio	0.16	0.55	0.07	1.12	0.26	0.90
Control Delay (s/veh)	34.3	13.8	32.8	85.8	9.8	56.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.3	13.8	32.8	85.8	9.8	56.3
Queue Length 50th (ft)	14	158	6	~546	19	133
Queue Length 95th (ft)	39	330	23	#709	36	#235
Internal Link Dist (ft)		406		490	396	344
Turn Bay Length (ft)	90		115			
Base Capacity (vph)	251	2019	234	1555	625	387
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.55	0.06	1.12	0.23	0.76

**Intersection Summary**

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Arden-Auburn Vision Zero & Mobility Plan  
4: Evergreen St & Arden Way

Existing (2025)  
PM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1035	12	13	1181	434	6	32	60	227	9	18
Future Volume (veh/h)	29	1035	12	13	1181	434	6	32	60	227	9	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	31	1089	13	14	1270	467	9	46	86	264	10	21
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.70	0.70	0.70	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	1689	20	199	1234	437	58	160	267	380	11	23
Arrive On Green	0.11	0.47	0.47	0.11	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1767	3568	43	1767	2552	903	41	625	1042	1147	43	91
Grp Volume(v), veh/h	31	538	564	14	862	875	141	0	0	295	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1848	1767	1763	1693	1708	0	0	1282	0	0
Q Serve(g_s), s	1.3	18.5	18.5	0.6	38.7	38.7	0.0	0.0	0.0	12.3	0.0	0.0
Cycle Q Clear(g_c), s	1.3	18.5	18.5	0.6	38.7	38.7	5.5	0.0	0.0	17.8	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.53	0.06		0.61	0.89		0.07
Lane Grp Cap(c), veh/h	199	834	875	199	852	818	486	0	0	414	0	0
V/C Ratio(X)	0.16	0.64	0.64	0.07	1.01	1.07	0.29	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	254	834	875	236	852	818	629	0	0	523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.1	16.0	16.0	31.8	20.7	20.7	24.1	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.8	3.7	0.1	33.7	51.7	0.1	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.7	8.0	0.2	22.2	25.4	2.1	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	19.8	19.6	31.8	54.4	72.3	24.3	0.0	0.0	30.8	0.0	0.0
LnGrp LOS	C	B	B	C	F	F	C			C		
Approach Vol, veh/h		1133			1751			141			295	
Approach Delay, s/veh		20.0			63.2			24.3			30.8	
Approach LOS		C			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	43.3		24.2	13.3	42.5		24.2				
Change Period (Y+Rc), s	3.5	* 4.6		* 3.7	4.3	* 4.6		3.7				
Max Green Setting (Gmax), s	11.5	* 29		* 28	10.7	* 30		27.3				
Max Q Clear Time (g_c+I1), s	3.3	40.7		7.5	2.6	20.5		19.8				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	5.7		0.8				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			43.9									
HCM 7th LOS			D									
<b>Notes</b>												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	79	1349	45	1582	252	83	147	242	243	122
v/c Ratio	0.33	0.69	0.36	0.83	0.27	0.45	0.72	0.82	0.81	0.35
Control Delay (s/veh)	75.0	30.2	65.4	26.8	7.9	73.8	73.9	84.7	83.0	23.5
Queue Delay	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.0	30.2	65.4	28.1	7.9	73.8	73.9	84.7	83.0	23.5
Queue Length 50th (ft)	41	538	45	495	63	83	122	257	258	37
Queue Length 95th (ft)	70	753	m55	#998	m109	107	145	281	282	65
Internal Link Dist (ft)		809		504			385		339	
Turn Bay Length (ft)	200		275		360	100		310		115
Base Capacity (vph)	237	1961	127	1910	937	329	343	353	360	396
Starvation Cap Reductn	0	0	0	152	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.69	0.35	0.90	0.27	0.25	0.43	0.69	0.68	0.31

**Intersection Summary**























# 95th percentile volume exceeds capacity, queue may be longer.

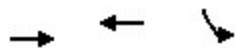
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

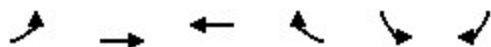
Arden-Auburn Vision Zero & Mobility Plan  
5: Blumenfeld Dr/Harvard St & Arden Way

Existing (2025)  
PM Peak-Hour

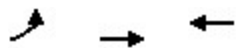
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1246	49	42	1487	237	60	52	54	294	65	90
Future Volume (veh/h)	76	1246	49	42	1487	237	60	52	54	294	65	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	79	1298	51	45	1582	252	83	72	75	460	0	122
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.72	0.72	0.72	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	236	1994	78	121	2029	905	182	86	89	532	0	237
Arrive On Green	0.07	0.58	0.58	0.14	1.00	1.00	0.10	0.10	0.10	0.15	0.00	0.15
Sat Flow, veh/h	3428	3458	136	1767	3526	1572	1767	832	867	3534	0	1572
Grp Volume(v), veh/h	79	661	688	45	1582	252	83	0	147	460	0	122
Grp Sat Flow(s),veh/h/ln	1714	1763	1831	1767	1763	1572	1767	0	1699	1767	0	1572
Q Serve(g_s), s	3.5	40.6	40.8	3.7	0.0	0.0	7.1	0.0	13.6	20.3	0.0	11.4
Cycle Q Clear(g_c), s	3.5	40.6	40.8	3.7	0.0	0.0	7.1	0.0	13.6	20.3	0.0	11.4
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	236	1017	1056	121	2029	905	182	0	175	532	0	237
V/C Ratio(X)	0.34	0.65	0.65	0.37	0.78	0.28	0.46	0.00	0.84	0.87	0.00	0.52
Avail Cap(c_a), veh/h	238	1017	1056	125	2029	905	332	0	320	751	0	334
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.51	0.51	0.51	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.0	22.9	23.0	65.9	0.0	0.0	67.6	0.0	70.5	66.4	0.0	62.6
Incr Delay (d2), s/veh	0.8	3.2	3.1	1.0	1.6	0.4	1.8	0.0	10.2	7.6	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	17.8	18.5	1.7	0.4	0.1	3.3	0.0	6.5	9.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.8	26.2	26.1	66.8	1.6	0.4	69.3	0.0	80.7	74.0	0.0	64.3
LnGrp LOS	E	C	C	E	A	A	E		F	E		E
Approach Vol, veh/h		1428			1879			230			582	
Approach Delay, s/veh		28.7			3.0			76.6			71.9	
Approach LOS		C			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	96.7		28.1	14.7	96.9		20.4				
Change Period (Y+Rc), s	3.9	* 4.6		4.0	3.7	* 4.6		3.9				
Max Green Setting (Gmax), s	11.1	* 68		34.0	11.3	* 68		30.1				
Max Q Clear Time (g_c+I1), s	5.5	2.0		22.3	5.7	42.8		15.6				
Green Ext Time (p_c), s	0.1	24.1		1.7	0.0	11.0		0.9				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			25.7									
HCM 7th LOS			C									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1528	1822	615
v/c Ratio	0.66	0.79	0.78
Control Delay (s/veh)	8.3	5.3	34.9
Queue Delay	0.2	0.4	0.3
Total Delay (s/veh)	8.6	5.7	35.2
Queue Length 50th (ft)	267	40	144
Queue Length 95th (ft)	446	51	180
Internal Link Dist (ft)	504	1120	691
Turn Bay Length (ft)			
Base Capacity (vph)	2304	2304	1010
Starvation Cap Reductn	212	0	0
Spillback Cap Reductn	0	135	83
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.84	0.66
Intersection Summary			



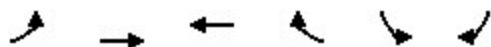
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓↓↓	
Traffic Volume (veh/h)	0	1497	1676	0	466	75
Future Volume (veh/h)	0	1497	1676	0	466	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	1528	1822	0	609	0
Peak Hour Factor	0.98	0.98	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2423	2423	0	717	319
Arrive On Green	0.00	0.91	1.00	0.00	0.20	0.00
Sat Flow, veh/h	0	3711	3711	0	3534	1572
Grp Volume(v), veh/h	0	1528	1822	0	609	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	7.0	0.0	0.0	13.3	0.0
Cycle Q Clear(g_c), s	0.0	7.0	0.0	0.0	13.3	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2423	2423	0	717	319
V/C Ratio(X)	0.00	0.63	0.75	0.00	0.85	0.00
Avail Cap(c_a), veh/h	0	2423	2423	0	1051	468
HCM Platoon Ratio	1.00	1.33	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.63	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	1.4	0.0	0.0	30.7	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.4	0.0	3.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.5	0.0	5.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	2.2	1.4	0.0	33.8	0.0
LnGrp LOS		A	A		C	
Approach Vol, veh/h		1528	1822		609	
Approach Delay, s/veh		2.2	1.4		33.8	
Approach LOS		A	A		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		59.6		20.4		59.6
Change Period (Y+Rc), s		* 4.6		4.2		* 4.6
Max Green Setting (Gmax), s		* 47		23.8		* 47
Max Q Clear Time (g_c+I1), s		9.0		15.3		2.0
Green Ext Time (p_c), s		27.4		0.9		36.7
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			6.7			
HCM 7th LOS			A			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						



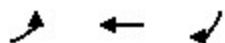
Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	261	1769	1747
v/c Ratio	0.75	0.50	0.72
Control Delay (s/veh)	35.4	0.4	10.6
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	35.4	0.4	10.6
Queue Length 50th (ft)	134	0	252
Queue Length 95th (ft)	149	0	404
Internal Link Dist (ft)		1120	90
Turn Bay Length (ft)	180		
Base Capacity (vph)	591	3505	2435
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.44	0.50	0.72
Intersection Summary			

Arden-Auburn Vision Zero & Mobility Plan  
7: Arden Way & US-80 EB Ramps

Existing (2025)  
PM Peak-Hour



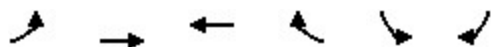
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	251	1698	1660	0	0	0
Future Volume (veh/h)	251	1698	1660	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1856	1856	1856	0		
Adj Flow Rate, veh/h	261	1769	1747	0		
Peak Hour Factor	0.96	0.96	0.95	0.95		
Percent Heavy Veh, %	3	3	3	0		
Cap, veh/h	593	3323	1937	0		
Arrive On Green	0.67	1.00	0.55	0.00		
Sat Flow, veh/h	1767	3618	3711	0		
Grp Volume(v), veh/h	261	1769	1747	0		
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	0		
Q Serve(g_s), s	5.5	0.0	35.4	0.0		
Cycle Q Clear(g_c), s	5.5	0.0	35.4	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	593	3323	1937	0		
V/C Ratio(X)	0.44	0.53	0.90	0.00		
Avail Cap(c_a), veh/h	596	3323	1957	0		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.66	0.66	1.00	0.00		
Uniform Delay (d), s/veh	9.6	0.0	16.1	0.0		
Incr Delay (d2), s/veh	0.1	0.4	7.3	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	0.2	14.3	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.8	0.4	23.4	0.0		
LnGrp LOS	A	A	C			
Approach Vol, veh/h		2030	1747			
Approach Delay, s/veh		1.6	23.4			
Approach LOS		A	C			
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		80.0			31.4	48.6
Change Period (Y+Rc), s		* 4.6			* 4.6	* 4.6
Max Green Setting (Gmax), s		* 44			* 27	* 44
Max Q Clear Time (g_c+I1), s		2.0			7.5	37.4
Green Ext Time (p_c), s		33.9			0.4	6.5
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			11.7			
HCM 7th LOS			B			
<b>Notes</b>						
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.						



Lane Group	EBL	WBT	SBR
Lane Group Flow (vph)	236	2573	307
v/c Ratio	0.55	0.63	0.78
Control Delay (s/veh)	30.1	18.7	41.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	30.1	18.7	41.2
Queue Length 50th (ft)	103	441	142
Queue Length 95th (ft)	151	677	157
Internal Link Dist (ft)		602	
Turn Bay Length (ft)	465		
Base Capacity (vph)	602	4056	549
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.39	0.63	0.56
Intersection Summary			

Arden-Auburn Vision Zero & Mobility Plan  
 8: Arden Way & Sears Dwy

Existing (2025)  
 PM Peak-Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	227	0	2356	63	0	227
Future Volume (veh/h)	227	0	2356	63	0	227
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	0	1856	1856	0	1856
Adj Flow Rate, veh/h	236	0	2506	67	0	307
Peak Hour Factor	0.96	0.96	0.94	0.94	0.74	0.74
Percent Heavy Veh, %	3	0	3	3	0	3
Cap, veh/h	279	0	0	0	0	0
Arrive On Green	0.16	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1767	236	0		0	
Grp Volume(v), veh/h	236	35.5	0.0		0.0	
Grp Sat Flow(s),veh/h/ln	1767	D				
Q Serve(g_s), s	10.4					
Cycle Q Clear(g_c), s	10.4					
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	279					
V/C Ratio(X)	0.85					
Avail Cap(c_a), veh/h	607					
HCM Platoon Ratio	1.00					
Upstream Filter(I)	1.00					
Uniform Delay (d), s/veh	32.8					
Incr Delay (d2), s/veh	2.8					
Initial Q Delay(d3), s/veh	0.0					
%ile BackOfQ(50%),veh/ln	4.5					
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	35.5					
LnGrp LOS	D					
Approach Vol, veh/h						
Approach Delay, s/veh						
Approach LOS						
Timer - Assigned Phs						7
Phs Duration (G+Y+Rc), s						17.1
Change Period (Y+Rc), s						4.5
Max Green Setting (Gmax), s						27.5
Max Q Clear Time (g_c+I1), s						12.4
Green Ext Time (p_c), s						0.3
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			35.5			
HCM 7th LOS			D			

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	238	2316	129	2128	254	350	93	70	132	69
v/c Ratio	0.72	0.71	0.58	0.69	0.71	0.51	0.24	0.62	0.49	0.40
Control Delay (s/veh)	82.2	31.9	87.1	27.0	68.7	56.7	10.9	94.0	39.4	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.2	31.9	87.1	27.0	68.7	56.7	10.9	94.0	39.4	18.1
Queue Length 50th (ft)	126	518	72	273	273	188	3	80	36	0
Queue Length 95th (ft)	170	659	107	407	305	198	34	136	74	46
Internal Link Dist (ft)		602		557		447			221	
Turn Bay Length (ft)	330		220		150		150	50		50
Base Capacity (vph)	765	3268	765	3079	358	686	390	348	686	371
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.71	0.17	0.69	0.71	0.51	0.24	0.20	0.19	0.19

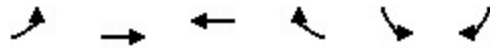
Intersection Summary

Arden-Auburn Vision Zero & Mobility Plan  
 9: Heritage Ln/Arden Fair Dwy & Arden Way

Existing (2025)  
 PM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	2036	95	119	1896	62	386	65	78	87	30	124
Future Volume (veh/h)	219	2036	95	119	1896	62	386	65	78	87	30	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	238	2213	103	129	2061	67	508	138	69	65	70	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.76	0.76	0.76	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	3865	180	172	3715	121	543	285	242	110	115	195
Arrive On Green	0.08	0.61	0.61	0.10	1.00	1.00	0.15	0.15	0.15	0.06	0.06	0.06
Sat Flow, veh/h	3428	6297	293	3428	6397	208	3534	1856	1572	1767	1856	3145
Grp Volume(v), veh/h	238	1682	634	129	1542	586	508	138	69	65	70	146
Grp Sat Flow(s),veh/h/ln	1714	1596	1803	1714	1596	1818	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.9	33.5	33.5	5.9	0.0	0.0	22.7	10.9	6.2	5.7	5.9	7.3
Cycle Q Clear(g_c), s	10.9	33.5	33.5	5.9	0.0	0.0	22.7	10.9	6.2	5.7	5.9	7.3
Prop In Lane	1.00		0.16	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	2939	1107	172	2780	1056	543	285	242	110	115	195
V/C Ratio(X)	0.83	0.57	0.57	0.75	0.55	0.55	0.93	0.48	0.29	0.59	0.61	0.75
Avail Cap(c_a), veh/h	771	2939	1107	771	2780	1056	543	285	242	387	406	688
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	18.4	18.4	71.0	0.0	0.0	66.9	61.9	59.9	73.1	73.1	73.8
Incr Delay (d2), s/veh	2.4	0.8	2.2	2.4	0.8	2.1	23.3	0.5	0.2	1.9	1.9	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	12.6	14.6	2.5	0.2	0.6	12.1	5.2	2.5	2.7	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.6	19.2	20.6	73.4	0.8	2.1	90.2	62.4	60.2	74.9	75.0	75.9
LnGrp LOS	E	B	C	E	A	A	F	E	E	E	E	E
Approach Vol, veh/h		2554			2257			715			281	
Approach Delay, s/veh		24.7			5.3			81.9			75.5	
Approach LOS		C			A			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	97.7		14.9	12.0	103.0		30.0				
Change Period (Y+Rc), s	4.0	* 4.8		5.0	4.0	4.8		5.4				
Max Green Setting (Gmax), s	36.0	* 45		35.0	36.0	45.2		24.6				
Max Q Clear Time (g_c+I1), s	12.9	2.0		9.3	7.9	35.5		24.7				
Green Ext Time (p_c), s	0.4	31.6		0.6	0.2	9.0		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			26.7									
HCM 7th LOS			C									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Volume (veh/h)	82	2113	1955	44	0	96				
Future Volume (Veh/h)	82	2113	1955	44	0	96				
Sign Control		Free	Free		Stop					
Grade		0%	0%		0%					
Peak Hour Factor	0.95	0.95	0.99	0.99	0.83	0.83				
Hourly flow rate (vph)	86	2224	1975	44	0	116				
<b>Pedestrians</b>										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None	None							
Median storage (veh)										
Upstream signal (ft)		637	616							
pX, platoon unblocked	0.83				0.79	0.83				
vC, conflicting volume	2019				2910	516				
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1198				725	0				
tC, single (s)	4.2				6.9	7.0				
tC, 2 stage (s)										
tF (s)	2.2				3.5	3.3				
p0 queue free %	82				100	87				
cM capacity (veh/h)	475				233	896				
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	86	741	741	741	564	564	564	326	116	
Volume Left	86	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	44	116	
cSH	475	1700	1700	1700	1700	1700	1700	1700	896	
Volume to Capacity	0.18	0.44	0.44	0.44	0.33	0.33	0.33	0.19	0.13	
Queue Length 95th (ft)	16	0	0	0	0	0	0	0	11	
Control Delay (s/veh)	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6	
Lane LOS	B								A	
Approach Delay (s/veh)	0.5					0.0				9.6
Approach LOS									A	
<b>Intersection Summary</b>										
Average Delay			0.5							
Intersection Capacity Utilization			44.2%	ICU Level of Service				A		
Analysis Period (min)			15							



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	112	2255	201	2014	135	254	72	74	90
v/c Ratio	0.70	0.58	0.68	0.53	0.75	0.51	0.61	0.61	0.46
Control Delay (s/veh)	106.2	6.3	82.7	20.3	93.2	23.1	92.7	92.1	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.2	6.3	82.7	20.3	93.2	23.1	92.7	92.1	20.0
Queue Length 50th (ft)	124	83	107	337	152	39	78	81	0
Queue Length 95th (ft)	m176	102	149	482	183	51	129	131	50
Internal Link Dist (ft)		536		389		453		280	
Turn Bay Length (ft)	200		380		80		60		
Base Capacity (vph)	277	3868	537	3818	350	798	368	378	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.58	0.37	0.53	0.39	0.32	0.20	0.20	0.22

**Intersection Summary**

m Volume for 95th percentile queue is metered by upstream signal.

Arden-Auburn Vision Zero & Mobility Plan  
 11: Challenge Way/Arden Fair Transit Ctr & Arden Way






















Existing (2025)  
 PM Peak-Hour

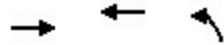
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	1989	63	193	1795	138	111	44	133	94	32	77
Future Volume (veh/h)	102	1989	63	193	1795	138	111	44	133	94	32	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	112	2186	69	201	1870	144	130	87	180	73	87	90
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.74	0.74	0.74	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	132	3885	123	247	3680	283	233	244	207	127	134	113
Arrive On Green	0.15	1.00	1.00	0.07	0.60	0.60	0.13	0.13	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1767	6404	202	3428	6090	469	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	112	1634	621	201	1470	544	130	87	180	73	87	90
Grp Sat Flow(s),veh/h/ln	1767	1596	1819	1714	1596	1771	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	9.9	0.0	0.0	9.2	28.1	28.1	11.0	6.8	18.0	6.4	7.3	9.0
Cycle Q Clear(g_c), s	9.9	0.0	0.0	9.2	28.1	28.1	11.0	6.8	18.0	6.4	7.3	9.0
Prop In Lane	1.00		0.11	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	2904	1103	247	2893	1070	233	244	207	127	134	113
V/C Ratio(X)	0.85	0.56	0.56	0.81	0.51	0.51	0.56	0.36	0.87	0.57	0.65	0.79
Avail Cap(c_a), veh/h	279	2904	1103	542	2893	1070	389	408	346	391	411	348
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	0.0	73.2	18.1	18.1	65.1	63.3	68.1	71.8	72.3	73.1
Incr Delay (d2), s/veh	5.8	0.8	2.1	2.5	0.6	1.7	0.8	0.3	6.2	1.5	2.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.2	0.6	4.2	10.6	12.1	5.1	3.3	7.6	3.0	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.0	0.8	2.1	75.6	18.7	19.8	65.9	63.6	74.3	73.4	74.2	77.7
LnGrp LOS	E	A	A	E	B	B	E	E	E	E	E	E
Approach Vol, veh/h		2367			2215			397			250	
Approach Delay, s/veh		4.5			24.1			69.2			75.2	
Approach LOS		A			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	101.4		16.1	16.2	101.8		25.9				
Change Period (Y+Rc), s	4.7	* 4.7		4.6	4.7	* 4.7		4.8				
Max Green Setting (Gmax), s	25.3	* 45		35.4	25.3	* 45		35.2				
Max Q Clear Time (g_c+11), s	11.9	30.1		11.0	11.2	2.0		20.0				
Green Ext Time (p_c), s	0.1	13.0		0.5	0.3	33.4		1.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				21.1								
HCM 7th LOS				C								
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

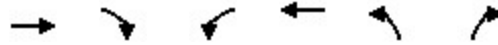
Arden-Auburn Vision Zero & Mobility Plan  
 12: Arden Way & Hobby Lobby Dwy

Existing (2025)  
 PM Peak-Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  			  								
Traffic Volume (veh/h)	42	2210	4	0	2020	111	0	0	16	0	0	79	
Future Volume (Veh/h)	42	2210	4	0	2020	111	0	0	16	0	0	79	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.83	0.83	0.92	0.92	0.97	0.97	0.92	0.92	0.92	0.79	0.92	0.79	
Hourly flow rate (vph)	51	2663	4	0	2082	114	0	0	17	0	0	100	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None				None								
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	2196			2667				3388	4963	890	3146	4908	578
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	2196			2667				3388	4963	890	3146	4908	578
tC, single (s)	4.2			4.1				7.5	6.5	6.9	7.6	6.5	7.0
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			100				100	100	94	100	100	78
cM capacity (veh/h)	234			154				2	0	286	3	1	457
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1			
Volume Total	51	1065	1065	537	595	595	595	411	17	100			
Volume Left	51	0	0	0	0	0	0	0	0	0			
Volume Right	0	0	0	4	0	0	0	114	17	100			
cSH	234	1700	1700	1700	1700	1700	1700	1700	286	457			
Volume to Capacity	0.22	0.63	0.63	0.32	0.35	0.35	0.35	0.24	0.06	0.22			
Queue Length 95th (ft)	20	0	0	0	0	0	0	0	5	21			
Control Delay (s/veh)	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.4	15.1			
Lane LOS	C									C	C		
Approach Delay (s/veh)	0.5					0.0					18.4	15.1	
Approach LOS										C	C		
Intersection Summary													
Average Delay			0.6										
Intersection Capacity Utilization			52.8%	ICU Level of Service						A			
Analysis Period (min)			15										



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	693	684	1553
v/c Ratio	0.72	0.50	0.52
Control Delay (s/veh)	30.6	25.2	10.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	30.6	25.2	10.9
Queue Length 50th (ft)	164	105	145
Queue Length 95th (ft)	198	124	223
Internal Link Dist (ft)	106	342	148
Turn Bay Length (ft)			
Base Capacity (vph)	1761	2530	2962
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.39	0.27	0.52
Intersection Summary			



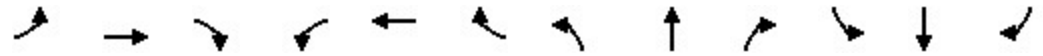
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑	↵↵↵	
Traffic Volume (veh/h)	665	0	0	650	1506	0
Future Volume (veh/h)	665	0	0	650	1506	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	0	0	1856	1856	0
Adj Flow Rate, veh/h	693	0	0	684	1553	0
Peak Hour Factor	0.96	0.96	0.95	0.95	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	0
Cap, veh/h	882	0	0	1267	0	0
Arrive On Green	0.25	0.00	0.00	0.25	0.37	0.00
Sat Flow, veh/h	3711	0	0	5400	0	0
Grp Volume(v), veh/h	693	0	0	684	0	0
Grp Sat Flow(s),veh/h/ln	1763	0	0	1689	0	0
Q Serve(g_s), s	14.7	0.0	0.0	9.4	0.0	0.0
Cycle Q Clear(g_c), s	14.7	0.0	0.0	9.4	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	882	0	0	1267	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1772	0	0	2545	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	26.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.6	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	C			C		
Approach Vol, veh/h	693			684	0	
Approach Delay, s/veh	28.6			26.1	0.0	
Approach LOS	C			C		
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		24.8			24.8	35.0
Change Period (Y+Rc), s		4.8			4.8	5.4
Max Green Setting (Gmax), s		40.2			40.2	29.6
Max Q Clear Time (g_c+I1), s		11.4			16.7	0.0
Green Ext Time (p_c), s		3.5			3.3	0.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			27.4			
HCM 7th LOS			C			



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	668	696	558	593	39	746	946
v/c Ratio	0.73	0.76	0.59	0.61	0.08	0.61	0.73
Control Delay (s/veh)	57.2	58.3	44.4	44.7	6.1	35.2	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.2	58.3	44.4	44.7	6.1	35.2	39.1
Queue Length 50th (ft)	204	214	218	238	0	288	393
Queue Length 95th (ft)	270	290	296	321	20	456	608
Internal Link Dist (ft)	640	453		536			407
Turn Bay Length (ft)			310		175		
Base Capacity (vph)	1878	1878	1309	1350	635	1304	1366
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.37	0.43	0.44	0.06	0.57	0.69
<b>Intersection Summary</b>							

Arden-Auburn Vision Zero & Mobility Plan  
 14: Ethan Way & Exposition Blvd & Arden Way

Existing (2025)  
 PM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↗↘	↑↑	↗	↗↘	↔	
Traffic Volume (veh/h)	0	588	0	0	633	0	536	569	37	754	779	6
Future Volume (veh/h)	0	588	0	0	633	0	536	569	37	754	779	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	0	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	668	0	0	696	0	558	593	0	829	856	7
Peak Hour Factor	0.88	0.88	0.88	0.91	0.91	0.91	0.96	0.96	0.96	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	0	0	3	0	3	3	3	3	3	3
Cap, veh/h	0	938	0	0	938	0	929	956		1334	1387	11
Arrive On Green	0.00	0.19	0.00	0.00	0.19	0.00	0.27	0.27	0.00	0.38	0.38	0.38
Sat Flow, veh/h	0	5400	0	0	5400	0	3428	3526	1572	3534	3676	30
Grp Volume(v), veh/h	0	668	0	0	696	0	558	593	0	829	432	431
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	0	1714	1763	1572	1767	1856	1850
Q Serve(g_s), s	0.0	12.5	0.0	0.0	13.1	0.0	14.3	14.9	0.0	19.3	19.1	19.1
Cycle Q Clear(g_c), s	0.0	12.5	0.0	0.0	13.1	0.0	14.3	14.9	0.0	19.3	19.1	19.1
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	938	0	0	938	0	929	956		1334	700	698
V/C Ratio(X)	0.00	0.71	0.00	0.00	0.74	0.00	0.60	0.62		0.62	0.62	0.62
Avail Cap(c_a), veh/h	0	2438	0	0	2438	0	1705	1753		1974	1037	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.6	0.0	0.0	38.9	0.0	32.0	32.3	0.0	25.6	25.5	25.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.4	0.0	0.9	0.9	0.0	0.7	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	0.0	0.0	5.4	0.0	6.0	6.4	0.0	8.0	8.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.0	0.0	0.0	39.3	0.0	32.9	33.2	0.0	26.2	26.7	26.7
LnGrp LOS		D			D		C	C		C	C	C
Approach Vol, veh/h		668			696			1151			1692	
Approach Delay, s/veh		39.0			39.3			33.0			26.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.1		33.2		24.1		43.7				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.6				
Max Green Setting (Gmax), s		48.6		50.2		48.6		56.4				
Max Q Clear Time (g_c+I1), s		14.5		16.9		15.1		21.3				
Green Ext Time (p_c), s		3.4		10.5		3.6		16.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		32.4
HCM 7th LOS		C

Notes  
 User approved volume balancing among the lanes for turning movement.  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	139	587	91	596	166	15	129	138	137	108
v/c Ratio	0.41	0.56	0.30	0.54	0.35	0.05	0.42	0.48	0.47	0.30
Control Delay (s/veh)	32.9	25.7	33.2	27.6	7.0	30.1	31.6	35.1	34.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	25.7	33.2	27.6	7.0	30.1	31.6	35.1	34.8	9.0
Queue Length 50th (ft)	53	116	34	80	0	6	45	57	56	0
Queue Length 95th (ft)	131	210	96	146	49	23	108	134	133	43
Internal Link Dist (ft)		342		433			154		334	
Turn Bay Length (ft)	105		115		190	65		80		
Base Capacity (vph)	729	2457	743	3538	1150	738	747	927	939	921
Starvation Cap Reductn	0	2	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.24	0.12	0.17	0.14	0.02	0.17	0.15	0.15	0.12

Intersection Summary

Arden-Auburn Vision Zero & Mobility Plan  
 15: Ethan Way & Alta Arden Expy

Existing (2025)  
 PM Peak-Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	545	7	86	566	158	13	73	35	224	26	98
Future Volume (veh/h)	131	545	7	86	566	158	13	73	35	224	26	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	139	580	7	91	596	166	15	87	42	267	0	108
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	339	860	10	272	980	304	289	193	93	573	0	255
Arrive On Green	0.19	0.24	0.24	0.15	0.19	0.19	0.16	0.16	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1767	3568	43	1767	5066	1572	1767	1182	571	3534	0	1572
Grp Volume(v), veh/h	139	286	301	91	596	166	15	0	129	267	0	108
Grp Sat Flow(s),veh/h/ln	1767	1763	1848	1767	1689	1572	1767	0	1753	1767	0	1572
Q Serve(g_s), s	4.2	9.1	9.1	2.8	6.6	5.9	0.4	0.0	4.1	4.2	0.0	3.8
Cycle Q Clear(g_c), s	4.2	9.1	9.1	2.8	6.6	5.9	0.4	0.0	4.1	4.2	0.0	3.8
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	339	425	445	272	980	304	289	0	287	573	0	255
V/C Ratio(X)	0.41	0.67	0.67	0.33	0.61	0.55	0.05	0.00	0.45	0.47	0.00	0.42
Avail Cap(c_a), veh/h	856	1441	1510	873	4140	1285	867	0	860	2291	0	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	21.2	21.2	23.2	22.7	22.4	21.7	0.0	23.2	23.4	0.0	23.2
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.3	0.2	0.6	0.0	0.0	0.4	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.5	3.7	1.1	2.5	2.1	0.2	0.0	1.6	1.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	21.9	21.8	23.5	22.9	22.9	21.7	0.0	23.7	23.6	0.0	23.6
LnGrp LOS	C	C	C	C	C	C	C		C	C		C
Approach Vol, veh/h		726			853			144				375
Approach Delay, s/veh		21.9			23.0			23.5				23.6
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	16.6		14.1	14.1	19.5		13.9				
Change Period (Y+Rc), s	5.2	* 4.7		4.1	4.6	* 4.7		3.8				
Max Green Setting (Gmax), s	29.8	* 50		39.9	30.4	* 50		30.2				
Max Q Clear Time (g_c+I1), s	6.2	8.6		6.2	4.8	11.1		6.1				
Green Ext Time (p_c), s	0.2	3.3		0.7	0.1	2.4		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh				22.8								
HCM 7th LOS				C								

Notes  
 User approved volume balancing among the lanes for turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	13.9											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	2	17	41	0	18	4	335	36	12	189	3
Future Vol, veh/h	18	2	17	41	0	18	4	335	36	12	189	3
Peak Hour Factor	0.70	0.70	0.70	0.82	0.82	0.82	0.70	0.70	0.70	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	3	24	50	0	22	6	479	51	14	220	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.3		10.3	
HCM LOS	A	A	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	49%	69%	6%
Vol Thru, %	89%	5%	0%	93%
Vol Right, %	10%	46%	31%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	375	37	59	204
LT Vol	4	18	41	12
Through Vol	335	2	0	189
RT Vol	36	17	18	3
Lane Flow Rate	536	53	72	237
Geometry Grp	1	1	1	1
Degree of Util (X)	0.673	0.084	0.117	0.322
Departure Headway (Hd)	4.52	5.739	5.83	4.889
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	627	618	728
Service Time	2.582	3.743	3.832	2.967
HCM Lane V/C Ratio	0.676	0.085	0.117	0.326
HCM Control Delay, s/veh	16.5	9.3	9.6	10.3
HCM Lane LOS	C	A	A	B
HCM 95th-tile Q	5.3	0.3	0.4	1.4

Intersection												
Int Delay, s/veh	43.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Vol, veh/h	328	6	21	7	3	12	13	391	6	2	141	202
Future Vol, veh/h	328	6	21	7	3	12	13	391	6	2	141	202
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	92	92	92	86	86	86	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	400	7	26	8	3	13	15	455	7	2	162	232

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	653	659	162	659	887	458	394	0	0	462	0	0
Stage 1	167	167	-	488	488	-	-	-	-	-	-	-
Stage 2	487	492	-	170	399	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~379	383	880	376	282	601	1159	-	-	1094	-	-
Stage 1	833	759	-	559	548	-	-	-	-	-	-	-
Stage 2	560	546	-	829	601	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~359	375	880	351	276	601	1159	-	-	1094	-	-
Mov Cap-2 Maneuver	~359	375	-	351	276	-	-	-	-	-	-	-
Stage 1	831	756	-	549	538	-	-	-	-	-	-	-
Stage 2	535	536	-	795	599	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	131.26		13.8		0.26		0.05	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	57	-	-	372	433	25	-	-
HCM Lane V/C Ratio	0.013	-	-	1.163	0.055	0.002	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	131.3	13.8	8.3	0	-
HCM Lane LOS	A	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	17.1	0.2	0	-	-

Notes  
 ~: Volume exceeds capacity      \$: Delay exceeds 300s  
 +: Computation Not Defined      \*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	31	802	34	23	395
v/c Ratio	0.07	0.13	0.55	0.03	0.10	0.25
Control Delay (s/veh)	29.8	13.3	8.4	4.0	30.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.8	13.3	8.4	4.0	30.0	2.4
Queue Length 50th (ft)	6	0	110	2	9	39
Queue Length 95th (ft)	19	15	342	13	30	60
Internal Link Dist (ft)	294		219			201
Turn Bay Length (ft)				140	160	
Base Capacity (vph)	803	735	1490	1269	803	1845
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.54	0.03	0.03	0.21
<b>Intersection Summary</b>						



Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	12	22	698	30	20	348	
Future Volume (veh/h)	12	22	698	30	20	348	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	17	31	802	34	23	395	
Peak Hour Factor	0.71	0.71	0.87	0.87	0.88	0.88	
Percent Heavy Veh, %	3	3	3	3	3	3	
Cap, veh/h	168	150	987	837	91	1262	
Arrive On Green	0.10	0.10	0.53	0.53	0.05	0.68	
Sat Flow, veh/h	1767	1572	1856	1572	1767	1856	
Grp Volume(v), veh/h	17	31	802	34	23	395	
Grp Sat Flow(s),veh/h/ln	1767	1572	1856	1572	1767	1856	
Q Serve(g_s), s	0.3	0.7	12.9	0.4	0.5	3.1	
Cycle Q Clear(g_c), s	0.3	0.7	12.9	0.4	0.5	3.1	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	168	150	987	837	91	1262	
V/C Ratio(X)	0.10	0.21	0.81	0.04	0.25	0.31	
Avail Cap(c_a), veh/h	1493	1329	2591	2196	1493	2591	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	14.9	15.1	7.0	4.0	16.5	2.3	
Incr Delay (d2), s/veh	0.1	0.3	0.6	0.0	0.5	0.1	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	0.6	2.7	0.1	0.2	0.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	15.0	15.3	7.6	4.0	17.0	2.4	
LnGrp LOS	B	B	A	A	B	A	
Approach Vol, veh/h	48		836			418	
Approach Delay, s/veh	15.2		7.4			3.2	
Approach LOS	B		A			A	
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				29.2	6.9	5.4	23.8
Change Period (Y+Rc), s				* 4.6	3.5	3.5	* 4.6
Max Green Setting (Gmax), s				* 50	30.5	30.5	* 50
Max Q Clear Time (g_c+I1), s				5.1	2.7	2.5	14.9
Green Ext Time (p_c), s				1.7	0.1	0.0	4.3
<b>Intersection Summary</b>							
HCM 7th Control Delay, s/veh			6.4				
HCM 7th LOS			A				
<b>Notes</b>							
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.							

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑				↑
Traffic Vol, veh/h	2236	150	0	0	0	96
Future Vol, veh/h	2236	150	0	0	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2329	156	0	0	0	116

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	1165
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	160
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	160
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	71.35
HCM LOS		F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	160	-	-
HCM Lane V/C Ratio	0.724	-	-
HCM Ctrl Dly (s/v)	71.4	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	4.4	-	-

## Appendix G: Traffic Signal Warrant 3 Worksheets

**PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)**

**INT #10**

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Arden Way*       NB/SB     EB/WB      # OF APPROACH LANES:

MINOR STREET: *Arden Fair Transit Ctr*       NB/SB     EB/WB      # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:

<b>AM</b>	<input type="text" value="12.0"/> sec/veh	<b>PM</b>	<input type="text" value="14.2"/> sec/veh
	<input type="text" value="0.04"/> veh-hr		<input type="text" value="0.38"/> veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1883	1318	3201	0	11	11	11	3212
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	2195	1999	4194	0	96	96	96	4290
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
<b>AM MAX</b>	<input type="text" value="3201"/>	<b>AM MAX</b>	<input type="text" value="11"/>	<b>AM MAX</b>	<input type="text" value="3212"/>
<b>PM MAX</b>	<input type="text" value="4194"/>	<b>PM MAX</b>	<input type="text" value="96"/>	<b>PM MAX</b>	<input type="text" value="4290"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM

Intersection: Arden Way AND Arden Fair Transit Ctr

Comments:

PART A or PART B      SATISFIED      **NO**

---

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED      **NO**

- |    |  |     |
|----|--|-----|
| 1. | The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u> | No  |
| 2. | The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>  | No  |
| 3. | The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.                                 | Yes |
- 

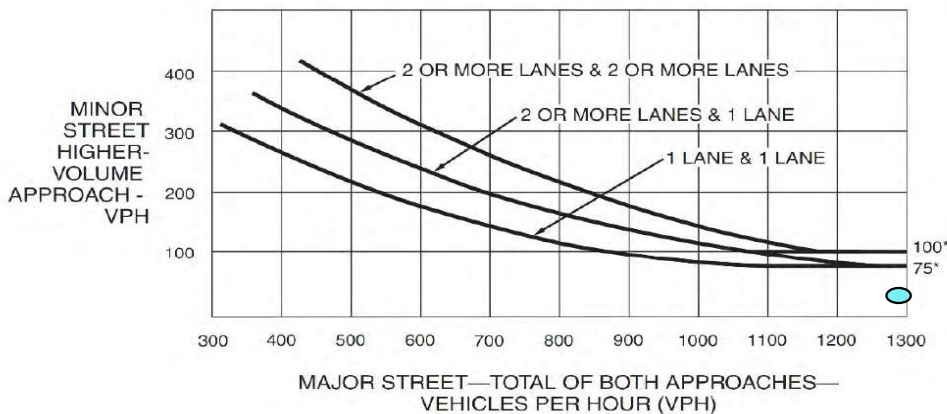
PART B

SATISFIED      **No**

APPROACH LANES	One	2 or More
Both Approaches - Major Street	3201	
Highest Approach - Minor Street	11	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet  
 Warrant 3: Peak Hour  
 Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) PM  
 Intersection: Arden Way AND Arden Fair Transit Ctr  
 Comments:

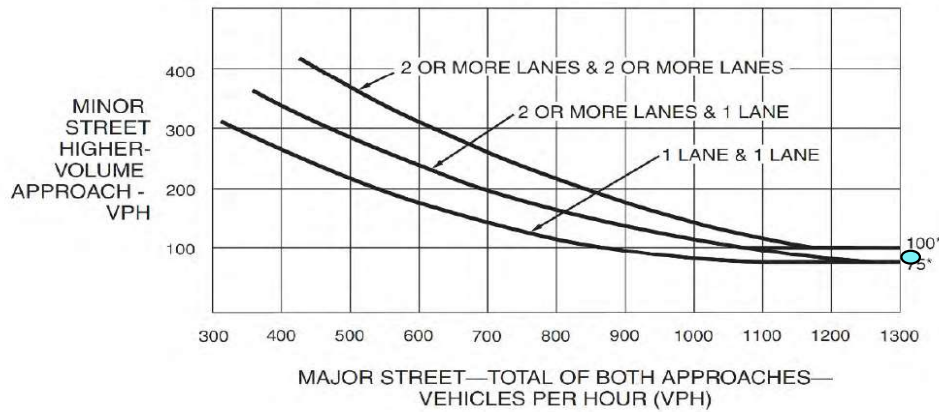
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
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APPROACH LANES	One	2 or More
Both Approaches - Major Street		4194
Highest Approach - Minor Street	96	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

**PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)**

**INT #12**

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Arden Way*       NB/SB     EB/WB      # OF APPROACH LANES:

MINOR STREET: *Market Square Dwy*       NB/SB     EB/WB      # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	<b>AM</b>		<b>PM</b>	
	13.8	sec/veh	24.7	sec/veh
	0.06	veh-hr	0.54	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1786	1372	3158	3	16	16	19	3177
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	2254	2131	4385	16	79	79	95	4480
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg    Total		Total
<b>AM MAX</b>	<input type="text" value="3158"/>	<b>AM MAX</b>	<input type="text" value="16"/> <input type="text" value="19"/>	<b>AM MAX</b>	<input type="text" value="3177"/>
<b>PM MAX</b>	<input type="text" value="4385"/>	<b>PM MAX</b>	<input type="text" value="79"/> <input type="text" value="95"/>	<b>PM MAX</b>	<input type="text" value="4480"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM

Intersection: Arden Way AND Market Square Dwy

Comments:

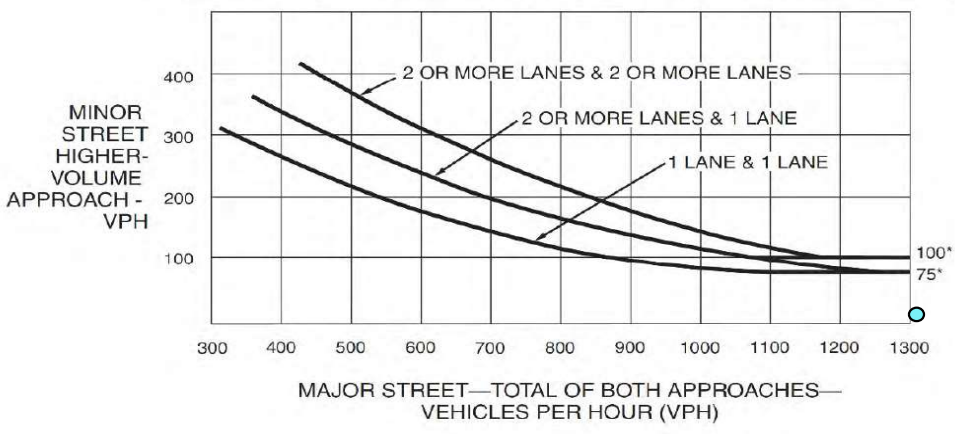
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u>			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	No
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APPROACH LANES	One	2 or More
Both Approaches - Major Street		3158
Highest Approach - Minor Street	16	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet  
 Warrant 3: Peak Hour  
 Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) PM  
 Intersection: Arden Way AND Market Square Dwy  
 Comments:

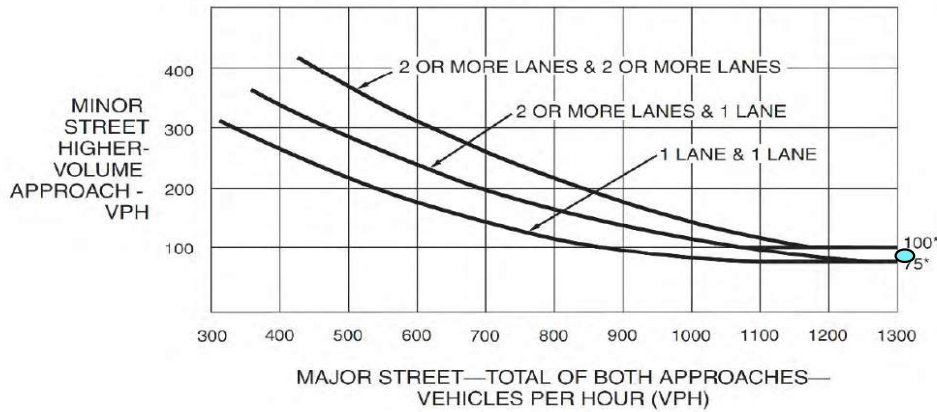
	PART A or PART B	SATISFIED	YES
<b>PART A</b> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	<b>NO</b>
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<b>PART B</b>	SATISFIED	Yes
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APPROACH LANES	One	2 or More
Both Approaches - Major Street		4385
Highest Approach - Minor Street	79	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

**PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)**

**INT #16**

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Harvard St*       NB/SB     EB/WB      # OF APPROACH LANES:

MINOR STREET: *Silica Ave*       NB/SB     EB/WB      # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	<b>AM</b>	<b>PM</b>
	18.7 sec/veh 0.22 veh-hr	13.9 sec/veh 0.23 veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	TO	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	95	632	727	4	43	43	47	774
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	375	204	579	37	59	59	96	675
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION		
	Total		Heavy Leg	Total	Total	
AM MAX	727	AM MAX	43	47	AM MAX	774
PM MAX	579	PM MAX	59	96	PM MAX	675

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM

Intersection: Harvard St AND Silica Ave

Comments:

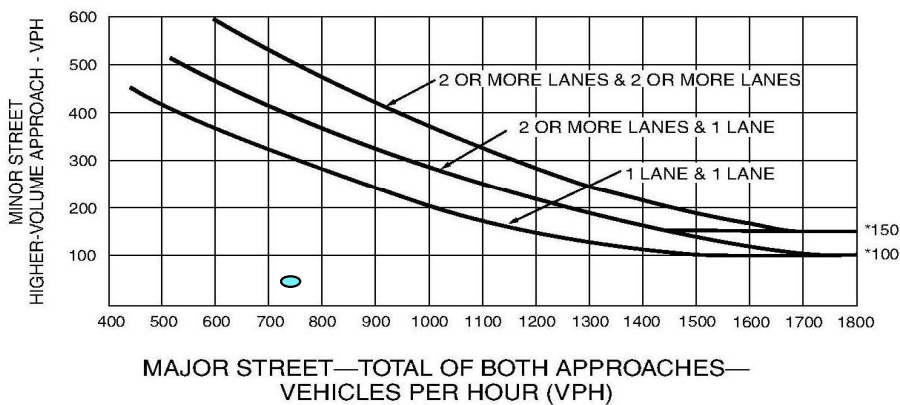
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
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APPROACH LANES	One	2 or More
Both Approaches - Major Street	727	
Highest Approach - Minor Street	43	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet  
 Warrant 3: Peak Hour  
 Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) PM  
 Intersection: Harvard St AND Silica Ave  
 Comments:

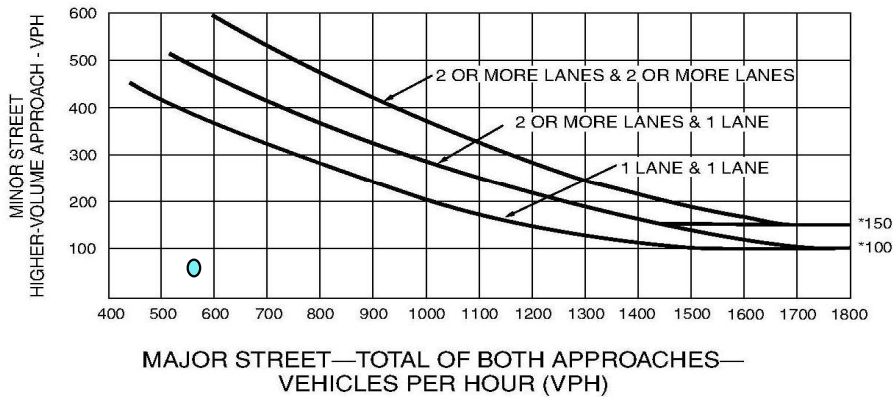
	PART A or PART B	SATISFIED	NO
<b>PART A</b>			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

PART B	SATISFIED	No
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APPROACH LANES	One	2 or More
Both Approaches - Major Street	579	
Highest Approach - Minor Street	59	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)**

**INT #17**

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Auburn Blvd*       NB/SB     EB/WB      # OF APPROACH LANES:

MINOR STREET: *Van Ness St/Frienza Ave*       NB/SB     EB/WB      # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	<b>AM</b>		<b>PM</b>	
	<input type="text" value="14.0"/>	sec/veh	<input type="text" value="131.3"/>	sec/veh
	<input type="text" value="0.47"/>	veh-hr	<input type="text" value="14.95"/>	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	SB		NB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	48	826	874	121	17	121	138	1012
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	355	345	700	410	22	410	432	1132
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET			MINOR STREET			INTERSECTION		
	Total			Heavy Leg	Total		Total	
<b>AM MAX</b>	<input type="text" value="874"/>		<b>AM MAX</b>	<input type="text" value="121"/>	<input type="text" value="138"/>	<b>AM MAX</b>	<input type="text" value="1012"/>	
<b>PM MAX</b>	<input type="text" value="700"/>		<b>PM MAX</b>	<input type="text" value="410"/>	<input type="text" value="432"/>	<b>PM MAX</b>	<input type="text" value="1132"/>	

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM

Intersection: Auburn Blvd AND Van Ness St/Frienza Ave

Comments:

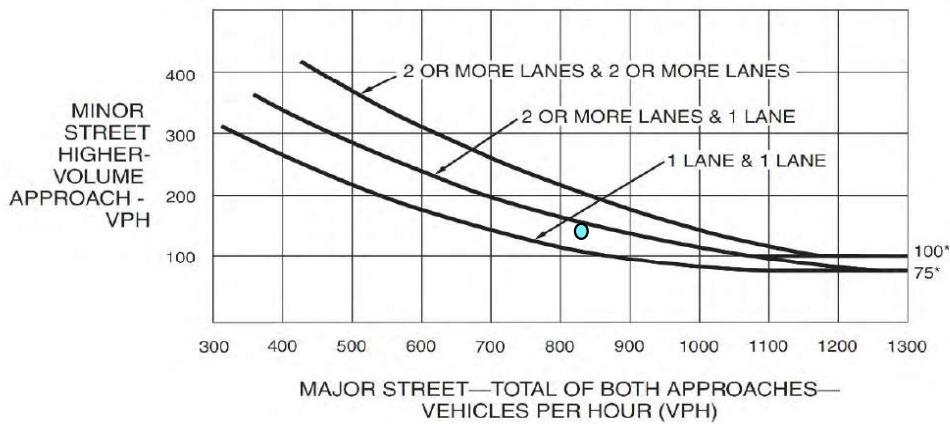
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<u>PART A</u>			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	-----

APPROACH LANES	One	2 or More
Both Approaches - Major Street	874	
Highest Approach - Minor Street	121	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet  
 Warrant 3: Peak Hour  
 Source: MUTCD 2014 California Supplement

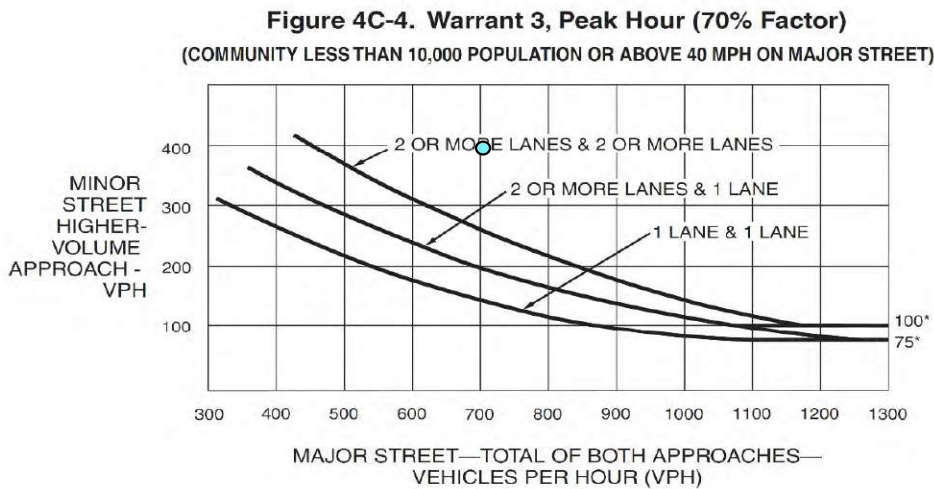
Scenario: Existing (2025) PM  
 Intersection: Auburn Blvd AND Van Ness St/Frienza Ave  
 Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<b>PART A</b>			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		Yes
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<b>PART B</b>	SATISFIED	Yes
---------------	-----------	-----

APPROACH LANES	One      2 or More	
	Both Approaches - Major Street	700
Highest Approach - Minor Street	410	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Appendix H: Project Area Safety Analysis Memorandum



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# CRASH ANALYSIS FOR ARDEN WAY

ARDEN-AUBURN MOBILITY PLAN

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November 14, 2025



## Introduction

This memo summarizes the results of the crash analysis conducted for the City of Sacramento's Arden-Auburn Mobility Plan along the **Arden Way** corridor. The results draw on crash data from **2020 through 2024** along Arden Way from Del Paso Blvd to Exposition Way. The memo focuses on all injury crashes as well as fatal and serious injury (FSI) crashes to identify opportunities to reduce impactful crashes through proven, innovative, and comprehensive strategies. Property Damage Only (PDO) crashes were not reviewed for this analysis. Both a descriptive, corridor-wide trend analysis and an intersection-level analysis were performed to identify recurring crash patterns and highlight locations with elevated safety concerns.

## Descriptive Crash Analysis

### Executive Summary of Key Findings from Descriptive Crash Analysis

**Years of Crash Data analyzed:** 2020 to 2024

**Total Injury Crashes:** 295

**Total Fatal Crashes:** 3

**Total Serious Injury Crashes:** 17

**Crashes by Year:** In 2021, the Arden Way corridor had the highest crash total (79) and a total of 6 FSI crashes. Crashes generally decreased from 2021 to 2024.

**FSI Crashes by Mode:** Crashes were classified as Motor Vehicle crashes if only motor vehicles were involved, but classified as Pedestrian, Bicyclist, or Motorcyclist crashes if those parties were involved in the crash.

- **Motor Vehicles:** Motor vehicle-involved crashes account for 93% of all severities, but just 82% of serious injury crashes and 67% of fatal crashes. There were 274 motor vehicle-involved crashes during the study period, and 16 of these resulted in a fatality or serious injury, meaning 5% of all motor vehicle-involved crashes resulted in a fatality or serious injury.
- **Pedestrians:** Pedestrian-involved crashes account for 2% of crashes of all severities, but 12% of all serious injury crashes and 33% of all fatal crashes. There were 7 pedestrian-involved crashes during the study period, and 3 of these resulted in a fatality or serious injury, meaning 25% of all pedestrian-involved crashes resulted in a fatality or serious injury. Crashes involving pedestrians include people in wheelchairs and those using small rideable devices such as skateboards and scooters.
- **Bicyclists:** Bicyclist-involved crashes account for 5% of all crashes, but 6% of all FSI crashes. There were 14 crashes that involved a bicyclist during the study period, and 1 resulted in a fatality or serious injury, meaning 7% of bicyclist-involved crashes resulted in a fatality or serious injury.

**Crash Types:** Rear-end crashes happened most often, representing 39% of all crashes, followed by broadside crashes (34%) and sideswipe crashes (12%). Broadside crashes produced the highest number of FSI crashes, representing 50% of all FSI crashes, followed by vehicle-pedestrian crashes (15% of FSI).

### Environmental Characteristics:

- **Weather and Road Conditions:** The majority of crashes occurred in clear or cloudy conditions (88%) and when roads were dry (88%). This does not mean that weather and road conditions do not produce FSI crashes.
- **Time of Day:** All crashes and FSI crashes both tended to increase throughout the day. All crashes peaked from 3PM – 6PM and FSI crashes peaked from 9PM-12AM.
- **Lighting Conditions:** 68% percent of crashes occurred during daytime, but 57% of crashes involving pedestrians and 36% involving bicyclists occurred during nighttime. Darkness commonly elevates risk,

especially for pedestrians and bicyclists due to reduced visibility and increased vehicle speeds at night, among other reasons.

## **Descriptive Crash Analysis Methodology**

The descriptive crash analysis methodology consisted of data collection, consolidation, and analysis based on law enforcement-reported crash data. A series of high-level descriptive summary tables and charts attempt to capture relationships between crash data factors and attributes. These statistics look at broader crash trends and patterns, providing insights to inform which variables deserve further examination.

This report provides planners, engineers, and decision-makers with high-level data to help respond to crash patterns and determine which crash factors tend to produce the most FSI crashes across the roadway system. This information can also be used to guide the development of new behavioral safety programs, policy modifications, and safety-focused engineering countermeasures.

### *Crash Data Overview*

Crash data for this analysis was provided by the California Statewide Integrated Traffic Records System (SWITRS). The dataset consists of all injury crashes from 2020 through 2024. It is compiled from police reports that law enforcement officers complete when investigating a roadway crash. No Property Damage Only (PDO) crashes were reviewed for this analysis.

This memo focuses primarily on fatal and serious injury crashes, defined as crashes which involved a fatality, also known as *K* severity crashes, according to the *KABCO* scale, as well as crashes which involved a serious injury, also known as *A* severity. A serious injury is any non-fatal injury that prevents a person from walking, driving, or participating in activities they were capable of prior to the crash.

## **Study Limitations**

### *Exposure Data*

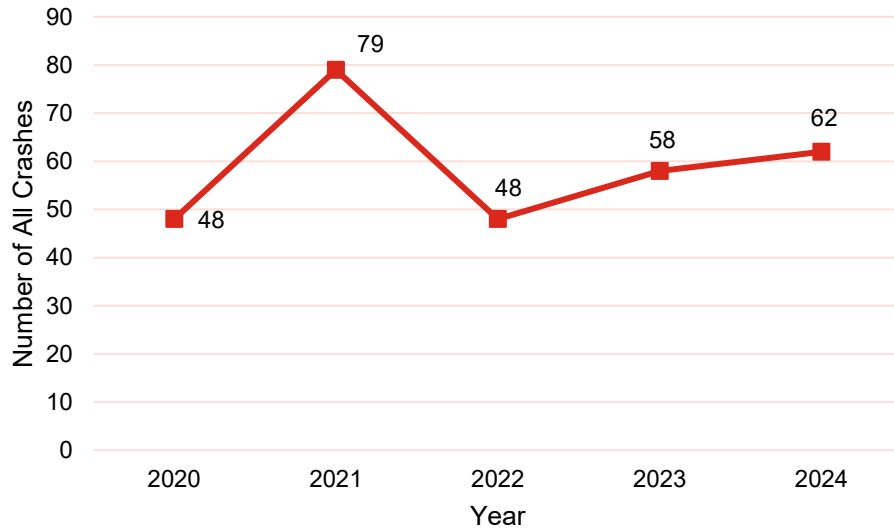
The analyses reported in this memo do not adjust for motorist, pedestrian, or bicyclist exposure rates based on volumes for these modes. Therefore, results show crash events but not frequency of crashes normalized by level of traffic or pedestrian and bicycle volumes.

As an example, the analyses indicate that pedestrian crashes are more common in daylight than in dark conditions. This does not mean that daylight conditions are inherently more dangerous than dark conditions. Rather, it is consistent with the generally held belief that people are more likely to walk in light conditions than in dark conditions.

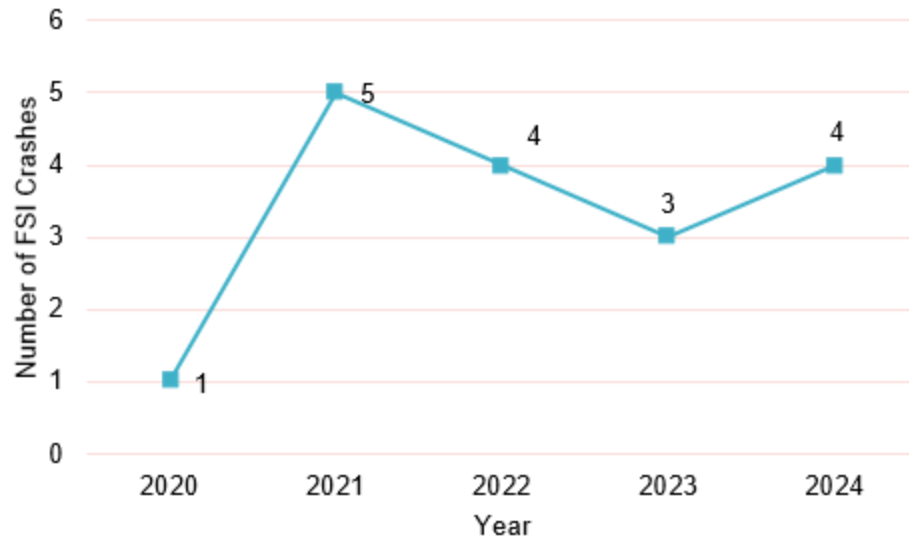
## General Crash Trends

### Crashes by Year

**Figure 1** shows the number of injury crashes along the Arden Way corridor from 2020 to 2024 and **Figure 2** shows the number of fatal and serious injury crashes along the Arden Way corridor from 2020 to 2024.



**Figure 1: Arden Way Corridor Injury Crashes by Year, 2020-2024**



**Figure 2: Arden Way Corridor Fatal and Serious Injury Crashes by Year, 2020-2024**

### Crashes by Mode

**Table 1** shows severity distribution of crashes by mode involved. Along the Arden Way corridor, pedestrian and bicyclist-involved crashes made up a higher percentage of fatal and severe injury crashes than of total crashes. Pedestrian-involved crashes made up just 2% of all crashes, but 33% of fatal crashes and 12% of serious injury crashes. Bicycle-involved crashes made up just 5% of all crashes, but 6% of serious injury crashes.

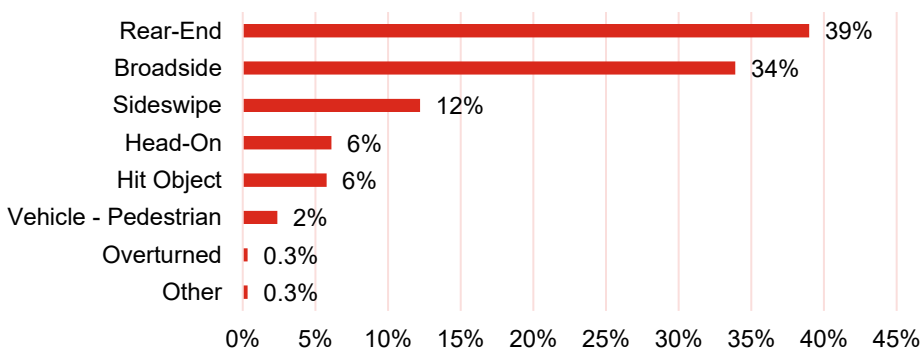
**Table 1: Crashes by Mode, 2020-2024**

Crash Mode	Fatal Crashes	% of All Fatal Crashes	Serious Injury Crashes	% of All Serious Injury Crashes	All Injury Crashes	% of All Injury Crashes
<b>Bicyclist-involved</b>	0	<b>0%</b>	1	<b>6%</b>	14	<b>5%</b>
<b>Pedestrian-involved</b>	1	<b>33%</b>	2	<b>12%</b>	7	<b>2%</b>
<b>Motor Vehicle-involved</b>	2	<b>67%</b>	14	<b>82%</b>	274	<b>93%</b>
All Modes	3	<b>100%</b>	17	<b>100%</b>	295	<b>100%</b>

### Crash Contributors

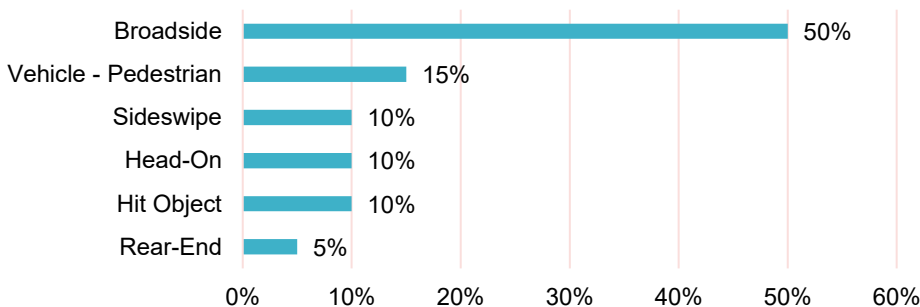
#### Crash Types

**Figure 3** shows the distribution of crash types for all injury crashes along the Arden Way corridor. Rear-end crashes were the most common at 39%, followed by broadside at 34%, and sideswipe at 12%.



**Figure 3: Crash Types (All Injury Crashes), 2020-2024**

**Figure 4** summarizes crash types for FSI crashes along the Arden Way corridor. Broadside crashes were the most common FSI crash types at 50%, followed by vehicle-pedestrian at 15%.



**Figure 4: Crash Types (FSI Crashes), 2020-2024**

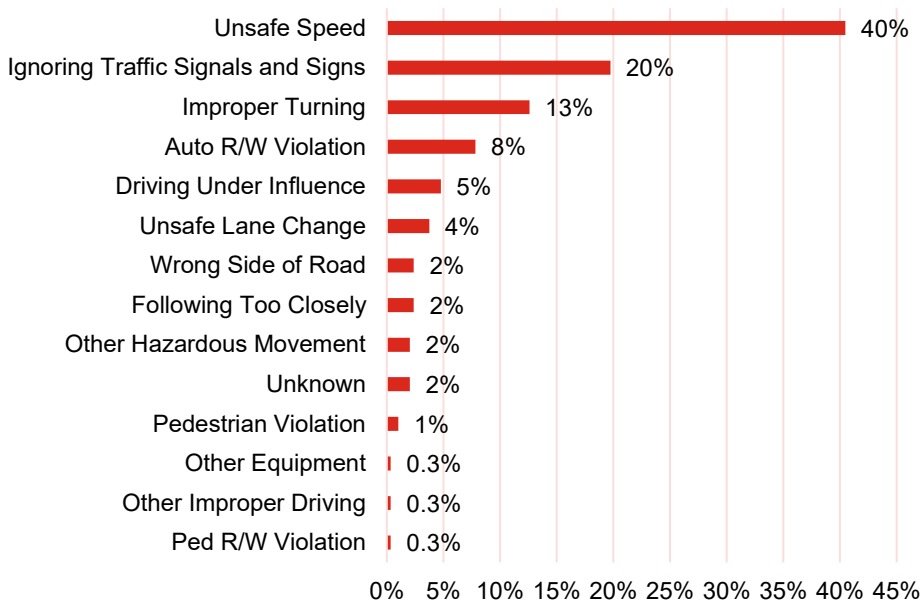
### Primary Collision Factors

Crash reports ask responding law enforcement officers to list the primary cause of a crash. Though there may be multiple factors contributing to a crash, responding law enforcement officers choose a primary factor, based on what they see and interpret at the crash scene. This information provides insight into events, behaviors, or factors that contributed to a crash, but it does not necessarily capture the full explanation of what led to a crash. For example, speeding can sometimes be underreported as a leading contributing factor, because responding law enforcement officers may not have clear evidence that speeding occurred.

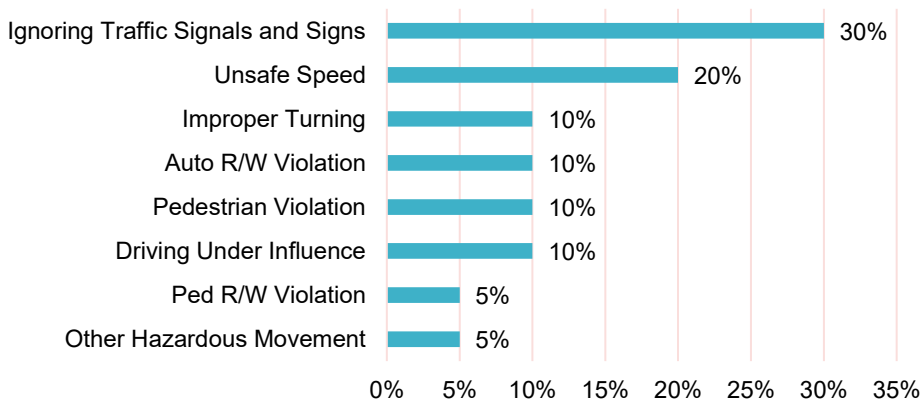
The most common factors among all injury crashes along the Arden Way corridor, as shown in

Figure 5, were Unsafe Speed (40%), followed by drivers Ignoring Traffic Signals and Signs (20%) and Improper Turning (13%).

The most common factors among FSI crashes along the Arden Way corridor, as shown in **Figure 6**, were drivers Ignoring Traffic Signals and Signs (30%), and Improper Turning (20%).



**Figure 5: Top Primary Collision Factor in All Injury Crashes, 2020-2024**

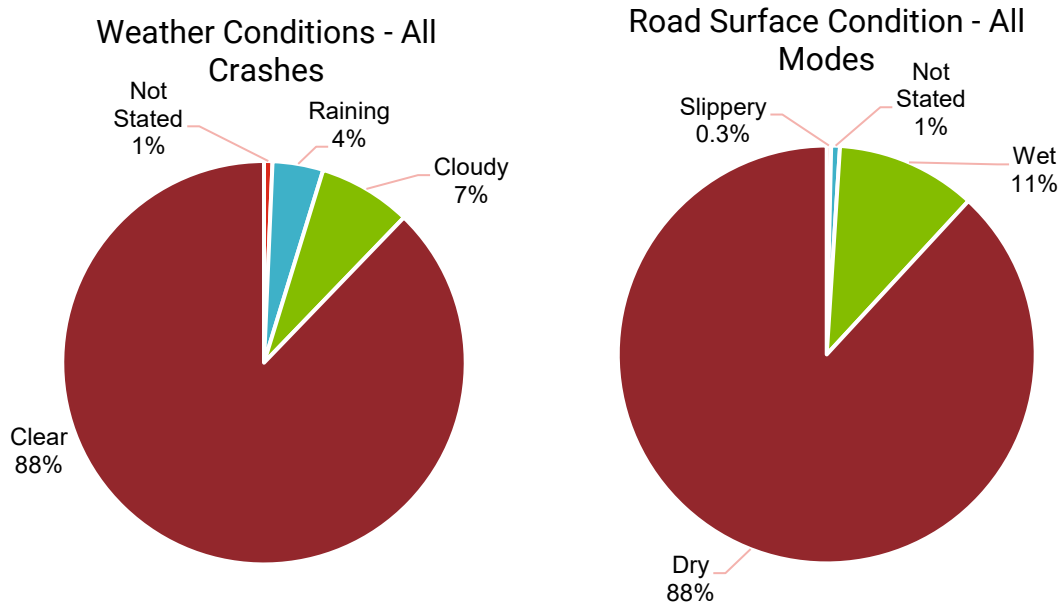


**Figure 6: Top Primary Collision Factor in FSI Crashes, 2020-2024**

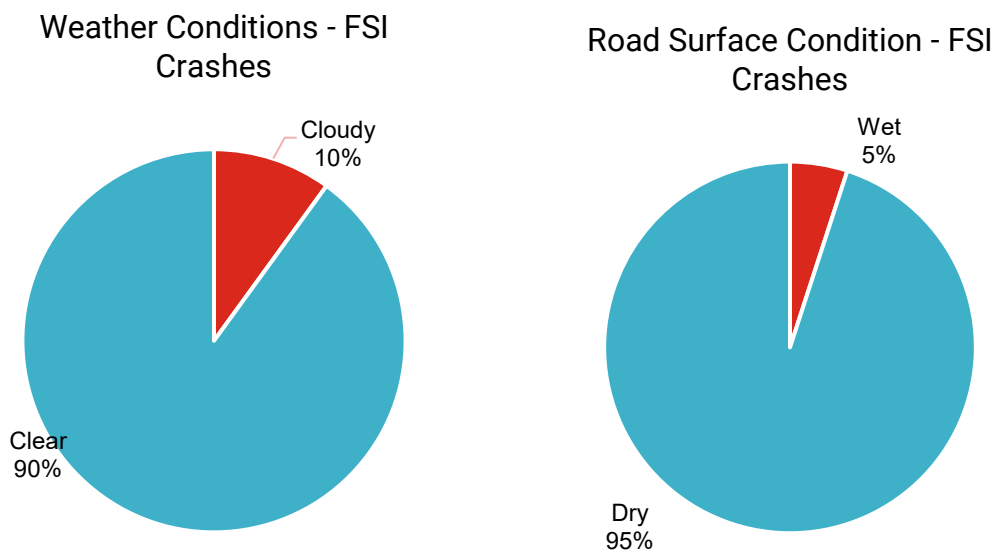
**Environmental Characteristics**

*Weather and Roadway Conditions*

The majority of both all injury crashes and FSI crashes occurred in good weather and roadway conditions. **Figure 7** shows that 88% of crashes occurred during clear weather, and 88% of crashes occurred on dry roadway conditions. Only 11% of crashes occurred in wet conditions and 4% of crashes occurred during rainy weather. **Figure 8** shows a similar distribution for FSI crashes. 90% of FSI crashes occurred in clear weather and only 5% of FSI crashes occurred in wet roadway conditions.



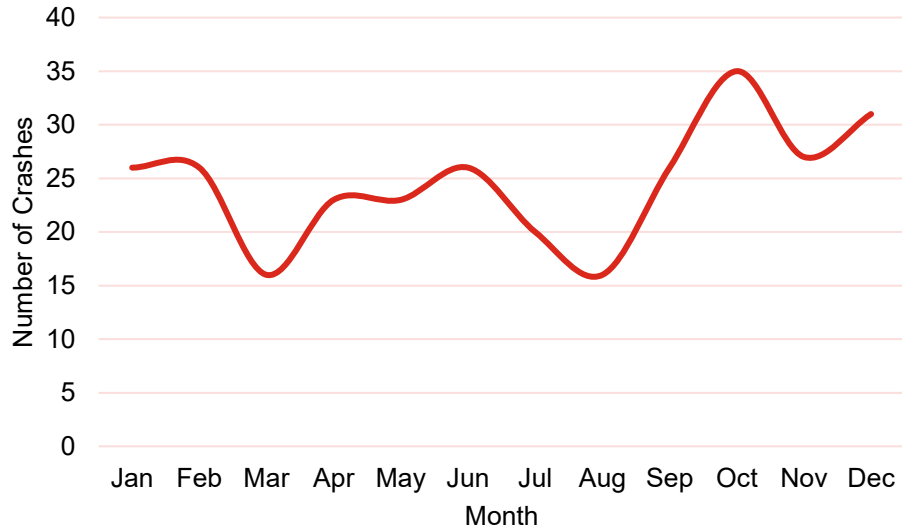
**Figure 7: Weather and Roadway Conditions in All Crashes, 2020-2024**



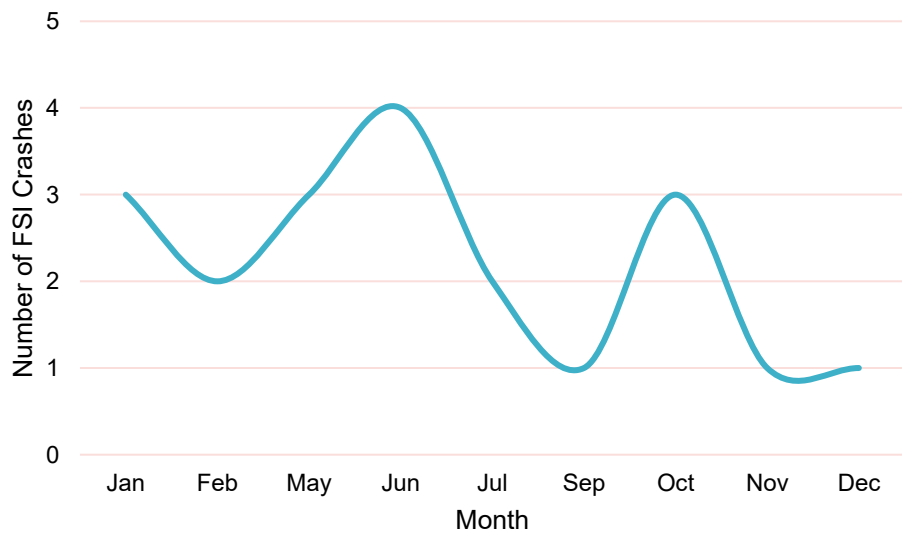
**Figure 8: Weather and Roadway Conditions in FSI Crashes, 2020-2024**

*Crashes by Time of Year*

**Figure 9** and **Figure 10** summarize all injury crashes and FSI crashes by month of year. Along the Arden Way corridor, higher numbers of crashes occurred in fall months (September, October, November). For FSI crashes, there were peaks in June and October.



**Figure 9: All Injury Crashes by Month of Year, 2020-2024**

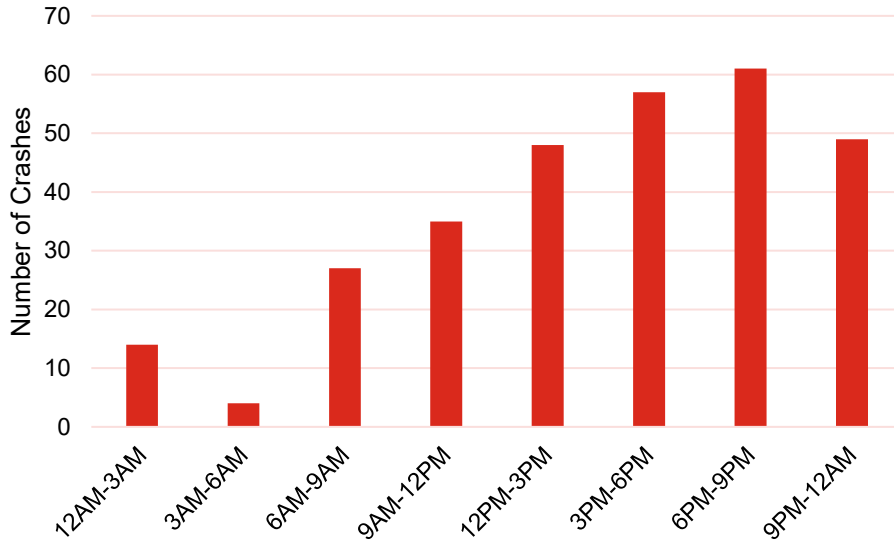


**Figure 10: FSI Crashes by Month of Year, 2020-2024**

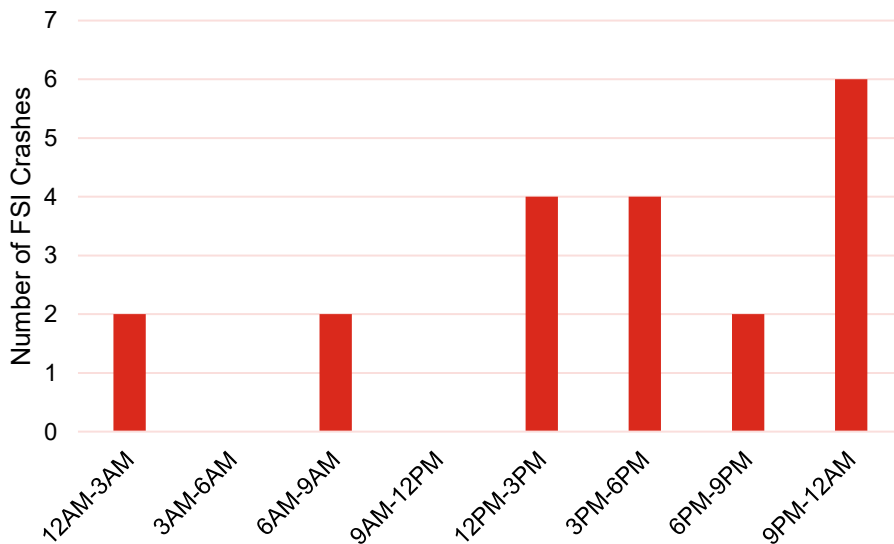
### Crashes by Time of Day

The number of crashes varies significantly during a typical 24-hour period. **Figure 11** shows all injury crashes rose throughout the day, with a peak from 6PM to 9PM. **Figure 11: Crashes by Time of Day, 2020-2024**

shows that FSI crashes were more common in the PM hours, with a peak from 9PM to 12AM.



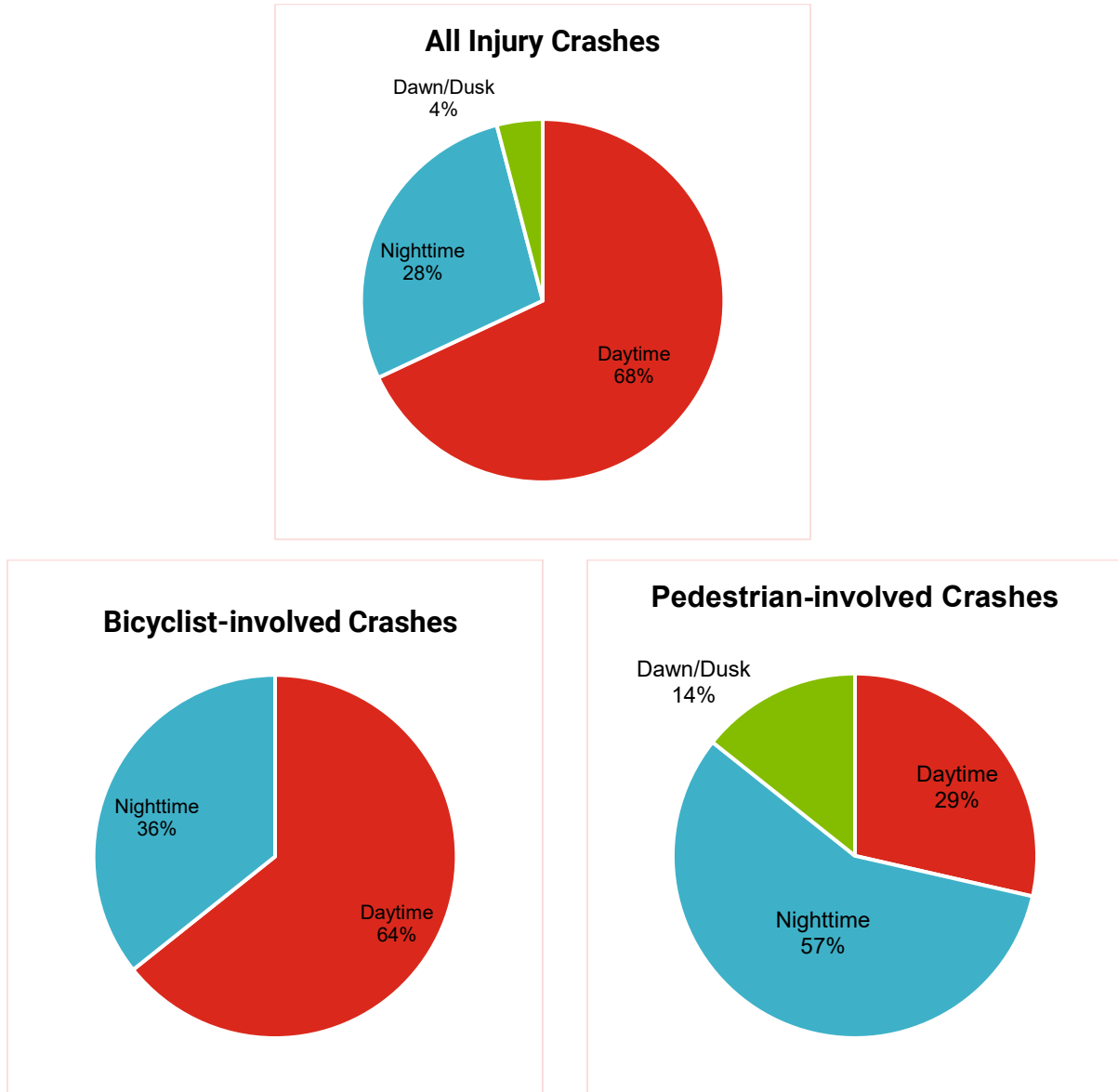
**Figure 11: Crashes by Time of Day, 2020-2024**



**Figure 12: FSI Crashes by Time of Day, 2020-2024**

**Lighting Conditions**

Light conditions affect all road users' safety, including their ability to see one another while traveling. As seen in **Figure 13**, 57% of pedestrian-involved crashes and 36% of bicyclist-involved crashes occurred during nighttime. Comparatively, only 28% of all FSI crashes occurred during nighttime.



**Figure 13: All Injury Crashes, Pedestrian, and Bicyclist Crashes by Lighting Conditions, 2020-2024**

## Junction Relationship

Along the Arden Way corridor, most crashes (82%) occurred within 250 feet of an intersection, which is similar to the distribution in FSI crashes, where 80% of FSI crashes occurred within 250 feet of an intersection.

## Descriptive Crash Analysis Conclusion

The descriptive crash analysis for the Arden Way corridor highlights distinct patterns in crash frequency, severity, and contributing factors between 2020 and 2024. While the overall number of crashes has declined since 2021, broadside and rear-end collisions remain dominant, with unsafe speed, signal violations, and improper turning emerging as recurring primary collision factors. Pedestrian and bicyclist crashes, though less frequent, are disproportionately represented in fatal and serious injury outcomes, particularly under low-light conditions and near intersections. These findings underscore the need for targeted interventions addressing intersection safety, driver behavior, and nighttime visibility.

## Intersection Crash Analysis

Toole Design has prepared the following crash analysis as part of the City of Sacramento's Vision Zero Action Plan along Arden Way. The crash analysis used injury crashes that occurred along the corridor from 2020-2024.

## Intersection Analysis Methodology and Results

This geospatial analysis counted the number and severity of crashes within 250 feet of the center point of each intersection. **Table 2** shows the intersections along the corridor ranked by number of all injury crashes. **Figure 14** shows the results of the intersection analysis along the Arden Way corridor.

**Table 2: Intersections by Number of Injury Crashes (2020-2024)**

Intersection Name	Control Type	Total Crashes	KSI Crashes	KSI Motor Vehicle Crashes	KSI Ped Crashes	KSI Bicyclist Crashes	KSI VRU Crashes	All Motor Vehicle Crashes	All Ped Crashes	All Bicyclist Crashes	All VRU Crashes	DUI Crashes	Unsafe Speed Crashes	Red Light/Stop Sign Running Involved Crashes
Arden Way & Point West Way/ Sears Drwy	Signalized	44	1	1	0	0	0	42	0	2	2	2	14	13
Arden Way & Heritage Ln	Signalized	34	2	1	1	0	1	33	1	0	1	3	13	8
Arden Way & Challenge Way	Signalized	23	0	0	0	0	0	23	0	0	0	2	10	8
Arden Way & Del Paso Blvd	Signalized	22	2	2	0	0	0	19	0	3	3	1	11	3
Arden Way & Blumenfeld Dr/Harvard St	Signalized	17	1	1	0	0	0	17	0	0	0	1	8	4
Arden Way & Oxford St	Signalized	16	3	1	2	0	2	13	2	1	3	3	3	5
Arden Way & Beaumont St/Royal Oaks Dr	Signalized	16	0	0	0	0	0	13	3	0	3	1	11	3
Alta Arden Expy & Arden Way	Signalized	14	2	2	0	0	0	14	0	0	0	1	6	4
Arden Way & Ethan Way & Exposition Blvd	Signalized	13	1	1	0	0	0	13	0	0	0	0	3	2
Arden Way & Evergreen St	Signalized	12	0	0	0	0	0	11	0	1	1	2	5	3
Arden Fair Transit Center & Arden Way	One-Way/Two-Way Stop Controlled	9	0	0	0	0	0	7	0	2	2	1	1	0
Alta Arden Expy & Arden Way	One-Way/Two-Way Stop Controlled	6	0	0	0	0	0	6	0	0	0	0	3	0
Arden Way & Empress St	Signalized	6	2	1	0	1	1	4	1	1	2	0	2	0
Arden Way & Fairfield St	One-Way/Two-Way Stop Controlled	3	0	0	0	0	0	3	0	0	0	0	3	0
Arden Way & Cambridge St	One-Way/Two-Way Stop Controlled	3	0	0	0	0	0	1	1	1	2	0	0	0
Arden Way & Erickson St	One-Way/Two-Way Stop Controlled	2	0	0	0	0	0	2	0	0	0	0	0	0
Arden Way & Cantalier St	One-Way/Two-Way Stop Controlled	1	1	1	0	0	0	1	0	0	0	0	1	0
Arden Way & Boxwood St	One-Way/Two-Way Stop Controlled	1	0	0	0	0	0	1	0	0	0	0	0	0
Arden Way & Forrest St	One-Way/Two-Way Stop Controlled	1	0	0	0	0	0	1	0	0	0	0	0	0
Arden Way & Oakmont St	One-Way/Two-Way Stop Controlled	1	0	0	0	0	0	1	0	0	0	0	0	0

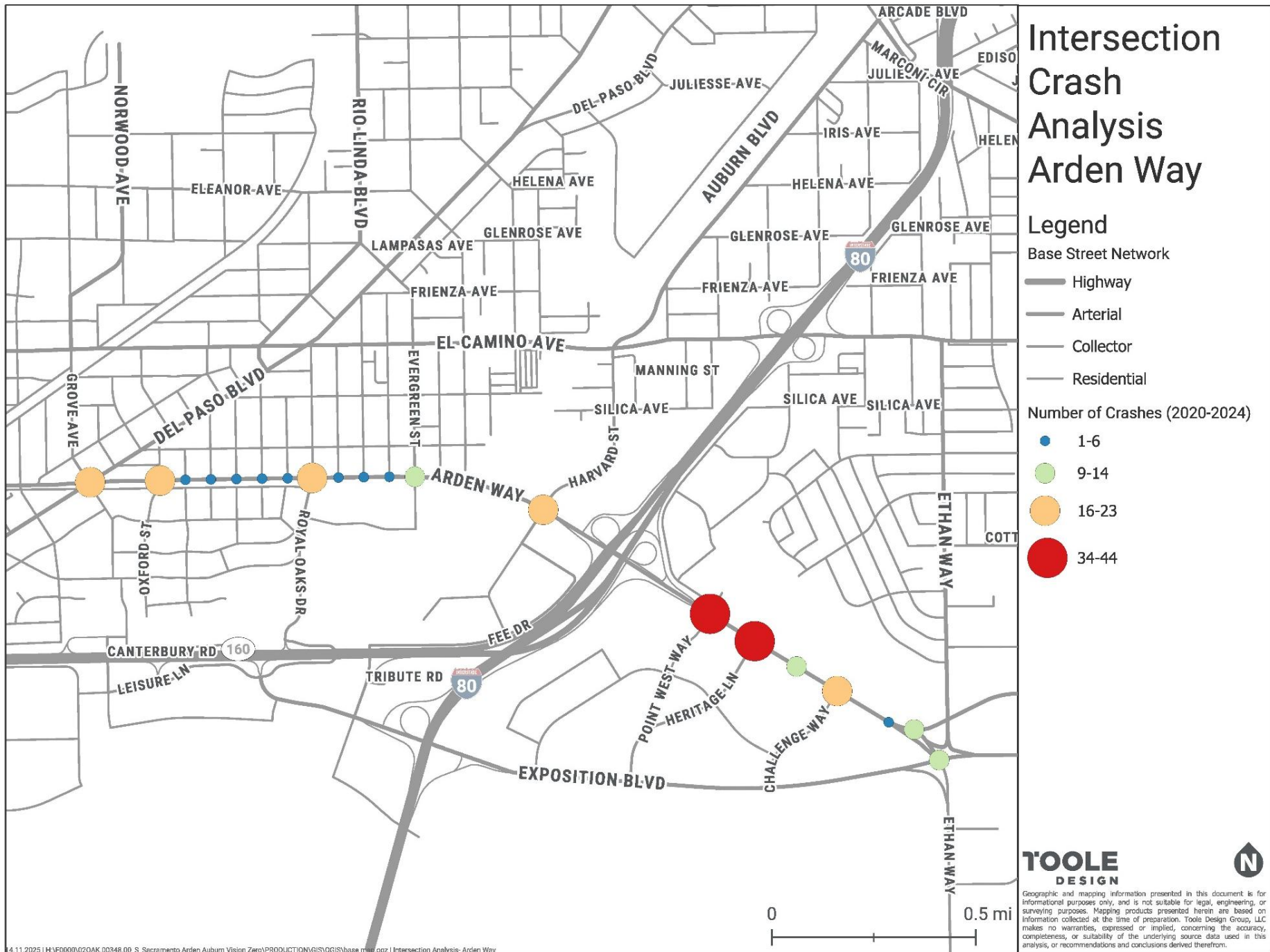


Figure 14: Intersection Analysis Results - Arden Way



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# CRASH ANALYSIS FOR AUBURN BOULEVARD / HARVARD STREET

## ARDEN-AUBURN MOBILITY PLAN

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November 14, 2025



## Introduction

This memo summarizes the results of the crash analysis conducted for the City of Sacramento's Arden-Auburn Mobility Plan along the **Auburn Boulevard/Harvard Street** corridor. The results draw on crash data from **2020 through 2024** along Auburn Boulevard/Harvard Street from Arden Way to Arcade Boulevard. This memo focuses both on all injury crashes, as well as fatal and serious injury (FSI) crashes, in order to identify opportunities to reduce impactful crashes through proven, innovative, and comprehensive strategies. No Property Damage Only (PDO) crashes were reviewed for this analysis. Both a descriptive, corridor-wide trend analysis and an intersection-level analysis were performed to identify recurring crash patterns and highlight locations with elevated safety concerns.

## Descriptive Crash Analysis

### Executive Summary of Key Findings from Descriptive Crash Analysis

**Years of Crash Data analyzed:** 2020 to 2024

**Total Injury Crashes:** 43

**Total Fatal Crashes:** 2

**Total Serious Injury Crashes:** 6

**Crashes by Year:** In 2023, the Auburn Boulevard/Harvard Street corridor had the highest crash total (79) and a total of 6 FSI crashes.

**FSI Crashes by Mode:** Crashes were classified as Motor Vehicle crashes if only motor vehicles were involved, but classified as Pedestrian, Bicyclist, or Motorcyclist crashes if those parties were involved in the crash.

- **Motor Vehicles:** Motor vehicle-involved crashes account for 86% of all severities, but just 67% of serious injury crashes and 50% of fatal crashes. There were 37 motor vehicle-involved crashes during the study period, and 5 of these resulted in a fatality or serious injury, meaning that 14% of all motor vehicle-involved crashes resulted in a fatality or serious injury.
- **Pedestrians:** Pedestrian-involved crashes account for 9% of crashes of all severities, but 17% of all serious injury crashes and 50% of all fatal crashes. There were 4 pedestrian-involved crashes during the study period, and 2 of these resulted in a fatality or serious injury, meaning that 50% of all pedestrian-involved crashes resulted in a fatality or serious injury. Crashes involving pedestrians include people in wheelchairs and those using small rideable devices such as skateboards and scooters.
- **Bicyclists:** Bicyclist-involved crashes account for 5% of all crashes, but 13% of all FSI crashes. There were 2 crashes that involved a bicyclist during the study period, and 1 resulted in a fatality or serious injury, meaning that 50% of bicyclist-involved crashes resulted in a fatality or serious injury.

**Crash Types:** Rear-end crashes happened most often, representing 35% of all crashes, followed by broadside crashes (30%) and hit object crashes (14%). Vehicle-pedestrian, rear-end, and hit object crashes each represent 25% of FSI crashes.

### Environmental Characteristics:

- **Weather and Road Conditions:** 100% of crashes occurred in clear or cloudy conditions, and 88% of crashes occurred when roads were dry. This does not mean that weather and road conditions do not produce crashes.
- **Time of Day:** All crashes and FSI crashes both tended to increase throughout the day. All crashes peaked from 3PM-6PM and FSI crashes peaked from 9PM-12AM.

- **Lighting Conditions:** 58% percent of crashes occurred during daytime, but 50% of crashes involving pedestrians occurred during nighttime. Darkness commonly elevates risk, especially for pedestrians and bicyclists due to reduced visibility and increased vehicle speeds at night, among other reasons.

## **Descriptive Crash Analysis Methodology**

The descriptive crash analysis methodology consisted of data collection, consolidation, and analysis based on law enforcement-reported crash data. A series of high-level descriptive summary tables and charts attempt to capture relationships between crash data factors and attributes. These statistics look at broader crash trends and patterns, providing insights to inform which variables deserve further examination.

This report provides planners, engineers, and decision-makers with high-level data to help respond to crash patterns and determine which crash factors tend to produce the most FSI crashes across the study area. This information can also be used to guide the development of new behavioral safety programs, policy modifications, and safety-focused engineering countermeasures.

### *Crash Data Overview*

Crash data for this analysis was provided by the California Statewide Integrated Traffic Records System (SWITRS). The dataset consists of all injury crashes from 2020 through 2024. It is compiled from police reports that law enforcement officers complete when investigating a roadway crash. No Property Damage Only (PDO) crashes were reviewed for this analysis.

This memo focuses primarily on fatal and serious injury crashes, defined as crashes which involved a fatality, also known as *K* severity crashes, according to the *KABCO* scale, as well as crashes which involved a serious injury, also known as *A* severity. A serious injury is any non-fatal injury that prevents a person from walking, driving, or participating in activities they were capable of prior to the crash.

## **Study Limitations**

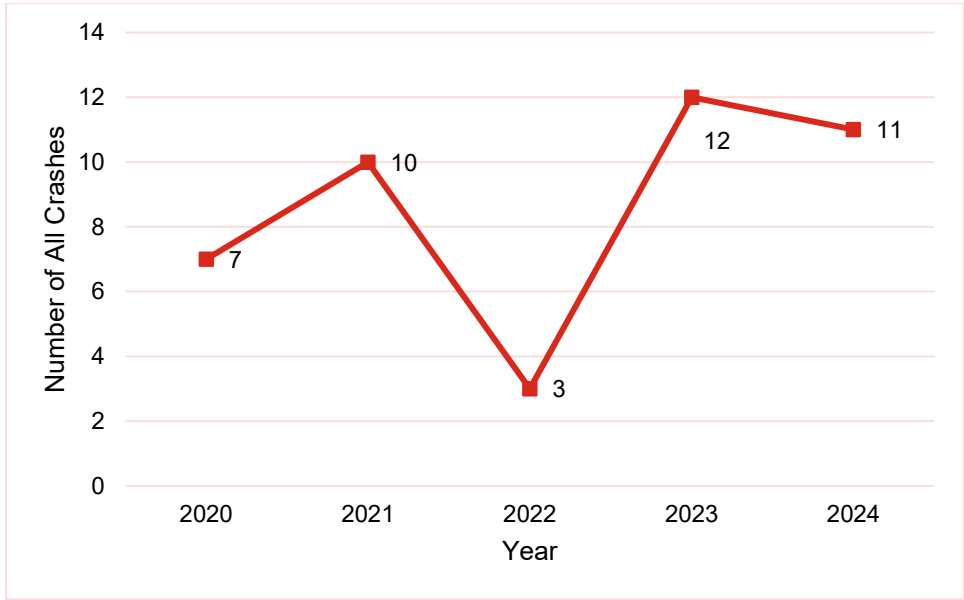
### *Exposure Data*

The analyses reported in this memo do not adjust for motorist, pedestrian, or bicyclist exposure rates based on volumes for these modes. Therefore, results show crash events but not frequency of crashes normalized by level of motor vehicle, pedestrian, or bicycle volumes.

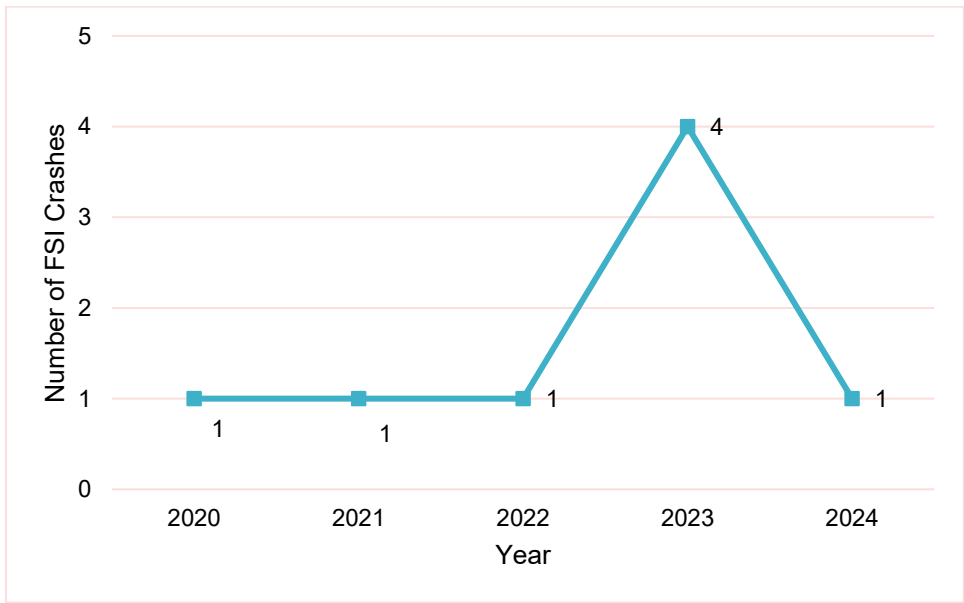
As an example, the analyses indicate that pedestrian crashes are more common in daylight than in dark conditions. This does not mean that daylight conditions are inherently more dangerous than dark conditions. Rather, it is consistent with the generally held belief that people are more likely to walk in light conditions than in dark conditions.

### General Crash Trends

**Figure 1** shows the number of injury crashes along the Auburn Boulevard/Harvard Street corridor from 2020 to 2024 and **Figure 2** shows the number of fatal and serious injury crashes along the Auburn Boulevard/Harvard Street corridor from 2020 to 2024.



**Figure 1: Auburn Boulevard/Harvard Street Corridor Injury Crashes by Year, 2020-2024**



**Figure 2: Auburn Boulevard/Harvard Street Corridor Fatal and Serious Injury Crashes by Year, 2020-2024**

### Crashes by Mode

Table 1 shows the severity distribution of crashes by mode involved. Along the Auburn Boulevard/Harvard Street corridor, pedestrian and bicyclist-involved crashes made up a higher percentage of fatal and severe injury crashes than of total crashes. Pedestrian-involved crashes made up just 9% of all crashes, but 50% of fatal crashes and 17% of serious injury crashes. Bicycle-involved crashes made up just 5% of all crashes, but 17% of serious injury crashes.

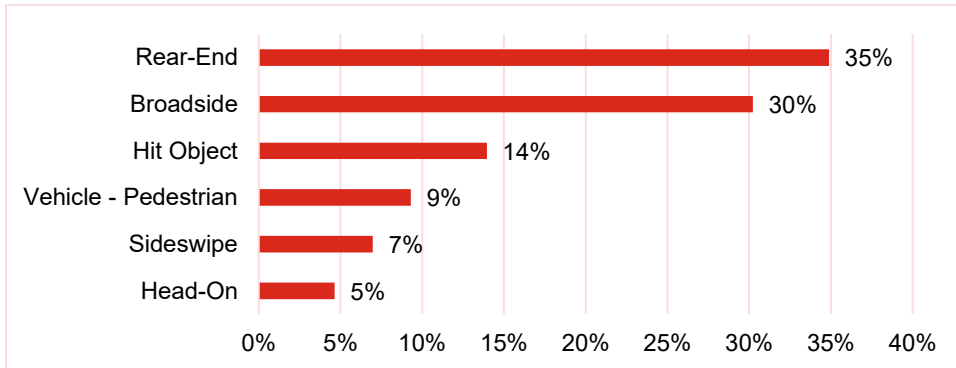
**Table 1: Crashes by Mode, 2020-2024**

Crash Mode	Fatal Crashes	% of All Fatal Crashes	Serious Injury Crashes	% of All Serious Injury Crashes	All Injury Crashes	% of All Injury Crashes
<b>Bicyclist-involved</b>	0	0%	1	17%	2	5%
<b>Pedestrian-involved</b>	1	50%	1	17%	4	9%
<b>Motor Vehicle-involved</b>	1	50%	4	67%	37	86%
All Modes	<b>2</b>	<b>100%</b>	<b>6</b>	<b>100%</b>	<b>43</b>	<b>100%</b>

### Crash Contributors

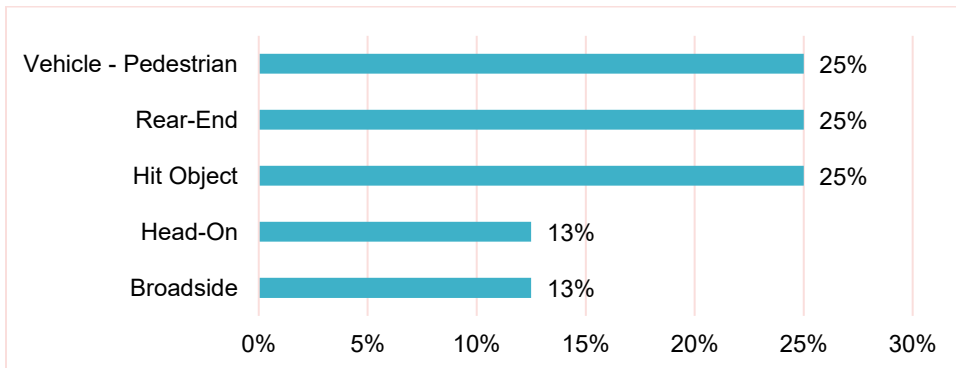
#### Crash Types

Figure 3 shows the distribution of crash types for all injury crashes along the Auburn Boulevard/Harvard Street corridor. Rear-end crashes were the most common at 35%, followed by broadside at 30% and sideswipe at 12%.



**Figure 3: Crash Types (All Injury Crashes), 2020-2024**

Figure 4 summarizes crash types for FSI crashes along the Auburn Boulevard/Harvard Street corridor. Vehicle-pedestrian, rear-end, and hit-object crashes each accounted for 25% of FSI crashes.



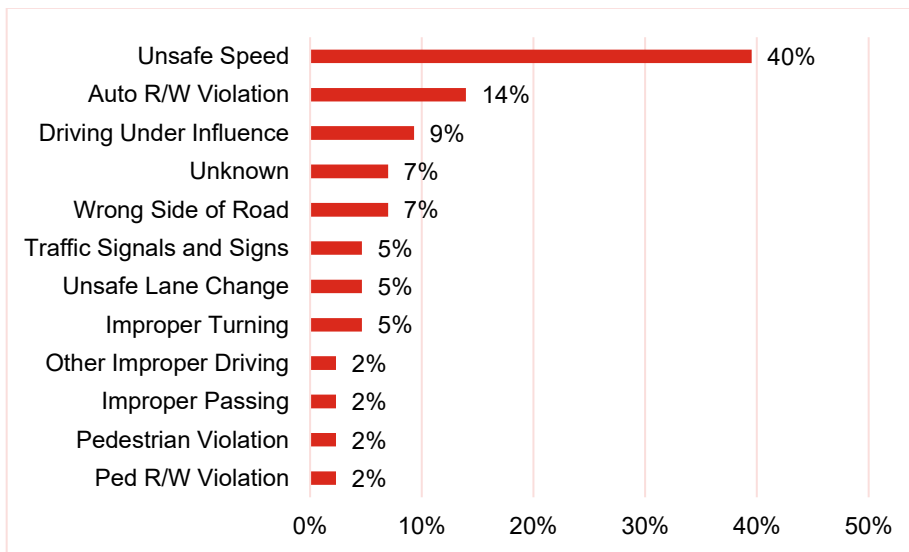
**Figure 4: Crash Types (FSI Crashes), 2020-2024**

### Primary Collision Factors

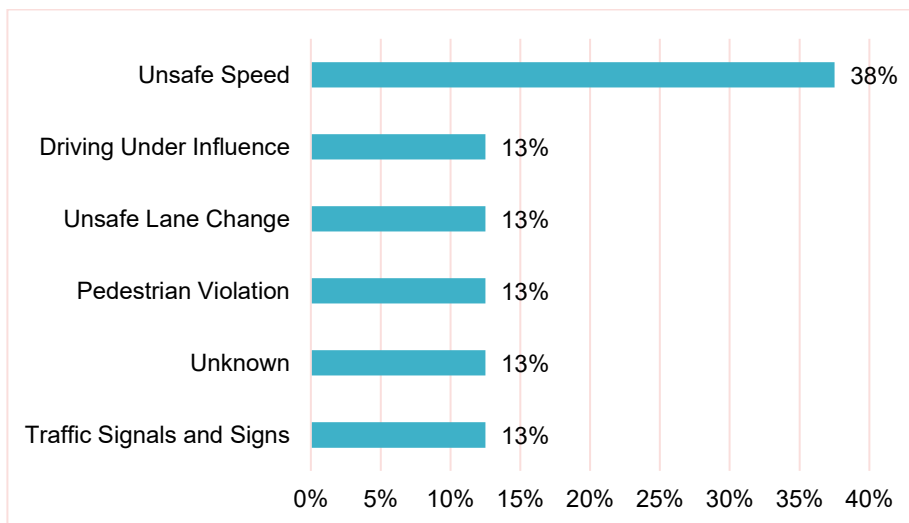
Crash reports ask responding law enforcement officers to list the primary cause of a crash. Though there may be multiple factors contributing to a crash, responding law enforcement officers choose a primary factor, based on what they see and interpret at the crash scene. This information provides insight into events, behaviors, or factors that contributed to a crash, but it does not necessarily capture the full explanation of what led to a crash. For example, speeding can sometimes be underreported as a leading contributing factor, because responding law enforcement officers may not have clear evidence that speeding occurred.

The most common factors among all injury crashes along the Auburn Boulevard/Harvard Street corridor, as shown in **Figure 5** were Unsafe Speed (40%), followed by Automobile Right-of-Way Violations (14%) and Driving Under the Influence (9%).

The most common factors among FSI crashes along the Auburn Boulevard/Harvard Street corridor, as shown in **Figure 6**, were Unsafe Speed (38%), Driving Under the Influence (13%), and Unsafe Lane Change (13%).



**Figure 5: Top Primary Collision Factor in All Injury Crashes, 2020-2024**



**Figure 6: Top Primary Collision Factor in FSI Crashes, 2020-2024**

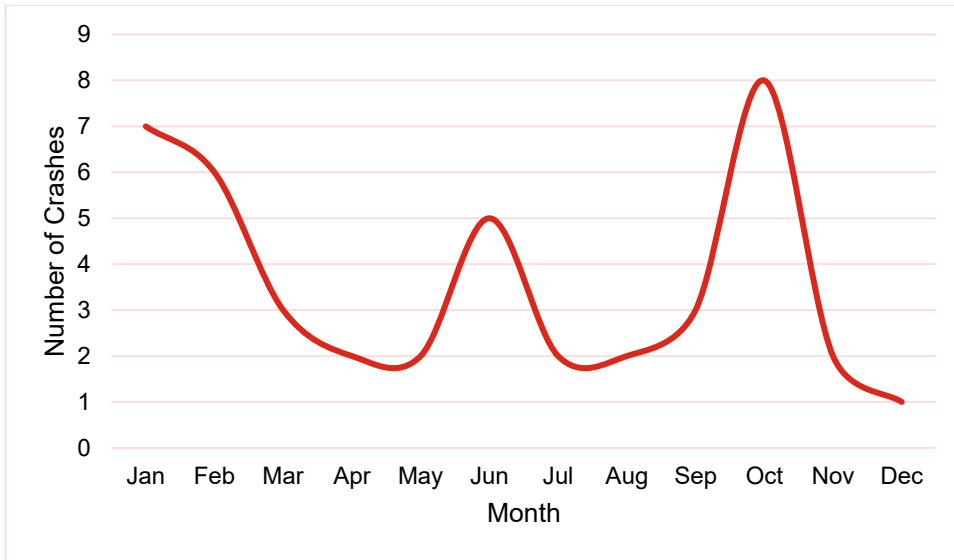
## Environmental Characteristics

### Weather and Roadway Conditions

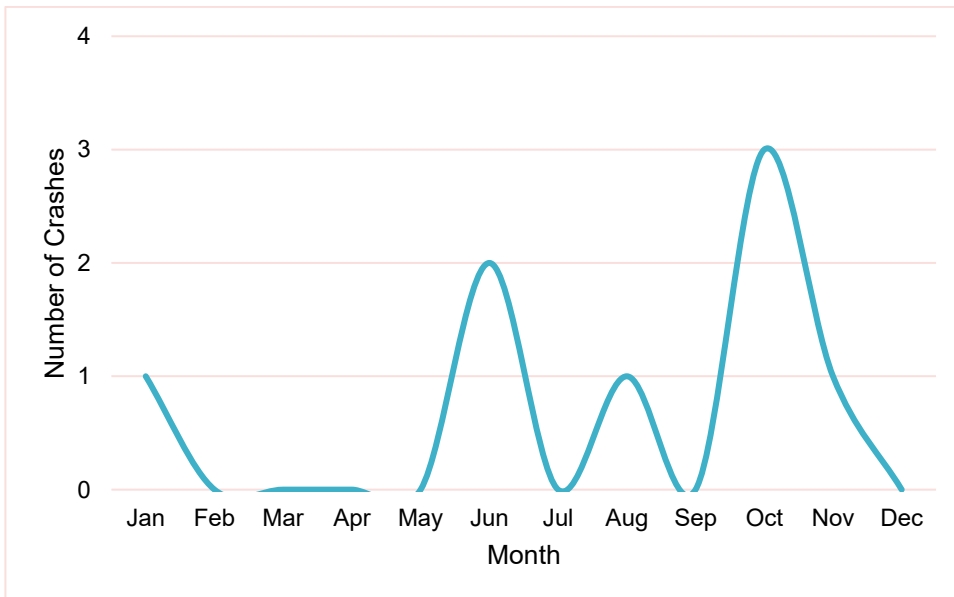
The majority of both all injury crashes and FSI crashes occurred in good weather and roadway conditions. All of the injury crashes and FSI crashes occurred in cloudy or clear conditions. Just 12% of all injury crashes occurred on wet roadways and no FSI crashes occurred on wet roadways.

### Crashes by Time of Year

**Figure 7** and **Figure 8** summarize all injury crashes and FSI crashes by month of year. Along the Auburn Boulevard/Harvard Street corridor, higher numbers of crashes occurred in fall months (September, October, November). For FSI crashes, there were peaks in June and October.



**Figure 7: All Injury Crashes by Month of Year, 2020-2024**



**Figure 8: FSI Crashes by Month of Year, 2020-2024**

### Crashes by Time of Day

The number of crashes varies significantly during a typical 24-hour period. **Figure 9** shows all injury crashes varied throughout the day, with a peak from 3PM to 6PM. **Figure 10** shows that FSI crashes were more common in the PM hours, with a peak from 9PM to 12AM.

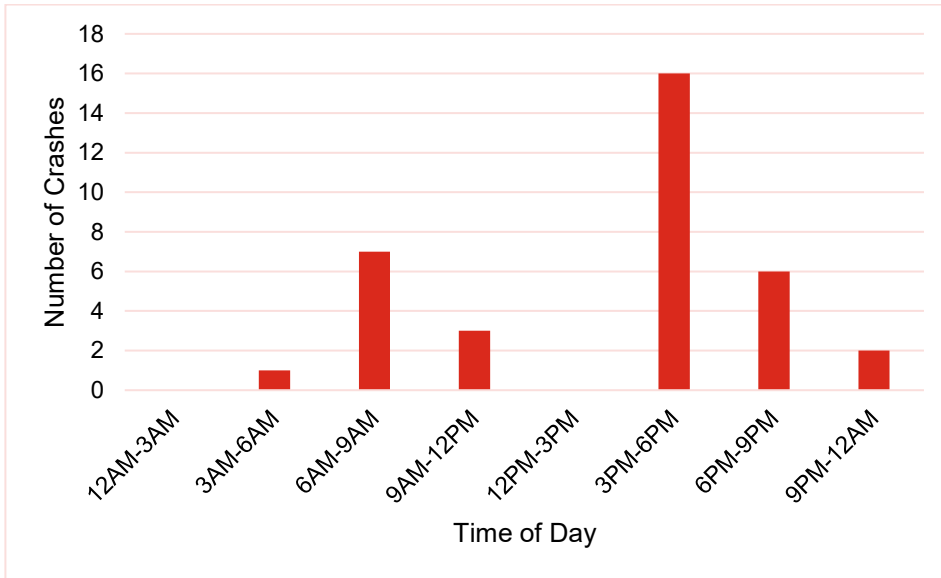


Figure 9: All Injury Crashes by Time of Day, 2020-2024

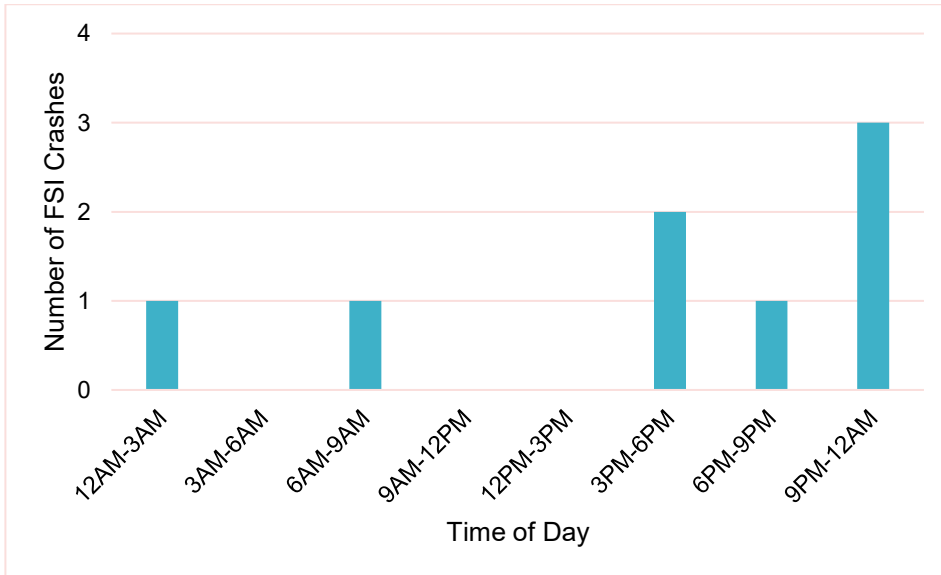
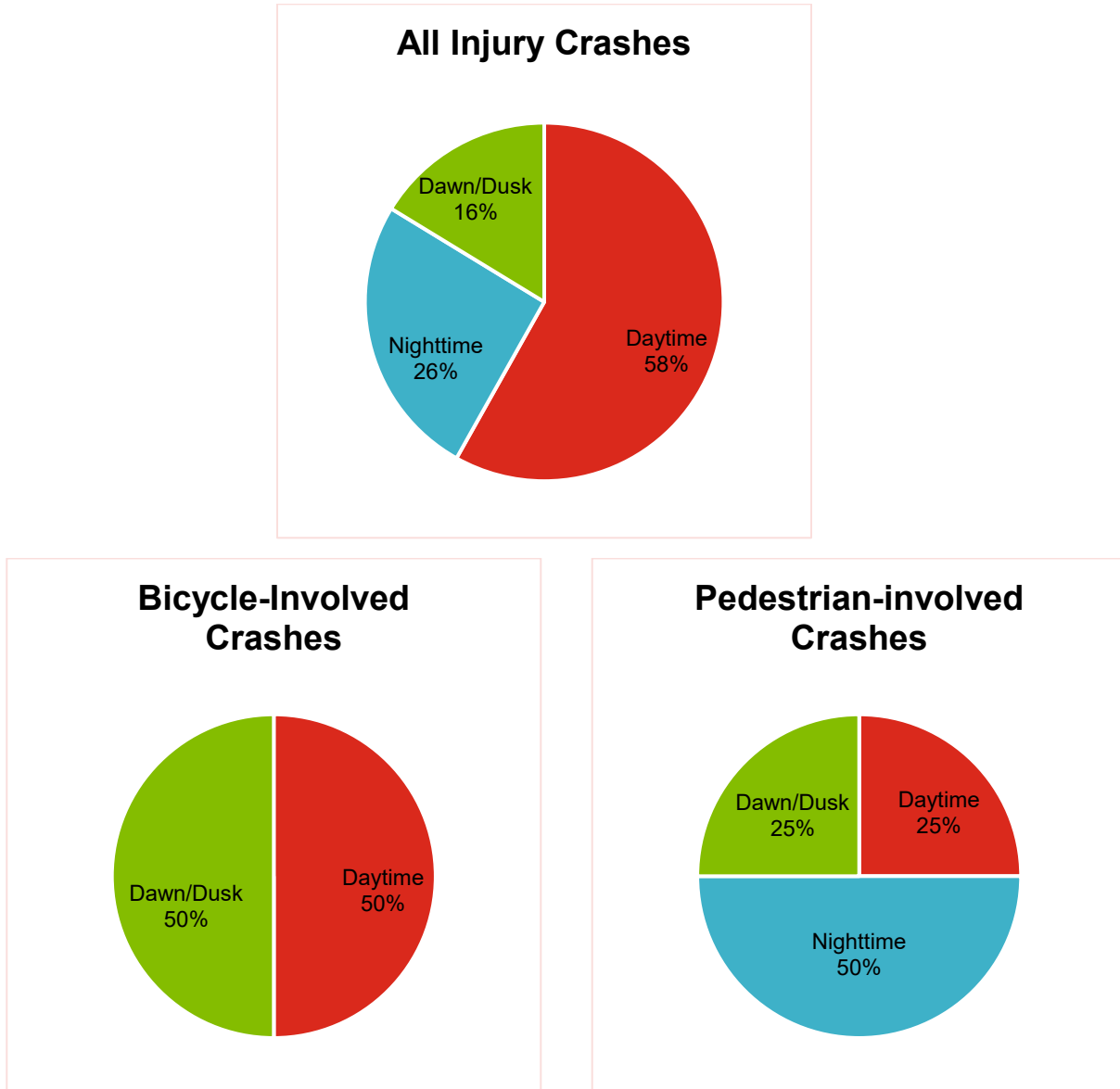


Figure 10: FSI Crashes by Time of Day, 2020-2024

*Lighting Conditions*

Light conditions affect all road users' safety, including their ability to see one another while traveling. As seen in **Figure 11**, 50% of pedestrian-involved crashes occurred during nighttime. Comparatively, only 26% of all FSI crashes occurred during nighttime.



**Figure 11: All Injury Crashes, Pedestrian, and Bicyclist Crashes by Lighting Conditions, 2020-2024**

## Junction Relationship

Along the Auburn Boulevard/Harvard Street corridor, most crashes (79%) occurred within 250 feet of an intersection, which is similar to the distribution in FSI crashes, where 75% of FSI crashes occurred within 250 feet of an intersection.

## Descriptive Crash Analysis Conclusion

The descriptive crash analysis for the Auburn Boulevard/Harvard Street corridor highlights distinct patterns in crash frequency, severity, and contributing factors between 2020 and 2024. While the overall number of crashes has declined since 2023, rear-end and broadside collisions remain dominant, with unsafe speed, right-of-way violations, and driving under the influence emerging as recurring primary collision factors. Pedestrian and bicyclist crashes, though less frequent, are disproportionately represented in fatal and serious injury outcomes, particularly under low-light conditions and near intersections. These findings underscore the need for targeted interventions addressing intersection safety, driver behavior, and nighttime visibility.

## Intersection Crash Analysis

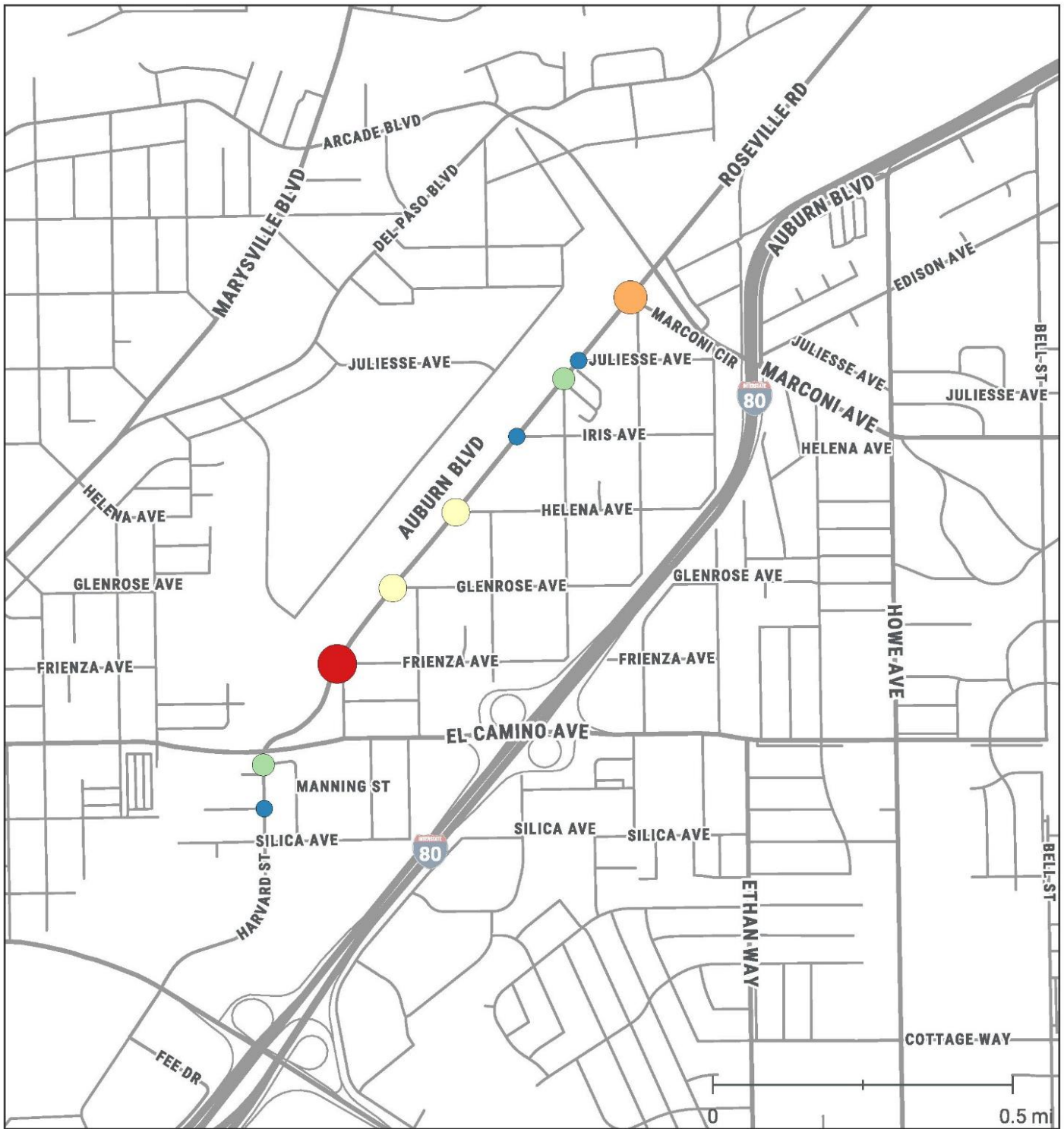
Toole Design has prepared the following crash analysis as part of the City of Sacramento's Vision Zero Action Plan along the Auburn Boulevard/Harvard Street corridor. The crash analysis used injury crashes that occurred along the corridor from 2020-2024.

## Intersection Analysis Methodology and Results

This geospatial analysis counted the number and severity of crashes within 250 feet of the center point of each intersection. **Table 2** shows the intersections along the corridor ranked by number of all injury crashes. **Figure 12** shows the results of the intersection analysis along the Auburn Boulevard/Harvard Street corridor.

Table 2: Intersections by Number of Injury Crashes (2020-2024)

Intersection Name	Control Type	Total Crashes	KSI Crashes	KSI Motor Vehicle Crashes	KSI Ped Crashes	KSI Bicyclist Crashes	KSI VRU Crashes	All Motor Vehicle Crashes	All Ped Crashes	All Bicyclist Crashes	All VRU Crashes	DUI Crashes	Unsafe Speed Crashes	Red Light/Stop Sign Running Involved Crashes
Auburn Blvd & Frenza Ave	One-Way/Two-Way Stop Controlled	9	1	1	0	0	0	9	0	0	0	0	2	0
Auburn Blvd & Marconi Cir	Signalized	6	1	0	0	1	1	4	0	2	2	1	3	1
Auburn Blvd & Helena Ave	One-Way/Two-Way Stop Controlled	4	2	1	1	0	1	3	1	0	1	0	2	0
Auburn Blvd & Glenrose Ave	One-Way/Two-Way Stop Controlled	4	0	0	0	0	0	4	0	0	0	0	0	1
Auburn Blvd & Plover St	One-Way/Two-Way Stop Controlled	3	0	0	0	0	0	2	1	0	1	0	1	0
Harvard St & Manning St	One-Way/Two-Way Stop Controlled	3	1	0	1	0	1	2	1	0	1	1	1	0
Auburn Blvd & Juliesse Ave	One-Way/Two-Way Stop Controlled	2	0	0	0	0	0	2	0	0	0	0	1	0
Auburn Blvd & Iris Ave	One-Way/Two-Way Stop Controlled	2	1	1	0	0	0	2	0	0	0	1	1	0
Harvard St & Dixieanne Ave	One-Way/Two-Way Stop Controlled	2	1	1	0	0	0	2	0	0	0	0	1	0
Harvard St & Silica Ave	All-Way Stop Controlled	0	0	0	0	0	0	0	0	0	0	0	0	0



## Intersection Crash Analysis Harvard St/Auburn Way

### Legend

- Base Street Network
- Highway
  - Arterial
  - Collector
  - Residential

### Number of Crashes (2020-2024)

- 2
- 3
- 4
- 6
- 9



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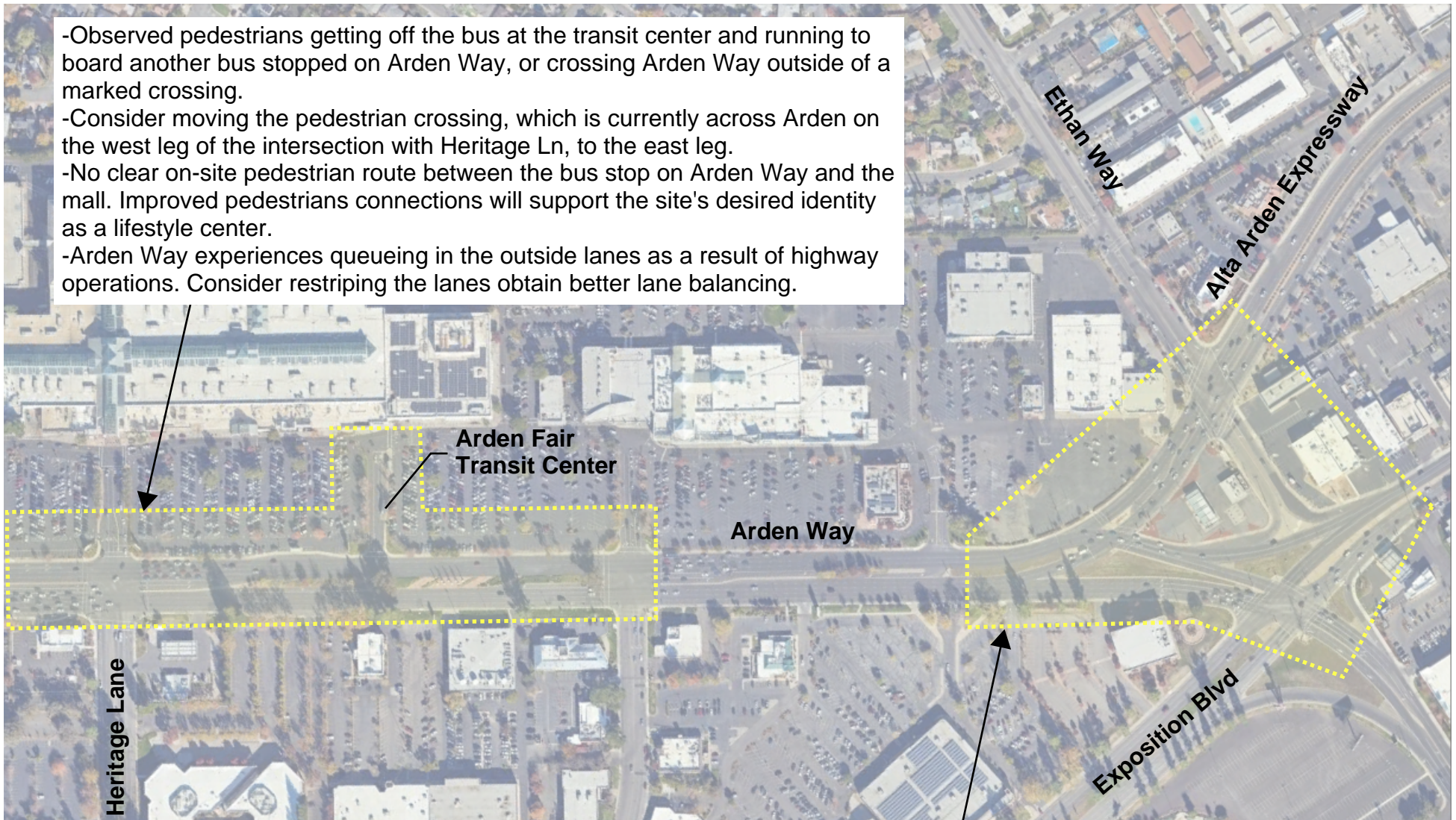
14.11.2025 | H:\F000\020AK.00348.00\_S\_Sacramento Arden Auburn Vision Zero\PRODUCTION\GIS\QGIS\base map.qgz | Intersection Analysis Harvard/Auburn

Figure 12: Intersection Analysis Results – Harvard St/Auburn Way Corridor

## Appendix I: Project Area RSA Summary

# EAST ARDEN (1)

- Observed pedestrians getting off the bus at the transit center and running to board another bus stopped on Arden Way, or crossing Arden Way outside of a marked crossing.
- Consider moving the pedestrian crossing, which is currently across Arden on the west leg of the intersection with Heritage Ln, to the east leg.
- No clear on-site pedestrian route between the bus stop on Arden Way and the mall. Improved pedestrian connections will support the site's desired identity as a lifestyle center.
- Arden Way experiences queuing in the outside lanes as a result of highway operations. Consider restriping the lanes to obtain better lane balancing.



- Driver confusion regarding lanes, difficulty with advanced positioning.
- Lacks clear pedestrian routes and ADA ramps at marked crossings. Pedestrian crossing across Alta Arden Expressway is missing a pedestrian signal head.
- The transmission lines are lower than typical at the Exposition Blvd intersection.
- Cyclist infrastructure through this area is very limited. Connections to the bike trail (South on Ethan Way) should be considered. Exposition Blvd is the preferred alternative route for cyclists.
- The building at the southwest corner of Arden Way and Exposition Blvd will be redeveloped.
- Discussion about squaring up the intersection and installing signal control at the slip lane (similar to Howe and Fair Oaks).
- Possible location for roundabout (or series of roundabouts).

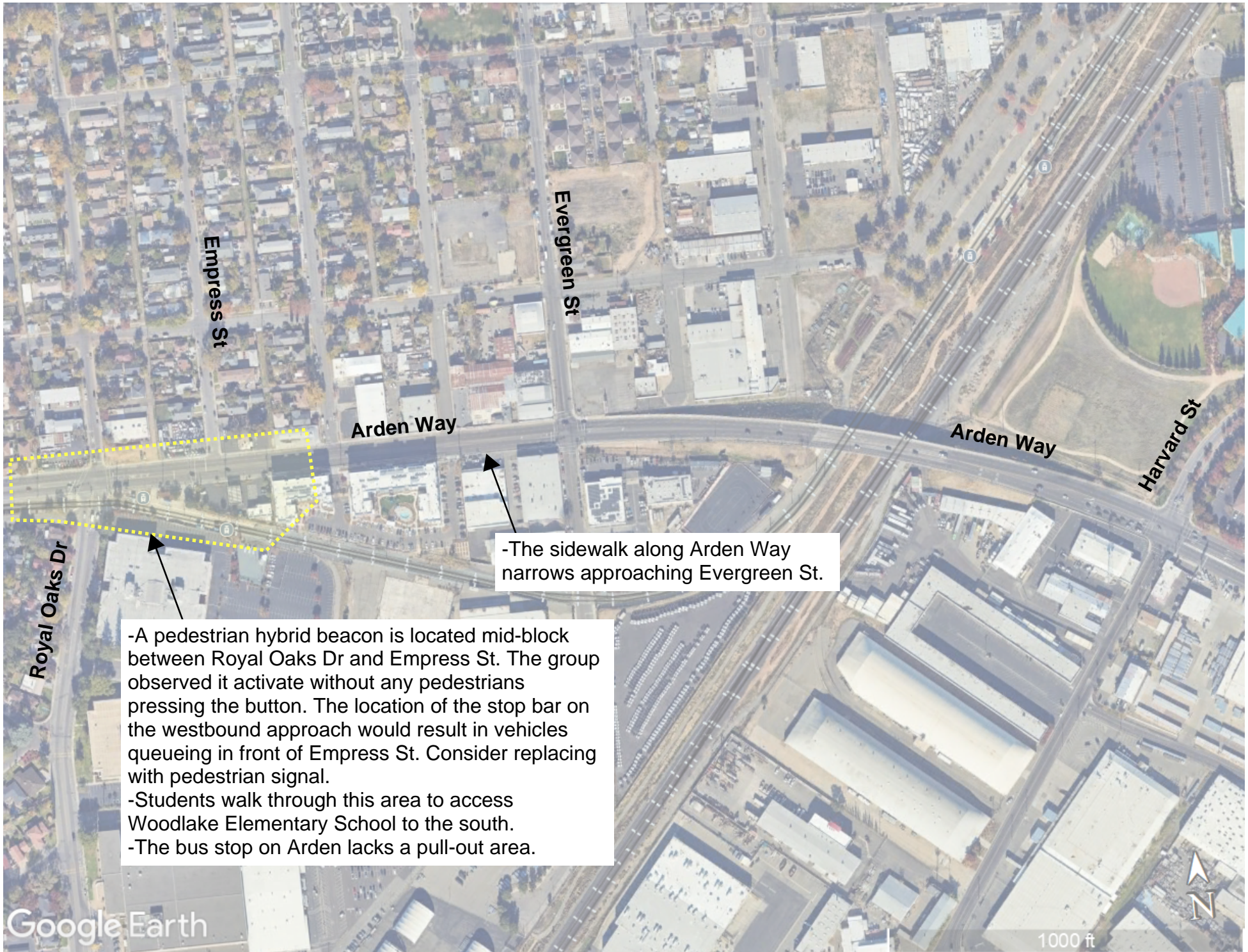
# EAST ARDEN (2)

-Arden Way at Harvard St has been documented as a high-crash location. Crashes are understood to be related to sight distance for vehicles traveling southeast on the overpass, approaching the intersection. The City has won an HSIP grant at the intersection of Arden Way and Harvard St to implement signal upgrades.

-Bus stop in front of the U-Haul site in the right-turn lane

-Pedestrians must cross to the sidewalk on the south side of Arden Way, proceed through the underpass, and then cross to the sidewalk on the north side of Arden Way. There is no sidewalk on the south side of Arden Way.  
-No cyclist facilities through the underpass.  
-A crosswalk exists across the SB CA-160 ramps but does not connect to sidewalks.  
-Consider possible pedestrian connection point to the new apartment complex (the Easley).  
-A diverging diamond interchange has been discussed at Arden Way/CA-160.

# WEST ARDEN (1)



-A pedestrian hybrid beacon is located mid-block between Royal Oaks Dr and Empress St. The group observed it activate without any pedestrians pressing the button. The location of the stop bar on the westbound approach would result in vehicles queueing in front of Empress St. Consider replacing with pedestrian signal.

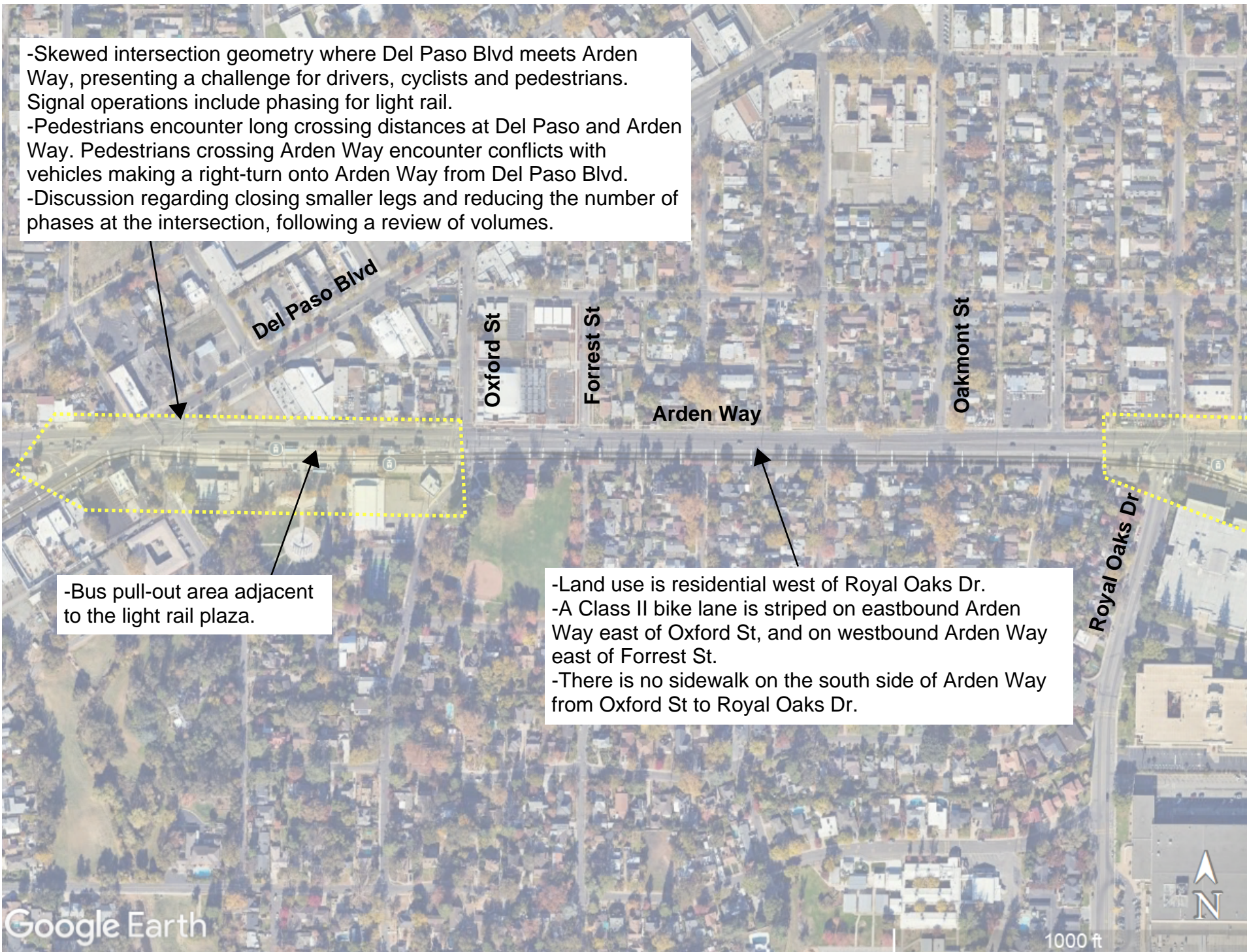
-Students walk through this area to access Woodlake Elementary School to the south.

-The bus stop on Arden lacks a pull-out area.

-The sidewalk along Arden Way narrows approaching Evergreen St.

# WEST ARDEN (2)

-Skewed intersection geometry where Del Paso Blvd meets Arden Way, presenting a challenge for drivers, cyclists and pedestrians. Signal operations include phasing for light rail.  
-Pedestrians encounter long crossing distances at Del Paso and Arden Way. Pedestrians crossing Arden Way encounter conflicts with vehicles making a right-turn onto Arden Way from Del Paso Blvd.  
-Discussion regarding closing smaller legs and reducing the number of phases at the intersection, following a review of volumes.

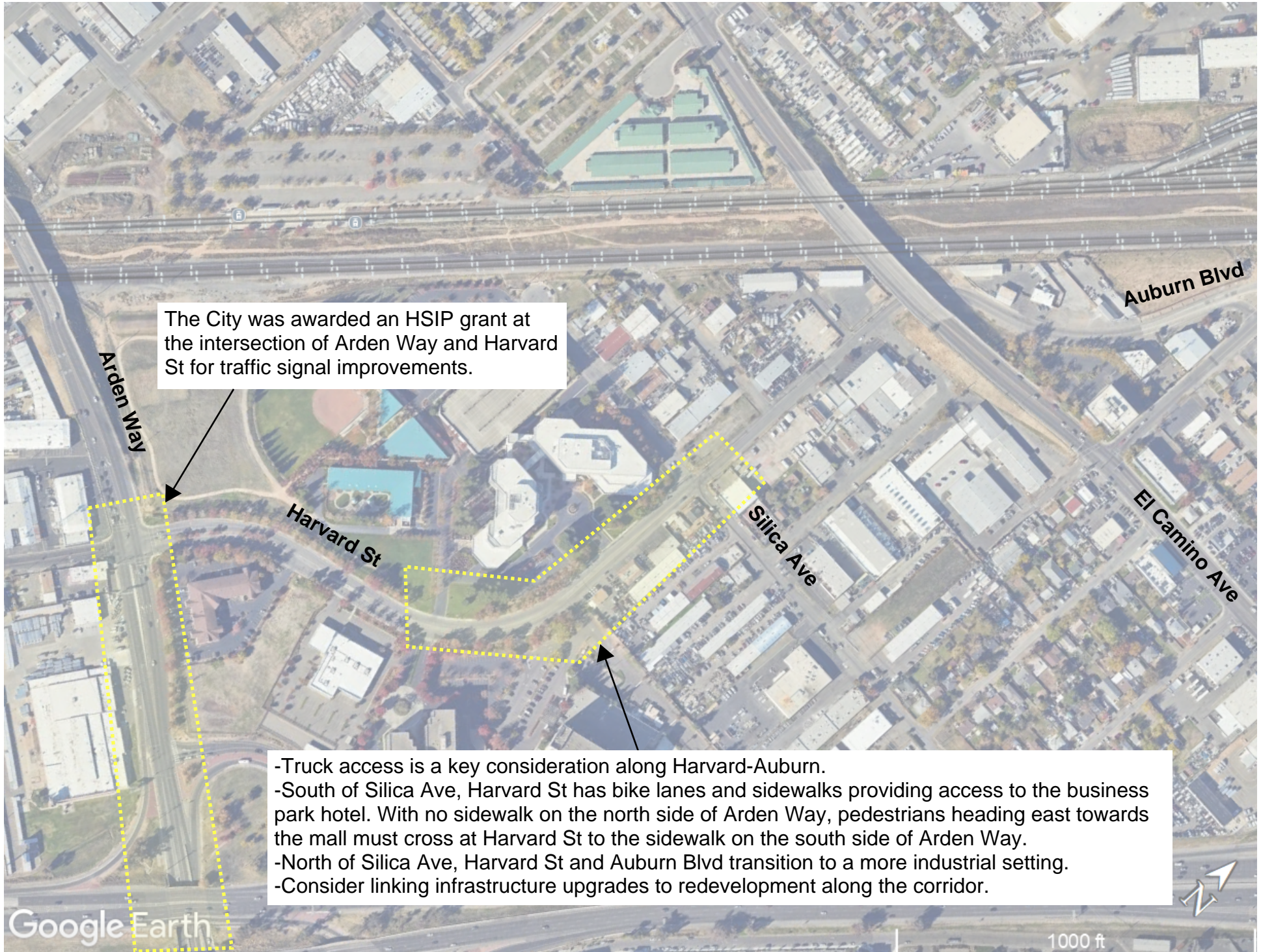


-Bus pull-out area adjacent to the light rail plaza.

-Land use is residential west of Royal Oaks Dr.  
-A Class II bike lane is striped on eastbound Arden Way east of Oxford St, and on westbound Arden Way east of Forrest St.  
-There is no sidewalk on the south side of Arden Way from Oxford St to Royal Oaks Dr.



# AUBURN / HARVARD (1)



The City was awarded an HSIP grant at the intersection of Arden Way and Harvard St for traffic signal improvements.

- Truck access is a key consideration along Harvard-Auburn.
- South of Silica Ave, Harvard St has bike lanes and sidewalks providing access to the business park hotel. With no sidewalk on the north side of Arden Way, pedestrians heading east towards the mall must cross at Harvard St to the sidewalk on the south side of Arden Way.
- North of Silica Ave, Harvard St and Auburn Blvd transition to a more industrial setting.
- Consider linking infrastructure upgrades to redevelopment along the corridor.

# AUBURN / HARVARD (2)



Van Ness St

Auburn Blvd

-Potential roundabout opportunity at the intersection of Auburn Blvd and Van Ness St. Available right of way, lighting, and pedestrian connections should be considered.

-Auburn Blvd is an industrial corridor. Truck access should be considered at the roundabout and along the corridor.  
-Community outreach will help indicate the degree to which bike lanes, lane width reduction, and pedestrian facilities are desired along the corridor.

# AUBURN / HARVARD (3)



We didn't stop here at the RSA,  
remove from the sheetset?

Auburn Blvd

Marconi Ave

Marconi Cir

Google Earth

1000 ft



## Appendix J: Project Area LTS/Crossing Space Analysis Memorandum



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# LEVEL OF STRESS AND CROSSING DISTANCE ANALYSIS

ARDEN-AUBURN MOBILITY PLAN

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December 3, 2025

ARDEN-AUBURN  
MOBILITY  
PLAN



# INTRODUCTION AND PURPOSE

This memo summarizes the results of the Level of Traffic Stress (LTS) and Crossing Distance analyses conducted for the City of Sacramento’s Arden-Auburn Mobility Plan along Arden Way and Auburn Boulevard. The LTS analyses estimate the level of comfort for people walking or biking along a given roadway segment and help identify locations that may be high stress for people walking or biking. The Crossing Distance analysis identifies segments where there are longer distances between points for people walking and biking to safely cross these corridors.

## BICYCLE LEVEL OF TRAFFIC STRESS (BLTS) AND PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS) (SEGMENT)

### BLTS and PLTS Methodology

The LTS for walking and bicycling along the Arden Way and Auburn Boulevard/ Harvard Street corridors was assessed as part of Sacramento’s 2025 citywide “Streets for People” Active Transportation Plan. The Streets for People Plan [Appendix](#) contains more information on methodology and results for the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Level of Traffic Stress (PLTS) analyses.

Both BLTS and PLTS are based on existing roadway characteristics, with BLTS analyses reflecting inputs like posted speed limit, number of travel lanes, and the presence and width of bicycle lanes, and PLTS reflecting inputs like posted speed limit, number of travel lanes, sidewalk presence and width, and sidewalk buffer width and type.

### BLTS and PLTS Results

The results of the BLTS and PLTS analyses identify how stressful it is for people to walk and bike along a corridor segment and can help inform where improvements may be needed to provide a comfortable experience for people of all ages and abilities who are either bicycling or walking. Both BLTS and PLTS range from LTS 1 (lowest stress) to LTS 4 (highest stress), with LTS 3 and 4 generally considered to be high stress or uncomfortable, and LTS 1 and 2 generally considered to be comfortable or low stress.

**Figure 2 to Figure 3** below show the Level of Traffic Stress results for the two study corridors. Arden Way is consistently high stress, with a BLTS 4 and PLTS 4 for the entire corridor. Auburn Boulevard is high stress for people bicycling for the entire corridor (BLTS 3 south of Fienza Ave and BLTS 4 north of Fienza Ave). Auburn Boulevard is also high stress (PLTS 3 and 4) for people walking for most of the corridor, except for Silica Ave to Fienza Ave (PLTS 2).

This means that walking or biking along both study corridors is high stress for most people.

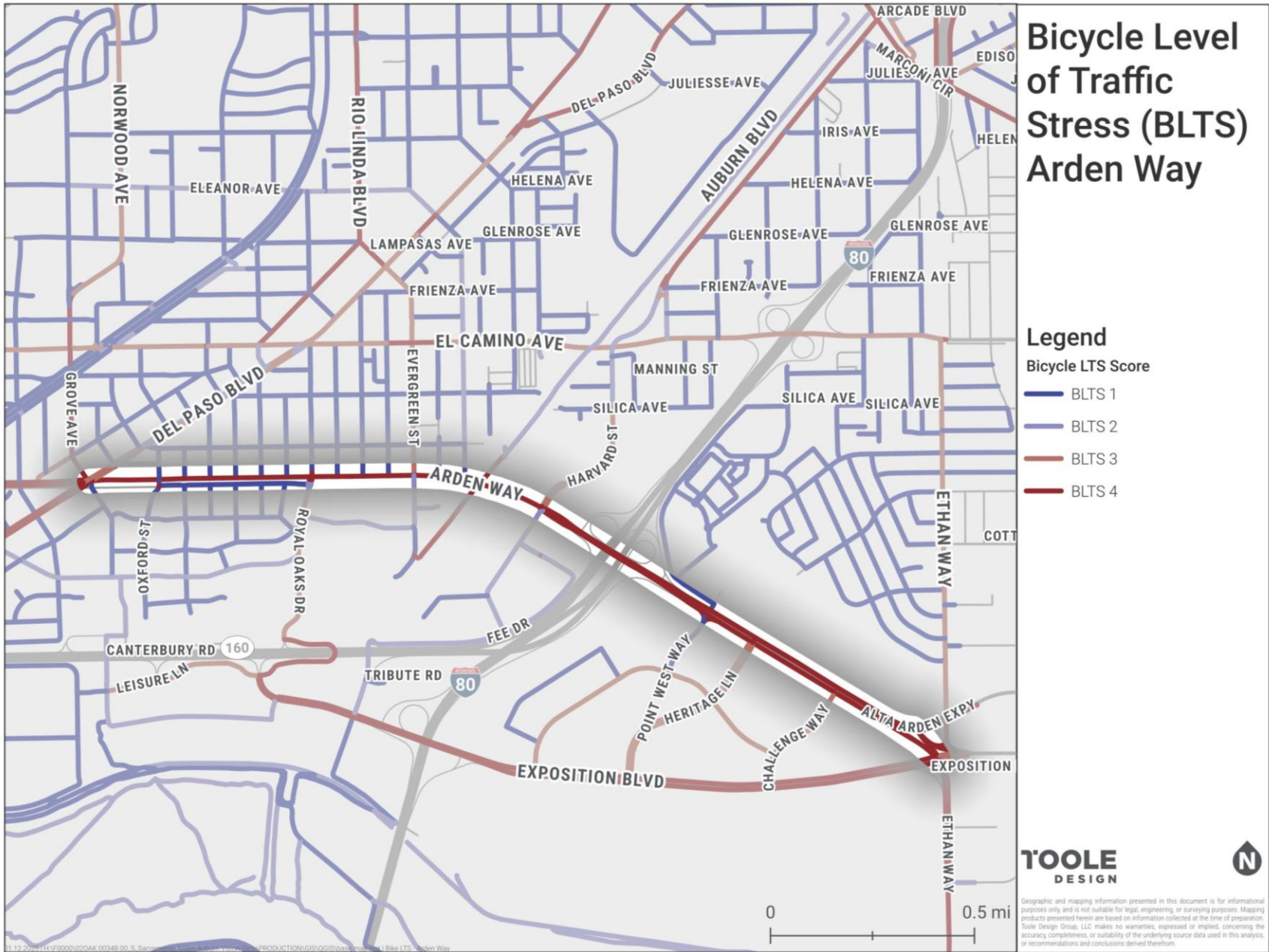


Figure 1 – Bicycle Level of Traffic Stress – Arden Way

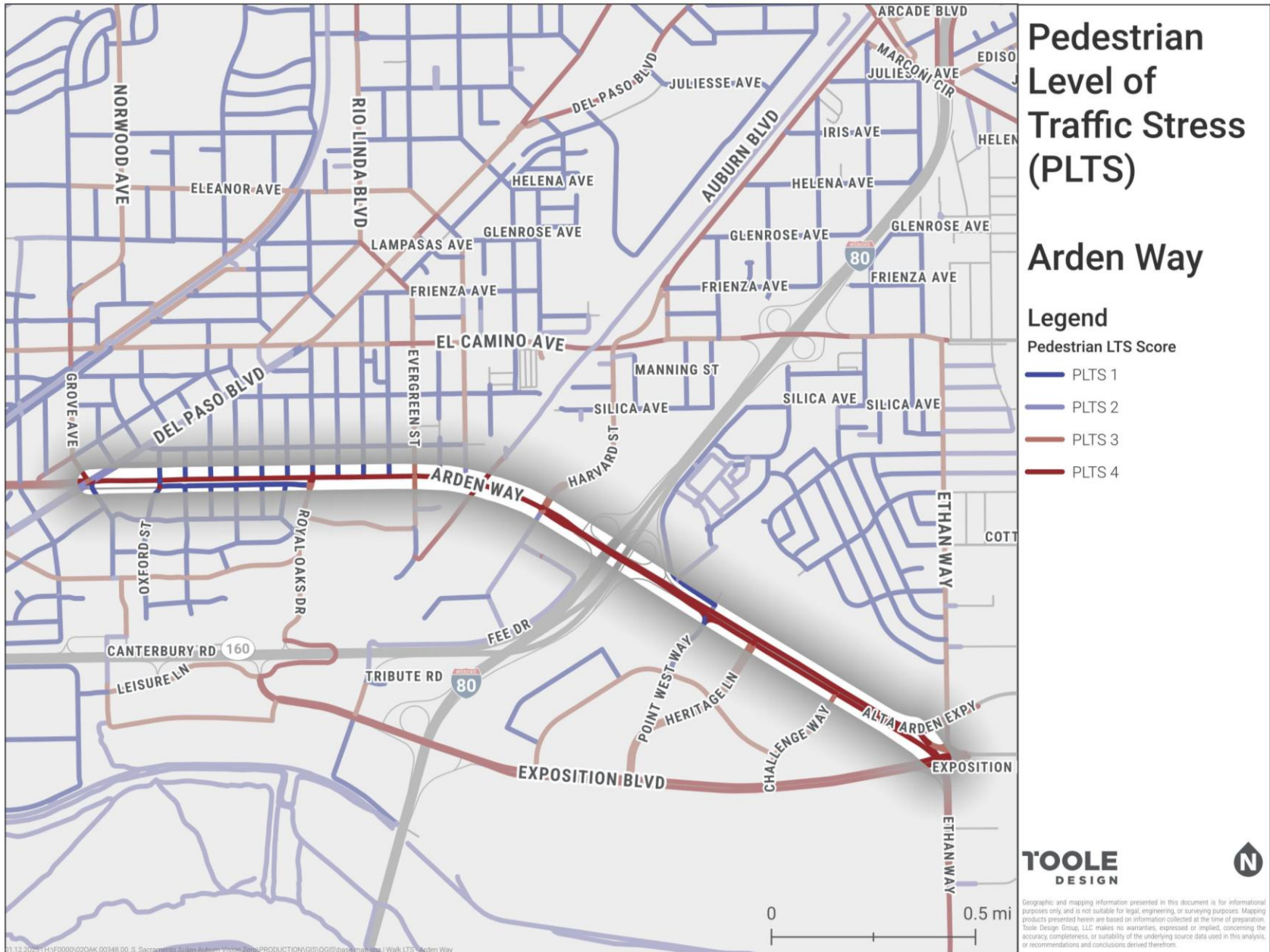
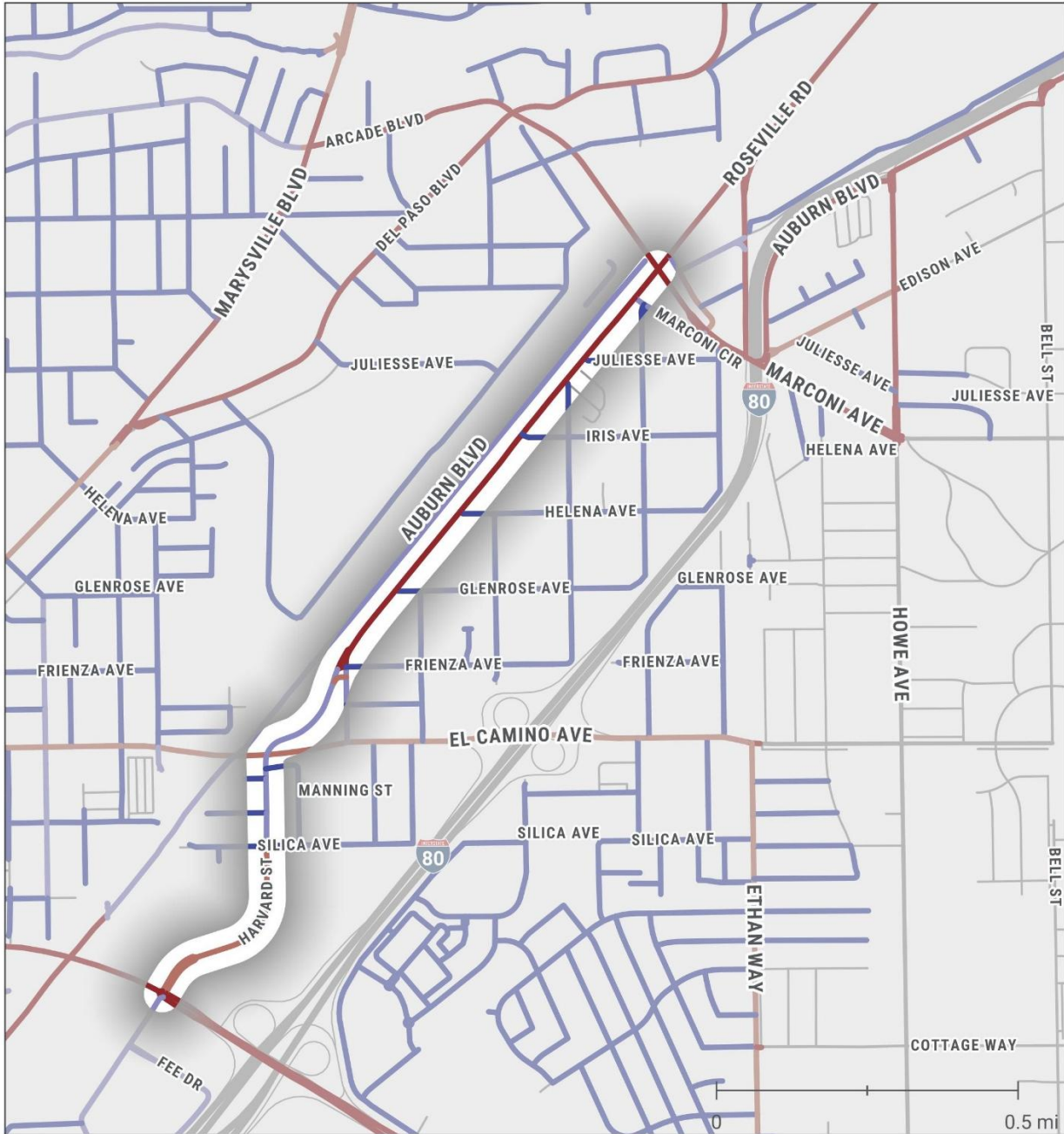


Figure 2 – Pedestrian Level of Traffic Stress – Arden Way



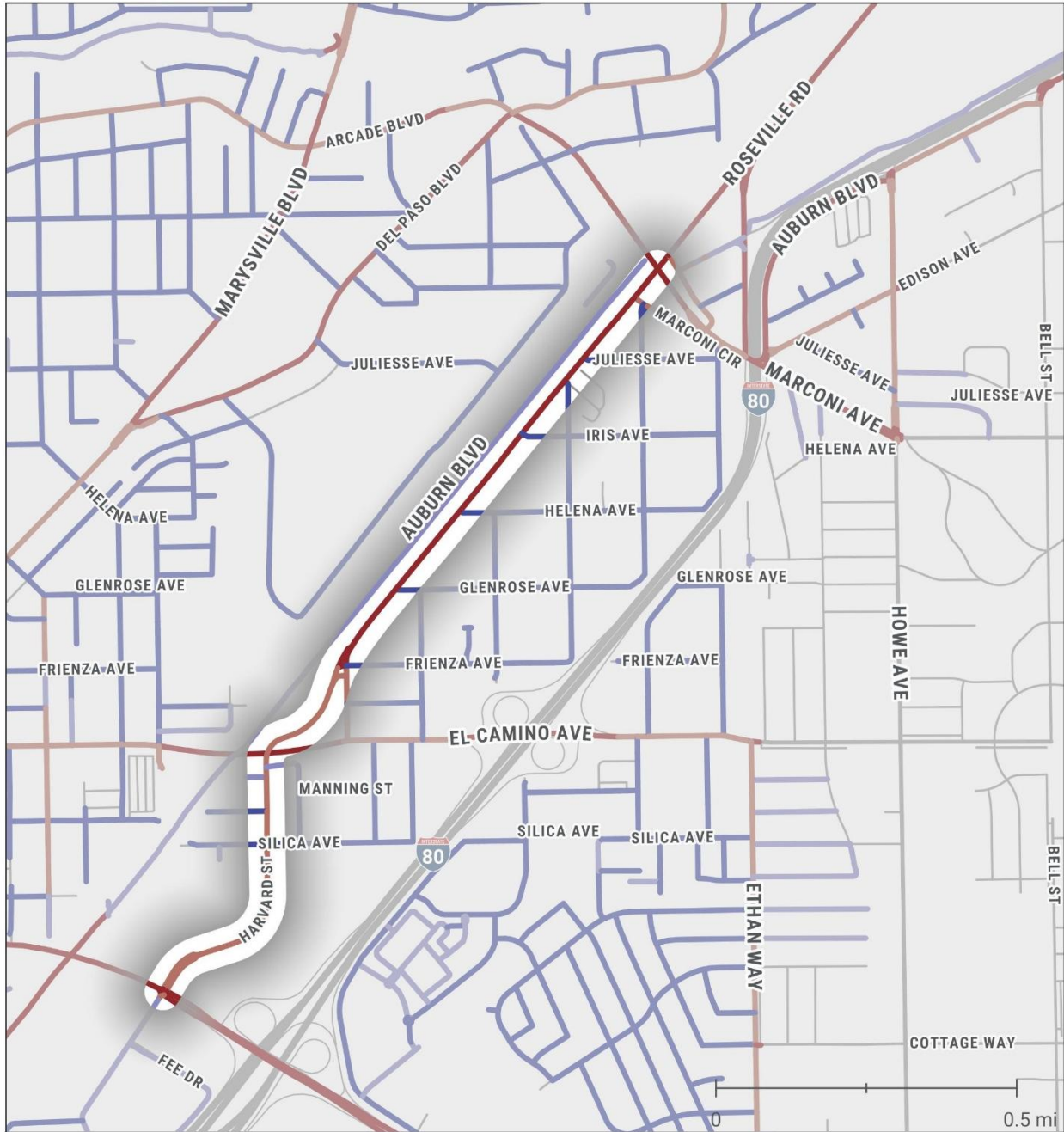
**Bicycle Level of Traffic Stress (BLTS) - Harvard St/Auburn Blvd** 

- Legend**  
**Bicycle LTS Score**
-  BLTS 1
  -  BLTS 2
  -  BLTS 3
  -  BLTS 4

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**Figure 3 - Bicycle Level of Traffic Stress - Harvard St/Auburn Blvd**



**Pedestrian Level of Traffic Stress (PLTS) - Harvard St/Auburn Blvd**

- Legend**  
**Pedestrian LTS Score**
- PLTS 1
  - PLTS 2
  - PLTS 3
  - PLTS 4



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**Figure 4 - Pedestrian Level of Traffic Stress – Harvard St/Auburn Blvd**

# PEDESTRIAN CROSSING LEVEL OF TRAFFIC STRESS (PxLTS)

The following summarizes the methodology and results of a review of pedestrian crossings using a Pedestrian Crossing Level of Traffic Stress (PxLTS) analysis. This review focused on an assessment of crossings along Arden Way from Del Paso Blvd to Exposition Boulevard and along Harvard Street/Auburn Blvd from Arden Way to Marconi Circle. The review assessed pedestrian crossing stress to establish context for the development of pedestrian recommendations as part of Sacramento’s Arden-Auburn Mobility Plan.

## PxLTS Methodology

The following sections describe the three steps of the analysis:

1. The creation of intersection and crossing point datasets
2. The calculation of base level pedestrian crossing stress
3. Adjustments to the base stress rating to account for the presence of crossing enhancements (e.g., median islands, RRFBs, etc.)

## Data Creation

### Intersections

An intersection dataset for this analysis was developed by creating a point where three or more street centerline segments intersect.

### Crossing Points

To create the crossing points dataset, a buffer was generated around each intersection, and a point was added where that buffer meets the street centerline. These points are meant to approximate where a person may cross the street, and do not necessarily represent marked crossing locations. This method allows for intersection, street centerline, and crosswalk attributes to be joined efficiently between the three datasets using a common unique identification number (ID). A manual review of crossing points was completed to ensure that the analysis correctly captured crossing points along the corridors.



Figure 5 - Screenshot showing multiple crossing points at each intersection 1

## Pedestrian Crossing Level of Traffic Stress (PxLTS) Calculation

This analysis follows the framework developed by the Oregon Department of Transportation (ODOT) for evaluating pedestrian traffic stress, that is, how comfortable or safe it feels to cross a street as a pedestrian. The framework applies the simple logic of the bicycle level of traffic stress to pedestrian crossings. The methodology considers basic details, including the speed of cross traffic, distance to cross, and mitigating features like signals and refuge islands. The thresholds identified by ODOT result in a Pedestrian Level of Traffic Stress score from 1 through 4, representing the following conditions, as described in ODOT’s *Analysis Procedures Manual*<sup>1</sup> (PxLTS descriptions are quoted from the manual with edits for clarity):

<sup>1</sup><https://www.oregon.gov/ODOT/Planning/Pages/APM.aspx> See Chapter 14 Section 5

**Table 1 – PxLTS Levels and Descriptions**

CATEGORY	PXLTS LEVEL	DESCRIPTION
LOW STRESS	1	Represents little to no traffic stress and requires little attention [by the pedestrian] to the traffic situation.
	2	Represents little traffic stress for most adults but requires more attention to the traffic situation than young children [defined as ages 10 and younger] may be capable of.
HIGH STRESS	3	Represents moderate stress; a higher level of attention to traffic is needed, and adults may feel some discomfort using this facility
	4	Represents high traffic stress. Only pedestrians with limited route choices would use this facility.

ODOT’s manual identifies PxLTS 2 as a reasonable target for most situations<sup>2</sup>. However, PxLTS 1 conditions are considered appropriate for people of all ages and abilities. Note that this analysis does not include an assessment of accessibility for people with disabilities. Lack of ADA-compliant curb ramps, poor pavement in the crossing, and other factors impact accessibility and therefore the real-world comfort of crossings.

The methodology used by Toole Design and described in this memo includes several modifications to the original ODOT tables to better reflect conditions within the study area. As with the original ODOT methodology, these modifications are informed by FHWA’s *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* and FHWA’s *Crash Modification Factors (CMF) Clearinghouse*. Unless otherwise stated, the tables in this document refer to the configuration, speeds, and traffic volumes of the street that is being crossed.

**Assumptions**

To apply this analysis to all intersections in the study area, particularly where data is lacking for local streets, a series of assumptions are made based on street classification (e.g., functional class). Actual data on traffic speeds, volumes, and lane configuration was used when available.

**Table 2 - Street Configuration Assumptions When Data is Incomplete**

Classification of street being crossed	Speed of street being crossed	Average daily traffic (ADT) of street being crossed	Intersecting street classification	Signalization status	No. of lanes crossed at unsignalized intersection*	No. of lanes crossed at signalized intersection*
Local	20	500	Local	Unsignalized	0	0
			Collector and above	Unsignalized	0	0
Collector	25	5,000	Local	Unsignalized	2	3
			Collector	Unsignalized	3	3
			Minor Arterial and above	Unsignalized	3	3
Minor Arterial	30	12,500	Collector and below	Unsignalized	4	5
			Minor Arterial and above	Signalized	4	5**
Principal Arterial	35	20,000	Collector and below	Unsignalized	6	7***
			Minor Arterial and above	Signalized		

<sup>2</sup> [https://www.oregon.gov/ODOT/Planning/Documents/APMV2\\_Ch14.pdf](https://www.oregon.gov/ODOT/Planning/Documents/APMV2_Ch14.pdf) Section 14.5.3 (page 14-37)

**Threshold Tables for PxLTS Calculation**

Two sets of threshold tables and adjustment factors to calculate PxLTS are provided below. For purposes of this analysis, crossings with pedestrian hybrid beacons (PHBs) are considered signalized crossings. Locations with RRFBs, stop-control intersections, and uncontrolled crossings are considered unsignalized.

**Unsignalized Crossings**

The methodology for unsignalized crossings uses lane count, speed, and crossing island presence. The logic remains the same regardless of functional classification because it is important to assess the roadway as it actually operates. For example, if there is a collector road with speeds and volumes more in line with a typical arterial road, it makes sense that it should receive the same score as an arterial with the same characteristics. For this analysis, unsignalized crossings include crossings at intersections both with and without stop signs. **Table 3** shows the threshold table used to calculate PxLTS for Unsignalized Crossings.

**Table 3 – PxLTS Threshold Table for Unsignalized Crossings**

Lanes Crossed*	AADT	Median / Island	Vehicle Speeds**			
			≤ 25 mph	30 mph	35 mph	40+ mph
1	Any	No	1	1	2	3
		Yes	1	2	2	3
2	0-1000	No	1	2	2	3
	1000-5000		1	2	3	3
	5001-9000		2	3	3	4
	9001 +		3	3	4	4
	0-5000	Yes	1	2	2	3
	5001-9000		2	2	2	3
	9001 +		2	2	3	4
3	0-1000	No	2	2	3	4
	1000-8000		3	3	4	4
	8001-12000		3	3	4	4
	12001 +		4	4	4	4
	0-1000	Yes	1	1	2	3
	1000-8000		2	2	3	4
	8001-12000		2	3	4	4
	12001 +		3	3	4	4
4+	Any	Any	4	4	4	4

\*Total number of lanes in both directions, including turning lanes.

\*\*Posted speed or – if available – 85% percentile observed speeds

## Signalized Crossings

The methodology for signalized crossings differs significantly from the original ODOT methodology (which assumed all signalized crossings are PxLTS 1 or 2 with a few exceptions) and is based on Toole Design’s professional judgment and experience regarding what makes a signalized intersection high or low stress. Notably, this methodology includes more nuance regarding the influence of the number of lanes, left turn conflicts, and various traffic control treatments.

Because cross traffic is stopped by the signal, the speed and volume of traffic on the street that is being crossed have a different degree of influence on comfort and safety. Instead, roadway width and interactions with turning traffic are the primary factors for safety and comfort at signalized intersections. Various other factors influence the comfort and safety of a signalized intersection (including presence of turn lanes on the street being crossed and on the intersecting street, whether right-turn-on-red is allowed, whether left turn signals are “permissive” or “protected”, and the speed and volume of turning traffic from the intersecting street), though these factors were not included in this analysis due to lack of data.

**Table 4** below shows the threshold table used to calculate PxLTS for signalized crossings.

**Table 4 - PxLTS Threshold Table for Signalized Crossings**

Configuration of the intersecting (“walking along”) street*	Total Lanes Crossed*				
	2 Lanes	3 Lanes	4 lanes	5 lanes	6+ Lanes
PHB/HAWK at midblock locations	1	2	3	3	3
2 Lanes	2	2	3	3	4
3 Lanes	2	3	3	4	4
4 Lanes	2	3	3	4	4
5 Lanes	3	3	4	4	4
6+ Lanes	3	4	4	4	4

### PxLTS Adjustment Factors

The Base PxLTS is adjusted for crossings at intersections that contain certain features that either have demonstrated crash reduction factors (CRFs) or are otherwise considered best practices to lower stress at intersections. Adjustment factors for **signalized** crossings, shown in **Table 5**, are applied to the base score using the following protocol:

1. PxLTS scores are rounded up. For example, a street with a base PxLTS score of 3 that has a leading pedestrian interval will receive a score of 2.5, which would round back up to PxLTS 3. To achieve PxLTS 2, that crossing would need an additional treatment(s).
2. PxLTS scores at a signalized intersection can be adjusted a maximum of two points (e.g., the best possible score for an intersection with a base PxLTS score of 4 that has all of the treatments listed below is PxLTS 2).

**Table 5 – Adjustment Factors for Signalized Crossings**

Treatment	Adjustment	Notes
<b>Pedestrian refuge (island or within median)</b>	-0.5 (-1 for PHB crossings)	CRF of 31.5% for vehicle-pedestrian crashes.
<b>Pedestrian Countdown Timer</b>	-0.5	CRF of 8.8% for vehicle-pedestrian crashes. It is assumed that all signalized locations have pedestrian countdown timers
<b>Leading Pedestrian Interval*</b>	-0.5	CRF of 13% for vehicle-pedestrian crashes
<b>Protected Left Turn*</b>	-0.5	CRF of 33% for vehicle-pedestrian crashes
<b>No right turn on red*</b>	-0.5	Not well studied from a crash reduction perspective, but believed to decrease stress

\*These adjustments were NOT included due to lack of data. They are included here to illustrate how these factors reduce stress.

Adjustment factors for **unsignalized** crossings, shown in **Table 6**, are applied to the base score using the following protocol:

1. PxLTS scores are rounded up as noted in the signalized crossing stress adjustment.
2. PxLTS scores at unsignalized crossings can be adjusted by a maximum of one point.
3. Adjusted PxLTS scores cannot reduce the base stress scores below a value of 2.

**Table 6 – Adjustment Factors for Unsignalized Crossings**

Condition	Adjustment	Notes
<b>RRFB or Flashing Sign</b>	-1	Crash Reduction Factor (CRF) of 47.4% for vehicle-pedestrian crashes.
<b>Stop controlled</b>	-1	Stop control is assumed to be present on the following streets when there is no traffic signal present <ul style="list-style-type: none"> <li>• local streets intersecting collectors or arterials</li> <li>• collectors intersecting collectors or arterials</li> <li>• minor arterial intersecting other arterials</li> </ul>
<b>When crossing is present on a low-volume street (AADT &lt; 5,000) intersecting a high-volume street (AADT &gt; 20,000)</b>	+1	When vehicles are crossing, turning onto, or turning from a very high-volume street to/from a much lower volume street, drivers will be more focused on finding gaps in traffic and navigating conflicts with other vehicles than on the pedestrian crossing parallel to the busier road.
<b>Raised crosswalks</b>	-1	Are only appropriate on streets that are <30 MPH and <9,000 ADT per <a href="#">FHWA countermeasure guidance</a> .

## Pedestrian Crossing Level of Traffic Stress (PxLTS) Results

**Figure 6 to Figure 9** show the PxLTS of all crossings along the Arden Way and Auburn Boulevard/ Harvard Street corridors. The figures show the crossings that cross the study corridors and the crossings that cross the side streets separately.

Crossings that cross Arden Way are generally high stress (PxLTS 3 or 4). The crossings that cross the side streets along Arden Way are often high stress, while some that cross minor side streets are low stress (PxLTS 1 or 2).

Crossings that cross Harvard St/Auburn Blvd are generally high stress (PxLTS 3 or 4), while the crossings that cross side streets along this corridor are often low stress (PxLTS 1 or 2).

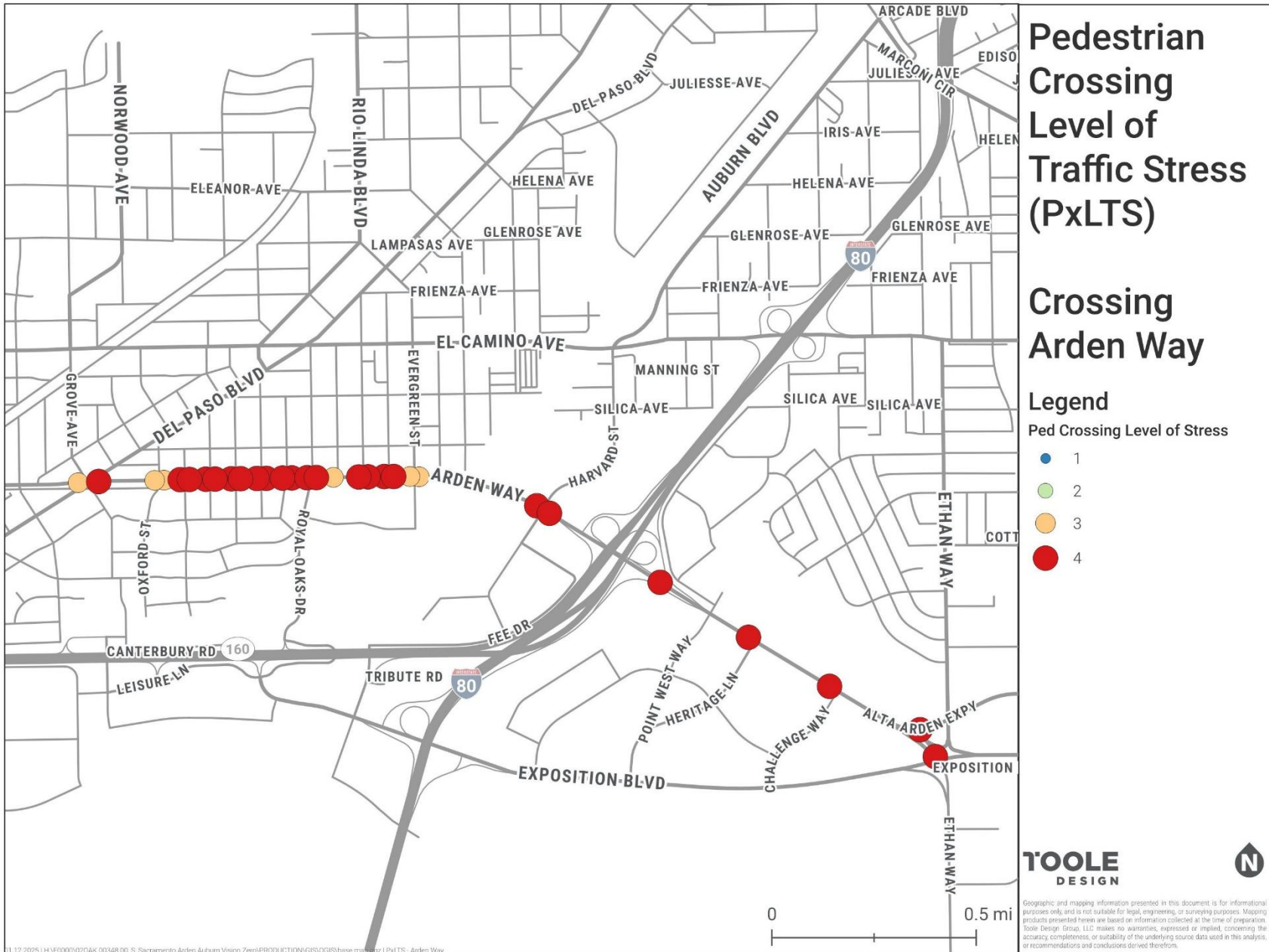


Figure 6 – PxLTS – Arden Way – Crossing Arden Way

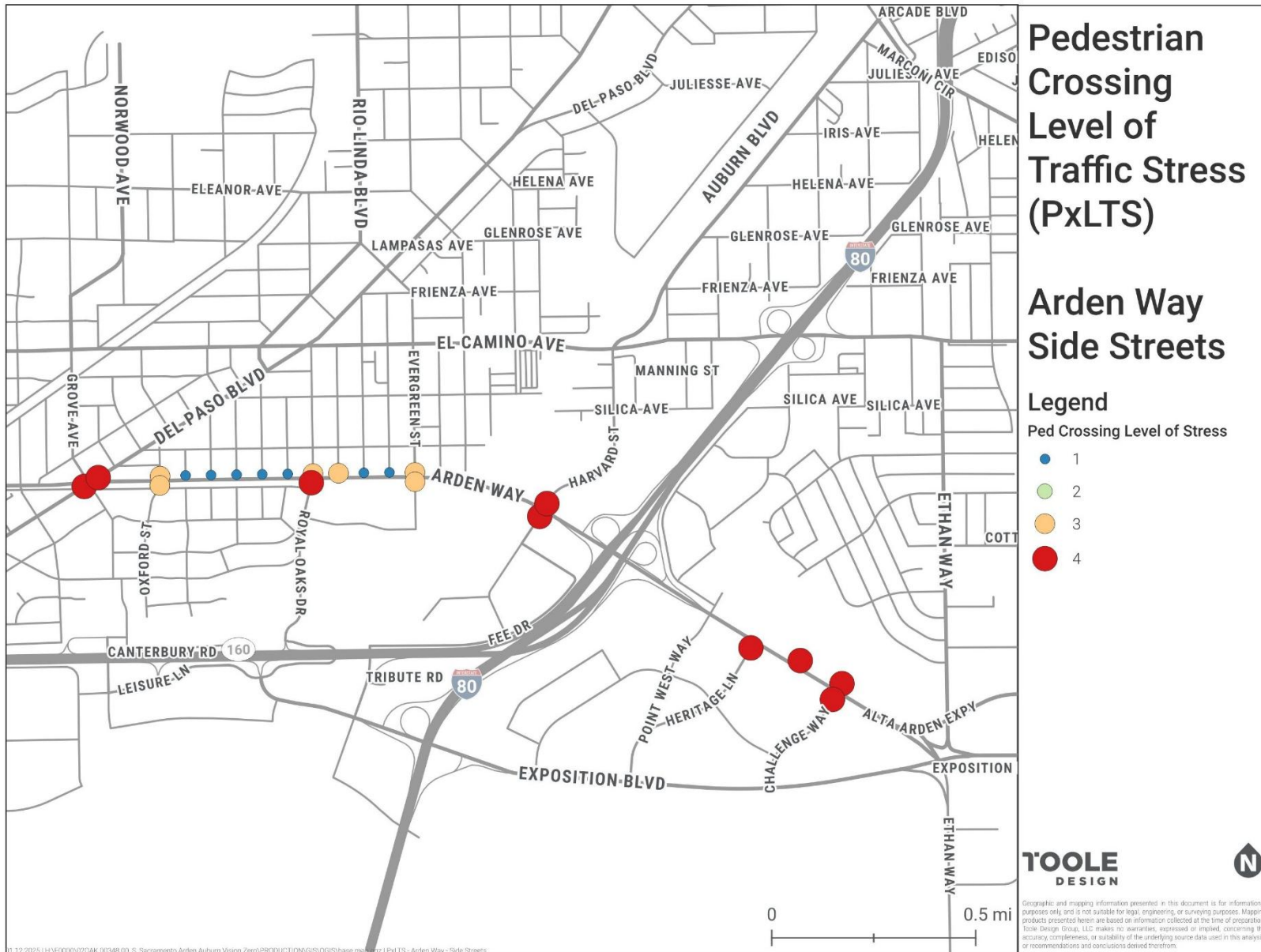
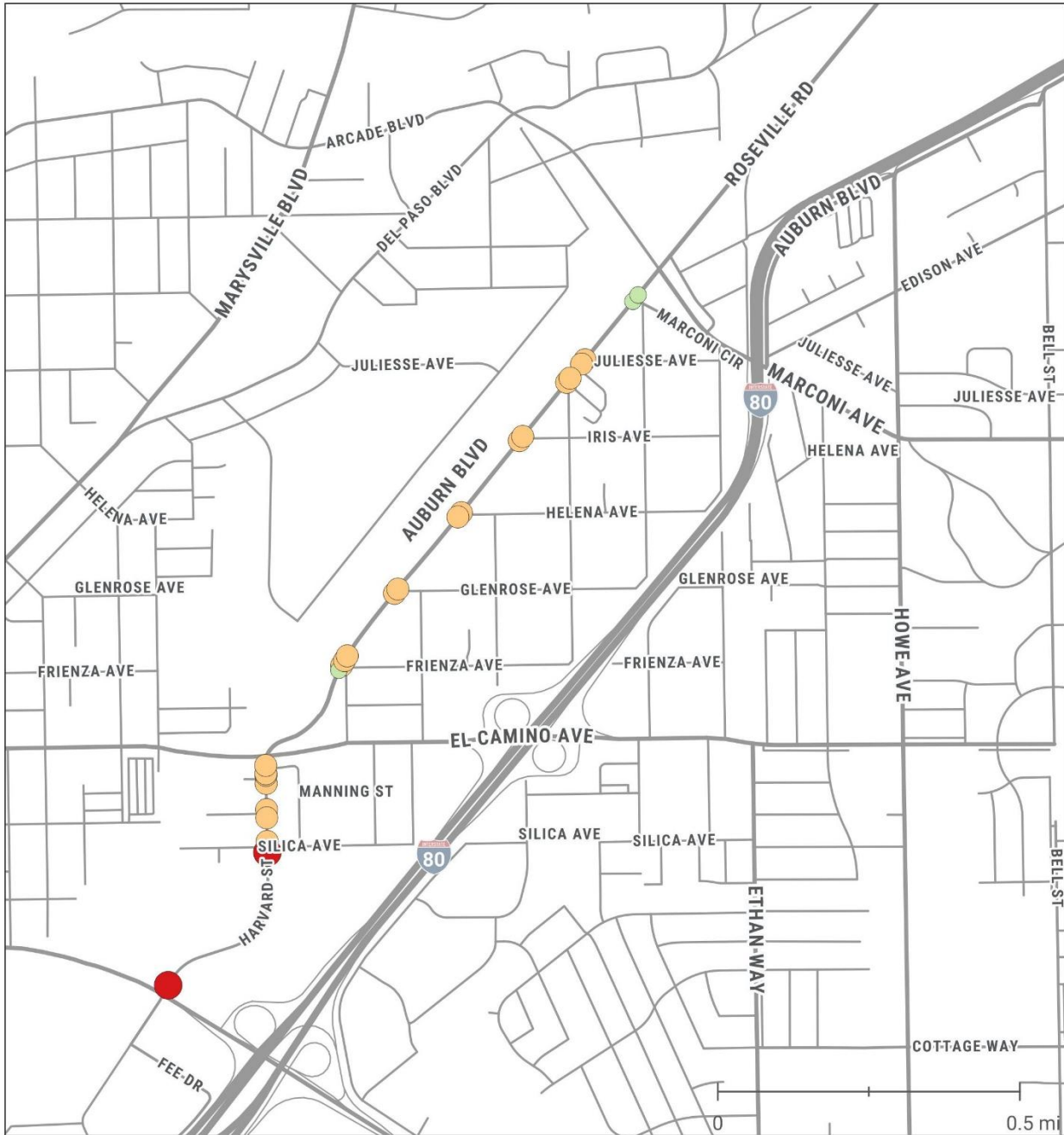


Figure 7 - PxLTS - Arden Way – Side Street Crossings



### Pedestrian Crossing Level of Traffic Stress (PxLTS)

#### Crossing Harvard St/Auburn Blvd

##### Legend

Ped Crossing Level of Traffic Stress

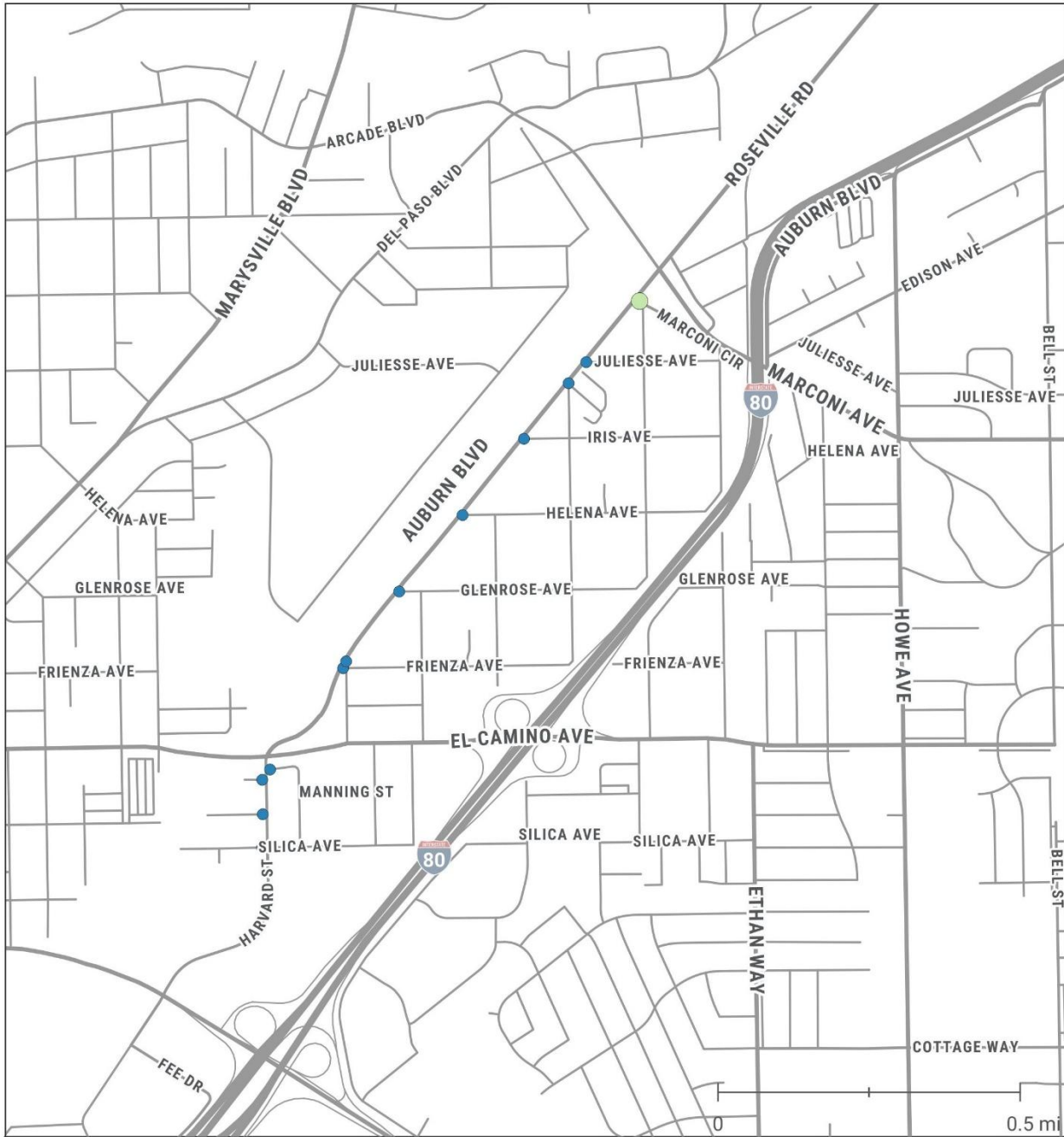
- 1 ●
- 2 ●
- 3 ●
- 4 ●

**TOOLE**  
DESIGN

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11/12/2025 11:40:00 AM 020AK 30348.09 S Sacramento Arden Auburn Vision Zero/PRODUCT ONV/GIS/QGIS/base map.gpx | PXLTS - Harvard/Auburn

Figure 8 - PXLTS - Harvard St/Auburn Blvd – Crossing Harvard St/Auburn Blvd



### Pedestrian Crossing Level of Traffic Stress (PxLTS) Harvard St/Auburn Blvd Side Streets

#### Legend

Ped Crossing Level of Traffic Stress

- 1
- 2
- 3
- 4

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01.12.2025 | H:\FD000\020AK\0348\00\_S\_Sacramento Arden Auburn Vision Zero\PRODUCTION\GIS\OGS\base map.apx | PXLTS - Harvard/Auburn - Side Streets

Figure 9 - PxLTS - Harvard St/Auburn Blvd – Side Street Crossings

# CROSSING SPACING ANALYSIS

## Overview

This crossing spacing analysis evaluates the availability and distribution of crossing opportunities along the two study corridors. The purpose is to identify where long distances between crossings create barriers for people walking and biking, and to highlight opportunities for targeted improvements.

The analysis methodology measures the distance from roadway segments to the nearest available marked crossing.

The City of Sacramento's 2021 Pedestrian Crossing Guidelines state that High Injury Network corridors (such as Arden Way and Auburn Boulevard) should have a marked crosswalk frequency of **1,200 feet or less**. This analysis will be used to identify segments where there is marked crosswalk frequency greater than **1,200 feet**.

## Crossing Spacing Analysis Methodology

The study corridor centerlines were joined into one continuous line per corridor, and then split into segments at locations where marked crosswalks exist. The length of each segment was calculated to determine the crossing spacing distance.

## Crossing Spacing Analysis Results

**Figure 10** and **Figure 11** below show the results of the crossing spacing analysis for the Arden Way and Auburn Boulevard corridors. The analysis highlights segments where the distance between crossings exceeds 1,200 feet.

A large majority of both corridors have crossing spacing distances greater than the threshold distance of 1,200 feet. Almost all segments of Arden Way have a crossing spacing distances exceeding 1,200 feet, with only three segments with crossing spacing below 1,200 feet: the terminal ends of the study corridor, and one additional segment between Del Paso Blvd and Evergreen Street. There are only three marked crossings of the Auburn Boulevard corridor: at Arden Way, Silica Ave, and Marconi Circle, resulting in a crossing gap of almost 6,000 feet between Silica Ave and Marconi Circle.

Note that these are just the distances between marked crosswalks, many of which are high-stress crossings. This indicates not only a need for lower stress crossings (as indicated by the PxLTS analysis), but also a need for additional marked crosswalks with safety countermeasures to make them low-stress crossings.

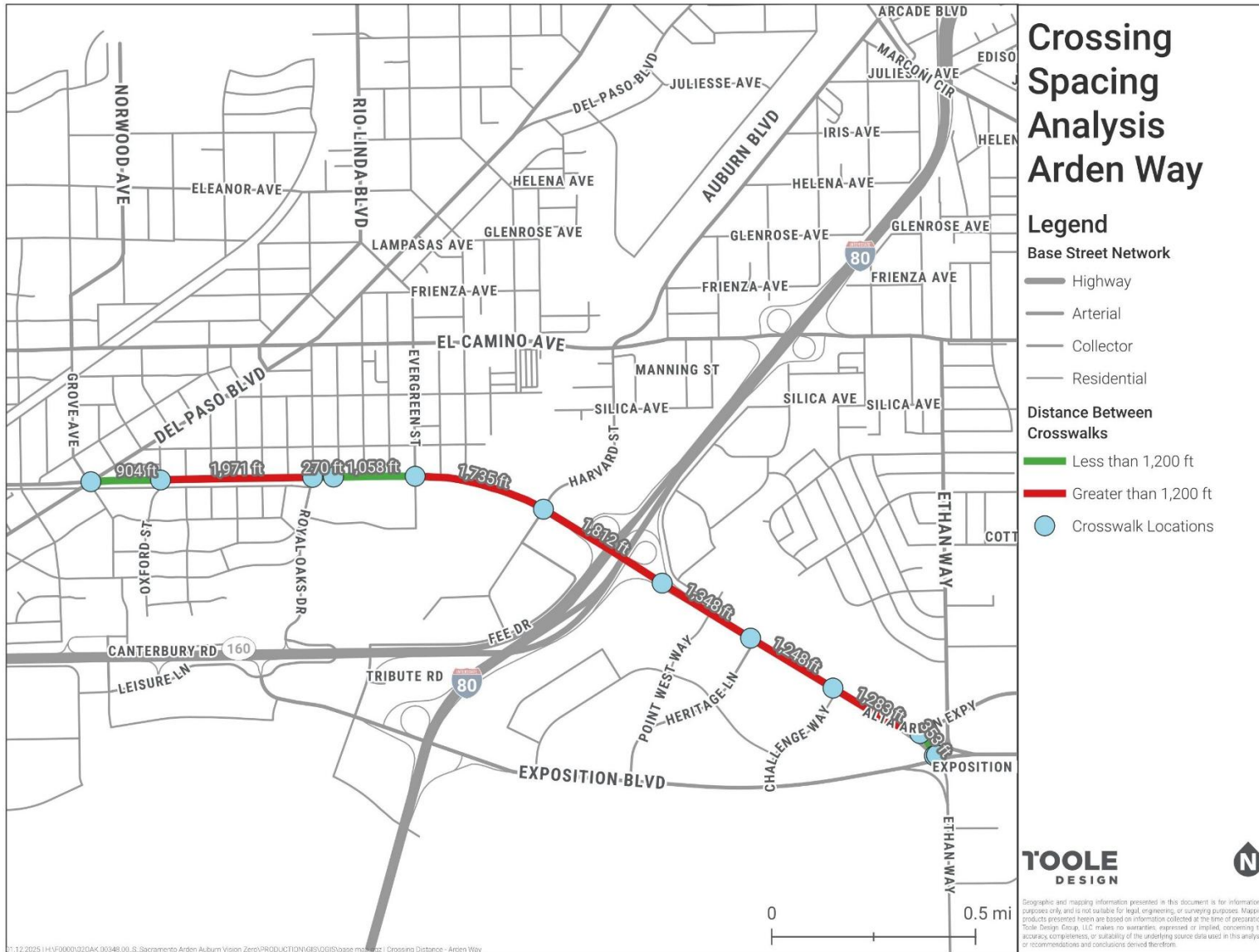
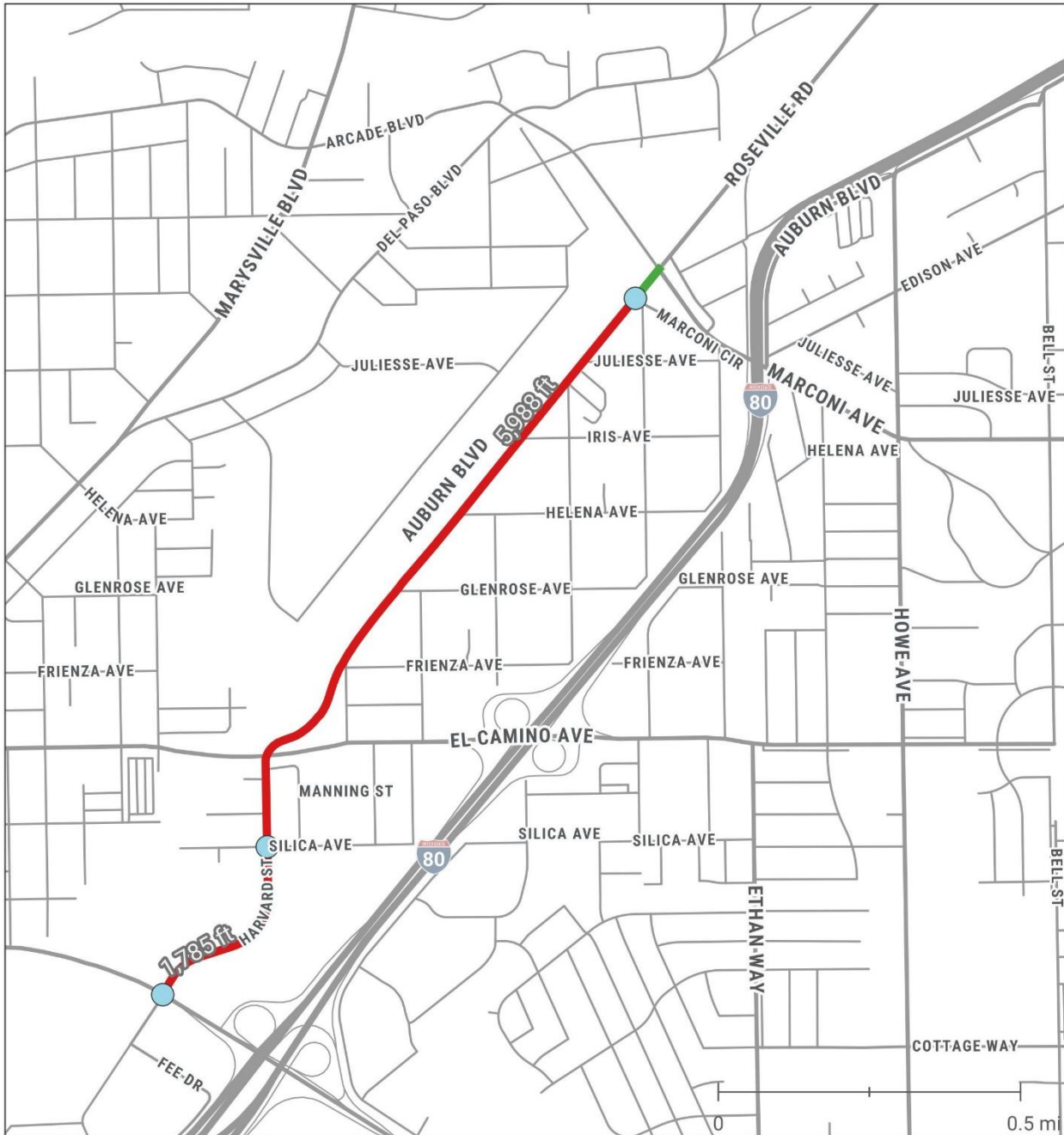


Figure 10 - Crossing Distance Analysis - Arden Way



## Crossing Spacing Analysis Harvard St/Auburn Blvd



### Legend

Base Street Network	Distance Between Crosswalks
Highway	Less than 1,200 ft
Arterial	Greater than 1,200 ft
Collector	Crosswalk Locations
Residential	

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DESIGN

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Figure 11 - Crossing Distance Analysis - Harvard St/Auburn Blvd

## Appendix K: Phase 1 Public Outreach Summaries



# City of Sacramento – Arden-Auburn Mobility Plan

## Phase 1

### Community Advisory Group - Business Focus (CAG) Meeting Summary

#### February 24, 2026

### Introduction

On February 24, 2026, the City of Sacramento hosted the first of two Community Advisory Group meetings for the Arden-Auburn Mobility Plan. The purpose of the meeting was to introduce the planning effort, share early findings about corridor conditions, and gather feedback from community representatives who live, work, and travel along Arden Way and Auburn Boulevard. The Arden-Auburn Mobility Plan is focused on improving safety, circulation, and access along two key commercial corridors in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle).



*Chris Dougherty, Transportation Planning Manager with the City of Sacramento, responding to advisory group members*

Both corridors are identified as part of the City’s Vision Zero High Injury Network, meaning they experience some of the highest concentrations of severe and fatal crashes in Sacramento. Supported by a Caltrans Sustainable Transportation Planning Grant, the planning effort will analyze existing corridor conditions and develop community-informed recommendations to improve safety, mobility, and connectivity for all roadway users, including pedestrians, bicyclists, transit riders, drivers, and people using mobility devices. The project will also explore opportunities to enhance corridor access, support local businesses and destinations, and create safer and more comfortable streets for people traveling through the area.

## Meeting Overview

- Format: In-person
- Date: Tuesday, February 24, 2026
- Time: 3:00 p.m. – 4:00 p.m.
- Location: Swanston Community Center
- 2350 Northrop Avenue, Sacramento, CA

The meeting brought together City staff, the consultant team, and Community Advisory Group members to review existing conditions and discuss corridor challenges and opportunities. The session included a presentation followed by discussion and feedback.



*Advisory group members reviewing project materials*

## Presentation Summary

The meeting began with introductions from City of Sacramento staff, the consultant team, and Community Advisory Group members. The presentation provided an overview of the Arden-Auburn Mobility Plan, including the project background, study corridor limits, findings on existing conditions, and draft project goals.

## Project Background

The project team introduced the purpose of the planning effort: to address multimodal connectivity and safety along the project corridors. The study focuses on two segments in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle). Both corridors are part of the City's High Injury Network, and the eastern segment of Arden Way is identified as one of the City's Vision Zero Top 10 corridors.

The project is funded through a Caltrans grant and began in July 2025. Existing conditions analysis was conducted between August and December 2025. The overall planning process includes three phases of community engagement, with this meeting as part of Phase 1 outreach.



### Existing Conditions Analysis

The project team presented findings from the existing conditions analysis, which examined safety, travel patterns, and multimodal conditions along the corridor. Data collection and analysis included:

- Traffic data such as intersection turning movements, roadway segment volumes, and vehicle speeds
- Collision history along Arden Way and Auburn Boulevard
- Transit ridership data for light rail and bus stops provided by SacRT
- Census data related to population density and job density
- Level of Traffic Stress analysis for bicyclists and pedestrians
- Intersection Level of Service and traffic operations

The analysis highlighted that many portions of the corridors function as high-stress environments for people walking and bicycling. Pedestrians and cyclists also represent a disproportionate share of fatal and serious injury crashes along these corridors.

### Draft Project Goals

The presentation also introduced draft project goals developed through review of existing City policies, technical analysis, and site visits to the corridor. These draft goals focus on improving safety and mobility while supporting community needs and long-term corridor improvements. Key goal areas include:

- Safety – reducing the risk and severity of crashes for all roadway users
- Equity – improving transportation outcomes for historically underserved communities
- Multimodal Mobility – improving walking, biking, and transit connections
- Livability and Placemaking – enhancing the corridor environment and community identity
- Feasibility and Implementation – identifying near-term and long-term improvements

The presentation concluded with an overview of next steps, including continued engagement, analysis of alternatives, and development of draft recommendations.

### Community Advisory Group (CAG) Discussion

Following the presentation, participants were invited to share their experiences traveling along the corridors and discuss key challenges and opportunities. Attendees



were asked to reflect on what is currently working along the corridors, what challenges exist, and what improvements may be needed. Key themes and comments are summarized below.

### **Operations, Safety, and Level of Service (LOS)**

CAG members asked how Level of Service (LOS) relates to what they see day-to-day, including red-light running and broadside crashes. The project team explained that LOS measures vehicle delay, not safety, and that intersections can score well on LOS while still experiencing serious collisions and risky behavior. Members emphasized the need to address safety concerns they and their customers experience, not just how the corridor performs “on paper.”

### **Speed, Driver Behavior, and Design**

Several participants highlighted high vehicle speeds and aggressive driving, especially near freeway ramps and major intersections. They questioned how speed limits are set and whether the current design encourages speeding. The team explained that speed limits are tied to speed surveys and the 85th percentile rule, and agreed that redesigning the corridor for lower, safer speeds is a key opportunity. CAG members stressed that speeding and red-light running affect both customer access and perceptions of safety.

### **Business Access and Frontage Considerations**

Business representatives, including mall stakeholders, expressed interest in coordinating with the City on potential frontage and access reconfigurations along Arden Way. These discussions focused on maintaining business visibility, managing circulation, and ensuring that future improvements support both safety and economic activity. Stakeholders emphasized the importance of balancing design changes with convenient customer and delivery access.

### **Transit Stops, Customer Safety, and Worker Access**

Members discussed the condition of transit stops along the corridor, noting that some stops feel exposed and uncomfortable, especially given adjacent traffic speeds. There was interest in improving stop quality, lighting, and pedestrian connections so that customers and workers who rely on transit can reach businesses more safely and comfortably. The project team agreed that transit access and stop improvements are important components of the study.



### **Enforcement and Automated Safety Tools**

Given concerns about speeding and red-light running, CAG members asked about red-light cameras and automated speed enforcement. The team described recent changes in state law that make automated enforcement more feasible and shared that the City is working to identify priority intersections for red-light cameras and to participate in a speed-safety camera pilot. Participants expressed interest in these tools as part of a broader safety strategy that also includes design changes.

### **Corridor Image and Sense of Place**

Some business stakeholders commented on the appearance and identity of Arden Way and Auburn Boulevard, including existing medians and columns. They felt the corridor’s look and feel could better reflect its role as a key commercial destination. The project team acknowledged this and committed to incorporating placemaking and visual enhancements—such as updated median treatments, lighting, and streetscape elements—into the corridor vision.

### **Next Steps**

The Arden–Auburn Mobility Plan will continue through the next phases of community engagement and concept development. Building on the existing conditions analysis and input received from community members and stakeholders, the project team will begin developing and evaluating potential safety and mobility improvements for the corridors.

As part of the ongoing engagement process, Community Advisory Group members were also invited to attend the public community workshop held on March 11, 2026, where participants had an opportunity to learn more about the project, review corridor conditions, and share additional input about travel challenges and opportunities along Arden Way and Auburn Boulevard.

Over the coming months, the project team will analyze potential design concepts and strategies to improve safety, access, and multimodal connectivity along the corridors. These concepts will be informed by community feedback, technical analysis, and coordination with City policies and partner agencies.



City of Sacramento  
Arden Auburn Mobility Plan  
February 24, 2026 | 3:00 p.m. – 4:00 p.m.  
Swanston Community Center

Future engagement opportunities will include additional community meetings, pop-up outreach events, and digital engagement opportunities such as the online survey. Through these efforts, community members and stakeholders will be invited to review project information, share their experiences traveling along the corridor, and provide feedback on potential improvements. This input will help refine the recommended improvements before the final Arden–Auburn Mobility Plan is completed.



# City of Sacramento – Arden-Auburn Mobility Plan

## Phase 1

### Community Advisory Group (CAG) Meeting Summary

#### February 25, 2026

### Introduction

On February 24, 2026, the City of Sacramento hosted the second of two Community Advisory Group (CAG) meetings for the Arden-Auburn Mobility Plan. The purpose of the meeting was to introduce the planning effort, share early findings about corridor conditions, and gather feedback from community representatives who live, work, and travel along Arden Way and Auburn Boulevard. The Arden-Auburn Mobility Plan is focused on improving safety, circulation, and access along two key commercial corridors in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle).



*Presentation: Opening Slide*

Both corridors are identified as part of the City’s Vision Zero High Injury Network, meaning they experience some of the highest concentrations of severe and fatal crashes in Sacramento. Supported by a Caltrans Sustainable Transportation Planning Grant, the planning effort will analyze existing corridor conditions and develop community-informed recommendations to improve safety, mobility, and connectivity for all roadway users, including pedestrians, bicyclists, transit riders, drivers, and people using mobility devices. The project will also explore opportunities to enhance corridor access, support local businesses and destinations, and create safer and more comfortable streets for people traveling through the area.

### Meeting Overview

- Format: In-person
- Date: Tuesday, February 24, 2026
- Time: 3:00 p.m. – 4:00 p.m.
- Location: Swanston Community Center

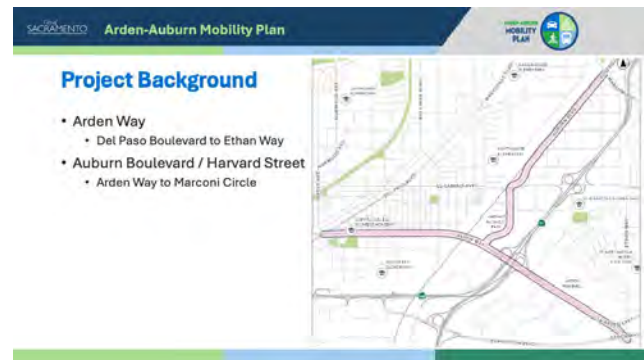


- 2350 Northrop Avenue, Sacramento, CA

The meeting brought together City staff, the consultant team, and Community Advisory Group members to review existing conditions and discuss corridor challenges and opportunities. The session included a presentation followed by discussion and feedback.

## Presentation Summary

The meeting began with introductions from City of Sacramento staff, the consultant team, and Community Advisory Group members. The presentation provided an overview of the Arden-Auburn Mobility Plan, including the project background, study corridor limits, findings on existing conditions, and draft project goals.



*Presentation: Project Background Slide*

## Project Background

The project team introduced the purpose of the planning effort: to address multimodal connectivity and safety along the project corridors. The study focuses on two segments in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle). Both corridors are part of the City's High Injury Network, and the eastern segment of Arden Way is identified as one of the City's Vision Zero Top 10 corridors.

The project is funded through a Caltrans grant and began in July 2025. Existing conditions analysis was conducted between August and December 2025. The overall planning process includes three phases of community engagement, with this meeting as part of Phase 1 outreach.

## Existing Conditions Analysis

The project team presented findings from the existing conditions analysis, which examined safety, travel patterns, and multimodal conditions along the corridor. Data collection and analysis included:

- Traffic data such as intersection turning movements, roadway segment volumes, and vehicle speeds
- Collision history along Arden Way and Auburn Boulevard
- Transit ridership data for light rail and bus stops provided by SacRT
- Census data related to population density and job density
- Level of Traffic Stress analysis for bicyclists and pedestrians
- Intersection Level of Service and traffic operations

The analysis highlighted that many portions of the corridors function as high-stress environments for people walking and bicycling. Pedestrians and cyclists also represent a disproportionate share of fatal and serious injury crashes along these corridors.

### **Draft Project Goals**

The presentation also introduced draft project goals developed through review of existing City policies, technical analysis, and site visits to the corridor. These draft goals focus on improving safety and mobility while supporting community needs and long-term corridor improvements. Key goal areas include:

- Safety – reducing the risk and severity of crashes for all roadway users
- Equity – improving transportation outcomes for historically underserved communities
- Multimodal Mobility – improving walking, biking, and transit connections
- Livability and Placemaking – enhancing the corridor environment and community identity
- Feasibility and Implementation – identifying near-term and long-term improvements

The presentation concluded with an overview of next steps, including continued engagement, analysis of alternatives, and development of draft recommendations.

### **CAG Discussion**

Following the presentation, participants were invited to share their experiences traveling along the corridors and discuss key challenges and opportunities. Attendees were asked to reflect on what is currently working along the corridors, what challenges exist, and what improvements may be needed. Key themes and comments are summarized below.



### **People-First Design, Operations, and Safety**

Participants emphasized the importance of putting people first in the corridor—especially children, seniors, and people with disabilities—rather than focusing primarily on vehicle flow. Several attendees felt that existing conditions, and even some of the language used to describe them, are still too car-centric.

Community members noted that many intersections and crossings do not feel safe today, particularly around Arden Fair Mall, freeway ramps, and wide arterials. They stressed that safety should be evaluated based on how it feels and functions for people walking, rolling, biking, and using transit, not just on how well traffic moves.

### **Crossing Wide Streets, Signal Timing, and Intersection Experience**

Participants described significant challenges crossing Arden Way and other wide roads. They cited locations where pedestrians are often stranded on medians because the signal changes before they can finish crossing and raised concerns about how current timing affects wheelchair users, older adults, and people using mobility devices.

Attendees asked about how many seconds are provided to cross at key intersections and whether signal timing could be lengthened in especially wide locations, such as near Arden Fair Mall and Heritage. They also pointed to confusing, multi-leg intersections and angled streets that make it hard for both drivers and pedestrians to anticipate each other's movements.

### **Speeding, Driver Behavior, and Traffic Calming**

Participants reported high vehicle speeds and aggressive driving along both major corridors and narrower commercial streets. Examples included “Fast and Furious”-style speeding on Del Paso Boulevard and speeding on bridges and approaches, where even relatively small grades can lead to increased vehicle speeds.

Community members expressed interest in a range of traffic-calming tools, such as speed humps, more frequent stop controls, lane reductions, and other design changes to slow drivers in areas with heavy pedestrian activity. At the same time, they acknowledged that many people would continue to seek “speedways” and urged that the corridors not be allowed to function that way.



### **Transit Stops, Comfort, and Personal Security**

Participants highlighted uncomfortable and deteriorated transit stops as a major concern. They described shelters that offer little shade in hot weather, lack lighting, and feel unsafe, particularly near the mall and along high-traffic segments.

Attendees emphasized that many riders are workers, students, and seniors who rely on transit and should be able to wait and transfer in places that feel safe, clean, and well lit. They expressed a desire for improved lighting, better-designed shelters, and safer pedestrian routes to and from stops.

### **Signage, Lighting, and Wayfinding for a Diverse Community**

The group identified a need for clearer, more inclusive signage and better lighting throughout the corridors. Participants noted that many residents speak languages other than English or may not be familiar with local traffic conventions, and asked for more graphic or pictorial signs around crossings, schools, and areas with frequent pedestrian traffic.

They also underscored that many people do not know, for example, that pushing a pedestrian button can extend crossing time. Participants suggested that simple, highly visible instructions—and, where possible, accessible formats for deaf and hard-of-hearing users—could make existing infrastructure more effective. Lighting was framed as both a safety and security issue, particularly for seniors and people traveling at night.

### **Accessibility and Inclusive Crossing Design**

Participants stressed the importance of designing crossings and sidewalks that work for people with a wide range of abilities and mobility needs. They noted that current crossing times and narrow crosswalks often do not accommodate people using wheelchairs, walkers, canes, scooters, or those who simply move more slowly.

Attendees also observed that crowded or narrow crossings can be difficult to share among pedestrians, people with strollers, and people on bikes or e-bikes. They encouraged the design of wider crosswalks, refuge islands, and waiting areas that recognize the growing diversity of users in the public right-of-way.



### **Walking and Biking Access, Bridges, and Alternatives to Arden Way**

Participants described limited comfortable options for walking and biking to key destinations. Some bike riders said they currently rely on indirect routes—such as levee paths and connections through Cal Expo—to reach Arden Fair Mall, and that they would still be reluctant to ride directly along Arden Way, even with added bike facilities, because of traffic speeds and volumes.

Several attendees suggested new pedestrian and bicycle bridges or overcrossings to provide safe, direct connections over barriers such as rail lines, Auburn Boulevard, and Highway 51. Ideas included linking neighborhoods and schools to the mall area and creating a bridge or skywalk between hotels and Arden Fair Mall. These concepts were seen as ways to reduce car dependence while keeping people out of conflict with high-speed traffic.

### **Corridor Image, Art, and Sense of Place**

Participants expressed a desire for the corridors to better reflect their role as community places rather than just conduits for cars. They suggested integrating artistic elements into safety features—such as decorative fencing in medians or on bridges featuring local themes (birds, oaks, elk, etc.)—to create a more inviting, recognizable identity.

Some attendees also proposed creative ideas, such as humorous or engaging audible crossing messages and visually striking pedestrian bridges, that could both improve safety and contribute to a positive sense of place, making the area feel welcoming to residents and visitors alike.

### **Communication, Timelines, and Community Partnership**

Participants underscored the importance of clear and honest communication about what can be done quickly versus what will take many years. Several referenced past experiences where promised improvements took a decade or more, leading to frustration and a perception of broken promises.

They encouraged project partners to be upfront about expected timelines and to clearly differentiate near-term “quick build” improvements from longer-term construction. Local organizations—including chambers of commerce and community groups—offered



to help with outreach, share information at events, and bring more voices into the process so that the final plan reflects on-the-ground experience.

### **What Is Working Today**

While most comments focused on challenges and needed changes, participants also acknowledged elements that are already helping. Some community members said that the presence of multiple signals and stops in very busy segments near Arden Fair Mall can help slow traffic and provide more frequent opportunities for safe crossings.

Attendees showed enthusiasm for solutions that combine safety, comfort, and character, and expressed hope that this planning effort can align improvements in design, operations, and appearance with how people actually use and experience the corridors every day.

### **Next Steps**

The Arden–Auburn Mobility Plan will continue through the next phases of community engagement and concept development. Building on the existing conditions analysis and input received from community members and stakeholders, the project team will begin developing and evaluating potential safety and mobility improvements for the corridors.

As part of the ongoing engagement process, Community Advisory Group members were also invited to attend the public community workshop held on March 11, 2026, where participants had an opportunity to learn more about the project, review corridor conditions, and share additional input about travel challenges and opportunities along Arden Way and Auburn Boulevard.

Over the coming months, the project team will analyze potential design concepts and strategies to improve safety, access, and multimodal connectivity along the corridors. These concepts will be informed by community feedback, technical analysis, and coordination with City policies and partner agencies.

Future engagement opportunities will include additional community meetings, pop-up outreach events, and digital engagement opportunities such as the online survey. Through these efforts, community members and stakeholders will be invited to review project information, share their experiences traveling along the corridor, and provide



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feedback on potential improvements. This input will help refine the recommended improvements before the final Arden–Auburn Mobility Plan is completed.

## City of Sacramento – Arden-Auburn Mobility Plan

### Phase 1

### In-Person Community Workshop Summary

March 11, 2026

#### Introduction

On March 11, 2026, the City of Sacramento hosted an in-person community workshop for the Arden-Auburn Mobility Plan. The workshop provided an opportunity for community members to learn about the project, review existing conditions along Arden Way and Auburn Boulevard, and share input to help shape future safety, mobility, and access improvements.



*Councilmember, Roger Dickinson, presenting with opening remarks for the workshop*

The Arden-Auburn Mobility Plan focuses on improving travel along two key commercial corridors—Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle). Both corridors are part of the City’s Vision Zero High Injury Network, meaning they experience higher rates of serious and fatal crashes and are priority areas for safety improvements.

The workshop supported the project’s *Phase 1: Listen + Learn* effort, which aims to gather community input on corridor challenges, needs, and priorities. A total of 11 participants attended the workshop.

#### Objectives & Purpose

- Increase awareness and understanding of the Arden-Auburn Mobility Plan and its goals
- Share existing corridor conditions, safety challenges, and multimodal needs
- Gather community input on mobility, safety, access, and placemaking priorities
- Identify near-term and long-term improvement opportunities
- Encourage continued participation through surveys and future engagement opportunities

## Meeting Format & Structure

The workshop was held in person and followed a hybrid format, combining a short presentation with an open-house-style engagement.

Attendees were welcomed at a sign-in station and oriented to the meeting format. The event began with a presentation providing an overview of the project, followed by an open house where participants could circulate through a series of staffed stations.

Each station focused on a different aspect of the project, allowing participants to review materials, ask questions, and provide feedback through interactive boards, written comments, and discussions with project team members.



*Community members engaging with project exhibits*

## Presentation Overview

The workshop presentation began with introductions from City of Sacramento staff and the consultant team, followed by opening remarks from Roger Dickinson. Councilmember Dickinson emphasized the importance of the Arden–Auburn Mobility Plan in addressing long-standing safety concerns along the corridor and highlighted the City’s commitment to improving conditions for all users through data-driven and community-informed planning.



*Nicole Zhi Ling Porter, Senior Transportation Planner with the City of Sacramento, presenting to workshop attendees*

Following opening remarks, Nicole Zhi Ling Porter, Senior Transportation Planner with the City of Sacramento, provided an overview of the Arden–Auburn Mobility Plan. The presentation introduced the project’s purpose, which is to address multimodal connectivity and safety challenges along Arden Way and Auburn Boulevard, and outlined key deliverables, including a comprehensive safety and mobility plan, conceptual design improvements, and a prioritized list of implementable projects. The project is funded through a Caltrans Sustainable Communities grant and is anticipated to take place over a multi-year timeline from 2025 through 2027.

Nicole also introduced the project study area, which includes Arden Way (from Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (from Arden Way to Marconi Circle). These corridors were highlighted as critical components of the City’s Vision Zero High Injury Network, with the eastern segment of Arden Way identified as one of the City’s Top 10 highest-priority corridors for safety improvements. This framing reinforced the urgency of the project and its alignment with broader City safety initiatives.

The presentation then introduced the draft project goals and objectives, which were developed through a combination of existing policy review, technical analysis, and field observations. These goals include improving safety by reducing the severity and frequency of crashes, advancing equity for historically underserved communities, enhancing multimodal mobility for people walking, biking, and using transit, supporting livability and placemaking along the corridor, and identifying feasible and cost-effective implementation strategies. Attendees were encouraged to provide input on these draft goals to help refine the project direction.

Next, Matt Weir, Transportation Engineer with Kimley-Horn, presented the findings from the existing conditions analysis. This portion of the presentation drew on a comprehensive set of quantitative and qualitative data sources, including traffic volumes, intersection turning movements, vehicle speeds, collision history, transit ridership data from SacRT, population and employment density, and Level of Traffic Stress (LTS) metrics for both bicyclists and pedestrians. The analysis was further informed by two site visits and corridor walks conducted by the project team.



*Presentation Slide: Draft Project Goals & Objectives*



*Matt Weir, Transportation Engineer with Kimley-Horn, presenting to workshop attendees*

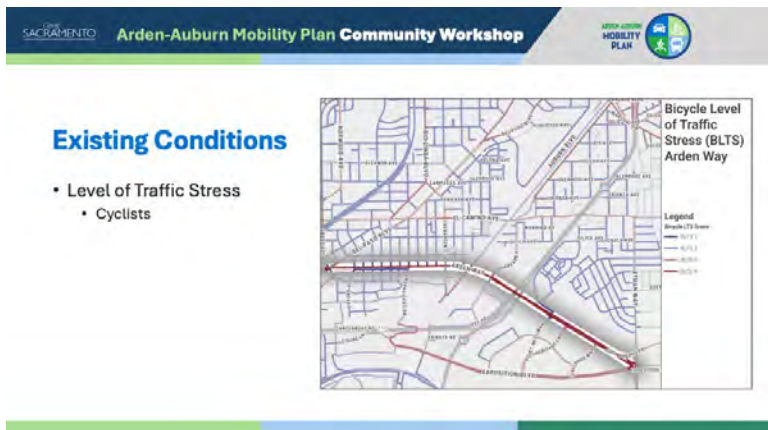
Detailed collision data revealed clear safety trends along both corridors. On Arden Way, rear-end collisions accounted for the largest share of all injury crashes (39%), followed by broadside collisions (24%), while fatal and serious injury crashes were most commonly broadside (50%) and vehicle-pedestrian (15%). On Auburn Boulevard, rear-end (35%) and broadside (30%) collisions were the most common overall, with fatal and serious injury crashes frequently involving pedestrians (25%) and rear-end collisions (25%). Across both corridors, unsafe speeds and traffic violations—such as ignoring traffic signals and right-of-way violations—were identified as primary contributing factors to crashes.



Presentation Slide: Existing Conditions (Roadway Analysis)

Additional analysis of transit ridership highlighted the importance of the corridor as a key transit route, with both light rail stations and bus stops showing consistent weekday activity. Census data further demonstrated that different areas of the corridors serve different demographic concentrations of population and job density, reinforcing Arden Way’s role as a critical connection for daily travel.

The Level of Traffic Stress analysis indicated that much of the corridor currently operates as a high-stress environment for people walking and biking, meaning that existing conditions are uncomfortable or inaccessible for many users, particularly those who are less experienced or more vulnerable. These findings were reinforced by broader conclusions that pedestrians and bicyclists represent a disproportionate share of fatal and serious injury crashes along the corridor.



Presentation Slide: Existing Conditions (Level of Traffic Stress - Cyclists)

Overall, the existing conditions analysis underscored the need for targeted safety improvements, particularly at high-risk intersections and along key segments of the corridor. The data-driven findings provided a foundation for identifying potential design and operational changes to improve safety, accessibility, and comfort for all users.

To conclude the presentation, Nicole Zhi Ling Porter returned to connect the Arden–Auburn Mobility Plan to the City’s broader transportation and safety initiatives, including Vision Zero efforts. She emphasized the importance of ongoing community engagement in shaping the project’s recommendations and encouraged participants to share their experiences, priorities, and ideas throughout the workshop activities. The presentation closed by directing attendees to the project website and highlighting upcoming opportunities for continued input.

## Station Overview and Feedback

Following the presentation, attendees were invited to participate in an open-house format with a series of staffed stations positioned throughout the room. Each station focused on a different aspect of the project and provided opportunities for participants to review materials, ask questions, and share input.

### Welcome & Sign-In Station

The Welcome Station served as the primary point of entry for attendees. Project team members greeted participants, collected sign-ins, and provided an overview of the workshop format, including presentation timing and station locations. This station helped orient attendees and ensured they understood how to participate throughout the event.

### Station 1: Project Overview & Fact Sheet

This station introduced the Arden-Auburn Mobility Plan and provided key background information, including project goals, study area limits, a project timeline, and what the plan aims to deliver. Materials highlighted the City’s focus on improving safety, mobility, and access for all users while supporting future growth and community needs.

### Station 2: Existing Conditions & Corridor Data

This station presented data and analysis related to current conditions along Arden Way and Auburn Boulevard.



*Katie DeMaio, President of AIM Consulting, presenting the project fact sheet to a community member*

Participants reviewed maps and graphics illustrating traffic volumes, vehicle speeds, collision history, transit ridership, and population and job density.

The materials highlighted key challenges along the corridor, including high-stress conditions for people walking and biking, safety concerns at intersections, and patterns in serious and fatal crashes.

Participants were encouraged to share their experiences and identify locations of concern.



*Project team engaging with workshop attendees*

### **Stations 3–5: Corridor Segments**

These stations focused on specific segments of Arden Way and Auburn Boulevard, allowing participants to explore corridor conditions in greater detail.

Each segment included both an informational board and a corresponding interactive feedback board. The informational boards presented existing conditions data and key findings, while the feedback boards invited participants to share their experiences and perspectives directly on the corridor segments.

This format allowed participants to provide location-specific feedback, helping the project team better understand how different segments function for a range of users and where improvements may be needed. It also allowed community members to provide location-specific feedback and highlight challenges, opportunities, and priorities unique to each segment of the corridor. The following feedback was gathered:



*Project team engaging with Arden East Segment and Feedback Board*

**Auburn Blvd (Arden Way to Marconi Circle)**



Segment Board: Auburn Blvd (Arden Way to Marconi Circle)

**What's it like to travel here?**

**Auburn Blvd (Arden Way to Marconi Cir)**

**How do you feel when traveling along this corridor segment?**  
Place a dot underneath the experience you have.

More Comfortable Less Comfortable

*(Feedback dots are placed on the scale: one green dot near 'More Comfortable', one blue dot near 'Less Comfortable', and one green dot near 'Less Comfortable')*

**When you travel along this corridor segment, where are you usually going?**  
Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor

*(Feedback dots are placed on the scale: one green dot near 'Destination on the corridor', one green dot near 'Destination not on the corridor', and one green dot near 'Destination not on the corridor')*

**How challenging is it for you to travel along this corridor segment?**  
Place a dot underneath the experience you have.

Less Challenging More Challenging

*(Feedback dots are placed on the scale: one green dot near 'Less Challenging', one green dot near 'More Challenging', and one blue dot labeled 'Frienza' near 'More Challenging')*

Feedback Board: Auburn Blvd (Arden Way to Marconi Circle)

Feedback for this segment indicates that most participants experience the corridor as less comfortable and more challenging, particularly for walking and biking. Responses suggest that travel by car is generally more comfortable, while active transportation modes are perceived as less safe. Participants also shared mixed experiences when traveling both to destinations along the corridor and to locations outside of it.

### Arden East (Harvard St to Ethan Way)



Segment Board: Arden East (Harvard St to Ethan Way)

What's it like to travel here?

Arden East (Harvard St to Ethan Way)

How do you feel when traveling along this corridor segment?

Place a dot underneath the experience you have.

More Comfortable Less Comfortable



When you travel along this corridor segment, where are you usually going?

Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor



How challenging is it for you to travel along this corridor segment?

Place a dot underneath the experience you have.

Less Challenging More Challenging



Feedback Board: Arden East (Harvard St to Ethan Way)

Feedback for this segment shows a mix of experiences, though participants generally reported moderate to higher levels of challenge when traveling along the corridor. While driving is perceived as more comfortable, walking and biking tend to be associated with lower comfort levels. Most participants indicated they are traveling to destinations along the corridor, suggesting this segment serves more local access needs compared to others.

Arden West (Del Paso to Harvard St)



Segment Board: Arden West (Del Paso to Harvard St)

**What's it like to travel here?**

Arden West (Del Paso to Harvard St)

How do you feel when traveling along this corridor segment?  
Place a dot underneath the experience you have.

More Comfortable Less Comfortable

When you travel along this corridor segment, where are you usually going?  
Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor

How challenging is it for you to travel along this corridor segment?  
Place a dot underneath the experience you have.

Less Challenging More Challenging

Feedback Board: Arden West (Del Paso to Harvard St)



Responses for this segment suggest varied experiences across travel modes, with driving and transit perceived as more comfortable compared to walking and biking. Participants generally indicated that travel along this segment is more challenging overall, particularly for non-vehicular modes. Feedback also suggests a mix of trip purposes: some participants travel to destinations along the corridor, while others pass through.

### Station 6: Overall Project Feedback & Next Steps

This station provided participants with additional opportunities to share feedback. Attendees could complete written comment cards to share their thoughts on the plan. Although no participants completed comment cards, they were encouraged to fill out the survey upon leaving the workshop via a scannable takeaway card.

### Public Awareness and Notification

The project team used several strategies to promote the workshop and encourage community participation, including:

- **Email Communications:** The City of Sacramento first promoted the workshop through an Adobe Campaign email sent on February 19, 2026, and included within the City Minute on February 25, 2026. On February 24, 2026, and February 25, 2026, members of the Arden Auburn Community Advisory Group (CAG) were invited to attend CAG meetings via email and flyer. A broader email announcement was then distributed by the engagement team on March 5, 2026, to community members and stakeholders, including transportation advocacy groups, city agencies, chambers of commerce, community-based organizations, housing and neighborhood associations, environmental groups, social service providers, and schools.



Arden-Auburn Mobility Plan Takeaway Card

- **Online:** Information about the workshop was posted on Eventbrite and shared through the project website at [cityofsacramento.gov/ArdenAuburnPlan](https://cityofsacramento.gov/ArdenAuburnPlan).
- **Social Media:** The City of Sacramento supported outreach through targeted social media promotion to help broaden awareness of the workshop among community members.
- **Lawn Sign and Flyer Delivery:** On February 24, 2026, the engagement team visited local businesses and high-traffic destinations along the Arden-Auburn corridor to distribute lawn signs and flyers promoting the workshop. Some locations included:
  - DoubleTree by Hilton Hotel Sacramento
  - Sacramento Police and Sheriff's Memorial
  - Woodlake Park
  - Extended Stay America Suites- Sacramento - Arden Way
  - Hilton Sacramento Arden West
  - Arden Mall (Transit Station)
  - Sacramento Mobile Home & RV Park
  - The Reason Center



*Lawn Sign Delivery: Hilton Arden West*

## Next Steps

The Arden–Auburn Mobility Plan will continue through the next phases of community engagement and concept development. During Spring 2026, the project will enter the *Design + Discuss* phase, which will focus on reviewing and refining draft safety and mobility concepts for the corridor. This phase will include additional community engagement opportunities such as a public workshop, Community Advisory Group meetings, pop-up events, targeted outreach, and a multilingual survey to gather continued input.



Project Timeline: Phases 1 - 3

In Fall 2026, the project will move into *Phase 3: Reveal + Refine*. During this phase, the project team will present the draft plan for public review through a final community workshop and a virtual engagement platform. Community members will be invited to review the draft recommendations and provide additional feedback before the plan is finalized.

Community feedback collected throughout these phases will help refine the recommended improvements and inform the final Arden–Auburn Mobility Plan.





### Arden East (Harvard St to Ethan Way)

**What's it like to travel here?**

Arden East (Harvard St to Ethan Way)

How do you feel when traveling along this corridor segment?  
Place a dot underneath the experience you have.

More Comfortable Less Comfortable

When you travel along this corridor segment, where are you usually going?  
Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor

How challenging is it for you to travel along this corridor segment?  
Place a dot underneath the experience you have.

Less Challenging More Challenging

### Arden West (Del Paso to Harvard St)

**What's it like to travel here?**

Arden West (Del Paso to Harvard St)

How do you feel when traveling along this corridor segment?  
Place a dot underneath the experience you have.

More Comfortable Less Comfortable

When you travel along this corridor segment, where are you usually going?  
Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor

How challenging is it for you to travel along this corridor segment?  
Place a dot underneath the experience you have.

Less Challenging More Challenging

**Appendix C: Segment Boards (Full Size)**  
**Auburn Blvd (Arden Way to Marconi Circle)**



Arden East (Harvard St to Ethan Way)



Arden West (Del Paso to Harvard St)

