



APPENDIX H

TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis, Mitigation Plan & Parking Analysis for the proposed Granada Community Park and Recreation Center project

for El Granada Community Service District

June 16, 2026



**Traffic Impact Analysis,
Mitigation Plan & Parking
Analysis for El Granada
Community Park and
Recreation Center Project,
California**

Draft Report

Prepared for:
The El Granada Community Service
District

Prepared by:
Advanced Mobility Group



June 16, 2026

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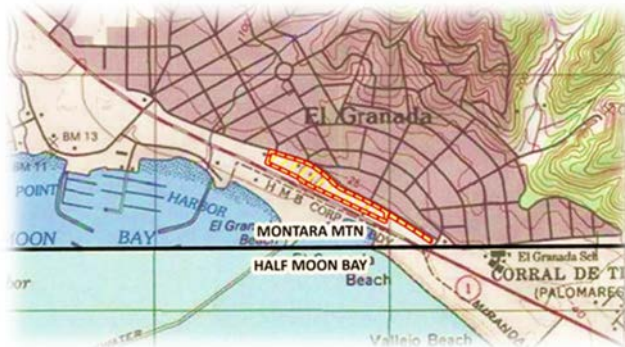
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1.0 INTRODUCTION AND EXECUTIVE SUMMARY

INTRODUCTION

The Traffic Impact and Mitigation Plan (TIMP), Transportation Demand Management (TDM) Evaluation, and parking analysis of the report is prepared for the proposed El Granada Community Park and Recreation Center project located in El Granada Community Services District (GCSD), San Mateo County, California. The proposed project would be located northeast of Highway 1 (Cabrillo Highway) in the unincorporated community of El Granada in San Mateo County.

As stipulated in the Local Coastal Program (LCP) Policy 2.52 (Traffic Mitigation for all Development in the Urban Midcoast), this study was prepared to evaluate the potential transportation impacts of the proposed Community Park and Recreation Center. The analysis was prepared in accordance with the County of San Mateo Department of Public Works Traffic Impact Study Requirements.



SUMMARY

Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Conditions

- All the intersections operate at acceptable LOS D or better.

Existing plus Project Traffic Conditions

- It is estimated that the proposed project would generate approximately 12 and 17 trips respectively during the AM and PM peak hour; and 99 daily trips.
- Similar to the Existing Conditions, all the intersections operate at acceptable LOS D or better.
- Parking inventory: It is estimated that there are approximately 568 parking spaces on the streets surveyed as shown in **Figure 9**.
- Weekday parking occupancy survey: average occupancy period is approximately 24 percent from 4 pm to 5 pm. The highest parking occupancy of 70 percent was observed in the eastbound direction of Ave Alhambra between Ave Portola to Ferdinand Avenue.
- Weekend parking occupancy survey: The highest parking occupancy period is approximately 42 percent between 1 and 2 pm. The highest parking occupancy of approximately 78 percent was observed on Highway 1 between 1 and 2 pm.
- Based on ITE parking rates, it is estimated that approximately 22 parking spaces would be required to accommodate the peak parking demand based on the 110% ITE average parking rate. Since the project will provide 36 parking spaces, it is estimated that the proposed project will provide 14 more parking spaces than the anticipated parking demand.

Cumulative No Project Conditions

- It is estimated that three intersections would operate at LOS E/F during the peak hours. Both signalized intersections at Highway 1 (Hwy 1/Coronado St and Hwy 1/Capistrano Rd) are estimated to operate at LOS F for all peak hours. The intersection of Ave Alhambra/Capistrano Road is estimated to operate at LOS E during the PM peak hour. All other study intersections operate at acceptable LOS D or better.

Cumulative plus Project Conditions

- Similar to the base Cumulative No Project scenario, it is estimated that three intersections would operate at LOS E/F during the peak hours. Both signalized intersections at Highway 1 (Hwy 1/Coronado St and Hwy 1/Capistrano Rd) are estimated to operate at LOS F for all peak hours. The intersection of Ave Alhambra/Capistrano Road is estimated to operate at LOS E during the PM peak hour. All other study intersections operate at acceptable LOS D or better.

2.0 PURPOSE OF PROJECT AND STUDY APPROACH

PROJECT OBJECTIVES DESCRIPTION

The purpose of this Traffic Impact and Mitigation Plan is to evaluate the potential transportation impacts of the proposed El Granada Community Park and Recreation Center project in the El Granada Community Services District (GCSD), San Mateo County, California. The project site is located roughly on the southwest quadrant of the intersection of Obispo Road/Ave Alhambra with Highway 1 as its southern boundary. A vicinity map of the project is shown in **Figure 1**.

PROJECT LAND USE AND SITE DESCRIPTION

The proposed project consists of a community park and recreation center, which will serve primarily residents of the El Granada area and the broader San Mateo County Midcoast community. Given the project's proximity to a popular beachfront, this study carefully evaluates both traffic and parking impacts on surrounding streets, including Obispo Road, Highway 1, Ave Alhambra, and Ave Portola.

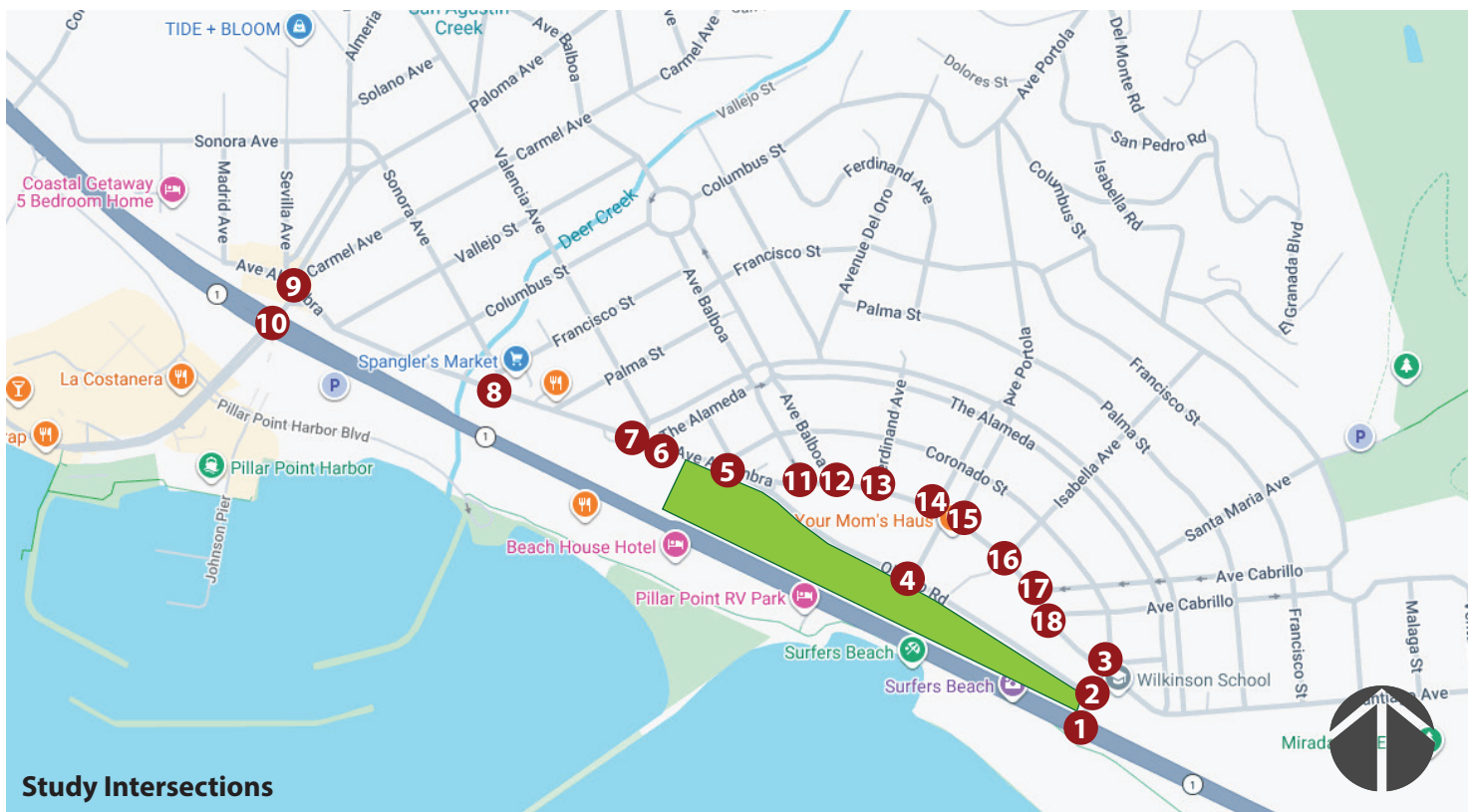
STUDY APPROACH

The following are key steps of the study approach:

- Confirm study intersections with County Planning and Public Works staff
- Collect intersection turning movement counts (weekday and weekend) for 18 study intersections
- Conduct trip generation and distribution of project trips
- Pedestrian and bicycle assessment
- Transit services assessment
- Parking analysis including inventory, occupancy surveys, and demand estimation
- Determine project impact based on established Significance Criteria
- As appropriate develop mitigation/improvement measures



1. Hwy 1 / Coronado St
2. Obispo Rd / Coronado St
3. Ave Alhambra / Coronado St
4. Obispo Rd / Ave Portola
5. Obispo Rd / Ave Alhambra
6. Ave Alhambra / The Alameda (EB)
7. Ave Alhambra / The Alameda (WB)
8. Ave Alhambra / Francisco St
9. Ave Alhambra / Capistrano Rd
10. Hwy 1 / Capistrano Rd
11. Ave Alhambra / Ave Balboa (SB)
12. Ave Alhambra / Ave Balboa (NB)
13. Ave Alhambra / Ferdinand Ave
14. Ave Alhambra / Ave Portola (SB)
15. Ave Alhambra / Ave Portola (NB)
16. Ave Alhambra / Isabella Ave
17. Ave Alhambra / Ave Cabrillo (WB)
18. Ave Alhambra / Ave Cabrillo (EB)



3.0 SETTING

The following section describes the existing transportation conditions in the vicinity of the study area, including descriptions of the existing street system, pedestrian and bicycle facilities, transit services, and intersection operating conditions.

EXISTING STREET SYSTEM

The project site is in the El Granada community of unincorporated San Mateo County, adjacent to the Pacific Ocean coastline. The primary roadways in the study area are described below

State Highway 1 (Cabrillo Highway) is the primary coastal arterial serving the project area, running in a northwest-southeast direction through the Urban Midcoast. It serves as a major connection between the project site and surrounding communities. Average Daily Traffic (ADT) on Highway 1 in the project vicinity is approximately 20,200 vehicles per day (vpd)¹.

Ave Alhambra is a major east-west arterial in the study area, serving as one of the primary streets connecting Highway 1 to inland neighborhoods. Ave Alhambra intersects with Highway 1 and serves as the northern boundary of the study corridor. The ADT is approximately 4,400 vpd².

Obispo Road forms the northern boundary of the proposed project site and provides direct vehicular access to and from the project. Obispo Road connects to Highway 1 and serves as the primary access route for the project. The ADT is approximately 2,300 vpd³.

Ave Portola and other local streets (Ave Balboa, Ave Cabrillo, Ave Isabella, Ferdinand Avenue, The Alameda) provide local circulation within the El Granada community and are included in the study area.

Coronado Street and Capistrano Road serve as cross-streets connecting Ave Alhambra to Highway 1 and the surrounding residential areas.

¹ Caltrans 2024 ADT

² ADT of Ave Alhambra (s/o Palma Street) collected on March 17, 2026

³ ADT of Obispo Road (n/o Coronado Road) collected on March 17, 2026

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

The existing pedestrian and bicycle facilities near the project site are described below.

Existing Bicycle Facilities

Bicycle facilities are classified by Caltrans into four distinct types of bikeway facilities, as generally described below:

- Class I Bikeway (Bike Path). Provides a separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized.
- Class II Bikeway (Bike Lane). Provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Vehicle parking and vehicle/pedestrian crossflow are permitted.
- Class III Bikeway (Bike Route). Provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.
- Class IV Bikeway (Separated Bikeway/Cycle Track). Provides a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature.

The County Multi-Use Trail (MUT) is an important bicycle and pedestrian facility in the project vicinity, providing non-motorized access along the coastal corridor. A key consideration of this study is routing bicycles onto the County Multi-Use Bike/Ped Trail (MUT) using Obispo Road and through the park.

The potential impact of the proposed project on pedestrian and bicycle access and circulation will be qualitatively assessed to ensure safe operation and to respond to all public comments. Potential impacts to pedestrian and bicycle facilities will be evaluated according to the County's Standards of Significance.

Existing Pedestrian Facilities

Sidewalk coverage varies throughout the study area. Highway 1 (Cabrillo Highway) has sidewalks and pedestrian facilities along portions of its alignment through the project vicinity. Local streets within the El Granada community generally have sidewalks consistent with residential development standards. The project site is adjacent to El Granada Beach, Surfers Beach, and Pillar Point Harbor Beach, which generate significant pedestrian activity, particularly during peak summer months.

The only proposed concrete paving area for the project is sidewalks along the active play area parking strip, more than 20-foot into the property from Obispo Road. The other improvements include two pedestrian crosswalks improvement at either end of the project.

EXISTING TRANSIT AND RAIL SERVICE

Transit service provides an important alternative to driving to the project site, particularly for beach visitors during peak summer periods. Available transit routes near the project site include:

- SamTrans provides fixed-route bus service in the San Mateo County Midcoast area. Routes serving the Highway 1 corridor connect the project vicinity to the broader regional transit network, including connections to the City of Half Moon Bay and communities to the north. Route 117 runs through the Coastsides, connecting El Granada to Pacifica (Linda Mar Park & Ride), Montara, Moss Beach, and Half Moon Bay. Route 18 also serves the nearby Half Moon Bay area.
- SamTrans also offers Ride Plus, an app-based microtransit (on-demand) service that operates locally within Half Moon Bay and El Granada.

ROADWAY AND INTERSECTION OPERATING CONDITIONS

Traffic Data Collection

Based on discussions with County Planning and Public Works staff⁴, 18 study intersections were selected for analysis. The 18 study intersections are listed below:

#	Study Intersections	#	Study Intersections
1	Hwy 1/Coronado St	10	Hwy 1/Capistrano Rd
2	Obispo Rd/Coronado St	11	Ave Alhambra/Ave Balboa (SB)
3	Ave Alhambra/Coronado St	12	Ave Alhambra/Ave Balboa (NB)
4	Obispo Rd/Ave Portola	13	Ave Alhambra/Ferdinand Ave
5	Obispo Rd/Ave Alhambra	14	Ave Alhambra/Ave Portola (SB)
6	Ave Alhambra/The Alameda (EB)	15	Ave Alhambra/Ave Portola (NB)
7	Ave Alhambra/The Alameda (WB)	16	Ave Alhambra/Isabella Ave
8	Ave Alhambra/Francisco St	17	Ave Alhambra/Ave Cabrillo (WB)
9	Ave Alhambra/Capistrano Rd	18	Ave Alhambra/Ave Cabrillo (EB)

Intersection turning movement counts for weekday and weekends were collected for all 18 study intersections⁵. In addition, 24-hour daily traffic was collected at three locations on the roadway network. It includes a vehicle classification count on Ave Alhambra, west of Ave Balboa.

AMG conducted a field visit to observe potential issues with queueing and traffic operations under existing conditions. The count data are contained in **Appendix A**.

⁴ Chanda Singh, County of San Mateo Planning and Building Department, March 26, 2026, Email

⁵ Peak hour intersection movement counts collected on March 17, 2026, and April 18, 23, 2026

LEVEL OF SERVICE METHODOLOGY

Level of Service is a qualitative index of the performance of an element of the transportation system. Level of Service (LOS) is a rating scale running from A to F, with A indicating no congestion of any kind, and F indicating intolerable congestion and delays.

The 2010 Highway Capacity Manual (HCM) is the standard reference published by the Transportation Research Board and contains the specific criteria and methods to be used in assessing LOS. There are several software packages that have been developed to implement HCM. In this study the Synchro software was used to calculate the LOS at study intersections.

Signalized Intersections

The relationship between average control delay, driver's perception of traffic, and LOS for signalized intersections is summarized in **Table 1**.

Unsignalized Intersections

The method of unsignalized intersection capacity analysis used in this study is from Chapter 19, "Two-Way Stop-Controlled Intersections" of the Highway Capacity Manual. This method applies to two-way STOP sign or YIELD sign-controlled intersections (or one-way STOP sign or YIELD sign controlled intersections at three-way intersections). At such intersections, drivers on the minor street are forced to use judgment when selecting gaps in the major flow through which to execute crossings or turning maneuvers. Thus, the capacity of the controlled legs of an intersection is based on three factors:

1. The distribution of gaps in the major street traffic stream.
2. Driver judgment in selecting gaps through which to execute their desired maneuvers.
3. Follow-up time required to move into the front-of-queue position.

The level of service criterion for two-way STOP controlled intersections is somewhat different from the criterion used for signalized intersections. The primary reason for this is the difference that drivers expect a signalized intersection to carry higher traffic volumes than unsignalized intersections. Additionally, several driver behavior conditions combine to make delays at signalized intersections less onerous than at unsignalized intersections.

Table 1: Signalized Intersection LOS Criteria

LOS	Driver's Perception and Traffic Operation Description	Delay in Seconds
A	Operations with very low delay occurring with favorable Progression and/or short cycle length.	< 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 – 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 - 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures are noticeable.	> 35 – 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 - 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80

The HCM provides procedures for calculating LOS on minor street approaches and individual movements. It does not specify how a City must utilize that information. Depending on the availability of gaps, the minor approach might be operating at LOS D, E, or F while the overall intersection operates at LOS C or better. A minor approach that operates at LOS D, E, or F does not automatically translate into a need for a traffic signal. A signal warrant would still need to be met. There are many instances where only a few vehicles are experiencing LOS D, E, or F on the minor approach while the whole intersection operates at an acceptable LOS. A signal is usually not warranted under such conditions.

Table 2 summarizes the relationship between delay and LOS for unsignalized intersections. At side-street stop-controlled intersections, the delay is calculated for each stop-controlled movement, the left-turn movement from the major street, as well as the intersection average. The intersection average delay and highest movement/approach delay are reported for side street stop-controlled intersections.

**Table 2: Unsignalized Intersection
LOS Criteria**

LOS	Driver's Perception and Traffic Operation Description	Delay in Seconds
A	Little or no delays	< 10
B	Short traffic delays	> 10 – 15
C	Average traffic delays	> 15 - 25
D	Long traffic delays	> 25 - 35
E	Very long traffic delays	> 35 – 50
F	Extreme traffic delays with intersection capacity exceeded	> 50

The City/County standards for unincorporated San Mateo County generally define acceptable operations as LOS D or better during the peak periods. The analysis will determine any mitigation measures required to operate at acceptable LOS D or better.

SIGNIFICANCE CRITERIA

The significance criteria for this study are consistent with the County of San Mateo Traffic Impact Study Requirements. A project impact is considered significant if the project causes or substantially worsens an intersection LOS below LOS D, or increases delay at an already deficient intersection beyond established thresholds. Mitigation will be required where significant impacts are identified.

4.0 EXISTING TRAFFIC CONDITIONS

This section presents the assessment of traffic conditions without the proposed project. **Figure 2** shows the existing peak hour turning movement volumes and lane geometry.

INTERSECTION LEVEL OF SERVICE ANALYSIS

AMG developed a Synchro traffic analysis model to determine intersection LOS under existing conditions. Lane geometries, signal optimization, signal phasing, and traffic control were evaluated at all 18 study intersections. 12 of the 18 intersections are unsignalized. The two signalized intersections are located on Highway 1 (Hwy 1/Coronado Street and Hwy 1/Capistrano Road).

Table 3 shows the LOS for the Existing Peak Hour Conditions. It is estimated that all intersections will operate at LOS C or better, except the All Way Stop control intersection of Ave Alhambra/Capistrano Road which is estimated to operate at LOS D during the PM peak hour.

Table 3: Existing Peak Hour Intersection LOS

ID	Intersection	Existing Control	Existing					
			AM		PM		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Hwy 1/Coronado St	Signal	17.8	B	17.4	B	26.3	C
2	Obispo Rd/Coronado St	OWSC	15.4	C	11.1	B	10.4	B
3	Ave Alhambra/Coronado St	AWSC	11.2	B	9.4	A	11.2	B
4	Obispo Rd/Ave Portola	OWSC	9.7	A	9.8	A	9.6	A
5	Obispo Rd/Ave Alhambra	OWSC	0.0	A	11.1	B	9.4	A
6	Ave Alhambra/The Alameda (EB)	OWSC	7.7	A	7.7	A	7.6	A
7	Ave Alhambra/The Alameda (WB)	OWSC	13.5	B	11.8	B	11.7	B
8	Ave Alhambra/Francisco St	OWSC	12.9	B	12.1	B	11.3	B
9	Ave Alhambra/Capistrano Rd	AWSC	11.0	B	31.2	D	11.0	B
10	Hwy 1/Capistrano Rd	Signal	14.4	B	13.7	B	17.7	B
11	Ave Alhambra/Ave Balboa (SB)	OWSC	12.0	B	11.4	B	10.5	B
12	Ave Alhambra/Ave Balboa (NB)	None	7.9	A	7.6	A	9.8	A
13	Ave Alhambra/Ferdinand Ave	AWSC	12.3	B	10.3	B	9.9	A
14	Ave Alhambra/Ave Portola (SB)	AWSC	14.8	B	10.4	B	8.3	A
15	Ave Alhambra/Ave Portola (NB)	TWSC	10.3	B	8.9	A	8.6	A
16	Ave Alhambra/Isabella Ave	OWSC	14.8	B	12.1	B	10.6	B
17	Ave Alhambra/Ave Cabrillo (WB)	OWSC	11.2	B	11.9	B	11.1	B
18	Ave Alhambra/Ave Cabrillo (EB)	None	7.9	A	7.8	A	7.6	A

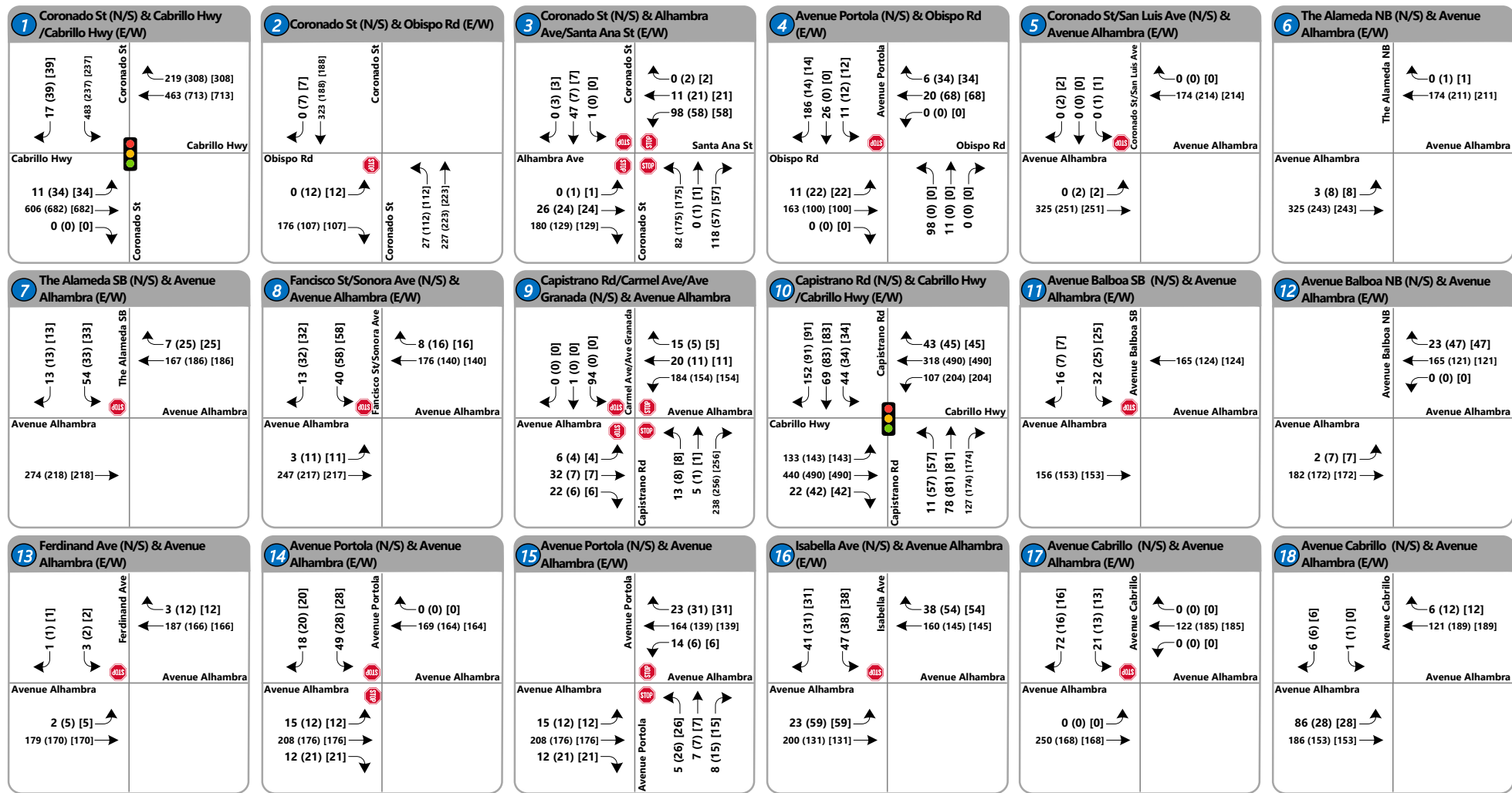
Note:

TWSC - Two Way Stop Control
OWSC - One Way Stop Control

Detailed level of service worksheets is provided in **Appendix B**.

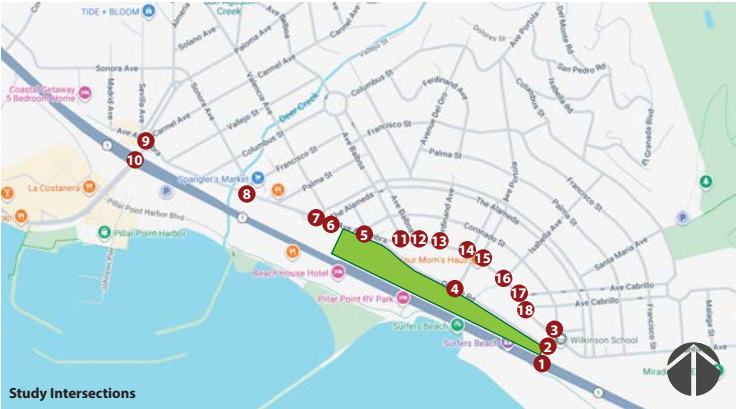
Traffic Impact Analysis, Mitigation Plan & Parking Analysis for El Granada CSD, CA
Existing Condition - Peak Hour Volume & Controls

Figure 2



Legend

- Signal
- Stop-control
- XX AM Peak Hour
- (XX) PM Peak Hour
- [XX] Weekend Peak Hour



5.0 TRIP GENERATION AND DISTRIBUTION METHODOLOGY

The proposed project consists of a Community Park and Recreation Center to be developed by the El Granada Community Services District. The proposed project site plan is shown in **Figure 3**.

TRIP GENERATION

Trip generation is defined as the number of vehicle trips produced by a land use or project. A trip is a one-direction vehicle movement; total trips include inbound and outbound movements.

Estimates of the peak hour trip generation for both weekday and weekend for the proposed Community Park and Recreation Center are based on the ITE Trip Generation, 12th Edition. The applicable ITE land use code for this project is Recreational Community Center (ITE Code 495).

AMG confirms the final land use program and site square footage with the applicant. The proposed Community Recreation Center is approximately 2,815 square feet and the Community Room is approximately 3,000 square feet. The Community Recreation Center includes spaces for a fitness room, club room, small meeting room and library kiosk (for pickup and drop-off of library materials).

The Community Room will be used primarily for District recreational programming and public use and will also be able to accommodate limited private events. Examples include rental of space for birthdays, banquets, private club meetings, or receptions. Both buildings are relatively small and meant primarily to serve the local community.

Unlike the peak hour rates which are based on surveys of 11 or 12 sites, the daily trip generation rates contained in the ITE data for Recreational Community Center (ITE Code 495) was based only on four (4) sites. AMG consulted another local park which had relevant visitor information.

The Quarry County Park Master Plan⁶ included the visitor counts from 2015 to 2021 and ranged from 9,391 to 24,415 annual visitors as shown in **Exhibit 1**. However, two of the datasets were six-month data and not the whole year. By including only 5-years of full-year data, the estimated daily average trips are slightly higher and shown in **Exhibit 2**. The estimated daily average trips are 99 trips per day.

Since the Quarry County Park is much larger than the proposed El Granada Community Park and Recreation Center, it could be assumed that a county park would have a larger sub-regional draw of visitors. It could therefore be assumed that since the proposed Project is local serving and significantly smaller, the Project would generate less than estimated daily average trips are 99 trips per day. The

Year	Quarry County Park
2015 ¹	16,091
2016	24,415
2017	9,895
2018	21,743
2019	19,884
2020	14,394
2021 ²	9,391

Note:

¹ Visitor counts from June through December

² Visitor counts from January through June

Source: San Mateo County Parks Department

Exhibit 1: Quarry Park Annual Visitor Information

	7-Year Visitors	5-Year Visitors
Total	115,813	90,331
Annual Average	16,545	18,066
Daily Average Visitors	45	49
Daily Average Trips	91	99

Exhibit 2: Quarry Park Estimated Daily Visitor Trips

⁶ Quarry County Park Master Plan, 2022, Chapter 2, Context and Existing Conditions, page 16

estimated 99 daily trips could be considered to be conservatively high. The estimated peak hour and daily trips of the proposed project is shown in **Table 4**.

Table 4: Estimated Project Trip Distribution

Land Use	ITE Code	Size	Unit	Daily ^B	A.M. Peak				P.M. Peak				Weekend Peak ^A			
				Total	Rate	In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total
Community Park & Recreation Center	ITE 495	5.8	ksf	99	2.02	8	4	12	2.89	8	9	17	15.4	45	45	90

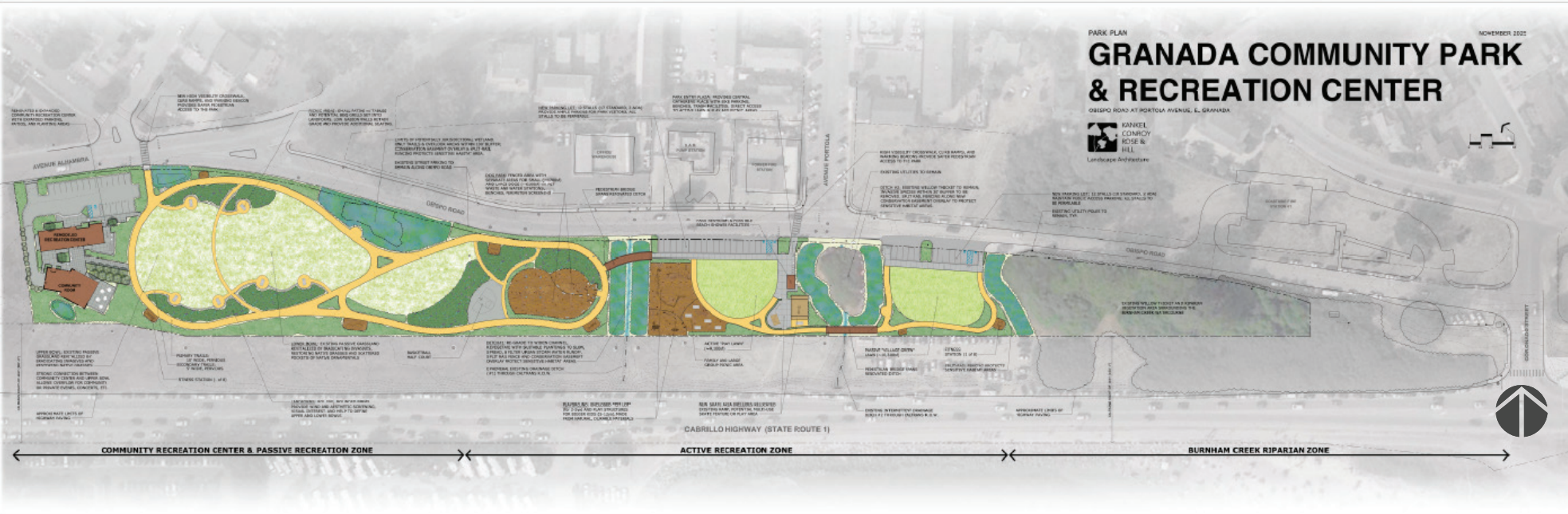
Note:

Based on ITE Source: ITE Trip Generation Manual 12th Edition, 2026

^A - Saturday is the peak based on ITE

It is estimated that the proposed project would generate approximately 12 and 17 trips respectively during the AM and PM peak hour.

Details of the ITE data for Recreational Community Center (ITE Code 495) are provided in **Appendix B**.



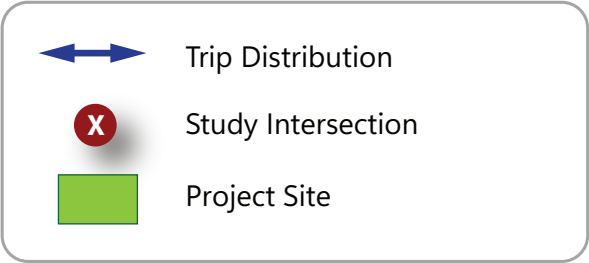
TRIP DISTRIBUTION

The percentage of project-generated vehicles anticipated to travel between the project site and different origins and destinations is determined by trip distribution. Since this is a local community park, the majority of project trips are expected to originate from within El Granada or the immediate vicinity and Half Moon Bay Midcoast area.

Trip distribution was developed based on existing traffic flow patterns, geographic location, and modeling information. The estimated trip distribution patterns are shown on **Figure 4** and Project Only trips are shown in **Figure 5**.

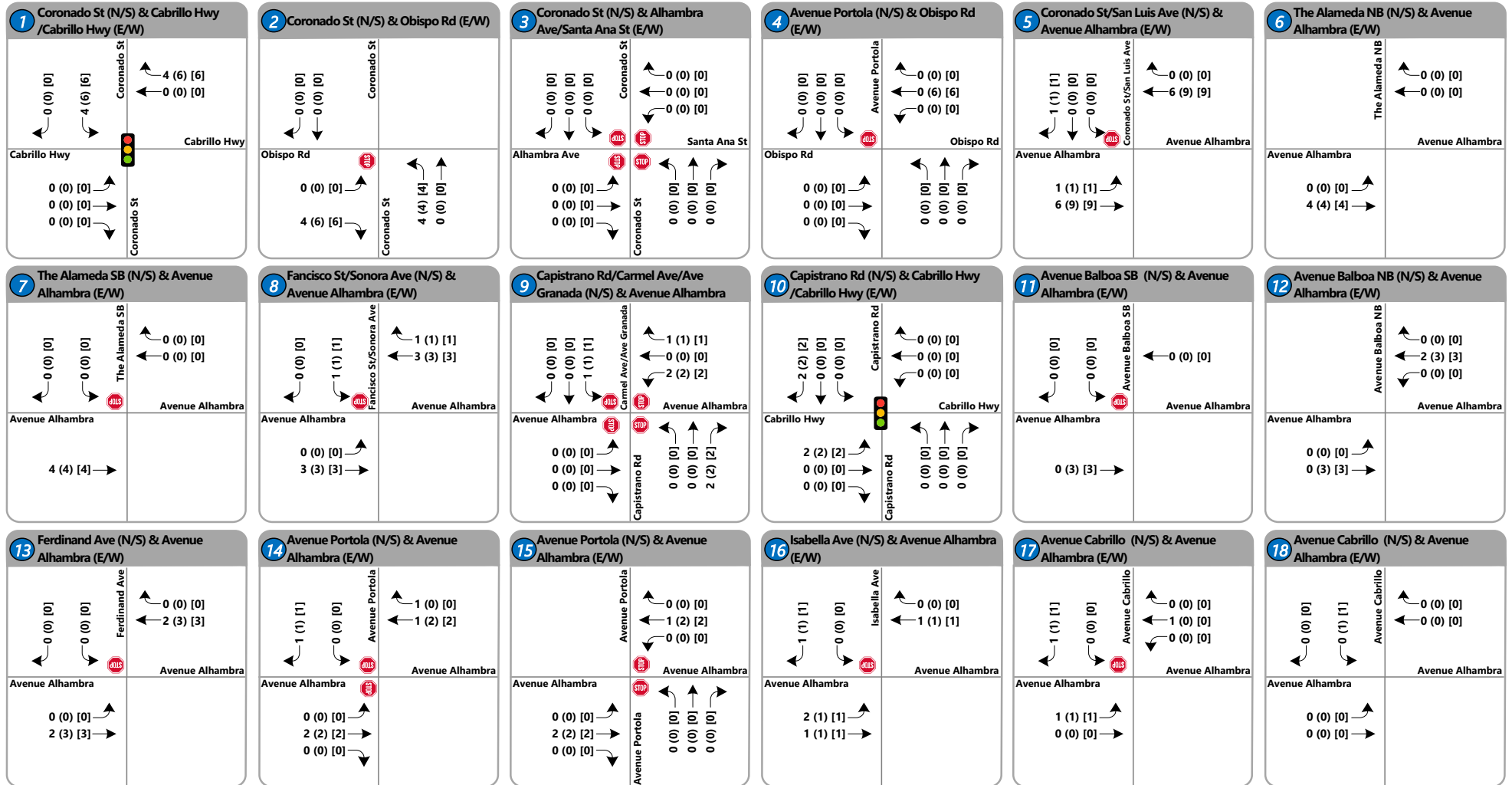
Based on discussions with County staff, the weekday AM and PM peak hour and weekend peak hour traffic conditions were analyzed for the following scenarios:

- Existing Conditions
- Existing Conditions plus Project
- Near Term Analysis (Existing plus Approved and Pending plus Proposed Project Conditions)
- Cumulative Base Year (20 years from existing conditions)
- Cumulative Year plus Project Conditions



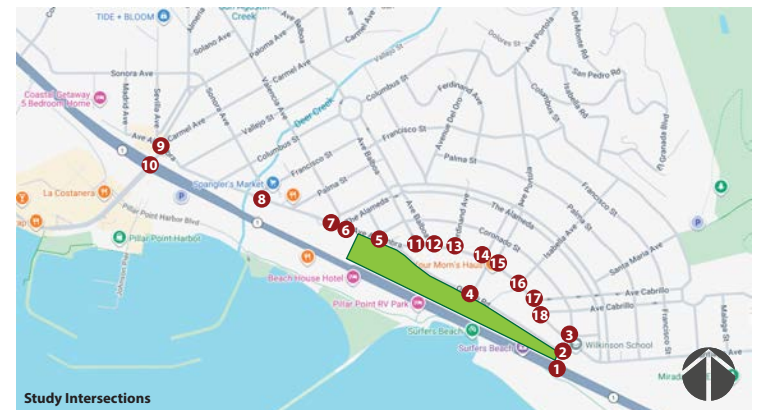
Traffic Impact Analysis, Mitigation Plan & Parking Analysis for El Granada CSD, CA Project Only - Peak Hour Volume & Controls

Figure 5



Legend

-  Signal
-  Stop-control
- XX AM Peak Hour
- (XX) PM Peak Hour
- [XX] Weekend Peak Hour



6.0 EXISTING PLUS PROJECT CONDITION

This section presents the assessment of potential transportation impacts of project generated traffic to existing conditions.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Figure 6 shows the Existing plus Project peak hour turning movement volumes and lane geometry.

Table 5 shows the LOS under Existing plus Project Peak Hour LOS Conditions. It is estimated that all intersections would continue to operate at acceptable levels of service.

Table 5: Existing plus Project Intersection LOS

ID	Intersection	Existing Control	Existing						Existing + Project					
			AM		PM		Weekend		AM		PM		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Hwy 1/Coronado St	Signal	17.8	B	17.4	B	26.3	C	17.8	B	20.2	C	26.3	C
2	Obispo Rd/Coronado St	OWSC	15.4	C	11.1	B	10.4	B	15.6	C	11.1	B	11.0	B
3	Ave Alhambra/Coronado St	AWSC	11.2	B	9.4	A	11.2	B	11.2	B	9.4	A	21.7	C
4	Obispo Rd/Ave Portola	OWSC	9.7	A	9.8	A	9.6	A	9.7	A	9.8	A	9.6	A
5	Obispo Rd/Ave Alhambra	OWSC	0.0	A	11.1	B	9.4	A	9.5	A	10.9	B	9.9	A
6	Ave Alhambra/The Alameda (EB)	OWSC	7.7	A	7.7	A	7.6	A	4.6	A	3.7	A	7.6	A
7	Ave Alhambra/The Alameda (WB)	OWSC	13.5	B	11.8	B	11.7	B	13.5	B	11.9	B	11.5	B
8	Ave Alhambra/Francisco St	OWSC	12.9	B	12.1	B	11.3	B	13.1	B	12.2	B	11.3	B
9	Ave Alhambra/Capistrano Rd	OWSC	11.0	B	31.2	D	11.0	B	11.0	B	24.4	C	11.0	B
10	Hwy 1/Capistrano Rd	Signal	14.4	B	13.7	B	17.7	B	14.4	B	13.8	B	17.9	B
11	Ave Alhambra/Ave Balboa (SB)	OWSC	12.0	B	11.4	B	10.5	B	12.0	B	11.4	B	10.4	B
12	Ave Alhambra/Ave Balboa (NB)	None	7.9	A	7.6	A	9.8	A	8.0	A	6.0	A	9.5	A
13	Ave Alhambra/Ferdinand Ave	OWSC	12.3	B	10.3	B	9.9	A	12.4	B	10.3	B	9.8	A
14	Ave Alhambra/Ave Portola (SB)	OWSC	14.8	B	10.4	B	8.3	A	14.2	B	10.5	B	8.3	A
15	Ave Alhambra/Ave Portola (NB)	TWSC	10.3	B	8.9	A	8.6	A	10.3	B	9.0	A	8.6	A
16	Ave Alhambra/Isabella Ave	OWSC	14.8	B	12.1	B	10.6	B	14.9	B	12.1	B	10.6	B
17	Ave Alhambra/Ave Cabrillo (WB)	OWSC	11.2	B	11.9	B	11.1	B	11.3	B	11.9	B	11.3	B
18	Ave Alhambra/Ave Cabrillo (EB)	None	7.9	A	7.8	A	7.6	A	7.9	A	7.8	A	7.6	A

Note:
 TWSC - Two Way Stop Control
 OWSC - One Way Stop Control

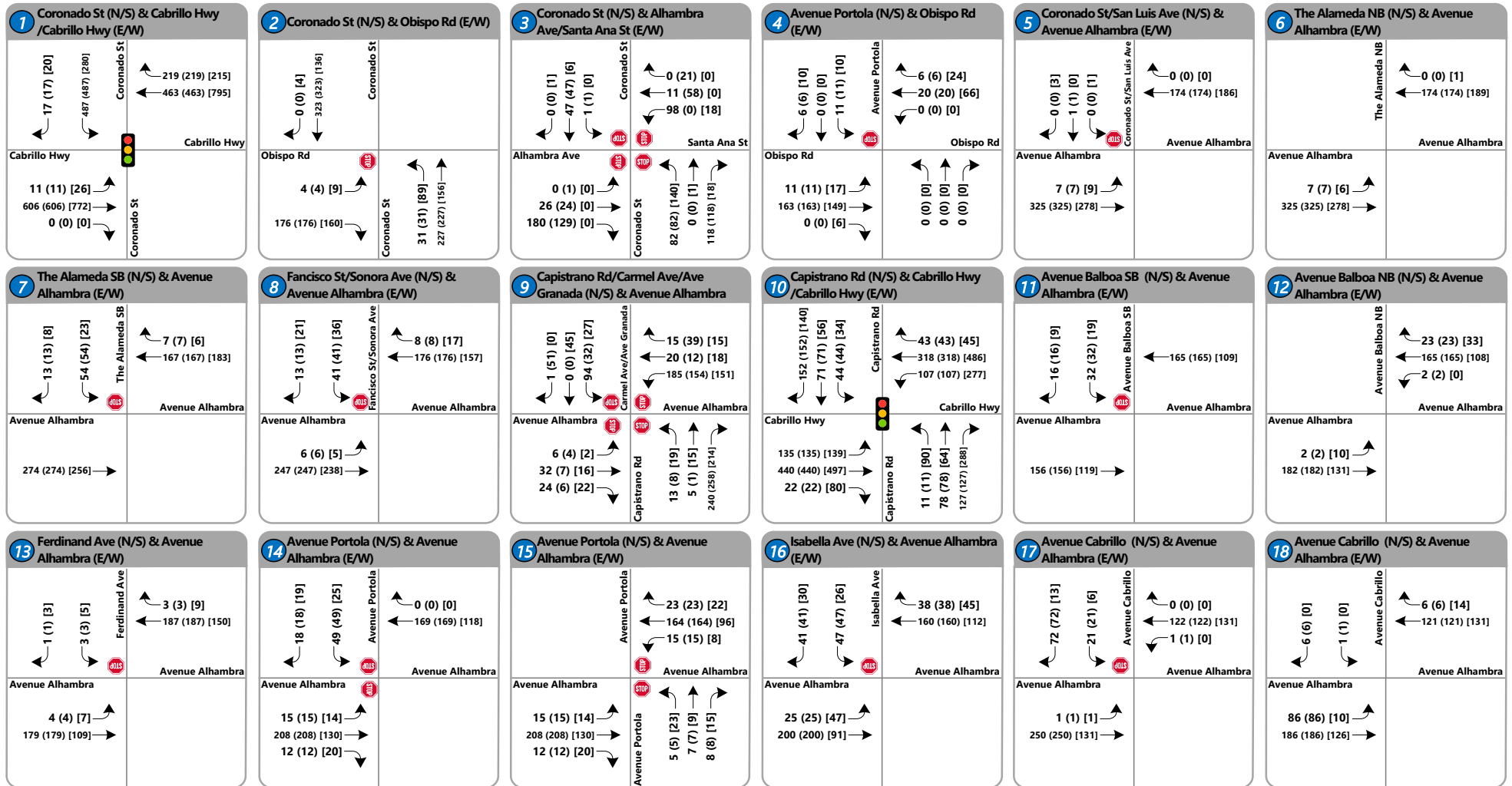
It is noted that a short-term Existing plus Approved and Pending Development project scenario was not conducted since it is not aware of any recently approved and pending project in the area.

Detailed level of service worksheets is provided in **Appendix C**.

Traffic Impact Analysis, Mitigation Plan & Parking Analysis for El Granada CSD, CA

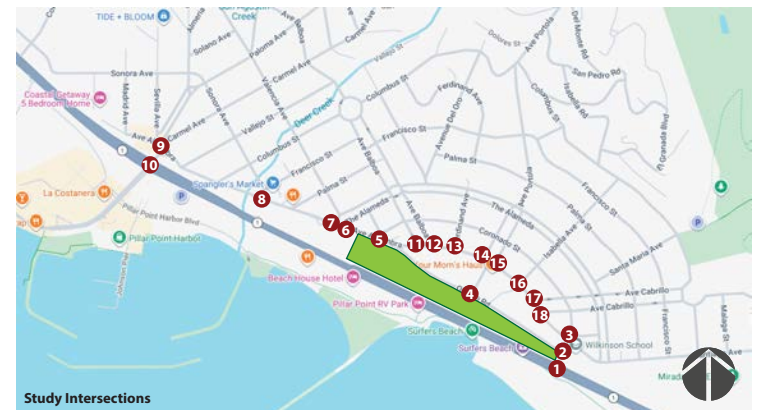
Existing Plus Project - Peak Hour Volume & Controls

Figure 6



Legend

-  Signal
-  Stop-control
- XX AM Peak Hour
- (XX) PM Peak Hour
- [XX] Weekend Peak Hour



PROPOSED ACCESS AND CIRCULATION

The proposed driveway access on Ave Alhambra is approximately 165-feet to the west of the junction of San Luis Avenue/Coronado Street as shown in **Figure 3** and a clip out is shown in **Exhibit 3**.

AMG evaluated sight distance analysis at the project driveway for required stopping sight and corner sight distances per AASHTO standards.

As shown in **Exhibit 4** and **5**, visibility is clear and unobstructed from both directions of the driveway. Vehicles would be able to safely enter and exit without any safety constraints.

A crosswalk is proposed across Ave Alhambra on the east side of the junction of San Luis Avenue/Coronado Street and it will link to the future walking trail as shown in **Figure 3**. Another crosswalk is proposed across Ave Alhambra on the west side of Ave Portola as shown in **Figure 3**.



Exhibit 3: Project Driveway



**Exhibit 4: Visibility from Project Driveway on Ave Alhambra
(Looking Southeast)**



**Exhibit 5: Visibility from Project Driveway on Ave Alhambra
(Looking Northwest)**

7.0 CUMULATIVE BASE YEAR CONDITION

This section presents the assessment of traffic conditions at the 20-year cumulative horizon year (Cumulative Base Year), without the proposed project.

The latest Santa Clara Valley Transportation Authority & City/County Association of Governments of San Mateo County (VTA/CCAG) Countywide Transportation Model was applied for travel demand forecasting for this project. This version of VTA/CCAG Model was updated to be consistent with MTC's 2021 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a.k.a. Plan Bay Area 2050. By applying this model, the project forecasts will be consistent with Plan Bay Area 2050. The official model years available are 2020 and 2050.

An ad-hoc version of the VTA/CCAG Model was developed for the US 101/ SR 92 Interchange Direct Connector Project recently. The network for the No-Build 2023 and 2050 conditions of the model was reviewed and updated extensively near the US 101/ SR 92 Interchange.

It was determined that this version of the VTA/CCAG Model provides a better representation of trips using SR-92, the City of San Mateo and El Granada. Thus, it was used instead of the official version.

The model network in the study area is very sparse as shown in **Exhibit 6**. Ave Alhambra was the only street shown in El Granada. El Granada was represented with one Traffic Analysis Zone (TAZ) and traffic trips were loaded onto one intersection.

The only two study intersections shown on those along Highway 1 (Hwy 1/Coronado St and Hwy 1/Capistrano Rd). The remaining 16 study intersections are not represented as shown in **Exhibit 7**.

The model does not have enough details in TAZ nor network to represent the traffic patterns at all study intersections. Due to this limitation, the most appropriate approach is to use the estimated 2050 model growth estimates and compare it to the estimated 2023 model traffic volumes to derive percentage growth and apply it to the recently collected 2026 intersection turning movement counts.

A comparison of the 2050 traffic to the 2023 model forecast on Ave Alhambra indicated that the peak hour growth is 0.4 percent or less. The total traffic growth from the TAZ (2050 vs 2023) representing El Granada showed a one percent growth. To be conservatively high, AMG used one percentage growth to factor the existing

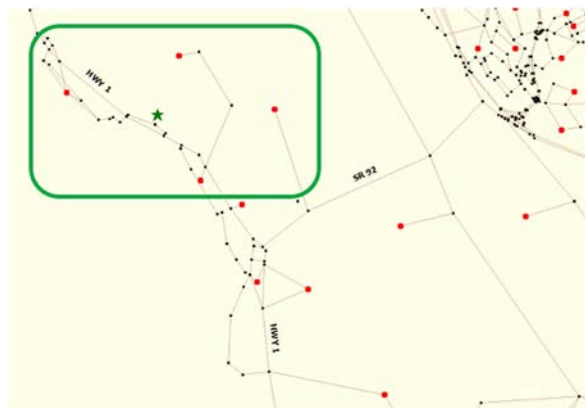


Exhibit 6: Model Network near El Granada

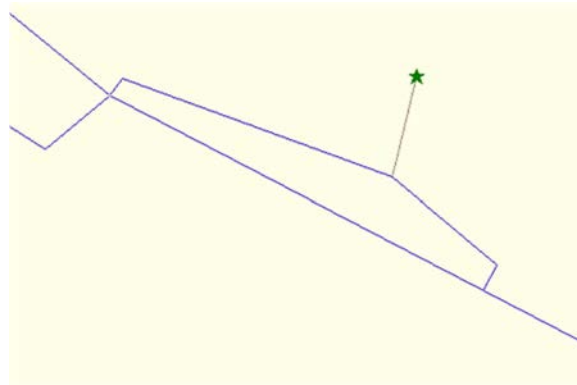


Exhibit 7: Model Network in El Granada

2026 intersection turning movements to derive the Cumulative 2025 base traffic. The projected growth on Highway 1 was much higher between 90 percent and 109 percent. Details of the model forecast, and traffic derivation are contained in **Appendix D**.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Figure 7 shows the Cumulative Traffic Conditions peak hour turning movement volumes and lane geometry. **Table 6** shows the LOS under Cumulative Traffic Conditions. It is estimated that three intersections would operate at LOS E/F during the peak hours. Both signalized intersections at Highway 1 (Hwy 1/Coronado St and Hwy 1/Capistrano Rd) are estimated to operate at LOS F for all peak hours. The intersection of Ave Alhambra/Capistrano Road is estimated to operate at LOS E during the PM peak hour. All other study intersections operate at acceptable LOS D or better.

Table 6: Cumulative No Project Intersection LOS

ID	Intersection	Existing Control	Existing + Project						Cumulative					
			AM		PM		Weekend		AM		PM		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Hwy 1/Coronado St	Signal	17.8	B	20.2	C	26.3	C	269.5	F	286.1	F	286.4	F
2	Obispo Rd/Coronado St	OWSC	15.6	C	11.1	B	11.0	B	16.4	C	11.3	B	10.6	B
3	Ave Alhambra/Coronado St	AWSC	11.2	B	9.4	A	21.7	C	11.7	B	9.7	A	11.7	B
4	Obispo Rd/Ave Portola	OWSC	9.7	A	9.8	A	9.6	A	9.8	A	9.9	A	9.6	A
5	Obispo Rd/Ave Alhambra	OWSC	9.5	A	10.9	B	9.9	A	0.0	A	11.3	B	9.5	A
6	Ave Alhambra/The Alameda (EB)	OWSC	4.6	A	3.7	A	7.6	A	7.7	A	7.7	A	7.7	A
7	Ave Alhambra/The Alameda (WB)	OWSC	13.5	B	11.9	B	11.5	B	14.0	B	12.1	B	11.9	B
8	Ave Alhambra/Francisco St	OWSC	13.1	B	12.2	B	11.3	B	13.3	B	12.4	B	11.6	B
9	Ave Alhambra/Capistrano Rd	AWSC	11.0	B	24.4	C	11.0	B	11.3	B	38.5	E	11.3	B
10	Hwy 1/Capistrano Rd	Signal	14.4	B	13.8	B	17.9	B	98.7	F	183.9	F	397.9	F
11	Ave Alhambra/Ave Balboa (SB)	None	12.0	B	11.4	B	10.4	B	12.3	B	11.6	B	10.6	B
12	Ave Alhambra/Ave Balboa (NB)	None	8.0	A	6.0	A	9.5	A	8.0	A	7.6	A	9.8	A
13	Ave Alhambra/Ferdinand Ave	None	12.4	B	10.3	B	9.8	A	12.6	B	10.4	B	10.0	A
14	Ave Alhambra/Ave Portola (SB)	OWSC	14.2	B	10.5	B	8.3	A	15.4	C	10.8	B	8.4	A
15	Ave Alhambra/Ave Portola (NB)	TWSC	10.3	B	9.0	A	8.6	A	10.5	B	9.1	A	8.7	A
16	Ave Alhambra/Isabella Ave	OWSC	14.9	B	12.1	B	10.6	B	15.5	C	12.4	B	10.7	B
17	Ave Alhambra/Ave Cabrillo (WB)	None	11.3	B	11.9	B	11.3	B	11.5	B	12.1	B	11.2	B
18	Ave Alhambra/Ave Cabrillo (EB)	None	7.9	A	7.8	A	7.6	A	7.9	A	7.8	A	7.6	A

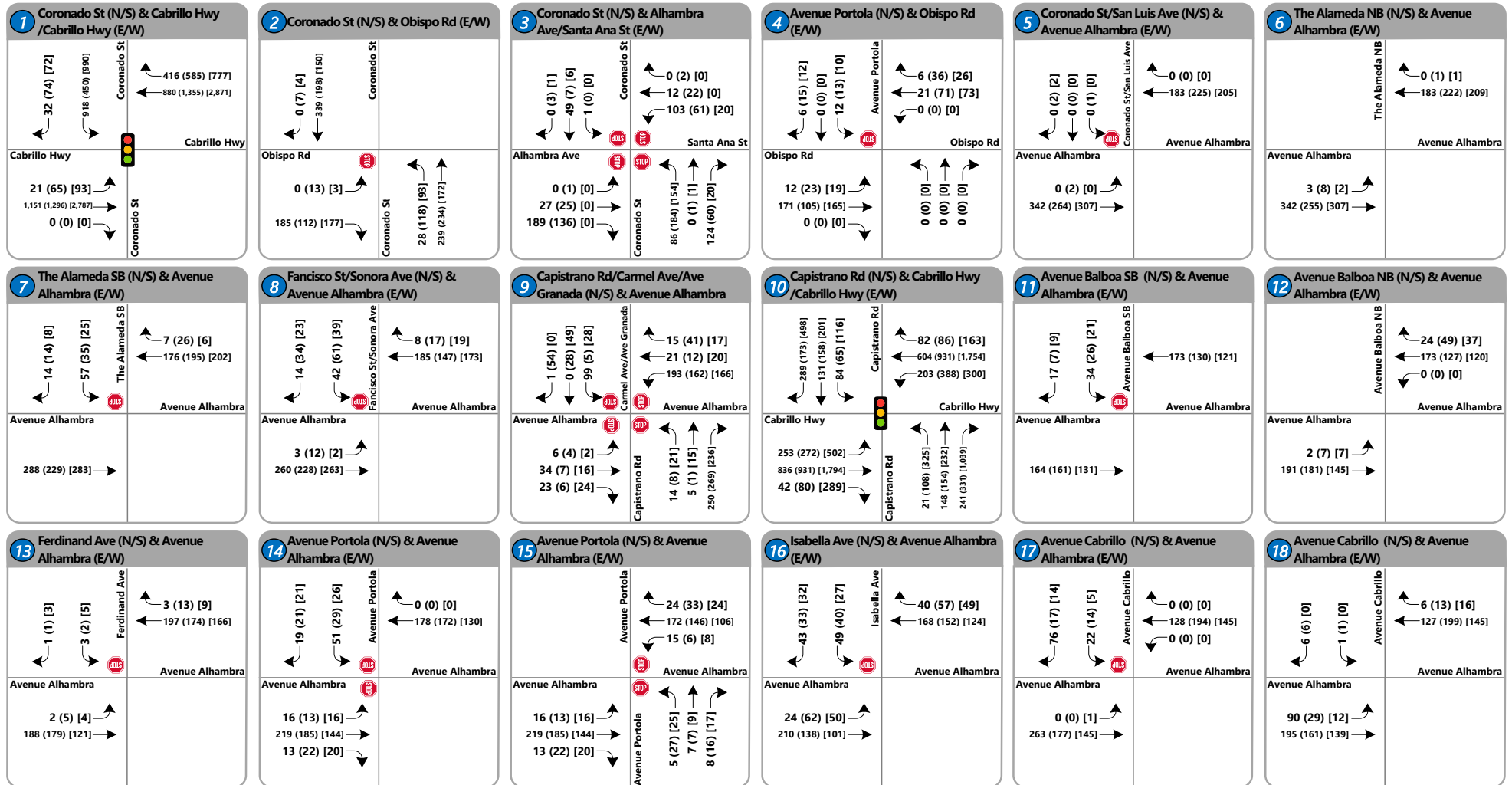
Note:
 TWSC - Two Way Stop Control
 OWSC - One Way Stop Control
 AWSC - All Way Stop Control

Detailed level of service worksheets is provided in **Appendix D**.

Traffic Impact Analysis, Mitigation Plan & Parking Analysis for El Granada CSD, CA

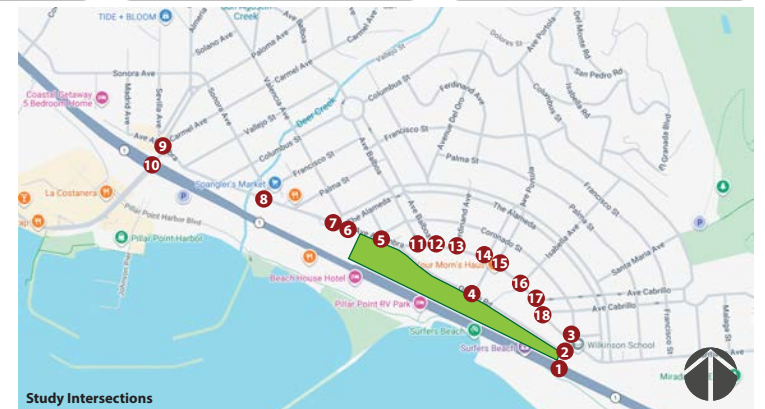
Cumulative Condition - Peak Hour Volume & Controls

Figure 7



Legend

- Signal
- Stop-control
- XX AM Peak Hour
- (XX) PM Peak Hour
- [XX] Weekend Peak Hour



8.0 CUMULATIVE YEAR PLUS PROJECT CONDITION

This section presents the assessment of potential transportation impacts of adding traffic generated from the proposed project to the Cumulative No Project scenario.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Figure 8 shows the Cumulative plus Project Traffic Conditions peak hour turning movement volumes and lane geometry. **Table 7** shows the LOS under Cumulative plus Project Traffic Conditions.

Similar to the Cumulative No Project scenario, it is estimated that three intersections would operate at LOS E/F during the peak hours. Both signalized intersections at Highway 1 (Hwy 1/Coronado St and Hwy 1/Capistrano Rd) are estimated to operate at LOS F for all peak hours. The intersection of Ave Alhambra/Capistrano Road is estimated to operate at LOS E during the PM peak hour. All other study intersections operate at acceptable LOS D or better.

Table 7: Cumulative plus Project Intersection LOS

ID	Intersection	Existing Control	Cumulative						Cumulative + Project					
			AM		PM		Weekend		AM		PM		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Hwy 1/Coronado St	Signal	269.5	F	286.1	F	286.4	F	269.5	F	398.9	F	440.6	F
2	Obispo Rd/Coronado St	OWSC	16.4	C	11.3	B	10.6	B	16.6	C	11.4	B	10.6	B
3	Ave Alhambra/Coronado St	AWSC	11.7	B	9.7	A	11.7	B	11.7	B	9.7	A	11.7	B
4	Obispo Rd/Ave Portola	OWSC	9.8	A	9.9	A	9.6	A	9.8	A	9.9	A	9.6	A
5	Obispo Rd/Ave Alhambra	OWSC	0.0	A	11.3	B	9.5	A	9.6	A	11.1	B	9.6	A
6	Ave Alhambra/The Alameda (EB)	OWSC	7.7	A	7.7	A	7.7	A	4.6	A	3.7	A	2.6	A
7	Ave Alhambra/The Alameda (WB)	OWSC	14.0	B	12.1	B	11.9	B	14.0	B	12.2	B	11.9	B
8	Ave Alhambra/Francisco St	OWSC	13.3	B	12.4	B	11.6	B	13.5	B	12.6	B	11.7	B
9	Ave Alhambra/Capistrano Rd	AWSC	11.3	B	38.5	E	11.3	B	11.4	B	38.8	E	11.4	B
10	Hwy 1/Capistrano Rd	Signal	98.7	F	183.9	F	397.9	F	99.5	F	183.9	F	397.9	F
11	Ave Alhambra/Ave Balboa (SB)	None	12.3	B	11.6	B	10.6	B	12.3	B	11.6	B	10.7	B
12	Ave Alhambra/Ave Balboa (NB)	None	8.0	A	7.6	A	9.8	A	8.0	A	6.0	A	9.9	A
13	Ave Alhambra/Ferdinand Ave	None	12.6	B	10.4	B	10.0	A	12.7	B	10.5	B	10.0	A
14	Ave Alhambra/Ave Portola (SB)	OWSC	15.4	C	10.8	B	8.4	A	15.7	C	10.9	B	8.4	A
15	Ave Alhambra/Ave Portola (NB)	TWSC	10.5	B	9.1	A	8.7	A	10.6	B	9.1	A	8.7	A
16	Ave Alhambra/Isabella Ave	OWSC	15.5	C	12.4	B	10.7	B	15.6	C	12.4	B	10.7	B
17	Ave Alhambra/Ave Cabrillo (WB)	None	11.5	B	12.1	B	11.2	B	11.6	B	12.2	B	11.2	B
18	Ave Alhambra/Ave Cabrillo (EB)	None	7.9	A	7.8	A	7.6	A	8.0	A	7.8	A	7.6	A

Note:

TWSC - Two Way Stop Control

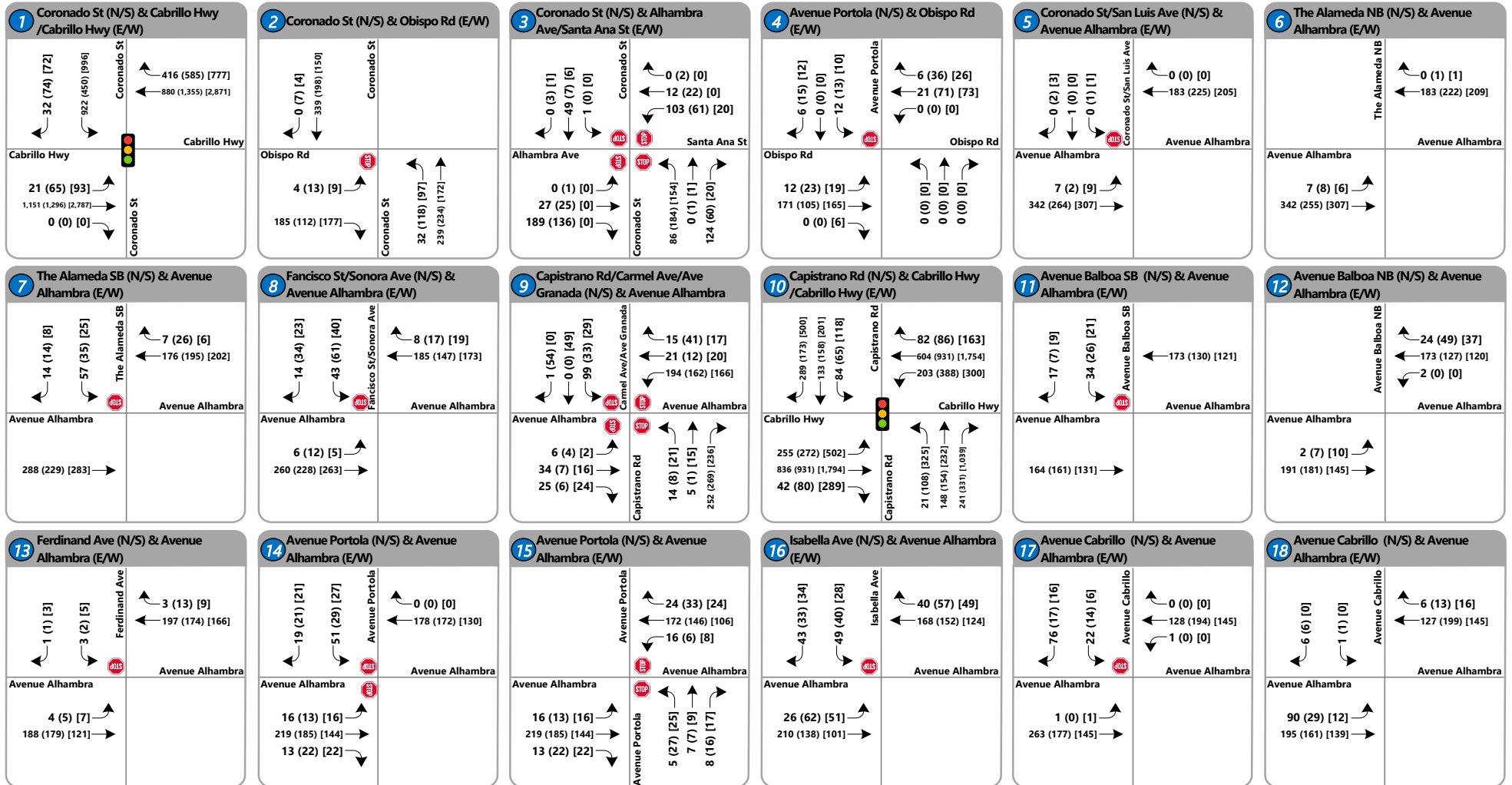
OWSC - One Way Stop Control

AWSC - All Way Stop Control

Detailed level of service worksheets is provided in **Appendix E**.

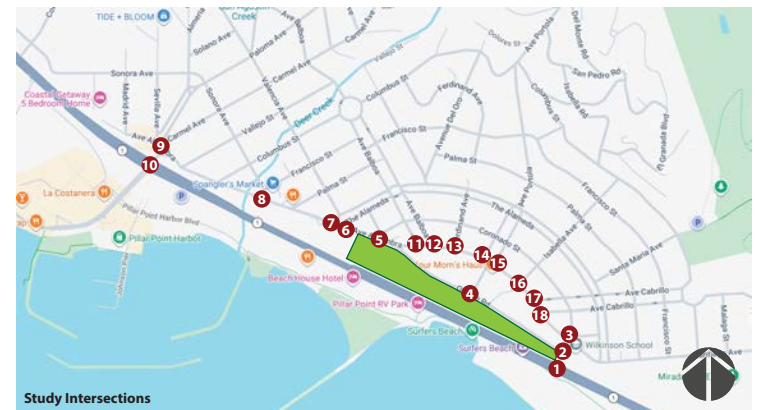
Traffic Impact Analysis, Mitigation Plan & Parking Analysis for El Granada CSD, CA Cumulative Plus Project - Peak Hour Volume & Controls

Figure 8



Legend

- Signal
- Stop-control
- XX AM Peak Hour
- (XX) PM Peak Hour
- [XX] Weekend Peak Hour



9.0 PARKING EVALUATION

Sine this project is located adjacent to a very popular beach front, it is understandable that existing residents have much concern for potential traffic impact due to the traffic generated by the project. The proposed traffic study will ensure that any potential parking impact would be fully vetted, and the following issues would be addressed:

- ✓ Estimate of available parking (including public parking in dirt lot) and net change due to project
- ✓ Parking demand analysis - proposed project
- ✓ Temporary parking impacts during construction
- ✓ Assumptions for parking spaces in proposed new parking lot
- ✓ Estimate of parking spots on Hwy 1 assumed to serve project, if any
- ✓ Assess impacts of project on parking

ON-STREET PARKING INVENTORY

To provide a clear baseline in the available parking supply, a thorough survey of available on-street parking spaces⁷ along key roadways close to the project boundaries was conducted. Some of the streets that were inventoried are:

- Obispo Road, which is the projects northern boundary
- Highway 1, also known as Cabrillo Highway, is the project's southern boundary
- Avenue Portola (Obispo Road to Avenue Alhambra)
- Alhambra Avenue (Obispo Road to Coronado Street)
- Coronado Street (Highway 1 to Alhambra Avenue)

All on-street parking spaces are not striped, so the number of available parking spaces were estimated (assuming 20-foot parking stalls). It is estimated that there are approximately 568 parking spaces on the streets surveyed as shown in **Figure 9**. It is our understanding that the County and people in the area assume that there is a range of potential parking spaces available in the dirt lot. Approximately 115 parking is assumed (70 on the El Granada's portion and 45 on Caltrans' portion)⁸.

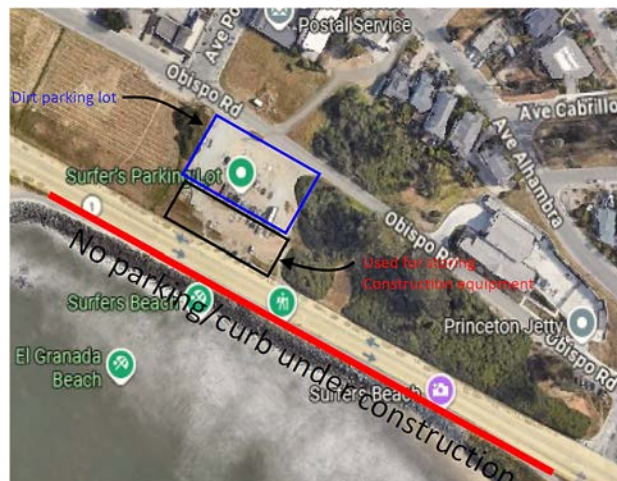


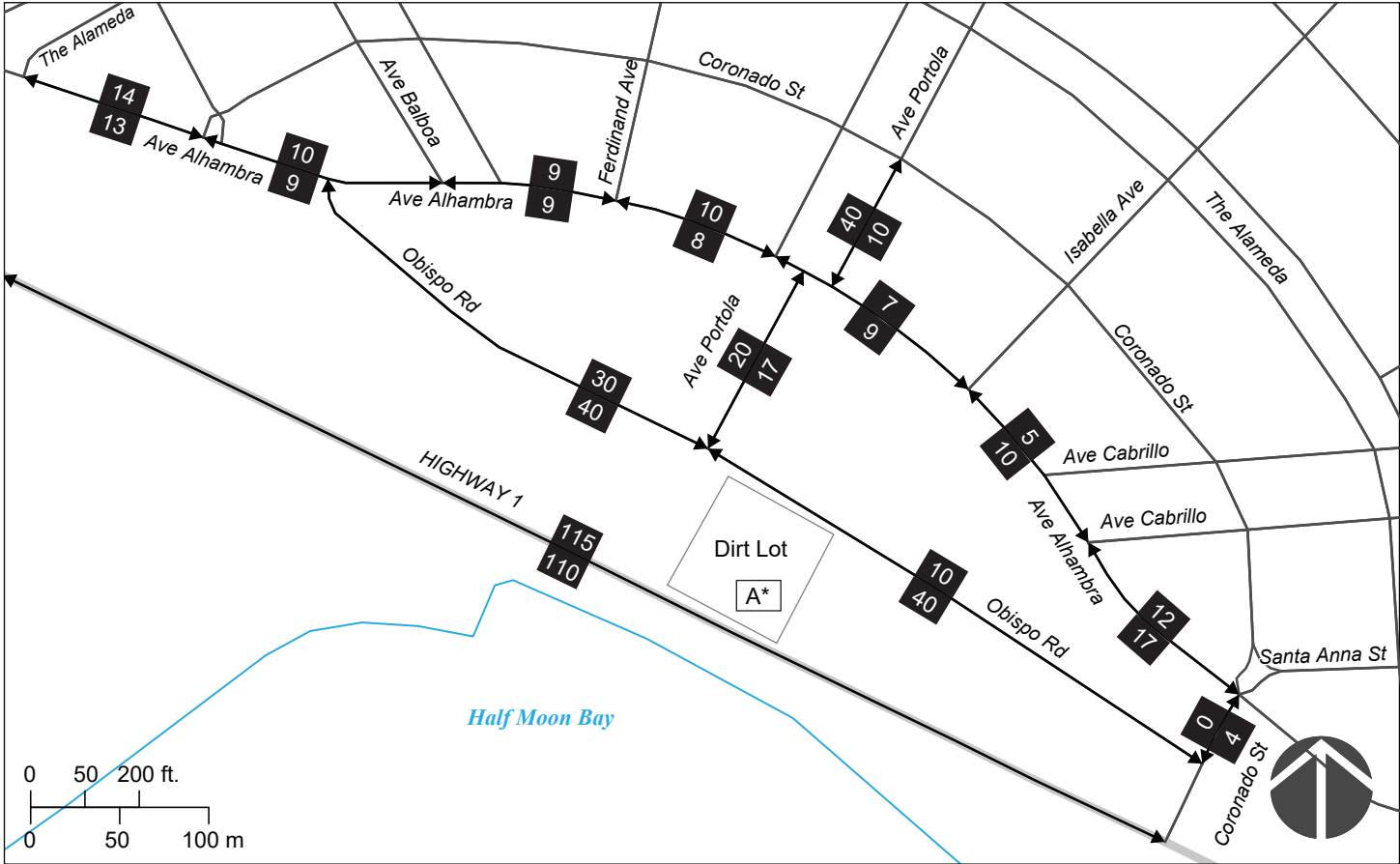
Exhibit 8: Dirt Lot Condition (March 18, 2026)

It was observed during the parking survey that a section of the western half of the dirt lot near the project site was used to store construction equipment as shown in **Exhibit 8** (this covers the limits of Caltrans' right of way within the dirt lot). In addition, it was observed that a section of the curb on Highway 1 (westside) was red curb and there was construction on another section of the road at that time as shown in **Exhibit 8**.

Additional parking field survey notes and photos are provided in **Appendix F**.

⁷ Parking inventory conducted on Wednesday, March 18, 2026

⁸ As shown on Figure 3 in the park graphic



Map source: OpenStreets

X On-street parking space

A* Dirt lot space

Note: Inventory of total parking spaces is an estimate only since parking spaces are not striped
A* - It is generally the understanding of the County and people in the area that there is a range of potential parking spaces available in the dirt lot. Approximately 115 are shown on the park graphic on Figure 3 (70 on the El Granada's portion and 45 on Caltrans' portion).

PARKING OCCUPANCY SURVEY

To understand the availability and utilization of on-street parking spaces, parking occupancy surveys were conducted at the same locations where the parking inventory was conducted. Parking occupancy surveys show how well-utilized various parking areas are at different times of day.

Parking occupancy surveys were conducted during the peak 2:00 PM to 6:00 PM on a weekday and noon to 4 pm on a Saturday⁹. The results of the parking occupancy surveys provide a snapshot of the usage of parking spaces on those key streets and address whether existing on-street parking spaces are available as a contingency for unexpected surges in parking demand.

The following is a summary of the weekday and weekend parking occupancy results:

Weekday

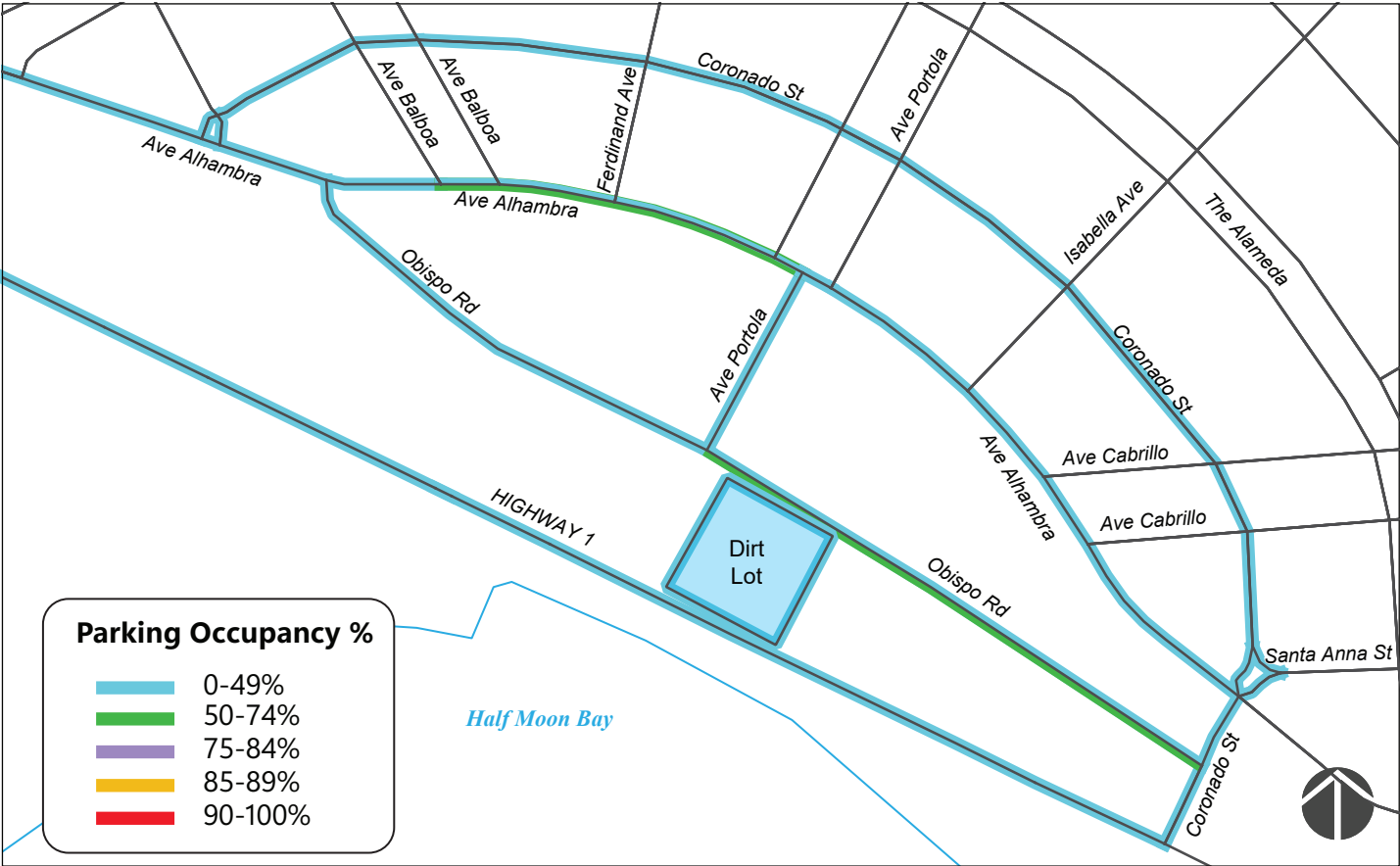
- The highest parking occupancy period of the total surveyed roadways is approximately 24 percent from 4 pm to 5 pm.
- The highest parking occupancy of 70 percent was observed in the eastbound direction of Ave Alhambra between Ave Portola to Ferdinand Avenue.

Weekend

- The highest parking occupancy period is approximately 42 percent between 1 and 2 pm.
- The highest parking occupancy of approximately 78 percent was observed on Highway 1 between 1 and 2 pm.

Typically, parking is technically considered full when parking occupancy is more than 85 percent. The results of the parking occupancy surveys are shown in **Figure 10**.

⁹ Parking occupancy conducted during Wednesday, March 18, 2026, and Saturday, March 28, 2026



Parking Occupancy (Weekend)



PARKING DEMAND ESTIMATE

Per the updated project plans, the existing dirt lot will remain unchanged. AMG evaluated typical parking demand based on the Institute of Transportation Engineers (ITE) Parking Generation, 6th Edition. The applicable ITE land use code is Recreational Community Center (ITE Code 495) and Public Park (ITE Code 411). The analysis is based on average parking rates to demonstrate that the number of parking spaces required for the proposed use are met.

The ITE Parking Generation Manual provides several statistical information including average, 33rd percentile, 85th percentile and standard deviation. Additional information provided include time-of-day peaking and place – urban vs. suburban. Many agencies use average parking demand rate as the likely peak parking demand for land use. However, in some situations such as a large shopping center with major seasonal demand fluctuations (e.g. holiday season), the use of average parking demand might not be appropriate. For this reason, some agencies use 110% of the ITE average rate – with additional 10 % being a safety factor against unexpected parking surges.

The 85th percentile ITE parking demand rate would provide the most conservative rate, but it is not a requirement. The parking demand estimates based on 110% ITE average rate and 85th percentile rate are summarized in **Table 8**. It is estimated that approximately 22 parking spaces would be required to accommodate the peak parking demand based on 110% ITE average rate.

Table 8: Parking Demand Estimate Based on ITE Rates

Project Data			Ave. ITE Rate		110% ITE Ave. Parking Demand		ITE 85th Percentile Rate		85th Percentile Parking Demand	
			Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Land Use	Size	Unit								
Community Park & Recreation Center	5.81	ksf	1.80	1.79	12	11	2.32	1.95	13	11
Park ¹	4	Ac	0.77	2.33	3	10	5.52	7.21	22	29
Total			15		22		Total		36	

Note:

Based on ITE, Parking Generation Manual, 6th Edition

¹ Park consists of Burnham Creek Riparian Zone & Active Recreation Zone

Based on project information, the proposed project will provide 36 parking spaces as shown in **Table 9**. That is, it is estimated that the proposed project will provide 14 more parking spaces than the 110% ITE average parking demand rates as shown in **Table 8**.

Table 9: Proposed Project Parking Spaces

	Parking Area	# Parking Spaces
1	Central Area of the Park	16
2	Community Recreation Center	20
	Total	36

Note:

Granada Community Park and Recreation Center, Initial Study/Mitigated Negative Declaration, May 2024

10.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) EVALUATION

C/CAG policy requires that new development projects generating at least 100 Average Daily Trips (ADT) comply with the TDM Policy. AMG conducted a trip generation estimate to determine whether the proposed project meets this threshold.

Based on review of the Initial Study¹⁰ prepared for the project, it was established that the project is local-serving and would have no adverse impact related to conflict or inconsistency with Section 15064.3, subdivision (b). The median daily trip demand at that location was estimated to be approximately 91 daily trips. The C/CAG TDM Policy, and associated TDM implementation measures, is only required for projects generating 100+ ADT. As indicated in the updated trip generation performed for the proposed project as shown in **Table 4**, the proposed project is estimated to generate approximately 99 daily trips. Therefore, it is assumed that additional VMT analysis beyond a screening-level assessment will not be necessary.

However, there are TDM-related measures from other regional plans and policies in the area which this project could support and be integrated with this project.

The [*Unincorporated San Mateo County Active Transportation Plan \(SMC ATP\)*](#)¹¹ and the [*Get There Together: Action Plan for Transportation Choices in Half Moon Bay and the Midcoast*](#)¹² set forth TDM-related goals, policies, objectives, and project recommendations relevant to this project. Certain TDM measures are hereby recommended, as follows:

TDM Measure 1

Prioritize investment and implementation of bicycle and pedestrian improvements in right-of-ways adjacent to the project site.

This is in accordance with ATP Figure 15-Proposed Bicycle Network (p. 37) and ATP Figure 29-Pedestrian Focus Area and Community-Identified Gaps (p. 58). Coordinate, as needed, with Caltrans insofar as State right-of-way may be impacted. The Get There Together Action Plan also emphasizes investment in active transportation improvements associated with new development on the Midcoast (p. 11).

The proposed project proposed a new beacon-enabled pedestrian crossing at the north side of the Obispo Road/Avenue Portola intersection to access the site. This support the intention of the TDM measure.

TDM Measure 1a

If adequate funding or other externality precludes near-term implementation of TDM Measure 1 (above), conduct trial active transportation facility improvements with low-impact, temporary equipment and materials, such as removable planters, cones, impermanent striping, etc. - to test measure effectiveness and proof of concept.

¹⁰ ISMND for Granada Community Park & Recreation Center, May 2024

¹¹ Unincorporated San Mateo County Active Transportation Plan, January 2021

¹² Get There Together: Action Plan for Transportation Choices in Half Moon Bay and the Midcoast, February 25, 2025

TDM Measure 2

Implement on-site bike parking at the ATP-recommended scale of 2% of expected daily visitors and (at minimum) 2 employees.

Rationale: Sufficient bicycle parking supports sustainable cycling behavior, by providing adequate safe storage at the destination. This bicycle parking measure is in accordance with Table 3 (p. 37) in the ATP, which presents recommended, best practice bike parking rates for park land uses (among others). The available site plan diagram illustrates shapes that could be indicative of bike parking racks (possibly 5 total), but does not appear to specify the number of proposed bicycle parking spaces. This measure seeks to affirm best practice in bike parking supply, to encourage non-vehicular site access and support the multiple pertinent goals, policies, and objectives to this effect along the Midcoast.

TDM Measure 3

Implement wayfinding to, from, and near the recreational site, including pavement markings, oriented toward safe passage of bicycle and pedestrian users.

Rationale: Wayfinding supports active transportation by alerting both active mobility and vehicular users to the presence of multimodal facilities, as well as sites of interest, such as this proposed community park and recreation center. The ATP (p. 45) provides further guidance in this regard.

11.0 CONCLUSION

Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Conditions

- All the intersections operate at acceptable LOS D or better.

Existing plus Project Traffic Conditions

- It is estimated that the proposed project would generate approximately 12 and 17 trips respectively during the AM and PM peak hour; and 99 daily trips.
- Similar to the Existing Conditions, all the intersections operate at acceptable LOS D or better.
- Parking inventory: It is estimated that there are approximately 568 parking spaces on the streets surveyed as shown in **Figure 9**.
- Weekday parking occupancy survey: average occupancy period is approximately 24 percent from 4 pm to 5 pm. The highest parking occupancy of 70 percent was observed in the eastbound direction of Ave Alhambra between Ave Portola to Ferdinand Avenue.
- Weekend parking occupancy survey: The highest parking occupancy period is approximately 42 percent between 1 and 2 pm. The highest parking occupancy of approximately 78 percent was observed on Highway 1 between 1 and 2 pm.
- Based on the ITE parking rates, it is estimated that approximately 22 parking spaces would be required to accommodate the peak parking demand based on the 110% ITE average parking rate. Since the project will provide 36 parking spaces, it is estimated that the proposed project will provide 14 more parking spaces than the anticipated parking demand.

Cumulative No Project Conditions

- It is estimated that three intersections would operate at LOS E/F during the peak hours. Both signalized intersections at Highway 1 (Hwy 1/Coronado St and Hwy 1/Capistrano Rd) are estimated to operate at LOS F for all peak hours. The intersection of Ave Alhambra/Capistrano Road is estimated to operate at LOS E during the PM peak hour. All other study intersections operate at acceptable LOS D or better.

Cumulative plus Project Conditions

- Similar to the base Cumulative No Project scenario, it is estimated that three intersections would operate at LOS E/F during the peak hours. Both signalized intersections at Highway 1 (Hwy 1/Coronado St and Hwy 1/Capistrano Rd) are estimated to operate at LOS F for all peak hours. The intersection of Ave Alhambra/Capistrano Road is estimated to operate at LOS E during the PM peak hour. All other study intersections operate at acceptable LOS D or better.

REFERENCES

1. *Institute of Transportation Engineers (ITE) Parking Generation, 6th Edition*
2. *ITE Trip Generation, 12th Edition*
3. *ISMND for El Granada Community Park & Recreation Center, May 2024*
4. *Quarry County Park Master Plan, 2022*
5. *Unincorporated San Mateo County Active Transportation Plan, January 2021*
6. *Get There Together: Action Plan for Transportation Choices in Half Moon Bay and the Midcoast, February 25, 2025*

Advanced Mobility Group

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Persons Consulted

Chanda Singh

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TRAFFIC IMPACT ANALYSIS, MITIGATION PLAN & PARKING ANALYSIS FOR GRANADA COMMUNITY
PARK AND RECREATION CENTER PROJECT, CALIFORNIA

June 16, 2026

Appendix A TRAFFIC VOLUME COUNTS

Appendix for Traffic Impact Analysis, Mitigation
Plan & Parking Analysis for El Granada
Community Park and Recreation Center Project,
California, June 16, 2026

TRAFFIC COUNTS PLUS

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EL GRANADA
Avenue Alhambra & Capistrano Rd.
Latitude: 37.505712
Longitude: -122.480787

File Name : ave alhambra-capistrano-a
Site Code : 9
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound					SEVILLA AVE Westbound					AVENUE ALHAMBRA Northbound					CAPISTRANO RD Eastbound					AVE GRANADA/CARMEL Northwestbound				
Start Time	RT	TH	to Granad a/Carm el	LT	App. Total	RT	TH	LT	to Granad a/Carm el	App. Total	to Granad a/Carm el	RT	TH	LT	App. Total	RT	to Granad a/Carm el	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	2	2	0	0	4	1	14	5	1	21	0	0	1	26	27	3	6	0	3	12	0	0	0	0	64
07:15	7	2	0	0	9	0	17	3	0	20	0	2	1	25	28	11	11	2	1	25	0	0	0	0	82
07:30	13	2	0	0	15	0	21	9	0	30	3	1	4	42	50	27	9	2	3	41	0	0	0	0	136
07:45	3	15	1	0	19	0	15	10	0	25	2	0	4	44	50	59	13	3	3	78	0	0	0	0	172
Total	25	21	1	0	47	1	67	27	1	96	5	3	10	137	155	100	39	7	10	156	0	0	0	0	454
08:00	2	11	2	2	17	1	10	5	0	16	2	3	9	50	64	65	14	0	5	84	0	0	0	0	181
08:15	4	4	1	0	9	0	16	8	0	24	2	2	3	48	55	32	19	0	2	53	0	0	0	0	141
08:30	6	3	1	0	10	0	10	3	1	14	5	0	0	34	39	12	3	0	3	18	0	0	0	0	81
08:45	1	3	0	0	4	0	18	2	3	23	1	0	1	25	27	16	14	3	4	37	0	0	0	0	91
Total	13	21	4	2	40	1	54	18	4	77	10	5	13	157	185	125	50	3	14	192	0	0	0	0	494
Grand Total	38	42	5	2	87	2	121	45	5	173	15	8	23	294	340	225	89	10	24	348	0	0	0	0	948
Apprch %	43.7	48.3	5.7	2.3		1.2	69.9	26	2.9		4.4	2.4	6.8	86.5		64.7	25.6	2.9	6.9		0	0	0		
Total %	4	4.4	0.5	0.2	9.2	0.2	12.8	4.7	0.5	18.2	1.6	0.8	2.4	31	35.9	23.7	9.4	1.1	2.5	36.7	0	0	0	0	

	AVENUE ALHAMBRA Southbound					SEVILLA AVE Westbound					AVENUE ALHAMBRA Northbound					CAPISTRANO RD Eastbound					AVE GRANADA/CARMEL Northwestbound				
Start Time	RT	TH	to Granad a/Carm el	LT	App. Total	RT	TH	LT	to Granad a/Carm el	App. Total	to Granad a/Carm el	RT	TH	LT	App. Total	RT	to Granad a/Carm el	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30

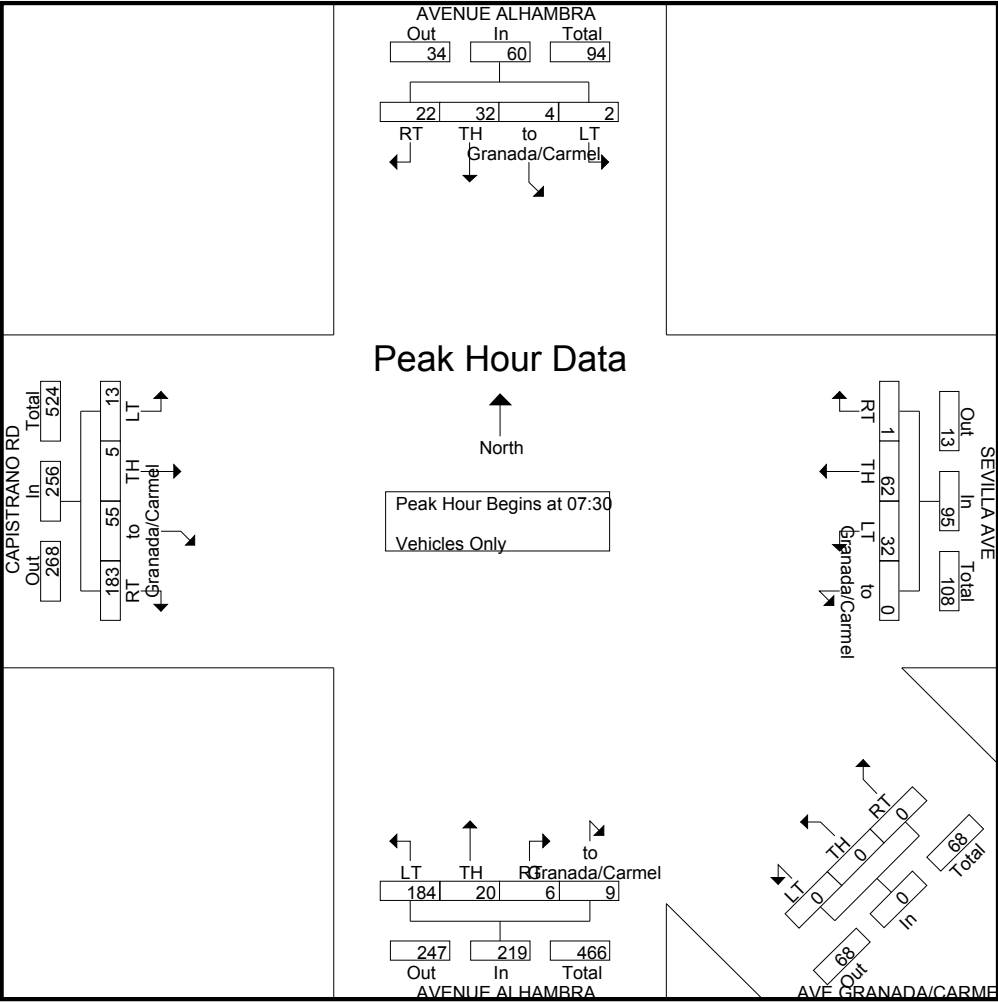
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07:45	3	15	1	0	19	0	15	10	0	25	2	0	4	44	50	59	13	3	3	78	0	0	0	0	172
08:00	2	11	2	2	17	1	10	5	0	16	2	3	9	50	64	65	14	0	5	84	0	0	0	0	181
08:15	4	4	1	0	9	0	16	8	0	24	2	2	3	48	55	32	19	0	2	53	0	0	0	0	141
Total Volume	22	32	4	2	60	1	62	32	0	95	9	6	20	184	219	183	55	5	13	256	0	0	0	0	630
% App. Total	36.7	53.3	6.7	3.3		1.1	65.3	33.7	0		4.1	2.7	9.1	84		71.5	21.5	2	5.1		0	0	0		
PHF	.423	.533	.500	.250	.789	.250	.738	.800	.000	.792	.750	.500	.556	.920	.855	.704	.724	.417	.650	.762	.000	.000	.000	.000	.870

TRAFFIC COUNTS PLUS

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EL GRANADA
Avenue Alhambra & Capistrano Rd.
Latitude: 37.505712
Longitude: -122.480787

File Name : ave alhambra-capistrano-a
Site Code : 9
Start Date : 3/17/2026
Page No : 2



TRAFFIC COUNTS PLUS

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EL GRANADA
Avenue Alhambra & Capistrano Rd.
Latitude: 37.505712
Longitude: -122.480787

File Name : ave alhambra-capistrano-p
Site Code : 9
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound					SEVILLA AVE Westbound					AVENUE ALHAMBRA Northbound					CAPISTRANO RD Eastbound					AVE GRANADA/CARMEL Northwestbound				
Start Time	RT	TH	to Granad a/Carm el	LT	App. Total	RT	TH	LT	to Granad a/Carm el	App. Total	to Granad a/Carm el	RT	TH	LT	App. Total	RT	to Granad a/Carm el	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	3	1	0	5	0	8	5	2	15	6	4	1	33	44	48	23	0	3	74	0	0	0	0	138
16:15	1	2	0	0	3	0	14	7	2	23	8	1	2	49	60	46	16	0	1	63	0	0	0	0	149
16:30	1	0	2	1	4	0	16	8	1	25	3	1	1	34	39	38	24	1	3	66	0	0	0	0	134
16:45	4	1	0	0	5	0	9	4	0	13	14	3	7	35	59	48	14	0	4	66	0	0	0	0	143
Total	7	6	3	1	17	0	47	24	5	76	31	9	11	151	202	180	77	1	11	269	0	0	0	0	564
17:00	0	4	1	0	5	0	12	8	2	22	9	0	1	36	46	56	14	0	0	70	0	0	0	0	143
17:15	0	3	0	0	3	0	10	3	3	16	5	2	4	39	50	58	12	1	2	73	0	0	0	0	142
17:30	3	1	1	0	5	0	6	3	0	9	7	0	6	36	49	60	8	3	1	72	0	0	0	0	135
17:45	0	2	1	0	3	0	5	2	1	8	7	4	5	38	54	34	15	2	3	54	0	0	0	0	119
Total	3	10	3	0	16	0	33	16	6	55	28	6	16	149	199	208	49	6	6	269	0	0	0	0	539
Grand Total	10	16	6	1	33	0	80	40	11	131	59	15	27	300	401	388	126	7	17	538	0	0	0	0	1103
Apprch %	30.3	48.5	18.2	3		0	61.1	30.5	8.4		14.7	3.7	6.7	74.8		72.1	23.4	1.3	3.2		0	0	0		
Total %	0.9	1.5	0.5	0.1	3	0	7.3	3.6	1	11.9	5.3	1.4	2.4	27.2	36.4	35.2	11.4	0.6	1.5	48.8	0	0	0	0	

	AVENUE ALHAMBRA Southbound					SEVILLA AVE Westbound					AVENUE ALHAMBRA Northbound					CAPISTRANO RD Eastbound					AVE GRANADA/CARMEL Northwestbound				
Start Time	RT	TH	to Granad a/Carm el	LT	App. Total	RT	TH	LT	to Granad a/Carm el	App. Total	to Granad a/Carm el	RT	TH	LT	App. Total	RT	to Granad a/Carm el	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:15	1	2	0	0	3	0	14	7	2	23	8	1	2	49	60	46	16	0	1	63	0	0	0	0	149
16:30	1	0	2	1	4	0	16	8	1	25	3	1	1	34	39	38	24	1	3	66	0	0	0	0	134
16:45	4	1	0	0	5	0	9	4	0	13	14	3	7	35	59	48	14	0	4	66	0	0	0	0	143
17:00	0	4	1	0	5	0	12	8	2	22	9	0	1	36	46	56	14	0	0	70	0	0	0	0	143
Total Volume	6	7	3	1	17	0	51	27	5	83	34	5	11	154	204	188	68	1	8	265	0	0	0	0	569
% App. Total	35.3	41.2	17.6	5.9		0	61.4	32.5	6		16.7	2.5	5.4	75.5		70.9	25.7	0.4	3		0	0	0		
PHF	.375	.438	.375	.250	.850	.000	.797	.844	.625	.830	.607	.417	.393	.786	.850	.839	.708	.250	.500	.946	.000	.000	.000	.000	.955

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

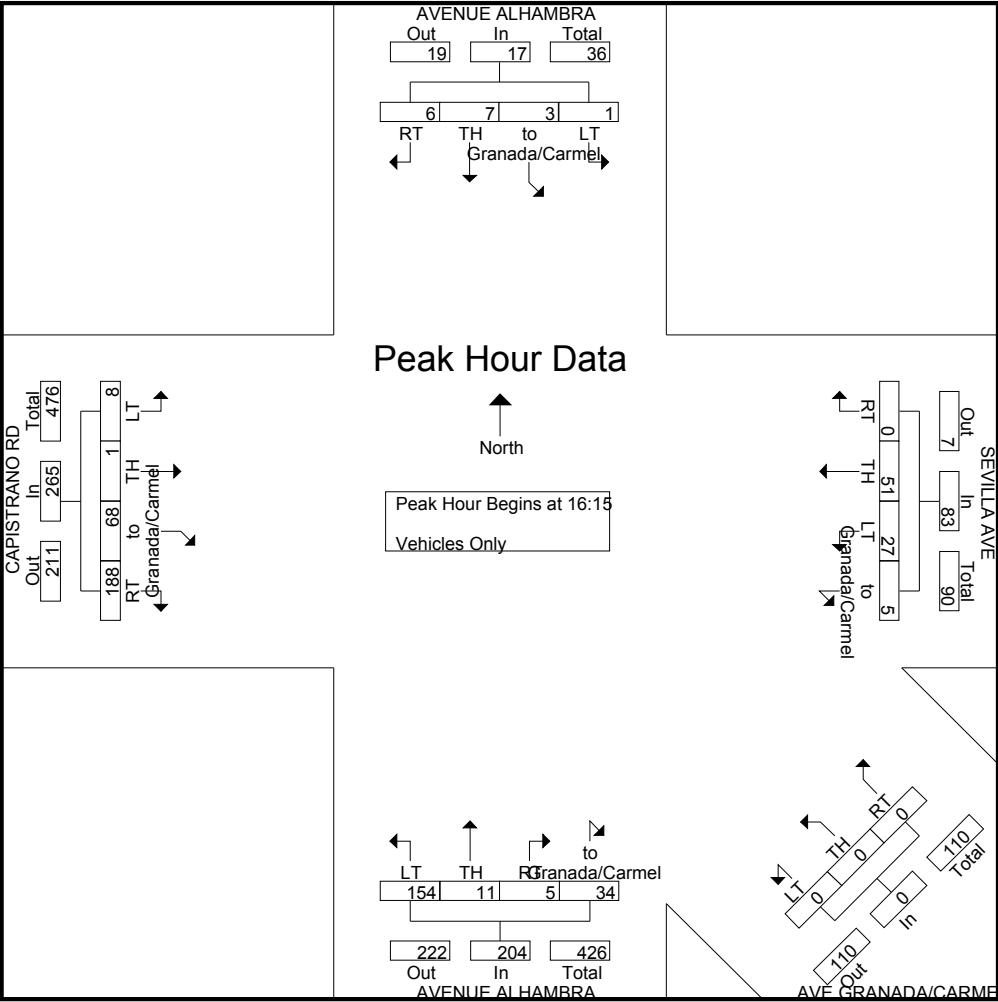
Peak Hour for Entire Intersection Begins at 16:15

TRAFFIC COUNTS PLUS

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EL GRANADA
Avenue Alhambra & Capistrano Rd.
Latitude: 37.505712
Longitude: -122.480787

File Name : ave alhambra-capistrano-p
Site Code : 9
Start Date : 3/17/2026
Page No : 2



TRAFFIC COUNTS PLUS

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EL GRANADA

Avenue Alhambra & Coronado St.

Latitude: 37.500536

Longitude: -122.466949

File Name : ave alhambra-coronado-a

Site Code : 3

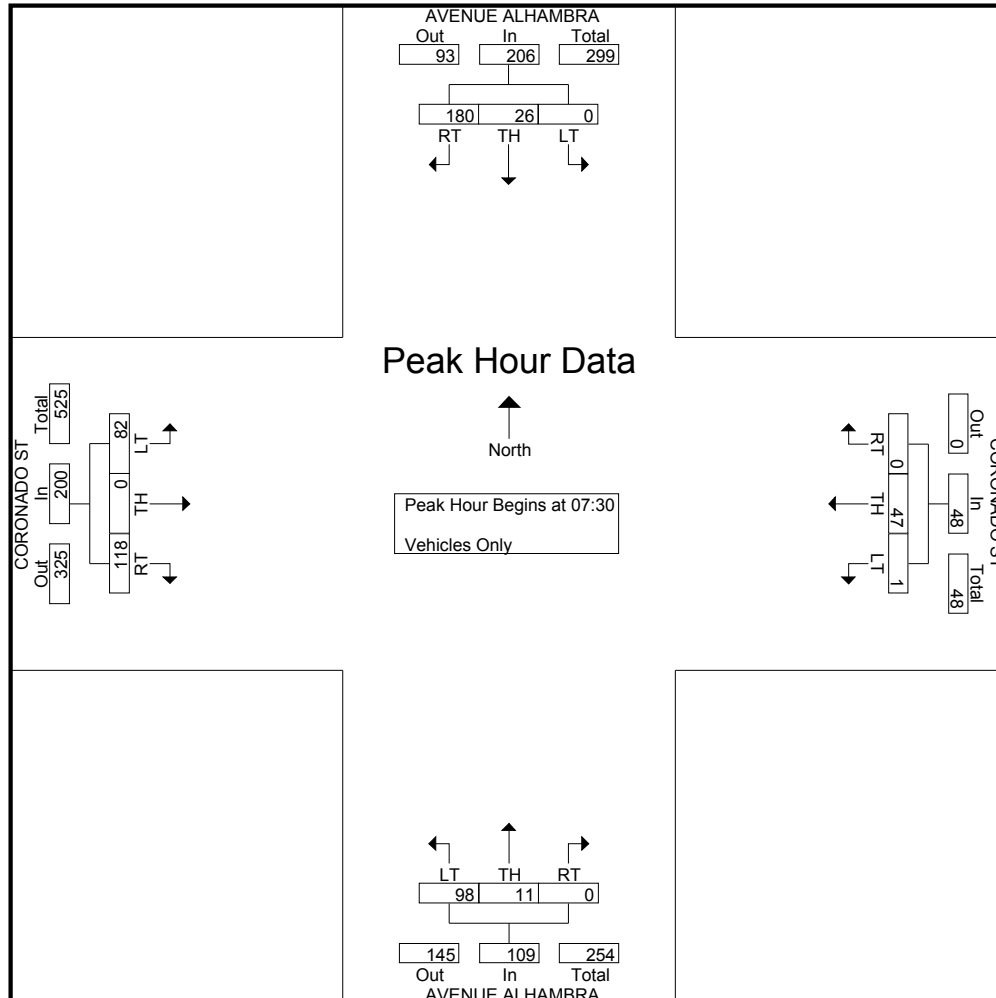
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

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Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	47	1	0	48	0	1	0	1	0	0	2	2	4	0	4	8	59
07:15	39	2	0	41	0	3	0	3	0	0	11	11	12	0	17	29	84
07:30	65	10	0	75	0	5	0	5	0	2	16	18	11	0	16	27	125
07:45	46	5	0	51	0	14	0	14	0	1	29	30	42	0	15	57	152
Total	197	18	0	215	0	23	0	23	0	3	58	61	69	0	52	121	420
08:00	34	7	0	41	0	18	1	19	0	3	26	29	55	0	21	76	165
08:15	35	4	0	39	0	10	0	10	0	5	27	32	10	0	30	40	121
08:30	24	3	0	27	0	3	0	3	0	2	10	12	5	0	25	30	72
08:45	27	2	0	29	0	1	0	1	0	3	14	17	10	0	33	43	90
Total	120	16	0	136	0	32	1	33	0	13	77	90	80	0	109	189	448
Grand Total	317	34	0	351	0	55	1	56	0	16	135	151	149	0	161	310	868
Apprch %	90.3	9.7	0		0	98.2	1.8		0	10.6	89.4		48.1	0	51.9		
Total %	36.5	3.9	0	40.4	0	6.3	0.1	6.5	0	1.8	15.6	17.4	17.2	0	18.5	35.7	

	AVENUE ALHAMBRA Southbound				CORONADO ST Westbound				AVENUE ALHAMBRA Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	65	10	0	75	0	5	0	5	0	2	16	18	11	0	16	27	125
07:45	46	5	0	51	0	14	0	14	0	1	29	30	42	0	15	57	152
08:00	34	7	0	41	0	18	1	19	0	3	26	29	55	0	21	76	165
08:15	35	4	0	39	0	10	0	10	0	5	27	32	10	0	30	40	121
Total Volume	180	26	0	206	0	47	1	48	0	11	98	109	118	0	82	200	563
% App. Total	87.4	12.6	0		0	97.9	2.1		0	10.1	89.9		59	0	41		
PHF	.692	.650	.000	.687	.000	.653	.250	.632	.000	.550	.845	.852	.536	.000	.683	.658	.853



TRAFFIC COUNTS PLUS

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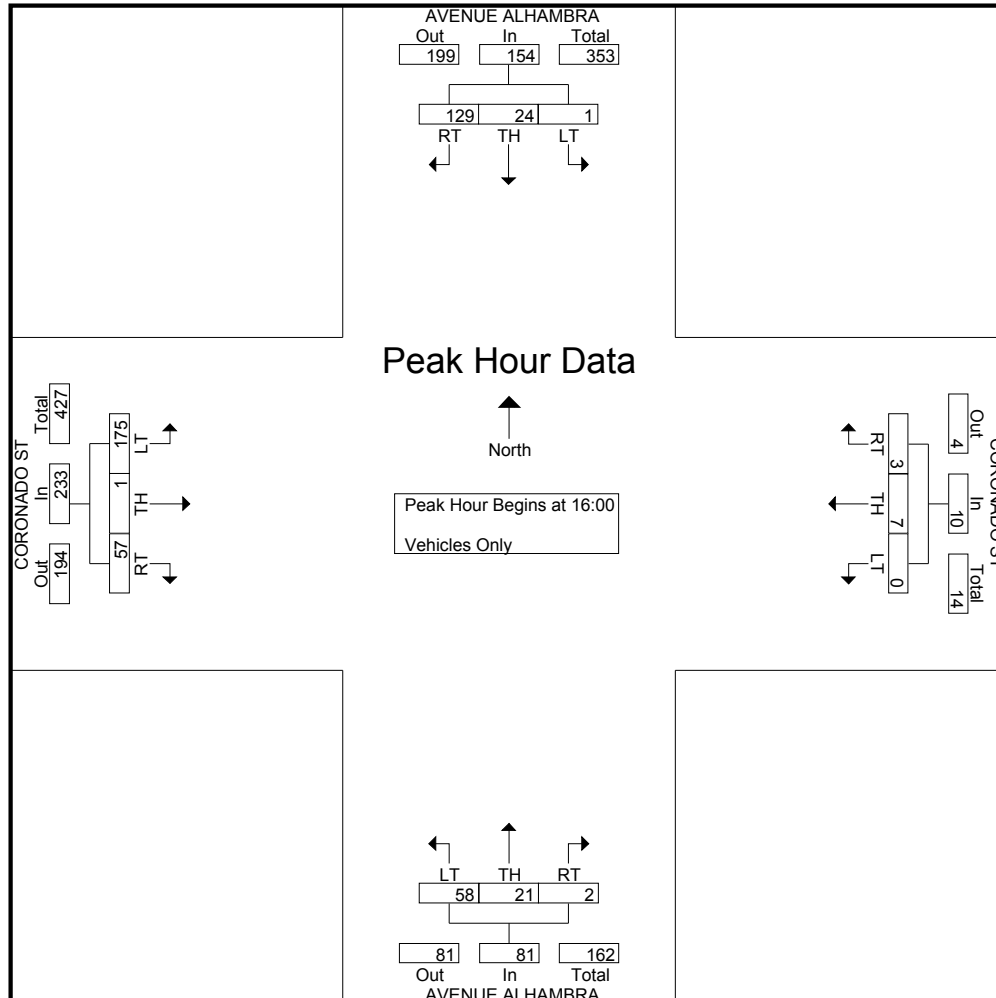
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Avenue Alhambra & Coronado St.
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Longitude: -122.466949

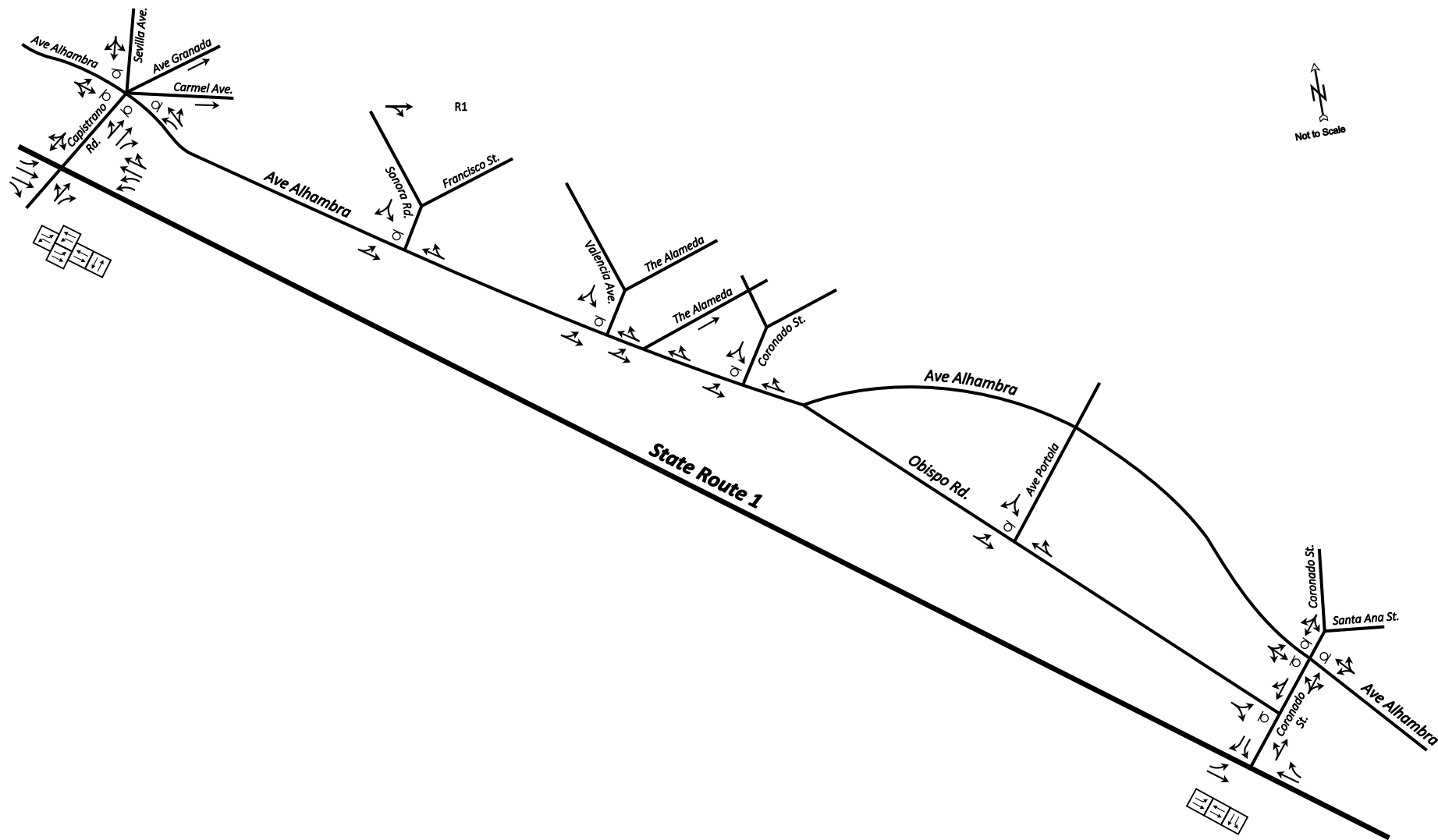
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Site Code : 3
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				CORONADO ST Westbound				AVENUE ALHAMBRA Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	37	10	1	48	0	3	0	3	0	5	12	17	18	0	40	58	126
16:15	25	8	0	33	3	1	0	4	1	2	20	23	7	0	38	45	105
16:30	32	3	0	35	0	0	0	0	1	5	13	19	16	1	48	65	119
16:45	35	3	0	38	0	3	0	3	0	9	13	22	16	0	49	65	128
Total	129	24	1	154	3	7	0	10	2	21	58	81	57	1	175	233	478
17:00	16	4	0	20	1	1	0	2	0	5	14	19	12	0	45	57	98
17:15	28	2	2	32	1	2	0	3	0	3	9	12	9	0	53	62	109
17:30	20	6	0	26	0	3	0	3	1	2	12	15	10	1	54	65	109
17:45	22	1	0	23	0	3	0	3	0	3	4	7	4	0	46	50	83
Total	86	13	2	101	2	9	0	11	1	13	39	53	35	1	198	234	399
Grand Total	215	37	3	255	5	16	0	21	3	34	97	134	92	2	373	467	877
Apprch %	84.3	14.5	1.2		23.8	76.2	0		2.2	25.4	72.4		19.7	0.4	79.9		
Total %	24.5	4.2	0.3	29.1	0.6	1.8	0	2.4	0.3	3.9	11.1	15.3	10.5	0.2	42.5	53.2	

	AVENUE ALHAMBRA Southbound				CORONADO ST Westbound				AVENUE ALHAMBRA Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	37	10	1	48	0	3	0	3	0	5	12	17	18	0	40	58	126
16:15	25	8	0	33	3	1	0	4	1	2	20	23	7	0	38	45	105
16:30	32	3	0	35	0	0	0	0	1	5	13	19	16	1	48	65	119
16:45	35	3	0	38	0	3	0	3	0	9	13	22	16	0	49	65	128
Total Volume	129	24	1	154	3	7	0	10	2	21	58	81	57	1	175	233	478
% App. Total	83.8	15.6	0.6		30	70	0		2.5	25.9	71.6		24.5	0.4	75.1		
PHF	.872	.600	.250	.802	.250	.583	.000	.625	.500	.583	.725	.880	.792	.250	.893	.896	.934





El Granada

Existing Lane Configuration

March 2026

Prepared by: TCPlus

TRAFFIC COUNTS PLUS

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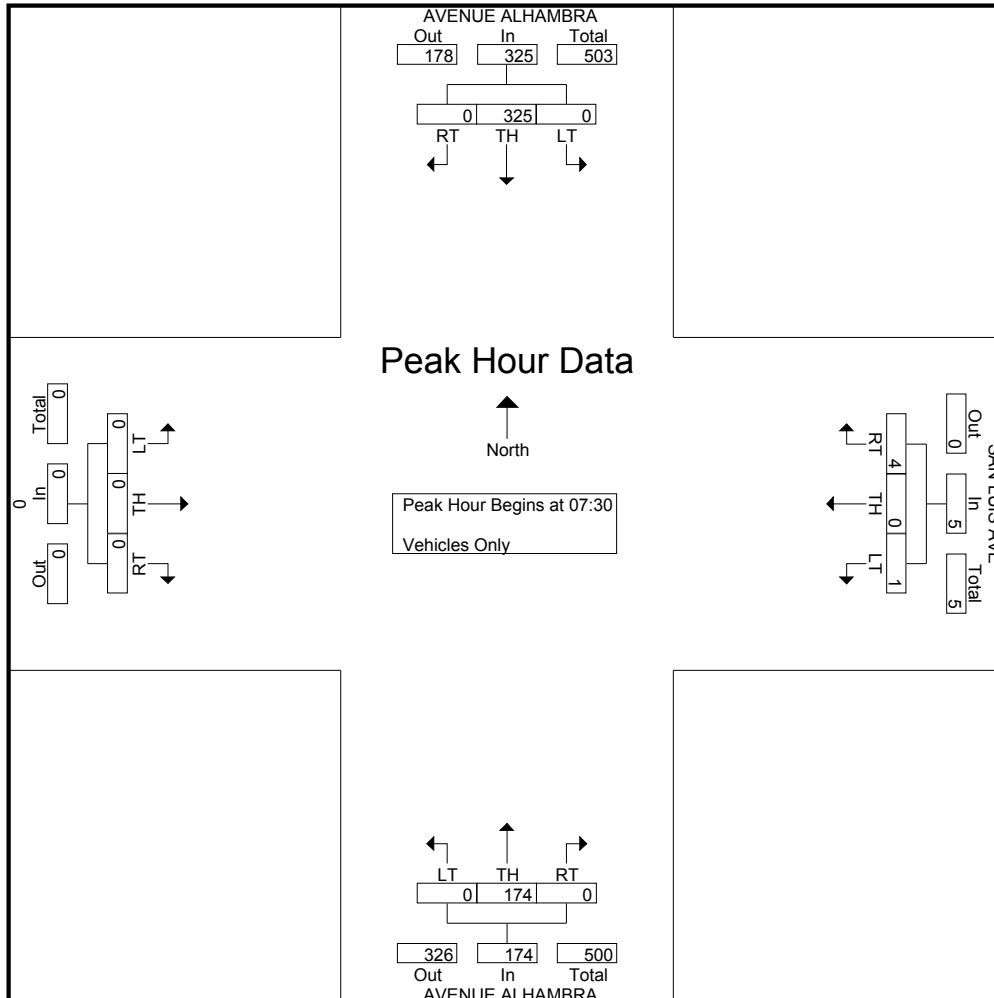
EL GRANADA
Avenue Alhambra & San Luis Ave.
Latitude: 37.503282
Longitude: -122.473399

File Name : ave alhambra-san luis-a
Site Code : 5
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				SAN LUIS AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	25	0	25	0	0	0	0	0	12	0	12	0	0	0	0	37
07:15	0	27	0	27	2	0	0	2	0	18	0	18	0	0	0	0	47
07:30	0	62	0	62	3	0	1	4	0	31	0	31	0	0	0	0	97
07:45	0	106	0	106	1	0	0	1	0	34	0	34	0	0	0	0	141
Total	0	220	0	220	6	0	1	7	0	95	0	95	0	0	0	0	322
08:00	0	100	0	100	0	0	0	0	0	57	0	57	0	0	0	0	157
08:15	0	57	0	57	0	0	0	0	0	52	0	52	0	0	0	0	109
08:30	0	44	0	44	0	0	0	0	0	31	0	31	0	0	0	0	75
08:45	0	36	0	36	1	0	0	1	0	29	0	29	0	0	0	0	66
Total	0	237	0	237	1	0	0	1	0	169	0	169	0	0	0	0	407
Grand Total	0	457	0	457	7	0	1	8	0	264	0	264	0	0	0	0	729
Apprch %	0	100	0		87.5	0	12.5		0	100	0		0	0	0		
Total %	0	62.7	0	62.7	1	0	0.1	1.1	0	36.2	0	36.2	0	0	0	0	

	AVENUE ALHAMBRA Southbound				SAN LUIS AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	62	0	62	3	0	1	4	0	31	0	31	0	0	0	0	97
07:45	0	106	0	106	1	0	0	1	0	34	0	34	0	0	0	0	141
08:00	0	100	0	100	0	0	0	0	0	57	0	57	0	0	0	0	157
08:15	0	57	0	57	0	0	0	0	0	52	0	52	0	0	0	0	109
Total Volume	0	325	0	325	4	0	1	5	0	174	0	174	0	0	0	0	504
% App. Total	0	100	0		80	0	20		0	100	0		0	0	0		
PHF	.000	.767	.000	.767	.333	.000	.250	.313	.000	.763	.000	.763	.000	.000	.000	.000	.803



TRAFFIC COUNTS PLUS

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EL GRANADA

Avenue Alhambra & San Luis Ave.

Latitude: 37.503282

Longitude: -122.473399

File Name : ave alhambra-san luis-p

Site Code : 5

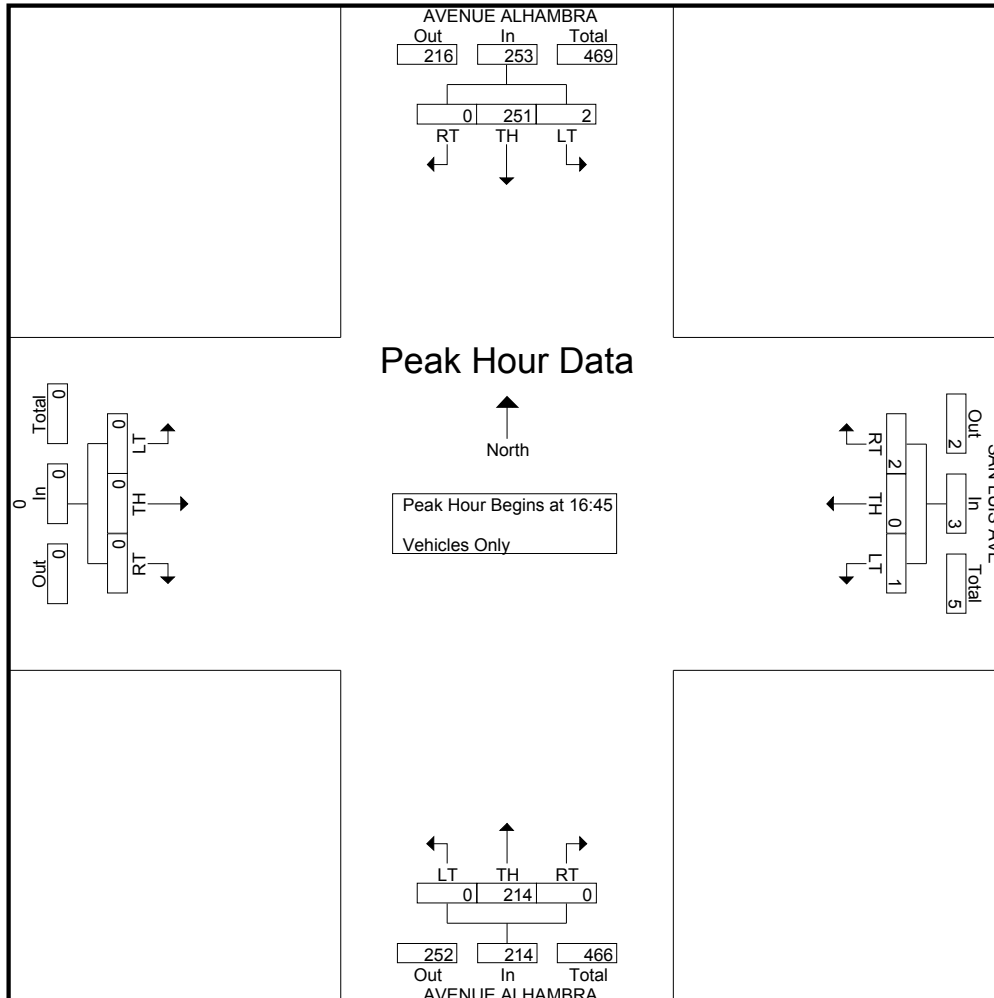
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				SAN LUIS AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	68	0	68	0	0	0	0	1	48	0	49	0	0	0	0	117
16:15	0	64	1	65	0	0	0	0	1	59	0	60	0	0	0	0	125
16:30	0	56	0	56	0	0	0	0	1	36	0	37	0	0	0	0	93
16:45	0	60	0	60	0	0	1	1	0	65	0	65	0	0	0	0	126
Total	0	248	1	249	0	0	1	1	3	208	0	211	0	0	0	0	461
17:00	0	55	1	56	0	0	0	0	0	49	0	49	0	0	0	0	105
17:15	0	74	1	75	1	0	0	1	0	52	0	52	0	0	0	0	128
17:30	0	62	0	62	1	0	0	1	0	48	0	48	0	0	0	0	111
17:45	0	33	1	34	0	0	0	0	1	52	0	53	0	0	0	0	87
Total	0	224	3	227	2	0	0	2	1	201	0	202	0	0	0	0	431
Grand Total	0	472	4	476	2	0	1	3	4	409	0	413	0	0	0	0	892
Apprch %	0	99.2	0.8		66.7	0	33.3		1	99	0		0	0	0		
Total %	0	52.9	0.4	53.4	0.2	0	0.1	0.3	0.4	45.9	0	46.3	0	0	0	0	

	AVENUE ALHAMBRA Southbound				SAN LUIS AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	60	0	60	0	0	1	1	0	65	0	65	0	0	0	0	126
17:00	0	55	1	56	0	0	0	0	0	49	0	49	0	0	0	0	105
17:15	0	74	1	75	1	0	0	1	0	52	0	52	0	0	0	0	128
17:30	0	62	0	62	1	0	0	1	0	48	0	48	0	0	0	0	111
Total Volume	0	251	2	253	2	0	1	3	0	214	0	214	0	0	0	0	470
% App. Total	0	99.2	0.8		66.7	0	33.3		0	100	0		0	0	0		
PHF	.000	.848	.500	.843	.500	.000	.250	.750	.000	.823	.000	.823	.000	.000	.000	.000	.918



TRAFFIC COUNTS PLUS

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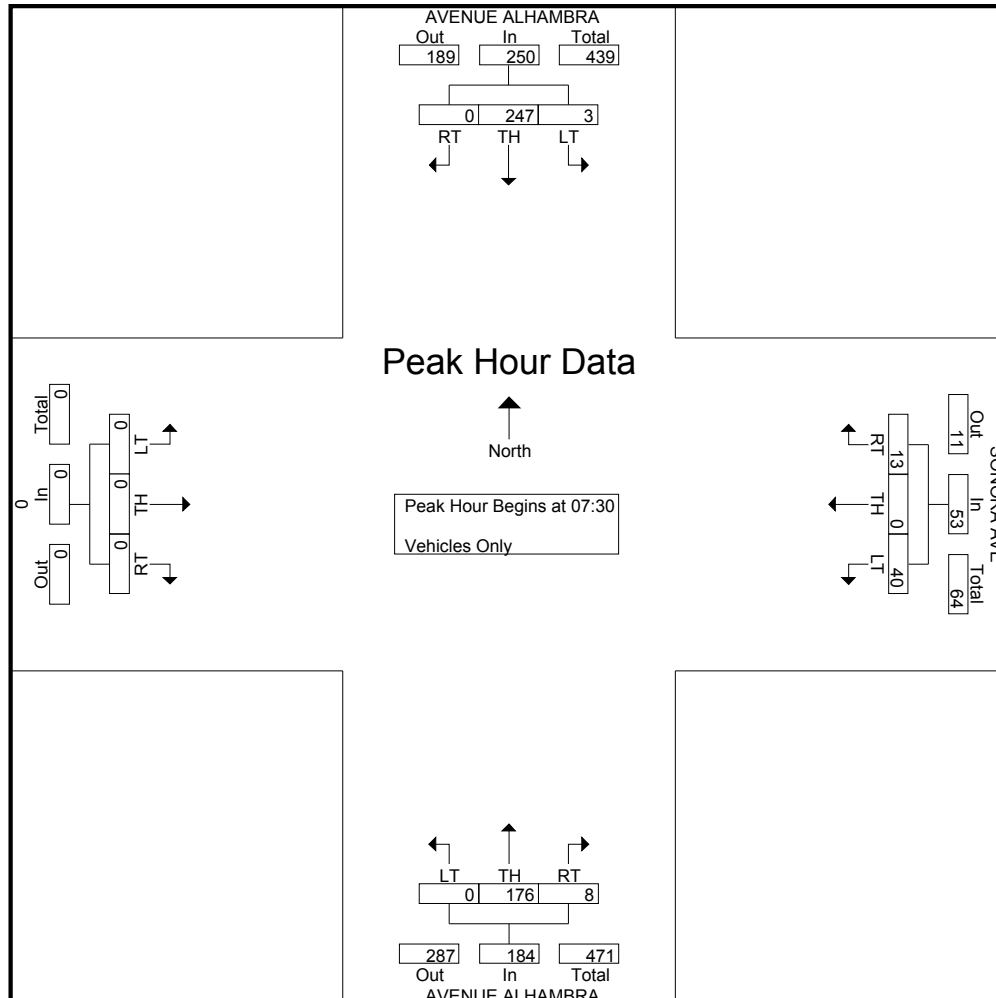
EL GRANADA
Avenue Alhambra & Sonora Ave.
Latitude: 37.504343
Longitude: -122.477414

File Name : ave alhambra-sonora-a
Site Code : 8
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				SONORA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	13	0	13	1	0	3	4	0	19	0	19	0	0	0	0	36
07:15	0	22	0	22	1	0	1	2	2	20	0	22	0	0	0	0	46
07:30	0	38	0	38	1	0	6	7	0	42	0	42	0	0	0	0	87
07:45	0	81	1	82	1	0	16	17	3	38	0	41	0	0	0	0	140
Total	0	154	1	155	4	0	26	30	5	119	0	124	0	0	0	0	309
08:00	0	83	2	85	3	0	14	17	2	55	0	57	0	0	0	0	159
08:15	0	45	0	45	8	0	4	12	3	41	0	44	0	0	0	0	101
08:30	0	20	1	21	1	0	5	6	1	29	0	30	0	0	0	0	57
08:45	0	21	1	22	4	0	5	9	2	21	0	23	0	0	0	0	54
Total	0	169	4	173	16	0	28	44	8	146	0	154	0	0	0	0	371
Grand Total	0	323	5	328	20	0	54	74	13	265	0	278	0	0	0	0	680
Apprch %	0	98.5	1.5		27	0	73		4.7	95.3	0		0	0	0		
Total %	0	47.5	0.7	48.2	2.9	0	7.9	10.9	1.9	39	0	40.9	0	0	0	0	

	AVENUE ALHAMBRA Southbound				SONORA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	38	0	38	1	0	6	7	0	42	0	42	0	0	0	0	87
07:45	0	81	1	82	1	0	16	17	3	38	0	41	0	0	0	0	140
08:00	0	83	2	85	3	0	14	17	2	55	0	57	0	0	0	0	159
08:15	0	45	0	45	8	0	4	12	3	41	0	44	0	0	0	0	101
Total Volume	0	247	3	250	13	0	40	53	8	176	0	184	0	0	0	0	487
% App. Total	0	98.8	1.2		24.5	0	75.5		4.3	95.7	0		0	0	0		
PHF	.000	.744	.375	.735	.406	.000	.625	.779	.667	.800	.000	.807	.000	.000	.000	.000	.766



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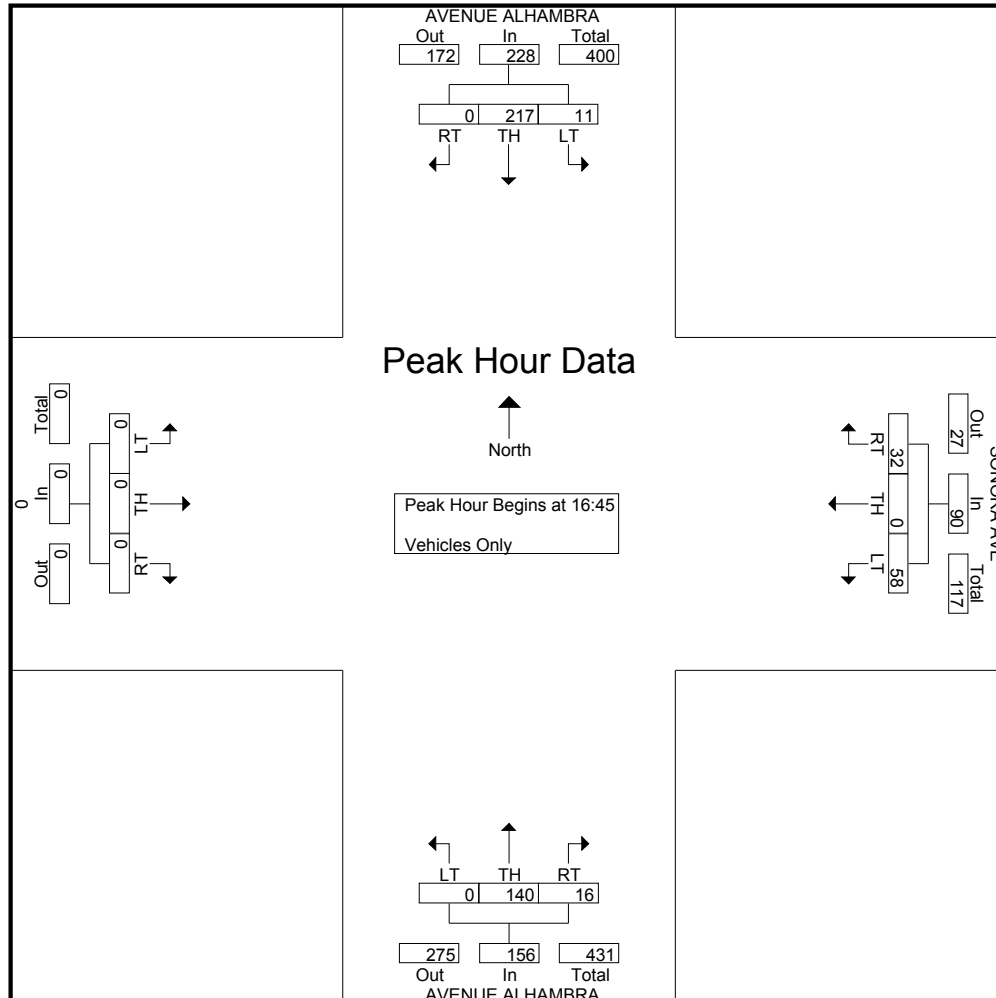
EL GRANADA
Avenue Alhambra & Sonora Ave.
Latitude: 37.504343
Longitude: -122.477414

File Name : ave alhambra-sonora-p
Site Code : 8
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				SONORA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	53	2	55	7	0	16	23	6	36	0	42	0	0	0	0	120
16:15	0	49	2	51	9	0	14	23	3	45	0	48	0	0	0	0	122
16:30	0	41	1	42	7	0	11	18	4	30	0	34	0	0	0	0	94
16:45	0	47	3	50	6	0	14	20	5	45	0	50	0	0	0	0	120
Total	0	190	8	198	29	0	55	84	18	156	0	174	0	0	0	0	456
17:00	0	55	2	57	5	0	11	16	3	26	0	29	0	0	0	0	102
17:15	0	61	3	64	9	0	20	29	2	38	0	40	0	0	0	0	133
17:30	0	54	3	57	12	0	13	25	6	31	0	37	0	0	0	0	119
17:45	0	27	2	29	7	0	13	20	4	41	0	45	0	0	0	0	94
Total	0	197	10	207	33	0	57	90	15	136	0	151	0	0	0	0	448
Grand Total	0	387	18	405	62	0	112	174	33	292	0	325	0	0	0	0	904
Apprch %	0	95.6	4.4		35.6	0	64.4		10.2	89.8	0		0	0	0		
Total %	0	42.8	2	44.8	6.9	0	12.4	19.2	3.7	32.3	0	36	0	0	0	0	

	AVENUE ALHAMBRA Southbound				SONORA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	47	3	50	6	0	14	20	5	45	0	50	0	0	0	0	120
17:00	0	55	2	57	5	0	11	16	3	26	0	29	0	0	0	0	102
17:15	0	61	3	64	9	0	20	29	2	38	0	40	0	0	0	0	133
17:30	0	54	3	57	12	0	13	25	6	31	0	37	0	0	0	0	119
Total Volume	0	217	11	228	32	0	58	90	16	140	0	156	0	0	0	0	474
% App. Total	0	95.2	4.8		35.6	0	64.4		10.3	89.7	0		0	0	0		
PHF	.000	.889	.917	.891	.667	.000	.725	.776	.667	.778	.000	.780	.000	.000	.000	.000	.891



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EL GRANADA

Avenue Alhambra & The Alameda (EB)

Latitude: 37.503600

Longitude: -122.474604

File Name : ave alhambra-the alameda EB-a

Site Code : 6

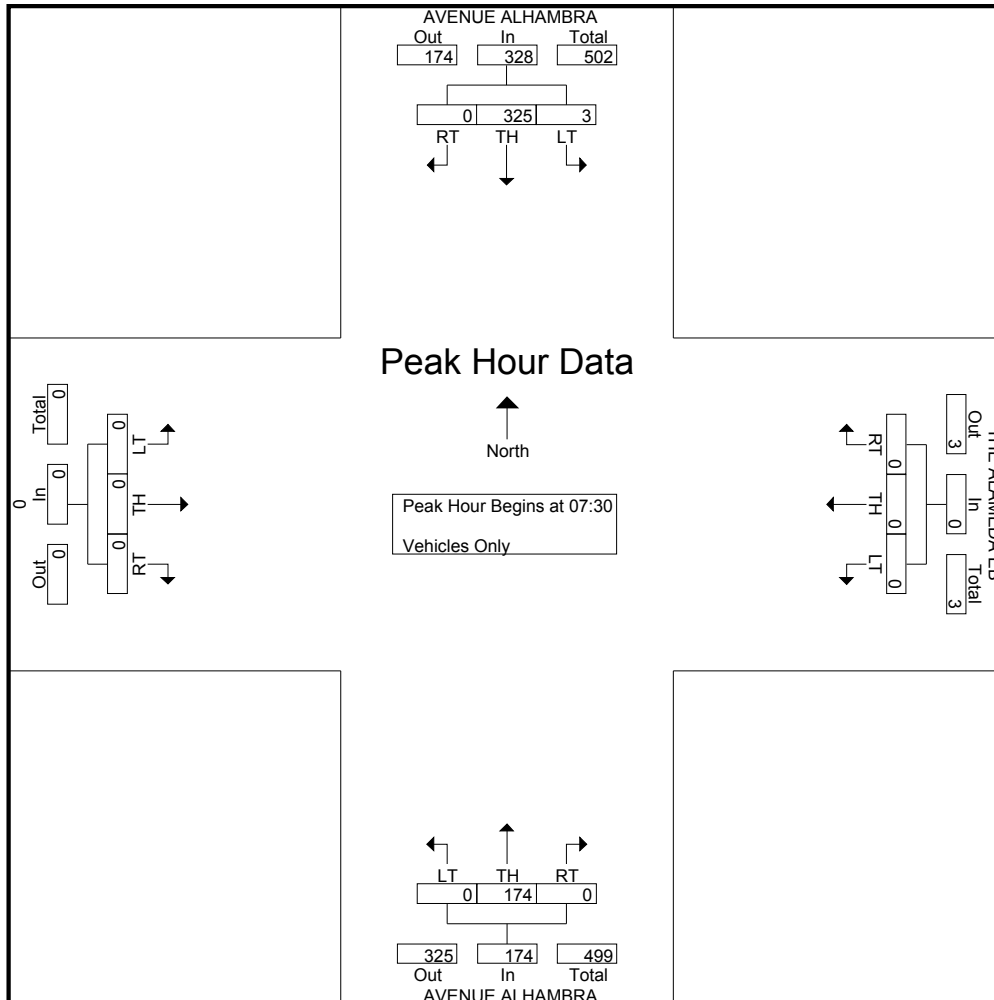
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				THE ALAMEDA EB Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	25	0	25	0	0	0	0	0	12	0	12	0	0	0	0	37
07:15	0	27	0	27	0	0	0	0	0	19	0	19	0	0	0	0	46
07:30	0	61	0	61	0	0	0	0	0	30	0	30	0	0	0	0	91
07:45	0	109	0	109	0	0	0	0	0	38	0	38	0	0	0	0	147
Total	0	222	0	222	0	0	0	0	0	99	0	99	0	0	0	0	321
08:00	0	96	2	98	0	0	0	0	0	57	0	57	0	0	0	0	155
08:15	0	59	1	60	0	0	0	0	0	49	0	49	0	0	0	0	109
08:30	0	40	0	40	0	0	0	0	0	32	0	32	0	0	0	0	72
08:45	0	32	0	32	0	0	0	0	0	25	0	25	0	0	0	0	57
Total	0	227	3	230	0	0	0	0	0	163	0	163	0	0	0	0	393
Grand Total	0	449	3	452	0	0	0	0	0	262	0	262	0	0	0	0	714
Apprch %	0	99.3	0.7		0	0	0		0	100	0		0	0	0		
Total %	0	62.9	0.4	63.3	0	0	0	0	0	36.7	0	36.7	0	0	0	0	

	AVENUE ALHAMBRA Southbound				THE ALAMEDA EB Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	61	0	61	0	0	0	0	0	30	0	30	0	0	0	0	91
07:45	0	109	0	109	0	0	0	0	0	38	0	38	0	0	0	0	147
08:00	0	96	2	98	0	0	0	0	0	57	0	57	0	0	0	0	155
08:15	0	59	1	60	0	0	0	0	0	49	0	49	0	0	0	0	109
Total Volume	0	325	3	328	0	0	0	0	0	174	0	174	0	0	0	0	502
% App. Total	0	99.1	0.9		0	0	0		0	100	0		0	0	0		
PHF	.000	.745	.375	.752	.000	.000	.000	.000	.000	.763	.000	.763	.000	.000	.000	.000	.810



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EL GRANADA

Avenue Alhambra & The Alameda (EB)

Latitude: 37.503600

Longitude: -122.474604

File Name : ave alhambra-the alameda EB-p

Site Code : 6

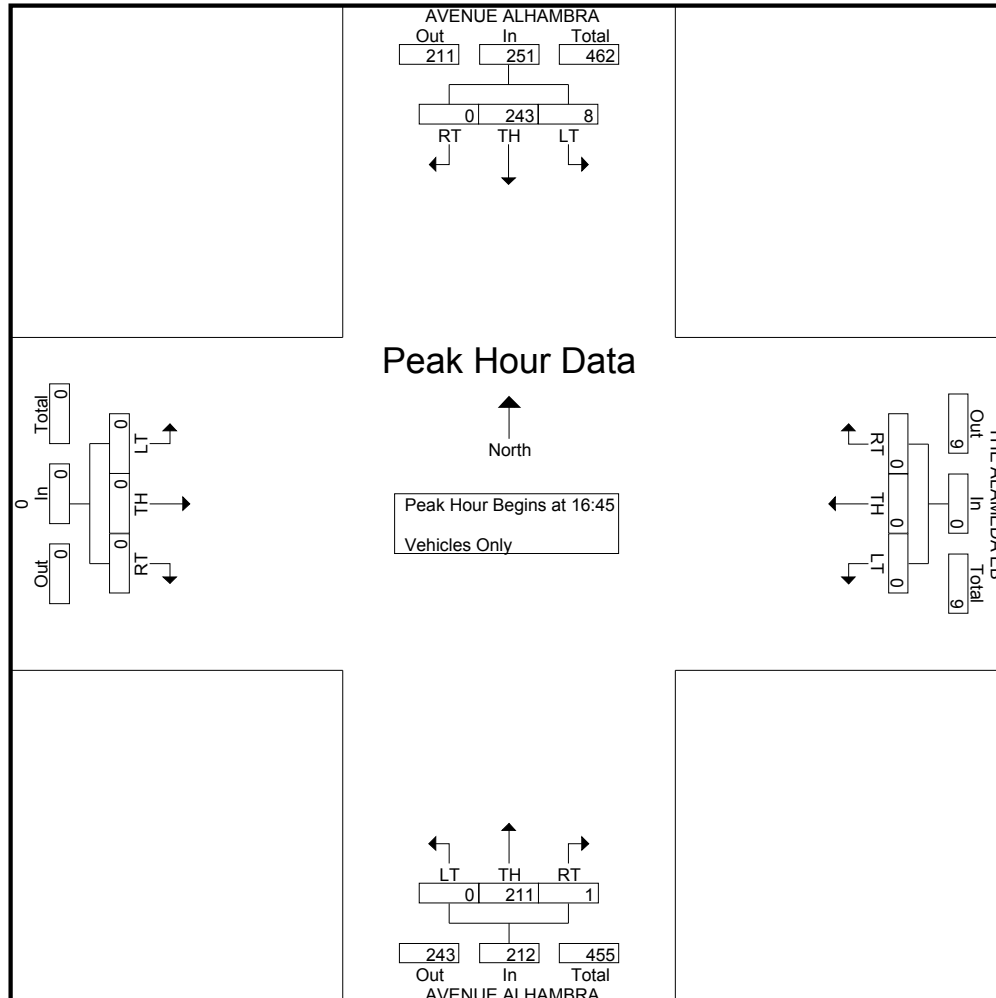
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				THE ALAMEDA EB Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	67	1	68	0	0	0	0	0	46	0	46	0	0	0	0	114
16:15	0	62	1	63	0	0	0	0	0	59	0	59	0	0	0	0	122
16:30	0	53	1	54	0	0	0	0	0	36	0	36	0	0	0	0	90
16:45	0	58	1	59	0	0	0	0	0	64	0	64	0	0	0	0	123
Total	0	240	4	244	0	0	0	0	0	205	0	205	0	0	0	0	449
17:00	0	53	3	56	0	0	0	0	0	48	0	48	0	0	0	0	104
17:15	0	73	3	76	0	0	0	0	1	53	0	54	0	0	0	0	130
17:30	0	59	1	60	0	0	0	0	0	46	0	46	0	0	0	0	106
17:45	0	30	4	34	0	0	0	0	0	54	0	54	0	0	0	0	88
Total	0	215	11	226	0	0	0	0	1	201	0	202	0	0	0	0	428
Grand Total	0	455	15	470	0	0	0	0	1	406	0	407	0	0	0	0	877
Apprch %	0	96.8	3.2		0	0	0		0.2	99.8	0		0	0	0		
Total %	0	51.9	1.7	53.6	0	0	0	0	0.1	46.3	0	46.4	0	0	0	0	

	AVENUE ALHAMBRA Southbound				THE ALAMEDA EB Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	58	1	59	0	0	0	0	0	64	0	64	0	0	0	0	123
17:00	0	53	3	56	0	0	0	0	0	48	0	48	0	0	0	0	104
17:15	0	73	3	76	0	0	0	0	1	53	0	54	0	0	0	0	130
17:30	0	59	1	60	0	0	0	0	0	46	0	46	0	0	0	0	106
Total Volume	0	243	8	251	0	0	0	0	1	211	0	212	0	0	0	0	463
% App. Total	0	96.8	3.2		0	0	0		0.5	99.5	0		0	0	0		
PHF	.000	.832	.667	.826	.000	.000	.000	.000	.250	.824	.000	.828	.000	.000	.000	.000	.890



TRAFFIC COUNTS PLUS

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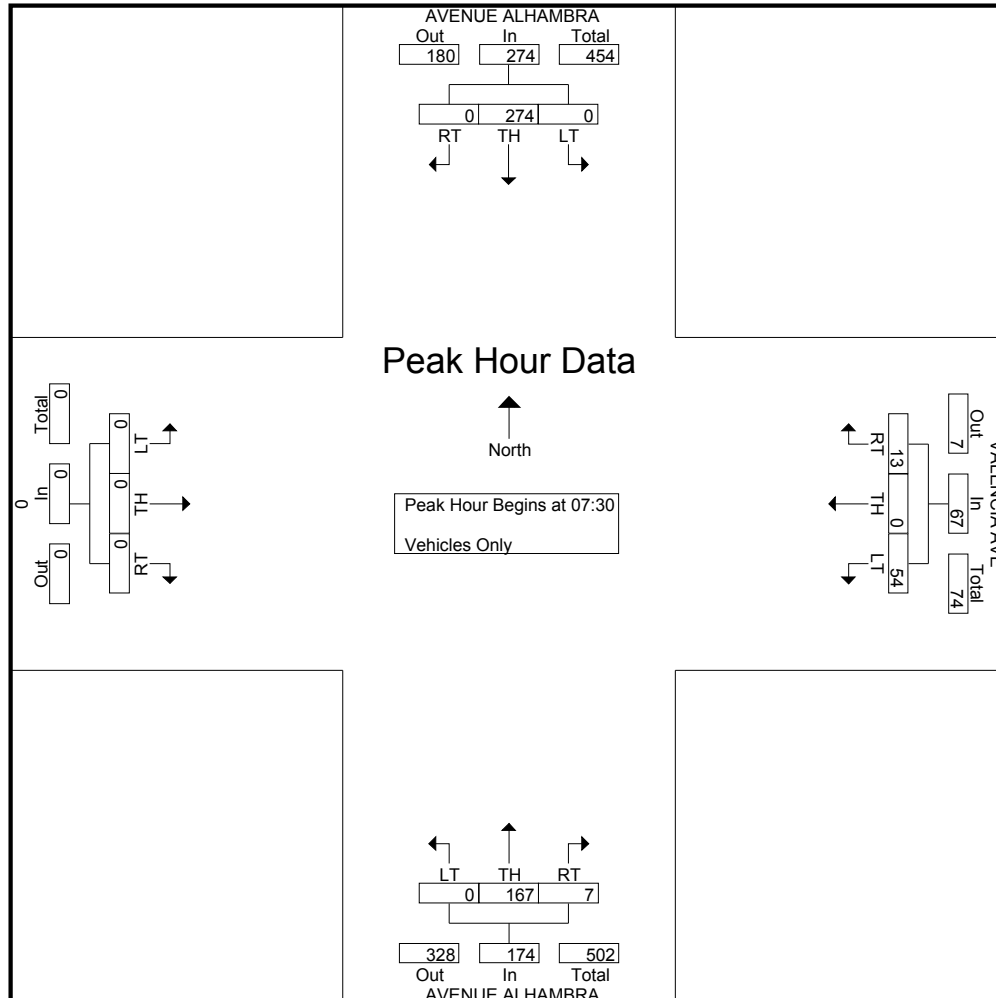
EL GRANADA
Avenue Alhambra & Valencia Ave.
Latitude: 37.503671
Longitude: -122.474878

File Name : ave alhambra-valencia-a
Site Code : 7
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				VALENCIA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	17	0	17	3	0	8	11	1	11	0	12	0	0	0	0	40
07:15	0	18	0	18	2	0	9	11	2	17	0	19	0	0	0	0	48
07:30	0	47	0	47	5	0	14	19	0	30	0	30	0	0	0	0	96
07:45	0	92	0	92	2	0	17	19	2	36	0	38	0	0	0	0	149
Total	0	174	0	174	12	0	48	60	5	94	0	99	0	0	0	0	333
08:00	0	88	0	88	2	0	10	12	1	56	0	57	0	0	0	0	157
08:15	0	47	0	47	4	0	13	17	4	45	0	49	0	0	0	0	113
08:30	0	29	0	29	2	0	11	13	2	30	0	32	0	0	0	0	74
08:45	0	25	0	25	4	0	7	11	2	23	0	25	0	0	0	0	61
Total	0	189	0	189	12	0	41	53	9	154	0	163	0	0	0	0	405
Grand Total	0	363	0	363	24	0	89	113	14	248	0	262	0	0	0	0	738
Apprch %	0	100	0		21.2	0	78.8		5.3	94.7	0		0	0	0		
Total %	0	49.2	0	49.2	3.3	0	12.1	15.3	1.9	33.6	0	35.5	0	0	0	0	

	AVENUE ALHAMBRA Southbound				VALENCIA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	47	0	47	5	0	14	19	0	30	0	30	0	0	0	0	96
07:45	0	92	0	92	2	0	17	19	2	36	0	38	0	0	0	0	149
08:00	0	88	0	88	2	0	10	12	1	56	0	57	0	0	0	0	157
08:15	0	47	0	47	4	0	13	17	4	45	0	49	0	0	0	0	113
Total Volume	0	274	0	274	13	0	54	67	7	167	0	174	0	0	0	0	515
% App. Total	0	100	0		19.4	0	80.6		4	96	0		0	0	0		
PHF	.000	.745	.000	.745	.650	.000	.794	.882	.438	.746	.000	.763	.000	.000	.000	.000	.820



TRAFFIC COUNTS PLUS

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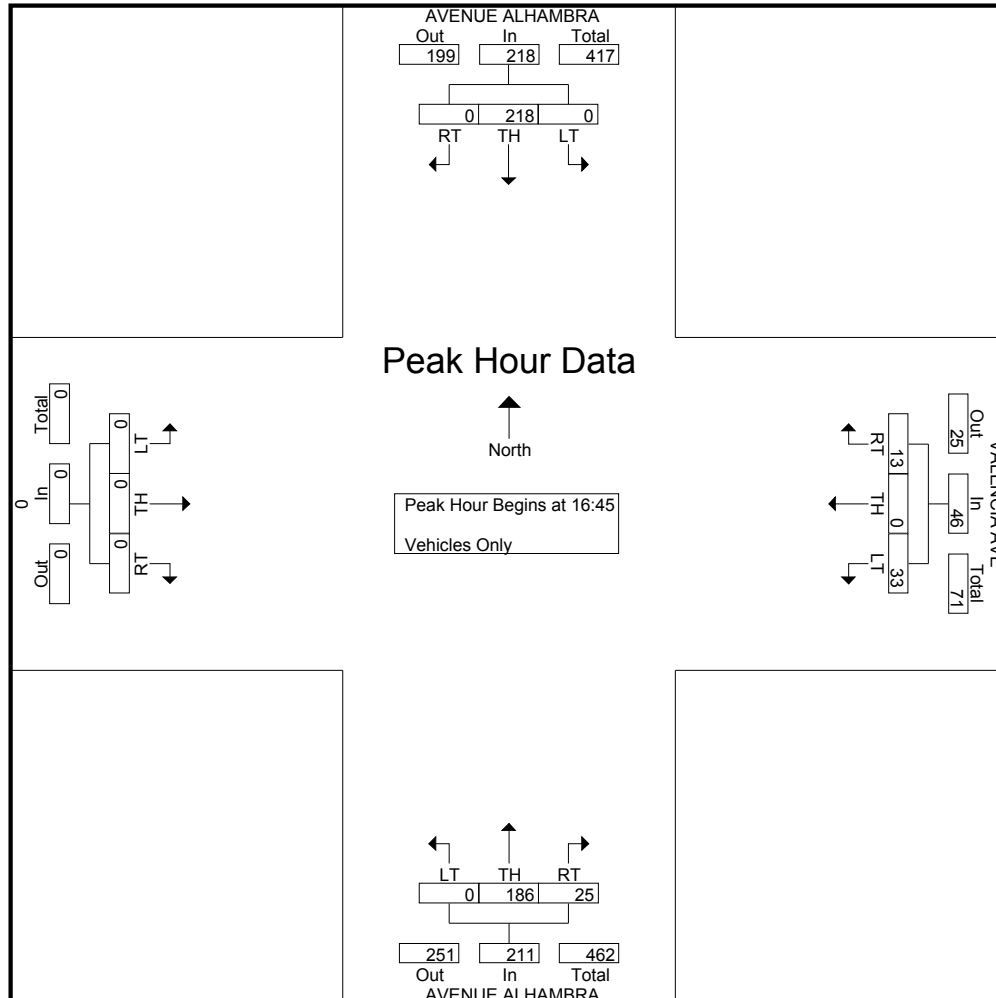
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Avenue Alhambra & Valencia Ave.
Latitude: 37.503671
Longitude: -122.474878

File Name : ave alhambra-valencia-p
Site Code : 7
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				VALENCIA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	59	0	59	3	0	9	12	3	43	0	46	0	0	0	0	117
16:15	0	55	0	55	4	0	8	12	6	53	0	59	0	0	0	0	126
16:30	0	48	0	48	3	0	6	9	2	34	0	36	0	0	0	0	93
16:45	0	51	0	51	4	0	8	12	7	57	0	64	0	0	0	0	127
Total	0	213	0	213	14	0	31	45	18	187	0	205	0	0	0	0	463
17:00	0	46	0	46	3	0	10	13	7	41	0	48	0	0	0	0	107
17:15	0	66	0	66	2	0	10	12	8	45	0	53	0	0	0	0	131
17:30	0	55	0	55	4	0	5	9	3	43	0	46	0	0	0	0	110
17:45	0	32	0	32	3	0	2	5	5	49	0	54	0	0	0	0	91
Total	0	199	0	199	12	0	27	39	23	178	0	201	0	0	0	0	439
Grand Total	0	412	0	412	26	0	58	84	41	365	0	406	0	0	0	0	902
Apprch %	0	100	0		31	0	69		10.1	89.9	0		0	0	0		
Total %	0	45.7	0	45.7	2.9	0	6.4	9.3	4.5	40.5	0	45	0	0	0	0	

	AVENUE ALHAMBRA Southbound				VALENCIA AVE Westbound				AVENUE ALHAMBRA Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	51	0	51	4	0	8	12	7	57	0	64	0	0	0	0	127
17:00	0	46	0	46	3	0	10	13	7	41	0	48	0	0	0	0	107
17:15	0	66	0	66	2	0	10	12	8	45	0	53	0	0	0	0	131
17:30	0	55	0	55	4	0	5	9	3	43	0	46	0	0	0	0	110
Total Volume	0	218	0	218	13	0	33	46	25	186	0	211	0	0	0	0	475
% App. Total	0	100	0		28.3	0	71.7		11.8	88.2	0		0	0	0		
PHF	.000	.826	.000	.826	.813	.000	.825	.885	.781	.816	.000	.824	.000	.000	.000	.000	.906



TRAFFIC COUNTS PLUS

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EL GRANADA

Avenue Alhambra & Avenue Portola

Latitude: 37.502624

Longitude: -122.469684

File Name : ave alhambra-ave portola-p

Site Code : 4

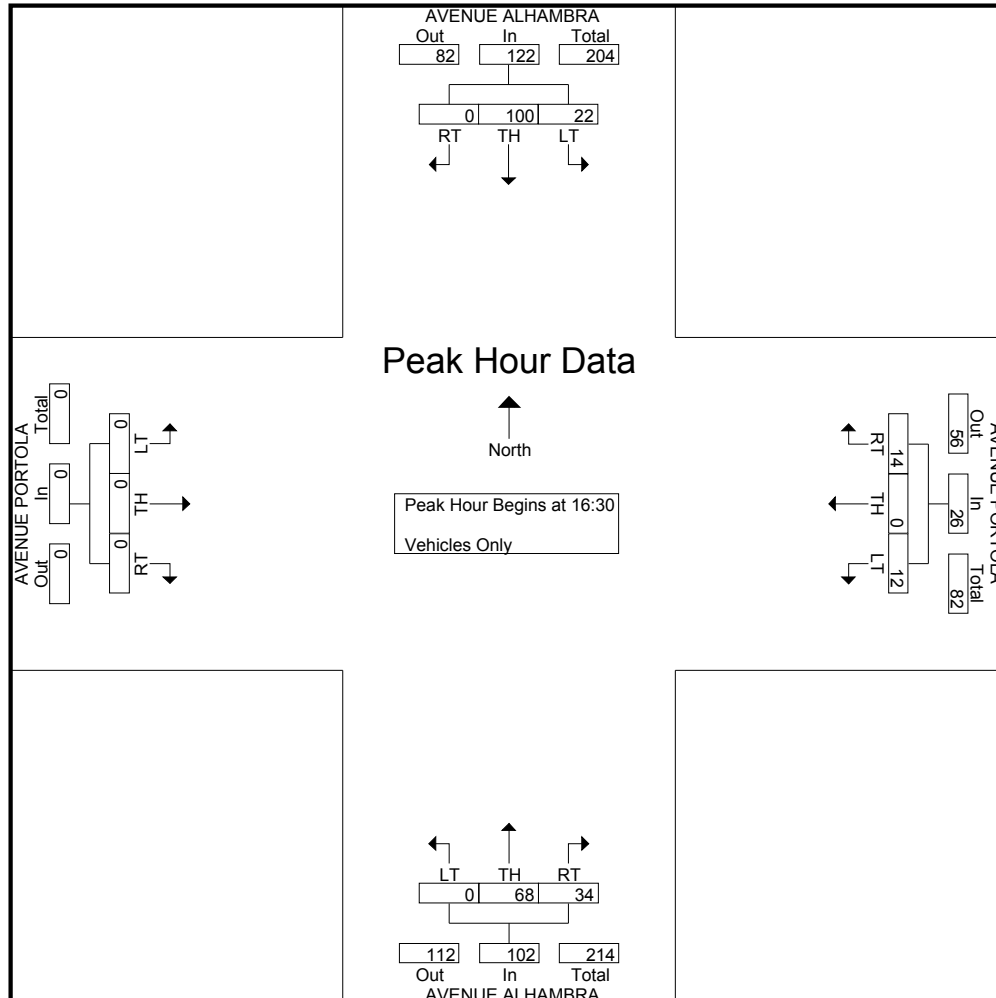
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	23	5	28	3	0	6	9	9	16	0	25	0	0	0	0	62
16:15	0	24	7	31	3	0	2	5	9	20	0	29	0	0	0	0	65
16:30	0	20	8	28	4	0	4	8	12	12	0	24	0	0	0	0	60
16:45	0	21	5	26	5	0	3	8	8	15	0	23	0	0	0	0	57
Total	0	88	25	113	15	0	15	30	38	63	0	101	0	0	0	0	244
17:00	0	29	4	33	3	0	1	4	3	22	0	25	0	0	0	0	62
17:15	0	30	5	35	2	0	4	6	11	19	0	30	0	0	0	0	71
17:30	0	24	4	28	5	0	5	10	5	12	0	17	0	0	0	0	55
17:45	0	9	4	13	1	0	5	6	8	23	0	31	0	0	0	0	50
Total	0	92	17	109	11	0	15	26	27	76	0	103	0	0	0	0	238
Grand Total	0	180	42	222	26	0	30	56	65	139	0	204	0	0	0	0	482
Apprch %	0	81.1	18.9		46.4	0	53.6		31.9	68.1	0		0	0	0		
Total %	0	37.3	8.7	46.1	5.4	0	6.2	11.6	13.5	28.8	0	42.3	0	0	0	0	

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	20	8	28	4	0	4	8	12	12	0	24	0	0	0	0	60
16:45	0	21	5	26	5	0	3	8	8	15	0	23	0	0	0	0	57
17:00	0	29	4	33	3	0	1	4	3	22	0	25	0	0	0	0	62
17:15	0	30	5	35	2	0	4	6	11	19	0	30	0	0	0	0	71
Total Volume	0	100	22	122	14	0	12	26	34	68	0	102	0	0	0	0	250
% App. Total	0	82	18		53.8	0	46.2		33.3	66.7	0		0	0	0		
PHF	.000	.833	.688	.871	.700	.000	.750	.813	.708	.773	.000	.850	.000	.000	.000	.000	.880



TRAFFIC COUNTS PLUS

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EL GRANADA

Avenue Alhambra & Avenue Portola

Latitude: 37.502624

Longitude: -122.469684

File Name : ave alhambra-ave portola-a

Site Code : 4

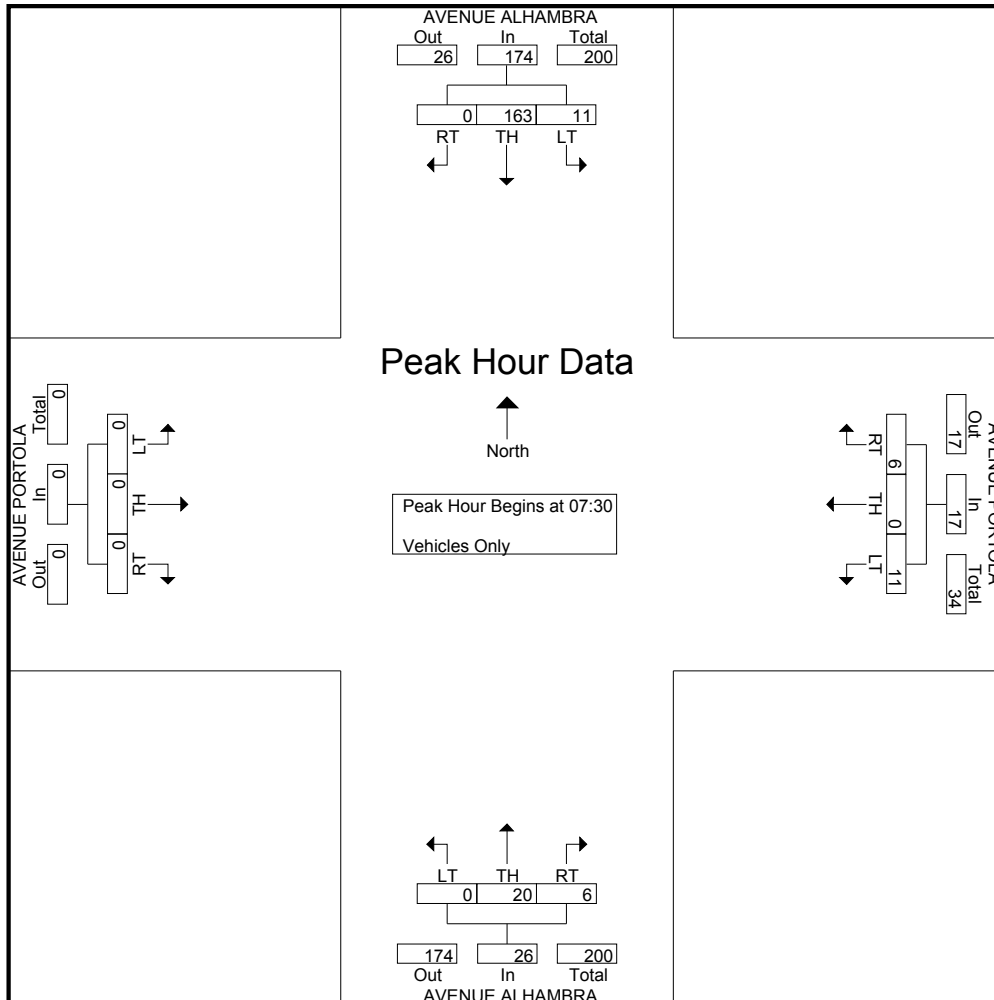
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	22	1	23	1	0	0	1	0	2	0	2	0	0	0	0	26
07:15	0	26	1	27	0	0	0	0	2	3	0	5	0	0	0	0	32
07:30	0	40	2	42	1	0	1	2	1	4	0	5	0	0	0	0	49
07:45	0	55	3	58	0	0	6	6	1	4	0	5	0	0	0	0	69
Total	0	143	7	150	2	0	7	9	4	13	0	17	0	0	0	0	176
08:00	0	39	2	41	1	0	0	1	0	6	0	6	0	0	0	0	48
08:15	0	29	4	33	4	0	4	8	4	6	0	10	0	0	0	0	51
08:30	0	26	3	29	0	0	2	2	3	5	0	8	0	0	0	0	39
08:45	0	20	1	21	1	0	2	3	1	10	0	11	0	0	0	0	35
Total	0	114	10	124	6	0	8	14	8	27	0	35	0	0	0	0	173
Grand Total	0	257	17	274	8	0	15	23	12	40	0	52	0	0	0	0	349
Apprch %	0	93.8	6.2		34.8	0	65.2		23.1	76.9	0		0	0	0		
Total %	0	73.6	4.9	78.5	2.3	0	4.3	6.6	3.4	11.5	0	14.9	0	0	0	0	

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	40	2	42	1	0	1	2	1	4	0	5	0	0	0	0	49
07:45	0	55	3	58	0	0	6	6	1	4	0	5	0	0	0	0	69
08:00	0	39	2	41	1	0	0	1	0	6	0	6	0	0	0	0	48
08:15	0	29	4	33	4	0	4	8	4	6	0	10	0	0	0	0	51
Total Volume	0	163	11	174	6	0	11	17	6	20	0	26	0	0	0	0	217
% App. Total	0	93.7	6.3		35.3	0	64.7		23.1	76.9	0		0	0	0		
PHF	.000	.741	.688	.750	.375	.000	.458	.531	.375	.833	.000	.650	.000	.000	.000	.000	.786



TRAFFIC COUNTS PLUS

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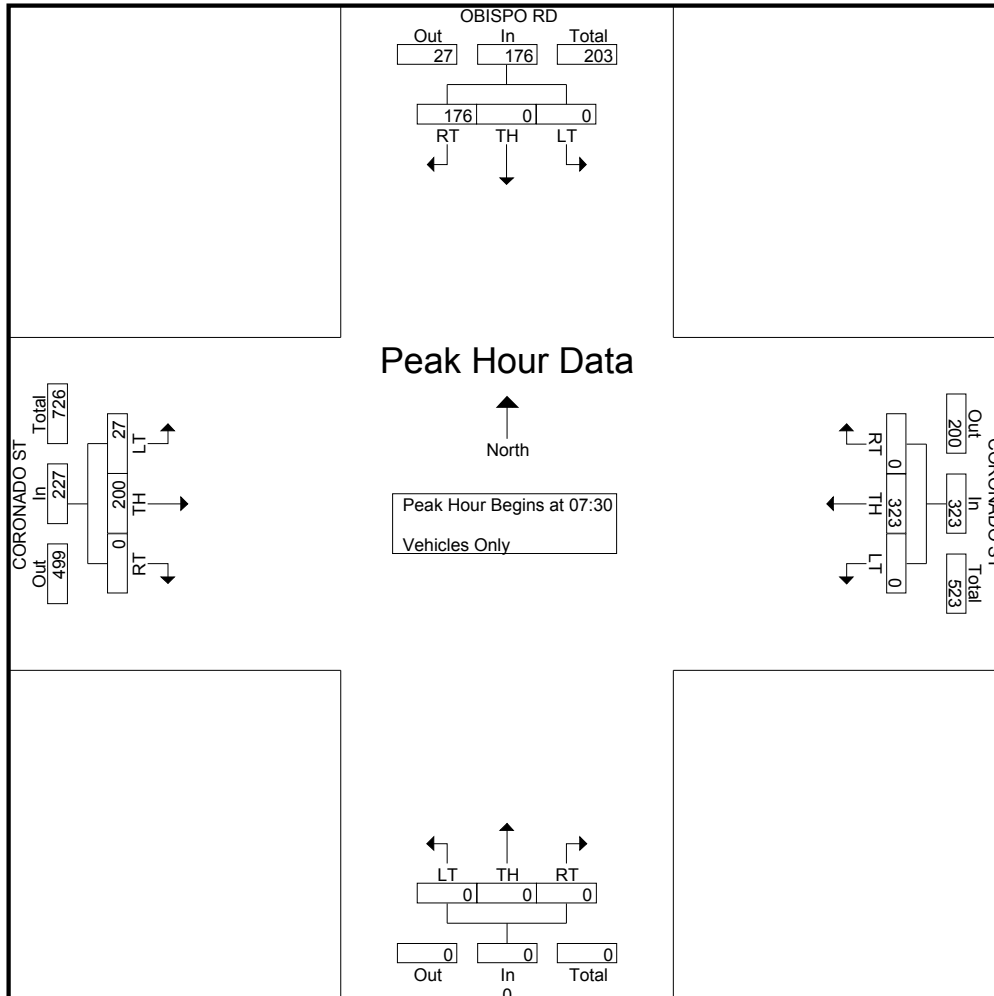
EL GRANADA
Obispo Rd. & Coronado St.
Latitude: 37.500193
Longitude: -122.467207

File Name : obispo-coronado-a
Site Code : 2
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	22	0	0	22	0	50	0	50	0	0	0	0	0	8	2	10	82
07:15	25	0	0	25	1	52	0	53	0	0	0	0	0	29	5	34	112
07:30	40	0	0	40	0	86	0	86	0	0	0	0	0	27	8	35	161
07:45	59	0	0	59	0	85	0	85	0	0	0	0	0	57	5	62	206
Total	146	0	0	146	1	273	0	274	0	0	0	0	0	121	20	141	561
08:00	45	0	0	45	0	78	0	78	0	0	0	0	0	76	6	82	205
08:15	32	0	0	32	0	74	0	74	0	0	0	0	0	40	8	48	154
08:30	31	0	1	32	0	37	0	37	0	0	0	0	0	29	8	37	106
08:45	21	0	1	22	1	41	0	42	0	0	0	0	0	42	14	56	120
Total	129	0	2	131	1	230	0	231	0	0	0	0	0	187	36	223	585
Grand Total	275	0	2	277	2	503	0	505	0	0	0	0	0	308	56	364	1146
Apprch %	99.3	0	0.7		0.4	99.6	0		0	0	0		0	84.6	15.4		
Total %	24	0	0.2	24.2	0.2	43.9	0	44.1	0	0	0	0	0	26.9	4.9	31.8	

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	40	0	0	40	0	86	0	86	0	0	0	0	0	27	8	35	161
07:45	59	0	0	59	0	85	0	85	0	0	0	0	0	57	5	62	206
08:00	45	0	0	45	0	78	0	78	0	0	0	0	0	76	6	82	205
08:15	32	0	0	32	0	74	0	74	0	0	0	0	0	40	8	48	154
Total Volume	176	0	0	176	0	323	0	323	0	0	0	0	0	200	27	227	726
% App. Total	100	0	0		0	100	0		0	0	0		0	88.1	11.9		
PHF	.746	.000	.000	.746	.000	.939	.000	.939	.000	.000	.000	.000	.000	.658	.844	.692	.881



TRAFFIC COUNTS PLUS

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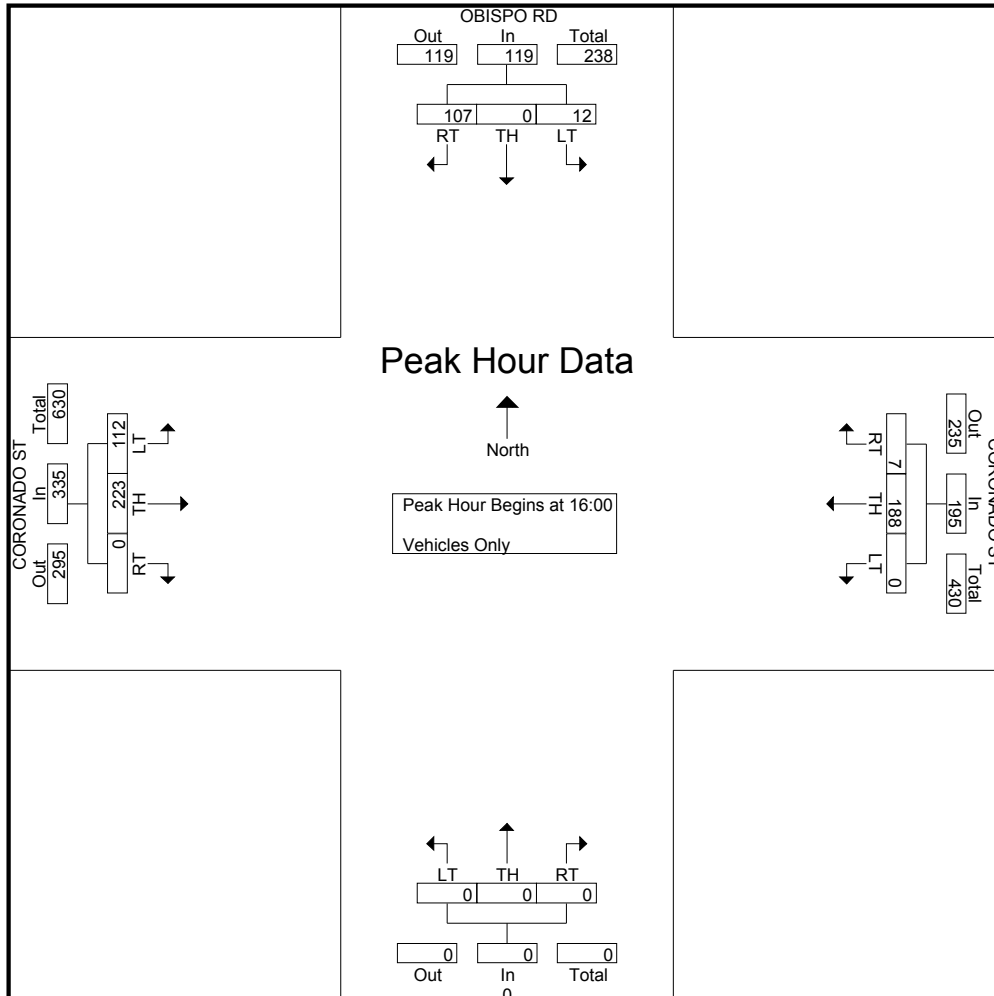
EL GRANADA
Obispo Rd. & Coronado St.
Latitude: 37.500193
Longitude: -122.467207

File Name : obispo-coronado-p
Site Code : 2
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	27	0	2	29	3	50	0	53	0	0	0	0	0	56	26	82	164
16:15	26	0	3	29	2	44	0	46	0	0	0	0	0	42	29	71	146
16:30	28	0	3	31	0	45	0	45	0	0	0	0	0	62	28	90	166
16:45	26	0	4	30	2	49	0	51	0	0	0	0	0	63	29	92	173
Total	107	0	12	119	7	188	0	195	0	0	0	0	0	223	112	335	649
17:00	29	0	3	32	0	31	0	31	0	0	0	0	0	58	29	87	150
17:15	29	0	2	31	1	38	0	39	0	0	0	0	0	59	30	89	159
17:30	25	0	2	27	1	34	0	35	0	0	0	0	0	64	17	81	143
17:45	19	0	1	20	4	25	0	29	0	0	0	0	0	49	27	76	125
Total	102	0	8	110	6	128	0	134	0	0	0	0	0	230	103	333	577
Grand Total	209	0	20	229	13	316	0	329	0	0	0	0	0	453	215	668	1226
Apprch %	91.3	0	8.7		4	96	0		0	0	0		0	67.8	32.2		
Total %	17	0	1.6	18.7	1.1	25.8	0	26.8	0	0	0	0	0	36.9	17.5	54.5	

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	27	0	2	29	3	50	0	53	0	0	0	0	0	56	26	82	164
16:15	26	0	3	29	2	44	0	46	0	0	0	0	0	42	29	71	146
16:30	28	0	3	31	0	45	0	45	0	0	0	0	0	62	28	90	166
16:45	26	0	4	30	2	49	0	51	0	0	0	0	0	63	29	92	173
Total Volume	107	0	12	119	7	188	0	195	0	0	0	0	0	223	112	335	649
% App. Total	89.9	0	10.1		3.6	96.4	0		0	0	0		0	66.6	33.4		
PHF	.955	.000	.750	.960	.583	.940	.000	.920	.000	.000	.000	.000	.000	.885	.966	.910	.938



TRAFFIC COUNTS PLUS

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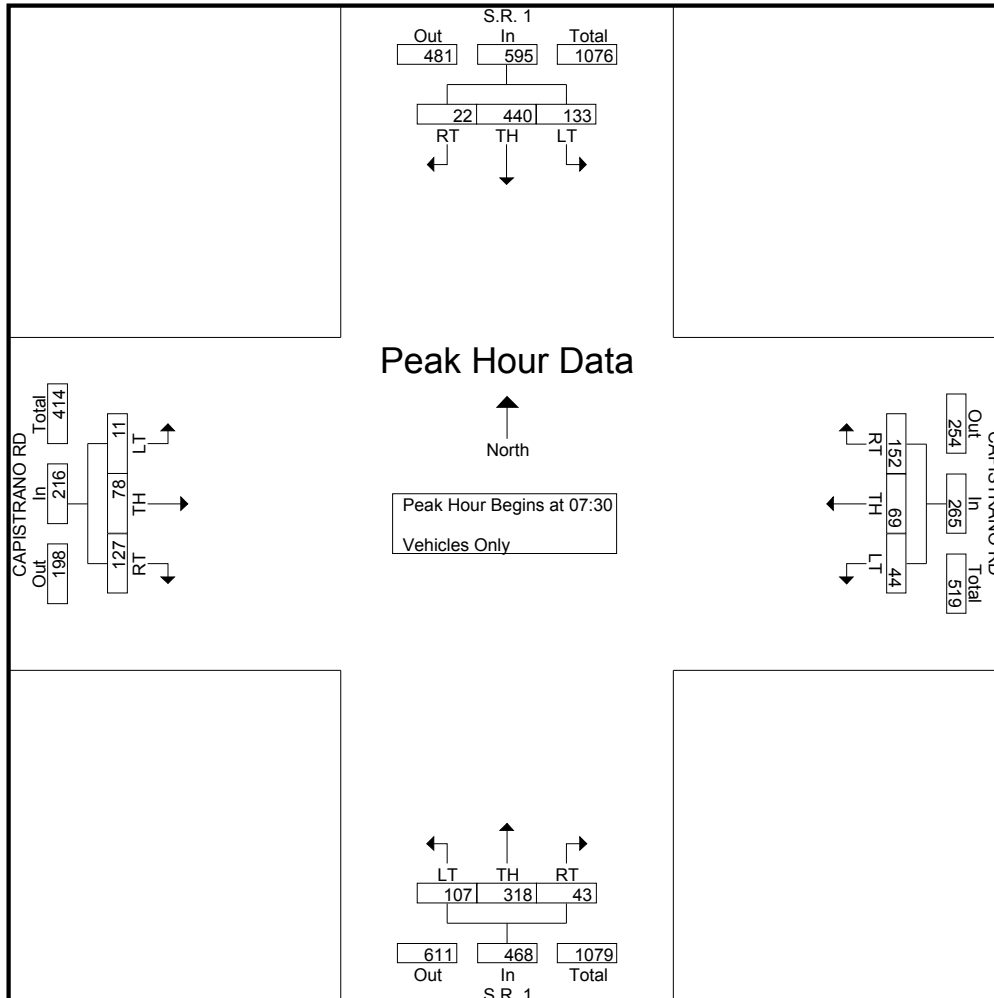
EL GRANADA
S.R. 1 & Capistrano Rd.
Latitude: 37.505229
Longitude: -122.481287

File Name : sr1-capistrano-a
Site Code : 10
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	1	81	7	89	19	9	13	41	2	48	17	67	17	4	3	24	221
07:15	3	111	11	125	27	6	16	49	8	69	25	102	30	6	1	37	313
07:30	3	171	24	198	38	17	20	75	4	59	16	79	42	14	1	57	409
07:45	4	100	45	149	36	17	10	63	8	104	35	147	32	28	7	67	426
Total	11	463	87	561	120	49	59	228	22	280	93	395	121	52	12	185	1369
08:00	4	79	37	120	38	15	9	62	16	85	27	128	29	29	1	59	369
08:15	11	90	27	128	40	20	5	65	15	70	29	114	24	7	2	33	340
08:30	3	93	9	105	35	6	11	52	4	66	36	106	14	5	7	26	289
08:45	6	108	18	132	25	11	7	43	12	76	24	112	22	7	3	32	319
Total	24	370	91	485	138	52	32	222	47	297	116	460	89	48	13	150	1317
Grand Total	35	833	178	1046	258	101	91	450	69	577	209	855	210	100	25	335	2686
Apprch %	3.3	79.6	17		57.3	22.4	20.2		8.1	67.5	24.4		62.7	29.9	7.5		
Total %	1.3	31	6.6	38.9	9.6	3.8	3.4	16.8	2.6	21.5	7.8	31.8	7.8	3.7	0.9	12.5	

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	3	171	24	198	38	17	20	75	4	59	16	79	42	14	1	57	409
07:45	4	100	45	149	36	17	10	63	8	104	35	147	32	28	7	67	426
08:00	4	79	37	120	38	15	9	62	16	85	27	128	29	29	1	59	369
08:15	11	90	27	128	40	20	5	65	15	70	29	114	24	7	2	33	340
Total Volume	22	440	133	595	152	69	44	265	43	318	107	468	127	78	11	216	1544
% App. Total	3.7	73.9	22.4		57.4	26	16.6		9.2	67.9	22.9		58.8	36.1	5.1		
PHF	.500	.643	.739	.751	.950	.863	.550	.883	.672	.764	.764	.796	.756	.672	.393	.806	.906



TRAFFIC COUNTS PLUS

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EL GRANADA
S.R. 1 & Capistrano Rd.
Latitude: 37.505229
Longitude: -122.481287

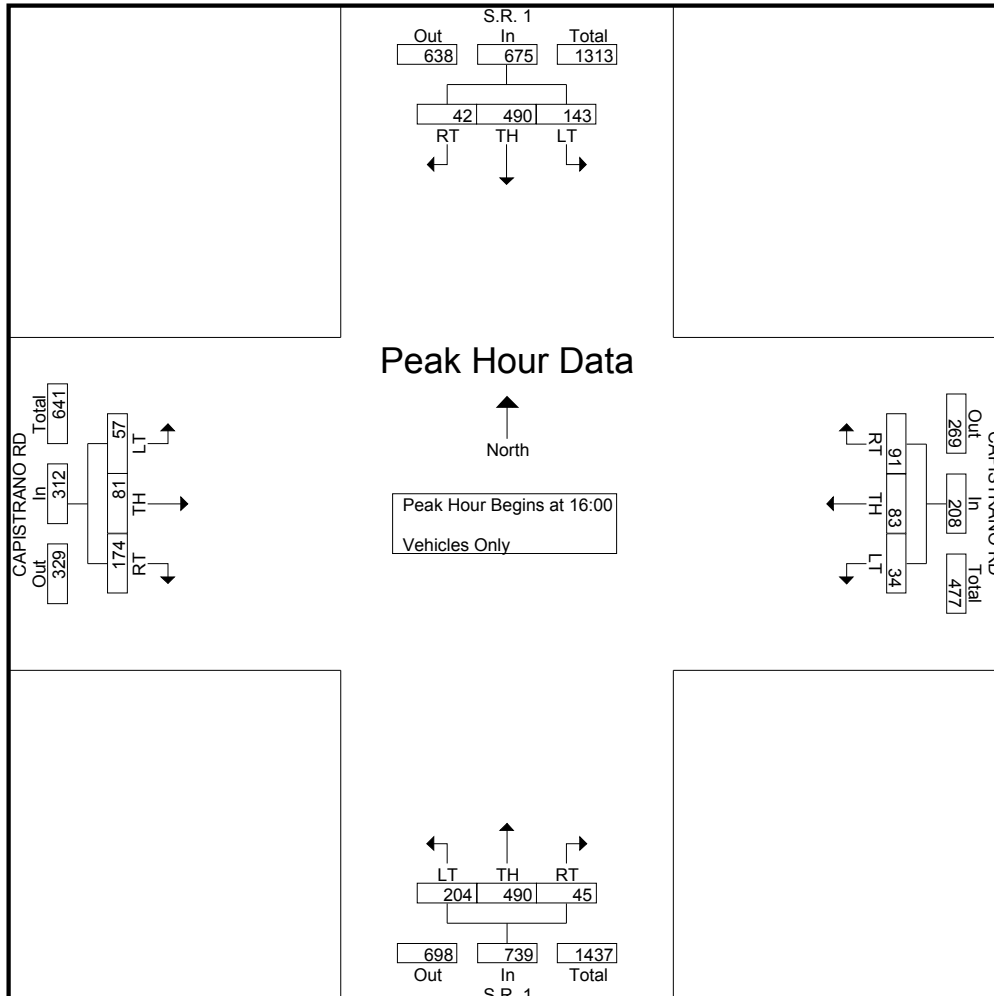
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Site Code : 10
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	6	123	33	162	22	16	6	44	13	132	39	184	50	27	19	96	486
16:15	11	118	31	160	30	23	12	65	13	110	71	194	39	20	13	72	491
16:30	11	119	39	169	20	18	12	50	12	119	52	183	45	17	12	74	476
16:45	14	130	40	184	19	26	4	49	7	129	42	178	40	17	13	70	481
Total	42	490	143	675	91	83	34	208	45	490	204	739	174	81	57	312	1934
17:00	4	100	31	135	24	17	8	49	15	122	52	189	46	23	8	77	450
17:15	13	104	45	162	23	23	5	51	10	107	57	174	43	25	18	86	473
17:30	9	103	36	148	23	15	6	44	7	119	58	184	52	24	16	92	468
17:45	3	98	21	122	19	18	6	43	18	109	48	175	32	16	15	63	403
Total	29	405	133	567	89	73	25	187	50	457	215	722	173	88	57	318	1794
Grand Total	71	895	276	1242	180	156	59	395	95	947	419	1461	347	169	114	630	3728
Apprch %	5.7	72.1	22.2		45.6	39.5	14.9		6.5	64.8	28.7		55.1	26.8	18.1		
Total %	1.9	24	7.4	33.3	4.8	4.2	1.6	10.6	2.5	25.4	11.2	39.2	9.3	4.5	3.1	16.9	

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	6	123	33	162	22	16	6	44	13	132	39	184	50	27	19	96	486
16:15	11	118	31	160	30	23	12	65	13	110	71	194	39	20	13	72	491
16:30	11	119	39	169	20	18	12	50	12	119	52	183	45	17	12	74	476
16:45	14	130	40	184	19	26	4	49	7	129	42	178	40	17	13	70	481
Total Volume	42	490	143	675	91	83	34	208	45	490	204	739	174	81	57	312	1934
% App. Total	6.2	72.6	21.2		43.8	39.9	16.3		6.1	66.3	27.6		55.8	26	18.3		
PHF	.750	.942	.894	.917	.758	.798	.708	.800	.865	.928	.718	.952	.870	.750	.750	.813	.985

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:00



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

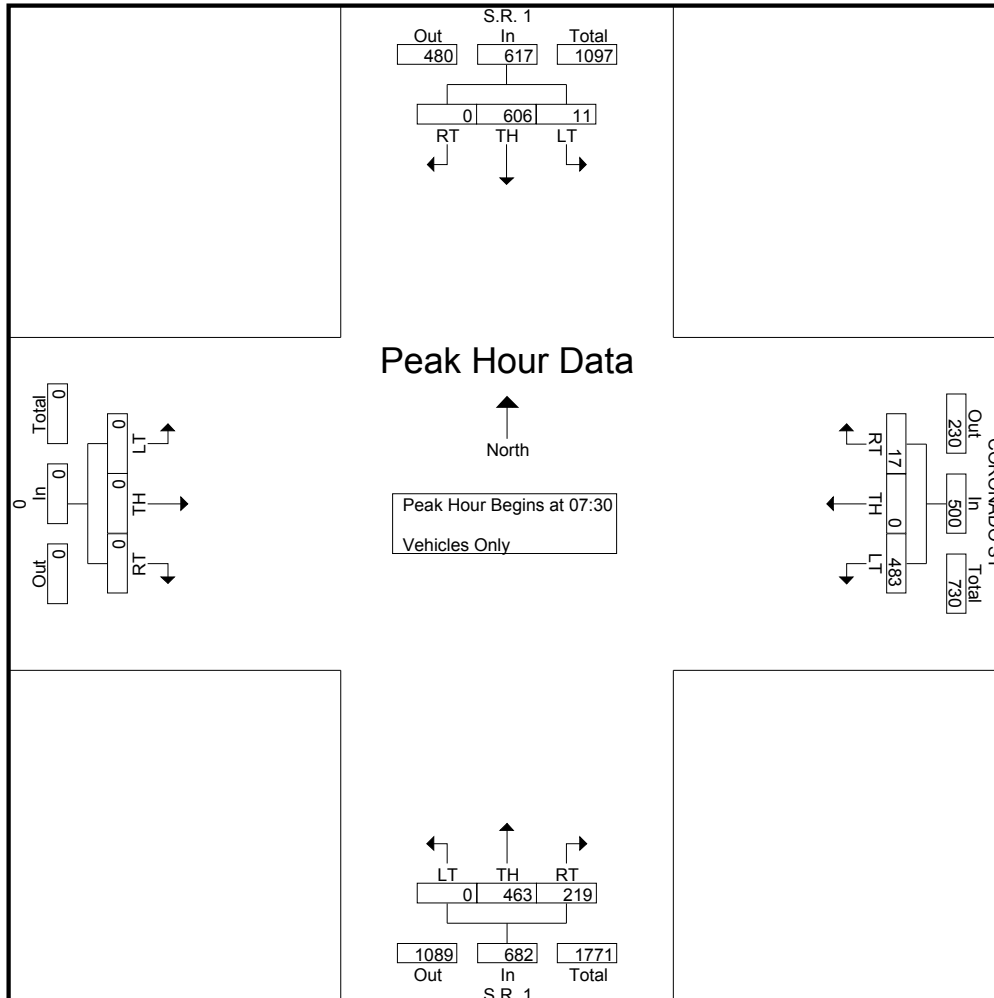
EL GRANADA
S.R. 1 & Coronado St.
Latitude: 37.499806
Longitude: -122.467402

File Name : sr1-coronado-a
Site Code : 1
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	107	4	111	5	0	65	70	8	64	0	72	0	0	0	0	253
07:15	0	142	3	145	4	0	75	79	30	106	0	136	0	0	0	0	360
07:30	0	192	6	198	4	0	118	122	30	101	0	131	0	0	0	0	451
07:45	0	145	3	148	6	0	138	144	58	124	0	182	0	0	0	0	474
Total	0	586	16	602	19	0	396	415	126	395	0	521	0	0	0	0	1538
08:00	0	128	2	130	1	0	125	126	81	132	0	213	0	0	0	0	469
08:15	0	141	0	141	6	0	102	108	50	106	0	156	0	0	0	0	405
08:30	0	129	2	131	9	0	62	71	35	108	0	143	0	0	0	0	345
08:45	0	132	7	139	8	0	56	64	50	114	0	164	0	0	0	0	367
Total	0	530	11	541	24	0	345	369	216	460	0	676	0	0	0	0	1586
Grand Total	0	1116	27	1143	43	0	741	784	342	855	0	1197	0	0	0	0	3124
Apprch %	0	97.6	2.4		5.5	0	94.5		28.6	71.4	0		0	0	0		
Total %	0	35.7	0.9	36.6	1.4	0	23.7	25.1	10.9	27.4	0	38.3	0	0	0	0	

	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	192	6	198	4	0	118	122	30	101	0	131	0	0	0	0	451
07:45	0	145	3	148	6	0	138	144	58	124	0	182	0	0	0	0	474
08:00	0	128	2	130	1	0	125	126	81	132	0	213	0	0	0	0	469
08:15	0	141	0	141	6	0	102	108	50	106	0	156	0	0	0	0	405
Total Volume	0	606	11	617	17	0	483	500	219	463	0	682	0	0	0	0	1799
% App. Total	0	98.2	1.8		3.4	0	96.6		32.1	67.9	0		0	0	0		
PHF	.000	.789	.458	.779	.708	.000	.875	.868	.676	.877	.000	.800	.000	.000	.000	.000	.949



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

EL GRANADA
S.R. 1 & Coronado St.
Latitude: 37.499806
Longitude: -122.467402

File Name : sr1-coronado-p
Site Code : 1
Start Date : 3/17/2026
Page No : 1

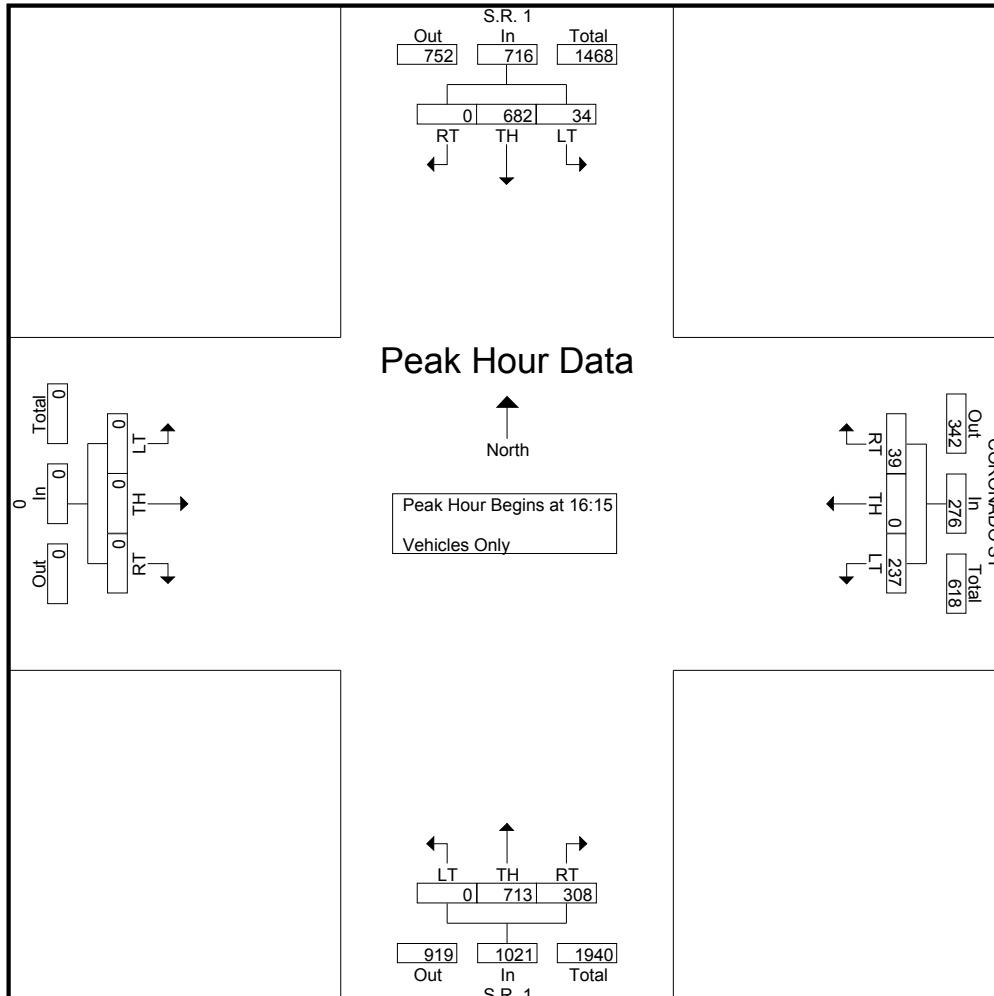
Groups Printed- Vehicles Only

	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	164	6	170	12	0	69	81	78	169	0	247	0	0	0	0	498
16:15	0	167	5	172	11	0	56	67	66	190	0	256	0	0	0	0	495
16:30	0	183	9	192	10	0	65	75	84	175	0	259	0	0	0	0	526
16:45	0	165	9	174	13	0	63	76	81	160	0	241	0	0	0	0	491
Total	0	679	29	708	46	0	253	299	309	694	0	1003	0	0	0	0	2010
17:00	0	167	11	178	5	0	53	58	77	188	0	265	0	0	0	0	501
17:15	0	155	6	161	9	0	56	65	86	177	0	263	0	0	0	0	489
17:30	0	170	5	175	6	0	54	60	76	174	0	250	0	0	0	0	485
17:45	0	141	7	148	4	0	37	41	68	184	0	252	0	0	0	0	441
Total	0	633	29	662	24	0	200	224	307	723	0	1030	0	0	0	0	1916
Grand Total	0	1312	58	1370	70	0	453	523	616	1417	0	2033	0	0	0	0	3926
Apprch %	0	95.8	4.2		13.4	0	86.6		30.3	69.7	0		0	0	0		
Total %	0	33.4	1.5	34.9	1.8	0	11.5	13.3	15.7	36.1	0	51.8	0	0	0	0	

	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:15	0	167	5	172	11	0	56	67	66	190	0	256	0	0	0	0	495
16:30	0	183	9	192	10	0	65	75	84	175	0	259	0	0	0	0	526
16:45	0	165	9	174	13	0	63	76	81	160	0	241	0	0	0	0	491
17:00	0	167	11	178	5	0	53	58	77	188	0	265	0	0	0	0	501
Total Volume	0	682	34	716	39	0	237	276	308	713	0	1021	0	0	0	0	2013
% App. Total	0	95.3	4.7		14.1	0	85.9		30.2	69.8	0		0	0	0		
PHF	.000	.932	.773	.932	.750	.000	.912	.908	.917	.938	.000	.963	.000	.000	.000	.000	.957

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Balboa NB/Law Offices of David S Secrest, P.C. Dwy & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-012
Date: 4/23/2026

Data - Totals

NS/EW Streets:	Ave Balboa NB/Law Offices of David S Secrest, P.C. Dwy				Ave Balboa NB/Law Offices of David S Secrest, P.C. Dwy				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	9	0	0	19
7:15 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	19	1	0	36
7:30 AM	0	0	0	0	0	0	0	0	1	38	0	0	0	27	4	0	70
7:45 AM	0	0	0	0	0	0	0	0	0	56	2	0	1	26	3	0	88
8:00 AM	0	0	0	0	0	0	0	0	0	67	1	0	1	74	12	0	155
8:15 AM	0	0	0	0	0	0	0	0	1	21	1	0	0	38	4	0	65
8:30 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	34	6	0	57
8:45 AM	0	0	0	0	0	0	0	0	0	17	1	0	0	17	6	0	41
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	0	0	0	0	2	242	5	0	2	244	36	0	531
PEAK HR :	07:30 AM - 08:30 AM				0	0	0	0	0.80%	97.19%	2.01%	0.00%	0.71%	86.52%	12.77%	0.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	182	4	0	2	165	23	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.679	0.500	0.000	0.500	0.557	0.479	0.000	378
										0.691				0.546			0.610

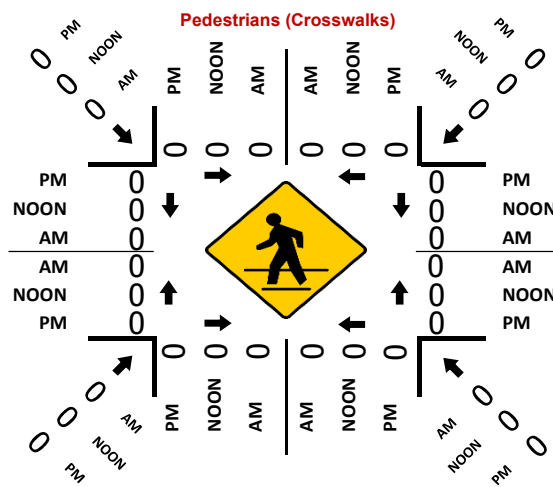
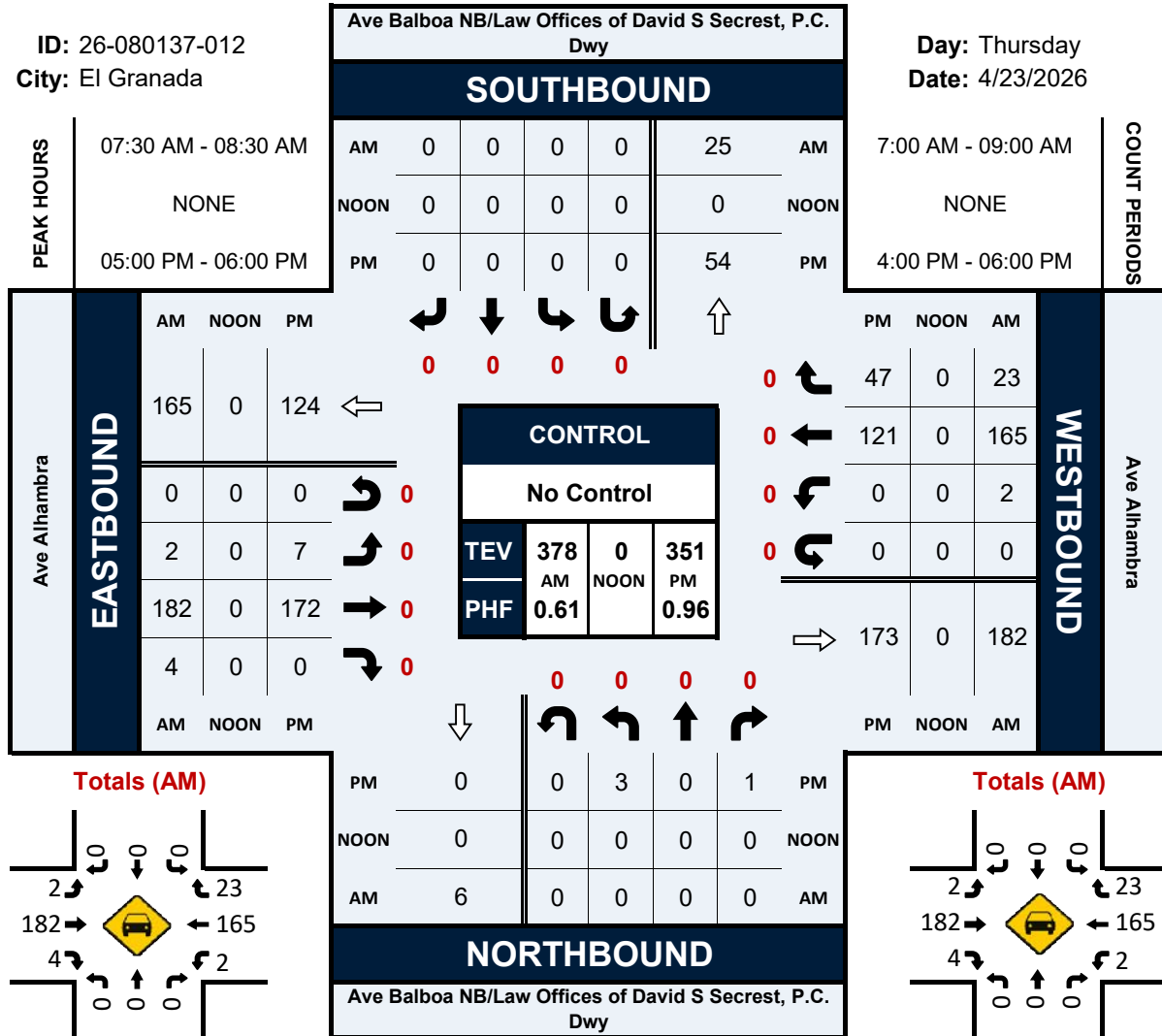
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	1	0	0	0	0	0	1	38	0	0	1	29	15	0	85
4:15 PM	0	0	1	0	0	0	0	0	1	37	1	0	0	45	9	0	94
4:30 PM	0	0	1	0	0	0	0	0	0	36	0	0	0	34	11	0	82
4:45 PM	0	0	0	0	0	0	0	0	0	34	1	0	0	35	7	0	77
5:00 PM	1	0	1	0	0	0	0	0	3	39	0	0	0	34	13	0	91
5:15 PM	2	0	0	0	0	0	0	0	3	41	0	0	0	28	9	0	83
5:30 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	30	13	0	91
5:45 PM	0	0	0	0	0	0	0	0	1	44	0	0	0	29	12	0	86
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	0	4	0	0	0	0	0	9	317	2	0	1	264	89	0	689
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	2.74%	96.65%	0.61%	0.00%	0.28%	74.58%	25.14%	0.00%	
PEAK HR VOL :	3	0	1	0	0	0	0	0	7	172	0	0	0	121	47	0	TOTAL
PEAK HR FACTOR :	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.583	0.896	0.000	0.000	0.000	0.890	0.904	0.000	351
			0.500							0.932				0.894			0.964

Ave Balboa NB/Law Offices of David S Secrest, P.C. Dwy & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-012
City: El Granada

Day: Thursday
Date: 4/23/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Balboa SB & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-011
Date: 4/23/2026

Data - Totals

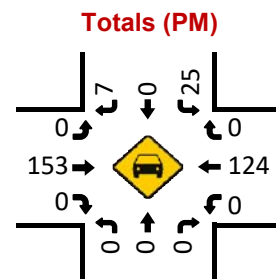
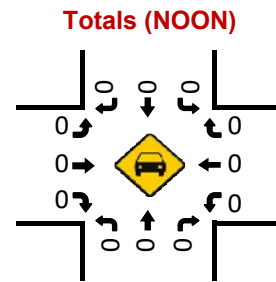
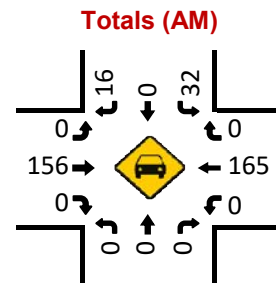
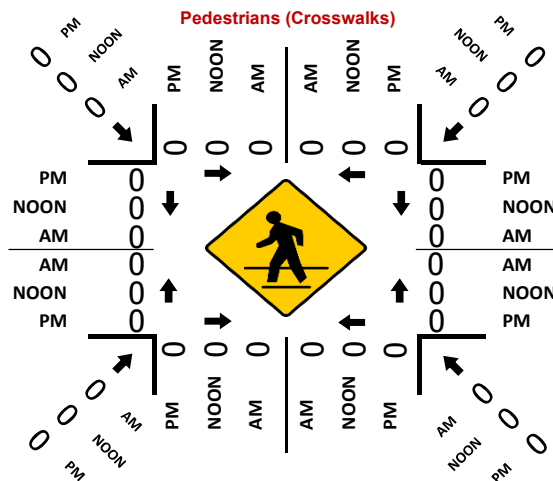
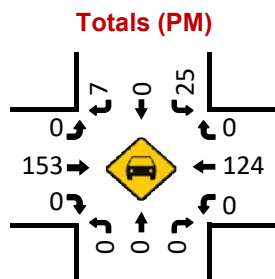
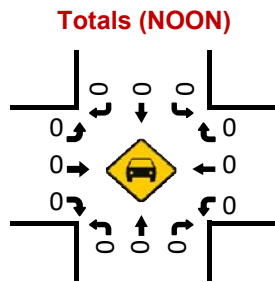
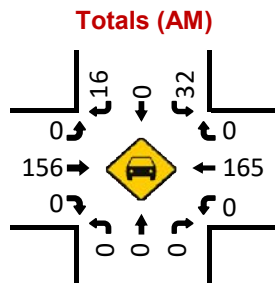
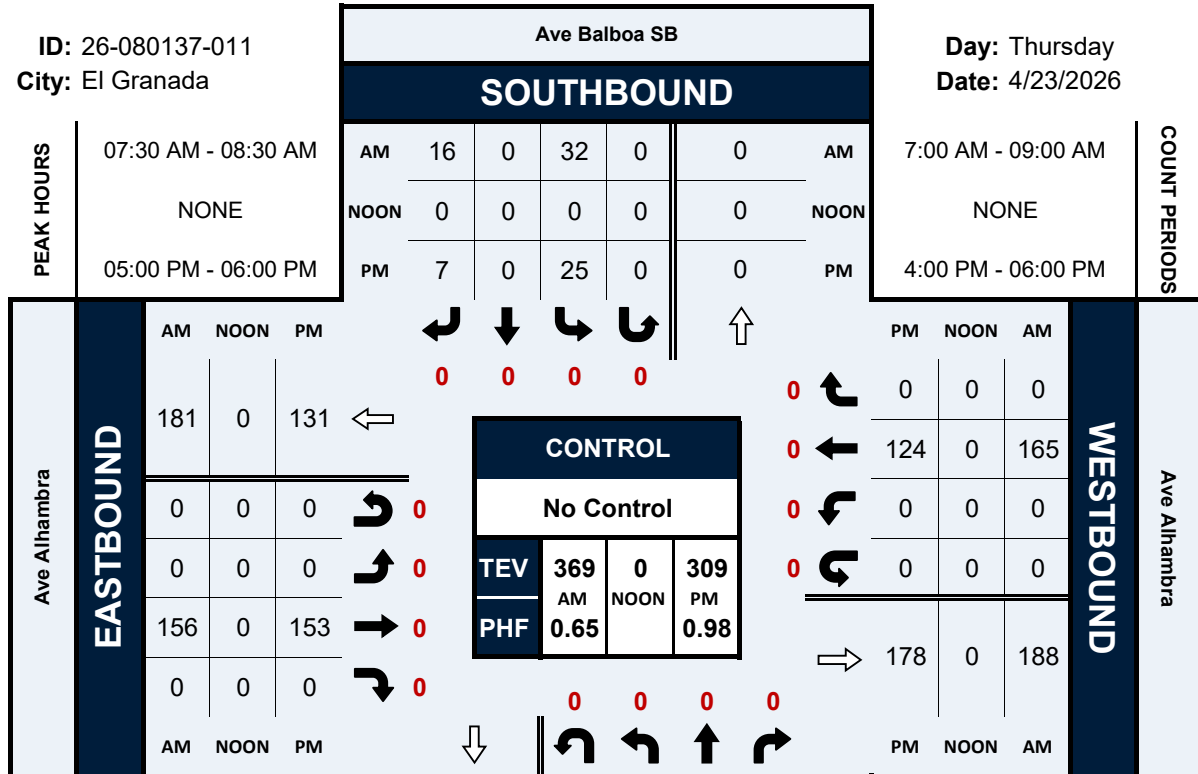
NS/EW Streets:	Ave Balboa SB				Ave Balboa SB				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	2	0	3	0	0	9	0	0	0	9	0	0	23
7:15 AM	0	0	0	0	3	0	5	0	0	12	0	0	0	19	0	0	39
7:30 AM	0	0	0	0	11	0	6	0	0	29	0	0	0	26	0	0	72
7:45 AM	0	0	0	0	9	0	3	0	0	51	0	0	0	27	0	0	90
8:00 AM	0	0	0	0	9	0	3	0	0	56	0	0	0	74	0	0	142
8:15 AM	0	0	0	0	3	0	4	0	0	20	0	0	0	38	0	0	65
8:30 AM	0	0	0	0	4	0	0	0	0	13	0	0	0	34	0	0	51
8:45 AM	0	0	0	0	3	0	1	0	0	15	0	0	0	17	0	0	36
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	44	0	25	0	0	205	0	0	0	244	0	0	518
PEAK HR :	07:30 AM - 08:30 AM				63.77%	0.00%	36.23%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	32	0	16	0	0	156	0	0	0	165	0	0	369
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.727	0.000	0.667	0.000	0.000	0.696	0.000	0.000	0.000	0.557	0.000	0.000	0.650
							0.706				0.696				0.557		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	7	0	1	0	0	34	0	0	0	29	0	0	71
4:15 PM	0	0	0	0	9	0	0	0	0	29	0	0	0	45	0	0	83
4:30 PM	0	0	0	0	4	0	3	0	0	31	0	0	0	33	0	0	71
4:45 PM	0	0	0	0	3	0	0	0	0	33	0	0	0	36	0	0	72
5:00 PM	0	0	0	0	5	0	1	0	0	36	0	0	0	35	0	0	77
5:15 PM	0	0	0	0	7	0	4	0	0	37	0	0	0	30	0	0	78
5:30 PM	0	0	0	0	9	0	1	0	0	39	0	0	0	30	0	0	79
5:45 PM	0	0	0	0	4	0	1	0	0	41	0	0	0	29	0	0	75
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	48	0	11	0	0	280	0	0	0	267	0	0	606
PEAK HR :	05:00 PM - 06:00 PM				81.36%	0.00%	18.64%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	25	0	7	0	0	153	0	0	0	124	0	0	309
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.694	0.000	0.438	0.000	0.000	0.933	0.000	0.000	0.000	0.886	0.000	0.000	0.978
							0.727				0.933				0.886		

Ave Balboa SB & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-011
City: El Granada

Day: Thursday
Date: 4/23/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Cabrillo NB/608 Ave Alhambra E Dwy & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-018
Date: 4/23/2026

Data - Totals

NS/EW Streets:	Ave Cabrillo NB/608 Ave Alhambra E Dwy				Ave Cabrillo NB/608 Ave Alhambra E Dwy				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	2	29	0	0	0	10	3	0	44
7:15 AM	0	0	0	0	0	0	0	0	2	44	0	0	0	14	1	0	61
7:30 AM	0	0	1	0	0	0	0	0	8	71	0	0	0	24	3	0	107
7:45 AM	0	0	1	0	0	0	0	0	24	55	0	0	0	28	1	0	109
8:00 AM	0	0	0	0	0	0	0	0	43	41	0	0	0	41	0	0	125
8:15 AM	0	0	0	0	0	0	0	0	11	19	0	0	0	28	2	1	61
8:30 AM	0	0	0	0	0	0	0	0	3	22	0	0	0	35	2	0	62
8:45 AM	0	0	0	0	0	0	0	0	4	29	0	0	0	31	0	0	64
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	0	0	0	0	97	310	0	0	0	211	12	1	633
	0.00%	0.00%	100.00%	0.00%					23.83%	76.17%	0.00%	0.00%	0.00%	94.20%	5.36%	0.45%	
PEAK HR :	07:30 AM - 08:30 AM				0	0	0	0	86	186	0	0	0	121	6	1	TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0.500	0.655	0.000	0.000	0.000	0.738	0.500	0.250	402
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000		0.810				0.780			0.804

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	6	48	0	0	1	39	4	0	98
4:15 PM	0	0	0	0	0	0	0	0	2	32	0	0	0	51	2	0	87
4:30 PM	0	0	0	0	0	0	0	0	11	36	0	0	0	49	7	0	103
4:45 PM	0	0	0	0	0	0	0	0	7	32	0	0	0	35	4	0	78
5:00 PM	0	0	0	0	0	0	0	0	1	45	0	0	0	51	2	0	99
5:15 PM	1	0	0	0	0	0	0	0	5	34	0	0	0	43	4	0	87
5:30 PM	0	0	0	0	0	0	0	0	9	47	0	0	1	40	4	0	101
5:45 PM	0	0	0	0	0	0	0	0	13	27	0	0	1	53	2	0	96
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	54	301	0	0	3	361	29	0	749
	100.00%	0.00%	0.00%	0.00%					15.21%	84.79%	0.00%	0.00%	0.76%	91.86%	7.38%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	28	153	0	0	2	187	12	0	TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0.538	0.814	0.000	0.000	0.500	0.882	0.750	0.000	383
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.808				0.897			0.948

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Cabrillo SB/608 Ave Alhambra W Dwy & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-017
Date: 4/23/2026

Data - Totals

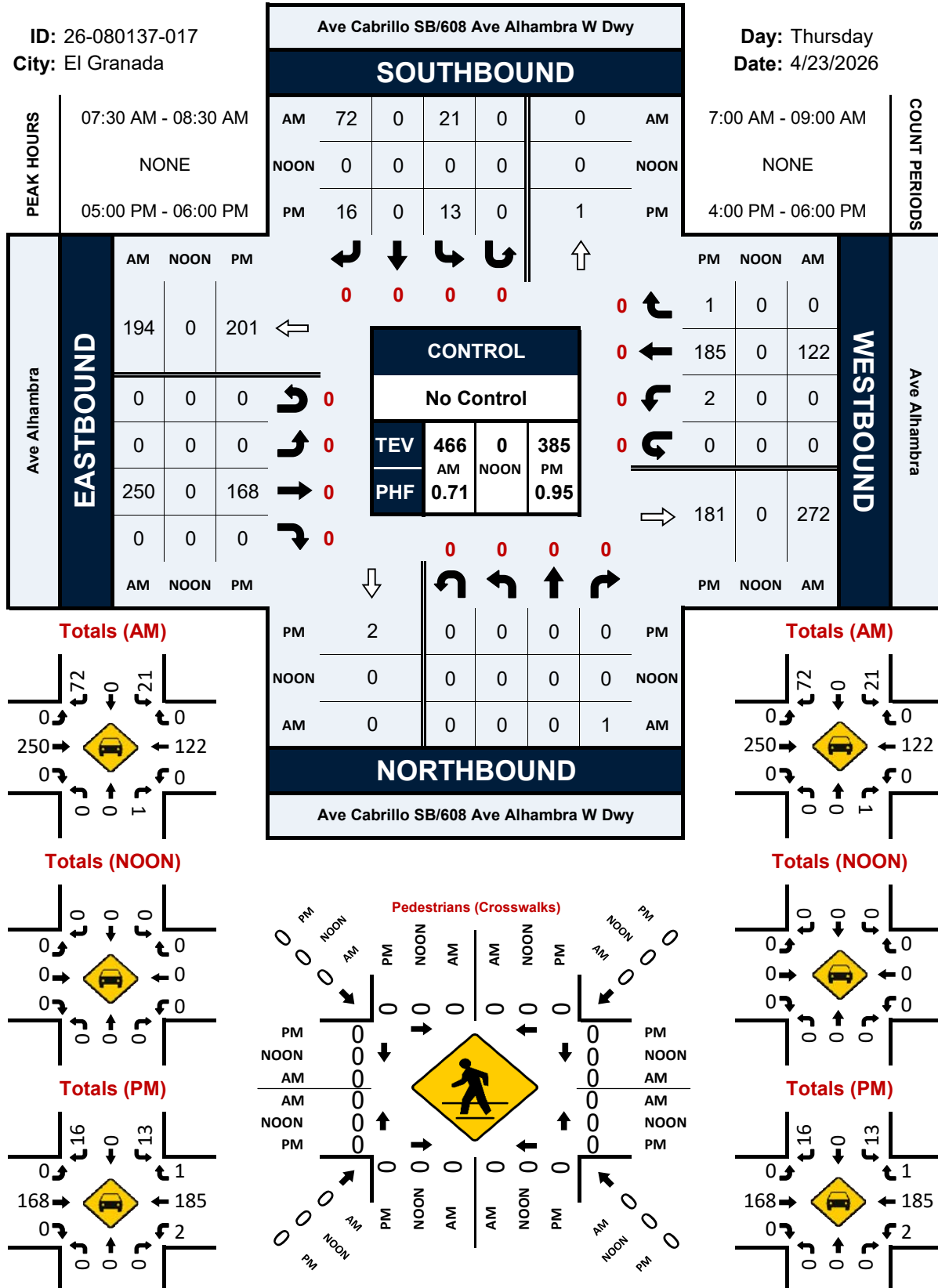
NS/EW Streets:	Ave Cabrillo SB/608 Ave Alhambra W Dwy				Ave Cabrillo SB/608 Ave Alhambra W Dwy				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	1	0	1	0	1	0	0	28	0	0	0	10	0	0	41
7:15 AM	0	0	0	0	4	0	3	0	0	42	0	0	0	13	0	0	62
7:30 AM	0	0	0	0	5	0	4	0	0	75	0	0	0	24	0	0	108
7:45 AM	0	0	1	0	2	0	11	0	0	75	0	0	0	29	0	0	118
8:00 AM	0	0	0	0	11	0	40	0	0	73	0	0	0	41	0	0	165
8:15 AM	0	0	0	0	3	0	17	0	0	27	0	0	0	28	0	0	75
8:30 AM	0	0	0	0	4	0	5	0	0	22	0	0	0	35	0	0	66
8:45 AM	0	0	0	0	2	0	4	0	0	30	0	0	0	30	0	0	66
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	32	0	85	0	0	372	0	0	0	210	0	0	701
	0.00%	0.00%	100.00%	0.00%	27.35%	0.00%	72.65%	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	1	0	21	0	72	0	0	250	0	0	0	122	0	0	466
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.477	0.000	0.450	0.000	0.000	0.833	0.000	0.000	0.000	0.744	0.000	0.000	0.706
	0.250				0.456				0.833				0.744				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	2	0	5	0	0	52	0	0	0	39	0	1	99
4:15 PM	0	0	0	0	1	0	7	0	0	32	0	0	0	50	0	0	90
4:30 PM	0	0	0	0	1	0	5	0	0	47	0	0	0	50	0	0	103
4:45 PM	0	0	0	0	3	0	5	0	0	35	0	0	0	35	0	0	78
5:00 PM	0	0	0	0	4	0	4	0	0	42	0	0	1	50	0	0	101
5:15 PM	0	0	0	0	3	0	4	0	0	36	0	0	1	43	0	0	87
5:30 PM	0	0	0	0	2	0	4	0	0	54	0	0	0	39	1	0	100
5:45 PM	0	0	0	0	4	0	4	0	0	36	0	0	0	53	0	0	97
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	20	0	38	0	0	334	0	0	2	359	1	1	755
					34.48%	0.00%	65.52%	0.00%	0.00%	100.00%	0.00%	0.00%	0.55%	98.90%	0.28%	0.28%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	13	0	16	0	0	168	0	0	2	185	1	0	385
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.813	0.000	1.000	0.000	0.000	0.778	0.000	0.000	0.500	0.873	0.250	0.000	0.953
					0.906				0.778				0.887				

Ave Cabrillo SB/608 Ave Alhambra W Dwy & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-017
City: El Granada

Day: Thursday
Date: 4/23/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Portola NB & Ave Alhambra
City: El Granada
Control: 2-Way Stop(NB/WB)

Project ID: 26-080137-015
Date: 4/23/2026

Data - Totals

NS/EW Streets:	Ave Portola NB				Ave Portola NB				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	1	1	1	0	0	0	0	0	0	17	1	0	1	9	3	0	34
7:15 AM	1	1	0	0	0	0	0	0	0	26	3	0	0	18	1	0	50
7:30 AM	2	1	3	0	0	0	0	0	3	54	2	0	3	20	4	0	92
7:45 AM	0	2	3	0	0	0	0	0	3	62	3	0	3	28	8	0	112
8:00 AM	1	3	1	0	0	0	0	0	7	65	5	0	3	77	9	0	171
8:15 AM	2	1	1	0	0	0	0	0	2	27	2	0	5	39	2	0	81
8:30 AM	3	2	3	0	0	0	0	0	4	16	2	0	0	32	8	0	70
8:45 AM	0	0	1	0	0	0	0	0	0	25	0	0	2	22	4	0	54
TOTAL VOLUMES :	NL 10	NT 11	NR 13	NU 0	SL 0	ST 0	SR 0	SU 0	EL 19	ET 292	ER 18	EU 0	WL 17	WT 245	WR 39	WU 0	TOTAL 664
APPROACH %'s :	29.41%	32.35%	38.24%	0.00%					5.78%	88.75%	5.47%	0.00%	5.65%	81.40%	12.96%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM				0	0	0	0	15	208	12	0	14	164	23	0	TOTAL 456
PEAK HR VOL :	5	7	8	0	0.000	0.000	0.000	0.000	0.536	0.800	0.600	0.000	0.700	0.532	0.639	0.000	0.667
PEAK HR FACTOR :	0.625	0.583	0.667	0.000						0.763				0.565			

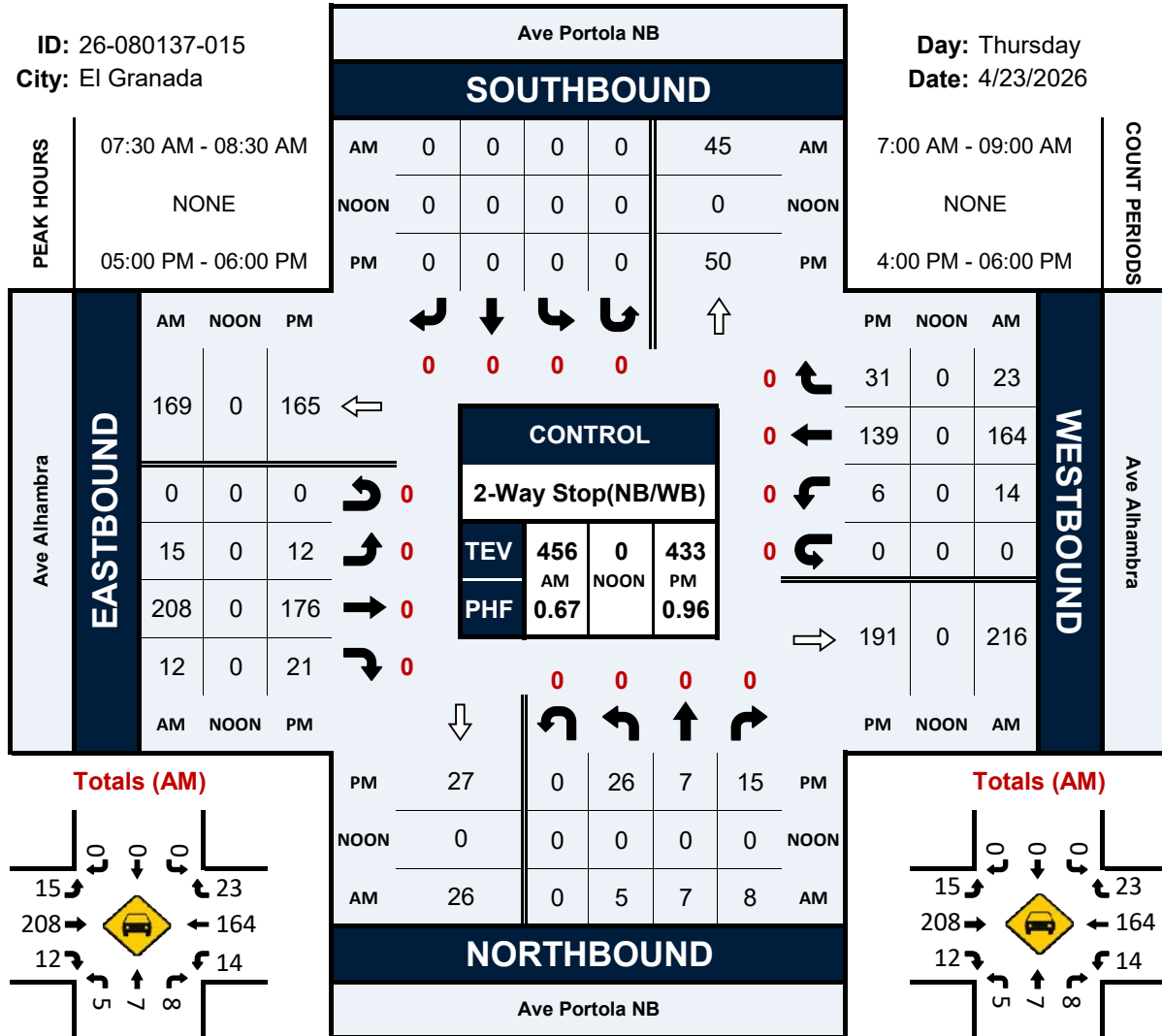
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	10	3	4	0	0	0	0	0	3	42	5	0	6	29	10	0	112
4:15 PM	6	2	4	0	0	0	0	0	4	35	7	0	2	44	7	0	111
4:30 PM	8	3	7	0	0	0	0	0	0	39	2	0	3	41	10	0	113
4:45 PM	5	2	10	0	0	0	0	0	7	29	5	0	1	27	8	0	94
5:00 PM	6	2	5	0	0	0	0	0	5	38	7	0	3	38	9	0	113
5:15 PM	2	3	2	0	0	0	0	0	3	43	5	0	0	36	11	0	105
5:30 PM	10	1	3	0	0	0	0	0	2	52	2	0	0	32	3	0	105
5:45 PM	8	1	5	0	0	0	0	0	2	43	7	0	3	33	8	0	110
TOTAL VOLUMES :	NL 55	NT 17	NR 40	NU 0	SL 0	ST 0	SR 0	SU 0	EL 26	ET 321	ER 40	EU 0	WL 18	WT 280	WR 66	WU 0	TOTAL 863
APPROACH %'s :	49.11%	15.18%	35.71%	0.00%					6.72%	82.95%	10.34%	0.00%	4.95%	76.92%	18.13%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	12	176	21	0	6	139	31	0	TOTAL 433
PEAK HR VOL :	26	7	15	0	0.000	0.000	0.000	0.000	0.600	0.846	0.750	0.000	0.500	0.914	0.705	0.000	0.958
PEAK HR FACTOR :	0.650	0.583	0.750	0.000						0.933				0.880			

Ave Portola NB & Ave Alhambra

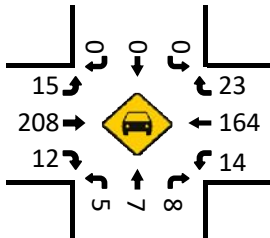
Peak Hour Turning Movement Count

ID: 26-080137-015
City: El Granada

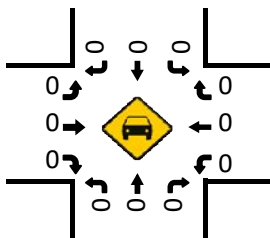
Day: Thursday
Date: 4/23/2026



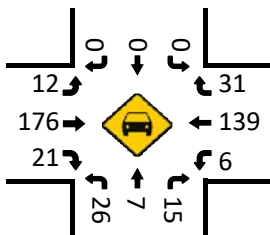
Totals (AM)



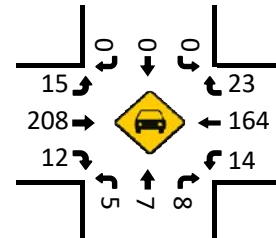
Totals (NOON)



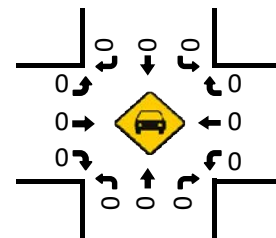
Totals (PM)



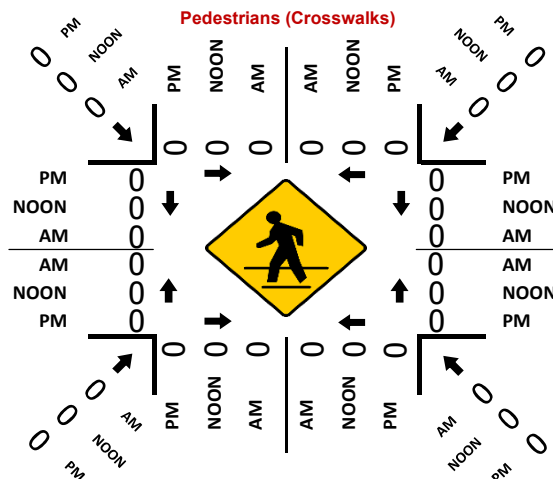
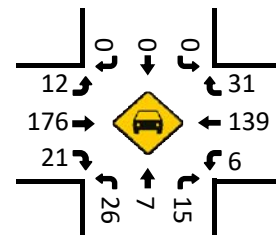
Totals (AM)



Totals (NOON)



Totals (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Portola SB & Ave Alhambra
City: El Granada
Control: 2-Way Stop(SB/EB)

Project ID: 26-080137-014
Date: 4/23/2026

Data - Totals

NS/EW Streets:	Ave Portola SB				Ave Portola SB				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	5	0	2	0	0	12	0	0	0	10	0	0	29
7:15 AM	0	0	0	0	10	0	4	0	0	19	0	0	0	19	0	0	52
7:30 AM	0	0	0	0	19	0	6	0	0	40	0	0	0	22	0	0	87
7:45 AM	0	0	0	0	13	0	5	0	0	55	0	0	0	28	0	0	101
8:00 AM	0	0	0	0	8	0	5	0	0	70	0	0	0	78	0	0	161
8:15 AM	0	0	0	0	9	0	2	0	0	21	0	0	0	41	0	0	73
8:30 AM	0	0	0	0	4	0	8	0	0	18	0	0	0	35	0	0	65
8:45 AM	0	0	0	0	9	0	4	0	0	17	0	0	0	22	0	0	52
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 77	ST 0	SR 36	SU 0	EL 0	ET 252	ER 0	EU 0	WL 0	WT 255	WR 0	WU 0	TOTAL 620
APPROACH %'s :					68.14%	0.00%	31.86%	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				49	0	18	0	0	186	0	0	0	169	0	0	TOTAL 422
PEAK HR VOL :	0	0	0	0	0.645	0.000	0.750	0.000	0.000	0.664	0.000	0.000	0.000	0.542	0.000	0.000	0.655
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.670				0.664				0.542				

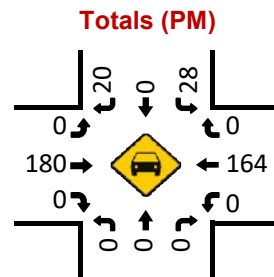
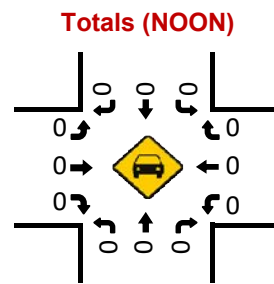
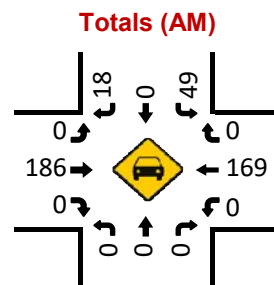
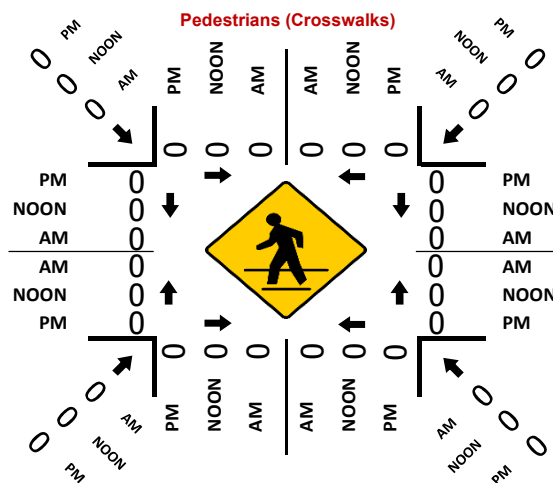
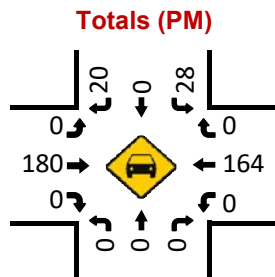
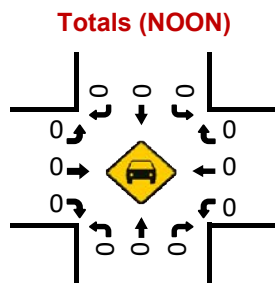
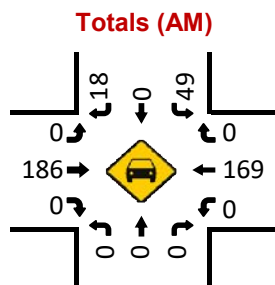
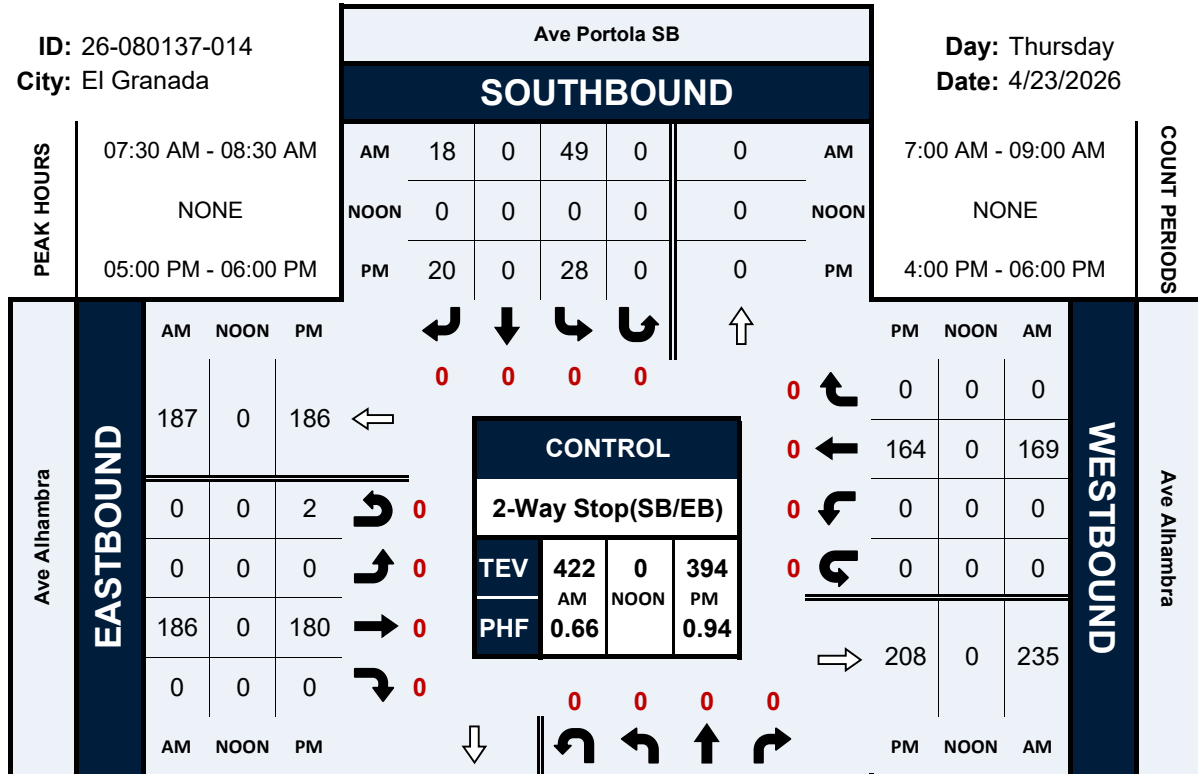
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	12	0	3	0	0	38	0	0	0	39	0	0	92
4:15 PM	0	0	0	0	12	0	4	0	0	34	0	0	0	50	0	0	100
4:30 PM	0	0	0	0	10	0	3	0	0	31	0	0	0	48	0	0	92
4:45 PM	0	0	0	0	9	0	6	0	0	33	0	1	0	33	0	0	82
5:00 PM	0	0	0	0	9	0	6	0	0	40	0	2	0	44	0	0	101
5:15 PM	0	0	0	0	8	0	3	0	0	43	0	0	0	38	0	0	92
5:30 PM	0	0	0	0	6	0	7	0	0	50	0	0	0	42	0	0	105
5:45 PM	0	0	0	0	5	0	4	0	0	47	0	0	0	40	0	0	96
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 71	ST 0	SR 36	SU 0	EL 0	ET 316	ER 0	EU 3	WL 0	WT 334	WR 0	WU 0	TOTAL 760
APPROACH %'s :					66.36%	0.00%	33.64%	0.00%	0.00%	99.06%	0.00%	0.94%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				28	0	20	0	0	180	0	2	0	164	0	0	TOTAL 394
PEAK HR VOL :	0	0	0	0	0.778	0.000	0.714	0.000	0.000	0.900	0.000	0.250	0.000	0.932	0.000	0.000	0.938
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.800				0.910				0.932				

Ave Portola SB & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-014
City: El Granada

Day: Thursday
Date: 4/23/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ferdinand Ave & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-013
Date: 4/23/2026

Data - Totals

NS/EW Streets:	Ferdinand Ave				Ferdinand Ave				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	1	0	0	11	0	0	0	8	3	0	23
7:15 AM	0	0	0	0	3	0	1	0	2	13	0	0	0	22	0	0	41
7:30 AM	0	0	0	0	1	0	0	0	2	37	0	0	0	29	0	0	69
7:45 AM	0	0	0	0	2	0	1	0	0	56	0	0	0	30	1	0	90
8:00 AM	0	0	2	0	0	0	0	0	0	66	1	0	0	87	0	0	156
8:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	41	2	0	63
8:30 AM	0	0	0	0	0	0	0	0	2	16	0	0	0	40	1	1	60
8:45 AM	0	0	0	0	1	0	0	0	1	16	0	0	1	23	2	1	45
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	7	0	3	0	7	235	1	0	1	280	9	2	547
	0.00%	0.00%	100.00%	0.00%	70.00%	0.00%	30.00%	0.00%	2.88%	96.71%	0.41%	0.00%	0.34%	95.89%	3.08%	0.68%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	2	0	3	0	1	0	2	179	1	0	0	187	3	0	378
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.375	0.000	0.250	0.000	0.250	0.678	0.250	0.000	0.000	0.537	0.375	0.000	0.606
	0.250				0.333				0.679				0.546				

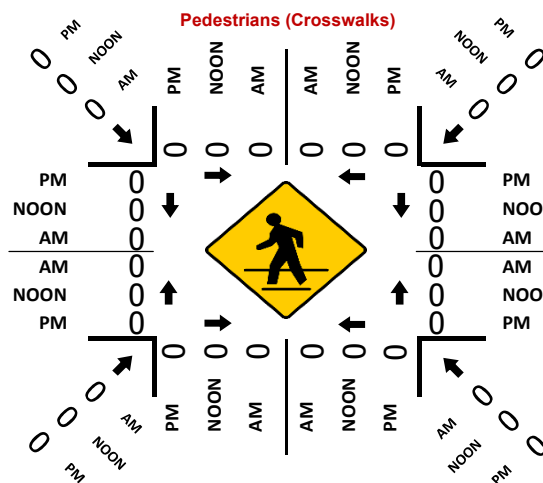
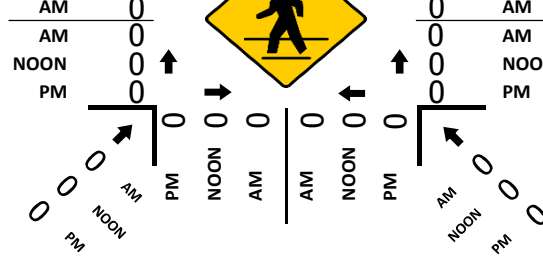
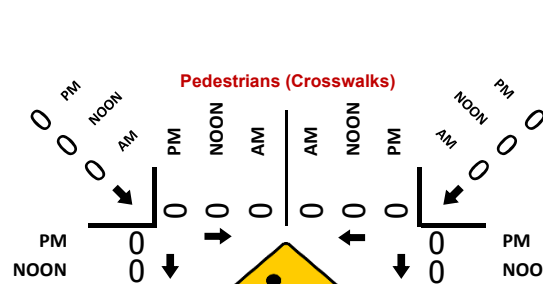
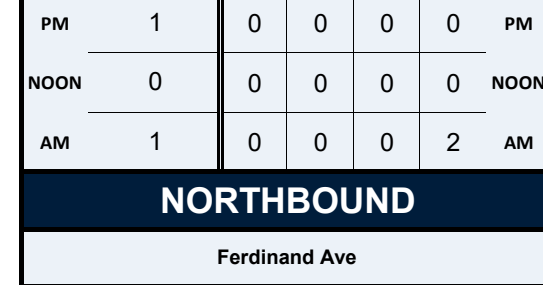
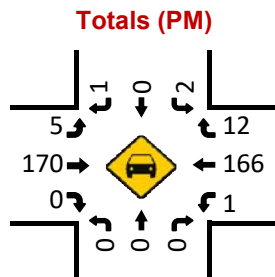
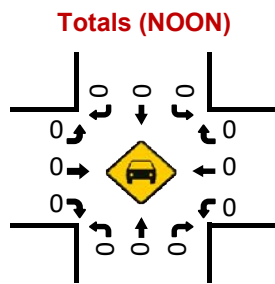
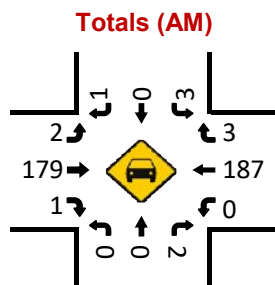
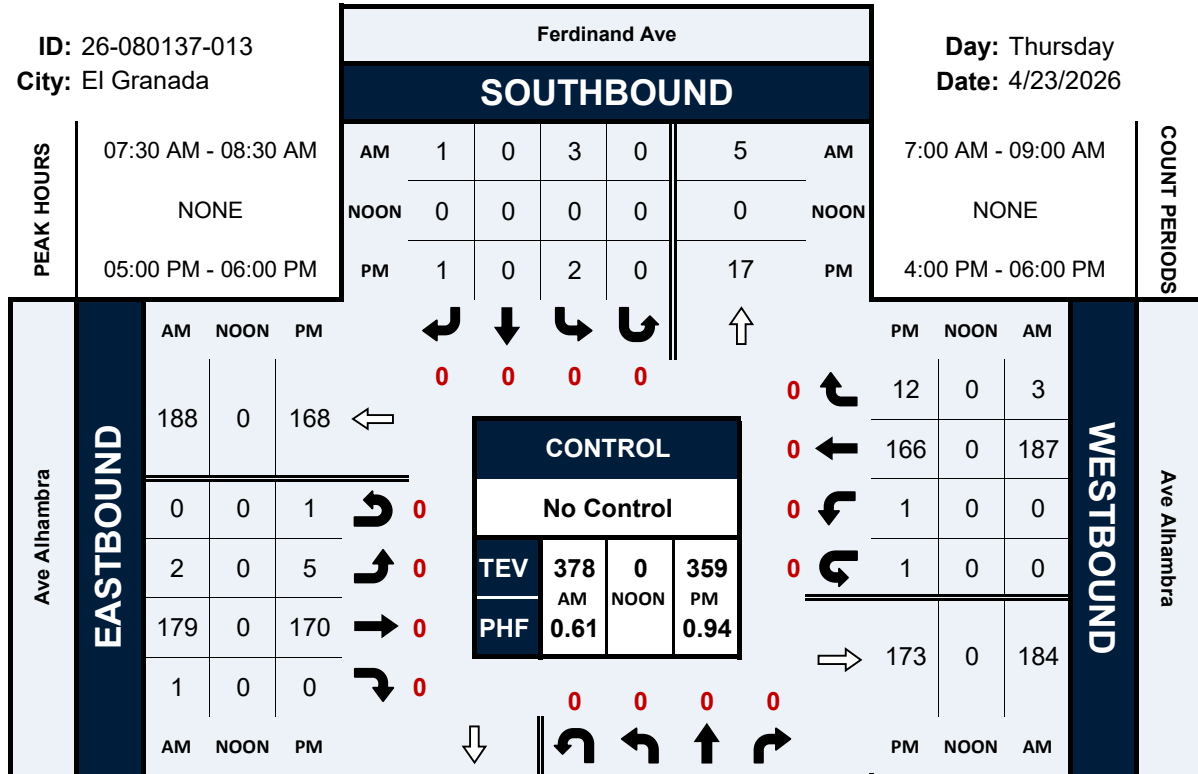
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	2	0	3	36	0	0	0	42	0	0	83
4:15 PM	0	0	0	0	0	0	1	0	2	35	1	0	0	53	4	0	96
4:30 PM	0	0	0	0	1	0	1	0	1	35	0	0	0	44	1	0	83
4:45 PM	0	0	0	0	3	0	2	0	1	31	0	0	0	40	2	0	79
5:00 PM	0	0	0	0	0	0	0	0	0	42	0	1	0	46	6	0	95
5:15 PM	0	0	0	0	1	0	0	0	4	37	0	0	0	37	1	1	81
5:30 PM	0	0	0	0	1	0	0	0	0	48	0	0	1	43	2	0	95
5:45 PM	0	0	0	0	0	0	1	0	1	43	0	0	0	40	3	0	88
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	6	0	7	0	12	307	1	1	1	345	19	1	700
					46.15%	0.00%	53.85%	0.00%	3.74%	95.64%	0.31%	0.31%	0.27%	94.26%	5.19%	0.27%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	5	170	0	1	1	166	12	1	359
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.313	0.885	0.000	0.250	0.250	0.902	0.500	0.250	0.945
					0.750				0.917				0.865				

Ferdinand Ave & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-013
City: El Granada

Day: Thursday
Date: 4/23/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Isabella Ave & Ave Alhambra
City: El Granada
Control: 1-Way Stop(SB)

Project ID: 26-080137-016
Date: 4/23/2026

Data - Totals

NS/EW Streets:	Isabella Ave				Isabella Ave				Ave Alhambra				Ave Alhambra				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	14	0	4	0	3	15	0	0	0	8	3	0	47
7:15 AM	0	0	0	0	19	0	12	0	3	23	0	0	0	9	6	0	72
7:30 AM	0	0	0	0	21	0	7	0	4	56	0	0	0	19	9	0	116
7:45 AM	0	0	0	0	13	0	8	0	8	59	0	1	0	31	9	0	129
8:00 AM	0	0	0	0	9	0	14	0	4	63	0	0	0	75	9	0	174
8:15 AM	0	0	0	0	4	0	12	0	6	22	0	0	0	35	11	0	90
8:30 AM	0	0	0	0	8	0	8	0	5	14	0	0	0	30	10	0	75
8:45 AM	0	0	0	0	9	0	4	0	5	21	0	0	0	24	10	0	73
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	97	0	69	0	38	273	0	1	0	231	67	0	776
PEAK HR :	07:30 AM - 08:30 AM				58.43%	0.00%	41.57%	0.00%	12.18%	87.50%	0.00%	0.32%	0.00%	77.52%	22.48%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	47	0	41	0	22	200	0	1	0	160	38	0	509
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.560	0.000	0.732	0.000	0.688	0.794	0.000	0.250	0.000	0.533	0.864	0.000	0.731
							0.786				0.820				0.589		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	20	0	8	0	15	32	0	0	0	36	10	0	121
4:15 PM	0	0	0	0	5	0	16	0	8	27	0	0	0	42	14	0	112
4:30 PM	0	0	0	0	12	0	14	0	10	34	0	0	0	39	15	0	124
4:45 PM	0	0	0	0	9	0	7	0	14	26	0	0	0	29	14	0	99
5:00 PM	0	0	0	0	11	0	9	0	10	32	0	0	0	43	10	0	115
5:15 PM	0	0	0	0	8	0	9	0	17	28	0	0	0	37	11	0	110
5:30 PM	0	0	0	0	11	0	4	0	13	42	0	0	0	30	13	0	113
5:45 PM	0	0	0	0	8	0	9	0	19	29	0	0	0	35	20	0	120
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	84	0	76	0	106	250	0	0	0	291	107	0	914
PEAK HR :	05:00 PM - 06:00 PM				52.50%	0.00%	47.50%	0.00%	29.78%	70.22%	0.00%	0.00%	0.00%	73.12%	26.88%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	38	0	31	0	59	131	0	0	0	145	54	0	458
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.864	0.000	0.861	0.000	0.776	0.780	0.000	0.000	0.000	0.843	0.675	0.000	0.954
							0.863				0.864				0.905		

Isabella Ave & Ave Alhambra

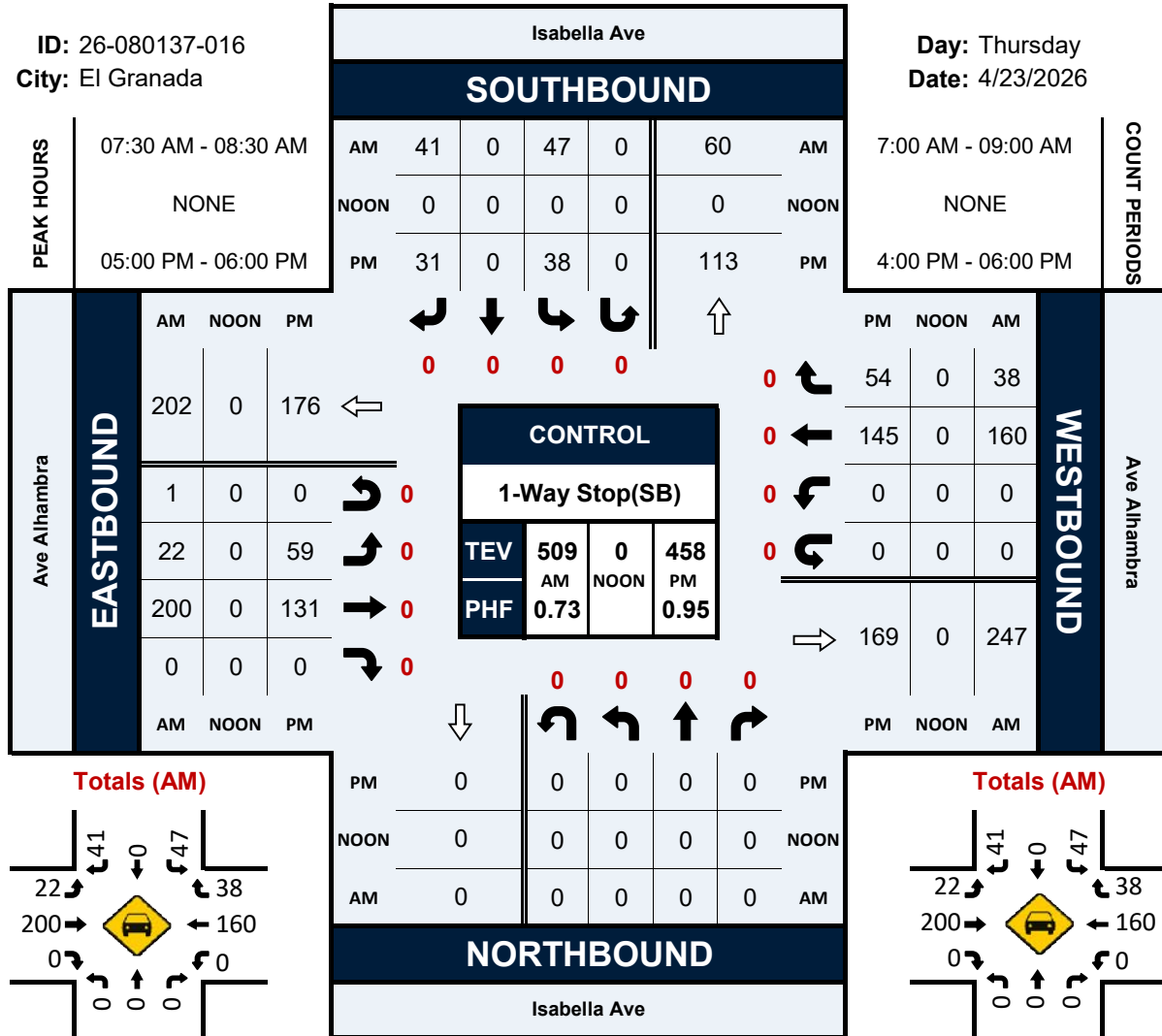
Peak Hour Turning Movement Count

ID: 26-080137-016

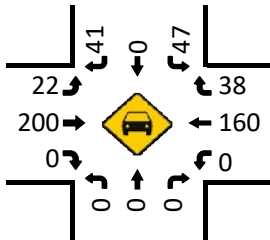
City: El Granada

Day: Thursday

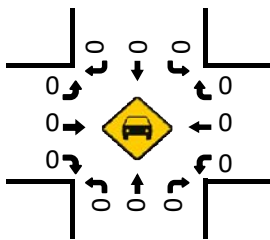
Date: 4/23/2026



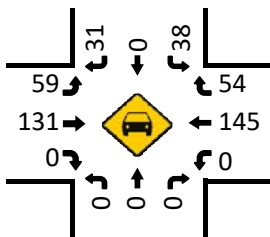
Totals (AM)



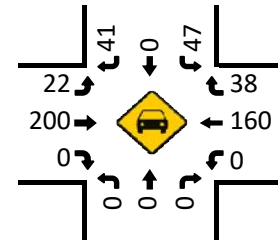
Totals (NOON)



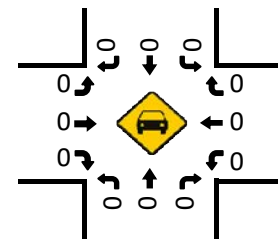
Totals (PM)



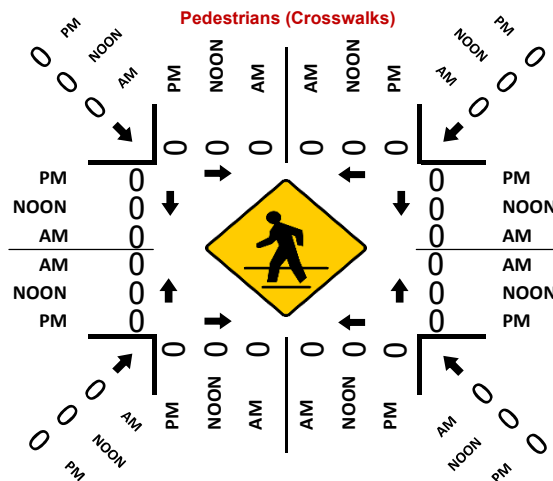
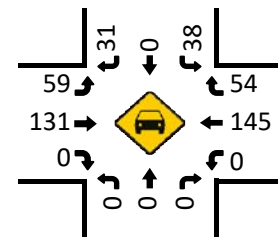
Totals (AM)



Totals (NOON)



Totals (PM)



TRAFFIC COUNTS PLUS

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925.305.4358

EL GRANADA

Avenue Alhambra & Avenue Portola

Latitude: 37.502624

Longitude: -122.469684

File Name : ave alhambra-ave portola-p

Site Code : 4

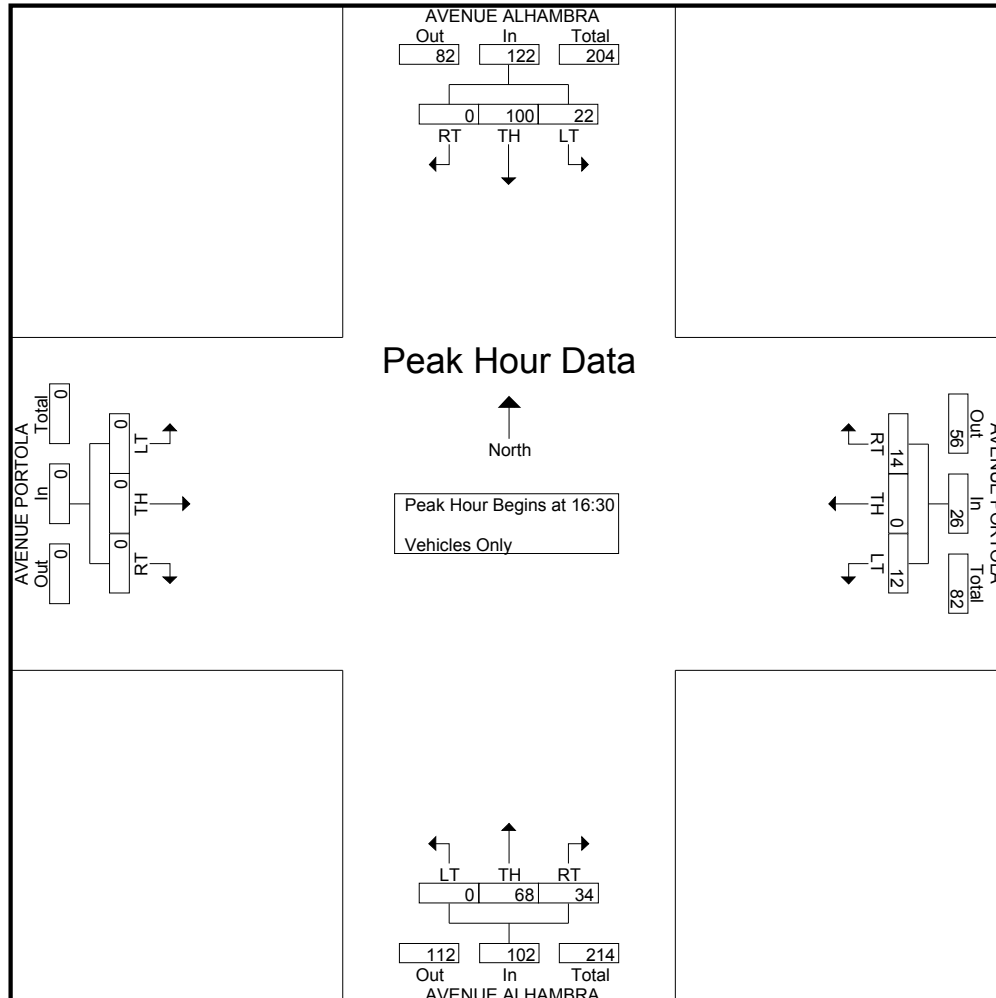
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	23	5	28	3	0	6	9	9	16	0	25	0	0	0	0	62
16:15	0	24	7	31	3	0	2	5	9	20	0	29	0	0	0	0	65
16:30	0	20	8	28	4	0	4	8	12	12	0	24	0	0	0	0	60
16:45	0	21	5	26	5	0	3	8	8	15	0	23	0	0	0	0	57
Total	0	88	25	113	15	0	15	30	38	63	0	101	0	0	0	0	244
17:00	0	29	4	33	3	0	1	4	3	22	0	25	0	0	0	0	62
17:15	0	30	5	35	2	0	4	6	11	19	0	30	0	0	0	0	71
17:30	0	24	4	28	5	0	5	10	5	12	0	17	0	0	0	0	55
17:45	0	9	4	13	1	0	5	6	8	23	0	31	0	0	0	0	50
Total	0	92	17	109	11	0	15	26	27	76	0	103	0	0	0	0	238
Grand Total	0	180	42	222	26	0	30	56	65	139	0	204	0	0	0	0	482
Apprch %	0	81.1	18.9		46.4	0	53.6		31.9	68.1	0		0	0	0		
Total %	0	37.3	8.7	46.1	5.4	0	6.2	11.6	13.5	28.8	0	42.3	0	0	0	0	

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	20	8	28	4	0	4	8	12	12	0	24	0	0	0	0	60
16:45	0	21	5	26	5	0	3	8	8	15	0	23	0	0	0	0	57
17:00	0	29	4	33	3	0	1	4	3	22	0	25	0	0	0	0	62
17:15	0	30	5	35	2	0	4	6	11	19	0	30	0	0	0	0	71
Total Volume	0	100	22	122	14	0	12	26	34	68	0	102	0	0	0	0	250
% App. Total	0	82	18		53.8	0	46.2		33.3	66.7	0		0	0	0		
PHF	.000	.833	.688	.871	.700	.000	.750	.813	.708	.773	.000	.850	.000	.000	.000	.000	.880



TRAFFIC COUNTS PLUS

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EL GRANADA

Avenue Alhambra & Avenue Portola

Latitude: 37.502624

Longitude: -122.469684

File Name : ave alhambra-ave portola-a

Site Code : 4

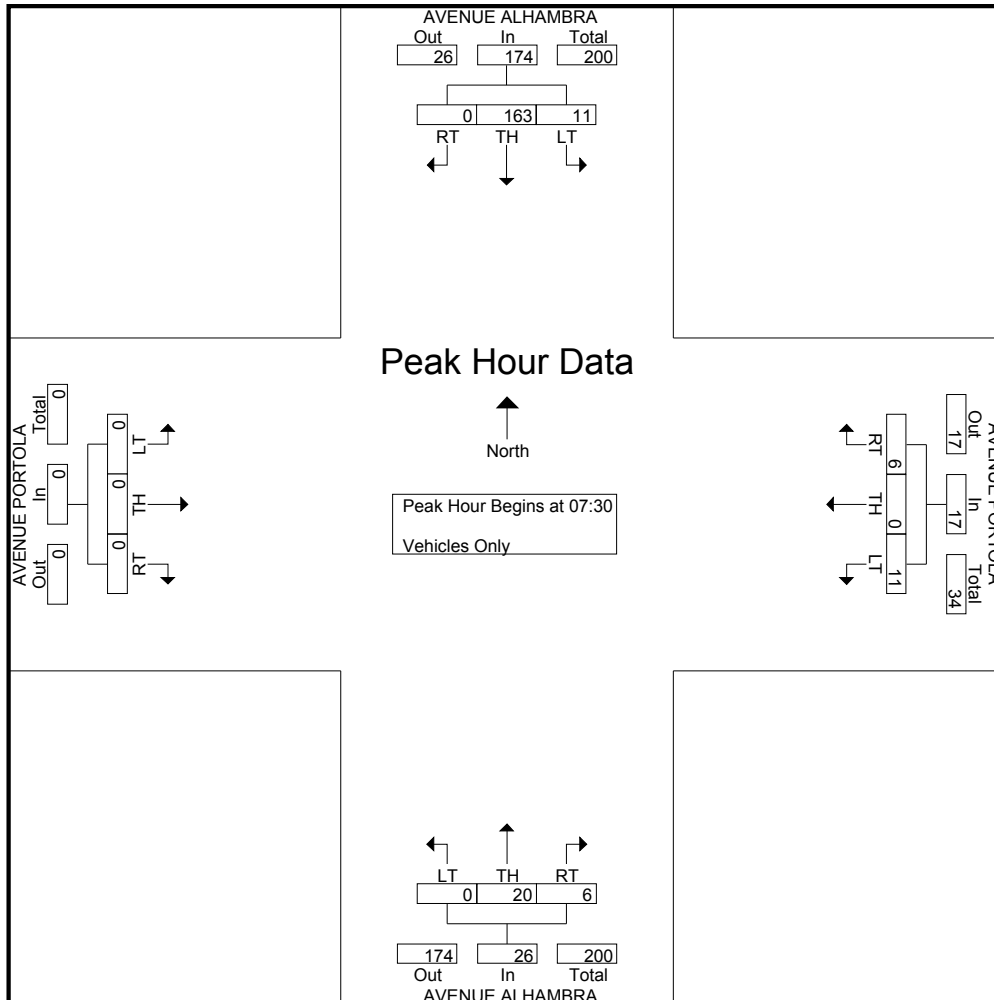
Start Date : 3/17/2026

Page No : 1

Groups Printed- Vehicles Only

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	22	1	23	1	0	0	1	0	2	0	2	0	0	0	0	26
07:15	0	26	1	27	0	0	0	0	2	3	0	5	0	0	0	0	32
07:30	0	40	2	42	1	0	1	2	1	4	0	5	0	0	0	0	49
07:45	0	55	3	58	0	0	6	6	1	4	0	5	0	0	0	0	69
Total	0	143	7	150	2	0	7	9	4	13	0	17	0	0	0	0	176
08:00	0	39	2	41	1	0	0	1	0	6	0	6	0	0	0	0	48
08:15	0	29	4	33	4	0	4	8	4	6	0	10	0	0	0	0	51
08:30	0	26	3	29	0	0	2	2	3	5	0	8	0	0	0	0	39
08:45	0	20	1	21	1	0	2	3	1	10	0	11	0	0	0	0	35
Total	0	114	10	124	6	0	8	14	8	27	0	35	0	0	0	0	173
Grand Total	0	257	17	274	8	0	15	23	12	40	0	52	0	0	0	0	349
Apprch %	0	93.8	6.2		34.8	0	65.2		23.1	76.9	0		0	0	0		
Total %	0	73.6	4.9	78.5	2.3	0	4.3	6.6	3.4	11.5	0	14.9	0	0	0	0	

	AVENUE ALHAMBRA Southbound				AVENUE PORTOLA Westbound				AVENUE ALHAMBRA Northbound				AVENUE PORTOLA Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	40	2	42	1	0	1	2	1	4	0	5	0	0	0	0	49
07:45	0	55	3	58	0	0	6	6	1	4	0	5	0	0	0	0	69
08:00	0	39	2	41	1	0	0	1	0	6	0	6	0	0	0	0	48
08:15	0	29	4	33	4	0	4	8	4	6	0	10	0	0	0	0	51
Total Volume	0	163	11	174	6	0	11	17	6	20	0	26	0	0	0	0	217
% App. Total	0	93.7	6.3		35.3	0	64.7		23.1	76.9	0		0	0	0		
PHF	.000	.741	.688	.750	.375	.000	.458	.531	.375	.833	.000	.650	.000	.000	.000	.000	.786



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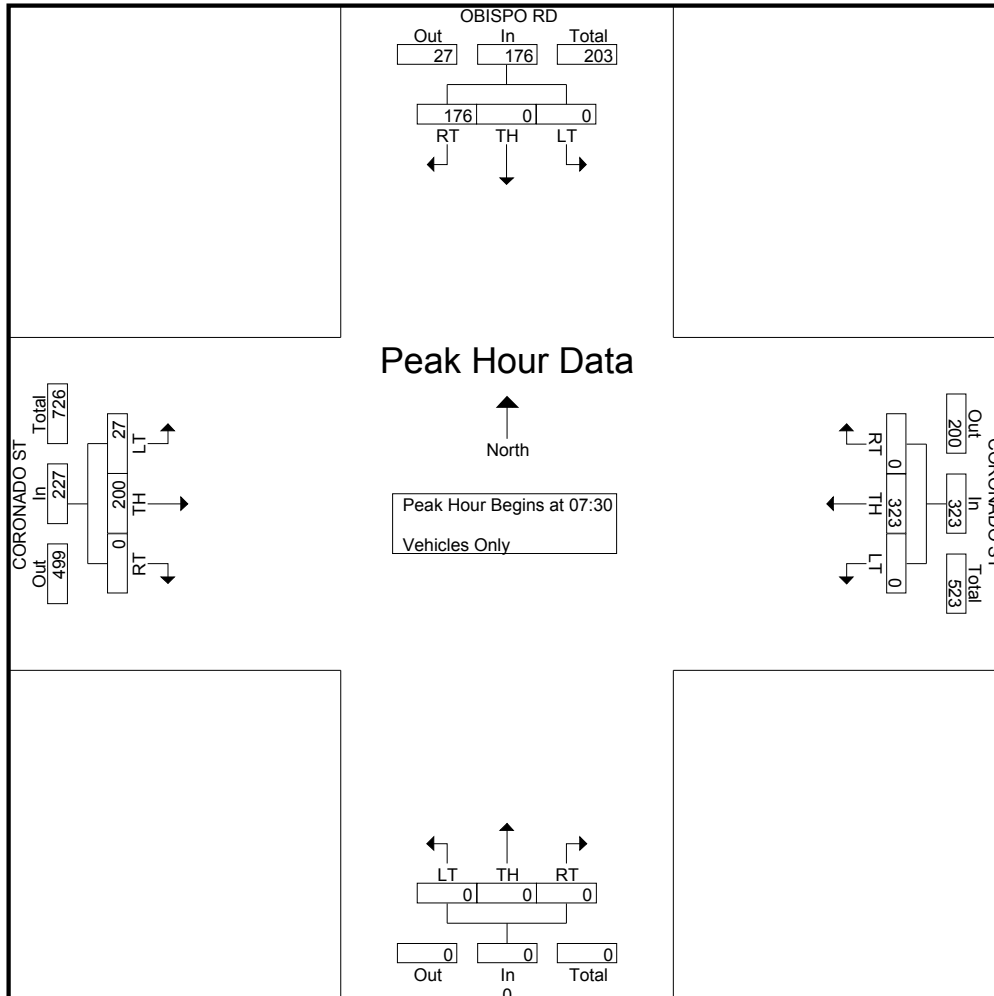
EL GRANADA
Obispo Rd. & Coronado St.
Latitude: 37.500193
Longitude: -122.467207

File Name : obispo-coronado-a
Site Code : 2
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	22	0	0	22	0	50	0	50	0	0	0	0	0	8	2	10	82
07:15	25	0	0	25	1	52	0	53	0	0	0	0	0	29	5	34	112
07:30	40	0	0	40	0	86	0	86	0	0	0	0	0	27	8	35	161
07:45	59	0	0	59	0	85	0	85	0	0	0	0	0	57	5	62	206
Total	146	0	0	146	1	273	0	274	0	0	0	0	0	121	20	141	561
08:00	45	0	0	45	0	78	0	78	0	0	0	0	0	76	6	82	205
08:15	32	0	0	32	0	74	0	74	0	0	0	0	0	40	8	48	154
08:30	31	0	1	32	0	37	0	37	0	0	0	0	0	29	8	37	106
08:45	21	0	1	22	1	41	0	42	0	0	0	0	0	42	14	56	120
Total	129	0	2	131	1	230	0	231	0	0	0	0	0	187	36	223	585
Grand Total	275	0	2	277	2	503	0	505	0	0	0	0	0	308	56	364	1146
Apprch %	99.3	0	0.7		0.4	99.6	0		0	0	0		0	84.6	15.4		
Total %	24	0	0.2	24.2	0.2	43.9	0	44.1	0	0	0	0	0	26.9	4.9	31.8	

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	40	0	0	40	0	86	0	86	0	0	0	0	0	27	8	35	161
07:45	59	0	0	59	0	85	0	85	0	0	0	0	0	57	5	62	206
08:00	45	0	0	45	0	78	0	78	0	0	0	0	0	76	6	82	205
08:15	32	0	0	32	0	74	0	74	0	0	0	0	0	40	8	48	154
Total Volume	176	0	0	176	0	323	0	323	0	0	0	0	0	200	27	227	726
% App. Total	100	0	0		0	100	0		0	0	0		0	88.1	11.9		
PHF	.746	.000	.000	.746	.000	.939	.000	.939	.000	.000	.000	.000	.000	.658	.844	.692	.881



TRAFFIC COUNTS PLUS

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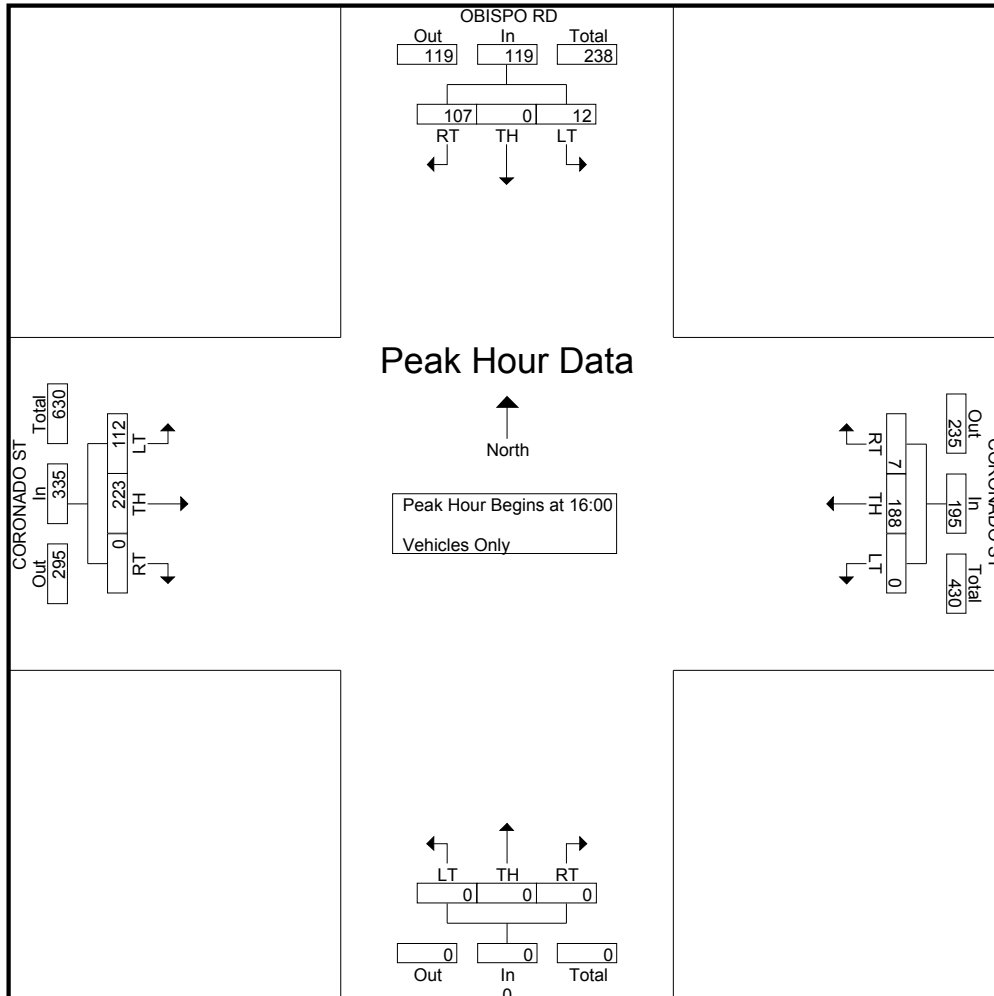
EL GRANADA
Obispo Rd. & Coronado St.
Latitude: 37.500193
Longitude: -122.467207

File Name : obispo-coronado-p
Site Code : 2
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	27	0	2	29	3	50	0	53	0	0	0	0	0	56	26	82	164
16:15	26	0	3	29	2	44	0	46	0	0	0	0	0	42	29	71	146
16:30	28	0	3	31	0	45	0	45	0	0	0	0	0	62	28	90	166
16:45	26	0	4	30	2	49	0	51	0	0	0	0	0	63	29	92	173
Total	107	0	12	119	7	188	0	195	0	0	0	0	0	223	112	335	649
17:00	29	0	3	32	0	31	0	31	0	0	0	0	0	58	29	87	150
17:15	29	0	2	31	1	38	0	39	0	0	0	0	0	59	30	89	159
17:30	25	0	2	27	1	34	0	35	0	0	0	0	0	64	17	81	143
17:45	19	0	1	20	4	25	0	29	0	0	0	0	0	49	27	76	125
Total	102	0	8	110	6	128	0	134	0	0	0	0	0	230	103	333	577
Grand Total	209	0	20	229	13	316	0	329	0	0	0	0	0	453	215	668	1226
Apprch %	91.3	0	8.7		4	96	0		0	0	0		0	67.8	32.2		
Total %	17	0	1.6	18.7	1.1	25.8	0	26.8	0	0	0	0	0	36.9	17.5	54.5	

	OBISPO RD Southbound				CORONADO ST Westbound				0 Northbound				CORONADO ST Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	27	0	2	29	3	50	0	53	0	0	0	0	0	56	26	82	164
16:15	26	0	3	29	2	44	0	46	0	0	0	0	0	42	29	71	146
16:30	28	0	3	31	0	45	0	45	0	0	0	0	0	62	28	90	166
16:45	26	0	4	30	2	49	0	51	0	0	0	0	0	63	29	92	173
Total Volume	107	0	12	119	7	188	0	195	0	0	0	0	0	223	112	335	649
% App. Total	89.9	0	10.1		3.6	96.4	0		0	0	0		0	66.6	33.4		
PHF	.955	.000	.750	.960	.583	.940	.000	.920	.000	.000	.000	.000	.000	.885	.966	.910	.938



TRAFFIC COUNTS PLUS

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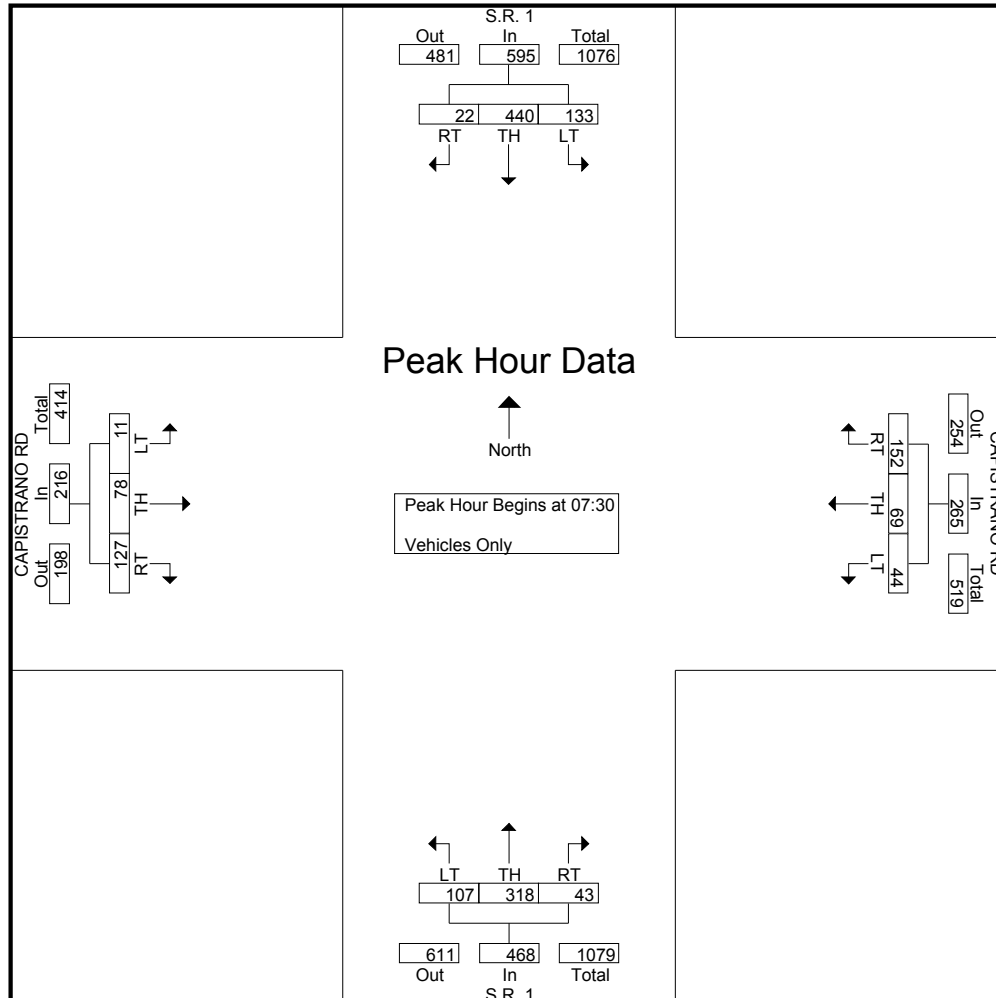
EL GRANADA
S.R. 1 & Capistrano Rd.
Latitude: 37.505229
Longitude: -122.481287

File Name : sr1-capistrano-a
Site Code : 10
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	1	81	7	89	19	9	13	41	2	48	17	67	17	4	3	24	221
07:15	3	111	11	125	27	6	16	49	8	69	25	102	30	6	1	37	313
07:30	3	171	24	198	38	17	20	75	4	59	16	79	42	14	1	57	409
07:45	4	100	45	149	36	17	10	63	8	104	35	147	32	28	7	67	426
Total	11	463	87	561	120	49	59	228	22	280	93	395	121	52	12	185	1369
08:00	4	79	37	120	38	15	9	62	16	85	27	128	29	29	1	59	369
08:15	11	90	27	128	40	20	5	65	15	70	29	114	24	7	2	33	340
08:30	3	93	9	105	35	6	11	52	4	66	36	106	14	5	7	26	289
08:45	6	108	18	132	25	11	7	43	12	76	24	112	22	7	3	32	319
Total	24	370	91	485	138	52	32	222	47	297	116	460	89	48	13	150	1317
Grand Total	35	833	178	1046	258	101	91	450	69	577	209	855	210	100	25	335	2686
Apprch %	3.3	79.6	17		57.3	22.4	20.2		8.1	67.5	24.4		62.7	29.9	7.5		
Total %	1.3	31	6.6	38.9	9.6	3.8	3.4	16.8	2.6	21.5	7.8	31.8	7.8	3.7	0.9	12.5	

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	3	171	24	198	38	17	20	75	4	59	16	79	42	14	1	57	409
07:45	4	100	45	149	36	17	10	63	8	104	35	147	32	28	7	67	426
08:00	4	79	37	120	38	15	9	62	16	85	27	128	29	29	1	59	369
08:15	11	90	27	128	40	20	5	65	15	70	29	114	24	7	2	33	340
Total Volume	22	440	133	595	152	69	44	265	43	318	107	468	127	78	11	216	1544
% App. Total	3.7	73.9	22.4		57.4	26	16.6		9.2	67.9	22.9		58.8	36.1	5.1		
PHF	.500	.643	.739	.751	.950	.863	.550	.883	.672	.764	.764	.796	.756	.672	.393	.806	.906



TRAFFIC COUNTS PLUS

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EL GRANADA
S.R. 1 & Capistrano Rd.
Latitude: 37.505229
Longitude: -122.481287

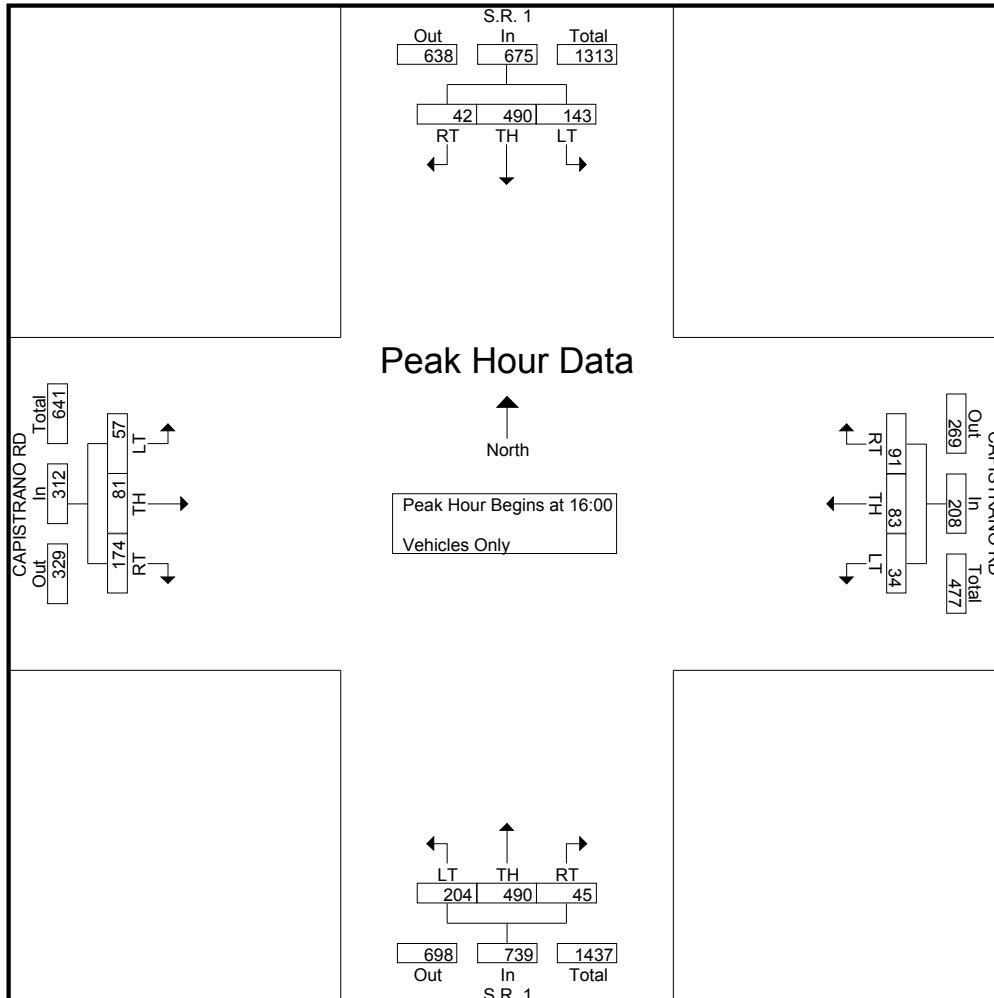
File Name : sr1-capistrano-p
Site Code : 10
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	6	123	33	162	22	16	6	44	13	132	39	184	50	27	19	96	486
16:15	11	118	31	160	30	23	12	65	13	110	71	194	39	20	13	72	491
16:30	11	119	39	169	20	18	12	50	12	119	52	183	45	17	12	74	476
16:45	14	130	40	184	19	26	4	49	7	129	42	178	40	17	13	70	481
Total	42	490	143	675	91	83	34	208	45	490	204	739	174	81	57	312	1934
17:00	4	100	31	135	24	17	8	49	15	122	52	189	46	23	8	77	450
17:15	13	104	45	162	23	23	5	51	10	107	57	174	43	25	18	86	473
17:30	9	103	36	148	23	15	6	44	7	119	58	184	52	24	16	92	468
17:45	3	98	21	122	19	18	6	43	18	109	48	175	32	16	15	63	403
Total	29	405	133	567	89	73	25	187	50	457	215	722	173	88	57	318	1794
Grand Total	71	895	276	1242	180	156	59	395	95	947	419	1461	347	169	114	630	3728
Apprch %	5.7	72.1	22.2		45.6	39.5	14.9		6.5	64.8	28.7		55.1	26.8	18.1		
Total %	1.9	24	7.4	33.3	4.8	4.2	1.6	10.6	2.5	25.4	11.2	39.2	9.3	4.5	3.1	16.9	

	S.R. 1 Southbound				CAPISTRANO RD Westbound				S.R. 1 Northbound				CAPISTRANO RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	6	123	33	162	22	16	6	44	13	132	39	184	50	27	19	96	486
16:15	11	118	31	160	30	23	12	65	13	110	71	194	39	20	13	72	491
16:30	11	119	39	169	20	18	12	50	12	119	52	183	45	17	12	74	476
16:45	14	130	40	184	19	26	4	49	7	129	42	178	40	17	13	70	481
Total Volume	42	490	143	675	91	83	34	208	45	490	204	739	174	81	57	312	1934
% App. Total	6.2	72.6	21.2		43.8	39.9	16.3		6.1	66.3	27.6		55.8	26	18.3		
PHF	.750	.942	.894	.917	.758	.798	.708	.800	.865	.928	.718	.952	.870	.750	.750	.813	.985

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:00



TRAFFIC COUNTS PLUS

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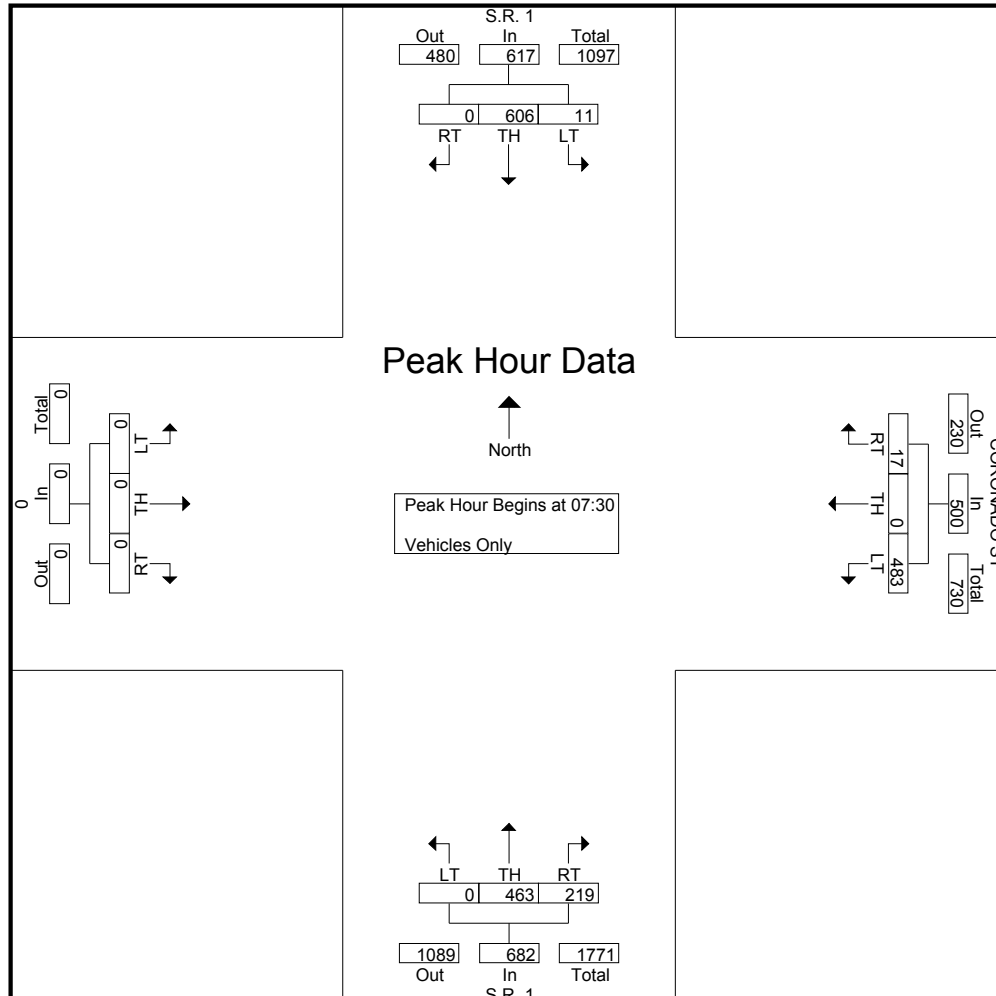
EL GRANADA
S.R. 1 & Coronado St.
Latitude: 37.499806
Longitude: -122.467402

File Name : sr1-coronado-a
Site Code : 1
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only

	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	107	4	111	5	0	65	70	8	64	0	72	0	0	0	0	253
07:15	0	142	3	145	4	0	75	79	30	106	0	136	0	0	0	0	360
07:30	0	192	6	198	4	0	118	122	30	101	0	131	0	0	0	0	451
07:45	0	145	3	148	6	0	138	144	58	124	0	182	0	0	0	0	474
Total	0	586	16	602	19	0	396	415	126	395	0	521	0	0	0	0	1538
08:00	0	128	2	130	1	0	125	126	81	132	0	213	0	0	0	0	469
08:15	0	141	0	141	6	0	102	108	50	106	0	156	0	0	0	0	405
08:30	0	129	2	131	9	0	62	71	35	108	0	143	0	0	0	0	345
08:45	0	132	7	139	8	0	56	64	50	114	0	164	0	0	0	0	367
Total	0	530	11	541	24	0	345	369	216	460	0	676	0	0	0	0	1586
Grand Total	0	1116	27	1143	43	0	741	784	342	855	0	1197	0	0	0	0	3124
Apprch %	0	97.6	2.4		5.5	0	94.5		28.6	71.4	0		0	0	0		
Total %	0	35.7	0.9	36.6	1.4	0	23.7	25.1	10.9	27.4	0	38.3	0	0	0	0	

	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	192	6	198	4	0	118	122	30	101	0	131	0	0	0	0	451
07:45	0	145	3	148	6	0	138	144	58	124	0	182	0	0	0	0	474
08:00	0	128	2	130	1	0	125	126	81	132	0	213	0	0	0	0	469
08:15	0	141	0	141	6	0	102	108	50	106	0	156	0	0	0	0	405
Total Volume	0	606	11	617	17	0	483	500	219	463	0	682	0	0	0	0	1799
% App. Total	0	98.2	1.8		3.4	0	96.6		32.1	67.9	0		0	0	0		
PHF	.000	.789	.458	.779	.708	.000	.875	.868	.676	.877	.000	.800	.000	.000	.000	.000	.949



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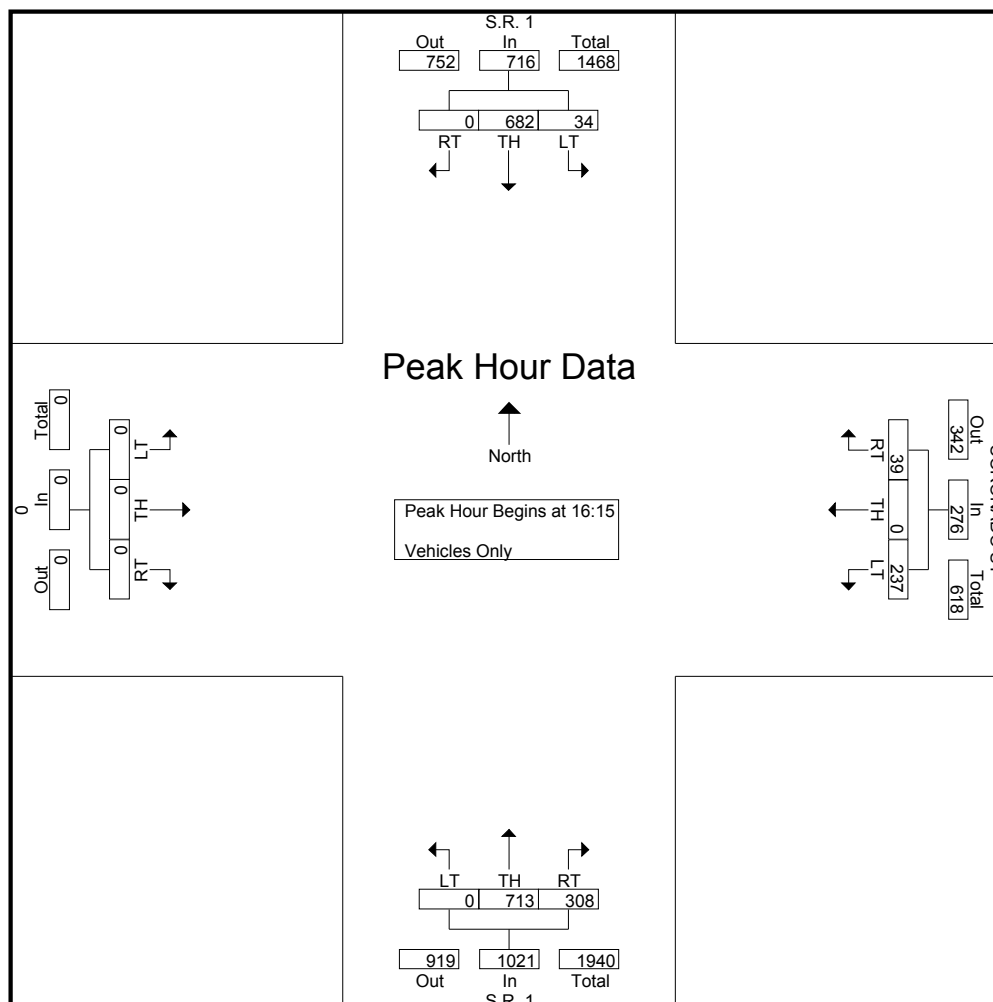
File Name : sr1-coronado-p
Site Code : 1
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles Only																	
	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	164	6	170	12	0	69	81	78	169	0	247	0	0	0	0	498
16:15	0	167	5	172	11	0	56	67	66	190	0	256	0	0	0	0	495
16:30	0	183	9	192	10	0	65	75	84	175	0	259	0	0	0	0	526
16:45	0	165	9	174	13	0	63	76	81	160	0	241	0	0	0	0	491
Total	0	679	29	708	46	0	253	299	309	694	0	1003	0	0	0	0	2010
17:00	0	167	11	178	5	0	53	58	77	188	0	265	0	0	0	0	501
17:15	0	155	6	161	9	0	56	65	86	177	0	263	0	0	0	0	489
17:30	0	170	5	175	6	0	54	60	76	174	0	250	0	0	0	0	485
17:45	0	141	7	148	4	0	37	41	68	184	0	252	0	0	0	0	441
Total	0	633	29	662	24	0	200	224	307	723	0	1030	0	0	0	0	1916
Grand Total	0	1312	58	1370	70	0	453	523	616	1417	0	2033	0	0	0	0	3926
Apprch %	0	95.8	4.2		13.4	0	86.6		30.3	69.7	0		0	0	0		
Total %	0	33.4	1.5	34.9	1.8	0	11.5	13.3	15.7	36.1	0	51.8	0	0	0	0	

	S.R. 1 Southbound				CORONADO ST Westbound				S.R. 1 Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	167	5	172	11	0	56	67	66	190	0	256	0	0	0	0	495
16:30	0	183	9	192	10	0	65	75	84	175	0	259	0	0	0	0	526
16:45	0	165	9	174	13	0	63	76	81	160	0	241	0	0	0	0	491
17:00	0	167	11	178	5	0	53	58	77	188	0	265	0	0	0	0	501
Total Volume	0	682	34	716	39	0	237	276	308	713	0	1021	0	0	0	0	2013
% App. Total	0	95.3	4.7		14.1	0	85.9		30.2	69.8	0		0	0	0		
PHF	.000	.932	.773	.932	.750	.000	.912	.908	.917	.938	.000	.963	.000	.000	.000	.000	.957

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15



National Data & Surveying Services

Intersection Turning Movement Count

Location: Coronado St & SR 1/Cabrillo Hwy N
City: El Granada
Control: Signalized

Project ID: 26-080137-001
Date: 4/18/2026

Data - Totals

NS/EW Streets:	Coronado St				Coronado St				SR 1/Cabrillo Hwy N				SR 1/Cabrillo Hwy N				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	83	0	5	0	6	191	0	0	0	183	43	0	511
12:15 PM	0	0	0	0	54	0	3	0	1	177	0	0	0	195	45	0	475
12:30 PM	0	0	0	0	57	0	6	0	6	175	0	0	0	218	55	0	517
12:45 PM	0	0	0	0	49	0	8	0	12	194	0	0	0	211	52	0	526
1:00 PM	0	0	0	0	46	0	3	0	2	189	0	0	0	200	65	0	505
1:15 PM	0	0	0	0	57	0	7	0	4	194	0	0	0	208	69	0	539
1:30 PM	0	0	0	0	60	0	6	0	7	199	0	0	0	210	46	0	528
1:45 PM	0	0	0	0	72	0	7	0	3	189	0	0	0	178	58	0	507
2:00 PM	0	0	0	0	81	0	1	0	7	189	0	0	0	199	49	0	526
2:15 PM	0	0	0	0	61	0	6	0	9	195	0	0	0	208	62	0	541
2:30 PM	0	0	0	0	55	0	7	0	6	187	0	0	0	194	52	0	501
2:45 PM	0	0	0	0	71	0	4	0	1	182	0	0	0	192	50	0	500
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 746	ST 0	SR 63	SU 0	EL 64	ET 2261	ER 0	EU 0	WL 0	WT 2396	WR 646	WU 0	TOTAL 6176
APPROACH %'s :					92.21%	0.00%	7.79%	0.00%	2.75%	97.25%	0.00%	0.00%	0.00%	78.76%	21.24%	0.00%	
PEAK HR :	01:30 PM - 02:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	274	0	20	0	26	772	0	0	0	795	215	0	2102
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.846	0.000	0.714	0.000	0.722	0.970	0.000	0.000	0.000	0.946	0.867	0.000	0.971
						0.896				0.968				0.935			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Coronado St & Obispo Rd
City: El Granada
Control: 1-Way Stop(EB)

Project ID: 26-080137-002
Date: 4/18/2026

Data - Totals

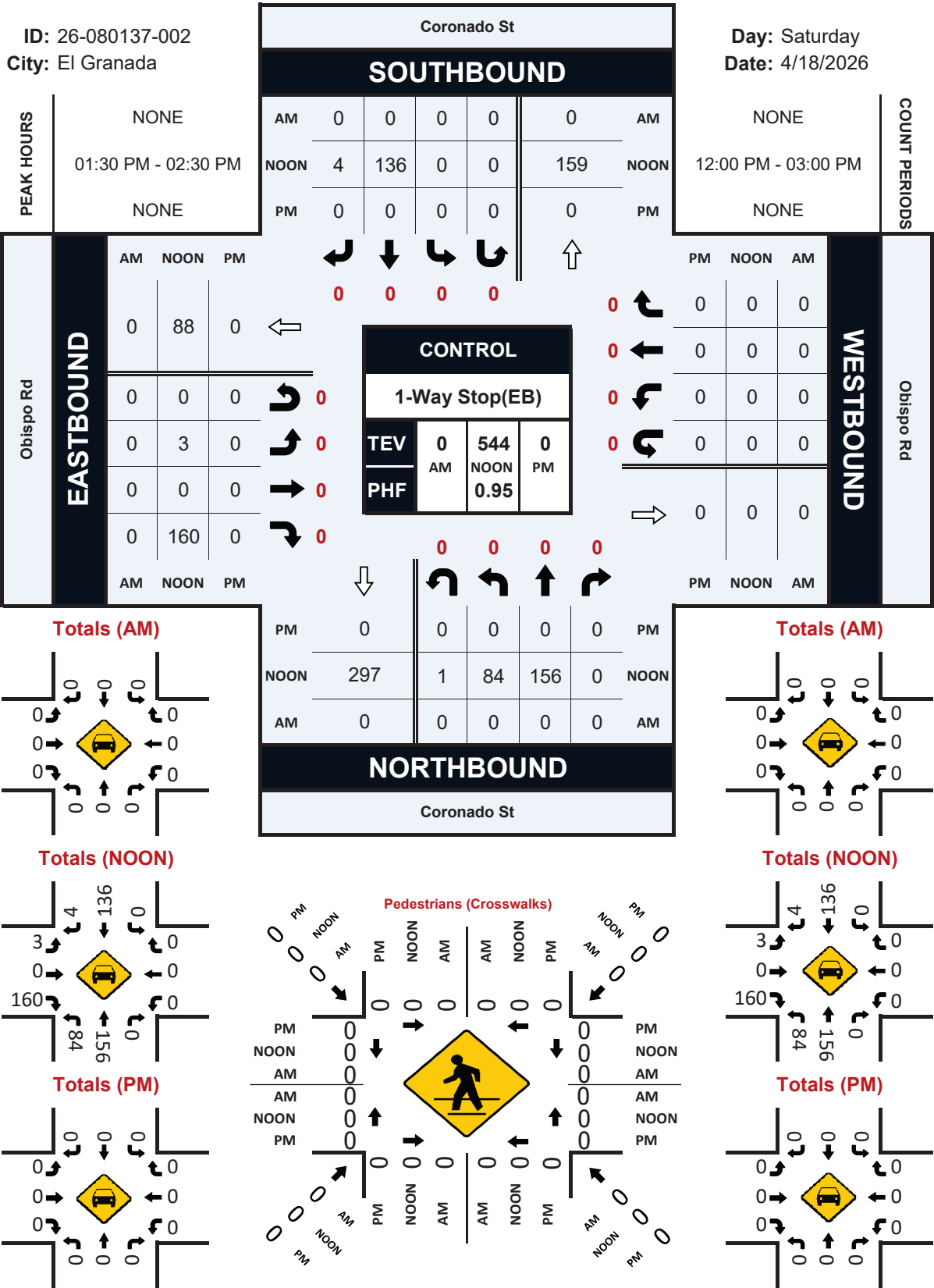
NS/EW Streets:	Coronado St				Coronado St				Obispo Rd				Obispo Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	23	25	0	0	0	34	0	0	2	0	50	0	0	0	0	0	134
12:15 PM	21	26	0	0	0	27	1	0	0	0	30	0	0	0	0	0	105
12:30 PM	20	40	0	1	0	28	0	0	0	0	34	0	0	0	0	0	123
12:45 PM	20	40	0	3	0	33	2	0	0	0	22	0	0	0	0	0	120
1:00 PM	22	43	0	1	0	24	2	0	3	0	24	0	0	0	0	0	119
1:15 PM	28	45	0	2	0	30	0	0	1	0	31	0	0	0	0	0	137
1:30 PM	23	28	0	1	0	28	2	0	1	0	40	0	0	0	0	0	123
1:45 PM	18	42	0	0	0	36	1	0	0	0	40	0	0	0	0	0	137
2:00 PM	18	39	0	0	0	38	0	0	2	0	46	0	0	0	0	0	143
2:15 PM	25	47	0	0	0	34	1	0	0	0	34	0	0	0	0	0	141
2:30 PM	24	33	0	1	0	25	0	0	2	0	36	0	0	0	0	0	121
2:45 PM	14	37	0	0	0	25	0	0	1	0	47	0	0	0	0	0	124
TOTAL VOLUMES :	NL 256	NT 445	NR 0	NU 9	SL 0	ST 362	SR 9	SU 0	EL 12	ET 0	ER 434	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1527
APPROACH %'s :	36.06%	62.68%	0.00%	1.27%	0.00%	97.57%	2.43%	0.00%	2.69%	0.00%	97.31%	0.00%					
PEAK HR :	01:30 PM - 02:30 PM																TOTAL
PEAK HR VOL :	84	156	0	1	0	136	4	0	3	0	160	0	0	0	0	0	544
PEAK HR FACTOR :	0.840	0.830	0.000	0.250	0.000	0.895	0.500	0.000	0.375	0.000	0.870	0.000	0.000	0.000	0.000	0.000	0.951
	0.837					0.921					0.849						

Coronado St & Obispo Rd

Peak Hour Turning Movement Count

ID: 26-080137-002
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Coronado St/Santa Ana St & Ave Alhambra
City: El Granada
Control: 3-Way Stop(SB/EB/WB)

Project ID: 26-080137-003
Date: 4/18/2026

Data - Totals

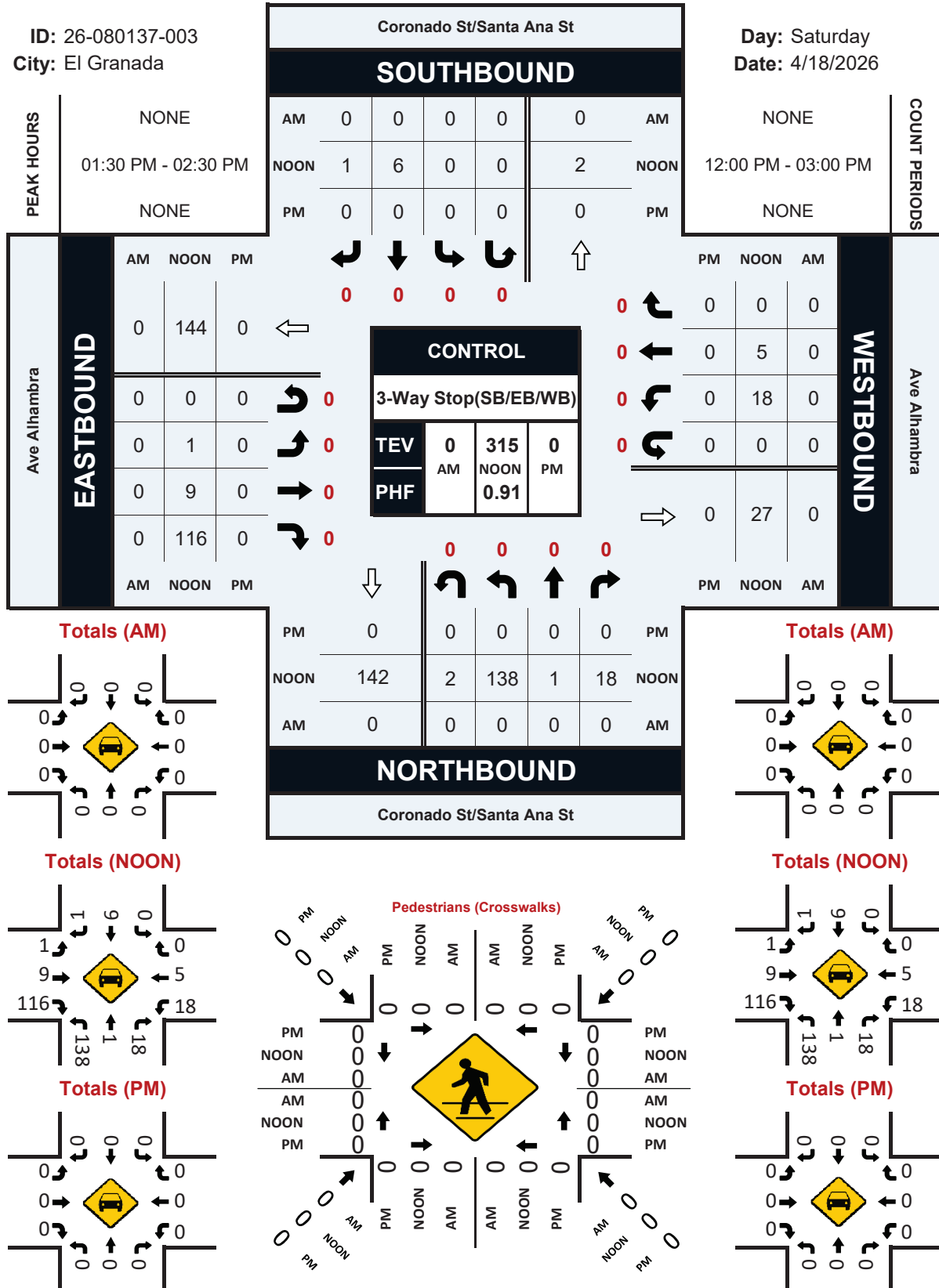
NS/EW Streets:	Coronado St/Santa Ana St				Coronado St/Santa Ana St				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	22	1	3	0	0	0	0	0	0	2	30	0	1	2	0	0	61
12:15 PM	24	0	3	0	0	1	0	0	0	0	22	1	5	4	0	0	60
12:30 PM	29	0	10	0	0	1	0	0	1	0	20	0	7	0	0	0	68
12:45 PM	30	2	8	1	0	1	0	0	0	1	21	0	12	2	0	0	78
1:00 PM	42	0	3	1	0	2	0	0	0	1	20	0	3	1	0	0	73
1:15 PM	42	1	3	0	0	1	1	0	0	0	26	0	3	1	0	0	78
1:30 PM	29	0	0	0	0	1	0	0	0	5	29	0	3	0	0	0	67
1:45 PM	35	1	4	1	0	3	1	0	1	0	25	0	5	1	0	0	77
2:00 PM	37	0	5	0	0	0	0	0	0	3	33	0	5	1	0	0	84
2:15 PM	37	0	9	1	0	2	0	0	0	1	29	0	5	3	0	0	87
2:30 PM	32	1	2	0	0	1	0	0	0	2	20	0	3	3	0	0	64
2:45 PM	32	1	5	0	0	1	0	0	0	1	21	0	2	1	0	0	64
TOTAL VOLUMES :	NL 391	NT 7	NR 55	NU 4	SL 0	ST 14	SR 2	SU 0	EL 2	ET 16	ER 296	EU 1	WL 54	WT 19	WR 0	WU 0	TOTAL 861
APPROACH %'s :	85.56%	1.53%	12.04%	0.88%	0.00%	87.50%	12.50%	0.00%	0.63%	5.08%	93.97%	0.32%	73.97%	26.03%	0.00%	0.00%	
PEAK HR :	01:30 PM - 02:30 PM				0	6	1	0	1	9	116	0	18	5	0	0	TOTAL 315
PEAK HR VOL :	138	1	18	2	0	0.500	0.250	0.000	0.250	0.450	0.879	0.000	0.900	0.417	0.000	0.000	0.905
PEAK HR FACTOR :	0.932	0.250	0.500	0.500	0.000	0.500	0.250	0.000	0.250	0.450	0.879	0.000	0.900	0.417	0.000	0.000	
			0.846				0.438				0.875				0.719		

Coronado St/Santa Ana St & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-003
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Portola & Obispo Rd
City: El Granada
Control: 1-Way Stop(SB)

Project ID: 26-080137-004
Date: 4/18/2026

Data - Totals

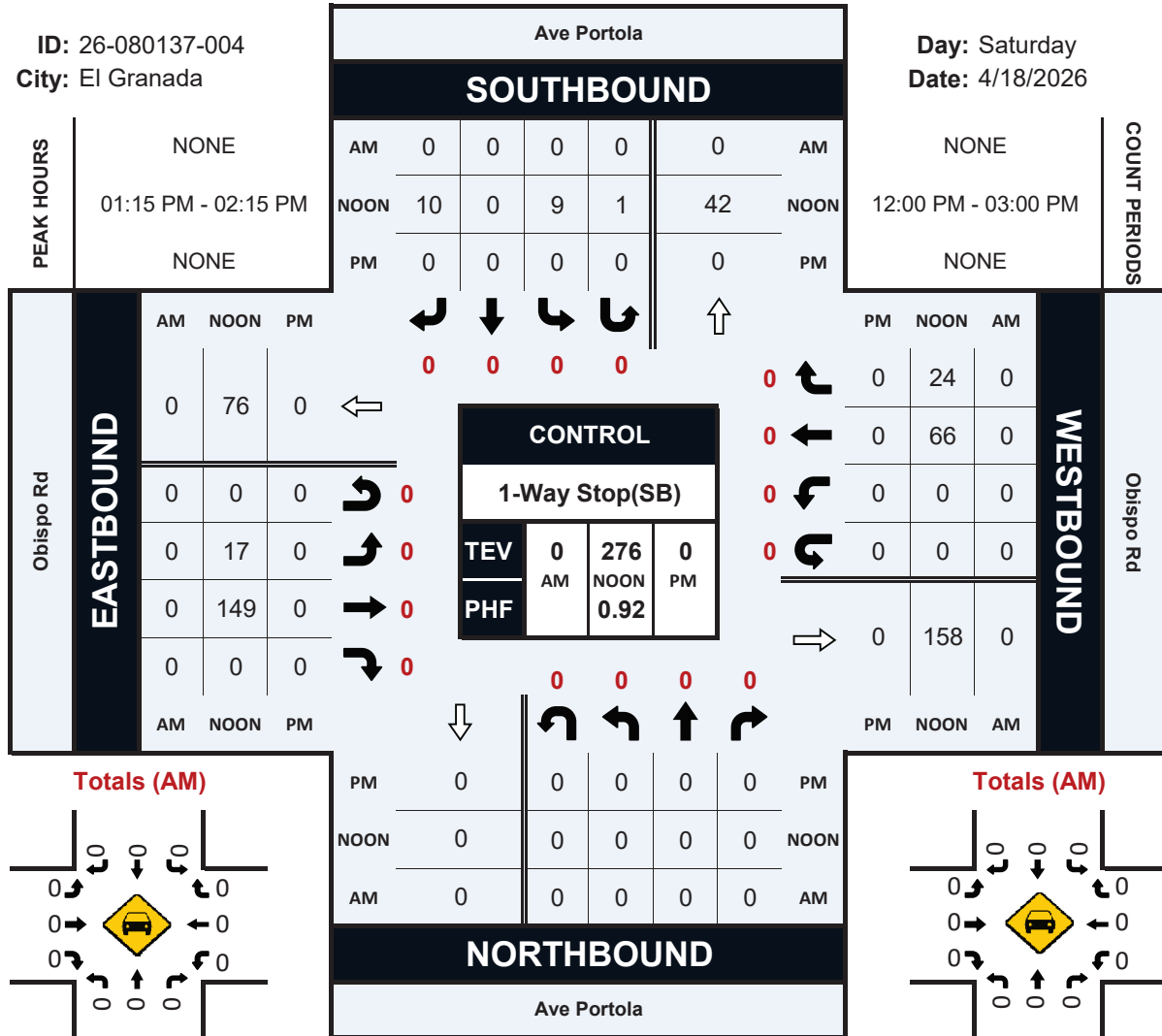
NS/EW Streets:	Ave Portola				Ave Portola				Obispo Rd				Obispo Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	3	0	5	0	8	47	0	0	0	22	11	0	96
12:15 PM	0	0	0	0	3	0	4	0	3	23	0	0	0	15	5	0	53
12:30 PM	0	0	0	0	2	0	0	0	3	33	0	0	0	18	3	0	59
12:45 PM	0	0	0	0	3	0	2	0	4	19	0	0	0	15	5	0	48
1:00 PM	0	0	0	0	2	0	1	1	3	24	0	0	0	21	3	0	55
1:15 PM	0	0	0	0	1	0	4	0	7	29	0	0	0	19	9	0	69
1:30 PM	0	0	0	0	4	0	1	0	0	45	0	0	0	19	6	0	75
1:45 PM	0	0	0	0	2	0	3	1	5	30	0	0	0	13	6	0	60
2:00 PM	0	0	0	0	2	0	2	0	5	45	0	0	0	15	3	0	72
2:15 PM	0	0	0	0	2	0	4	0	3	31	0	0	0	21	5	0	66
2:30 PM	0	0	0	0	0	0	3	0	3	36	0	0	0	20	3	0	65
2:45 PM	0	0	0	0	3	0	1	0	2	40	0	0	0	8	3	0	57
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	27	0	30	2	46	402	0	0	0	206	62	0	775
PEAK HR :	01:15 PM - 02:15 PM				45.76%	0.00%	50.85%	3.39%	10.27%	89.73%	0.00%	0.00%	0.00%	76.87%	23.13%	0.00%	
PEAK HR VOL :	0	0	0	0	9	0	10	1	17	149	0	0	0	66	24	0	276
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.563	0.000	0.625	0.250	0.607	0.828	0.000	0.000	0.000	0.868	0.667	0.000	0.920
							0.833				0.830				0.804		

Ave Portola & Obispo Rd

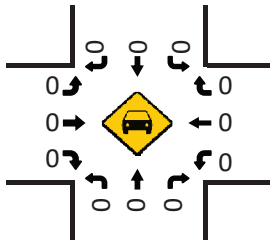
Peak Hour Turning Movement Count

ID: 26-080137-004
City: El Granada

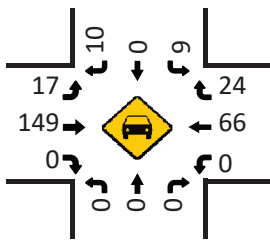
Day: Saturday
Date: 4/18/2026



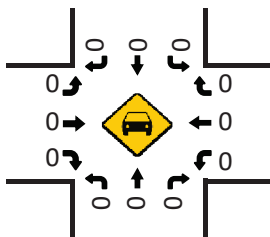
Totals (AM)



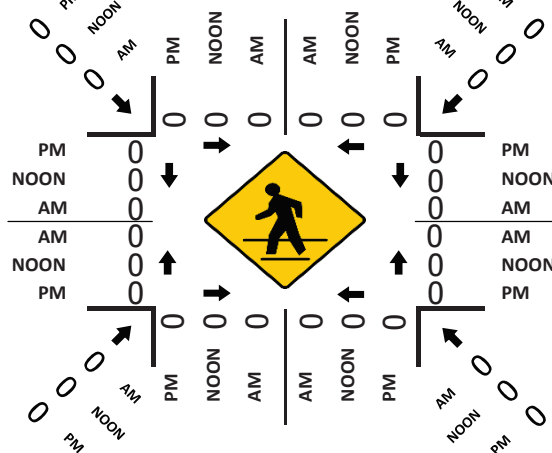
Totals (NOON)



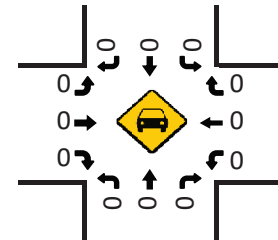
Totals (PM)



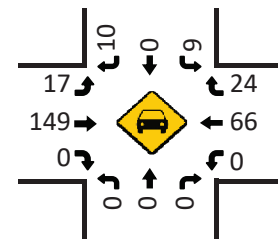
Pedestrians (Crosswalks)



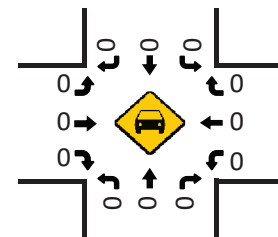
Totals (AM)



Totals (NOON)



Totals (PM)



National Data & Surveying Services
Intersection Turning Movement Count

Location: Coronado St/San Luis Ave & Ave Alhambra/Obispo Rd
City: El Granada
Control: 1-Way Stop(SB)

Project ID: 26-080137-005
Date: 4/18/2026

Data - Totals

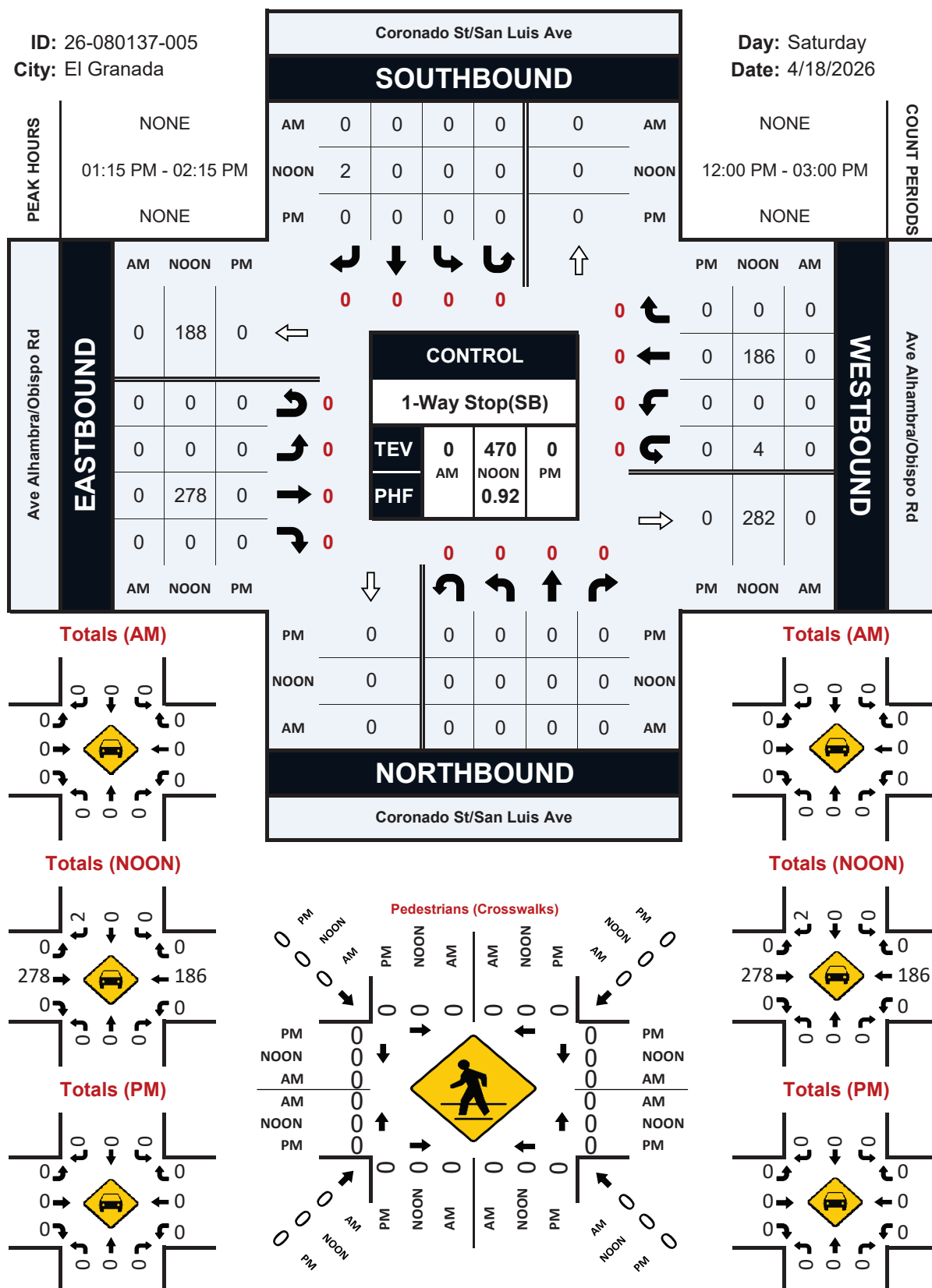
NS/EW Streets:	Coronado St/San Luis Ave				Coronado St/San Luis Ave				Ave Alhambra/Obispo Rd					Ave Alhambra/Obispo Rd											
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND					TOTAL						
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 EL2	0 WL	0 WT	0 WR	0 WU	0 WR2		0 S2R2					
12:00 PM	0	0	0	0	0	0	0	0	0	66	0	0	0	0	54	0	2	0	0	122					
12:15 PM	0	0	0	0	0	0	1	0	0	50	0	0	0	0	41	0	0	0	1	93					
12:30 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	0	36	0	1	0	0	89					
12:45 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	0	37	0	1	0	0	86					
1:00 PM	0	0	0	0	0	0	0	0	0	51	0	0	1	0	53	0	0	0	1	106					
1:15 PM	0	0	0	0	0	0	2	0	0	60	0	0	0	0	55	0	1	0	1	119					
1:30 PM	0	0	0	0	0	0	0	0	0	71	0	0	0	0	43	0	2	0	0	116					
1:45 PM	0	0	0	0	0	0	0	0	0	73	0	0	0	0	36	0	0	0	0	109					
2:00 PM	0	0	0	0	0	0	0	0	0	74	0	0	0	0	52	0	1	0	1	128					
2:15 PM	0	0	0	0	0	0	0	0	0	57	0	0	0	0	46	0	0	0	0	103					
2:30 PM	0	0	0	0	0	0	0	0	0	54	0	0	1	0	57	0	0	0	1	112					
2:45 PM	0	0	0	0	0	0	0	0	0	78	0	0	0	0	27	1	0	1	1	108					
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 3	SU 0	EL 0	ET 734	ER 0	EU 0	EL2 2	WL 0	WT 537	WR 18.17%	WU 8	WR2 5	S2R2 0.18%	TOTAL 1291					
PEAK HR :	01:15 PM - 02:15 PM				0.00%				0.00%				99.73%				0.00%				0.27%				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	0	278	0	0	0	0	186	0	4	0	2	472					
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.939	0.000	0.000	0.000	0.000	0.845	0.000	0.500	0.000	0.500	0.922					

Explanation for extra leg movements	
Movements entering the extra leg	
WR2	Movements coming from WB on Ave Alhambra entering into the Extra Leg (Coronado St)
EL2	Movements coming from EB on Ave Alhambra entering into the Extra Leg (Coronado St)
Movements exiting the extra leg	
S2R2	Movements exiting from Extra Leg (Coronado St) entering into Ave Alhambra WB



ID: 26-080137-005
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: The Alameda NB & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-006
Date: 4/18/2026

Data - Totals

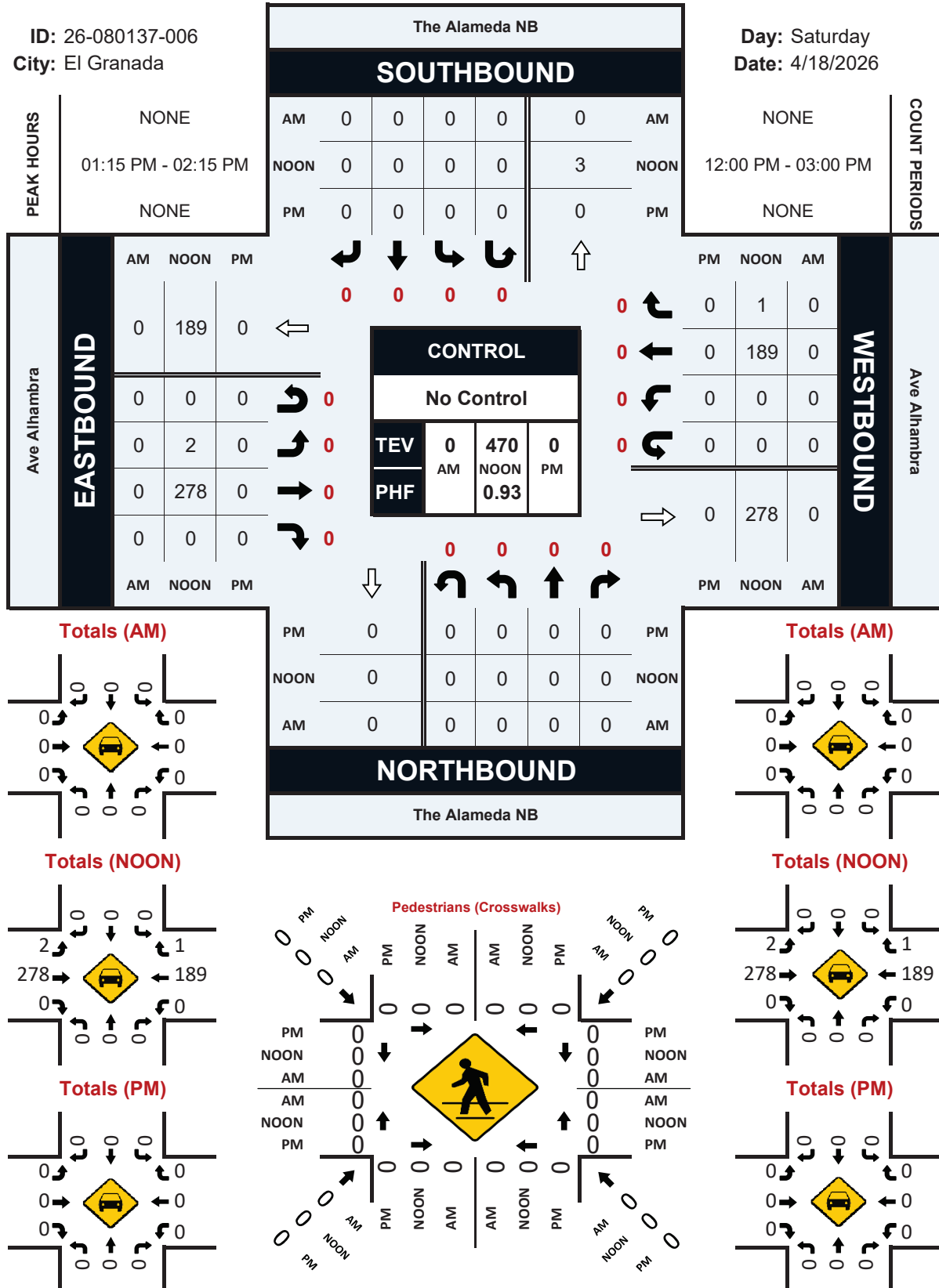
NS/EW Streets:	The Alameda NB				The Alameda NB				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	0	66	0	0	0	53	0	0	119
12:15 PM	0	0	0	0	0	0	0	0	3	48	0	0	0	38	1	0	90
12:30 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	36	2	0	90
12:45 PM	0	0	0	0	0	0	0	0	1	48	0	0	0	36	0	0	85
1:00 PM	0	0	0	0	0	0	0	0	1	52	0	0	0	55	0	0	108
1:15 PM	0	0	0	0	0	0	0	0	0	60	0	0	0	58	0	0	118
1:30 PM	0	0	0	0	0	0	0	0	1	71	0	0	0	43	0	0	115
1:45 PM	0	0	0	0	0	0	0	0	0	74	0	0	0	36	0	0	110
2:00 PM	0	0	0	0	0	0	0	0	1	73	0	0	0	52	1	0	127
2:15 PM	0	0	0	0	0	0	0	0	0	59	0	0	0	44	1	0	104
2:30 PM	0	0	0	0	0	0	0	0	0	54	0	0	0	57	0	0	111
2:45 PM	0	0	0	0	0	0	0	0	2	77	0	0	0	29	0	0	108
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	0	0	0	0	9	734	0	0	0	537	5	0	1285
PEAK HR :	01:15 PM - 02:15 PM								1.21%	98.79%	0.00%	0.00%	0.00%	99.08%	0.92%	0.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	278	0	0	0	189	1	0	470
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.939	0.000	0.000	0.000	0.815	0.250	0.000	0.925
										0.946				0.819			

The Alameda NB & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-006
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: The Alameda/Valencia Ave SB & Ave Alhambra
City: El Granada
Control: 1-Way Stop(SB)

Project ID: 26-080137-007
Date: 4/18/2026

Data - Totals

NS/EW Streets:	The Alameda/Valencia Ave SB				The Alameda/Valencia Ave SB				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	4	0	3	0	0	62	0	0	0	46	7	0	122
12:15 PM	0	0	0	0	4	0	2	0	0	47	0	0	0	36	2	0	91
12:30 PM	0	0	0	0	7	0	1	0	0	46	0	0	0	32	4	0	90
12:45 PM	0	0	0	0	5	0	5	0	0	43	0	0	0	33	3	0	89
1:00 PM	0	0	0	0	8	0	3	0	0	46	0	0	0	53	2	0	112
1:15 PM	0	0	0	0	6	0	3	0	0	53	0	0	0	57	1	0	120
1:30 PM	0	0	0	0	6	0	3	0	0	66	0	0	0	39	4	0	118
1:45 PM	0	0	0	0	5	0	1	0	0	69	0	0	0	36	0	0	111
2:00 PM	0	0	0	0	6	0	1	0	0	68	0	0	0	51	1	0	127
2:15 PM	0	0	0	0	3	0	3	0	0	56	0	0	0	42	2	0	106
2:30 PM	0	0	0	0	9	0	2	0	0	46	0	0	0	54	3	0	114
2:45 PM	0	0	0	0	4	0	0	0	0	74	0	0	0	28	1	0	107
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	67	0	27	0	0	676	0	0	0	507	30	0	1307
PEAK HR :	01:15 PM - 02:15 PM				71.28%	0.00%	28.72%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	94.41%	5.59%	0.00%	
PEAK HR VOL :	0	0	0	0	23	0	8	0	0	256	0	0	0	183	6	0	476
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.958	0.000	0.667	0.000	0.000	0.928	0.000	0.000	0.000	0.803	0.375	0.000	0.937
							0.861				0.928				0.815		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sonora Ave/Francisco St & Ave Alhambra
City: El Granada
Control: 1-Way Stop(SB)

Project ID: 26-080137-008
Date: 4/18/2026

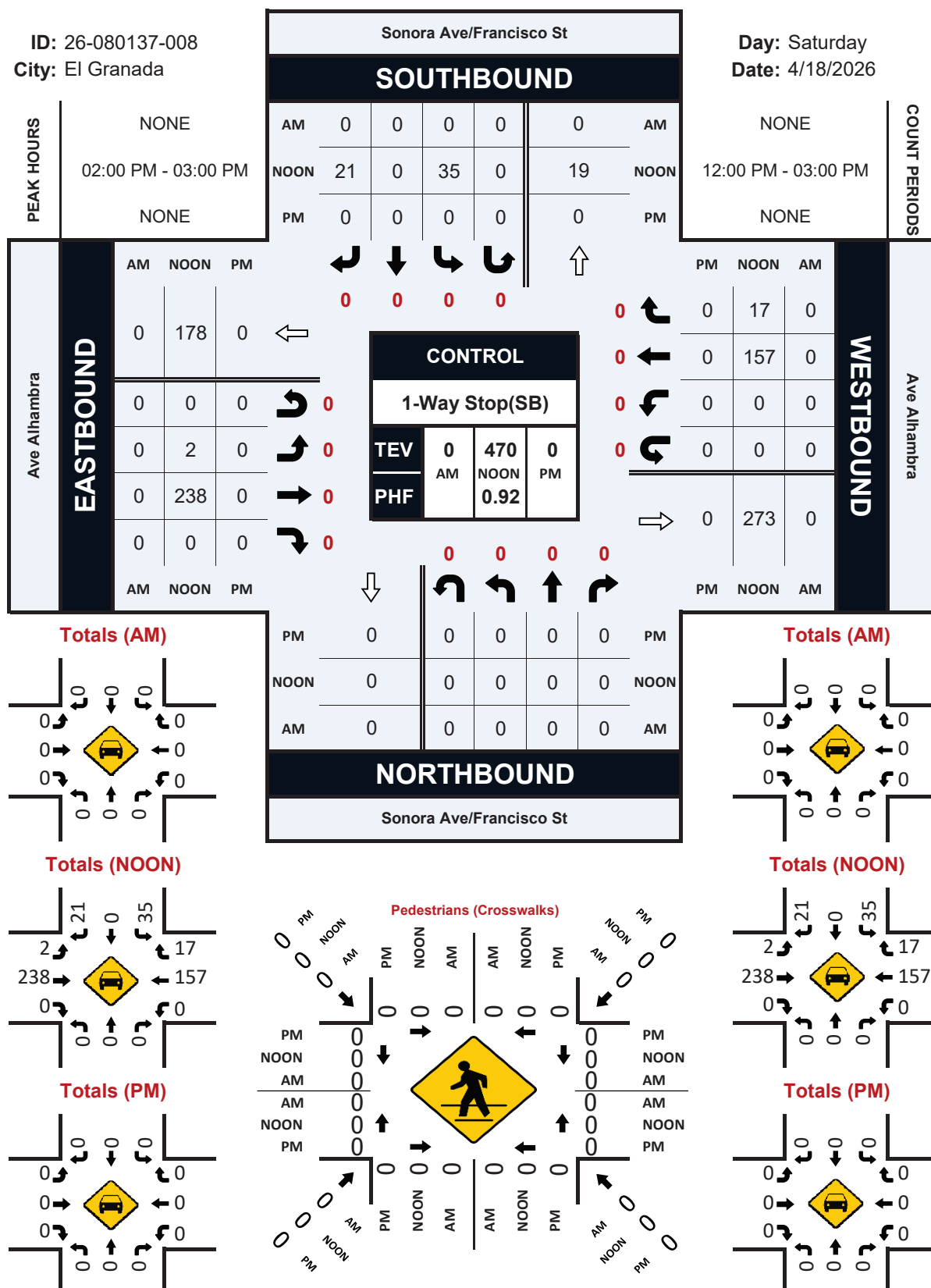
Data - Totals

NS/EW Streets:	Sonora Ave/Francisco St				Sonora Ave/Francisco St				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	11	0	10	0	1	54	0	0	0	40	5	0	121
12:15 PM	0	0	0	0	13	0	8	0	0	37	0	0	0	24	4	0	86
12:30 PM	0	0	0	0	13	0	4	0	1	41	0	0	0	26	1	1	87
12:45 PM	0	0	0	0	11	0	6	0	1	31	0	0	0	33	1	0	83
1:00 PM	0	0	0	0	9	0	7	0	1	49	0	0	0	47	3	1	117
1:15 PM	0	0	0	0	6	0	12	0	1	52	0	0	0	51	0	0	122
1:30 PM	0	0	0	0	5	0	5	0	4	65	0	0	0	35	3	0	117
1:45 PM	0	0	0	0	12	0	3	0	2	55	0	0	0	29	0	0	101
2:00 PM	0	0	0	0	10	0	5	0	1	64	0	0	0	44	4	0	128
2:15 PM	0	0	0	0	8	0	8	0	0	57	0	0	0	41	4	0	118
2:30 PM	0	0	0	0	8	0	4	0	1	42	0	0	0	44	5	0	104
2:45 PM	0	0	0	0	9	0	4	0	0	75	0	0	0	28	4	0	120
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	115	0	76	0	13	622	0	0	0	442	34	2	1304
PEAK HR :	02:00 PM - 03:00 PM				60.21%	0.00%	39.79%	0.00%	2.05%	97.95%	0.00%	0.00%	0.00%	92.47%	7.11%	0.42%	
PEAK HR VOL :	0	0	0	0	35	0	21	0	2	238	0	0	0	157	17	0	470
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.875	0.000	0.656	0.000	0.500	0.793	0.000	0.000	0.000	0.892	0.850	0.000	0.918
							0.875				0.800				0.888		

Peak Hour Turning Movement Count

City: El Granada

Date: 4/18/2026



National Data & Surveying Services
Intersection Turning Movement Count

Location: Capistrano Rd/Carmel Ave/Ave Granada/Sevilla Ave & Ave Alhambra
City: El Granada
Control: 4-Way Stop

Project ID: 26-090137-009
Date: 4/18/2026

Data - Totals	
1	1

NEW Streets												Date Totals																																					
Capistrano Rd/Camel Ave/Ave Granada/Sevilla Ave												Capistrano Rd/Southbound												Ave Alhambra												Ave Alhambra													
NOON												NORTHBOUND												SOUTHBOUND												WESTBOUND													
	N	L	T	Sr	Nr	Nr	Nr	Nr	Nr	Nr	Nr	Sr	Sr	Sr	Sr	Sr	Sr	Sr	Sr	El	El	El	El	Wt	Wt	Wt	Wt	Wt	Wt	Wt	Wt	Sr	Sr	Sr	Sr	Sr	Sr	Wt	Wt	Wt	Wt	Wt	Wt						
12:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:20 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:25 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:50 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:05 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:20 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:25 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:35 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:50 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:05 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10 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	0	0	0	0	0	0											

Explanation for extra leg mN2	
Movements entering the extra leg	
WR2	Movements coming from WR on Ave Alhambra entering into the Extra Leg (Ave Granada)
FL2	Movements coming from FL on Ave Alhambra entering into the Extra Leg (Ave Granada)
NT2	Movements coming from NT on Capistrano Rd entering into the Extra Leg (Ave Granada)
SJ2	Movements coming from SJ on Sevilla Ave entering into the Extra Leg (Ave Granada)



Explanation #2	
Movements entering the extra leg	
WU2	Movements coming from WS on Ave Alhambra entering into the Extra Leg (Carmel Ave)
CT2	Movements coming from TS on Ave Alhambra entering into the Extra Leg (Carmel Ave)
NB2	Movements coming from NB on Capistrano Rd entering into the Extra Leg (Carmel Ave)
SL2	Movements coming from SB on Sevilla Ave entering into the Extra Leg (Carmel Ave)

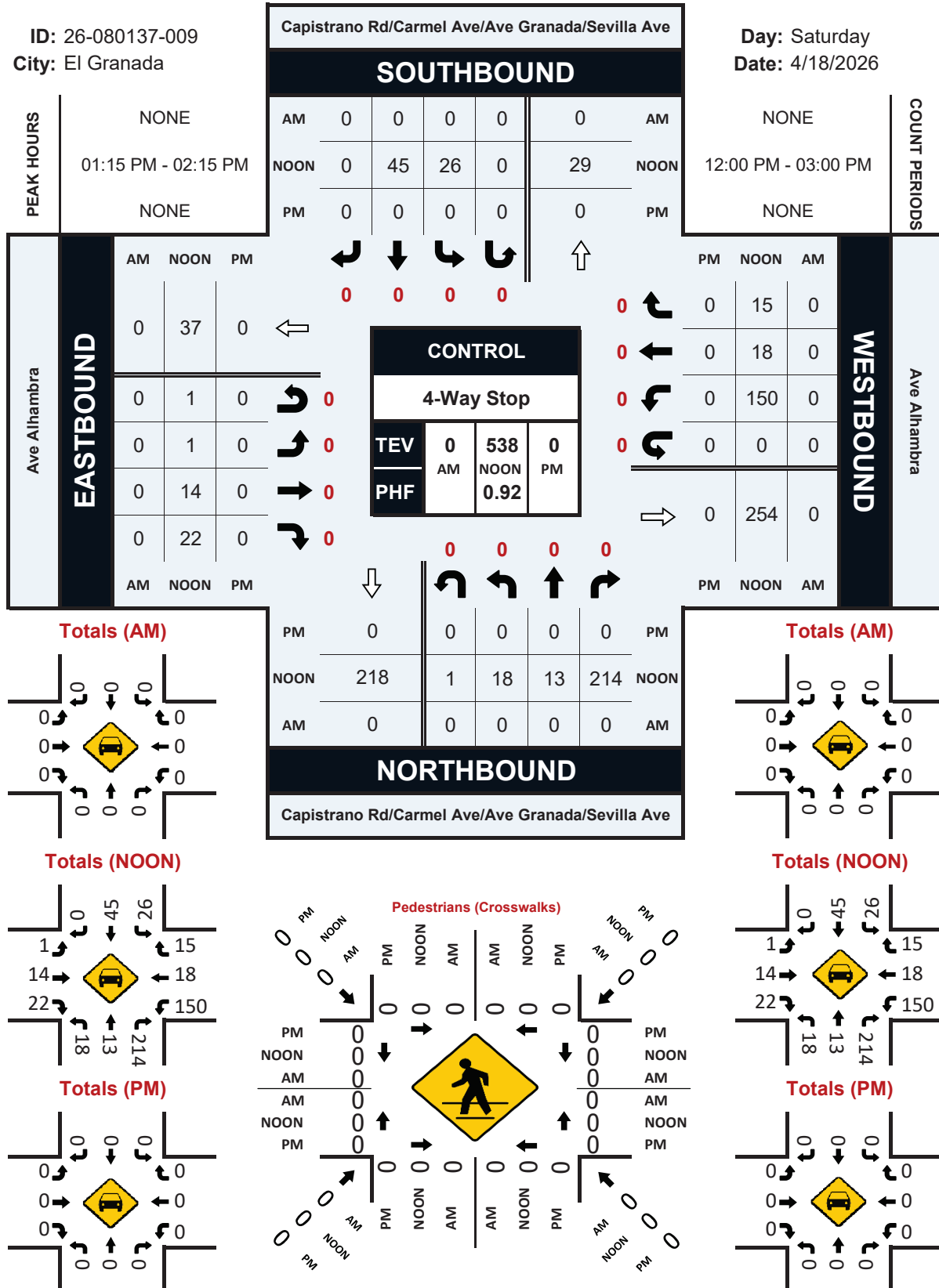


Capistrano Rd/Carmel Ave/Ave Granada/Sevilla Ave & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-009
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Capistrano Rd & SR 1/Cabrillo Hwy N/Pacific Coast Hwy
City: El Granada
Control: Signalized

Project ID: 26-080137-010
Date: 4/18/2026

Data - Totals

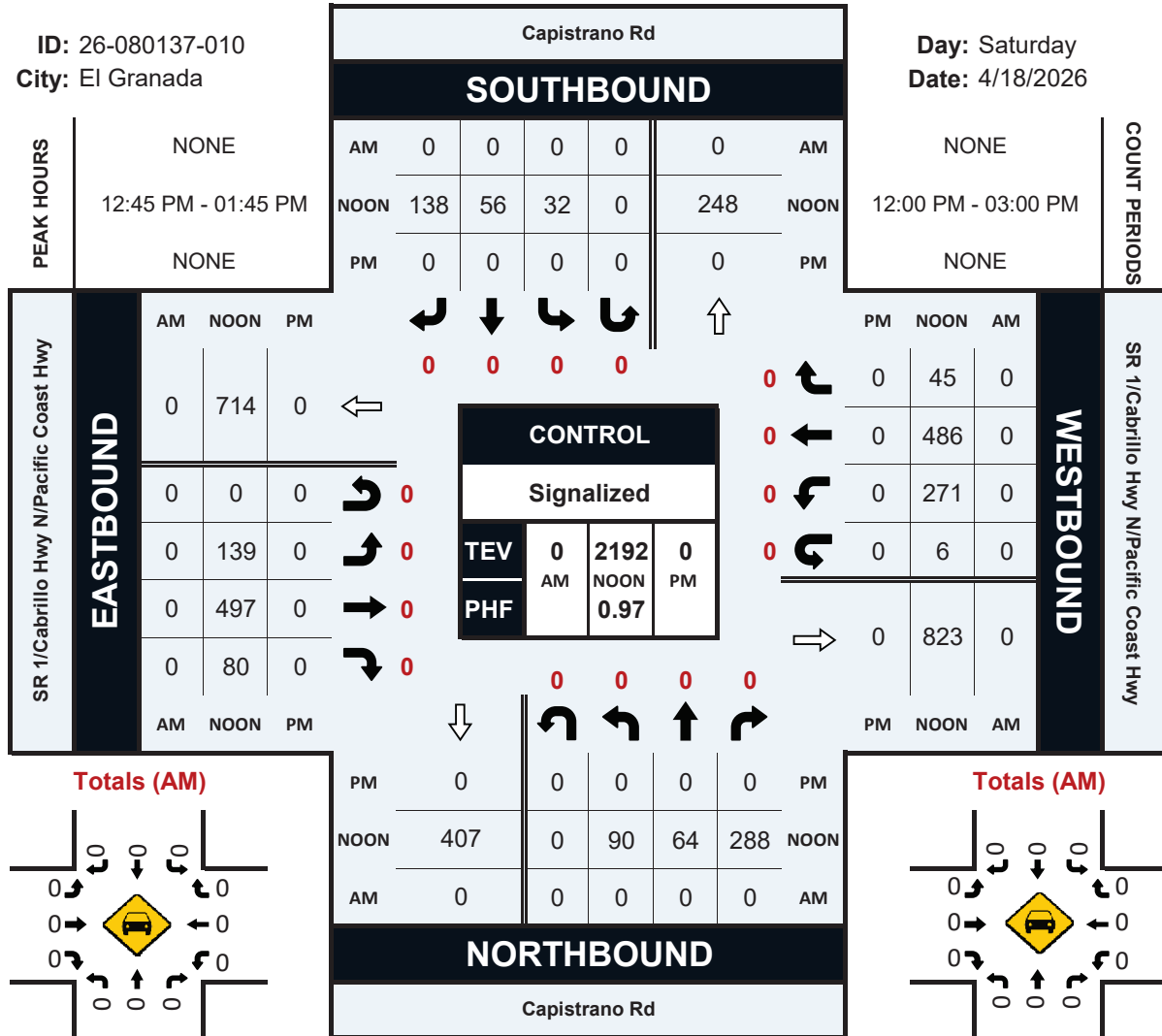
NS/EW Streets:	Capistrano Rd				Capistrano Rd				SR 1/Cabrillo Hwy N/Pacific Coast Hwy				SR 1/Cabrillo Hwy N/Pacific Coast Hwy					
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU		
12:00 PM	18	11	46	0	8	14	32	0	43	108	17	0	48	120	9	0	474	
12:15 PM	11	14	45	0	4	17	21	0	36	136	21	0	73	110	6	1	495	
12:30 PM	25	11	49	0	8	9	22	0	31	114	17	0	86	103	9	0	484	
12:45 PM	27	5	67	0	7	8	32	0	28	132	19	0	75	119	10	3	532	
1:00 PM	24	22	72	0	8	11	38	0	29	134	19	0	57	124	8	1	547	
1:15 PM	22	16	75	0	7	16	39	0	32	117	23	0	73	132	13	0	565	
1:30 PM	17	21	74	0	10	21	29	0	50	114	19	0	66	111	14	2	548	
1:45 PM	25	25	72	0	5	11	20	0	31	100	27	0	77	88	10	1	492	
2:00 PM	23	25	70	0	14	21	24	0	50	103	22	0	76	111	9	2	550	
2:15 PM	16	19	66	0	5	22	23	0	32	117	22	0	55	135	7	0	519	
2:30 PM	24	23	86	0	7	21	26	0	41	101	18	0	82	117	7	0	553	
2:45 PM	26	21	70	0	11	15	15	0	51	102	18	0	56	117	14	0	516	
TOTAL VOLUMES : APPROACH %'s :	NL 258	NT 213	NR 792	NU 0	SL 94	ST 186	SR 321	SU 0	EL 454	ET 1378	ER 242	EU 0	WL 824	WT 1387	WR 116	WU 10	TOTAL 6275	
	20.43%	16.86%	62.71%	0.00%	15.64%	30.95%	53.41%	0.00%	21.89%	66.44%	11.67%	0.00%	35.26%	59.35%	4.96%	0.43%		
PEAK HR :	12:45 PM - 01:45 PM																	TOTAL 2192 0.970
PEAK HR VOL :	90	64	288	0	32	56	138	0	139	497	80	0	271	486	45	6		
PEAK HR FACTOR :	0.833	0.727	0.960	0.000	0.800	0.667	0.885	0.000	0.695	0.927	0.870	0.000	0.903	0.920	0.804	0.500		
	0.936				0.911				0.978				0.927					

Capistrano Rd & SR 1/Cabrillo Hwy N/Pacific Coast Hwy

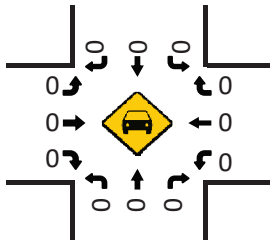
Peak Hour Turning Movement Count

ID: 26-080137-010
City: El Granada

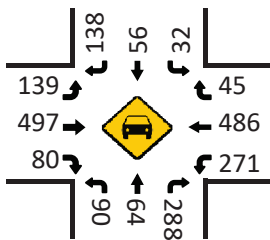
Day: Saturday
Date: 4/18/2026



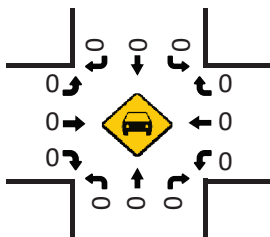
Totals (AM)



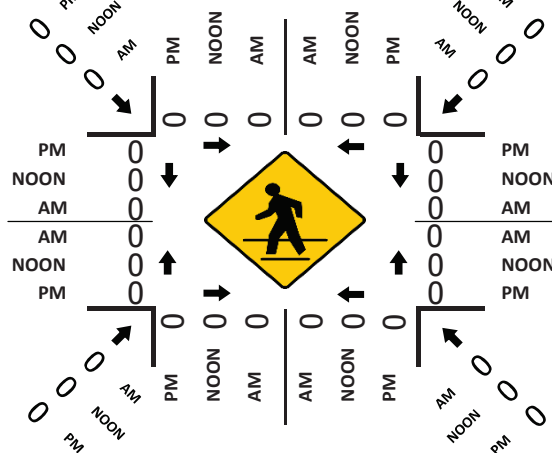
Totals (NOON)



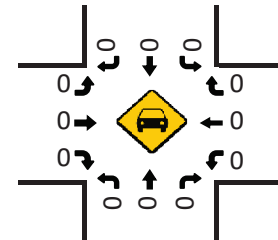
Totals (PM)



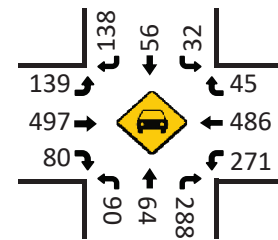
Pedestrians (Crosswalks)



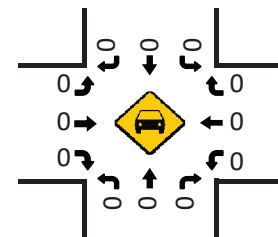
Totals (AM)



Totals (NOON)



Totals (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Balboa SB & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-011
Date: 4/18/2026

Data - Totals

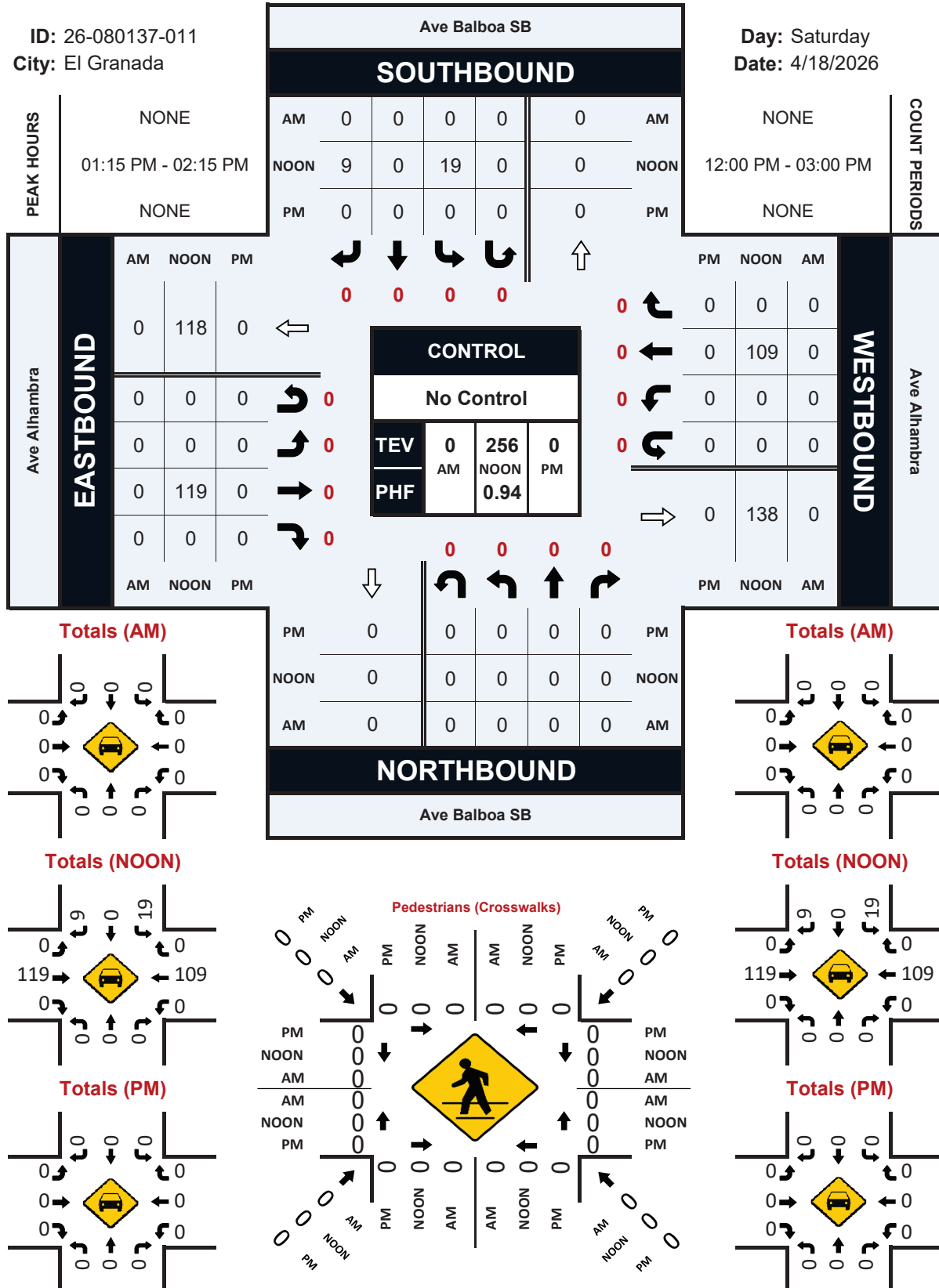
NS/EW Streets:	Ave Balboa SB				Ave Balboa SB				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	10	0	3	0	0	19	0	0	0	27	0	0	59
12:15 PM	0	0	0	0	6	0	1	0	0	21	0	0	0	18	0	0	46
12:30 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	24	0	0	46
12:45 PM	0	0	0	0	1	0	0	0	0	26	0	0	0	22	0	0	49
1:00 PM	0	0	0	0	4	0	1	0	0	26	0	0	0	29	0	0	60
1:15 PM	0	0	0	0	3	0	1	0	0	28	0	0	0	35	0	0	67
1:30 PM	0	0	0	0	6	0	3	0	0	28	0	0	0	23	0	0	60
1:45 PM	0	0	0	0	3	0	3	0	0	39	0	0	0	16	0	0	61
2:00 PM	0	0	0	0	7	0	2	0	0	24	0	0	0	35	0	0	68
2:15 PM	0	0	0	0	4	0	0	0	0	23	0	0	0	22	0	0	49
2:30 PM	0	0	0	0	2	0	0	0	0	16	0	0	0	37	0	0	55
2:45 PM	0	0	0	0	2	0	0	0	0	35	0	0	0	20	0	0	57
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	50	0	14	0	0	305	0	0	0	308	0	0	677
PEAK HR :	01:15 PM - 02:15 PM				78.13%	0.00%	21.88%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR VOL :	0	0	0	0	19	0	9	0	0	119	0	0	0	109	0	0	256
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.679	0.000	0.750	0.000	0.000	0.763	0.000	0.000	0.000	0.779	0.000	0.000	0.941
						0.778				0.763				0.779			

Ave Balboa SB & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-011
City: El Granada

Day: Saturday
Date: 4/18/2026



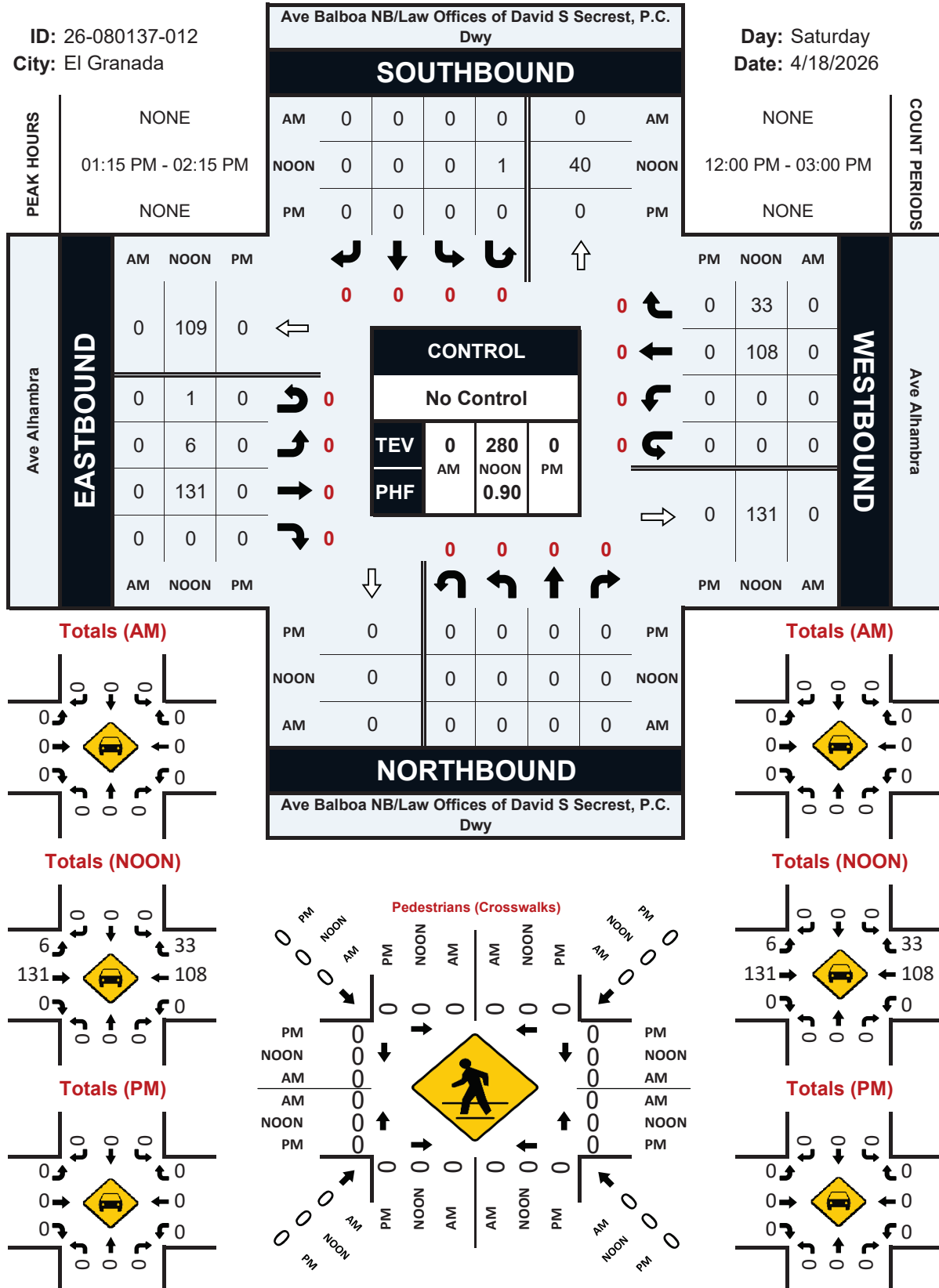
Project ID: 26-080137-012
Date: 4/18/2026

Ave Balboa NB/Law Offices of David S Secrest, P.C. Dwy & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-012
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ferdinand Ave & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-013
Date: 4/18/2026

Data - Totals

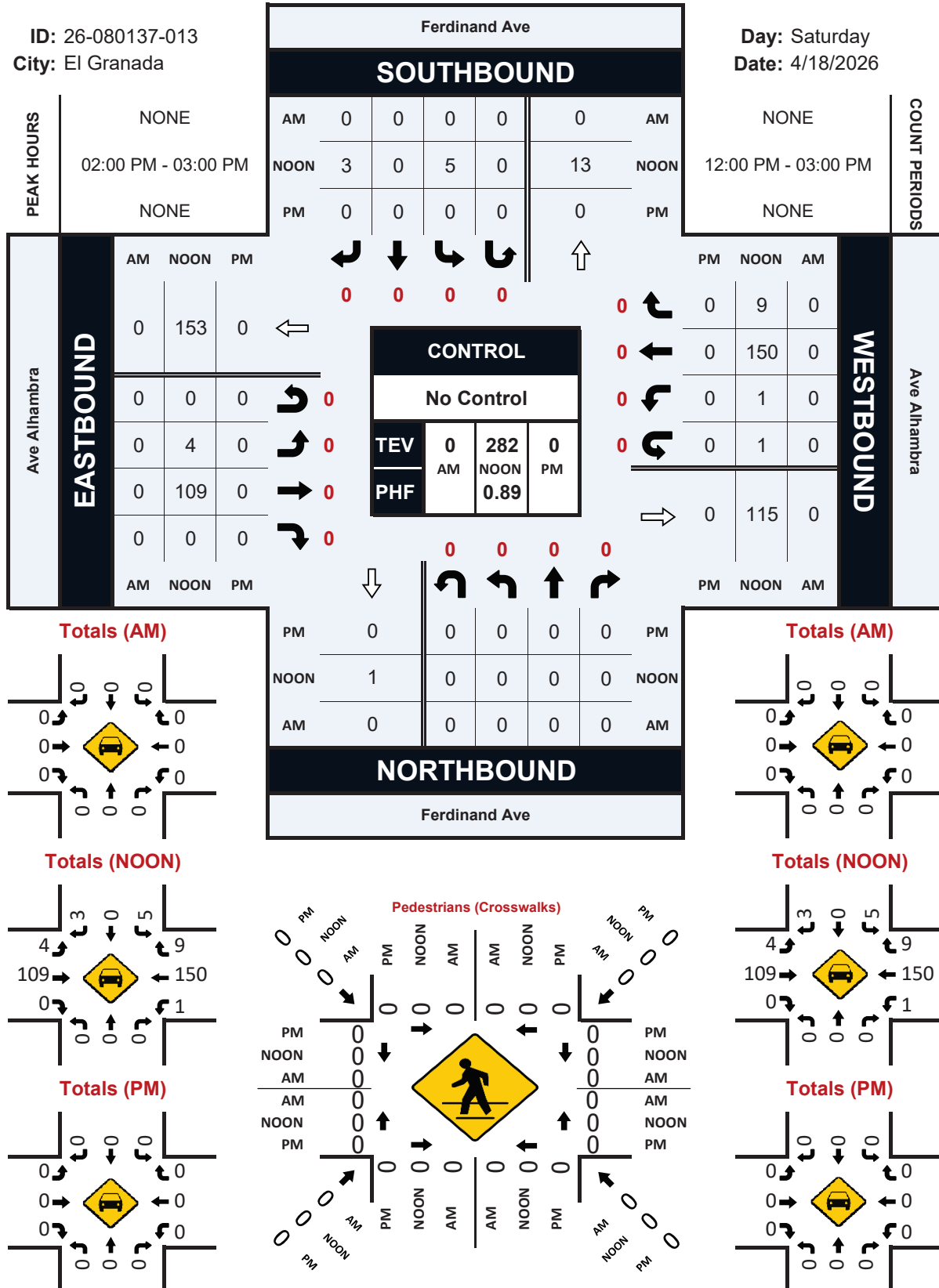
NS/EW Streets:	Ferdinand Ave				Ferdinand Ave				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	1	0	1	0	0	30	0	1	0	30	3	0	66
12:15 PM	0	0	0	0	2	0	0	0	2	24	0	0	0	23	3	0	54
12:30 PM	0	0	0	0	1	0	4	0	1	18	0	0	0	25	0	2	51
12:45 PM	0	0	0	0	3	0	0	0	1	24	0	0	0	31	4	0	63
1:00 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	35	1	0	66
1:15 PM	0	0	0	0	1	0	1	0	4	26	0	0	0	42	0	0	74
1:30 PM	0	0	0	0	2	0	0	0	0	33	0	0	0	29	1	0	65
1:45 PM	0	0	0	0	2	0	0	0	1	37	0	0	0	24	0	0	64
2:00 PM	0	0	0	0	2	0	3	0	0	31	0	0	1	42	0	0	79
2:15 PM	0	0	0	0	1	0	0	0	1	26	0	0	0	32	6	0	66
2:30 PM	0	0	0	0	1	0	0	0	1	18	0	0	0	46	3	0	69
2:45 PM	0	0	0	0	1	0	0	0	2	34	0	0	0	30	0	1	68
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	17	0	9	0	13	331	0	1	1	389	21	3	785
PEAK HR :	02:00 PM - 03:00 PM				65.38%	0.00%	34.62%	0.00%	3.77%	95.94%	0.00%	0.29%	0.24%	93.96%	5.07%	0.72%	
PEAK HR VOL :	0	0	0	0	5	0	3	0	4	109	0	0	1	150	9	1	282
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.250	0.000	0.500	0.801	0.000	0.000	0.250	0.815	0.375	0.250	0.892
							0.400				0.785				0.821		

Ferdinand Ave & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-013
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Portola SB & Ave Alhambra
City: El Granada
Control: 2-Way Stop(SB/EB)

Project ID: 26-080137-014
Date: 4/18/2026

Data - Totals

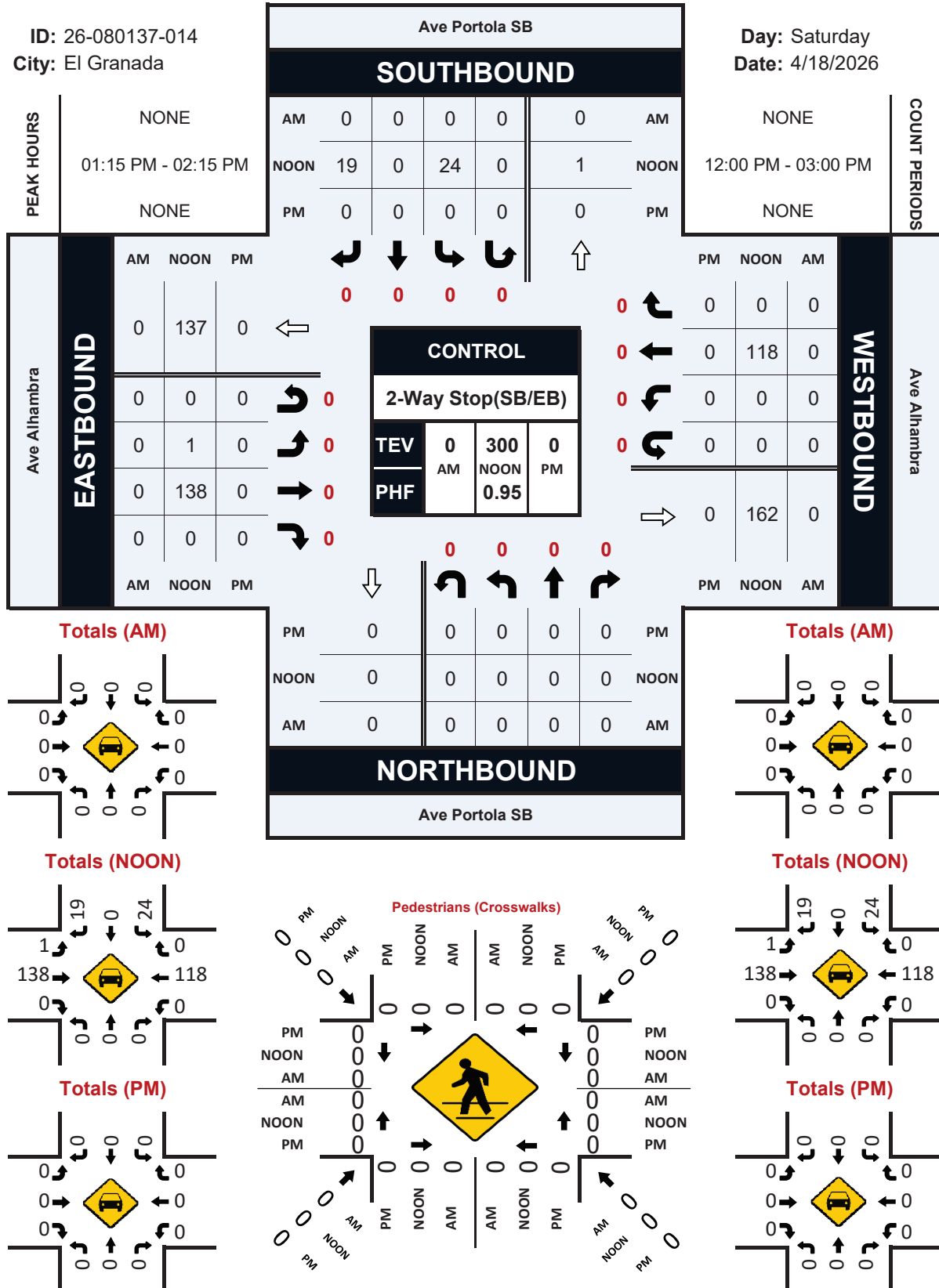
NS/EW Streets:	Ave Portola SB				Ave Portola SB				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	4	0	1	0	0	27	0	0	0	32	0	0	64
12:15 PM	0	0	0	0	5	0	1	0	0	29	0	0	0	25	0	0	60
12:30 PM	0	0	0	0	4	0	3	0	0	22	0	0	0	22	0	0	51
12:45 PM	0	0	0	0	9	0	3	0	0	26	0	0	0	31	0	0	69
1:00 PM	0	0	0	0	4	0	3	0	0	28	0	0	0	36	0	0	71
1:15 PM	0	0	0	0	10	0	5	0	0	27	0	0	0	37	0	0	79
1:30 PM	0	0	0	0	6	0	5	0	0	39	0	0	0	25	0	0	75
1:45 PM	0	0	0	0	5	0	3	0	1	38	0	0	0	22	0	0	69
2:00 PM	0	0	0	0	3	0	6	0	0	34	0	0	0	34	0	0	77
2:15 PM	0	0	0	0	8	0	1	0	0	27	0	0	0	37	0	0	73
2:30 PM	0	0	0	0	5	0	7	0	0	20	0	0	0	43	0	0	75
2:45 PM	0	0	0	0	5	0	2	0	0	34	0	0	0	29	0	0	70
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	68	0	40	0	1	351	0	0	0	373	0	0	833
PEAK HR :	01:15 PM - 02:15 PM				62.96%	0.00%	37.04%	0.00%	0.28%	99.72%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR VOL :	0	0	0	0	24	0	19	0	1	138	0	0	0	118	0	0	300
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.600	0.000	0.792	0.000	0.250	0.885	0.000	0.000	0.000	0.797	0.000	0.000	0.949
						0.717				0.891				0.797			

Ave Portola SB & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-014
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Portola NB & Ave Alhambra
City: El Granada
Control: 2-Way Stop(NB/WB)

Project ID: 26-080137-015
Date: 4/18/2026

Data - Totals

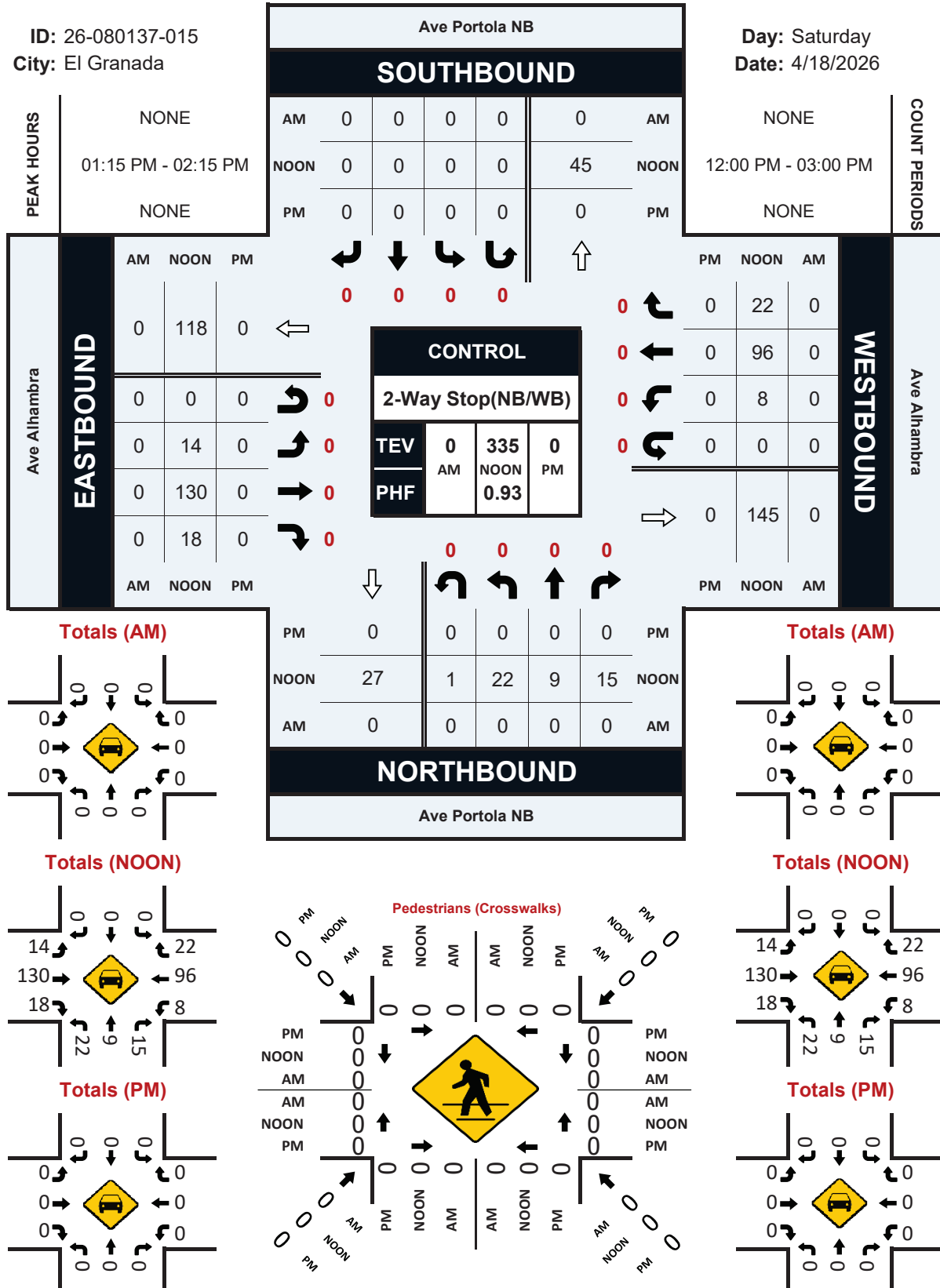
NS/EW Streets:	Ave Portola NB				Ave Portola NB				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	8	1	8	0	0	0	0	0	3	22	6	0	5	24	5	0	82
12:15 PM	5	0	9	0	0	0	0	0	2	24	8	0	3	20	3	0	74
12:30 PM	2	2	4	0	0	0	0	0	3	21	2	0	1	20	1	0	56
12:45 PM	5	0	6	0	0	0	1	0	3	27	5	0	2	25	7	1	82
1:00 PM	3	0	2	0	0	0	0	0	2	28	2	0	2	33	8	0	80
1:15 PM	7	4	4	0	0	0	0	0	1	29	6	0	1	30	8	0	90
1:30 PM	6	1	3	0	0	0	0	0	3	39	4	0	1	19	5	0	81
1:45 PM	3	3	4	1	0	0	0	0	6	31	5	0	3	19	5	0	80
2:00 PM	6	1	4	0	0	0	0	0	4	31	3	0	3	28	4	0	84
2:15 PM	2	2	2	0	0	0	0	0	7	24	3	0	6	35	4	0	85
2:30 PM	9	2	1	0	0	0	0	0	1	20	5	0	4	34	9	0	85
2:45 PM	5	2	1	0	0	0	0	0	5	32	1	0	0	24	9	0	79
TOTAL VOLUMES :	NL 61	NT 18	NR 48	NU 1	SL 0	ST 0	SR 1	SU 0	EL 40	ET 328	ER 50	EU 0	WL 31	WT 311	WR 68	WU 1	TOTAL 958
APPROACH %'s :	47.66%	14.06%	37.50%	0.78%	0.00%	0.00%	100.00%	0.00%	9.57%	78.47%	11.96%	0.00%	7.54%	75.67%	16.55%	0.24%	
PEAK HR :	01:15 PM - 02:15 PM																TOTAL
PEAK HR VOL :	22	9	15	1	0	0	0	0	14	130	18	0	8	96	22	0	335
PEAK HR FACTOR :	0.786	0.563	0.938	0.250	0.000	0.000	0.000	0.000	0.583	0.833	0.750	0.000	0.667	0.800	0.688	0.000	0.931
	0.783								0.880				0.808				

Ave Portola NB & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-015
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Isabella Ave & Ave Alhambra
City: El Granada
Control: 1-Way Stop(SB)

Project ID: 26-080137-016
Date: 4/18/2026

Data - Totals

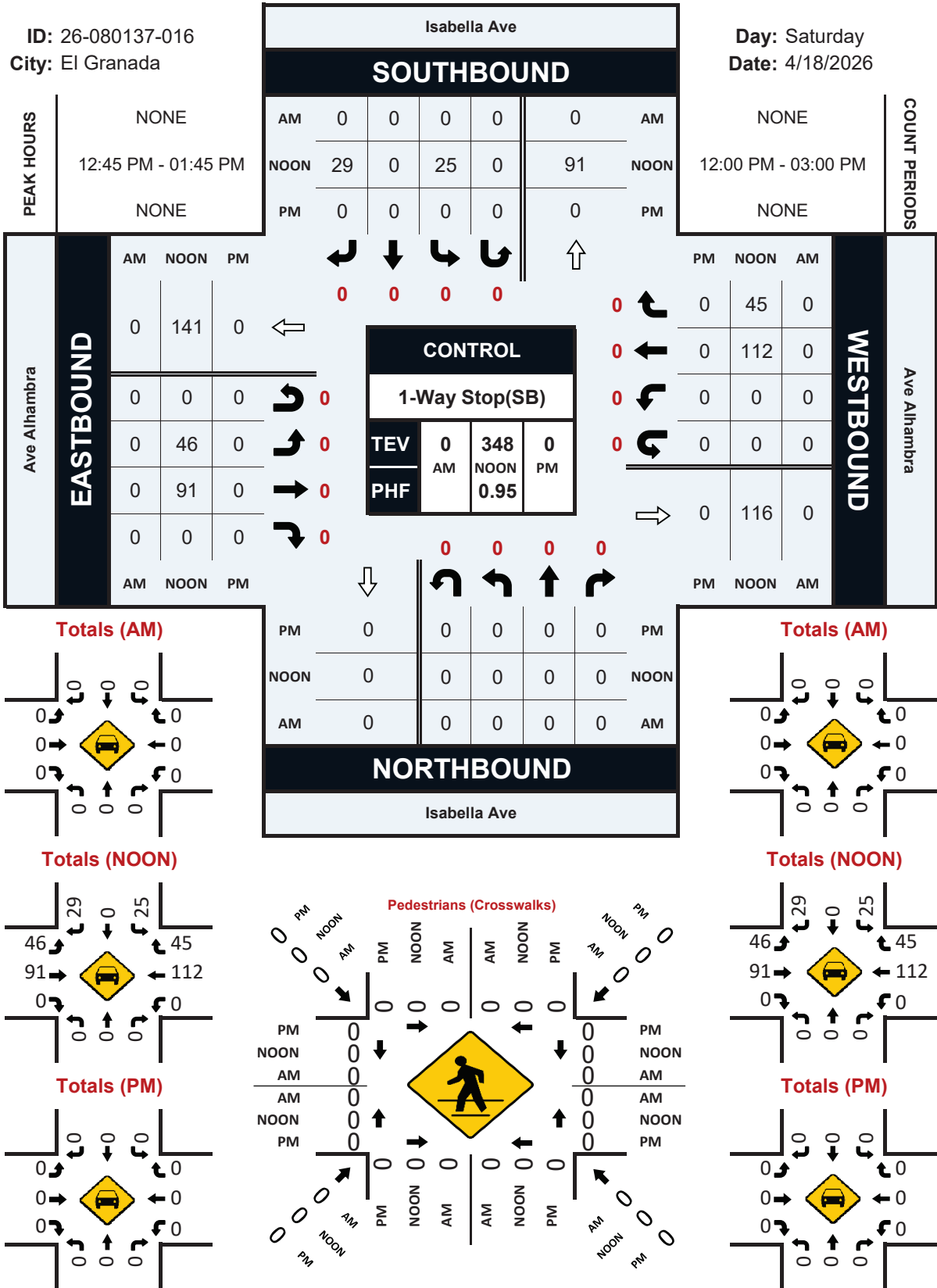
NS/EW Streets:	Isabella Ave				Isabella Ave				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	11	0	13	0	6	22	0	1	0	21	6	0	80
12:15 PM	0	0	0	0	6	0	9	0	11	23	0	0	0	19	9	0	77
12:30 PM	0	0	0	0	4	0	3	0	6	21	0	1	0	16	15	0	66
12:45 PM	0	0	0	0	6	0	9	0	14	18	0	0	0	25	10	0	82
1:00 PM	0	0	0	0	7	0	9	0	11	19	0	0	0	34	12	0	92
1:15 PM	0	0	0	0	7	0	8	0	11	21	0	0	0	31	14	0	92
1:30 PM	0	0	0	0	5	0	3	0	10	33	0	0	0	22	9	0	82
1:45 PM	0	0	0	0	3	0	6	0	11	23	1	0	0	22	8	0	74
2:00 PM	0	0	0	0	6	0	7	0	5	30	0	0	0	30	10	0	88
2:15 PM	0	0	0	0	10	0	10	0	4	22	0	1	0	33	10	0	90
2:30 PM	0	0	0	0	10	0	13	0	7	15	0	0	0	33	6	0	84
2:45 PM	0	0	0	0	6	0	10	0	14	19	0	0	0	23	8	0	80
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	81	0	100	0	110	266	1	3	0	309	117	0	987
PEAK HR :	12:45 PM - 01:45 PM				44.75%	0.00%	55.25%	0.00%	28.95%	70.00%	0.26%	0.79%	0.00%	72.54%	27.46%	0.00%	
PEAK HR VOL :	0	0	0	0	25	0	29	0	46	91	0	0	0	112	45	0	348
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.893	0.000	0.806	0.000	0.821	0.689	0.000	0.000	0.000	0.824	0.804	0.000	0.946
						0.844				0.797				0.853			

Isabella Ave & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-016
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

Location: Ave Cabrillo SB/608 Ave Alhambra W Dwy & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-017
Date: 4/18/2026

Data - Totals

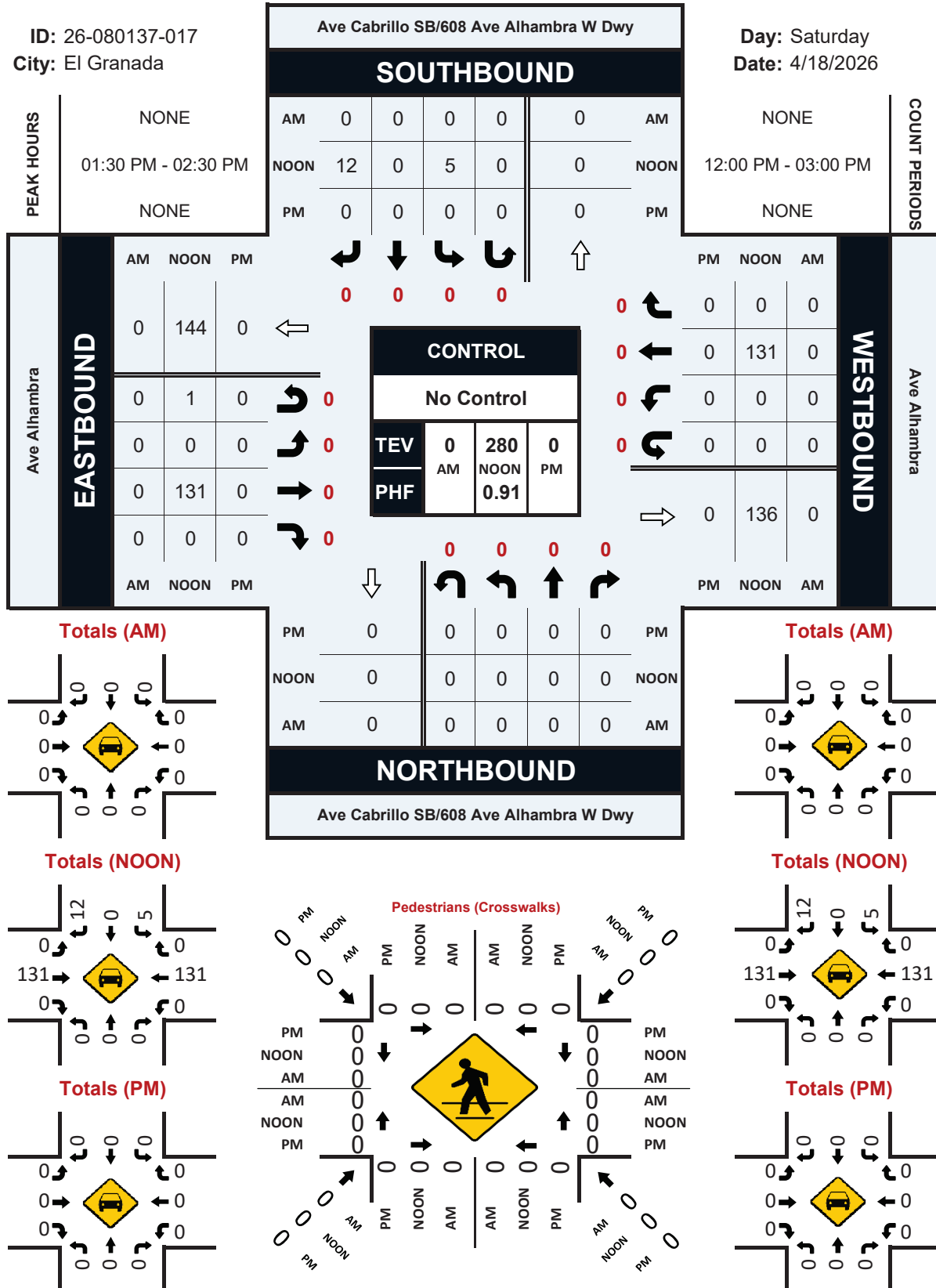
NS/EW Streets:	Ave Cabrillo SB/608 Ave Alhambra W Dwy				Ave Cabrillo SB/608 Ave Alhambra W Dwy				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	1	0	2	0	0	34	0	0	0	25	0	0	62
12:15 PM	0	0	0	0	1	0	2	0	0	28	0	0	0	26	0	0	57
12:30 PM	0	0	0	0	1	0	0	0	0	25	0	1	0	30	0	0	57
12:45 PM	0	0	0	0	2	0	2	0	0	24	0	1	0	32	0	0	61
1:00 PM	0	0	0	0	1	0	5	0	0	24	0	1	0	39	0	1	71
1:15 PM	0	0	0	0	1	0	2	0	0	27	0	1	0	42	0	0	73
1:30 PM	0	0	0	0	2	0	2	0	0	38	0	0	0	29	0	0	71
1:45 PM	0	0	0	0	0	0	2	0	0	26	0	0	0	30	0	0	58
2:00 PM	0	0	0	0	3	0	5	0	0	36	0	0	0	33	0	0	77
2:15 PM	0	0	0	0	0	0	3	0	0	31	0	1	0	39	0	0	74
2:30 PM	0	0	0	0	1	0	3	0	0	25	0	0	0	35	0	0	64
2:45 PM	0	0	0	0	4	0	1	0	0	24	0	0	0	29	0	0	58
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	17	0	29	0	0	342	0	5	0	389	0	1	783
PEAK HR :	01:30 PM - 02:30 PM				36.96%	0.00%	63.04%	0.00%	0.00%	98.56%	0.00%	1.44%	0.00%	99.74%	0.00%	0.26%	
PEAK HR VOL :	0	0	0	0	5	0	12	0	0	131	0	1	0	131	0	0	280
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.600	0.000	0.000	0.862	0.000	0.250	0.000	0.840	0.000	0.000	0.909
						0.531				0.868				0.840			

Ave Cabrillo SB/608 Ave Alhambra W Dwy & Ave Alhambra

Peak Hour Turning Movement Count

ID: 26-080137-017
City: El Granada

Day: Saturday
Date: 4/18/2026



National Data & Surveying Services

Intersection Turning Movement Count

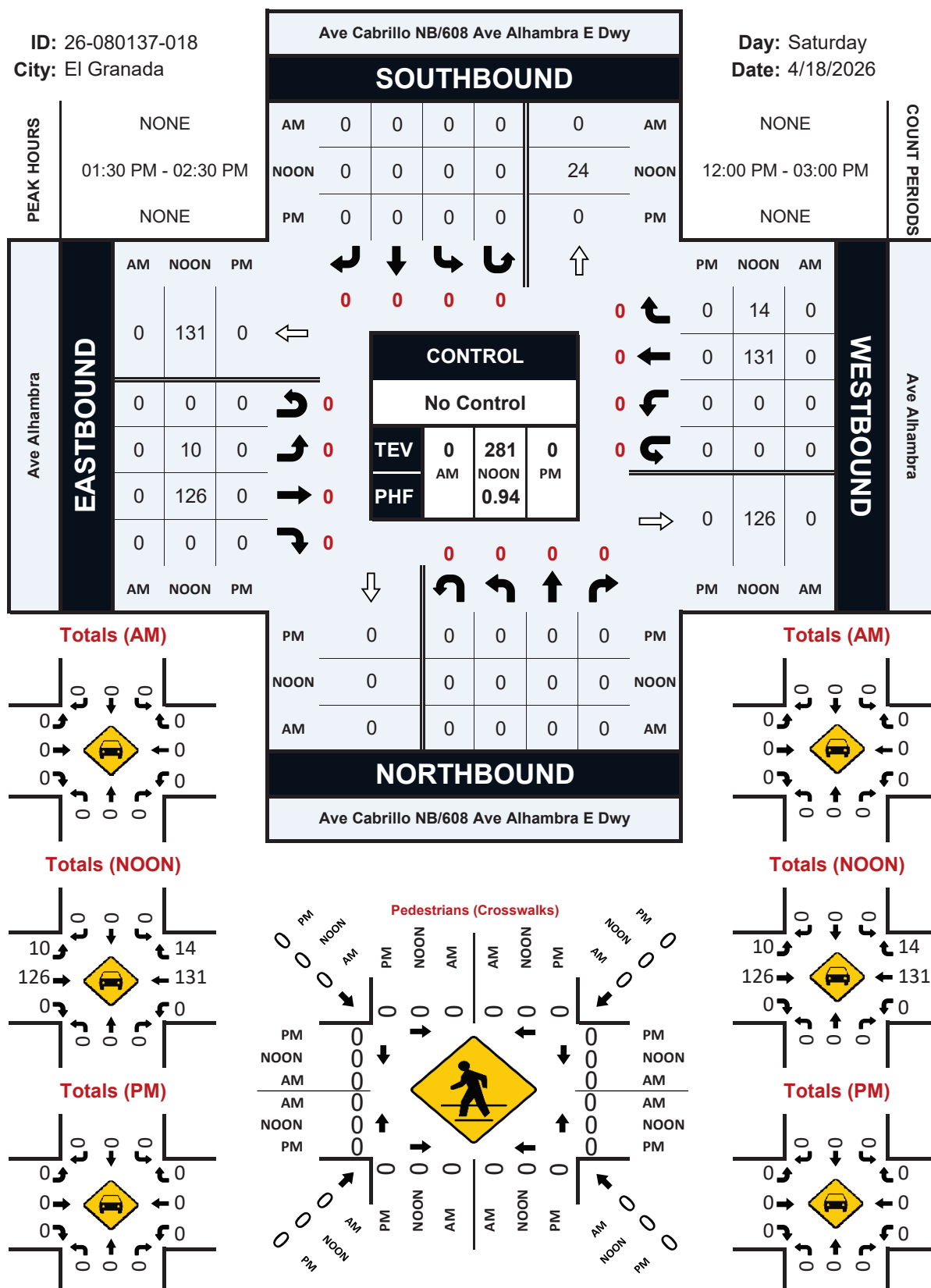
Location: Ave Cabrillo NB/608 Ave Alhambra E Dwy & Ave Alhambra
City: El Granada
Control: No Control

Project ID: 26-080137-018
Date: 4/18/2026

Data - Totals

NS/EW Streets:	Ave Cabrillo NB/608 Ave Alhambra E Dwy				Ave Cabrillo NB/608 Ave Alhambra E Dwy				Ave Alhambra				Ave Alhambra				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
12:00 PM	0	0	0	0	0	0	0	0	4	31	0	0	0	24	0	0	59
12:15 PM	0	0	0	0	0	0	0	0	6	23	0	0	0	26	3	0	58
12:30 PM	0	0	0	0	0	0	0	0	4	22	0	0	0	30	0	0	56
12:45 PM	0	0	0	0	0	0	0	0	4	21	0	1	0	31	1	0	58
1:00 PM	0	0	0	0	0	0	0	0	1	25	0	0	0	41	2	0	69
1:15 PM	0	0	0	0	0	0	0	0	5	23	0	0	0	41	2	0	71
1:30 PM	0	0	0	0	0	0	0	0	5	34	0	0	0	29	1	0	69
1:45 PM	0	0	0	0	0	0	0	0	2	25	0	0	0	31	5	0	63
2:00 PM	0	0	0	0	0	0	0	0	3	36	0	0	0	32	4	0	75
2:15 PM	0	0	0	0	0	0	0	0	0	31	0	0	0	39	4	0	74
2:30 PM	0	0	0	0	0	0	0	0	4	22	0	0	0	35	0	0	61
2:45 PM	0	0	0	0	0	0	0	0	7	21	0	0	0	29	3	0	60
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	0	0	0	0	45	314	0	1	0	388	25	0	773
PEAK HR :	01:30 PM - 02:30 PM								12.50%	87.22%	0.00%	0.28%	0.00%	93.95%	6.05%	0.00%	
PEAK HR VOL :	0	0	0	0	0	0	0	0	10	126	0	0	0	131	14	0	281
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.875	0.000	0.000	0.000	0.840	0.700	0.000	0.937
										0.872				0.843			

Date: 4/18/2026



June 16, 2026

Appendix B INTERSECTION LOS ANALYSIS: EXISTING CONDITIONS LOS CALCULATION SHEETS

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

01. AM Peak
Existing Conditions

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	606	463	219	483	17
Future Volume (veh/h)	11	606	463	219	483	17
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	767	526	322	447	13
Peak Hour Factor	0.46	0.79	0.88	0.68	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	989	804	681	506	451
Arrive On Green	0.03	0.53	0.43	0.43	0.28	0.28
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	24	767	526	322	447	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	0.6	15.2	10.4	6.8	11.2	0.3
Cycle Q Clear(g_c), s	0.6	15.2	10.4	6.8	11.2	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	61	989	804	681	506	451
V/C Ratio(X)	0.39	0.78	0.65	0.47	0.88	0.03
Avail Cap(c_a), veh/h	230	3590	3228	2736	1225	1090
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	22.0	8.8	10.5	9.5	15.9	12.0
Incr Delay (d2), s/veh	1.5	0.5	0.3	0.2	2.1	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	0.3	4.3	3.4	1.9	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.5	9.3	10.9	9.7	18.0	12.0
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		791	848		460	
Approach Delay, s/veh		9.7	10.4		17.8	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.3		16.2	4.6	25.7
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		89.3		32.0	6.0	80.3
Max Q Clear Time (g_c+l1), s		17.2		13.2	2.6	12.4
Green Ext Time (p_c), s		0.9		0.1	0.0	0.5
Intersection Summary						
HCM 7th Control Delay, s/veh			11.8			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	176	27	200	323	0
Future Vol, veh/h	0	176	27	200	323	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	75	25	94	66	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	235	108	213	489	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	918	489	489	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	301	579	1074	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	579	1074	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.4	2.94		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	606	-	579	-	-	
HCM Lane V/C Ratio	0.101	-	0.405	-	-	
HCM Ctrl Dly (s/v)	8.7	0	15.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.3	-	2	-	-	

Intersection

Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	82	0	118	1	47	0	0	26	180	98	11	0
Future Vol, veh/h	82	0	118	1	47	0	0	26	180	98	11	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	0	219	4	72	0	0	40	261	117	20	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.3	9.4	10.9	10.2
HCM LOS	B	A	B	B

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	13%	98%
Vol Right, %	59%	0%	87%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	109	206	48
LT Vol	82	98	0	1
Through Vol	0	11	26	47
RT Vol	118	0	180	0
Lane Flow Rate	347	137	301	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.473	0.215	0.396	0.119
Departure Headway (Hd)	4.911	5.656	4.74	5.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	634	758	640
Service Time	2.938	3.692	2.771	3.636
HCM Lane V/C Ratio	0.472	0.216	0.397	0.119
HCM Control Delay, s/veh	12.3	10.2	10.9	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.6	0.8	1.9	0.4

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	163	20	6	11	6
Future Vol, veh/h	11	163	20	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	74	83	38	46	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	220	24	16	24	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	40	0	0 284 32
Stage 1	-	-	- - 32 -
Stage 2	-	-	- - 252 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1570	-	- - 706 1042
Stage 1	-	-	- - 991 -
Stage 2	-	-	- - 790 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1570	-	- - 698 1042
Mov Cap-2 Maneuver	-	-	- - 698 -
Stage 1	-	-	- - 979 -
Stage 2	-	-	- - 790 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.49	0	9.71
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	121	-	-	-	803
HCM Lane V/C Ratio	0.01	-	-	-	0.049
HCM Ctrl Dly (s/v)	7.3	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	325	174	0	0	0
Future Vol, veh/h	0	325	174	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	77	76	25	25	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	422	229	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	229	0	0 651 229
Stage 1	-	-	- 229 -
Stage 2	-	-	- 422 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1339	-	- 433 810
Stage 1	-	-	- 809 -
Stage 2	-	-	- 661 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1339	-	- 433 810
Mov Cap-2 Maneuver	-	-	- 433 -
Stage 1	-	-	- 809 -
Stage 2	-	-	- 661 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	0	174	0	0	0
Future Vol, veh/h	3	0	174	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	76	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	229	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	229	0	-	0	245	-
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1339	-	-	-	744	0
Stage 1	-	-	-	-	809	0
Stage 2	-	-	-	-	1007	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1339	-	-	-	739	-
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	1007	-
Approach	EB	WB		SW		
HCM Ctrl Dly, s/v	7.7	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SWLn1		
Capacity (veh/h)	1339	-	-	-		
HCM Lane V/C Ratio	0.006	-	-	-		
HCM Ctrl Dly (s/v)	7.7	0	-	0		
HCM Lane LOS	A	A	-	A		
HCM 95th %tile Q(veh)	0	-	-	-		

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	274	167	7	54	13
Future Vol, veh/h	0	274	167	7	54	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	74	75	44	79	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	370	223	16	68	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	239	0	0 601 231
Stage 1	-	-	- 231 -
Stage 2	-	-	- 370 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1328	-	- 463 809
Stage 1	-	-	- 808 -
Stage 2	-	-	- 698 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1328	-	- 463 809
Mov Cap-2 Maneuver	-	-	- 463 -
Stage 1	-	-	- 808 -
Stage 2	-	-	- 698 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.47
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1328	-	-	-	513
HCM Lane V/C Ratio	-	-	-	-	0.172
HCM Ctrl Dly (s/v)	0	-	-	-	13.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	247	176	8	40	13
Future Vol, veh/h	3	247	176	8	40	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	80	67	62	41
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	334	220	12	65	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	232	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1336	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1336	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	12.91
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	42	-	-	-	551
HCM Lane V/C Ratio	0.006	-	-	-	0.175
HCM Ctrl Dly (s/v)	7.7	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection

Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	32	22	184	20	9	0	5	183	32	62	1
Future Vol, veh/h	2	32	22	184	20	9	0	5	183	32	62	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	60	52	200	36	18	0	12	251	40	84	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.3	11.6	10.7	10.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	4%	100%	0%	34%
Vol Thru, %	100%	1%	57%	0%	69%	65%
Vol Right, %	0%	99%	39%	0%	31%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	185	56	184	29	95
LT Vol	0	0	2	184	0	32
Through Vol	3	2	32	0	20	62
RT Vol	0	183	22	0	9	1
Lane Flow Rate	8	255	117	200	54	128
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.366	0.19	0.35	0.083	0.217
Departure Headway (Hd)	5.872	5.171	5.844	6.297	5.572	6.112
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	700	614	572	643	588
Service Time	3.572	2.871	3.882	4.029	3.303	4.148
HCM Lane V/C Ratio	0.013	0.364	0.191	0.35	0.084	0.218
HCM Control Delay, s/veh	8.6	10.8	10.3	12.4	8.8	10.8
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.7	0.7	1.6	0.3	0.8

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

01. AM Peak
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	440	22	107	318	43	11	78	127	44	69	152
Future Volume (veh/h)	133	440	22	107	318	43	11	78	127	44	69	152
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	688	44	141	418	64	28	116	167	80	80	160
Peak Hour Factor	0.74	0.64	0.50	0.76	0.76	0.67	0.39	0.67	0.76	0.55	0.86	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	997	445	425	829	126	145	316	359	303	126	252
Arrive On Green	0.14	0.28	0.28	0.12	0.27	0.27	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	3456	3092	470	130	1398	1585	1096	557	1113
Grp Volume(v), veh/h	180	688	44	141	239	243	144	0	167	80	0	240
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1786	1529	0	1585	1096	0	1670
Q Serve(g_s), s	3.6	6.4	0.8	1.4	4.2	4.3	0.1	0.0	3.4	2.6	0.0	4.8
Cycle Q Clear(g_c), s	3.6	6.4	0.8	1.4	4.2	4.3	5.1	0.0	3.4	7.3	0.0	4.8
Prop In Lane	1.00		1.00	1.00		0.26	0.19		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	241	997	445	425	476	479	461	0	359	303	0	378
V/C Ratio(X)	0.75	0.69	0.10	0.33	0.50	0.51	0.31	0.00	0.47	0.26	0.00	0.63
Avail Cap(c_a), veh/h	630	2496	1113	741	1000	1005	1512	0	1360	996	0	1433
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	15.5	12.0	9.9	15.0	11.5	11.6	12.1	0.0	12.5	16.3	0.0	13.0
Incr Delay (d2), s/veh	1.7	0.3	0.0	0.2	0.3	0.3	0.1	0.0	0.3	0.2	0.0	0.7
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	1.3	2.0	0.2	0.5	1.3	1.4	0.8	0.0	1.0	0.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	12.3	10.0	15.1	11.8	11.9	12.3	0.0	12.8	16.4	0.0	13.7
LnGrp LOS	B	B	A	B	B	B	B		B	B		B
Approach Vol, veh/h	912			623			311			320		
Approach Delay, s/veh	13.2			12.6			12.6			14.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	17.2		13.1	8.1	16.7		13.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	26.2	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I), s	13.4	8.4		9.3	5.6	6.3		7.1				
Green Ext Time (p_c), s	0.0	1.0		0.3	0.0	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.1											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	156	165	0	32	16
Future Vol, veh/h	0	156	165	0	32	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	70	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	295	0	44	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 518 295
Stage 1	-	-	- 295 -
Stage 2	-	-	- 223 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 518 745
Stage 1	0	-	0 756 -
Stage 2	0	-	0 814 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 518 745
Mov Cap-2 Maneuver	-	-	- 518 -
Stage 1	-	-	- 756 -
Stage 2	-	-	- 814 -

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	580
HCM Lane V/C Ratio	-	-	0.117
HCM Ctrl Dly (s/v)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	165	23	0	0
Future Vol, veh/h	2	0	165	23	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	68	56	48	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	295	48	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	343	0	0 327
Stage 1	-	-	- 319
Stage 2	-	-	- 8
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1216	-	- 668 0
Stage 1	-	-	- 737 0
Stage 2	-	-	- 1015 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1216	-	- 665
Mov Cap-2 Maneuver	-	-	- 665
Stage 1	-	-	- 735
Stage 2	-	-	- 1015

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.97	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1216	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	179	187	3	3	1
Future Vol, veh/h	2	179	187	3	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	68	54	38	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	263	346	8	8	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	354	0	-	0	629	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1205	-	-	-	446	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1205	-	-	-	442	693
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	768	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.24	0		12.32		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	53	-	-	-	504	
HCM Lane V/C Ratio	0.007	-	-	-	0.024	
HCM Ctrl Dly (s/v)	8	0	-	-	12.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection

Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	208	12	14	164	23	5	7	8	49	0	18
Future Vol, veh/h	15	208	12	14	164	23	5	7	8	49	0	18
Peak Hour Factor	0.25	0.66	0.25	0.25	0.54	0.25	0.62	0.58	0.67	0.64	0.25	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	315	48	56	304	92	8	12	12	77	0	24
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay, s/veh	14.2			14.8			9.7			10.5		
HCM LOS	B			B			A			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	7%	73%
Vol Thru, %	0%	47%	89%	82%	0%
Vol Right, %	0%	53%	5%	11%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	235	201	67
LT Vol	5	0	15	14	49
Through Vol	0	7	208	164	0
RT Vol	0	8	12	23	18
Lane Flow Rate	8	24	423	452	101
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.016	0.043	0.568	0.598	0.173
Departure Headway (Hd)	7.353	6.461	4.829	4.766	6.18
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	489	557	736	750	584
Service Time	5.059	4.167	2.924	2.859	4.182
HCM Lane V/C Ratio	0.016	0.043	0.575	0.603	0.173
HCM Control Delay, s/veh	10.2	9.5	14.2	14.8	10.5
HCM Lane LOS	B	A	B	B	B
HCM 95th-tile Q	0	0.1	3.6	4	0.6

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	208	12	14	164	23	5	7	8	0	0	0
Future Vol, veh/h	15	208	12	14	164	23	5	7	8	0	0	0
Peak Hour Factor	0.54	0.80	0.60	0.70	0.53	0.64	0.62	0.58	0.67	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	260	20	20	309	36	8	12	12	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh 10		10.6	8.7
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	7%
Vol Thru, %	0%	47%	89%	82%
Vol Right, %	0%	53%	5%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	235	201
LT Vol	5	0	15	14
Through Vol	0	7	208	164
RT Vol	0	8	12	23
Lane Flow Rate	8	24	308	365
Geometry Grp	5	5	2	2
Degree of Util (X)	0.015	0.037	0.374	0.435
Departure Headway (Hd)	6.478	5.594	4.372	4.284
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	552	639	825	844
Service Time	4.217	3.333	2.389	2.299
HCM Lane V/C Ratio	0.014	0.038	0.373	0.432
HCM Control Delay, s/veh	9.3	8.5	10	10.6
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0	0.1	1.7	2.2

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	200	160	38	47	41
Future Vol, veh/h	23	200	160	38	47	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	79	53	86	56	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	253	302	44	84	56

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	346	0	0 644 324
Stage 1	-	-	- - 324 -
Stage 2	-	-	- - 320 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1213	-	- - 437 717
Stage 1	-	-	- - 733 -
Stage 2	-	-	- - 736 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1213	-	- - 423 717
Mov Cap-2 Maneuver	-	-	- - 423 -
Stage 1	-	-	- - 710 -
Stage 2	-	-	- - 736 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.94	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	209	-	-	-	507
HCM Lane V/C Ratio	0.027	-	-	-	0.277
HCM Ctrl Dly (s/v)	8.1	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	250	122	0	21	72
Future Vol, veh/h	0	250	122	0	21	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	74	25	48	45
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	301	165	0	44	160

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 466 165
Stage 1	-	-	- 165 -
Stage 2	-	-	- 301 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 555 880
Stage 1	0	-	0 864 -
Stage 2	0	-	0 751 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 555 880
Mov Cap-2 Maneuver	-	-	- 555 -
Stage 1	-	-	- 864 -
Stage 2	-	-	- 751 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.22
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	781
HCM Lane V/C Ratio	-	-	0.261
HCM Ctrl Dly (s/v)	-	-	11.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	0	121	6	0	0
Future Vol, veh/h	86	0	121	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	66	74	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	0	164	12	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	176	0	0 514
Stage 1	-	-	- 170
Stage 2	-	-	- 344
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1401	-	- 521 0
Stage 1	-	-	- 860 0
Stage 2	-	-	- 718 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1401	-	- 457
Mov Cap-2 Maneuver	-	-	- 457
Stage 1	-	-	- 755
Stage 2	-	-	- 718

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.93	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	-
HCM Lane V/C Ratio	0.123	-	-	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	-

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

01. PM Peak
Existing Conditions

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	682	713	308	237	39
Future Volume (veh/h)	34	682	713	308	237	39
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	733	759	335	260	52
Peak Hour Factor	0.77	0.93	0.94	0.92	0.91	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	102	1137	895	759	328	292
Arrive On Green	0.06	0.61	0.48	0.48	0.18	0.18
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	44	733	759	335	260	52
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	1.0	10.6	14.9	5.8	5.8	1.2
Cycle Q Clear(g_c), s	1.0	10.6	14.9	5.8	5.8	1.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	102	1137	895	759	328	292
V/C Ratio(X)	0.43	0.64	0.85	0.44	0.79	0.18
Avail Cap(c_a), veh/h	256	1446	1043	884	1023	910
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	19.0	5.3	9.6	7.2	16.3	14.4
Incr Delay (d2), s/veh	1.1	0.3	5.2	0.1	1.7	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	0.4	2.1	5.3	1.4	2.2	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.1	5.5	14.8	7.4	18.0	14.5
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		777	1094		312	
Approach Delay, s/veh		6.4	12.5		17.4	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.1		10.7	5.4	25.7
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		12.6		7.8	3.0	16.9
Green Ext Time (p_c), s		0.8		0.1	0.0	0.7
Intersection Summary						
HCM 7th Control Delay, s/veh			11.0			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	107	112	223	188	7
Future Vol, veh/h	12	107	112	223	188	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	96	97	88	94	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	111	115	253	200	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	690	206	212	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	411	834	1358	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	834	1358	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.06	2.47		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	563	-	721	-	-	
HCM Lane V/C Ratio	0.085	-	0.177	-	-	
HCM Ctrl Dly (s/v)	7.9	0	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-	

Intersection

Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	175	1	57	0	7	3	1	24	129	58	21	2
Future Vol, veh/h	175	1	57	0	7	3	1	24	129	58	21	2
Peak Hour Factor	0.89	0.25	0.79	0.25	0.58	0.25	0.25	0.60	0.87	0.72	0.58	0.50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	197	4	72	0	12	12	4	40	148	81	36	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.3	8	8.6	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	75%	72%	1%	0%
Vol Thru, %	0%	26%	16%	70%
Vol Right, %	24%	2%	84%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	233	81	154	10
LT Vol	175	58	1	0
Through Vol	1	21	24	7
RT Vol	57	2	129	3
Lane Flow Rate	273	121	192	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.355	0.168	0.23	0.032
Departure Headway (Hd)	4.68	4.999	4.307	4.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	715	831	739
Service Time	2.724	3.047	2.349	2.876
HCM Lane V/C Ratio	0.356	0.169	0.231	0.032
HCM Control Delay, s/veh	10.3	9.1	8.6	8
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.6	0.6	0.9	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	100	68	34	12	14
Future Vol, veh/h	22	100	68	34	12	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	83	77	71	69	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	120	88	48	17	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	136	0	-	0	297	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1448	-	-	-	695	941
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1448	-	-	-	678	941
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	847	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.58	0		9.79		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	377	-	-	-	786	
HCM Lane V/C Ratio	0.022	-	-	-	0.044	
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	251	214	0	1	2
Future Vol, veh/h	2	251	214	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	85	83	25	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	295	258	0	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	258	0	0 561 258
Stage 1	-	-	- 258 -
Stage 2	-	-	- 303 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1307	-	- 489 781
Stage 1	-	-	- 785 -
Stage 2	-	-	- 749 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1307	-	- 487 781
Mov Cap-2 Maneuver	-	-	- 487 -
Stage 1	-	-	- 782 -
Stage 2	-	-	- 749 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	24	-	-	-	600
HCM Lane V/C Ratio	0.003	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	0	174	0	0	0
Future Vol, veh/h	3	0	174	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	83	82	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	212	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	212	0	-	0	221	-
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1358	-	-	-	767	0
Stage 1	-	-	-	-	823	0
Stage 2	-	-	-	-	1014	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1358	-	-	-	764	-
Mov Cap-2 Maneuver	-	-	-	-	764	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	1014	-
Approach	EB	WB		SW		
HCM Ctrl Dly, s/v	7.66	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	
Capacity (veh/h)	1358	-	-	-	-	
HCM Lane V/C Ratio	0.003	-	-	-	-	
HCM Ctrl Dly (s/v)	7.7	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	218	186	25	33	13
Future Vol, veh/h	0	218	186	25	33	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	82	78	82	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	263	227	32	40	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	259	0	0 506 243
Stage 1	-	-	- 243 -
Stage 2	-	-	- 263 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1306	-	- 526 796
Stage 1	-	-	- 797 -
Stage 2	-	-	- 781 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1306	-	- 526 796
Mov Cap-2 Maneuver	-	-	- 526 -
Stage 1	-	-	- 797 -
Stage 2	-	-	- 781 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.84
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1306	-	-	-	583
HCM Lane V/C Ratio	-	-	-	-	0.097
HCM Ctrl Dly (s/v)	0	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	217	140	16	58	32
Future Vol, veh/h	11	217	140	16	58	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	89	78	67	72	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	244	179	24	81	48

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	203	0	0 459 191
Stage 1	-	-	- 191 -
Stage 2	-	-	- 268 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1368	-	- 560 850
Stage 1	-	-	- 841 -
Stage 2	-	-	- 777 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1368	-	- 554 850
Mov Cap-2 Maneuver	-	-	- 554 -
Stage 1	-	-	- 833 -
Stage 2	-	-	- 777 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0	12.07
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	84	-	-	-	637
HCM Lane V/C Ratio	0.009	-	-	-	0.201
HCM Ctrl Dly (s/v)	7.7	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection

Intersection Delay, s/veh	24.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	7	6	154	11	39	256	1	183	32	51	0
Future Vol, veh/h	4	7	6	154	11	39	256	1	183	32	51	0
Peak Hour Factor	0.38	0.44	0.38	0.92	0.56	0.50	0.50	0.25	0.84	0.84	0.80	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	16	16	167	20	78	512	4	218	38	64	0
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			2			1		
HCM Control Delay, s/veh	10.8			12.6			31.2			11.2		
HCM LOS	B			B			D			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	24%	100%	0%	39%
Vol Thru, %	0%	0%	41%	0%	22%	61%
Vol Right, %	0%	100%	35%	0%	78%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	184	17	154	50	83
LT Vol	256	0	4	154	0	32
Through Vol	1	1	7	0	11	51
RT Vol	0	183	6	0	39	0
Lane Flow Rate	514	220	42	167	98	102
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.891	0.307	0.083	0.341	0.17	0.187
Departure Headway (Hd)	6.238	5.029	7.055	7.337	6.273	6.617
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	581	715	507	490	571	542
Service Time	3.97	2.761	5.112	5.084	4.02	4.665
HCM Lane V/C Ratio	0.885	0.308	0.083	0.341	0.172	0.188
HCM Control Delay, s/veh	40.3	10	10.8	13.9	10.3	11.2
HCM Lane LOS	E	A	B	B	B	B
HCM 95th-tile Q	10.5	1.3	0.3	1.5	0.6	0.7

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

01. PM Peak
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	490	42	204	490	45	57	81	174	34	83	91
Future Volume (veh/h)	143	490	42	204	490	45	57	81	174	34	83	91
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	521	56	283	527	52	76	108	200	45	104	99
Peak Hour Factor	0.89	0.94	0.75	0.72	0.93	0.86	0.75	0.75	0.87	0.76	0.80	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	919	410	510	911	90	215	228	376	289	209	199
Arrive On Green	0.13	0.26	0.26	0.15	0.28	0.28	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	3456	3268	322	352	964	1585	1071	881	839
Grp Volume(v), veh/h	161	521	56	283	286	293	184	0	200	45	0	203
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1812	1316	0	1585	1071	0	1719
Q Serve(g_s), s	3.4	4.9	1.1	2.9	5.3	5.4	1.4	0.0	4.3	1.5	0.0	4.0
Cycle Q Clear(g_c), s	3.4	4.9	1.1	2.9	5.3	5.4	5.4	0.0	4.3	7.0	0.0	4.0
Prop In Lane	1.00		1.00	1.00		0.18	0.41		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	227	919	410	510	495	505	443	0	376	289	0	408
V/C Ratio(X)	0.71	0.57	0.14	0.55	0.58	0.58	0.42	0.00	0.53	0.16	0.00	0.50
Avail Cap(c_a), veh/h	608	2407	1074	715	965	984	1332	0	1311	921	0	1423
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	16.2	12.5	11.0	15.3	12.0	12.0	13.0	0.0	12.9	16.5	0.0	12.8
Incr Delay (d2), s/veh	1.5	0.2	0.1	0.4	0.4	0.4	0.2	0.0	0.4	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	1.2	1.6	0.3	1.0	1.7	1.7	1.1	0.0	1.3	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	12.7	11.1	15.7	12.4	12.4	13.2	0.0	13.3	16.6	0.0	13.1
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h	738			862			384			248		
Approach Delay, s/veh	13.6			13.5			13.3			13.7		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	16.7		13.3	7.9	17.5		13.3				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	32.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I), s	14.5	6.9		9.0	5.4	7.4		7.4				
Green Ext Time (p_c), s	0.0	0.7		0.2	0.0	0.6		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.5											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	153	124	0	25	7
Future Vol, veh/h	0	153	124	0	25	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	67	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	228	221	0	34	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 450 221
Stage 1	-	-	- 221 -
Stage 2	-	-	- 228 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 567 818
Stage 1	0	-	0 815 -
Stage 2	0	-	0 810 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 567 818
Mov Cap-2 Maneuver	-	-	- 567 -
Stage 1	-	-	- 815 -
Stage 2	-	-	- 810 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.36
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	611
HCM Lane V/C Ratio	-	-	0.073
HCM Ctrl Dly (s/v)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	121	47	0	0
Future Vol, veh/h	7	0	121	47	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	90	89	90	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	136	52	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	188	0	0 186
Stage 1	-	-	- 162
Stage 2	-	-	- 24
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1386	-	- 803 0
Stage 1	-	-	- 867 0
Stage 2	-	-	- 998 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1386	-	- 796
Mov Cap-2 Maneuver	-	-	- 796
Stage 1	-	-	- 859
Stage 2	-	-	- 998

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.62	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	170	166	12	2	1
Future Vol, veh/h	5	170	166	12	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	31	88	90	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	193	184	24	4	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	208	0	-	0	422	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	225	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1362	-	-	-	588	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1362	-	-	-	581	845
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	812	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.59	0		10.29		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	139	-	-	-	688	
HCM Lane V/C Ratio	0.012	-	-	-	0.012	
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	176	21	6	139	31	26	7	15	28	0	20
Future Vol, veh/h	12	176	21	6	139	31	26	7	15	28	0	20
Peak Hour Factor	0.25	0.90	0.25	0.25	0.93	0.25	0.65	0.58	0.75	0.78	0.25	0.71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	196	84	24	149	124	40	12	20	36	0	28
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay, s/veh	11			10.4			9.3			9.1		
HCM LOS	B			B			A			A		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	3%	58%
Vol Thru, %	0%	32%	84%	79%	0%
Vol Right, %	0%	68%	10%	18%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	209	176	48
LT Vol	26	0	12	6	28
Through Vol	0	7	176	139	0
RT Vol	0	15	21	31	20
Lane Flow Rate	40	32	328	297	64
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.073	0.049	0.418	0.379	0.097
Departure Headway (Hd)	6.526	5.536	4.599	4.585	5.431
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	545	641	780	779	653
Service Time	4.314	3.322	2.652	2.638	3.52
HCM Lane V/C Ratio	0.073	0.05	0.421	0.381	0.098
HCM Control Delay, s/veh	9.8	8.6	11	10.4	9.1
HCM Lane LOS	A	A	B	B	A
HCM 95th-tile Q	0.2	0.2	2.1	1.8	0.3

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	176	21	6	139	31	26	7	15	0	0	0
Future Vol, veh/h	12	176	21	6	139	31	26	7	15	0	0	0
Peak Hour Factor	0.60	0.85	0.75	0.50	0.91	0.70	0.65	0.58	0.75	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	207	28	12	153	44	40	12	20	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	9.2	8.7	8.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	3%
Vol Thru, %	0%	32%	84%	79%
Vol Right, %	0%	68%	10%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	209	176
LT Vol	26	0	12	6
Through Vol	0	7	176	139
RT Vol	0	15	21	31
Lane Flow Rate	40	32	255	209
Geometry Grp	5	5	2	2
Degree of Util (X)	0.067	0.045	0.305	0.25
Departure Headway (Hd)	6.042	5.056	4.302	4.299
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	593	708	837	838
Service Time	3.776	2.79	2.318	2.316
HCM Lane V/C Ratio	0.067	0.045	0.305	0.249
HCM Control Delay, s/veh	9.2	8	9.2	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	1.3	1

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	131	145	54	38	31
Future Vol, veh/h	59	131	145	54	38	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	84	68	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	168	173	79	44	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	252	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1313	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1313	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.46	0	12.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	559	-	-	-	588
HCM Lane V/C Ratio	0.058	-	-	-	0.136
HCM Ctrl Dly (s/v)	7.9	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	168	185	0	13	16
Future Vol, veh/h	0	168	185	0	13	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	78	50	87	81	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	215	370	0	16	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 585 370
Stage 1	-	-	- 370 -
Stage 2	-	-	- 215 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 473 676
Stage 1	0	-	0 699 -
Stage 2	0	-	0 821 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 473 676
Mov Cap-2 Maneuver	-	-	- 473 -
Stage 1	-	-	- 699 -
Stage 2	-	-	- 821 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.87
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	556
HCM Lane V/C Ratio	-	-	0.058
HCM Ctrl Dly (s/v)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	0	189	12	0	0
Future Vol, veh/h	28	0	189	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	81	88	75	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	0	215	16	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	231	0	-	0	326	-
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1337	-	-	-	668	0
Stage 1	-	-	-	-	814	0
Stage 2	-	-	-	-	920	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1337	-	-	-	642	-
Mov Cap-2 Maneuver	-	-	-	-	642	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	920	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.8	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1337	-	-	-	-	
HCM Lane V/C Ratio	0.039	-	-	-	-	
HCM Ctrl Dly (s/v)	7.8	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

01. Weekend
Existing Conditions

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	772	795	215	274	20
Future Volume (veh/h)	26	772	795	215	274	20
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	796	837	247	322	28
Peak Hour Factor	0.72	0.97	0.95	0.87	0.85	0.71
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	86	1106	892	756	385	343
Arrive On Green	0.05	0.59	0.48	0.48	0.22	0.22
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	36	796	837	247	322	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	0.9	13.7	19.2	4.4	7.8	0.6
Cycle Q Clear(g_c), s	0.9	13.7	19.2	4.4	7.8	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	86	1106	892	756	385	343
V/C Ratio(X)	0.42	0.72	0.94	0.33	0.84	0.08
Avail Cap(c_a), veh/h	236	1335	963	816	945	841
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	20.9	6.6	11.2	7.3	17.0	14.1
Incr Delay (d2), s/veh	1.2	1.1	15.1	0.1	1.9	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	0.4	3.4	9.3	1.1	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.1	7.6	26.3	7.4	18.8	14.2
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h		832	1084		350	
Approach Delay, s/veh		8.3	22.0		18.5	
Approach LOS		A	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.5		12.8	5.2	27.3
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		15.7		9.8	2.9	21.2
Green Ext Time (p_c), s		0.9		0.1	0.0	0.4
Intersection Summary						
HCM 7th Control Delay, s/veh			16.4			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	160	85	156	136	4
Future Vol, veh/h	3	160	85	156	136	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	87	84	83	90	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	184	101	188	151	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	545	155	159	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	499	891	1420	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	459	891	1420	-	-	-
Mov Cap-2 Maneuver	459	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.4	2.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	630	-	858	-	-	
HCM Lane V/C Ratio	0.071	-	0.224	-	-	
HCM Ctrl Dly (s/v)	7.7	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

Intersection

Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	82	0	118	1	47	0	0	26	180	98	11	0
Future Vol, veh/h	82	0	118	1	47	0	0	26	180	98	11	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	0	219	4	72	0	0	40	261	117	20	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.3	9.4	10.9	10.2
HCM LOS	B	A	B	B

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	13%	98%
Vol Right, %	59%	0%	87%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	109	206	48
LT Vol	82	98	0	1
Through Vol	0	11	26	47
RT Vol	118	0	180	0
Lane Flow Rate	347	137	301	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.473	0.215	0.396	0.119
Departure Headway (Hd)	4.911	5.656	4.74	5.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	634	758	640
Service Time	2.938	3.692	2.771	3.636
HCM Lane V/C Ratio	0.472	0.216	0.397	0.119
HCM Control Delay, s/veh	12.3	10.2	10.9	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.6	0.8	1.9	0.4

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	149	66	24	10	10
Future Vol, veh/h	17	149	66	24	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	83	87	67	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	180	76	36	16	40

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	112	0	0 329 94
Stage 1	-	-	- 94 -
Stage 2	-	-	- 235 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1478	-	- 665 963
Stage 1	-	-	- 930 -
Stage 2	-	-	- 804 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1478	-	- 652 963
Mov Cap-2 Maneuver	-	-	- 652 -
Stage 1	-	-	- 910 -
Stage 2	-	-	- 804 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.01	0	9.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	242	-	-	-	847
HCM Lane V/C Ratio	0.019	-	-	-	0.066
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	278	186	0	0	2
Future Vol, veh/h	0	278	186	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	94	84	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	296	221	0	0	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	221	0	0 517 221
Stage 1	-	-	- 221 -
Stage 2	-	-	- 296 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1348	-	- 518 818
Stage 1	-	-	- 815 -
Stage 2	-	-	- 755 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1348	-	- 518 818
Mov Cap-2 Maneuver	-	-	- 518 -
Stage 1	-	-	- 815 -
Stage 2	-	-	- 755 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1348	-	-	-	818
HCM Lane V/C Ratio	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	0	189	1	0	0
Future Vol, veh/h	2	0	189	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	205	1	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	207	0	-	0	210	-
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1365	-	-	-	778	0
Stage 1	-	-	-	-	829	0
Stage 2	-	-	-	-	1019	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1365	-	-	-	777	-
Mov Cap-2 Maneuver	-	-	-	-	777	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	1019	-
Approach	EB	WB		SW		
HCM Ctrl Dly, s/v	7.64	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SWLn1		
Capacity (veh/h)	1365	-	-	-		
HCM Lane V/C Ratio	0.002	-	-	-		
HCM Ctrl Dly (s/v)	7.6	0	-	-		
HCM Lane LOS	A	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	-		

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	256	183	6	23	8
Future Vol, veh/h	0	256	183	6	23	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	93	80	38	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	275	229	16	25	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	245	0	0 512 237
Stage 1	-	-	- 237 -
Stage 2	-	-	- 275 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1322	-	- 522 802
Stage 1	-	-	- 803 -
Stage 2	-	-	- 771 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1322	-	- 522 802
Mov Cap-2 Maneuver	-	-	- 522 -
Stage 1	-	-	- 803 -
Stage 2	-	-	- 771 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.67
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1322	-	-	-	574
HCM Lane V/C Ratio	-	-	-	-	0.059
HCM Ctrl Dly (s/v)	0	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	238	157	17	35	21
Future Vol, veh/h	2	238	157	17	35	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	79	89	85	88	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	301	176	20	40	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	196	0	0 496 186
Stage 1	-	-	- 186 -
Stage 2	-	-	- 309 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1376	-	- 533 856
Stage 1	-	-	- 845 -
Stage 2	-	-	- 744 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1376	-	- 532 856
Mov Cap-2 Maneuver	-	-	- 532 -
Stage 1	-	-	- 842 -
Stage 2	-	-	- 744 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.34
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	24	-	-	-	639
HCM Lane V/C Ratio	0.003	-	-	-	0.112
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection

Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	32	22	184	20	9	0	5	183	32	62	1
Future Vol, veh/h	2	32	22	184	20	9	0	5	183	32	62	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	60	52	200	36	18	0	12	251	40	84	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.3	11.6	10.7	10.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	4%	100%	0%	34%
Vol Thru, %	100%	1%	57%	0%	69%	65%
Vol Right, %	0%	99%	39%	0%	31%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	185	56	184	29	95
LT Vol	0	0	2	184	0	32
Through Vol	3	2	32	0	20	62
RT Vol	0	183	22	0	9	1
Lane Flow Rate	8	255	117	200	54	128
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.366	0.19	0.35	0.083	0.217
Departure Headway (Hd)	5.872	5.171	5.844	6.297	5.572	6.112
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	700	614	572	643	588
Service Time	3.572	2.871	3.882	4.029	3.303	4.148
HCM Lane V/C Ratio	0.013	0.364	0.191	0.35	0.084	0.218
HCM Control Delay, s/veh	8.6	10.8	10.3	12.4	8.8	10.8
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.7	0.7	1.6	0.3	0.8

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

01. Weekend
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	497	80	277	486	45	90	64	288	32	56	138
Future Volume (veh/h)	139	497	80	277	486	45	90	64	288	32	56	138
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	681	83	413	552	180	108	88	300	40	84	157
Peak Hour Factor	0.83	0.73	0.96	0.67	0.88	0.25	0.83	0.73	0.96	0.80	0.67	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	869	388	547	748	243	254	173	459	250	169	316
Arrive On Green	0.12	0.24	0.24	0.16	0.28	0.28	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	3456	2636	857	447	598	1585	996	583	1091
Grp Volume(v), veh/h	167	681	83	413	371	361	196	0	300	40	0	241
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1716	1045	0	1585	996	0	1674
Q Serve(g_s), s	4.1	8.0	1.9	5.1	8.5	8.5	3.6	0.0	7.4	1.7	0.0	5.4
Cycle Q Clear(g_c), s	4.1	8.0	1.9	5.1	8.5	8.5	9.0	0.0	7.4	10.7	0.0	5.4
Prop In Lane	1.00		1.00	1.00		0.50	0.55		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	212	869	388	547	504	487	427	0	459	250	0	484
V/C Ratio(X)	0.79	0.78	0.21	0.76	0.74	0.74	0.46	0.00	0.65	0.16	0.00	0.50
Avail Cap(c_a), veh/h	524	2076	926	617	832	804	1013	0	1131	672	0	1195
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	19.2	15.8	13.5	18.0	14.5	14.6	14.8	0.0	14.0	19.4	0.0	13.2
Incr Delay (d2), s/veh	2.4	0.6	0.1	3.8	0.8	0.8	0.3	0.0	0.6	0.1	0.0	0.3
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	2.8	0.6	2.1	2.9	2.9	1.6	0.0	2.3	0.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.6	16.4	13.6	21.9	15.3	15.4	15.0	0.0	14.6	19.5	0.0	13.5
LnGrp LOS	C	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h	931			1145			496			281		
Approach Delay, s/veh	17.1			17.7			14.7			14.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.7			17.1	8.3	19.4		17.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	26.2			32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I1), s	10.0			12.7	6.1	10.5		11.0				
Green Ext Time (p_c), s	0.0	0.9		0.3	0.0	0.7		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	16.7											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	119	109	0	19	9
Future Vol, veh/h	0	119	109	0	19	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	76	56	25	68	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	157	195	0	28	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 351 195
Stage 1	-	-	- 195 -
Stage 2	-	-	- 157 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 646 847
Stage 1	0	-	0 838 -
Stage 2	0	-	0 872 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 646 847
Mov Cap-2 Maneuver	-	-	- 646 -
Stage 1	-	-	- 838 -
Stage 2	-	-	- 872 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.49
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	695
HCM Lane V/C Ratio	-	-	0.057
HCM Ctrl Dly (s/v)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	108	33	1	0
Future Vol, veh/h	7	0	108	33	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	84	78	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	138	132	4	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	270	0	0 223
Stage 1	-	-	- 204
Stage 2	-	-	- 19
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1293	-	- 765 0
Stage 1	-	-	- 830 0
Stage 2	-	-	- 1004 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1293	-	- 760
Mov Cap-2 Maneuver	-	-	- 760
Stage 1	-	-	- 824
Stage 2	-	-	- 1004

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.8	0	9.76
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1293	-	-	-	760
HCM Lane V/C Ratio	0.007	-	-	-	0.005
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	109	150	9	5	3
Future Vol, veh/h	4	109	150	9	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	80	82	38	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	136	183	24	8	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	207	0	0 347 195
Stage 1	-	-	- 195 -
Stage 2	-	-	- 152 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1365	-	- 650 847
Stage 1	-	-	- 838 -
Stage 2	-	-	- 876 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1365	-	- 646 847
Mov Cap-2 Maneuver	-	-	- 646 -
Stage 1	-	-	- 833 -
Stage 2	-	-	- 876 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.42	0	9.92
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	100	-	-	-	753
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Ctrl Dly (s/v)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	138	0	0	118	0	23	9	0	24	0	19
Future Vol, veh/h	1	138	0	0	118	0	23	9	0	24	0	19
Peak Hour Factor	0.25	0.88	0.92	0.92	0.80	0.25	0.92	0.92	0.92	0.60	0.92	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	157	0	0	148	0	25	10	0	40	0	24
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	8.4	8.3	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	1%	0%	56%
Vol Thru, %	0%	100%	99%	100%	0%
Vol Right, %	0%	0%	0%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	9	139	118	43
LT Vol	23	0	1	0	24
Through Vol	0	9	138	118	0
RT Vol	0	0	0	0	19
Lane Flow Rate	25	10	161	148	64
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.04	0.014	0.194	0.178	0.082
Departure Headway (Hd)	5.79	5.287	4.342	4.354	4.623
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	620	678	830	826	776
Service Time	3.514	3.01	2.355	2.368	2.645
HCM Lane V/C Ratio	0.04	0.015	0.194	0.179	0.082
HCM Control Delay, s/veh	8.8	8.1	8.4	8.3	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.7	0.6	0.3

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	130	18	8	96	22	23	9	15	0	0	0
Future Vol, veh/h	14	130	18	8	96	22	23	9	15	0	0	0
Peak Hour Factor	0.58	0.83	0.75	0.67	0.80	0.69	0.56	0.94	0.25	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	157	24	12	120	32	41	10	60	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	8.8	8.4	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	9%	6%
Vol Thru, %	0%	38%	80%	76%
Vol Right, %	0%	63%	11%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	24	162	126
LT Vol	23	0	14	8
Through Vol	0	9	130	96
RT Vol	0	15	18	22
Lane Flow Rate	41	70	205	164
Geometry Grp	5	5	2	2
Degree of Util (X)	0.067	0.095	0.247	0.198
Departure Headway (Hd)	5.85	4.906	4.349	4.349
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	731	827	827
Service Time	3.578	2.634	2.366	2.368
HCM Lane V/C Ratio	0.067	0.096	0.248	0.198
HCM Control Delay, s/veh	9	8.2	8.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	1	0.7

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	91	112	45	25	29
Future Vol, veh/h	46	91	112	45	25	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	69	82	80	89	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	132	137	56	28	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	193	0	0 409 165
Stage 1	-	-	- 165 -
Stage 2	-	-	- 244 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1381	-	- 599 880
Stage 1	-	-	- 865 -
Stage 2	-	-	- 796 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1381	-	- 573 880
Mov Cap-2 Maneuver	-	-	- 573 -
Stage 1	-	-	- 827 -
Stage 2	-	-	- 796 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.3	0	10.56
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	537	-	-	-	712
HCM Lane V/C Ratio	0.041	-	-	-	0.09
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	131	131	0	5	12
Future Vol, veh/h	1	131	131	0	5	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	25	84	25	42	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	524	156	0	12	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	156	0	0 682 156
Stage 1	-	-	- 156 -
Stage 2	-	-	- 526 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1424	-	0 415 890
Stage 1	-	-	0 872 -
Stage 2	-	-	0 593 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1424	-	- 415 890
Mov Cap-2 Maneuver	-	-	- 415 -
Stage 1	-	-	- 871 -
Stage 2	-	-	- 593 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	11.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1424	-	-	623
HCM Lane V/C Ratio	0.001	-	-	0.051
HCM Ctrl Dly (s/v)	7.5	-	-	11.1
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	131	14	0	0
Future Vol, veh/h	10	0	131	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	88	84	70	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	156	20	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	176	0	0 206
Stage 1	-	-	- 166
Stage 2	-	-	- 40
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1400	-	- 782 0
Stage 1	-	-	- 863 0
Stage 2	-	-	- 982 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1400	-	- 771
Mov Cap-2 Maneuver	-	-	- 771
Stage 1	-	-	- 851
Stage 2	-	-	- 982

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.61	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1400	-	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Community Recreation Center

The Community Recreation Center will have staff and support space of approximately 1,500 square feet, two classrooms, each with approximately 640 square feet of useable classroom space, and a small meeting room space of approximately 160 square feet. **Security** - After hours and weekend use of classroom spaces will be accessed with programmed key cards to be checked out to responsible party. Public restrooms will be accessed by coded door lock. Library kiosk will be located in front of Recreation Center and will be accessed from the parking lot.

	Monday - Friday	Monday - Friday	Weekends (Sat/Sun)
	Business Hours 9:00AM-5:00PM	After Hours 5:00PM-10:00PM	9:00AM-5:00PM
Staff and Support Space (~1,500sf)			
Staff use and public office (2-3 employees)	DAILY	NA	NA
Fitness Room (~640sf)			
Exercise or meeting space intended for local community use encouraging pedestrian and bike access with minimal impact on traffic. Capacities: typical set-up ~12, assembly set-up ~30, classroom set-up ~24.	3-5 CLASSES/DAY	UP TO 1-2 EARLY EVENING CLASSES/DAY 3-4 PUBLIC AGENCY MEETINGS/MONTH	1-3 CLASSES OR MEETINGS/DAY
Club Room (~630sf)			
Craft/other classes or meeting space intended for local community use encouraging pedestrian and bike access with minimal impact on traffic. Capacities: typical set-up ~24, assembly set-up ~30, classroom set-up ~24.	3-5 CLASSES/DAY	UP TO 1-2 EARLY EVENING CLASSES/DAY	1-3 CLASSES OR MEETINGS/DAY
Small meeting room (~160sf)			
For public community use. Capacity for all set-ups ~6.	1-2 MEETINGS/ DAY	NA	NA
Library Kiosk			
To be located in front of Recreation Center for drop off and pick up of library materials - self serve vending machine accessed by Recreation Center parking lot.	24/7	24/7	24/7

Community Room - Recreational Programming and Public Events

The Community Room will be approximately 1,900 square feet. The space is intended primarily for local community use allowing for pedestrian and bike access. Examples include dance classes, ping pong or other recreation requiring larger space, films, lectures, town halls, workshops, larger public meetings, recitals. After hours and weekend events will be limited by staffing. Capacities: typical set-up ~80, assembly set-up ~80, classroom set-up ~80.

	Monday - Friday	Monday - Friday	Saturday -Sunday
	Business Hours	After Hours	Sat. 9:00AM-10:00PM
	9:00AM-5:00PM	5:00PM-10:00PM	Sun. 9:00AM-6:00PM
Small to Medium Events			
Frequency	1-2 TIMES/WEEK	2-4 TIMES/MONTH	2-4 TIMES/MONTH
Anticipated capacity	10-30 PEOPLE	10-50 PEOPLE	10-50 PEOPLE
Medium to Large Events			
Frequency	1 TIME/MONTH	1-2 TIMES/MONTH	1-2 TIMES/MONTH
Anticipated capacity	31-50 PEOPLE	51-80 PEOPLE	51-80 PEOPLE

Community Room - Private Use and Events

The Community Room will be approximately 1,900 square feet. The space will be used primarily for District recreational programming and public use and will also be able to accommodate limited private events. Examples include rental of space for birthdays, banquets, private club meetings, or receptions. All private events will undergo district review based on size of event and general event frequency. Private after hours and weekend events will be limited by staffing and space availability and events with attendance over 50 people may be subject to County Event Permitting requirements. Private events with amplified music would require board approval. Capacities: typical set-up ~80, assembly set-up ~80, classroom set-up ~80. *Private event frequency is shown as an example and private event requests will be treated on a case by case basis .*

	Monday - Friday	Monday - Thursday	Friday-Sunday
	Business Hours 9:00AM-5:00PM	After Hours 5:00PM-9:00PM	Fri/Sat. 9:00AM-10:00PM Sun. 9:00AM-6:00PM
Small to Medium Events (under 50 guests)			
Frequency	NA	1-2 TIMES/MONTH	1-2 TIMES/MONTH
Anticipated capacity		10-50 PEOPLE	10-50 PEOPLE
Medium to Large Events(over 50 guests) -			
Frequency	NA	1 TIME/MONTH	1-2 TIMES/MONTH
Anticipated capacity		51-80 PEOPLE	51-80 PEOPLE

Granada Community Park

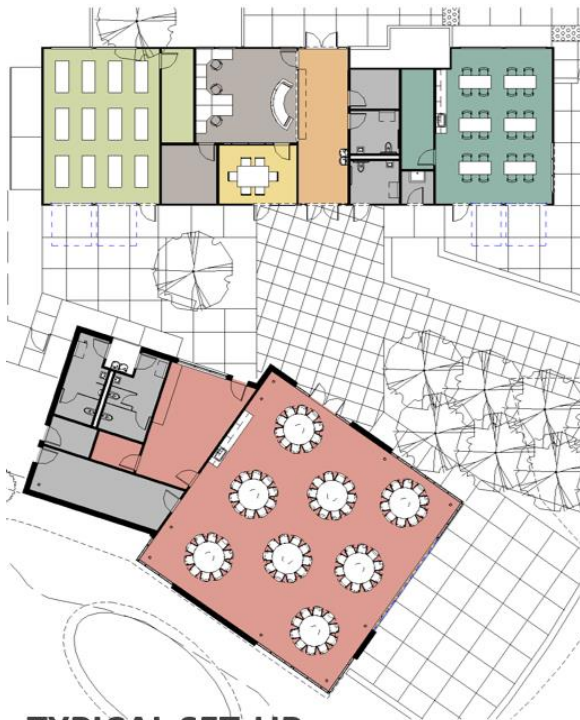
The passive and active park areas would be open from sunrise to sunset. Public restrooms will be have coded door lock. Security cameras will be in use near public restroom, parking areas, and skate ramp area.

	Monday - Friday	Weekends
	Park Hours Dawn to Dusk	Park Hours Dawn to Dusk
Granada Community Park		
PUBLIC - District Sponsored Special Events - The District anticipates hosting 2-3 annual events geared and marketed to local community. Examples include established events such as the Spring Egg Hunt for children and a Holiday craft fair with live music and tree lighting.		
Non Distict Sponsored Events - Park space could be used by local non-profit or community groups for public events. A District issued Temporary Occupancy Permit would be required.		
Frequency	1 TIME/YEAR	4-6 TIMES/YEAR
Anticipated capacity	75-150 PEOPLE	75-150 PEOPLE
PRIVATE - Examples include first-come-first-served picnic tables for small events such as birthday parties.		
Small to Medium Events (under 30 guests)		
Frequency	1-2 TIMES/MONTH	1-2 TIMES/MONTH
Anticipated capacity	10-25 PEOPLE	10-25 PEOPLE

PROGRAMMING CAPACITY

Programming Capacity

Space	Square Footage	Typical Set-Up	Assembly Set-Up (Chairs Only)	Classroom Set-Up (Tables and Chairs)
Fitness Room	~640 sf	~12	~30	~24
Club Room	~630 sf	~24	~30	~24
Small Meeting	~160	~6	~6	~6
Community Room	1,900 sf	~80	~80	~80



TYPICAL SET-UP



ASSEMBLY SET-UP



CLASSROOM SET-UP

Land Use: 495

Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickleball, basketball and volleyball courts, outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed, and a membership fee may be charged.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

410, 443, 571, 618, 705, 719, 850, 866, 971, 1055, 1219

Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

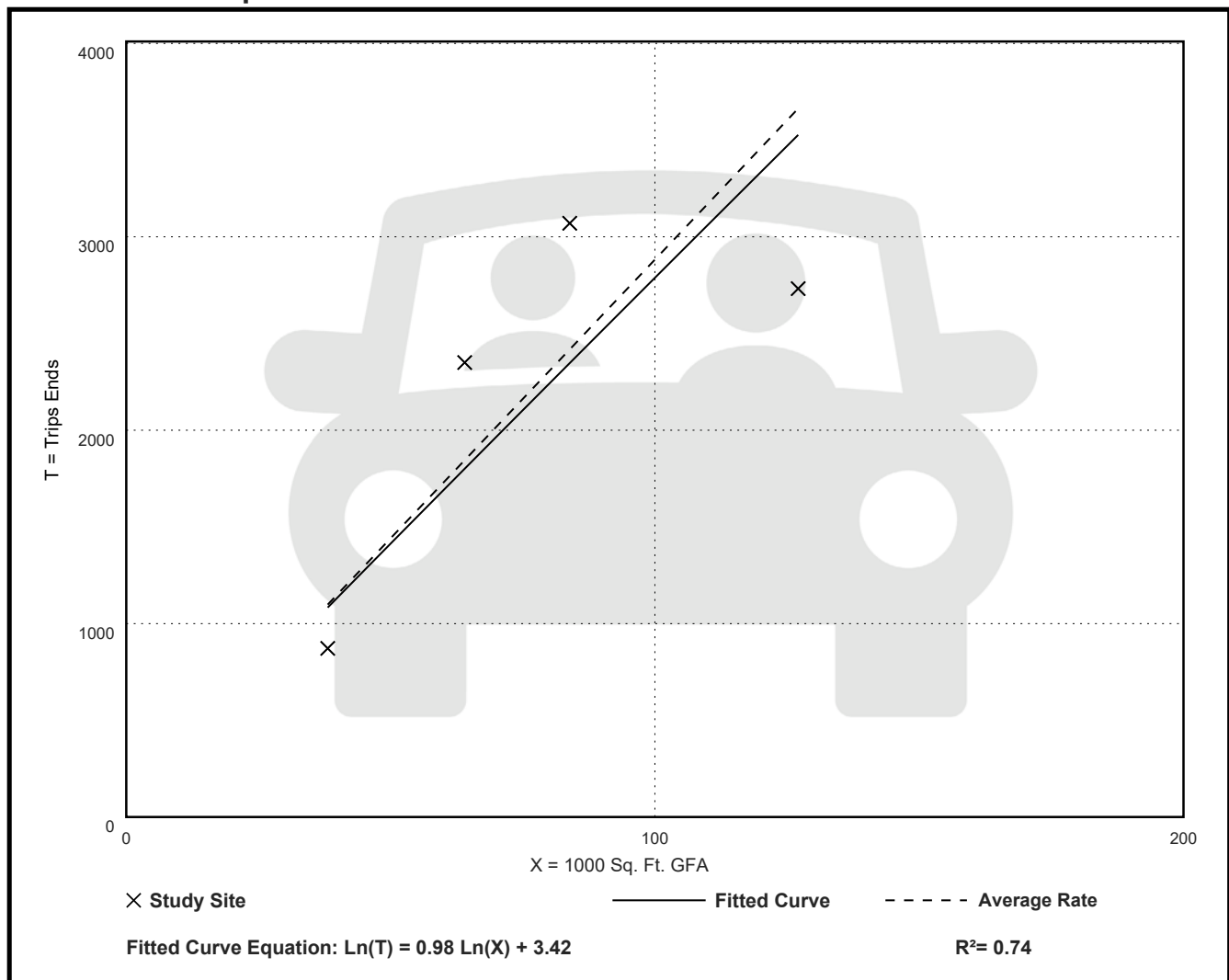
Avg. 1000 Sq. Ft. GFA: 78

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 11

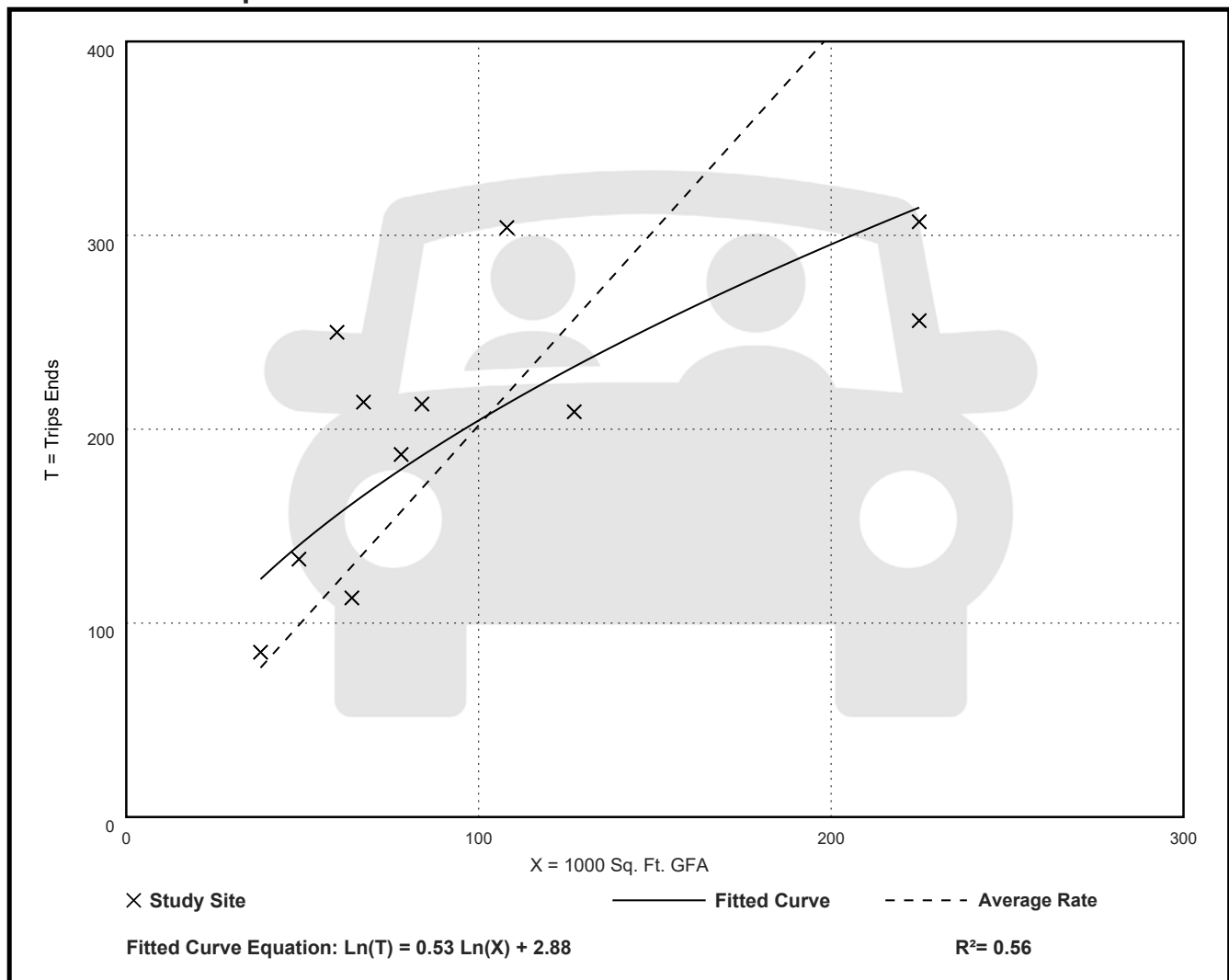
Avg. 1000 Sq. Ft. GFA: 102

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.02	1.14 - 4.18	0.88

Data Plot and Equation



Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

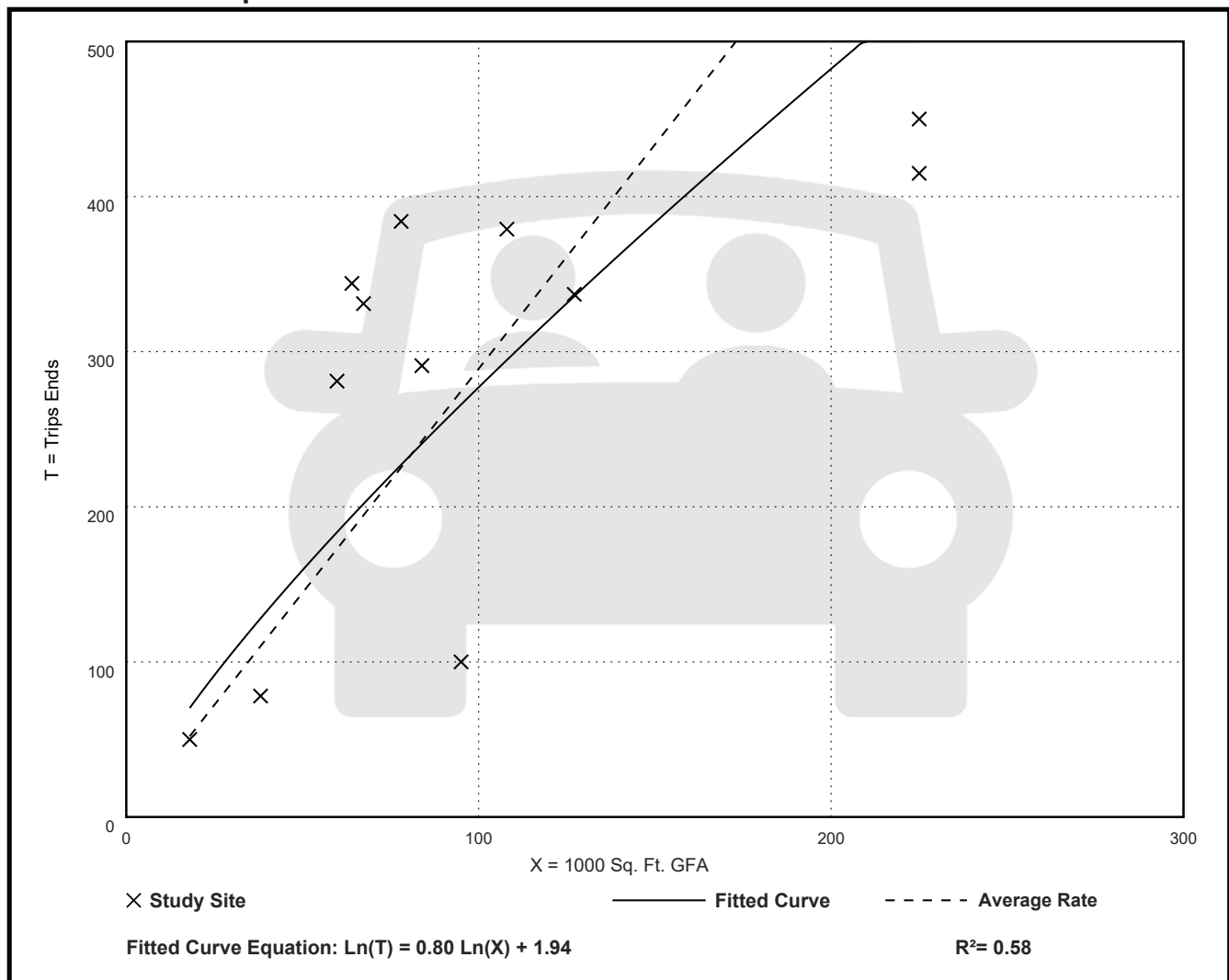
Avg. 1000 Sq. Ft. GFA: 99

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.89	1.05 - 5.37	1.37

Data Plot and Equation



June 16, 2026

Appendix C **INTERSECTION LOS ANALYSIS: EXISTING PLUS PROJECT CONDITIONS LOS CALCULATION SHEETS**

- Existing Plus Project Conditions LOS
- ITE Trip Generation Documentation

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

02. AM Peak
Existing Plus Project

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	606	463	223	487	17
Future Volume (veh/h)	11	606	463	223	487	17
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	767	526	328	451	13
Peak Hour Factor	0.46	0.79	0.88	0.68	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	986	802	679	510	454
Arrive On Green	0.03	0.53	0.43	0.43	0.29	0.29
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	24	767	526	328	451	13
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	0.6	15.3	10.4	7.0	11.3	0.3
Cycle Q Clear(g_c), s	0.6	15.3	10.4	7.0	11.3	0.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	61	986	802	679	510	454
V/C Ratio(X)	0.39	0.78	0.66	0.48	0.88	0.03
Avail Cap(c_a), veh/h	229	1295	934	791	916	815
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	22.1	8.8	10.6	9.6	15.9	12.0
Incr Delay (d2), s/veh	1.5	1.6	0.8	0.2	2.1	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	0.3	4.6	3.5	1.9	4.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.6	10.4	11.4	9.8	18.0	12.0
LnGrp LOS	C	B	B	A	B	B
Approach Vol, veh/h		791	854		464	
Approach Delay, s/veh		10.8	10.8		17.8	
Approach LOS		B	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.3		16.4	4.6	25.7
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		17.3		13.3	2.6	12.4
Green Ext Time (p_c), s		0.9		0.1	0.0	0.5
Intersection Summary						
HCM 7th Control Delay, s/veh			12.4			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	180	31	200	323	0
Future Vol, veh/h	0	180	31	200	323	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	75	25	94	66	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	240	124	213	489	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	950	489	489	0	-	0
Stage 1	489	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	289	579	1074	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	251	579	1074	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.56	3.24		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	663	-	579	-	-	
HCM Lane V/C Ratio	0.115	-	0.415	-	-	
HCM Ctrl Dly (s/v)	8.8	0	15.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	2	-	-	

Intersection

Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	82	0	118	1	47	0	0	26	180	98	11	0
Future Vol, veh/h	82	0	118	1	47	0	0	26	180	98	11	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	0	219	4	72	0	0	40	261	117	20	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.3	9.4	10.9	10.2
HCM LOS	B	A	B	B

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	13%	98%
Vol Right, %	59%	0%	87%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	109	206	48
LT Vol	82	98	0	1
Through Vol	0	11	26	47
RT Vol	118	0	180	0
Lane Flow Rate	347	137	301	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.473	0.215	0.396	0.119
Departure Headway (Hd)	4.911	5.656	4.74	5.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	634	758	640
Service Time	2.938	3.692	2.771	3.636
HCM Lane V/C Ratio	0.472	0.216	0.397	0.119
HCM Control Delay, s/veh	12.3	10.2	10.9	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.6	0.8	1.9	0.4

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	163	20	6	11	6
Future Vol, veh/h	11	163	20	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	74	83	38	46	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	220	24	16	24	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	40	0	0 284 32
Stage 1	-	-	- 32 -
Stage 2	-	-	- 252 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1570	-	- 706 1042
Stage 1	-	-	- 991 -
Stage 2	-	-	- 790 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1570	-	- 698 1042
Mov Cap-2 Maneuver	-	-	- 698 -
Stage 1	-	-	- 979 -
Stage 2	-	-	- 790 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.49	0	9.71
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	121	-	-	-	803
HCM Lane V/C Ratio	0.01	-	-	-	0.049
HCM Ctrl Dly (s/v)	7.3	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	331	180	0	0	1
Future Vol, veh/h	1	331	180	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	77	76	25	25	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	430	237	0	0	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	237	0	0 675 237
Stage 1	-	-	- 237 -
Stage 2	-	-	- 438 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1330	-	- 420 802
Stage 1	-	-	- 802 -
Stage 2	-	-	- 651 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1330	-	- 418 802
Mov Cap-2 Maneuver	-	-	- 418 -
Stage 1	-	-	- 799 -
Stage 2	-	-	- 651 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	9.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	802
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Ctrl Dly (s/v)	7.7	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	4	174	0	0	0
Future Vol, veh/h	3	4	174	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	76	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	5	229	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	229	0	0 250 -
Stage 1	-	-	- - 229 -
Stage 2	-	-	- - 21 -
Critical Hdwy	4.12	-	- - 6.42 -
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 -
Pot Cap-1 Maneuver	1339	-	- - 738 0
Stage 1	-	-	- - 809 0
Stage 2	-	-	- - 1001 0
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1339	-	- - 734 -
Mov Cap-2 Maneuver	-	-	- - 734 -
Stage 1	-	-	- - 804 -
Stage 2	-	-	- - 1001 -

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	4.57	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1068	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	278	167	7	54	13
Future Vol, veh/h	0	278	167	7	54	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	74	75	44	79	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	376	223	16	68	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	239	0	0 606 231
Stage 1	-	-	- - 231 -
Stage 2	-	-	- - 376 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1328	-	- - 460 809
Stage 1	-	-	- - 808 -
Stage 2	-	-	- - 694 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1328	-	- - 460 809
Mov Cap-2 Maneuver	-	-	- - 460 -
Stage 1	-	-	- - 808 -
Stage 2	-	-	- - 694 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.54
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1328	-	-	-	510
HCM Lane V/C Ratio	-	-	-	-	0.173
HCM Ctrl Dly (s/v)	0	-	-	-	13.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	250	179	9	41	13
Future Vol, veh/h	3	250	179	9	41	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	80	67	62	41
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	338	224	13	66	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	237	0	0 584 230
Stage 1	-	-	- 230 -
Stage 2	-	-	- 354 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1330	-	- 474 809
Stage 1	-	-	- 808 -
Stage 2	-	-	- 711 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1330	-	- 470 809
Mov Cap-2 Maneuver	-	-	- 470 -
Stage 1	-	-	- 802 -
Stage 2	-	-	- 711 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	13.06
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	41	-	-	-	544
HCM Lane V/C Ratio	0.006	-	-	-	0.18
HCM Ctrl Dly (s/v)	7.7	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	32	22	186	20	9	0	5	183	33	62	1
Future Vol, veh/h	2	32	22	186	20	9	0	5	183	33	62	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	60	52	202	36	18	0	12	251	41	84	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			2			1		
HCM Control Delay, s/veh	10.3			11.7			10.7			10.9		
HCM LOS	B			B			B			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	4%	100%	0%	34%
Vol Thru, %	100%	1%	57%	0%	69%	65%
Vol Right, %	0%	99%	39%	0%	31%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	185	56	186	29	96
LT Vol	0	0	2	186	0	33
Through Vol	3	2	32	0	20	62
RT Vol	0	183	22	0	9	1
Lane Flow Rate	8	255	117	202	54	129
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.364	0.19	0.354	0.083	0.219
Departure Headway (Hd)	5.853	5.151	5.855	6.302	5.577	6.121
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	698	613	572	643	587
Service Time	3.582	2.88	3.886	4.028	3.303	4.155
HCM Lane V/C Ratio	0.013	0.365	0.191	0.353	0.084	0.22
HCM Control Delay, s/veh	8.7	10.8	10.3	12.5	8.8	10.9
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.7	0.7	1.6	0.3	0.8

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

02. AM Peak
Existing Plus Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	440	22	107	318	43	11	78	127	44	69	154
Future Volume (veh/h)	135	440	22	107	318	43	11	78	127	44	69	154
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	688	44	141	418	64	28	116	167	80	80	162
Peak Hour Factor	0.74	0.64	0.50	0.76	0.76	0.67	0.39	0.67	0.76	0.55	0.86	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	997	445	425	828	126	144	317	360	302	125	254
Arrive On Green	0.14	0.28	0.28	0.12	0.27	0.27	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	3456	3092	470	129	1395	1585	1096	552	1117
Grp Volume(v), veh/h	182	688	44	141	239	243	144	0	167	80	0	242
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1786	1525	0	1585	1096	0	1669
Q Serve(g_s), s	3.7	6.5	0.8	1.4	4.3	4.3	0.1	0.0	3.4	2.6	0.0	4.9
Cycle Q Clear(g_c), s	3.7	6.5	0.8	1.4	4.3	4.3	5.2	0.0	3.4	7.4	0.0	4.9
Prop In Lane	1.00		1.00	1.00		0.26	0.19		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	242	997	445	425	476	478	461	0	360	302	0	379
V/C Ratio(X)	0.75	0.69	0.10	0.33	0.50	0.51	0.31	0.00	0.46	0.26	0.00	0.64
Avail Cap(c_a), veh/h	629	2492	1111	740	999	1004	1507	0	1358	992	0	1430
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	15.5	12.0	9.9	15.0	11.6	11.6	12.1	0.0	12.5	16.3	0.0	13.1
Incr Delay (d2), s/veh	1.8	0.3	0.0	0.2	0.3	0.3	0.1	0.0	0.3	0.2	0.0	0.7
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	1.3	2.0	0.2	0.5	1.3	1.4	0.8	0.0	1.0	0.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.3	12.3	10.0	15.2	11.9	11.9	12.3	0.0	12.8	16.5	0.0	13.7
LnGrp LOS	B	B	A	B	B	B	B		B	B		B
Approach Vol, veh/h	914			623			311			322		
Approach Delay, s/veh	13.2			12.6			12.6			14.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	17.2		13.2	8.1	16.7		13.2				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	30.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I), s	13.4	8.5		9.4	5.7	6.3		7.2				
Green Ext Time (p_c), s	0.0	1.0		0.3	0.0	0.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.1											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	156	165	0	32	16
Future Vol, veh/h	0	156	165	0	32	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	70	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	295	0	44	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 518 295
Stage 1	-	-	- 295 -
Stage 2	-	-	- 223 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 518 745
Stage 1	0	-	0 756 -
Stage 2	0	-	0 814 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 518 745
Mov Cap-2 Maneuver	-	-	- 518 -
Stage 1	-	-	- 756 -
Stage 2	-	-	- 814 -

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	580
HCM Lane V/C Ratio	-	-	0.117
HCM Ctrl Dly (s/v)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	167	23	0	0
Future Vol, veh/h	2	0	167	23	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	68	56	48	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	298	48	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	346	0	-	0	330	-
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1213	-	-	-	664	0
Stage 1	-	-	-	-	734	0
Stage 2	-	-	-	-	1015	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1213	-	-	-	662	-
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	1015	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.98	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1213	-	-	-	-	
HCM Lane V/C Ratio	0.003	-	-	-	-	
HCM Ctrl Dly (s/v)	8	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	181	189	3	3	1
Future Vol, veh/h	2	181	189	3	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	68	54	38	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	266	350	8	8	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	358	0	0 636 354
Stage 1	-	-	- 354 -
Stage 2	-	-	- 282 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1201	-	- 442 690
Stage 1	-	-	- 710 -
Stage 2	-	-	- 766 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1201	-	- 438 690
Mov Cap-2 Maneuver	-	-	- 438 -
Stage 1	-	-	- 705 -
Stage 2	-	-	- 766 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	12.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	53	-	-	-	500
HCM Lane V/C Ratio	0.007	-	-	-	0.024
HCM Ctrl Dly (s/v)	8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	210	12	14	165	24	5	7	8	49	0	19
Future Vol, veh/h	15	210	12	14	165	24	5	7	8	49	0	19
Peak Hour Factor	0.25	0.66	0.25	0.25	0.54	0.25	0.62	0.58	0.67	0.64	0.25	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	318	48	56	306	96	8	12	12	77	0	25
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay, s/veh	14.4			15.1			9.7			10.5		
HCM LOS	B			C			A			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	7%	72%
Vol Thru, %	0%	47%	89%	81%	0%
Vol Right, %	0%	53%	5%	12%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	237	203	68
LT Vol	5	0	15	14	49
Through Vol	0	7	210	165	0
RT Vol	0	8	12	24	19
Lane Flow Rate	8	24	426	458	102
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.017	0.043	0.573	0.607	0.175
Departure Headway (Hd)	7.38	6.488	4.841	4.772	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	487	555	737	746	583
Service Time	5.086	4.194	2.939	2.867	4.198
HCM Lane V/C Ratio	0.016	0.043	0.578	0.614	0.175
HCM Control Delay, s/veh	10.2	9.5	14.4	15.1	10.5
HCM Lane LOS	B	A	B	C	B
HCM 95th-tile Q	0.1	0.1	3.7	4.2	0.6

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↔	↔				
Traffic Vol, veh/h	15	208	12	14	165	23	5	7	8	0	0	0
Future Vol, veh/h	15	208	12	14	165	23	5	7	8	0	0	0
Peak Hour Factor	0.54	0.80	0.60	0.70	0.53	0.64	0.62	0.58	0.67	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	260	20	20	311	36	8	12	12	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh 10		10.6	8.8
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	7%
Vol Thru, %	0%	47%	89%	82%
Vol Right, %	0%	53%	5%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	235	202
LT Vol	5	0	15	14
Through Vol	0	7	208	165
RT Vol	0	8	12	23
Lane Flow Rate	8	24	308	367
Geometry Grp	5	5	2	2
Degree of Util (X)	0.015	0.037	0.374	0.437
Departure Headway (Hd)	6.482	5.597	4.374	4.284
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	552	639	825	841
Service Time	4.221	3.336	2.39	2.3
HCM Lane V/C Ratio	0.014	0.038	0.373	0.436
HCM Control Delay, s/veh	9.3	8.6	10	10.6
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0	0.1	1.7	2.2

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	201	161	38	47	42
Future Vol, veh/h	24	201	161	38	47	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	79	53	86	56	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	254	304	44	84	58

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	348	0	0 650 326
Stage 1	-	-	- 326 -
Stage 2	-	-	- 324 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1211	-	- 434 715
Stage 1	-	-	- 732 -
Stage 2	-	-	- 733 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1211	-	- 419 715
Mov Cap-2 Maneuver	-	-	- 419 -
Stage 1	-	-	- 707 -
Stage 2	-	-	- 733 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.97	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	216	-	-	-	504
HCM Lane V/C Ratio	0.029	-	-	-	0.281
HCM Ctrl Dly (s/v)	8.1	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	250	123	0	21	73
Future Vol, veh/h	1	250	123	0	21	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	74	25	48	45
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	301	166	0	44	162

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	166	0	0 475 166
Stage 1	-	-	- 166 -
Stage 2	-	-	- 309 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1412	-	0 548 878
Stage 1	-	-	0 863 -
Stage 2	-	-	0 744 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1412	-	- 546 878
Mov Cap-2 Maneuver	-	-	- 546 -
Stage 1	-	-	- 860 -
Stage 2	-	-	- 744 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.29
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1412	-	-	778
HCM Lane V/C Ratio	0.003	-	-	0.265
HCM Ctrl Dly (s/v)	7.6	-	-	11.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	1.1

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	86	0	121	6	0	0
Future Vol, veh/h	86	0	121	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	66	74	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	0	164	12	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	176	0	0 514
Stage 1	-	-	- 170
Stage 2	-	-	- 344
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1401	-	- 521 0
Stage 1	-	-	- 860 0
Stage 2	-	-	- 718 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1401	-	- 457
Mov Cap-2 Maneuver	-	-	- 457
Stage 1	-	-	- 755
Stage 2	-	-	- 718

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.93	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1401	-	-	-	-
HCM Lane V/C Ratio	0.123	-	-	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	-

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

02. PM Peak
Existing Plus Project

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	682	713	314	243	39
Future Volume (veh/h)	34	682	713	314	243	39
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	733	759	341	267	52
Peak Hour Factor	0.77	0.93	0.94	0.92	0.91	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	102	1132	891	755	335	298
Arrive On Green	0.06	0.61	0.48	0.48	0.19	0.19
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	44	733	759	341	267	52
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	1.0	10.7	15.0	6.0	6.0	1.2
Cycle Q Clear(g_c), s	1.0	10.7	15.0	6.0	6.0	1.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	102	1132	891	755	335	298
V/C Ratio(X)	0.43	0.65	0.85	0.45	0.80	0.17
Avail Cap(c_a), veh/h	254	1438	1038	879	1018	906
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	19.1	5.4	9.7	7.3	16.3	14.3
Incr Delay (d2), s/veh	1.1	0.3	5.4	0.2	1.7	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	0.4	2.1	5.5	1.4	2.2	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.2	5.7	15.1	7.5	18.0	14.4
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		777	1100		319	
Approach Delay, s/veh		6.5	12.8		17.4	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.1		10.9	5.4	25.7
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		12.7		8.0	3.0	17.0
Green Ext Time (p_c), s		0.8		0.1	0.0	0.7
Intersection Summary						
HCM 7th Control Delay, s/veh			11.2			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	113	116	223	188	7
Future Vol, veh/h	12	113	116	223	188	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	96	97	88	94	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	118	120	253	200	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	699	206	212	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	406	834	1358	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	834	1358	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.11	2.53		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	577	-	723	-	-	
HCM Lane V/C Ratio	0.088	-	0.185	-	-	
HCM Ctrl Dly (s/v)	7.9	0	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-	

Intersection

Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	175	1	57	0	7	3	1	24	129	58	21	2
Future Vol, veh/h	175	1	57	0	7	3	1	24	129	58	21	2
Peak Hour Factor	0.89	0.25	0.79	0.25	0.58	0.25	0.25	0.60	0.87	0.72	0.58	0.50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	197	4	72	0	12	12	4	40	148	81	36	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	NB			SB			SE			NW		
Opposing Approach	SB			NB			NW			SE		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SE			NW			SB			NB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NW			SE			NB			SB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	10.3			8			8.6			9.1		
HCM LOS	B			A			A			A		

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	75%	72%	1%	0%
Vol Thru, %	0%	26%	16%	70%
Vol Right, %	24%	2%	84%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	233	81	154	10
LT Vol	175	58	1	0
Through Vol	1	21	24	7
RT Vol	57	2	129	3
Lane Flow Rate	273	121	192	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.355	0.168	0.23	0.032
Departure Headway (Hd)	4.68	4.999	4.307	4.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	715	831	739
Service Time	2.724	3.047	2.349	2.876
HCM Lane V/C Ratio	0.356	0.169	0.231	0.032
HCM Control Delay, s/veh	10.3	9.1	8.6	8
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.6	0.6	0.9	0.1

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	100	74	34	12	14
Future Vol, veh/h	22	100	74	34	12	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	83	77	71	69	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	120	96	48	17	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	144	0	0 304 120
Stage 1	-	-	- 120 -
Stage 2	-	-	- 184 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1438	-	- 688 931
Stage 1	-	-	- 905 -
Stage 2	-	-	- 847 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1438	-	- 671 931
Mov Cap-2 Maneuver	-	-	- 671 -
Stage 1	-	-	- 884 -
Stage 2	-	-	- 847 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.58	0	9.84
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	377	-	-	-	778
HCM Lane V/C Ratio	0.022	-	-	-	0.044
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	260	223	0	1	3
Future Vol, veh/h	3	260	223	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	85	83	25	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	306	269	0	4	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	269	0	0 587 269
Stage 1	-	-	- - 269 -
Stage 2	-	-	- - 318 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1295	-	- - 472 770
Stage 1	-	-	- - 776 -
Stage 2	-	-	- - 738 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1295	-	- - 470 770
Mov Cap-2 Maneuver	-	-	- - 470 -
Stage 1	-	-	- - 772 -
Stage 2	-	-	- - 738 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	35	-	-	-	613
HCM Lane V/C Ratio	0.005	-	-	-	0.016
HCM Ctrl Dly (s/v)	7.8	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	4	174	0	0	0
Future Vol, veh/h	3	4	174	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	83	82	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	212	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	212	0	0 226 -
Stage 1	-	-	- - 212 -
Stage 2	-	-	- - 14 -
Critical Hdwy	4.12	-	- - 6.42 -
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 -
Pot Cap-1 Maneuver	1358	-	- - 762 0
Stage 1	-	-	- - 823 0
Stage 2	-	-	- - 1009 0
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1358	-	- - 760 -
Mov Cap-2 Maneuver	-	-	- - 760 -
Stage 1	-	-	- - 820 -
Stage 2	-	-	- - 1009 -

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	3.69	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	867	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	222	186	25	33	13
Future Vol, veh/h	0	222	186	25	33	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	82	78	82	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	267	227	32	40	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	259	0	0 510 243
Stage 1	-	-	- 243 -
Stage 2	-	-	- 267 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1306	-	- 523 796
Stage 1	-	-	- 797 -
Stage 2	-	-	- 777 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1306	-	- 523 796
Mov Cap-2 Maneuver	-	-	- 523 -
Stage 1	-	-	- 797 -
Stage 2	-	-	- 777 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.88
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1306	-	-	-	580
HCM Lane V/C Ratio	-	-	-	-	0.097
HCM Ctrl Dly (s/v)	0	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	220	143	17	59	32
Future Vol, veh/h	11	220	143	17	59	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	89	78	67	72	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	247	183	25	82	48

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	209	0	0 467 196
Stage 1	-	-	- 196 -
Stage 2	-	-	- 271 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1362	-	- 554 845
Stage 1	-	-	- 837 -
Stage 2	-	-	- 774 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1362	-	- 548 845
Mov Cap-2 Maneuver	-	-	- 548 -
Stage 1	-	-	- 829 -
Stage 2	-	-	- 774 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.35	0	12.19
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	83	-	-	-	630
HCM Lane V/C Ratio	0.009	-	-	-	0.206
HCM Ctrl Dly (s/v)	7.7	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection

Intersection Delay, s/veh	24.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	7	6	156	11	39	256	1	183	33	51	0
Future Vol, veh/h	4	7	6	156	11	39	256	1	183	33	51	0
Peak Hour Factor	0.38	0.44	0.38	0.92	0.56	0.50	0.50	0.25	0.84	0.84	0.80	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	16	16	170	20	78	512	4	218	39	64	0
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			2			1		
HCM Control Delay, s/veh	10.8			12.6			31.4			11.2		
HCM LOS	B			B			D			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	24%	100%	0%	39%
Vol Thru, %	0%	0%	41%	0%	22%	61%
Vol Right, %	0%	100%	35%	0%	78%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	184	17	156	50	84
LT Vol	256	0	4	156	0	33
Through Vol	1	1	7	0	11	51
RT Vol	0	183	6	0	39	0
Lane Flow Rate	514	220	42	170	98	103
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.892	0.308	0.083	0.346	0.17	0.19
Departure Headway (Hd)	6.249	5.04	7.067	7.341	6.277	6.629
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	581	712	506	490	570	541
Service Time	3.982	2.773	5.125	5.09	4.026	4.677
HCM Lane V/C Ratio	0.885	0.309	0.083	0.347	0.172	0.19
HCM Control Delay, s/veh	40.5	10	10.8	13.9	10.3	11.2
HCM Lane LOS	E	A	B	B	B	B
HCM 95th-tile Q	10.5	1.3	0.3	1.5	0.6	0.7

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

02. PM Peak
Existing Plus Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	490	42	204	490	45	57	81	174	34	83	93
Future Volume (veh/h)	145	490	42	204	490	45	57	81	174	34	83	93
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	521	56	283	527	52	76	108	200	45	104	101
Peak Hour Factor	0.89	0.94	0.75	0.72	0.93	0.86	0.75	0.75	0.87	0.76	0.80	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	918	409	510	908	89	214	229	377	289	207	201
Arrive On Green	0.13	0.26	0.26	0.15	0.28	0.28	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	3456	3268	322	349	962	1585	1071	872	846
Grp Volume(v), veh/h	163	521	56	283	286	293	184	0	200	45	0	205
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1812	1311	0	1585	1071	0	1718
Q Serve(g_s), s	3.4	4.9	1.1	2.9	5.4	5.4	1.4	0.0	4.3	1.5	0.0	4.0
Cycle Q Clear(g_c), s	3.4	4.9	1.1	2.9	5.4	5.4	5.5	0.0	4.3	7.0	0.0	4.0
Prop In Lane	1.00		1.00	1.00		0.18	0.41		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	228	918	409	510	494	503	443	0	377	289	0	409
V/C Ratio(X)	0.71	0.57	0.14	0.56	0.58	0.58	0.42	0.00	0.53	0.16	0.00	0.50
Avail Cap(c_a), veh/h	607	2405	1073	714	964	983	1329	0	1310	919	0	1420
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	16.2	12.5	11.0	15.3	12.0	12.0	13.0	0.0	12.9	16.5	0.0	12.8
Incr Delay (d2), s/veh	1.6	0.2	0.1	0.4	0.4	0.4	0.2	0.0	0.4	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	1.3	1.6	0.3	1.0	1.7	1.8	1.1	0.0	1.3	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	12.7	11.1	15.7	12.4	12.4	13.2	0.0	13.3	16.6	0.0	13.1
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h	740			862			384			250		
Approach Delay, s/veh	13.7			13.5			13.3			13.8		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	16.7		13.3	8.0	17.5		13.3				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	26.2			32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I), s	6.9			9.0	5.4	7.4		7.5				
Green Ext Time (p_c), s	0.0	0.7		0.2	0.0	0.6		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.5											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	156	124	0	25	7
Future Vol, veh/h	0	156	124	0	25	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	67	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	233	221	0	34	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 454 221
Stage 1	-	-	- 221 -
Stage 2	-	-	- 233 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 564 818
Stage 1	0	-	0 815 -
Stage 2	0	-	0 806 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 564 818
Mov Cap-2 Maneuver	-	-	- 564 -
Stage 1	-	-	- 815 -
Stage 2	-	-	- 806 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.39
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	608
HCM Lane V/C Ratio	-	-	0.074
HCM Ctrl Dly (s/v)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	124	47	0	0
Future Vol, veh/h	7	3	124	47	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	90	89	90	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	3	139	52	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	192	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1382	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1382	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.98	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1379	-	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	173	169	12	2	1
Future Vol, veh/h	5	173	169	12	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	31	88	90	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	197	188	24	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	212	0	0 429 200
Stage 1	-	-	- 200 -
Stage 2	-	-	- 229 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1359	-	- 583 841
Stage 1	-	-	- 834 -
Stage 2	-	-	- 809 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1359	-	- 575 841
Mov Cap-2 Maneuver	-	-	- 575 -
Stage 1	-	-	- 823 -
Stage 2	-	-	- 809 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.58	0	10.33
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	136	-	-	-	683
HCM Lane V/C Ratio	0.012	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	178	21	6	141	31	26	7	15	28	0	21
Future Vol, veh/h	12	178	21	6	141	31	26	7	15	28	0	21
Peak Hour Factor	0.25	0.90	0.25	0.25	0.93	0.25	0.65	0.58	0.75	0.78	0.25	0.71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	198	84	24	152	124	40	12	20	36	0	30
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	11	10.5	9.3	9.1
HCM LOS	B	B	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	3%	57%
Vol Thru, %	0%	32%	84%	79%	0%
Vol Right, %	0%	68%	10%	17%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	211	178	49
LT Vol	26	0	12	6	28
Through Vol	0	7	178	141	0
RT Vol	0	15	21	31	21
Lane Flow Rate	40	32	330	300	65
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.073	0.049	0.422	0.382	0.099
Departure Headway (Hd)	6.539	5.548	4.606	4.593	5.432
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	544	639	778	779	653
Service Time	4.329	3.337	2.659	2.647	3.523
HCM Lane V/C Ratio	0.074	0.05	0.424	0.385	0.1
HCM Control Delay, s/veh	9.9	8.6	11	10.5	9.1
HCM Lane LOS	A	A	B	B	A
HCM 95th-tile Q	0.2	0.2	2.1	1.8	0.3

Intersection

Intersection Delay, s/veh 9
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	176	21	6	141	31	26	7	15	0	0	0
Future Vol, veh/h	12	176	21	6	141	31	26	7	15	0	0	0
Peak Hour Factor	0.60	0.85	0.75	0.50	0.91	0.70	0.65	0.58	0.75	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	207	28	12	155	44	40	12	20	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	9.2	8.8	8.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	3%
Vol Thru, %	0%	32%	84%	79%
Vol Right, %	0%	68%	10%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	22	209	178
LT Vol	26	0	12	6
Through Vol	0	7	176	141
RT Vol	0	15	21	31
Lane Flow Rate	40	32	255	211
Geometry Grp	5	5	2	2
Degree of Util (X)	0.067	0.045	0.305	0.252
Departure Headway (Hd)	6.049	5.063	4.305	4.301
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	593	707	837	836
Service Time	3.779	2.793	2.32	2.317
HCM Lane V/C Ratio	0.067	0.045	0.305	0.252
HCM Control Delay, s/veh	9.2	8	9.2	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	1.3	1

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	132	146	54	38	32
Future Vol, veh/h	60	132	146	54	38	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	84	68	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	169	174	79	44	37

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	253	0	0 537 214
Stage 1	-	-	- 214 -
Stage 2	-	-	- 323 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1312	-	- 505 827
Stage 1	-	-	- 822 -
Stage 2	-	-	- 734 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1312	-	- 472 827
Mov Cap-2 Maneuver	-	-	- 472 -
Stage 1	-	-	- 769 -
Stage 2	-	-	- 734 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.47	0	12.11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	563	-	-	-	587
HCM Lane V/C Ratio	0.059	-	-	-	0.139
HCM Ctrl Dly (s/v)	7.9	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	168	185	0	13	17
Future Vol, veh/h	1	168	185	0	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	78	50	87	81	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	215	370	0	16	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	370	0	0 593 370
Stage 1	-	-	- 370 -
Stage 2	-	-	- 223 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1189	-	0 468 676
Stage 1	-	-	0 699 -
Stage 2	-	-	0 814 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1189	-	- 466 676
Mov Cap-2 Maneuver	-	-	- 466 -
Stage 1	-	-	- 696 -
Stage 2	-	-	- 814 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1189	-	-	555
HCM Lane V/C Ratio	0.003	-	-	0.06
HCM Ctrl Dly (s/v)	8	-	-	11.9
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	0	189	12	0	0
Future Vol, veh/h	28	0	189	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	81	88	75	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	0	215	16	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	231	0	0 326
Stage 1	-	-	- 223
Stage 2	-	-	- 104
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1337	-	- 668 0
Stage 1	-	-	- 814 0
Stage 2	-	-	- 920 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1337	-	- 642
Mov Cap-2 Maneuver	-	-	- 642
Stage 1	-	-	- 783
Stage 2	-	-	- 920

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1337	-	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

02. Weekend
Existing Plus Project

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	772	795	215	274	20
Future Volume (veh/h)	26	772	795	215	274	20
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	796	837	247	322	28
Peak Hour Factor	0.72	0.97	0.95	0.87	0.85	0.71
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	86	1106	892	756	385	343
Arrive On Green	0.05	0.59	0.48	0.48	0.22	0.22
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	36	796	837	247	322	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	0.9	13.7	19.2	4.4	7.8	0.6
Cycle Q Clear(g_c), s	0.9	13.7	19.2	4.4	7.8	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	86	1106	892	756	385	343
V/C Ratio(X)	0.42	0.72	0.94	0.33	0.84	0.08
Avail Cap(c_a), veh/h	236	1335	963	816	945	841
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	20.9	6.6	11.2	7.3	17.0	14.1
Incr Delay (d2), s/veh	1.2	1.1	15.1	0.1	1.9	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	0.4	3.4	9.3	1.1	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.1	7.6	26.3	7.4	18.8	14.2
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h		832	1084		350	
Approach Delay, s/veh		8.3	22.0		18.5	
Approach LOS		A	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.5		12.8	5.2	27.3
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		15.7		9.8	2.9	21.2
Green Ext Time (p_c), s		0.9		0.1	0.0	0.4
Intersection Summary						
HCM 7th Control Delay, s/veh			16.4			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	160	84	156	136	4
Future Vol, veh/h	9	160	84	156	136	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	87	84	83	90	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	184	100	188	151	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	543	155	159	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	501	891	1420	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	461	891	1420	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.02	2.68		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	625	-	805	-	-	
HCM Lane V/C Ratio	0.07	-	0.258	-	-	
HCM Ctrl Dly (s/v)	7.7	0	11	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	1	-	-	

Intersection

Intersection Delay, s/veh 17.7
Intersection LOS C

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	82	0	118	1	47	0	0	26	360	98	11	0
Future Vol, veh/h	82	0	118	1	47	0	0	26	360	98	11	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	0	219	4	72	0	0	40	522	117	20	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	NB			SB			SE			NW		
Opposing Approach	SB			NB			NW			SE		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SE			NW			SB			NB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NW			SE			NB			SB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	15.2			10.6			21.7			11.2		
HCM LOS	C			B			C			B		

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	7%	98%
Vol Right, %	59%	0%	93%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	109	386	48
LT Vol	82	98	0	1
Through Vol	0	11	26	47
RT Vol	118	0	360	0
Lane Flow Rate	347	137	562	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.541	0.236	0.759	0.137
Departure Headway (Hd)	5.615	6.22	4.866	6.448
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	638	573	741	551
Service Time	3.681	4.307	2.928	4.544
HCM Lane V/C Ratio	0.544	0.239	0.758	0.138
HCM Control Delay, s/veh	15.2	11.2	21.7	10.6
HCM Lane LOS	C	B	C	B
HCM 95th-tile Q	3.2	0.9	7.1	0.5

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	155	66	24	10	10
Future Vol, veh/h	17	155	66	24	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	83	87	67	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	187	76	36	16	40

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	112	0	0 336 94
Stage 1	-	-	- 94 -
Stage 2	-	-	- 242 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1478	-	- 659 963
Stage 1	-	-	- 930 -
Stage 2	-	-	- 798 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1478	-	- 645 963
Mov Cap-2 Maneuver	-	-	- 645 -
Stage 1	-	-	- 910 -
Stage 2	-	-	- 798 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.97	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	234	-	-	-	844
HCM Lane V/C Ratio	0.019	-	-	-	0.067
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	287	186	0	1	11
Future Vol, veh/h	0	287	186	0	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	94	84	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	305	221	0	4	44

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	221	0	0 527 221
Stage 1	-	-	- 221 -
Stage 2	-	-	- 305 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1348	-	- 512 818
Stage 1	-	-	- 815 -
Stage 2	-	-	- 747 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1348	-	- 512 818
Mov Cap-2 Maneuver	-	-	- 512 -
Stage 1	-	-	- 815 -
Stage 2	-	-	- 747 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.92
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1348	-	-	-	779
HCM Lane V/C Ratio	-	-	-	-	0.062
HCM Ctrl Dly (s/v)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	0	189	1	0	0
Future Vol, veh/h	2	0	189	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	205	1	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	207	0	0 210 -
Stage 1	-	-	- - 206 -
Stage 2	-	-	- - 4 -
Critical Hdwy	4.12	-	- - 6.42 -
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 -
Pot Cap-1 Maneuver	1365	-	- - 778 0
Stage 1	-	-	- - 829 0
Stage 2	-	-	- - 1019 0
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1365	-	- - 777 -
Mov Cap-2 Maneuver	-	-	- - 777 -
Stage 1	-	-	- - 827 -
Stage 2	-	-	- - 1019 -

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	7.64	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1365	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	256	183	6	23	12
Future Vol, veh/h	0	256	183	6	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	93	80	38	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	275	229	16	25	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	245	0	0 512 237
Stage 1	-	-	- 237 -
Stage 2	-	-	- 275 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1322	-	- 522 802
Stage 1	-	-	- 803 -
Stage 2	-	-	- 771 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1322	-	- 522 802
Mov Cap-2 Maneuver	-	-	- 522 -
Stage 1	-	-	- 803 -
Stage 2	-	-	- 771 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.49
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1322	-	-	-	593
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Ctrl Dly (s/v)	0	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	241	157	17	35	24
Future Vol, veh/h	2	241	157	17	35	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	79	89	85	88	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	305	176	20	40	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	196	0	0 499 186
Stage 1	-	-	- 186 -
Stage 2	-	-	- 313 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1376	-	- 531 856
Stage 1	-	-	- 845 -
Stage 2	-	-	- 741 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1376	-	- 529 856
Mov Cap-2 Maneuver	-	-	- 529 -
Stage 1	-	-	- 842 -
Stage 2	-	-	- 741 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	23	-	-	-	647
HCM Lane V/C Ratio	0.003	-	-	-	0.118
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection

Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	32	22	184	20	9	0	5	184	32	62	1
Future Vol, veh/h	4	32	22	184	20	9	0	5	184	32	62	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	60	52	200	36	18	0	12	252	40	84	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.3	11.6	10.8	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	7%	100%	0%	34%
Vol Thru, %	100%	1%	55%	0%	69%	65%
Vol Right, %	0%	99%	38%	0%	31%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	186	58	184	29	95
LT Vol	0	0	4	184	0	32
Through Vol	3	2	32	0	20	62
RT Vol	0	184	22	0	9	1
Lane Flow Rate	8	256	121	200	54	128
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.367	0.197	0.351	0.083	0.218
Departure Headway (Hd)	5.858	5.157	5.867	6.309	5.585	6.13
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	612	699	612	570	642	585
Service Time	3.588	2.887	3.902	4.039	3.314	4.165
HCM Lane V/C Ratio	0.013	0.366	0.198	0.351	0.084	0.219
HCM Control Delay, s/veh	8.7	10.9	10.3	12.4	8.8	10.9
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.7	0.7	1.6	0.3	0.8

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

02. Weekend
Existing Plus Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	497	80	277	486	45	90	64	288	34	58	138
Future Volume (veh/h)	139	497	80	277	486	45	90	64	288	34	58	138
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	681	83	413	552	180	108	88	300	42	87	157
Peak Hour Factor	0.83	0.73	0.96	0.67	0.88	0.25	0.83	0.73	0.96	0.80	0.67	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	868	387	546	746	242	254	174	463	250	175	315
Arrive On Green	0.12	0.24	0.24	0.16	0.28	0.28	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	3456	2636	857	447	594	1585	996	598	1079
Grp Volume(v), veh/h	167	681	83	413	371	361	196	0	300	42	0	244
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1716	1040	0	1585	996	0	1676
Q Serve(g_s), s	4.1	8.1	1.9	5.2	8.6	8.6	3.6	0.0	7.5	1.8	0.0	5.4
Cycle Q Clear(g_c), s	4.1	8.1	1.9	5.2	8.6	8.6	9.1	0.0	7.5	10.9	0.0	5.4
Prop In Lane	1.00		1.00	1.00		0.50	0.55		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	212	868	387	546	503	486	428	0	463	250	0	490
V/C Ratio(X)	0.79	0.78	0.21	0.76	0.74	0.74	0.46	0.00	0.65	0.17	0.00	0.50
Avail Cap(c_a), veh/h	520	2061	919	612	826	798	1001	0	1123	665	0	1187
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	19.3	16.0	13.6	18.2	14.7	14.7	14.8	0.0	14.0	19.5	0.0	13.2
Incr Delay (d2), s/veh	2.4	0.6	0.1	4.0	0.8	0.8	0.3	0.0	0.6	0.1	0.0	0.3
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	2.9	0.6	2.1	3.0	2.9	1.6	0.0	2.3	0.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.8	16.6	13.7	22.2	15.5	15.6	15.1	0.0	14.5	19.6	0.0	13.5
LnGrp LOS	C	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h	931			1145			496			286		
Approach Delay, s/veh	17.2			17.9			14.7			14.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.7			17.3	8.4	19.5		17.3				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	26.2			32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I1), s	10.1			12.9	6.1	10.6		11.1				
Green Ext Time (p_c), s	0.0	0.9		0.3	0.0	0.7		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	16.8											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	119	109	0	19	12
Future Vol, veh/h	0	119	109	0	19	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	76	56	25	68	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	157	195	0	28	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 351 195
Stage 1	-	-	- 195 -
Stage 2	-	-	- 157 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 646 847
Stage 1	0	-	0 838 -
Stage 2	0	-	0 872 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 646 847
Mov Cap-2 Maneuver	-	-	- 646 -
Stage 1	-	-	- 838 -
Stage 2	-	-	- 872 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.43
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	707
HCM Lane V/C Ratio	-	-	0.062
HCM Ctrl Dly (s/v)	-	-	10.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	108	33	1	3
Future Vol, veh/h	7	3	108	33	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	84	78	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	4	138	132	4	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	270	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1293	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1293	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.64	0	9.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1290	-	-	-	815
HCM Lane V/C Ratio	0.007	-	-	-	0.02
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	112	150	9	5	6
Future Vol, veh/h	4	112	150	9	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	80	82	38	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	140	183	24	8	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	207	0	0 351 195
Stage 1	-	-	- 195 -
Stage 2	-	-	- 156 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1365	-	- 647 847
Stage 1	-	-	- 838 -
Stage 2	-	-	- 872 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1365	-	- 643 847
Mov Cap-2 Maneuver	-	-	- 643 -
Stage 1	-	-	- 833 -
Stage 2	-	-	- 872 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.41	0	9.79
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	97	-	-	-	784
HCM Lane V/C Ratio	0.006	-	-	-	0.041
HCM Ctrl Dly (s/v)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	140	0	0	118	0	23	9	0	25	0	21
Future Vol, veh/h	1	140	0	0	118	0	23	9	0	25	0	21
Peak Hour Factor	0.25	0.88	0.92	0.92	0.80	0.25	0.92	0.92	0.92	0.60	0.92	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	159	0	0	148	0	25	10	0	42	0	27
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	8.4	8.3	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	1%	0%	54%
Vol Thru, %	0%	100%	99%	100%	0%
Vol Right, %	0%	0%	0%	0%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	9	141	118	46
LT Vol	23	0	1	0	25
Through Vol	0	9	140	118	0
RT Vol	0	0	0	0	21
Lane Flow Rate	25	10	163	148	68
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.04	0.014	0.197	0.179	0.088
Departure Headway (Hd)	5.802	5.299	4.353	4.367	4.619
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	618	676	827	823	777
Service Time	3.527	3.023	2.368	2.382	2.64
HCM Lane V/C Ratio	0.04	0.015	0.197	0.18	0.088
HCM Control Delay, s/veh	8.8	8.1	8.4	8.3	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.7	0.6	0.3

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	132	18	8	96	22	23	9	15	0	0	0
Future Vol, veh/h	14	132	18	8	96	22	23	9	15	0	0	0
Peak Hour Factor	0.58	0.83	0.75	0.67	0.80	0.69	0.56	0.94	0.25	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	159	24	12	120	32	41	10	60	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	8.8	8.4	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	9%	6%
Vol Thru, %	0%	38%	80%	76%
Vol Right, %	0%	63%	11%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	24	164	126
LT Vol	23	0	14	8
Through Vol	0	9	132	96
RT Vol	0	15	18	22
Lane Flow Rate	41	70	207	164
Geometry Grp	5	5	2	2
Degree of Util (X)	0.067	0.095	0.25	0.198
Departure Headway (Hd)	5.856	4.912	4.349	4.352
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	612	730	827	826
Service Time	3.583	2.639	2.367	2.37
HCM Lane V/C Ratio	0.067	0.096	0.25	0.199
HCM Control Delay, s/veh	9	8.2	8.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	1	0.7

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	92	112	45	26	30
Future Vol, veh/h	46	92	112	45	26	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	69	82	80	89	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	133	137	56	29	37

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	193	0	0 410 165
Stage 1	-	-	- 165 -
Stage 2	-	-	- 246 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1381	-	- 598 880
Stage 1	-	-	- 865 -
Stage 2	-	-	- 795 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1381	-	- 571 880
Mov Cap-2 Maneuver	-	-	- 571 -
Stage 1	-	-	- 827 -
Stage 2	-	-	- 795 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.29	0	10.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	533	-	-	-	711
HCM Lane V/C Ratio	0.041	-	-	-	0.093
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	131	131	0	6	12
Future Vol, veh/h	1	131	131	0	6	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	25	84	25	42	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	524	156	0	14	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	156	0	0 682 156
Stage 1	-	-	- 156 -
Stage 2	-	-	- 526 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1424	-	0 415 890
Stage 1	-	-	0 872 -
Stage 2	-	-	0 593 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1424	-	- 415 890
Mov Cap-2 Maneuver	-	-	- 415 -
Stage 1	-	-	- 871 -
Stage 2	-	-	- 593 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	11.34
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1424	-	-	602
HCM Lane V/C Ratio	0.001	-	-	0.057
HCM Ctrl Dly (s/v)	7.5	-	-	11.3
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	131	14	0	0
Future Vol, veh/h	10	0	131	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	88	84	70	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	156	20	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	176	0	0 206
Stage 1	-	-	- 166
Stage 2	-	-	- 40
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1400	-	- 782 0
Stage 1	-	-	- 863 0
Stage 2	-	-	- 982 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1400	-	- 771
Mov Cap-2 Maneuver	-	-	- 771
Stage 1	-	-	- 851
Stage 2	-	-	- 982

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.61	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1400	-	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

June 16, 2026

Appendix D **INTERSECTION ANALYSIS: CUMULATIVE CONDITIONS LOS CALCULATION SHEETS**

VTA/CCAG) Countywide Transportation Model

6/4/26

Model Volumes

Granada TAZ

Year	2023PM	2050 PM
SB	1,828	1,900
NB	2,483	2,470
Total	4,311	4,370
Growth		1%

Alhambra Ave

AM Vols

Year	2023	2050
NB	745	735
SB	1,386	1,316
Total	2,131	2,051
Growth		-3.8%

Hwy 1

AM Vols

Year	2023	2050
NB	1,782	3,486
SB	1,735	3,877
Total	3,517	7,363
Growth		109.4%

PM Vols

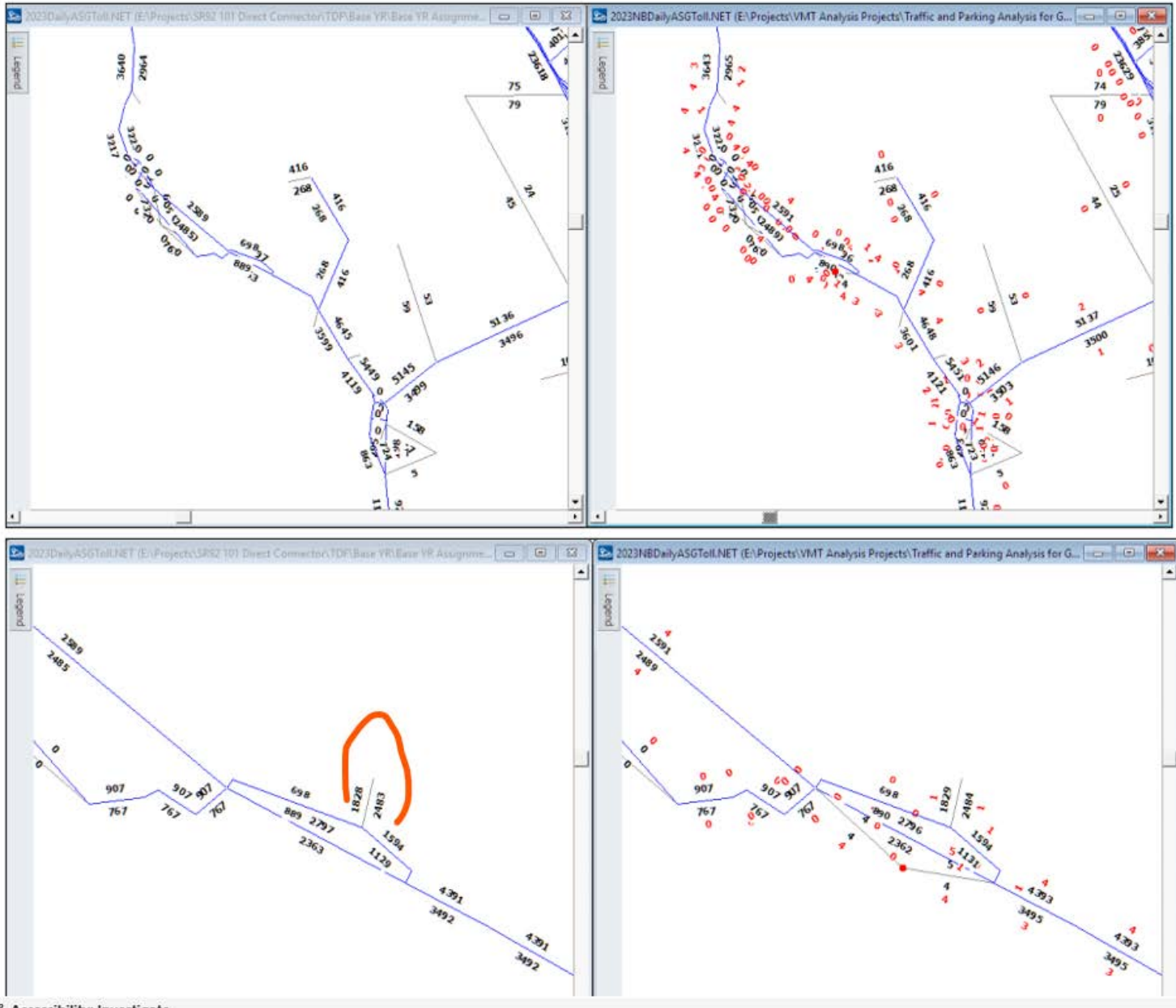
Year	2023	2050
NB	1,584	1,589
SB	1,129	1,136
Total	2,713	2,725
Growth		0.4%

PM Vols

Year	2023	2050
NB	2,589	4,879
SB	2,485	4,773
Total	5,074	9,652
Growth		90.2%

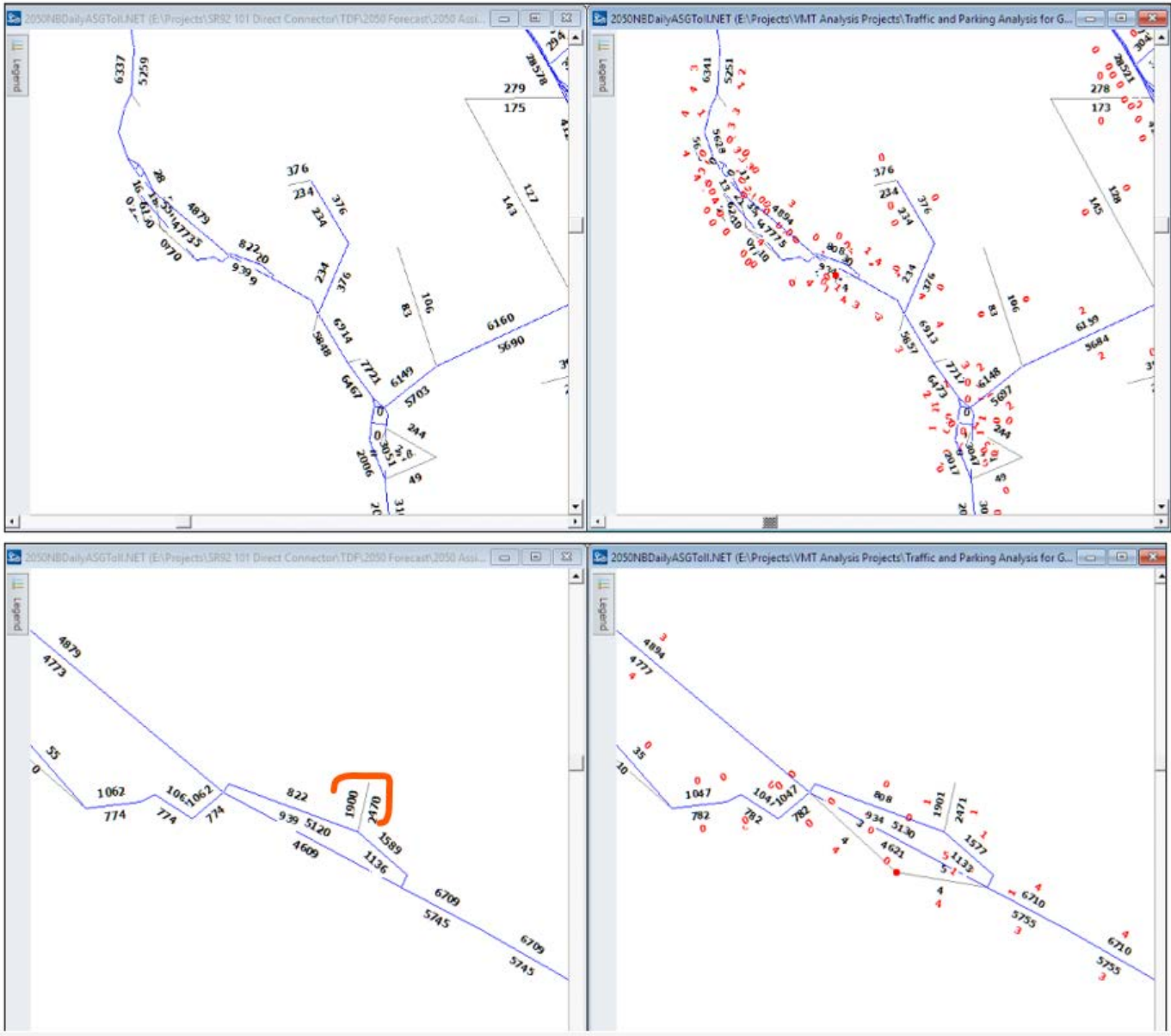
PM Peak Hour

2023 NB vs 2023 WP



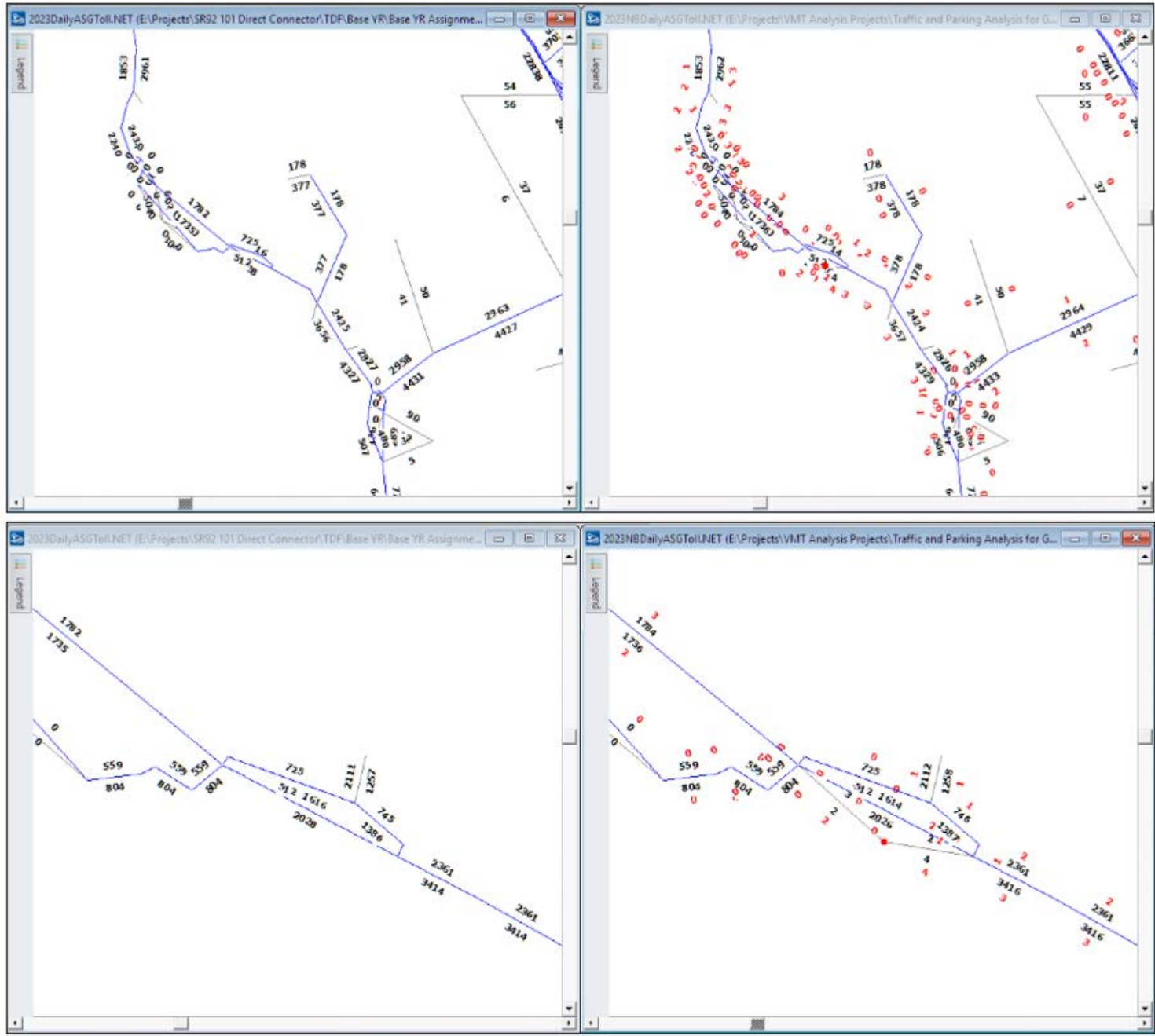
PM Peak Hour

2050 NB vs 2050 WP



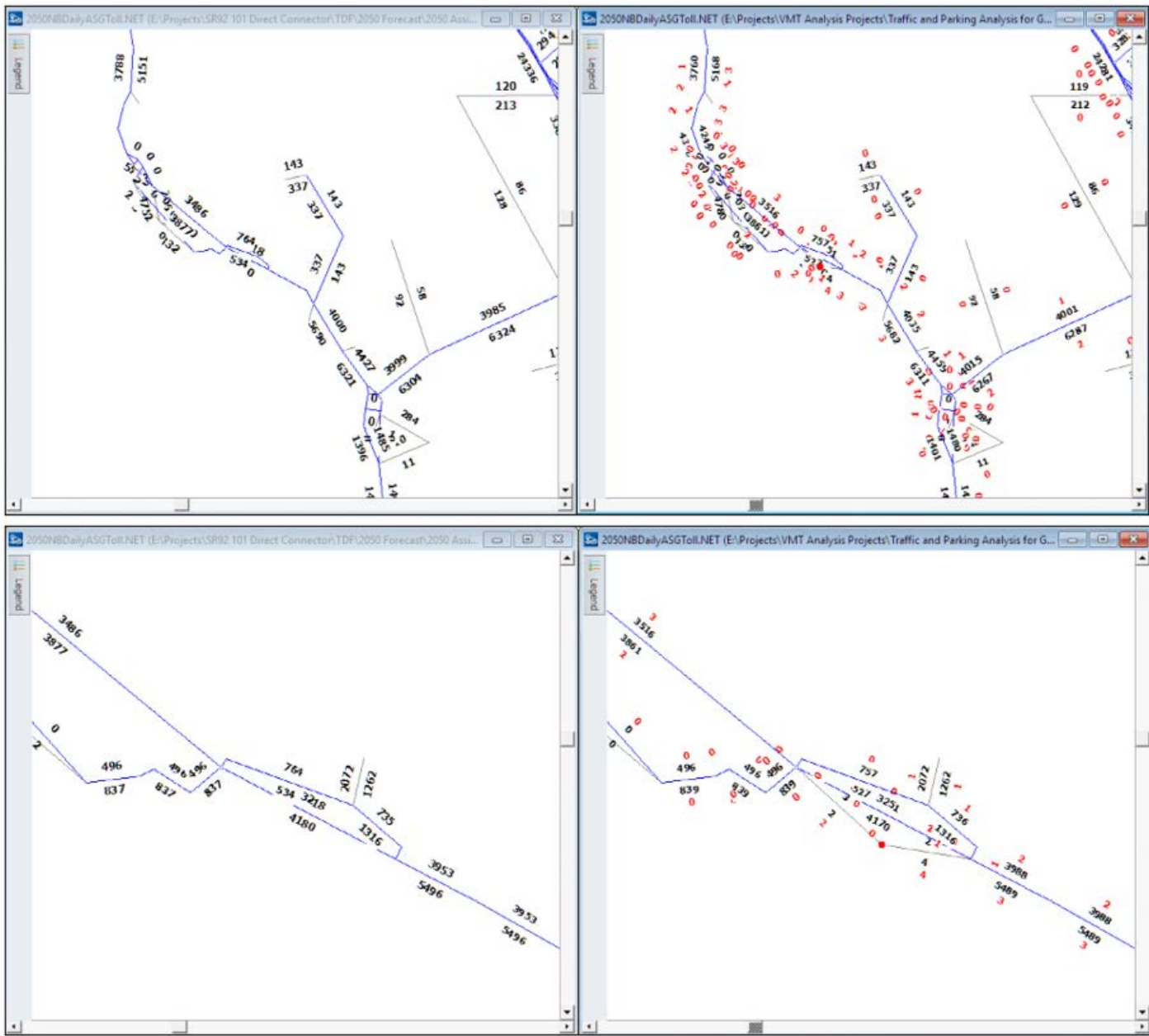
AM Peak Hour

2023 NB vs 2023 WP



AM Peak Hour

2050 NB vs 2050 WP



HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

03. AM Peak
Cumulative Condition

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	1151	880	416	918	32
Future Volume (veh/h)	21	1151	880	416	918	32
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	1457	1000	612	850	24
Peak Hour Factor	0.46	0.79	0.88	0.68	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	93	929	746	632	658	585
Arrive On Green	0.05	0.50	0.40	0.40	0.37	0.37
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	46	1457	1000	612	850	24
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	1.6	32.3	25.9	24.6	24.0	0.6
Cycle Q Clear(g_c), s	1.6	32.3	25.9	24.6	24.0	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	93	929	746	632	658	585
V/C Ratio(X)	0.50	1.57	1.34	0.97	1.29	0.04
Avail Cap(c_a), veh/h	164	929	746	632	658	585
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	30.0	16.4	19.5	19.1	20.5	13.1
Incr Delay (d2), s/veh	1.5	260.7	162.4	27.8	142.7	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	0.7	78.7	43.5	12.8	34.9	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.5	277.0	182.0	47.0	163.2	13.1
LnGrp LOS	C	F	F	D	F	B
Approach Vol, veh/h		1503	1612		874	
Approach Delay, s/veh		269.5	130.7		159.1	
Approach LOS		F	F		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.0		27.0	6.4	31.6
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+I1), s		34.3		26.0	3.6	27.9
Green Ext Time (p_c), s		0.0		0.0	0.0	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			189.2			
HCM 7th LOS			F			

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	185	28	210	339	0
Future Vol, veh/h	0	185	28	210	339	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	75	25	94	66	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	247	112	223	514	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	961	514	514	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	284	561	1052	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	250	561	1052	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	16.37	2.95		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	601	-	561	-	-	
HCM Lane V/C Ratio	0.106	-	0.44	-	-	
HCM Ctrl Dly (s/v)	8.8	0	16.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	2.2	-	-	

Intersection

Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Future Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	0	230	4	75	0	0	42	274	123	22	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13	9.6	11.4	10.5
HCM LOS	B	A	B	B

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	13%	98%
Vol Right, %	59%	0%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	115	216	50
LT Vol	86	103	0	1
Through Vol	0	12	27	49
RT Vol	124	0	189	0
Lane Flow Rate	364	144	315	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.505	0.231	0.423	0.126
Departure Headway (Hd)	4.993	5.761	4.829	5.717
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	623	744	626
Service Time	3.026	3.804	2.865	3.765
HCM Lane V/C Ratio	0.505	0.231	0.423	0.126
HCM Control Delay, s/veh	13	10.5	11.4	9.6
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.9	0.9	2.1	0.4

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	171	21	6	12	6
Future Vol, veh/h	12	171	21	6	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	74	83	38	46	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	231	25	16	26	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	41	0	0 299 33
Stage 1	-	-	- 33 -
Stage 2	-	-	- 266 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1568	-	- 692 1040
Stage 1	-	-	- 989 -
Stage 2	-	-	- 779 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1568	-	- 684 1040
Mov Cap-2 Maneuver	-	-	- 684 -
Stage 1	-	-	- 977 -
Stage 2	-	-	- 779 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.51	0	9.84
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	126	-	-	-	785
HCM Lane V/C Ratio	0.011	-	-	-	0.053
HCM Ctrl Dly (s/v)	7.3	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	341	183	0	0	0
Future Vol, veh/h	0	341	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	77	76	25	25	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	443	241	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	241	0	0 684 241
Stage 1	-	-	- 241 -
Stage 2	-	-	- 443 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1326	-	- 415 798
Stage 1	-	-	- 799 -
Stage 2	-	-	- 647 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1326	-	- 415 798
Mov Cap-2 Maneuver	-	-	- 415 -
Stage 1	-	-	- 799 -
Stage 2	-	-	- 647 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1326	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	0	183	0	0	0
Future Vol, veh/h	3	0	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	76	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	241	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	241	0	-	0	257	-
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1326	-	-	-	732	0
Stage 1	-	-	-	-	799	0
Stage 2	-	-	-	-	1007	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	728	-
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	1007	-
Approach	EB	WB		SW		
HCM Ctrl Dly, s/v	7.73	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	
Capacity (veh/h)	1326	-	-	-	-	
HCM Lane V/C Ratio	0.006	-	-	-	-	
HCM Ctrl Dly (s/v)	7.7	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	288	175	7	57	14
Future Vol, veh/h	0	288	175	7	57	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	74	75	44	79	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	389	233	16	72	22

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	249	0	0 630 241
Stage 1	-	-	- - 241 -
Stage 2	-	-	- - 389 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1316	-	- - 445 798
Stage 1	-	-	- - 799 -
Stage 2	-	-	- - 685 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1316	-	- - 445 798
Mov Cap-2 Maneuver	-	-	- - 445 -
Stage 1	-	-	- - 799 -
Stage 2	-	-	- - 685 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.95
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	496
HCM Lane V/C Ratio	-	-	-	-	0.189
HCM Ctrl Dly (s/v)	0	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	259	185	8	42	14
Future Vol, veh/h	3	259	185	8	42	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	80	67	62	41
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	350	231	12	68	34

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	243	0	0 603 237
Stage 1	-	-	- 237 -
Stage 2	-	-	- 366 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1323	-	- 462 802
Stage 1	-	-	- 802 -
Stage 2	-	-	- 702 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1323	-	- 459 802
Mov Cap-2 Maneuver	-	-	- 459 -
Stage 1	-	-	- 796 -
Stage 2	-	-	- 702 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	40	-	-	-	535
HCM Lane V/C Ratio	0.006	-	-	-	0.19
HCM Ctrl Dly (s/v)	7.7	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection

Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	34	23	193	21	9	0	5	192	34	65	1
Future Vol, veh/h	2	34	23	193	21	9	0	5	192	34	65	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	64	55	210	38	18	0	12	263	43	88	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.5	12.1	11.1	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	3%	100%	0%	34%
Vol Thru, %	100%	1%	58%	0%	70%	65%
Vol Right, %	0%	99%	39%	0%	30%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	194	59	193	30	100
LT Vol	0	0	2	193	0	34
Through Vol	3	2	34	0	21	65
RT Vol	0	192	23	0	9	1
Lane Flow Rate	8	267	123	210	55	134
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.387	0.203	0.372	0.087	0.232
Departure Headway (Hd)	5.925	5.223	5.946	6.379	5.661	6.21
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	604	689	604	564	633	578
Service Time	3.659	2.956	3.985	4.111	3.392	4.247
HCM Lane V/C Ratio	0.013	0.388	0.204	0.372	0.087	0.232
HCM Control Delay, s/veh	8.7	11.2	10.5	12.9	8.9	11.1
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.8	0.8	1.7	0.3	0.9

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

03. AM Peak
Cumulative Condition

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	836	42	203	604	82	21	148	241	84	131	289
Future Volume (veh/h)	253	836	42	203	604	82	21	148	241	84	131	289
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	342	1306	84	267	795	122	54	221	317	153	152	304
Peak Hour Factor	0.74	0.64	0.50	0.76	0.76	0.67	0.39	0.67	0.76	0.55	0.86	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1164	519	346	811	124	107	405	634	214	223	445
Arrive On Green	0.17	0.33	0.33	0.10	0.26	0.26	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	3554	1585	3456	3088	474	134	1012	1585	867	557	1113
Grp Volume(v), veh/h	342	1306	84	267	457	460	275	0	317	153	0	456
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1785	1146	0	1585	867	0	1670
Q Serve(g_s), s	13.2	26.2	3.0	6.0	20.5	20.5	2.6	0.0	12.0	11.4	0.0	18.0
Cycle Q Clear(g_c), s	13.2	26.2	3.0	6.0	20.5	20.5	20.6	0.0	12.0	32.0	0.0	18.0
Prop In Lane	1.00		1.00	1.00		0.27	0.20		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	294	1164	519	346	466	469	512	0	634	214	0	668
V/C Ratio(X)	1.16	1.12	0.16	0.77	0.98	0.98	0.54	0.00	0.50	0.72	0.00	0.68
Avail Cap(c_a), veh/h	294	1164	519	346	466	469	512	0	634	214	0	668
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	33.4	26.9	19.1	35.1	29.3	29.3	18.0	0.0	18.0	35.4	0.0	19.8
Incr Delay (d2), s/veh	104.4	66.7	0.1	9.4	36.4	36.4	0.6	0.0	0.2	9.5	0.0	2.4
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	14.0	21.2	1.1	2.9	13.0	13.1	3.5	0.0	4.2	3.5	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	137.8	93.6	19.2	44.5	65.7	65.7	18.6	0.0	18.2	44.9	0.0	22.2
LnGrp LOS	F	F	B	D	E	E	B		B	D		C
Approach Vol, veh/h	1732			1184			592			609		
Approach Delay, s/veh	98.7			60.9			18.4			27.9		
Approach LOS	F			E			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	32.9		36.1	16.2	27.7		36.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	3.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I), s	3.0	28.2		34.0	15.2	22.5		22.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	65.8											
HCM 7th LOS	E											

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	164	173	0	34	17
Future Vol, veh/h	0	164	173	0	34	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	70	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	234	309	0	47	25

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 543 309
Stage 1	-	-	- 309 -
Stage 2	-	-	- 234 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 501 731
Stage 1	0	-	0 745 -
Stage 2	0	-	0 805 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 501 731
Mov Cap-2 Maneuver	-	-	- 501 -
Stage 1	-	-	- 745 -
Stage 2	-	-	- 805 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.33
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	563
HCM Lane V/C Ratio	-	-	0.128
HCM Ctrl Dly (s/v)	-	-	12.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	173	24	0	0
Future Vol, veh/h	2	0	173	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	68	56	48	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	309	50	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	359	0	0 342 -
Stage 1	-	-	- - 334 -
Stage 2	-	-	- - 8 -
Critical Hdwy	4.12	-	- - 6.42 -
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 -
Pot Cap-1 Maneuver	1200	-	- - 654 0
Stage 1	-	-	- - 725 0
Stage 2	-	-	- - 1015 0
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1200	-	- - 652 -
Mov Cap-2 Maneuver	-	-	- - 652 -
Stage 1	-	-	- - 723 -
Stage 2	-	-	- - 1015 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	8.01	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1200	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	188	196	3	3	1
Future Vol, veh/h	2	188	196	3	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	68	54	38	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	276	363	8	8	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	371	0	0 659 367
Stage 1	-	-	- - 367 -
Stage 2	-	-	- - 292 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1188	-	- - 428 678
Stage 1	-	-	- - 701 -
Stage 2	-	-	- - 757 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1188	-	- - 425 678
Mov Cap-2 Maneuver	-	-	- - 425 -
Stage 1	-	-	- - 695 -
Stage 2	-	-	- - 757 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	12.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	51	-	-	-	486
HCM Lane V/C Ratio	0.007	-	-	-	0.024
HCM Ctrl Dly (s/v)	8.1	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	218	13	15	172	24	5	7	8	51	0	19
Future Vol, veh/h	16	218	13	15	172	24	5	7	8	51	0	19
Peak Hour Factor	0.25	0.66	0.25	0.25	0.54	0.25	0.62	0.58	0.67	0.64	0.25	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	330	52	60	319	96	8	12	12	80	0	25
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	15.7	16.6	9.9	10.8
HCM LOS	C	C	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	7%	73%
Vol Thru, %	0%	47%	88%	82%	0%
Vol Right, %	0%	53%	5%	11%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	247	211	70
LT Vol	5	0	16	15	51
Through Vol	0	7	218	172	0
RT Vol	0	8	13	24	19
Lane Flow Rate	8	24	446	475	105
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.017	0.044	0.618	0.649	0.184
Departure Headway (Hd)	7.495	6.601	4.987	4.923	6.299
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	477	541	727	736	569
Service Time	5.248	4.354	3.001	2.935	4.346
HCM Lane V/C Ratio	0.017	0.044	0.613	0.645	0.185
HCM Control Delay, s/veh	10.4	9.7	15.7	16.6	10.8
HCM Lane LOS	B	A	C	C	B
HCM 95th-tile Q	0.1	0.1	4.3	4.8	0.7

Intersection

Intersection Delay, s/veh10.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕				
Traffic Vol, veh/h	16	218	13	15	172	24	5	7	8	0	0	0
Future Vol, veh/h	16	218	13	15	172	24	5	7	8	0	0	0
Peak Hour Factor	0.54	0.80	0.60	0.70	0.53	0.64	0.62	0.58	0.67	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	273	22	21	325	38	8	12	12	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh10.3		10.9	8.8
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	7%
Vol Thru, %	0%	47%	88%	82%
Vol Right, %	0%	53%	5%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	247	211
LT Vol	5	0	16	15
Through Vol	0	7	218	172
RT Vol	0	8	13	24
Lane Flow Rate	8	24	324	383
Geometry Grp	5	5	2	2
Degree of Util (X)	0.015	0.038	0.395	0.458
Departure Headway (Hd)	6.549	5.665	4.392	4.304
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	546	631	822	840
Service Time	4.291	3.406	2.41	2.32
HCM Lane V/C Ratio	0.015	0.038	0.394	0.456
HCM Control Delay, s/veh	9.4	8.6	10.3	10.9
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0	0.1	1.9	2.4

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	210	168	40	49	43
Future Vol, veh/h	24	210	168	40	49	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	79	53	86	56	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	266	317	47	88	59
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	363	0	-	0	676	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1195	-	-	-	419	702
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1195	-	-	-	405	702
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	724	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.94	0		15.51		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	208	-	-	-	488	
HCM Lane V/C Ratio	0.029	-	-	-	0.3	
HCM Ctrl Dly (s/v)	8.1	0	-	-	15.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	263	128	0	22	76
Future Vol, veh/h	0	263	128	0	22	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	74	25	48	45
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	317	173	0	46	169

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 490 173
Stage 1	-	-	- 173 -
Stage 2	-	-	- 317 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 538 871
Stage 1	0	-	0 857 -
Stage 2	0	-	0 738 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 538 871
Mov Cap-2 Maneuver	-	-	- 538 -
Stage 1	-	-	- 857 -
Stage 2	-	-	- 738 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.49
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	769
HCM Lane V/C Ratio	-	-	0.279
HCM Ctrl Dly (s/v)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.1

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	0	127	6	0	0
Future Vol, veh/h	90	0	127	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	66	74	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	0	172	12	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	184	0	0 538
Stage 1	-	-	- 178
Stage 2	-	-	- 360
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1391	-	- 504 0
Stage 1	-	-	- 853 0
Stage 2	-	-	- 706 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1391	-	- 439
Mov Cap-2 Maneuver	-	-	- 439
Stage 1	-	-	- 743
Stage 2	-	-	- 706

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.97	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	-
HCM Lane V/C Ratio	0.129	-	-	-	-
HCM Ctrl Dly (s/v)	8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	-

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

03. PM Peak
Cumulative Condition

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	1296	1355	585	450	74
Future Volume (veh/h)	65	1296	1355	585	450	74
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1394	1441	636	495	99
Peak Hour Factor	0.77	0.93	0.94	0.92	0.91	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	136	1026	788	668	541	482
Arrive On Green	0.08	0.55	0.42	0.42	0.30	0.30
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	84	1394	1441	636	495	99
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	2.7	32.3	24.8	22.8	15.8	2.7
Cycle Q Clear(g_c), s	2.7	32.3	24.8	22.8	15.8	2.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	136	1026	788	668	541	482
V/C Ratio(X)	0.62	1.36	1.83	0.95	0.91	0.21
Avail Cap(c_a), veh/h	181	1026	788	668	726	646
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	26.4	13.3	17.0	16.5	19.8	15.2
Incr Delay (d2), s/veh	1.7	167.9	377.7	23.4	11.4	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	1.1	58.0	91.6	11.3	7.5	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.1	181.2	394.7	39.9	31.2	15.3
LnGrp LOS	C	F	F	D	C	B
Approach Vol, veh/h		1478	2077		594	
Approach Delay, s/veh		172.5	286.1		28.5	
Approach LOS		F	F		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.0		20.9	7.5	30.5
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		34.3		17.8	4.7	26.8
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			208.7			
HCM 7th LOS			F			

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	112	118	234	197	7
Future Vol, veh/h	13	112	118	234	197	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	96	97	88	94	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	117	122	266	210	12
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	725	216	222	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	392	824	1347	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	351	824	1347	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	11.34		2.49		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	565		-	702	-	-
HCM Lane V/C Ratio	0.09		-	0.191	-	-
HCM Ctrl Dly (s/v)	7.9		0	11.3	-	-
HCM Lane LOS	A		A	B	-	-
HCM 95th %tile Q(veh)	0.3		-	0.7	-	-

Intersection

Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	184	1	60	0	7	3	1	25	135	61	22	2
Future Vol, veh/h	184	1	60	0	7	3	1	25	135	61	22	2
Peak Hour Factor	0.89	0.25	0.79	0.25	0.58	0.25	0.25	0.60	0.87	0.72	0.58	0.50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	207	4	76	0	12	12	4	42	155	85	38	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.6	8.1	8.8	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	75%	72%	1%	0%
Vol Thru, %	0%	26%	16%	70%
Vol Right, %	24%	2%	84%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	85	161	10
LT Vol	184	61	1	0
Through Vol	1	22	25	7
RT Vol	60	2	135	3
Lane Flow Rate	287	127	201	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.376	0.178	0.243	0.033
Departure Headway (Hd)	4.717	5.052	4.355	4.875
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	760	707	821	728
Service Time	2.768	3.107	2.403	2.945
HCM Lane V/C Ratio	0.378	0.18	0.245	0.033
HCM Control Delay, s/veh	10.6	9.2	8.8	8.1
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	0.6	1	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	105	71	36	13	15
Future Vol, veh/h	23	105	71	36	13	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	83	77	71	69	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	127	92	51	19	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	143	0	-	0	311	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1440	-	-	-	682	934
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1440	-	-	-	665	934
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	840	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.58	0		9.88		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	375	-	-	-	774	
HCM Lane V/C Ratio	0.023	-	-	-	0.048	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	264	225	0	1	2
Future Vol, veh/h	2	264	225	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	85	83	25	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	311	271	0	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	271	0	0 590 271
Stage 1	-	-	- 271 -
Stage 2	-	-	- 319 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1292	-	- 470 768
Stage 1	-	-	- 774 -
Stage 2	-	-	- 737 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1292	-	- 469 768
Mov Cap-2 Maneuver	-	-	- 469 -
Stage 1	-	-	- 772 -
Stage 2	-	-	- 737 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.27
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	23	-	-	-	582
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Ctrl Dly (s/v)	7.8	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	0	183	0	0	0
Future Vol, veh/h	3	0	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	83	82	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	223	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	223	0	0 232
Stage 1	-	-	- 223
Stage 2	-	-	- 9
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1346	-	- 756 0
Stage 1	-	-	- 814 0
Stage 2	-	-	- 1014 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1346	-	- 754
Mov Cap-2 Maneuver	-	-	- 754
Stage 1	-	-	- 811
Stage 2	-	-	- 1014

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	7.68	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1346	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	229	195	26	35	14
Future Vol, veh/h	0	229	195	26	35	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	82	78	82	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	276	238	33	43	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	271	0	0 530 254
Stage 1	-	-	- 254 -
Stage 2	-	-	- 276 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1292	-	- 509 784
Stage 1	-	-	- 788 -
Stage 2	-	-	- 771 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1292	-	- 509 784
Mov Cap-2 Maneuver	-	-	- 509 -
Stage 1	-	-	- 788 -
Stage 2	-	-	- 771 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1292	-	-	-	566
HCM Lane V/C Ratio	-	-	-	-	0.106
HCM Ctrl Dly (s/v)	0	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	228	147	17	61	34
Future Vol, veh/h	12	228	147	17	61	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	89	78	67	72	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	256	188	25	85	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	214	0	0 483 201
Stage 1	-	-	- 201 -
Stage 2	-	-	- 282 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1356	-	- 542 840
Stage 1	-	-	- 833 -
Stage 2	-	-	- 766 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1356	-	- 536 840
Mov Cap-2 Maneuver	-	-	- 536 -
Stage 1	-	-	- 823 -
Stage 2	-	-	- 766 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0	12.42
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	87	-	-	-	620
HCM Lane V/C Ratio	0.01	-	-	-	0.218
HCM Ctrl Dly (s/v)	7.7	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection

Intersection Delay, s/veh	29.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	7	6	162	12	41	269	1	192	34	54	0
Future Vol, veh/h	4	7	6	162	12	41	269	1	192	34	54	0
Peak Hour Factor	0.38	0.44	0.38	0.92	0.56	0.50	0.50	0.25	0.84	0.84	0.80	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	16	16	176	21	82	538	4	229	40	68	0
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			2			1		
HCM Control Delay, s/veh	10.9			13			38.5			11.5		
HCM LOS	B			B			E			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	24%	100%	0%	39%
Vol Thru, %	0%	0%	41%	0%	23%	61%
Vol Right, %	0%	100%	35%	0%	77%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	193	17	162	53	88
LT Vol	269	0	4	162	0	34
Through Vol	1	1	7	0	12	54
RT Vol	0	192	6	0	41	0
Lane Flow Rate	540	231	42	176	103	108
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.947	0.327	0.084	0.364	0.184	0.202
Departure Headway (Hd)	6.314	5.104	7.203	7.45	6.39	6.73
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	703	496	482	561	532
Service Time	4.049	2.839	5.269	5.202	4.142	4.78
HCM Lane V/C Ratio	0.934	0.329	0.085	0.365	0.184	0.203
HCM Control Delay, s/veh	50.5	10.3	10.9	14.4	10.6	11.5
HCM Lane LOS	F	B	B	B	B	B
HCM 95th-tile Q	12.4	1.4	0.3	1.6	0.7	0.7

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

03. PM Peak
Cumulative Condition

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	931	80	388	931	86	108	154	331	65	158	173
Future Volume (veh/h)	272	931	80	388	931	86	108	154	331	65	158	173
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	990	107	539	1001	100	144	205	380	86	198	188
Peak Hour Factor	0.89	0.94	0.75	0.72	0.93	0.86	0.75	0.75	0.87	0.76	0.80	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1164	519	346	856	86	192	234	634	101	353	335
Arrive On Green	0.17	0.33	0.33	0.10	0.26	0.26	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	3554	1585	3456	3263	326	321	585	1585	830	882	838
Grp Volume(v), veh/h	306	990	107	539	545	556	349	0	380	86	0	386
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1812	906	0	1585	830	0	1720
Q Serve(g_s), s	13.2	20.8	3.9	8.0	21.0	21.0	17.1	0.0	15.1	1.0	0.0	13.9
Cycle Q Clear(g_c), s	13.2	20.8	3.9	8.0	21.0	21.0	31.0	0.0	15.1	32.0	0.0	13.9
Prop In Lane	1.00		1.00	1.00		0.18	0.41		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	294	1164	519	346	466	476	426	0	634	101	0	688
V/C Ratio(X)	1.04	0.85	0.21	1.56	1.17	1.17	0.82	0.00	0.60	0.85	0.00	0.56
Avail Cap(c_a), veh/h	294	1164	519	346	466	476	426	0	634	101	0	688
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	33.4	25.1	19.4	36.0	29.5	29.5	27.4	0.0	18.9	39.9	0.0	18.6
Incr Delay (d2), s/veh	63.6	5.9	0.1	265.6	96.8	96.7	11.2	0.0	1.1	44.8	0.0	0.6
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	10.7	9.2	1.4	16.0	21.1	21.5	7.6	0.0	5.4	2.9	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.0	31.0	19.5	301.6	126.3	126.2	38.6	0.0	20.1	84.8	0.0	19.2
LnGrp LOS	F	C	B	F	F	F	D		C	F		B
Approach Vol, veh/h	1403			1640			729			472		
Approach Delay, s/veh	44.5			183.9			28.9			31.2		
Approach LOS	D			F			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	32.9		36.1	16.2	27.7		36.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	3.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+110), s	3.0	22.8		34.0	15.2	23.0		33.0				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	94.2											
HCM 7th LOS	F											

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	161	130	0	26	7
Future Vol, veh/h	0	161	130	0	26	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	67	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	240	232	0	36	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 472 232
Stage 1	-	-	- 232 -
Stage 2	-	-	- 240 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 550 807
Stage 1	0	-	0 806 -
Stage 2	0	-	0 800 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 550 807
Mov Cap-2 Maneuver	-	-	- 550 -
Stage 1	-	-	- 806 -
Stage 2	-	-	- 800 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.58
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	593
HCM Lane V/C Ratio	-	-	0.078
HCM Ctrl Dly (s/v)	-	-	11.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	127	49	0	0
Future Vol, veh/h	7	0	127	49	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	90	89	90	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	143	54	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	197	0	0 194
Stage 1	-	-	- 170
Stage 2	-	-	- 24
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1376	-	- 795 0
Stage 1	-	-	- 860 0
Stage 2	-	-	- 998 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1376	-	- 788
Mov Cap-2 Maneuver	-	-	- 788
Stage 1	-	-	- 852
Stage 2	-	-	- 998

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.64	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1376	-	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	179	174	13	2	1
Future Vol, veh/h	5	179	174	13	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	31	88	90	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	203	193	26	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	219	0	0 442 206
Stage 1	-	-	- 206 -
Stage 2	-	-	- 236 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1350	-	- 573 834
Stage 1	-	-	- 828 -
Stage 2	-	-	- 803 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1350	-	- 565 834
Mov Cap-2 Maneuver	-	-	- 565 -
Stage 1	-	-	- 817 -
Stage 2	-	-	- 803 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.57	0	10.41
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	132	-	-	-	674
HCM Lane V/C Ratio	0.012	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	185	22	6	146	33	27	7	16	29	0	21
Future Vol, veh/h	13	185	22	6	146	33	27	7	16	29	0	21
Peak Hour Factor	0.25	0.90	0.25	0.25	0.93	0.25	0.65	0.58	0.75	0.78	0.25	0.71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	206	88	24	157	132	42	12	21	37	0	30
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay, s/veh	11.4			10.8			9.4			9.3		
HCM LOS	B			B			A			A		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	3%	58%
Vol Thru, %	0%	30%	84%	79%	0%
Vol Right, %	0%	70%	10%	18%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	23	220	185	50
LT Vol	27	0	13	6	29
Through Vol	0	7	185	146	0
RT Vol	0	16	22	33	21
Lane Flow Rate	42	33	346	313	67
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.076	0.052	0.445	0.402	0.102
Departure Headway (Hd)	6.612	5.611	4.639	4.626	5.515
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	537	631	771	773	642
Service Time	4.409	3.406	2.696	2.684	3.614
HCM Lane V/C Ratio	0.078	0.052	0.449	0.405	0.104
HCM Control Delay, s/veh	10	8.7	11.4	10.8	9.3
HCM Lane LOS	A	A	B	B	A
HCM 95th-tile Q	0.2	0.2	2.3	2	0.3

Intersection

Intersection Delay, s/veh 9.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	185	22	6	146	33	27	7	16	0	0	0
Future Vol, veh/h	13	185	22	6	146	33	27	7	16	0	0	0
Peak Hour Factor	0.60	0.85	0.75	0.50	0.91	0.70	0.65	0.58	0.75	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	218	29	12	160	47	42	12	21	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	9.4	8.9	8.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	3%
Vol Thru, %	0%	30%	84%	79%
Vol Right, %	0%	70%	10%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	23	220	185
LT Vol	27	0	13	6
Through Vol	0	7	185	146
RT Vol	0	16	22	33
Lane Flow Rate	42	33	269	220
Geometry Grp	5	5	2	2
Degree of Util (X)	0.07	0.047	0.323	0.264
Departure Headway (Hd)	6.095	5.1	4.324	4.323
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	588	701	833	832
Service Time	3.833	2.837	2.341	2.34
HCM Lane V/C Ratio	0.071	0.047	0.323	0.264
HCM Control Delay, s/veh	9.3	8.1	9.4	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	1.4	1.1

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	138	152	57	40	33
Future Vol, veh/h	62	138	152	57	40	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	84	68	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	177	181	84	47	38

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	265	0	0 559 223
Stage 1	-	-	- 223 -
Stage 2	-	-	- 336 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1299	-	- 490 817
Stage 1	-	-	- 814 -
Stage 2	-	-	- 724 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1299	-	- 457 817
Mov Cap-2 Maneuver	-	-	- 457 -
Stage 1	-	-	- 759 -
Stage 2	-	-	- 724 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.46	0	12.41
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	558	-	-	-	571
HCM Lane V/C Ratio	0.061	-	-	-	0.149
HCM Ctrl Dly (s/v)	8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	176	194	0	14	17
Future Vol, veh/h	0	176	194	0	14	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	78	50	87	81	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	226	388	0	17	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 614 388
Stage 1	-	-	- 388 -
Stage 2	-	-	- 226 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 455 660
Stage 1	0	-	0 686 -
Stage 2	0	-	0 812 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 455 660
Mov Cap-2 Maneuver	-	-	- 455 -
Stage 1	-	-	- 686 -
Stage 2	-	-	- 812 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.14
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	538
HCM Lane V/C Ratio	-	-	0.064
HCM Ctrl Dly (s/v)	-	-	12.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	0	198	13	0	0
Future Vol, veh/h	29	0	198	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	81	88	75	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	225	17	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	242	0	0 341
Stage 1	-	-	- 234
Stage 2	-	-	- 107
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1324	-	- 655 0
Stage 1	-	-	- 805 0
Stage 2	-	-	- 917 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1324	-	- 628
Mov Cap-2 Maneuver	-	-	- 628
Stage 1	-	-	- 772
Stage 2	-	-	- 917

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.83	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	-
HCM Lane V/C Ratio	0.041	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

03. Weekend
Cumulative Condition

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1467	1511	409	521	38
Future Volume (veh/h)	49	1467	1511	409	521	38
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1512	1591	470	613	54
Peak Hour Factor	0.72	0.97	0.95	0.87	0.85	0.71
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	117	936	727	616	650	578
Arrive On Green	0.07	0.50	0.39	0.39	0.36	0.36
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	68	1512	1591	470	613	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	2.4	32.3	25.1	16.6	21.5	1.4
Cycle Q Clear(g_c), s	2.4	32.3	25.1	16.6	21.5	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	117	936	727	616	650	578
V/C Ratio(X)	0.58	1.62	2.19	0.76	0.94	0.09
Avail Cap(c_a), veh/h	166	936	727	616	662	589
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	29.3	16.1	19.7	17.2	19.9	13.5
Incr Delay (d2), s/veh	1.7	281.8	539.8	5.1	21.6	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	1.0	84.7	118.5	6.3	11.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.0	297.9	559.5	22.2	41.5	13.5
LnGrp LOS	C	F	F	C	D	B
Approach Vol, veh/h		1580	2061		667	
Approach Delay, s/veh		286.4	437.0		39.2	
Approach LOS		F	F		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.0		26.5	7.2	30.8
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		34.3		23.5	4.4	27.1
Green Ext Time (p_c), s		0.0		0.0	0.0	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			320.2			
HCM 7th LOS			F			

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	168	88	164	143	4
Future Vol, veh/h	3	168	88	164	143	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	87	84	83	90	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	193	105	198	159	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	570	163	167	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	483	882	1411	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	443	882	1411	-	-	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.55	2.69		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	624	-	849	-	-	
HCM Lane V/C Ratio	0.074	-	0.237	-	-	
HCM Ctrl Dly (s/v)	7.8	0	10.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

Intersection

Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Future Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	0	230	4	75	0	0	42	274	123	22	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13	9.6	11.4	10.5
HCM LOS	B	A	B	B

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	13%	98%
Vol Right, %	59%	0%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	115	216	50
LT Vol	86	103	0	1
Through Vol	0	12	27	49
RT Vol	124	0	189	0
Lane Flow Rate	364	144	315	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.505	0.231	0.423	0.126
Departure Headway (Hd)	4.993	5.761	4.829	5.717
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	623	744	626
Service Time	3.026	3.804	2.865	3.765
HCM Lane V/C Ratio	0.505	0.231	0.423	0.126
HCM Control Delay, s/veh	13	10.5	11.4	9.6
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.9	0.9	2.1	0.4

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	156	69	25	10	11
Future Vol, veh/h	18	156	69	25	10	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	83	87	67	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	188	79	37	16	44

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	117	0	0 345 98
Stage 1	-	-	- 98 -
Stage 2	-	-	- 247 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1472	-	- 652 958
Stage 1	-	-	- 926 -
Stage 2	-	-	- 794 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1472	-	- 637 958
Mov Cap-2 Maneuver	-	-	- 637 -
Stage 1	-	-	- 905 -
Stage 2	-	-	- 794 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.02	0	9.59
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	244	-	-	-	844
HCM Lane V/C Ratio	0.02	-	-	-	0.071
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	292	195	0	0	2
Future Vol, veh/h	0	292	195	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	94	84	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	311	232	0	0	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	232	0	0 543 232
Stage 1	-	-	- 232 -
Stage 2	-	-	- 311 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1336	-	- 501 807
Stage 1	-	-	- 806 -
Stage 2	-	-	- 743 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1336	-	- 501 807
Mov Cap-2 Maneuver	-	-	- 501 -
Stage 1	-	-	- 806 -
Stage 2	-	-	- 743 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1336	-	-	-	807
HCM Lane V/C Ratio	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	0	198	1	0	0
Future Vol, veh/h	2	0	198	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	215	1	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	216	0	0 220
Stage 1	-	-	- 216
Stage 2	-	-	- 4
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1353	-	- 768 0
Stage 1	-	-	- 820 0
Stage 2	-	-	- 1019 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1353	-	- 767
Mov Cap-2 Maneuver	-	-	- 767
Stage 1	-	-	- 819
Stage 2	-	-	- 1019

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	7.66	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1353	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	269	192	6	24	8
Future Vol, veh/h	0	269	192	6	24	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	93	80	38	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	289	240	16	26	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	256	0	0 537 248
Stage 1	-	-	- 248 -
Stage 2	-	-	- 289 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1309	-	- 505 791
Stage 1	-	-	- 793 -
Stage 2	-	-	- 760 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1309	-	- 505 791
Mov Cap-2 Maneuver	-	-	- 505 -
Stage 1	-	-	- 793 -
Stage 2	-	-	- 760 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.92
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1309	-	-	-	555
HCM Lane V/C Ratio	-	-	-	-	0.063
HCM Ctrl Dly (s/v)	0	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	250	165	18	37	22
Future Vol, veh/h	2	250	165	18	37	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	79	89	85	88	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	316	185	21	42	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	207	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1365	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1365	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	22	-	-	-	622
HCM Lane V/C Ratio	0.003	-	-	-	0.121
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection

Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	34	23	193	21	9	0	5	192	34	65	1
Future Vol, veh/h	2	34	23	193	21	9	0	5	192	34	65	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	64	55	210	38	18	0	12	263	43	88	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.5	12.1	11.1	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	3%	100%	0%	34%
Vol Thru, %	100%	1%	58%	0%	70%	65%
Vol Right, %	0%	99%	39%	0%	30%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	194	59	193	30	100
LT Vol	0	0	2	193	0	34
Through Vol	3	2	34	0	21	65
RT Vol	0	192	23	0	9	1
Lane Flow Rate	8	267	123	210	55	134
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.387	0.203	0.372	0.087	0.232
Departure Headway (Hd)	5.925	5.223	5.946	6.379	5.661	6.21
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	604	689	604	564	633	578
Service Time	3.659	2.956	3.985	4.111	3.392	4.247
HCM Lane V/C Ratio	0.013	0.388	0.204	0.372	0.087	0.232
HCM Control Delay, s/veh	8.7	11.2	10.5	12.9	8.9	11.1
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.8	0.8	1.7	0.3	0.9

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

03. Weekend
Cumulative Condition

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	944	152	526	923	86	171	122	547	61	106	262
Future Volume (veh/h)	264	944	152	526	923	86	171	122	547	61	106	262
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	1293	158	785	1049	344	206	167	570	76	158	298
Peak Hour Factor	0.83	0.73	0.96	0.67	0.88	0.25	0.83	0.73	0.96	0.80	0.67	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1164	519	346	692	225	186	102	634	90	232	437
Arrive On Green	0.17	0.33	0.33	0.10	0.26	0.26	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	3554	1585	3456	2637	856	292	255	1585	721	580	1094
Grp Volume(v), veh/h	318	1293	158	785	703	690	373	0	570	76	0	456
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1716	547	0	1585	721	0	1674
Q Serve(g_s), s	13.2	26.2	6.0	8.0	21.0	21.0	14.0	0.0	27.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	13.2	26.2	6.0	8.0	21.0	21.0	32.0	0.0	27.0	32.0	0.0	18.0
Prop In Lane	1.00		1.00	1.00		0.50	0.55		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	294	1164	519	346	466	451	288	0	634	90	0	669
V/C Ratio(X)	1.08	1.11	0.30	2.27	1.51	1.53	1.29	0.00	0.90	0.84	0.00	0.68
Avail Cap(c_a), veh/h	294	1164	519	346	466	451	288	0	634	90	0	669
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	33.4	26.9	20.1	36.0	29.5	29.5	34.0	0.0	22.5	40.0	0.0	19.8
Incr Delay (d2), s/veh	76.1	62.3	0.1	581.4	239.4	250.0	155.2	0.0	15.4	46.5	0.0	2.3
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	11.7	20.5	2.1	31.2	39.5	39.5	18.0	0.0	12.0	2.6	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	109.5	89.2	20.2	617.4	268.9	279.5	189.3	0.0	37.9	86.5	0.0	22.1
LnGrp LOS	F	F	C	F	F	F	F		D	F		C
Approach Vol, veh/h	1769			2178			943			532		
Approach Delay, s/veh	86.7			397.9			97.7			31.3		
Approach LOS	F			F			F			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	32.9		36.1	16.2	27.7		36.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	3.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+110), s	3.0	28.2		34.0	15.2	23.0		34.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	208.2											
HCM 7th LOS	F											

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	125	114	0	20	9
Future Vol, veh/h	0	125	114	0	20	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	76	56	25	68	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	164	204	0	29	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 368 204
Stage 1	-	-	- 204 -
Stage 2	-	-	- 164 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 632 837
Stage 1	0	-	0 831 -
Stage 2	0	-	0 865 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 632 837
Mov Cap-2 Maneuver	-	-	- 632 -
Stage 1	-	-	- 831 -
Stage 2	-	-	- 865 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.64
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	680
HCM Lane V/C Ratio	-	-	0.061
HCM Ctrl Dly (s/v)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	113	35	1	0
Future Vol, veh/h	7	0	113	35	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	84	78	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	145	140	4	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	285	0	0 234 -
Stage 1	-	-	- - 215 -
Stage 2	-	-	- - 19 -
Critical Hdwy	4.12	-	- - 6.42 -
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 -
Pot Cap-1 Maneuver	1277	-	- - 755 0
Stage 1	-	-	- - 821 0
Stage 2	-	-	- - 1004 0
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1277	-	- - 749 -
Mov Cap-2 Maneuver	-	-	- - 749 -
Stage 1	-	-	- - 815 -
Stage 2	-	-	- - 1004 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.84	0	9.83
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1277	-	-	-	749
HCM Lane V/C Ratio	0.007	-	-	-	0.005
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	114	158	9	5	3
Future Vol, veh/h	4	114	158	9	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	80	82	38	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	143	193	24	8	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	216	0	0 363 205
Stage 1	-	-	- 205 -
Stage 2	-	-	- 159 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1353	-	- 636 836
Stage 1	-	-	- 830 -
Stage 2	-	-	- 870 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1353	-	- 632 836
Mov Cap-2 Maneuver	-	-	- 632 -
Stage 1	-	-	- 824 -
Stage 2	-	-	- 870 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.41	0	10
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	96	-	-	-	740
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Ctrl Dly (s/v)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	145	0	0	124	0	24	9	0	25	0	20
Future Vol, veh/h	1	145	0	0	124	0	24	9	0	25	0	20
Peak Hour Factor	0.25	0.88	0.92	0.92	0.80	0.25	0.92	0.92	0.92	0.60	0.92	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	165	0	0	155	0	26	10	0	42	0	25
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	8.5	8.4	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	1%	0%	56%
Vol Thru, %	0%	100%	99%	100%	0%
Vol Right, %	0%	0%	0%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	9	146	124	45
LT Vol	24	0	1	0	25
Through Vol	0	9	145	124	0
RT Vol	0	0	0	0	20
Lane Flow Rate	26	10	169	155	67
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.042	0.014	0.205	0.188	0.087
Departure Headway (Hd)	5.832	5.328	4.363	4.375	4.661
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	615	673	825	821	770
Service Time	3.558	3.054	2.378	2.392	2.684
HCM Lane V/C Ratio	0.042	0.015	0.205	0.189	0.087
HCM Control Delay, s/veh	8.8	8.1	8.5	8.4	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.8	0.7	0.3

Intersection

Intersection Delay, s/veh 8.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	137	19	8	101	23	24	9	16	0	0	0
Future Vol, veh/h	15	137	19	8	101	23	24	9	16	0	0	0
Peak Hour Factor	0.58	0.83	0.75	0.67	0.80	0.69	0.56	0.94	0.25	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	165	25	12	126	33	43	10	64	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	9	8.6	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	9%	6%
Vol Thru, %	0%	36%	80%	77%
Vol Right, %	0%	64%	11%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	25	171	132
LT Vol	24	0	15	8
Through Vol	0	9	137	101
RT Vol	0	16	19	23
Lane Flow Rate	43	74	216	172
Geometry Grp	5	5	2	2
Degree of Util (X)	0.07	0.101	0.263	0.209
Departure Headway (Hd)	5.892	4.937	4.374	4.379
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	608	725	822	822
Service Time	3.627	2.672	2.394	2.399
HCM Lane V/C Ratio	0.071	0.102	0.263	0.209
HCM Control Delay, s/veh	9.1	8.2	9	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	1.1	0.8

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	96	118	47	26	30
Future Vol, veh/h	48	96	118	47	26	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	69	82	80	89	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	139	144	59	29	37

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	203	0	0 429 173
Stage 1	-	-	- 173 -
Stage 2	-	-	- 256 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1369	-	- 583 870
Stage 1	-	-	- 857 -
Stage 2	-	-	- 787 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1369	-	- 556 870
Mov Cap-2 Maneuver	-	-	- 556 -
Stage 1	-	-	- 817 -
Stage 2	-	-	- 787 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.29	0	10.71
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	533	-	-	-	696
HCM Lane V/C Ratio	0.043	-	-	-	0.095
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	138	138	0	5	13
Future Vol, veh/h	1	138	138	0	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	25	84	25	42	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	552	164	0	12	22

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	164	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1414	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1414	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	11.21
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1414	-	-	613
HCM Lane V/C Ratio	0.001	-	-	0.055
HCM Ctrl Dly (s/v)	7.5	-	-	11.2
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	138	15	0	0
Future Vol, veh/h	11	0	138	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	88	84	70	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	164	21	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	186	0	0 219 -
Stage 1	-	-	- - 175 -
Stage 2	-	-	- - 44 -
Critical Hdwy	4.12	-	- - 6.42 -
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 -
Pot Cap-1 Maneuver	1389	-	- - 769 0
Stage 1	-	-	- - 855 0
Stage 2	-	-	- - 978 0
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1389	-	- - 757 -
Mov Cap-2 Maneuver	-	-	- - 757 -
Stage 1	-	-	- - 842 -
Stage 2	-	-	- - 978 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.63	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1389	-	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

June 16, 2026

Appendix E **INTERSECTION ANALYSIS: CUMULATIVE PLUS PROJECT CONDITIONS LOS CALCULATION SHEETS**

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

04. AM Peak
Cumulative Plus Project

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	1151	880	420	922	32
Future Volume (veh/h)	21	1151	880	420	922	32
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	1457	1000	618	854	24
Peak Hour Factor	0.46	0.79	0.88	0.68	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	93	929	746	632	658	585
Arrive On Green	0.05	0.50	0.40	0.40	0.37	0.37
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	46	1457	1000	618	854	24
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	1.6	32.3	25.9	25.0	24.0	0.6
Cycle Q Clear(g_c), s	1.6	32.3	25.9	25.0	24.0	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	93	929	746	632	658	585
V/C Ratio(X)	0.50	1.57	1.34	0.98	1.30	0.04
Avail Cap(c_a), veh/h	164	929	746	632	658	585
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	30.0	16.4	19.5	19.3	20.5	13.1
Incr Delay (d2), s/veh	1.5	260.7	162.4	30.1	145.3	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	0.7	78.7	43.5	13.3	35.4	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.5	277.0	182.0	49.3	165.8	13.1
LnGrp LOS	C	F	F	D	F	B
Approach Vol, veh/h		1503	1618		878	
Approach Delay, s/veh		269.5	131.3		161.6	
Approach LOS		F	F		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.0		27.0	6.4	31.6
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		34.3		26.0	3.6	27.9
Green Ext Time (p_c), s		0.0		0.0	0.0	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			189.9			
HCM 7th LOS			F			

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	189	32	210	339	0
Future Vol, veh/h	0	189	32	210	339	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	75	25	94	66	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	252	128	223	514	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	993	514	514	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	272	561	1052	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	561	1052	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	16.55	3.24		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	656	-	561	-	-	
HCM Lane V/C Ratio	0.122	-	0.449	-	-	
HCM Ctrl Dly (s/v)	8.9	0	16.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	2.3	-	-	

Intersection

Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Future Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	0	230	4	75	0	0	42	274	123	22	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	NB	SB		SE		NW						
Opposing Approach	SB	NB		NW		SE						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SE	NW		SB		NB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NW	SE		NB		SB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	13	9.6		11.4		10.5						
HCM LOS	B	A		B		B						

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	13%	98%
Vol Right, %	59%	0%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	115	216	50
LT Vol	86	103	0	1
Through Vol	0	12	27	49
RT Vol	124	0	189	0
Lane Flow Rate	364	144	315	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.505	0.231	0.423	0.126
Departure Headway (Hd)	4.993	5.761	4.829	5.717
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	623	744	626
Service Time	3.026	3.804	2.865	3.765
HCM Lane V/C Ratio	0.505	0.231	0.423	0.126
HCM Control Delay, s/veh	13	10.5	11.4	9.6
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.9	0.9	2.1	0.4

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	171	21	6	12	6
Future Vol, veh/h	12	171	21	6	12	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	74	83	38	46	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	231	25	16	26	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	41	0	-	0	299	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	692	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	684	1040
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	779	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.51	0		9.84		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	126	-	-	-	785	
HCM Lane V/C Ratio	0.011	-	-	-	0.053	
HCM Ctrl Dly (s/v)	7.3	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	347	189	0	0	1
Future Vol, veh/h	1	347	189	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	77	76	25	25	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	451	249	0	0	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	249	0	0 707 249
Stage 1	-	-	- - 249 -
Stage 2	-	-	- - 459 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1317	-	- - 401 790
Stage 1	-	-	- - 793 -
Stage 2	-	-	- - 637 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1317	-	- - 400 790
Mov Cap-2 Maneuver	-	-	- - 400 -
Stage 1	-	-	- - 789 -
Stage 2	-	-	- - 637 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	16	-	-	-	790
HCM Lane V/C Ratio	0.003	-	-	-	0.004
HCM Ctrl Dly (s/v)	7.7	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	4	183	0	0	0
Future Vol, veh/h	3	4	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	76	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	5	241	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	241	0	-	0	262	-
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1326	-	-	-	727	0
Stage 1	-	-	-	-	799	0
Stage 2	-	-	-	-	1001	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	723	-
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	1001	-
Approach	EB	WB		SW		
HCM Ctrl Dly, s/v	4.59	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBRSWLn1		
Capacity (veh/h)	1068	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	-	-	0
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	292	175	7	57	14
Future Vol, veh/h	0	292	175	7	57	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	74	75	44	79	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	395	233	16	72	22

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	249	0	0 636 241
Stage 1	-	-	- 241 -
Stage 2	-	-	- 395 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1316	-	- 442 798
Stage 1	-	-	- 799 -
Stage 2	-	-	- 681 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1316	-	- 442 798
Mov Cap-2 Maneuver	-	-	- 442 -
Stage 1	-	-	- 799 -
Stage 2	-	-	- 681 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.02
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	493
HCM Lane V/C Ratio	-	-	-	-	0.19
HCM Ctrl Dly (s/v)	0	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	262	188	9	43	14
Future Vol, veh/h	3	262	188	9	43	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	38	74	80	67	62	41
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	354	235	13	69	34

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	248	0	0 612 242
Stage 1	-	-	- - 242 -
Stage 2	-	-	- - 370 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1317	-	- - 457 797
Stage 1	-	-	- - 798 -
Stage 2	-	-	- - 699 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1317	-	- - 453 797
Mov Cap-2 Maneuver	-	-	- - 453 -
Stage 1	-	-	- - 792 -
Stage 2	-	-	- - 699 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	13.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	39	-	-	-	529
HCM Lane V/C Ratio	0.006	-	-	-	0.196
HCM Ctrl Dly (s/v)	7.7	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection

Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	34	23	195	21	9	0	5	192	35	65	1
Future Vol, veh/h	2	34	23	195	21	9	0	5	192	35	65	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	64	55	212	38	18	0	12	263	44	88	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.5	12.1	11.2	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	3%	100%	0%	35%
Vol Thru, %	100%	1%	58%	0%	70%	64%
Vol Right, %	0%	99%	39%	0%	30%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	194	59	195	30	101
LT Vol	0	0	2	195	0	35
Through Vol	3	2	34	0	21	65
RT Vol	0	192	23	0	9	1
Lane Flow Rate	8	267	123	212	55	136
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.388	0.203	0.376	0.087	0.234
Departure Headway (Hd)	5.936	5.234	5.958	6.386	5.668	6.22
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	603	689	602	564	633	578
Service Time	3.668	2.966	3.995	4.116	3.398	4.258
HCM Lane V/C Ratio	0.013	0.388	0.204	0.376	0.087	0.235
HCM Control Delay, s/veh	8.7	11.3	10.5	12.9	8.9	11.2
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.8	0.8	1.7	0.3	0.9

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

04. AM Peak
Cumulative Plus Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	836	42	203	604	82	21	148	241	84	131	291
Future Volume (veh/h)	255	836	42	203	604	82	21	148	241	84	131	291
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	1306	84	267	795	122	54	221	317	153	152	306
Peak Hour Factor	0.74	0.64	0.50	0.76	0.76	0.67	0.39	0.67	0.76	0.55	0.86	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1164	519	346	811	124	107	403	634	212	222	446
Arrive On Green	0.17	0.33	0.33	0.10	0.26	0.26	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	3554	1585	3456	3088	474	133	1008	1585	867	554	1115
Grp Volume(v), veh/h	345	1306	84	267	457	460	275	0	317	153	0	458
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1785	1140	0	1585	867	0	1670
Q Serve(g_s), s	13.2	26.2	3.0	6.0	20.5	20.5	2.6	0.0	12.0	11.3	0.0	18.1
Cycle Q Clear(g_c), s	13.2	26.2	3.0	6.0	20.5	20.5	20.7	0.0	12.0	32.0	0.0	18.1
Prop In Lane	1.00		1.00	1.00		0.27	0.20		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	294	1164	519	346	466	469	510	0	634	212	0	668
V/C Ratio(X)	1.17	1.12	0.16	0.77	0.98	0.98	0.54	0.00	0.50	0.72	0.00	0.69
Avail Cap(c_a), veh/h	294	1164	519	346	466	469	510	0	634	212	0	668
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	33.4	26.9	19.1	35.1	29.3	29.3	18.0	0.0	18.0	35.5	0.0	19.8
Incr Delay (d2), s/veh	108.1	66.7	0.1	9.4	36.4	36.4	0.6	0.0	0.2	9.9	0.0	2.4
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	14.3	21.2	1.1	2.9	13.0	13.1	3.5	0.0	4.2	3.5	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	141.5	93.6	19.2	44.5	65.7	65.7	18.6	0.0	18.2	45.5	0.0	22.3
LnGrp LOS	F	F	B	D	E	E	B		B	D		C
Approach Vol, veh/h	1735			1184			592			611		
Approach Delay, s/veh	99.5			60.9			18.4			28.1		
Approach LOS	F			E			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	32.9		36.1	16.2	27.7		36.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	3.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+I), s	3.0	28.2		34.0	15.2	22.5		22.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	66.2											
HCM 7th LOS	E											

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	164	173	0	34	17
Future Vol, veh/h	0	164	173	0	34	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	70	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	234	309	0	47	25

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 543 309
Stage 1	-	-	- 309 -
Stage 2	-	-	- 234 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 501 731
Stage 1	0	-	0 745 -
Stage 2	0	-	0 805 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 501 731
Mov Cap-2 Maneuver	-	-	- 501 -
Stage 1	-	-	- 745 -
Stage 2	-	-	- 805 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.33
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	563
HCM Lane V/C Ratio	-	-	0.128
HCM Ctrl Dly (s/v)	-	-	12.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	175	24	0	0
Future Vol, veh/h	2	0	175	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	68	56	48	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	313	50	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	362	0	-	0	345	-
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1196	-	-	-	651	0
Stage 1	-	-	-	-	723	0
Stage 2	-	-	-	-	1015	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1196	-	-	-	649	-
Mov Cap-2 Maneuver	-	-	-	-	649	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	1015	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	8.02	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1196	-	-	-	-	
HCM Lane V/C Ratio	0.003	-	-	-	-	
HCM Ctrl Dly (s/v)	8	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	190	198	3	3	1
Future Vol, veh/h	2	190	198	3	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	68	54	38	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	279	367	8	8	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	375	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1184	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1184	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	12.66
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	50	-	-	-	482
HCM Lane V/C Ratio	0.007	-	-	-	0.025
HCM Ctrl Dly (s/v)	8.1	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh 15.7
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	220	13	15	173	25	5	7	8	51	0	20
Future Vol, veh/h	16	220	13	15	173	25	5	7	8	51	0	20
Peak Hour Factor	0.25	0.66	0.25	0.25	0.54	0.25	0.62	0.58	0.67	0.64	0.25	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	333	52	60	320	100	8	12	12	80	0	27
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay, s/veh	16			16.9			9.9			10.8		
HCM LOS	C			C			A			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	6%	7%	72%
Vol Thru, %	0%	47%	88%	81%	0%
Vol Right, %	0%	53%	5%	12%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	249	213	71
LT Vol	5	0	16	15	51
Through Vol	0	7	220	173	0
RT Vol	0	8	13	25	20
Lane Flow Rate	8	24	449	480	106
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.017	0.044	0.624	0.658	0.187
Departure Headway (Hd)	7.523	6.629	5.003	4.932	6.313
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	475	539	723	735	568
Service Time	5.278	4.384	3.016	2.945	4.361
HCM Lane V/C Ratio	0.017	0.045	0.621	0.653	0.187
HCM Control Delay, s/veh	10.4	9.7	16	16.9	10.8
HCM Lane LOS	B	A	C	C	B
HCM 95th-tile Q	0.1	0.1	4.4	5	0.7

Intersection

Intersection Delay, s/veh 10.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↔	↔				
Traffic Vol, veh/h	16	218	13	15	173	24	5	7	8	0	0	0
Future Vol, veh/h	16	218	13	15	173	24	5	7	8	0	0	0
Peak Hour Factor	0.54	0.80	0.60	0.70	0.53	0.64	0.62	0.58	0.67	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	273	22	21	326	38	8	12	12	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	10.3	11	8.8
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	7%
Vol Thru, %	0%	47%	88%	82%
Vol Right, %	0%	53%	5%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	15	247	212
LT Vol	5	0	16	15
Through Vol	0	7	218	173
RT Vol	0	8	13	24
Lane Flow Rate	8	24	324	385
Geometry Grp	5	5	2	2
Degree of Util (X)	0.015	0.038	0.395	0.461
Departure Headway (Hd)	6.553	5.668	4.394	4.304
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	546	631	819	840
Service Time	4.297	3.412	2.412	2.32
HCM Lane V/C Ratio	0.015	0.038	0.396	0.458
HCM Control Delay, s/veh	9.4	8.6	10.3	11
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0	0.1	1.9	2.5

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	211	169	40	49	44
Future Vol, veh/h	25	211	169	40	49	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	79	53	86	56	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	267	319	47	88	60
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	365	0	-	0	682	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1193	-	-	-	416	700
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	401	700
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	721	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.97	0		15.63		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	215	-	-	-	486	
HCM Lane V/C Ratio	0.03	-	-	-	0.304	
HCM Ctrl Dly (s/v)	8.1	0	-	-	15.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	263	129	0	22	77
Future Vol, veh/h	1	263	129	0	22	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	74	25	48	45
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	317	174	0	46	171
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	174	0	-	0	499	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	325	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1402	-	-	0	531	869
Stage 1	-	-	-	0	856	-
Stage 2	-	-	-	0	732	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1402	-	-	-	529	869
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	732	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.09	0		11.56		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1402	-	-	765		
HCM Lane V/C Ratio	0.003	-	-	0.284		
HCM Ctrl Dly (s/v)	7.6	-	-	11.6		
HCM Lane LOS	A	-	-	B		
HCM 95th %tile Q(veh)	0	-	-	1.2		

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	0	127	6	0	0
Future Vol, veh/h	90	0	127	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	66	74	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	0	172	12	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	184	0	-	0	538	-
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1391	-	-	-	504	0
Stage 1	-	-	-	-	853	0
Stage 2	-	-	-	-	706	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	439	-
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	706	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.97	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1391	-	-	-	-	
HCM Lane V/C Ratio	0.129	-	-	-	-	
HCM Ctrl Dly (s/v)	8	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.4	-	-	-	-	

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

04. PM Peak
Cumulative Plus Project

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	1296	1355	591	456	74
Future Volume (veh/h)	65	1296	1355	591	456	74
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1394	1441	642	501	99
Peak Hour Factor	0.77	0.93	0.94	0.92	0.91	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	1021	784	665	547	487
Arrive On Green	0.08	0.55	0.42	0.42	0.31	0.31
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	84	1394	1441	642	501	99
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	2.7	32.3	24.8	23.4	16.0	2.7
Cycle Q Clear(g_c), s	2.7	32.3	24.8	23.4	16.0	2.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	135	1021	784	665	547	487
V/C Ratio(X)	0.62	1.37	1.84	0.97	0.92	0.20
Avail Cap(c_a), veh/h	181	1021	784	665	723	643
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	26.5	13.4	17.2	16.8	19.8	15.2
Incr Delay (d2), s/veh	1.7	170.6	381.7	26.4	11.9	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	1.1	58.7	92.2	12.1	7.7	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.2	184.1	398.9	43.2	31.7	15.2
LnGrp LOS	C	F	F	D	C	B
Approach Vol, veh/h		1478	2083		600	
Approach Delay, s/veh		175.2	289.2		29.0	
Approach LOS		F	F		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.0		21.2	7.5	30.5
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		34.3		18.0	4.7	26.8
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			211.2			
HCM 7th LOS			F			

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	118	122	234	197	7
Future Vol, veh/h	13	118	122	234	197	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	96	97	88	94	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	123	126	266	210	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	733	216	222	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	388	824	1347	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	824	1347	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.39	2.55		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	578	-	704	-	-	
HCM Lane V/C Ratio	0.093	-	0.199	-	-	
HCM Ctrl Dly (s/v)	7.9	0	11.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-	

Intersection

Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	184	1	60	0	7	3	1	25	135	61	22	2
Future Vol, veh/h	184	1	60	0	7	3	1	25	135	61	22	2
Peak Hour Factor	0.89	0.25	0.79	0.25	0.58	0.25	0.25	0.60	0.87	0.72	0.58	0.50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	207	4	76	0	12	12	4	42	155	85	38	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.6	8.1	8.8	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	75%	72%	1%	0%
Vol Thru, %	0%	26%	16%	70%
Vol Right, %	24%	2%	84%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	85	161	10
LT Vol	184	61	1	0
Through Vol	1	22	25	7
RT Vol	60	2	135	3
Lane Flow Rate	287	127	201	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.376	0.178	0.243	0.033
Departure Headway (Hd)	4.717	5.052	4.355	4.875
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	760	707	821	728
Service Time	2.768	3.107	2.403	2.945
HCM Lane V/C Ratio	0.378	0.18	0.245	0.033
HCM Control Delay, s/veh	10.6	9.2	8.8	8.1
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	0.6	1	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	105	77	36	13	15
Future Vol, veh/h	23	105	77	36	13	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	83	77	71	69	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	127	100	51	19	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	151	0	-	0	319	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1430	-	-	-	675	925
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1430	-	-	-	658	925
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	840	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.58	0		9.94		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	375	-	-	-	766	
HCM Lane V/C Ratio	0.023	-	-	-	0.048	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	273	234	0	1	3
Future Vol, veh/h	3	273	234	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	85	83	25	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	321	282	0	4	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	282	0	0 615 282
Stage 1	-	-	- 282 -
Stage 2	-	-	- 333 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1281	-	- 455 757
Stage 1	-	-	- 766 -
Stage 2	-	-	- 726 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1281	-	- 452 757
Mov Cap-2 Maneuver	-	-	- 452 -
Stage 1	-	-	- 761 -
Stage 2	-	-	- 726 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	11.14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	33	-	-	-	596
HCM Lane V/C Ratio	0.005	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	4	183	0	0	0
Future Vol, veh/h	3	4	183	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	83	82	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	223	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	223	0	0 237
Stage 1	-	-	- 223
Stage 2	-	-	- 14
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1346	-	- 751 0
Stage 1	-	-	- 814 0
Stage 2	-	-	- 1009 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1346	-	- 749
Mov Cap-2 Maneuver	-	-	- 749
Stage 1	-	-	- 811
Stage 2	-	-	- 1009

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	3.7	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	867	-	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	233	195	26	35	14
Future Vol, veh/h	0	233	195	26	35	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	83	82	78	82	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	281	238	33	43	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	271	0	0 535 254
Stage 1	-	-	- 254 -
Stage 2	-	-	- 281 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1292	-	- 506 784
Stage 1	-	-	- 788 -
Stage 2	-	-	- 767 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1292	-	- 506 784
Mov Cap-2 Maneuver	-	-	- 506 -
Stage 1	-	-	- 788 -
Stage 2	-	-	- 767 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.15
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1292	-	-	-	564
HCM Lane V/C Ratio	-	-	-	-	0.106
HCM Ctrl Dly (s/v)	0	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	231	150	18	62	34
Future Vol, veh/h	12	231	150	18	62	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	89	78	67	72	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	260	192	27	86	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	219	0	0 491 206
Stage 1	-	-	- 206 -
Stage 2	-	-	- 286 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1350	-	- 536 835
Stage 1	-	-	- 829 -
Stage 2	-	-	- 763 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1350	-	- 530 835
Mov Cap-2 Maneuver	-	-	- 530 -
Stage 1	-	-	- 819 -
Stage 2	-	-	- 763 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0	12.55
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	86	-	-	-	613
HCM Lane V/C Ratio	0.01	-	-	-	0.223
HCM Ctrl Dly (s/v)	7.7	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection

Intersection Delay, s/veh	29.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	7	6	164	12	41	269	1	192	35	54	0
Future Vol, veh/h	4	7	6	164	12	41	269	1	192	35	54	0
Peak Hour Factor	0.38	0.44	0.38	0.92	0.56	0.50	0.50	0.25	0.84	0.84	0.80	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	16	16	178	21	82	538	4	229	42	68	0
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			2			1		
HCM Control Delay, s/veh	11			13.1			38.8			11.5		
HCM LOS	B			B			E			B		

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	24%	100%	0%	39%
Vol Thru, %	0%	0%	41%	0%	23%	61%
Vol Right, %	0%	100%	35%	0%	77%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	193	17	164	53	89
LT Vol	269	0	4	164	0	35
Through Vol	1	1	7	0	12	54
RT Vol	0	192	6	0	41	0
Lane Flow Rate	540	231	42	178	103	109
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.949	0.328	0.085	0.369	0.184	0.204
Departure Headway (Hd)	6.325	5.116	7.218	7.457	6.397	6.743
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	703	495	481	560	532
Service Time	4.062	2.852	5.282	5.21	4.149	4.796
HCM Lane V/C Ratio	0.944	0.329	0.085	0.37	0.184	0.205
HCM Control Delay, s/veh	51	10.3	11	14.5	10.6	11.5
HCM Lane LOS	F	B	B	B	B	B
HCM 95th-tile Q	12.5	1.4	0.3	1.7	0.7	0.8

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

04. PM Peak
Cumulative Plus Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	931	80	388	931	86	108	154	331	65	158	175
Future Volume (veh/h)	274	931	80	388	931	86	108	154	331	65	158	175
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	308	990	107	539	1001	100	144	205	380	86	198	190
Peak Hour Factor	0.89	0.94	0.75	0.72	0.93	0.86	0.75	0.75	0.87	0.76	0.80	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1164	519	346	856	86	191	233	634	99	351	337
Arrive On Green	0.17	0.33	0.33	0.10	0.26	0.26	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	3554	1585	3456	3263	326	319	582	1585	830	877	842
Grp Volume(v), veh/h	308	990	107	539	545	556	349	0	380	86	0	388
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1812	901	0	1585	830	0	1719
Q Serve(g_s), s	13.2	20.8	3.9	8.0	21.0	21.0	17.1	0.0	15.1	0.9	0.0	14.0
Cycle Q Clear(g_c), s	13.2	20.8	3.9	8.0	21.0	21.0	31.1	0.0	15.1	32.0	0.0	14.0
Prop In Lane	1.00		1.00	1.00		0.18	0.41		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	294	1164	519	346	466	476	424	0	634	99	0	688
V/C Ratio(X)	1.05	0.85	0.21	1.56	1.17	1.17	0.82	0.00	0.60	0.87	0.00	0.56
Avail Cap(c_a), veh/h	294	1164	519	346	466	476	424	0	634	99	0	688
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	33.4	25.1	19.4	36.0	29.5	29.5	27.5	0.0	18.9	40.0	0.0	18.6
Incr Delay (d2), s/veh	65.6	5.9	0.1	265.6	96.8	96.7	11.6	0.0	1.1	49.0	0.0	0.7
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	10.9	9.2	1.4	16.0	21.1	21.5	7.7	0.0	5.4	3.0	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.0	31.0	19.5	301.6	126.3	126.2	39.1	0.0	20.1	88.9	0.0	19.3
LnGrp LOS	F	C	B	F	F	F	D		C	F		B
Approach Vol, veh/h	1405			1640			729			474		
Approach Delay, s/veh	45.0			183.9			29.2			31.9		
Approach LOS	D			F			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	32.9		36.1	16.2	27.7		36.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	3.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+T1), s	11.0	22.8		34.0	15.2	23.0		33.1				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	94.4											
HCM 7th LOS	F											

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	164	130	0	26	7
Future Vol, veh/h	0	164	130	0	26	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	67	56	25	73	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	245	232	0	36	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 477 232
Stage 1	-	-	- 232 -
Stage 2	-	-	- 245 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 547 807
Stage 1	0	-	0 806 -
Stage 2	0	-	0 796 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 547 807
Mov Cap-2 Maneuver	-	-	- 547 -
Stage 1	-	-	- 806 -
Stage 2	-	-	- 796 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.62
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	590
HCM Lane V/C Ratio	-	-	0.078
HCM Ctrl Dly (s/v)	-	-	11.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	130	49	0	0
Future Vol, veh/h	7	3	130	49	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	90	89	90	38	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	3	146	54	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	201	0	-	0	201	-
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1372	-	-	-	788	0
Stage 1	-	-	-	-	857	0
Stage 2	-	-	-	-	995	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1372	-	-	-	781	-
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	995	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	5.99	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1369	-	-	-	-	
HCM Lane V/C Ratio	0.009	-	-	-	-	
HCM Ctrl Dly (s/v)	7.6	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	182	177	13	2	1
Future Vol, veh/h	5	182	177	13	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	31	88	90	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	207	197	26	4	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	223	0	-	0	449	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1346	-	-	-	568	831
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1346	-	-	-	560	831
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	801	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.56	0		10.45		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	130	-	-	-	-	669
HCM Lane V/C Ratio	0.012	-	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.7	0	-	-	-	10.4
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection												
Intersection Delay, s/veh	10.9											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	187	22	6	148	33	27	7	16	29	0	22
Future Vol, veh/h	13	187	22	6	148	33	27	7	16	29	0	22
Peak Hour Factor	0.25	0.90	0.25	0.25	0.93	0.25	0.65	0.58	0.75	0.78	0.25	0.71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	208	88	24	159	132	42	12	21	37	0	31
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay, s/veh	11.5			10.9			9.4			9.3		
HCM LOS	B			B			A			A		
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	6%	3%	57%							
Vol Thru, %	0%	30%	84%	79%	0%							
Vol Right, %	0%	70%	10%	18%	43%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	27	23	222	187	51							
LT Vol	27	0	13	6	29							
Through Vol	0	7	187	148	0							
RT Vol	0	16	22	33	22							
Lane Flow Rate	42	33	348	315	68							
Geometry Grp	5	5	2	2	4a							
Degree of Util (X)	0.078	0.053	0.449	0.406	0.106							
Departure Headway (Hd)	6.728	5.725	4.649	4.636	5.619							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	536	629	769	769	641							
Service Time	4.428	3.425	2.715	2.703	3.623							
HCM Lane V/C Ratio	0.078	0.052	0.453	0.41	0.106							
HCM Control Delay, s/veh	10	8.7	11.5	10.9	9.3							
HCM Lane LOS	A	A	B	B	A							
HCM 95th-tile Q	0.3	0.2	2.3	2	0.4							

Intersection

Intersection Delay, s/veh 9.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	185	22	6	148	33	27	7	16	0	0	0
Future Vol, veh/h	13	185	22	6	148	33	27	7	16	0	0	0
Peak Hour Factor	0.60	0.85	0.75	0.50	0.91	0.70	0.65	0.58	0.75	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	218	29	12	163	47	42	12	21	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	9.4	8.9	8.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	6%	3%
Vol Thru, %	0%	30%	84%	79%
Vol Right, %	0%	70%	10%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	23	220	187
LT Vol	27	0	13	6
Through Vol	0	7	185	148
RT Vol	0	16	22	33
Lane Flow Rate	42	33	269	222
Geometry Grp	5	5	2	2
Degree of Util (X)	0.07	0.047	0.323	0.266
Departure Headway (Hd)	6.101	5.105	4.327	4.324
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	587	701	833	832
Service Time	3.836	2.84	2.342	2.341
HCM Lane V/C Ratio	0.072	0.047	0.323	0.267
HCM Control Delay, s/veh	9.3	8.1	9.4	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	1.4	1.1

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	139	153	57	40	34
Future Vol, veh/h	63	139	153	57	40	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	84	68	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	178	182	84	47	40

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	266	0	0 564 224
Stage 1	-	-	- - 224 -
Stage 2	-	-	- - 340 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1298	-	- - 487 815
Stage 1	-	-	- - 813 -
Stage 2	-	-	- - 721 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1298	-	- - 453 815
Mov Cap-2 Maneuver	-	-	- - 453 -
Stage 1	-	-	- - 757 -
Stage 2	-	-	- - 721 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.48	0	12.44
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	561	-	-	-	570
HCM Lane V/C Ratio	0.062	-	-	-	0.151
HCM Ctrl Dly (s/v)	8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	176	194	0	14	18
Future Vol, veh/h	1	176	194	0	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	78	50	87	81	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	226	388	0	17	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	388	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1170	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1170	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	12.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1170	-	-	536
HCM Lane V/C Ratio	0.003	-	-	0.066
HCM Ctrl Dly (s/v)	8.1	-	-	12.2
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	0	198	13	0	0
Future Vol, veh/h	29	0	198	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	81	88	75	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	225	17	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	242	0	0 341
Stage 1	-	-	- 234
Stage 2	-	-	- 107
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1324	-	- 655 0
Stage 1	-	-	- 805 0
Stage 2	-	-	- 917 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1324	-	- 628
Mov Cap-2 Maneuver	-	-	- 628
Stage 1	-	-	- 772
Stage 2	-	-	- 917

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.83	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	-
HCM Lane V/C Ratio	0.041	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

HCM 7th Signalized Intersection Summary
1: Cabrillo Hwy N & Coronado St

04. Weekend
Cumulative Plus Project

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1467	1511	415	527	38
Future Volume (veh/h)	49	1467	1511	415	527	38
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1512	1591	477	620	54
Peak Hour Factor	0.72	0.97	0.95	0.87	0.85	0.71
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	116	931	722	612	656	584
Arrive On Green	0.07	0.50	0.39	0.39	0.37	0.37
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	68	1512	1591	477	620	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	2.4	32.3	25.1	17.1	21.9	1.4
Cycle Q Clear(g_c), s	2.4	32.3	25.1	17.1	21.9	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	116	931	722	612	656	584
V/C Ratio(X)	0.58	1.62	2.20	0.78	0.95	0.09
Avail Cap(c_a), veh/h	165	931	722	612	659	586
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	29.5	16.3	19.9	17.5	19.9	13.4
Incr Delay (d2), s/veh	1.7	285.8	545.7	5.8	22.2	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	1.0	85.3	119.1	6.6	12.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	31.2	302.1	565.7	23.3	42.1	13.4
LnGrp LOS	C	F	F	C	D	B
Approach Vol, veh/h		1580	2068		674	
Approach Delay, s/veh		290.5	440.6		39.8	
Approach LOS		F	F		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.0		26.9	7.2	30.8
Change Period (Y+Rc), s		5.7		3.0	3.0	5.7
Max Green Setting (Gmax), s		32.3		24.0	6.0	23.3
Max Q Clear Time (g_c+l1), s		34.3		23.9	4.4	27.1
Green Ext Time (p_c), s		0.0		0.0	0.0	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			323.2			
HCM 7th LOS			F			

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	174	92	164	143	4
Future Vol, veh/h	3	174	92	164	143	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	87	84	83	90	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	200	110	198	159	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	580	163	167	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	477	882	1411	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	882	1411	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.61	2.77		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	642	-	849	-	-	
HCM Lane V/C Ratio	0.078	-	0.245	-	-	
HCM Ctrl Dly (s/v)	7.8	0	10.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	1	-	-	

Intersection

Intersection Delay, s/veh 11.7
Intersection LOS B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Future Vol, veh/h	86	0	124	1	49	0	0	27	189	103	12	0
Peak Hour Factor	0.64	0.25	0.54	0.25	0.65	0.25	0.25	0.65	0.69	0.84	0.55	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	0	230	4	75	0	0	42	274	123	22	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	NB			SB			SE			NW		
Opposing Approach	SB			NB			NW			SE		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SE			NW			SB			NB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NW			SE			NB			SB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	13			9.6			11.4			10.5		
HCM LOS	B			A			B			B		

Lane	NBLn1	NWLn1	SELn1	SBLn1
Vol Left, %	41%	90%	0%	2%
Vol Thru, %	0%	10%	13%	98%
Vol Right, %	59%	0%	88%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	115	216	50
LT Vol	86	103	0	1
Through Vol	0	12	27	49
RT Vol	124	0	189	0
Lane Flow Rate	364	144	315	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.505	0.231	0.423	0.126
Departure Headway (Hd)	4.993	5.761	4.829	5.717
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	623	744	626
Service Time	3.026	3.804	2.865	3.765
HCM Lane V/C Ratio	0.505	0.231	0.423	0.126
HCM Control Delay, s/veh	13	10.5	11.4	9.6
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.9	0.9	2.1	0.4

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	156	75	25	10	11
Future Vol, veh/h	18	156	75	25	10	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	83	87	67	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	188	86	37	16	44
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	124	0	-	0	352	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	646	950
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	631	950
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	794	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.02	0		9.64		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	244	-	-	-	836	
HCM Lane V/C Ratio	0.02	-	-	-	0.072	
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	301	204	0	0	3
Future Vol, veh/h	1	301	204	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	94	84	50	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	320	243	0	0	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	243	0	0 571 243
Stage 1	-	-	- 243 -
Stage 2	-	-	- 328 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1323	-	- 482 796
Stage 1	-	-	- 797 -
Stage 2	-	-	- 730 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1323	-	- 480 796
Mov Cap-2 Maneuver	-	-	- 480 -
Stage 1	-	-	- 795 -
Stage 2	-	-	- 730 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	9.59
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	22	-	-	-	796
HCM Lane V/C Ratio	0.003	-	-	-	0.015
HCM Ctrl Dly (s/v)	7.7	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	4	198	1	0	0
Future Vol, veh/h	2	4	198	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	4	215	1	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	216	0	0 224
Stage 1	-	-	- 216
Stage 2	-	-	- 9
Critical Hdwy	4.12	-	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	2.218	-	- 3.518
Pot Cap-1 Maneuver	1353	-	- 764 0
Stage 1	-	-	- 820 0
Stage 2	-	-	- 1014 0
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1353	-	- 762
Mov Cap-2 Maneuver	-	-	- 762
Stage 1	-	-	- 819
Stage 2	-	-	- 1014

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	2.55	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	600	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	273	192	6	24	8
Future Vol, veh/h	0	273	192	6	24	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	93	80	38	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	294	240	16	26	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	256	0	-	0	541	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1309	-	-	-	502	791
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	502	791
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	757	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		11.96		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1309	-	-	-	552	
HCM Lane V/C Ratio	-	-	-	-	0.063	
HCM Ctrl Dly (s/v)	0	-	-	-	12	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	253	168	19	38	22
Future Vol, veh/h	2	253	168	19	38	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	79	89	85	88	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	320	189	22	43	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	211	0	0 528 200
Stage 1	-	-	- 200 -
Stage 2	-	-	- 328 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1359	-	- 511 841
Stage 1	-	-	- 834 -
Stage 2	-	-	- 730 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1359	-	- 509 841
Mov Cap-2 Maneuver	-	-	- 509 -
Stage 1	-	-	- 831 -
Stage 2	-	-	- 730 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.09	0	11.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	22	-	-	-	615
HCM Lane V/C Ratio	0.003	-	-	-	0.124
HCM Ctrl Dly (s/v)	7.7	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection

Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	34	23	195	21	9	0	5	192	35	65	1
Future Vol, veh/h	2	34	23	195	21	9	0	5	192	35	65	1
Peak Hour Factor	0.50	0.53	0.42	0.92	0.56	0.50	0.65	0.42	0.73	0.80	0.74	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	64	55	212	38	18	0	12	263	44	88	4
Number of Lanes	0	1	0	1	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.5	12.1	11.2	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	3%	100%	0%	35%
Vol Thru, %	100%	1%	58%	0%	70%	64%
Vol Right, %	0%	99%	39%	0%	30%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	194	59	195	30	101
LT Vol	0	0	2	195	0	35
Through Vol	3	2	34	0	21	65
RT Vol	0	192	23	0	9	1
Lane Flow Rate	8	267	123	212	55	136
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.013	0.388	0.203	0.376	0.087	0.234
Departure Headway (Hd)	5.936	5.234	5.958	6.386	5.668	6.22
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	603	689	602	564	633	578
Service Time	3.668	2.966	3.995	4.116	3.398	4.258
HCM Lane V/C Ratio	0.013	0.388	0.204	0.376	0.087	0.235
HCM Control Delay, s/veh	8.7	11.3	10.5	12.9	8.9	11.2
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0	1.8	0.8	1.7	0.3	0.9

HCM 7th Signalized Intersection Summary
10: Capistrano Rd & Cabrillo Hwy N

04. Weekend
Cumulative Plus Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	944	152	526	923	86	171	122	547	61	106	264
Future Volume (veh/h)	266	944	152	526	923	86	171	122	547	61	106	264
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	1293	158	785	1049	344	206	167	570	76	158	300
Peak Hour Factor	0.83	0.73	0.96	0.67	0.88	0.25	0.83	0.73	0.96	0.80	0.67	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1164	519	346	692	225	185	101	634	90	231	438
Arrive On Green	0.17	0.33	0.33	0.10	0.26	0.26	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1781	3554	1585	3456	2637	856	289	253	1585	721	577	1096
Grp Volume(v), veh/h	320	1293	158	785	703	690	373	0	570	76	0	458
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1716	542	0	1585	721	0	1673
Q Serve(g_s), s	13.2	26.2	6.0	8.0	21.0	21.0	13.9	0.0	27.0	0.0	0.0	18.1
Cycle Q Clear(g_c), s	13.2	26.2	6.0	8.0	21.0	21.0	32.0	0.0	27.0	32.0	0.0	18.1
Prop In Lane	1.00		1.00	1.00		0.50	0.55		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	294	1164	519	346	466	451	286	0	634	90	0	669
V/C Ratio(X)	1.09	1.11	0.30	2.27	1.51	1.53	1.30	0.00	0.90	0.84	0.00	0.68
Avail Cap(c_a), veh/h	294	1164	519	346	466	451	286	0	634	90	0	669
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	33.4	26.9	20.1	36.0	29.5	29.5	34.1	0.0	22.5	40.0	0.0	19.8
Incr Delay (d2), s/veh	78.3	62.3	0.1	581.4	239.4	250.0	159.0	0.0	15.4	46.5	0.0	2.4
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	11.9	20.5	2.1	31.2	39.5	39.5	18.2	0.0	12.0	2.6	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	111.7	89.2	20.2	617.4	268.9	279.5	193.1	0.0	37.9	86.5	0.0	22.2
LnGrp LOS	F	F	C	F	F	F	F		D	F		C
Approach Vol, veh/h	1771			2178			943			534		
Approach Delay, s/veh	87.1			397.9			99.3			31.4		
Approach LOS	F			F			F			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.0	32.9		36.1	16.2	27.7		36.1				
Change Period (Y+Rc), s	3.0	6.7		4.1	3.0	6.7		4.1				
Max Green Setting (Gmax), s	3.0	26.2		32.0	13.2	21.0		32.0				
Max Q Clear Time (g_c+1.0), s	3.0	28.2		34.0	15.2	23.0		34.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	208.5											
HCM 7th LOS	F											

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	128	114	0	20	9
Future Vol, veh/h	0	128	114	0	20	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	76	56	25	68	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	168	204	0	29	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 372 204
Stage 1	-	-	- 204 -
Stage 2	-	-	- 168 -
Critical Hdwy	-	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	-	- 3.518 3.318
Pot Cap-1 Maneuver	0	-	0 629 837
Stage 1	0	-	0 831 -
Stage 2	0	-	0 861 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 629 837
Mov Cap-2 Maneuver	-	-	- 629 -
Stage 1	-	-	- 831 -
Stage 2	-	-	- 861 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.66
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	677
HCM Lane V/C Ratio	-	-	0.061
HCM Ctrl Dly (s/v)	-	-	10.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	116	35	1	0
Future Vol, veh/h	7	3	116	35	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	84	78	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	4	149	140	4	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	289	0	-	0	241	-
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1273	-	-	-	747	0
Stage 1	-	-	-	-	818	0
Stage 2	-	-	-	-	1000	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	742	-
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	1000	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	5.68	0		9.88		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1271	-	-	-	742	
HCM Lane V/C Ratio	0.007	-	-	-	0.005	
HCM Ctrl Dly (s/v)	7.8	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	117	161	9	5	3
Future Vol, veh/h	4	117	161	9	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	80	82	38	62	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	146	196	24	8	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	220	0	0 370 208
Stage 1	-	-	- 208 -
Stage 2	-	-	- 162 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1349	-	- 630 832
Stage 1	-	-	- 827 -
Stage 2	-	-	- 867 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1349	-	- 626 832
Mov Cap-2 Maneuver	-	-	- 626 -
Stage 1	-	-	- 821 -
Stage 2	-	-	- 867 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	10.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	93	-	-	-	735
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Ctrl Dly (s/v)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	147	0	0	126	0	24	9	0	25	0	21
Future Vol, veh/h	1	147	0	0	126	0	24	9	0	25	0	21
Peak Hour Factor	0.25	0.88	0.92	0.92	0.80	0.25	0.92	0.92	0.92	0.60	0.92	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	167	0	0	158	0	26	10	0	42	0	27
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	8.5	8.4	8.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	1%	0%	54%
Vol Thru, %	0%	100%	99%	100%	0%
Vol Right, %	0%	0%	0%	0%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	9	148	126	46
LT Vol	24	0	1	0	25
Through Vol	0	9	147	126	0
RT Vol	0	0	0	0	21
Lane Flow Rate	26	10	171	158	68
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.042	0.015	0.208	0.192	0.088
Departure Headway (Hd)	5.845	5.341	4.37	4.382	4.662
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	614	671	823	821	769
Service Time	3.572	3.069	2.385	2.398	2.688
HCM Lane V/C Ratio	0.042	0.015	0.208	0.192	0.088
HCM Control Delay, s/veh	8.8	8.2	8.5	8.4	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0.8	0.7	0.3

Intersection

Intersection Delay, s/veh 8.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖				
Traffic Vol, veh/h	15	137	19	8	103	23	24	9	16	0	0	0
Future Vol, veh/h	15	137	19	8	103	23	24	9	16	0	0	0
Peak Hour Factor	0.58	0.83	0.75	0.67	0.80	0.69	0.56	0.94	0.25	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	165	25	12	129	33	43	10	64	0	0	0
Number of Lanes	0	1	0	0	1	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	9	8.6	8.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	9%	6%
Vol Thru, %	0%	36%	80%	77%
Vol Right, %	0%	64%	11%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	25	171	134
LT Vol	24	0	15	8
Through Vol	0	9	137	103
RT Vol	0	16	19	23
Lane Flow Rate	43	74	216	174
Geometry Grp	5	5	2	2
Degree of Util (X)	0.07	0.101	0.263	0.212
Departure Headway (Hd)	5.898	4.943	4.377	4.38
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	608	725	822	821
Service Time	3.632	2.677	2.396	2.4
HCM Lane V/C Ratio	0.071	0.102	0.263	0.212
HCM Control Delay, s/veh	9.1	8.2	9	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	1.1	0.8

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	97	119	47	26	31
Future Vol, veh/h	49	97	119	47	26	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	69	82	80	89	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	141	145	59	29	38

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	204	0	0 435 174
Stage 1	-	-	- 174 -
Stage 2	-	-	- 260 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1368	-	- 579 869
Stage 1	-	-	- 856 -
Stage 2	-	-	- 783 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1368	-	- 551 869
Mov Cap-2 Maneuver	-	-	- 551 -
Stage 1	-	-	- 815 -
Stage 2	-	-	- 783 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.31	0	10.73
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	537	-	-	-	695
HCM Lane V/C Ratio	0.044	-	-	-	0.097
HCM Ctrl Dly (s/v)	7.8	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	2	138	138	0	5	14
Future Vol, veh/h	2	138	138	0	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	25	84	25	42	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	552	164	0	12	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	164	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1414	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1414	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	11.15
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1414	-	-	621
HCM Lane V/C Ratio	0.002	-	-	0.057
HCM Ctrl Dly (s/v)	7.5	-	-	11.1
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	138	15	0	0
Future Vol, veh/h	11	0	138	15	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	88	84	70	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	164	21	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	186	0	-	0	219	-
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1389	-	-	-	769	0
Stage 1	-	-	-	-	855	0
Stage 2	-	-	-	-	978	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1389	-	-	-	757	-
Mov Cap-2 Maneuver	-	-	-	-	757	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	978	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	7.63	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1389	-	-	-	-	
HCM Lane V/C Ratio	0.016	-	-	-	-	
HCM Ctrl Dly (s/v)	7.6	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

**TRAFFIC IMPACT ANALYSIS, MITIGATION PLAN & PARKING ANALYSIS FOR GRANADA COMMUNITY
PARK AND RECREATION CENTER PROJECT, CALIFORNIA**

June 16, 2026

Appendix F PARKING EVALUATION

Traffic Impact Analysis, Mitigation Plan & Parking Analysis for Granada CSD, CA
Street Observations on March 18, 2026



Dirt Lot Parking



Caltrans portion of Dirt Lot Used for Construction Storage



Hwy 1 - Redcurb on the Westside Near Project Site



Hwy 1 - Curb Construction on the Westside Near Project Site

El Granada CSD

Parking Supply and Occupancy Survey

Wednesday, 3/18/2026

	Ave Alhambra														Obispo Rd.				Hwy 1		Ave Portola		Coronado		Dirt Lot *A	Totals	Peak Hr
	Coronado to Ave Cabrillo		Ave Cabrillo to Isabella		Isabella to Ave Portola		Ave Portola to Ferdinand		Ferdinand to Ave Balboa		Ave Balboa to Coronado		Coronado to Alameda		Alhambra to Ave Portola		Ave Portola to Coronado		Coronado to end limits		Alhambra to Obispo		Alhambra to Hwy 1				
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	North	South	North	South			
Supply*	17	12	10	5	9	7	8	10	9	9	9	10	13	14	40	30	40	10	110	115	20	17	0	4	40	568	
3:00	0	0	2	2	4	2	3	7	4	6	0	0	0	0	0	2	20	0	33	27	7	4	0	0	3	123	
Occupancy %	0%	0%	20%	40%	44%	29%	38%	70%	44%	67%	0%	0%	0%	0%	0%	7%	50%	0%	30%	23%	35%	24%	0%	0%	8%		
4:00	0	0	2	1	4	3	3	7	4	5	0	0	0	0	1	2	20	0	31	37	9	8	0	0	6	137	24%
Occupancy %	0%	0%	20%	20%	44%	43%	38%	70%	44%	56%	0%	0%	0%	0%	3%	7%	50%	0%	28%	32%	45%	47%	0%	0%	15%		
5:00	0	1	2	2	5	4	3	7	5	5	0	0	0	0	2	2	26	0	26	33	11	3	0	0	7	137	
Occupancy %	0%	8%	20%	40%	56%	57%	38%	70%	56%	56%	0%	0%	0%	0%	5%	7%	65%	0%	24%	29%	55%	18%	0%	0%	18%		
6:00	0	2	1	2	4	5	6	6	5	5	0	0	0	0	2	3	23	0	32	29	6	2	0	0	8	133	
Occupancy %	0%	17%	10%	40%	44%	71%	75%	60%	56%	56%	0%	0%	0%	0%	5%	10%	58%	0%	29%	25%	30%	12%	0%	0%	20%		

Note:
 * all supply numbers are estimates except for Avenue Portola

*A - Park graphic on Figure 3 assumed approximately 115 spaces (70 on the El Granada's portion and 45 on Caltrans' portion). AMG assumed a conservatively low 40 spaces.

Parking Supply and Occupancy Survey

Saturday, 3/28/2026

	Ave Alhambra														Obispo Rd.				Hwy 1		Ave Portola		Coronado		Dirt Lot	Totals	Peak Hr
	Coronado to Ave Cabrillo		Ave Cabrillo to Isabella		Isabella to Ave Portola		Ave Portola to Ferdinand		Ferdinand to Ave Balboa		Ave Balboa to Coronado		Coronado to Alameda		Alhambra to Ave Portola		Ave Portola to Coronado		Coronado to end limits		Alhambra to Obispo		Alhambra to Hwy 1				
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	North	South	North	South			
Supply*	17	12	10	5	9	7	8	10	9	9	9	10	13	14	40	30	40	10	110	115	20	17	0	4	40	568	42%
Noon	0	0	3	3	3	4	3	4	4	6	0	0	0	0	1	2	19	0	90	49	12	6	0	0	19	228	
Occupancy %	0%	0%	30%	60%	33%	57%	38%	40%	44%	67%	0%	0%	0%	0%	3%	7%	48%	0%	82%	43%	60%	35%	0%	0%	48%		
1:00	0	0	3	1	4	5	2	5	4	5	0	0	0	0	1	2	19	0	86	90	8	4	0	0	21	239	
Occupancy %	0%	0%	30%	20%	44%	71%	25%	50%	44%	56%	0%	0%	0%	0%	3%	7%	48%	0%	78%	78%	40%	24%	0%	0%	53%		
2:00	1	0	2	1	4	5	2	5	3	5	0	0	0	0	1	1	23	0	60	89	9	2	0	0	18	213	
Occupancy %	6%	0%	20%	20%	44%	71%	25%	50%	33%	56%	0%	0%	0%	0%	3%	3%	58%	0%	55%	77%	45%	12%	0%	0%	45%		
3:00	1	0	3	2	5	5	2	5	4	6	0	0	0	0	1	1	22	0	66	82	12	4	0	0	11	221	
Occupancy %	6%	0%	30%	40%	56%	71%	25%	50%	44%	67%	0%	0%	0%	0%	3%	3%	55%	0%	60%	71%	60%	24%	0%	0%	28%		

Note:

* all supply numbers are estimates except for Avenue Portola

*A - Park graphic on Figure 3 assumed approximately 115 spaces (70 on the El Granada's portion and 45 on Caltrans' portion). AMG assumed a conservatively low 40 spaces.

Land Use: 495 Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickleball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (three study sites), a Saturday (one study site), and a Sunday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	58	50	—
8:00 a.m.	72	75	—
9:00 a.m.	95	100	—
10:00 a.m.	94	89	—
11:00 a.m.	95	80	11
12:00 p.m.	83	68	43
1:00 p.m.	65	60	69
2:00 p.m.	56	60	84
3:00 p.m.	64	53	100
4:00 p.m.	75	52	75
5:00 p.m.	84	49	—
6:00 p.m.	100	50	—
7:00 p.m.	99	50	—
8:00 p.m.	—	—	—
9:00 p.m.	—	—	—
10:00 p.m.	—	—	—
11:00 p.m.	—	—	—

Additional Data

The average parking supply ratio for 12 study sites in a general urban/suburban setting is 2.8 spaces per 1,000 square feet GFA. For one site in a dense multi-use urban setting, the parking supply ratio is 1.2 spaces per 1,000 square feet GFA. The average peak parking occupancy at the general urban/suburban sites is 68 percent. The peak parking occupancy at the dense multi-use urban site is 98 percent.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, British Columbia (CAN), Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, and Utah.

Source Numbers

276, 431, 514, 516, 530, 555, 632

Recreational Community Center (495)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

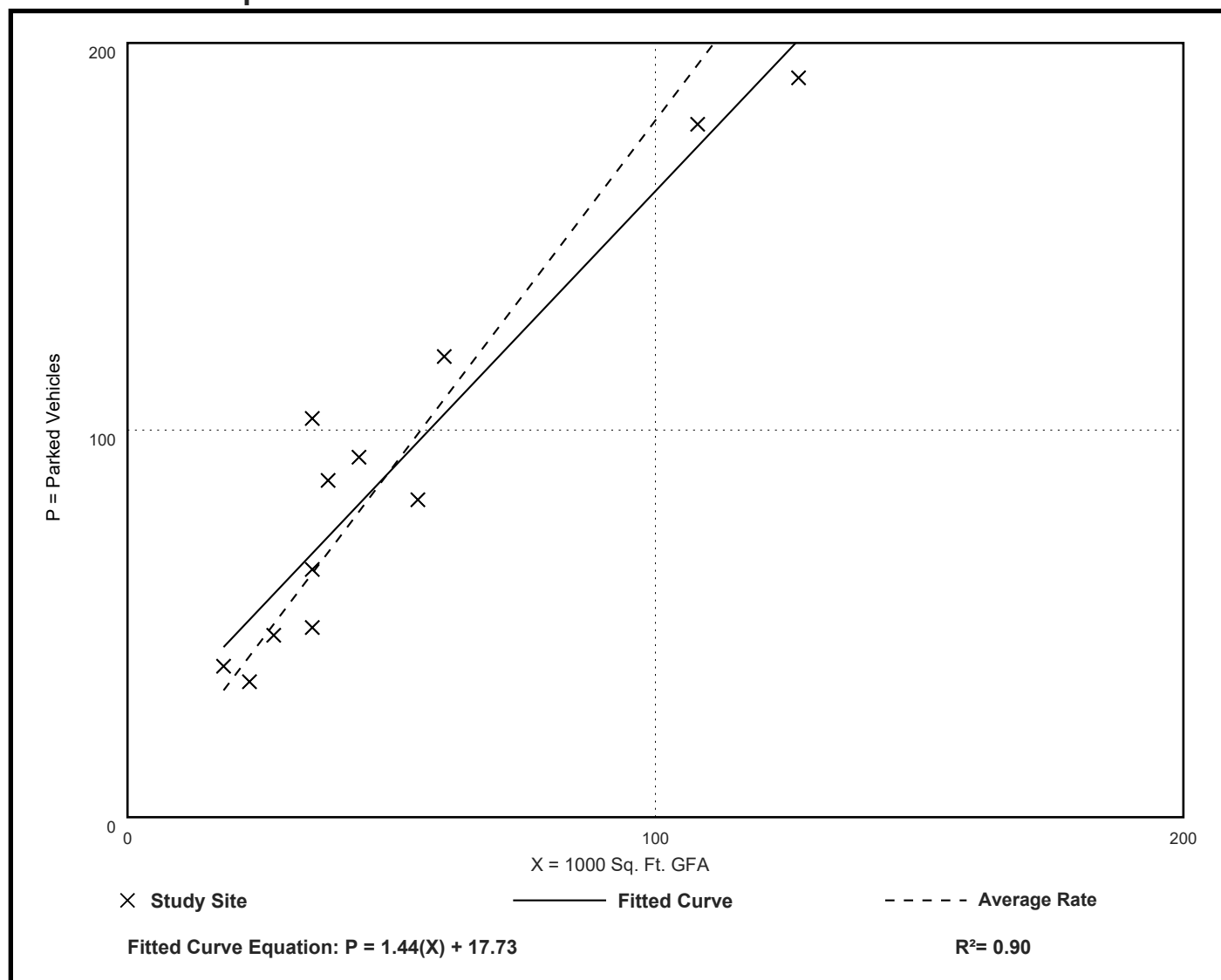
Number of Studies: 12

Avg. 1000 Sq. Ft. GFA: 51

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.80	1.40 - 2.94	1.56 / 2.32	***	0.40 (22%)

Data Plot and Equation



Recreational Community Center (495)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

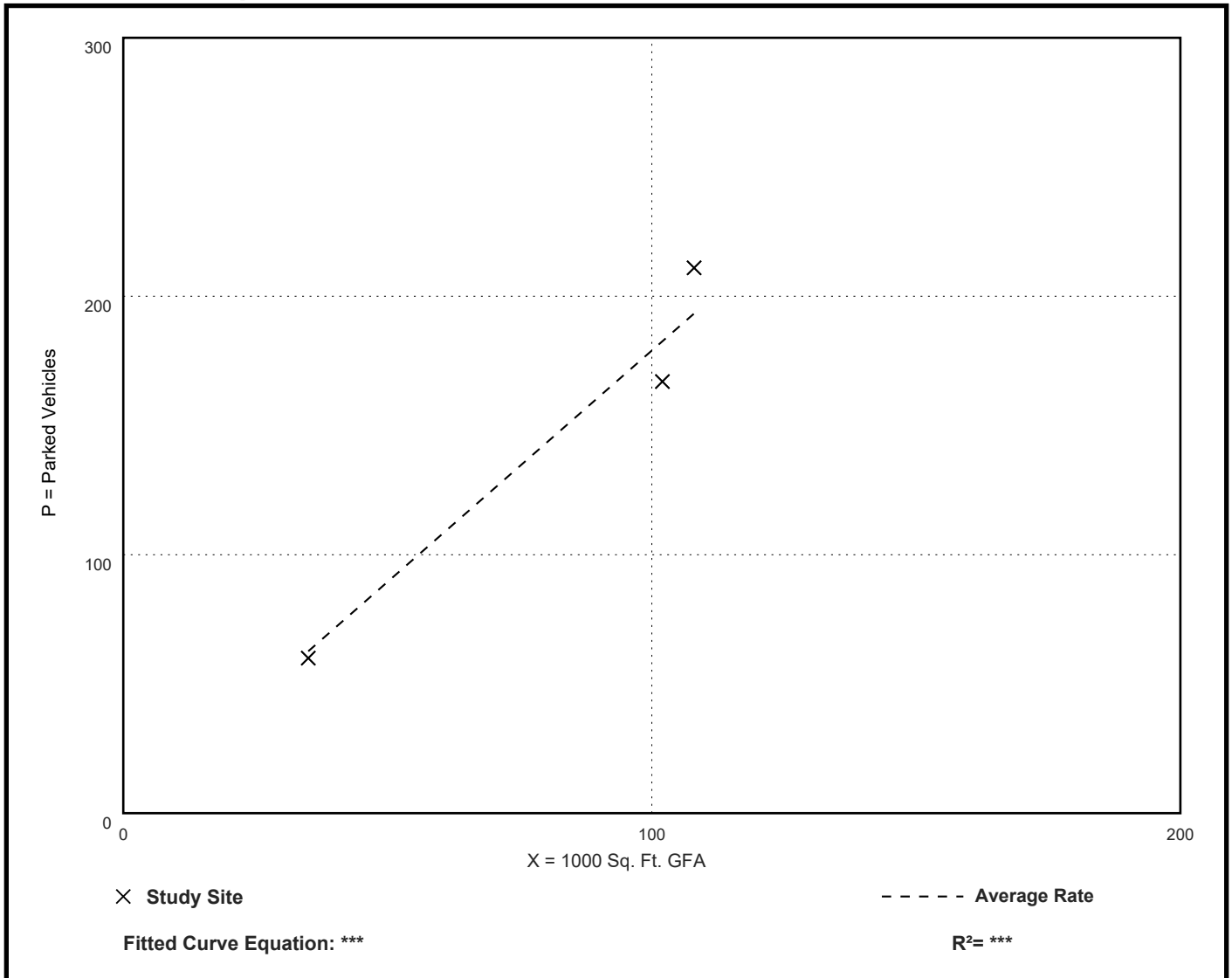
Number of Studies: 3

Avg. 1000 Sq. Ft. GFA: 82

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.79	1.64 - 1.95	1.66 / 1.95	***	0.18 (10%)

Data Plot and Equation



Land Use: 411 Public Park

Description

A public park is owned and operated by a municipal, county, state, or federal agency. Park facilities in the study sites range from passive amenities such as walking trails and picnic tables to active amenities such as basketball courts, playgrounds, skate parks, softball fields, horseshoe pits, and even a roller-skating rink.

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one study site), a Saturday (three study sites) and a Sunday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	28	20	17
8:00 a.m.	33	25	28
9:00 a.m.	56	67	31
10:00 a.m.	61	82	36
11:00 a.m.	68	98	67
12:00 p.m.	93	90	76
1:00 p.m.	70	100	96
2:00 p.m.	86	97	100
3:00 p.m.	100	88	96
4:00 p.m.	91	80	79
5:00 p.m.	93	61	57
6:00 p.m.	95	57	53
7:00 p.m.	—	—	—
8:00 p.m.	—	—	—
9:00 p.m.	—	—	—
10:00 p.m.	—	—	—
11:00 p.m.	—	—	—

Additional Data

The percentage of the park area that is used most intensively varies considerably for the study sites in this land use.

The average parking supply ratio for the four study sites in a general urban/suburban setting and with parking supply information is 1.8 spaces per acre. The average peak parking occupancy at these five sites is 43 percent.

The sites were surveyed in the 2000s, the 2010s, and the 2020s in Alabama, California, District of Columbia, New York, Oregon, and Virginia.

Source Numbers

314, 315, 520, 612, 622

Public Park (411)

Peak Period Parking Demand vs: Acres

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

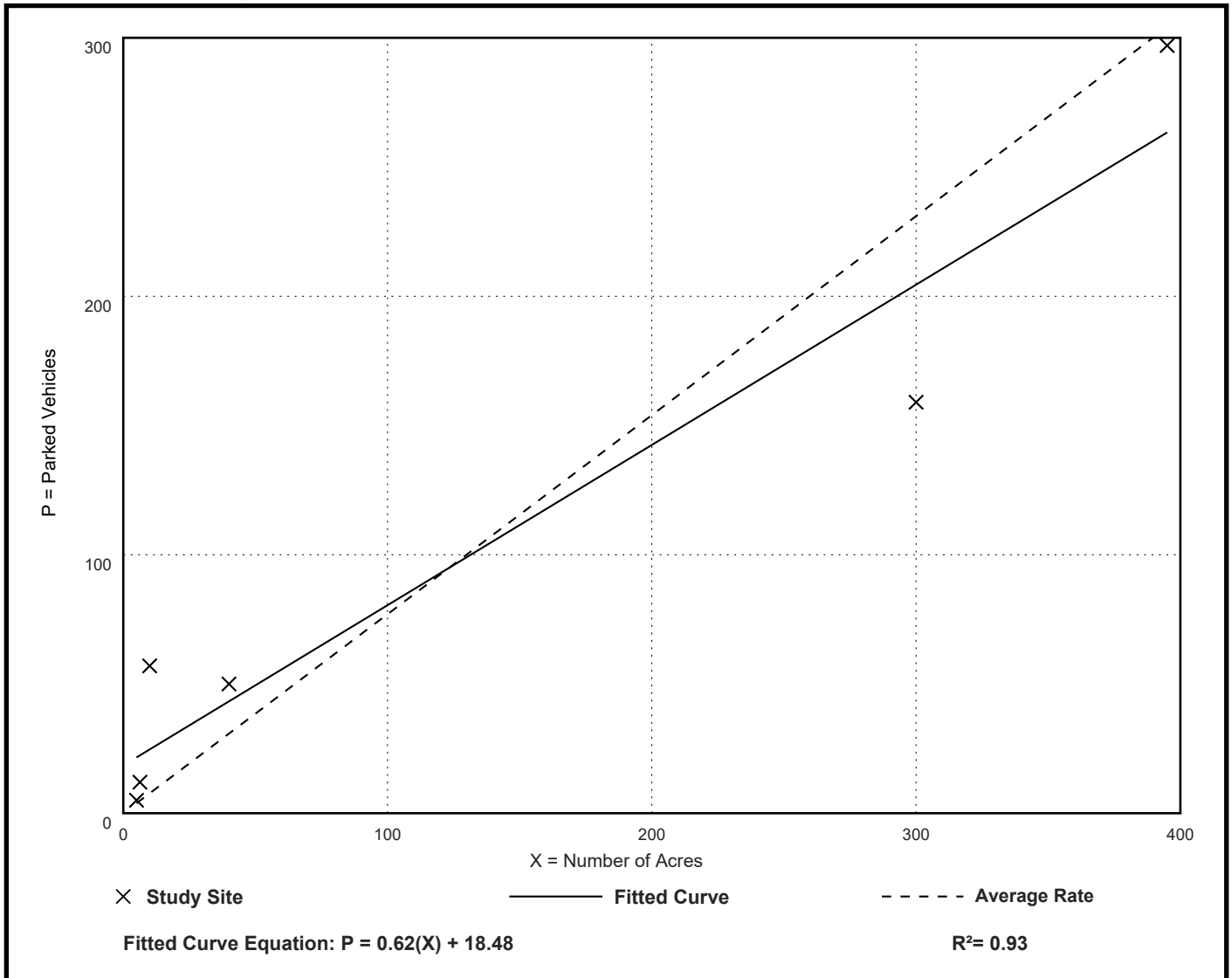
Number of Studies: 6

Avg. Num. of Acres: 126

Peak Period Parking Demand per Acre

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.77	0.53 - 5.71	0.83 / 5.52	***	0.66 (86%)

Data Plot and Equation



Public Park (411)

Peak Period Parking Demand vs: Acres

On a: Saturday

Setting/Location: General Urban/Suburban

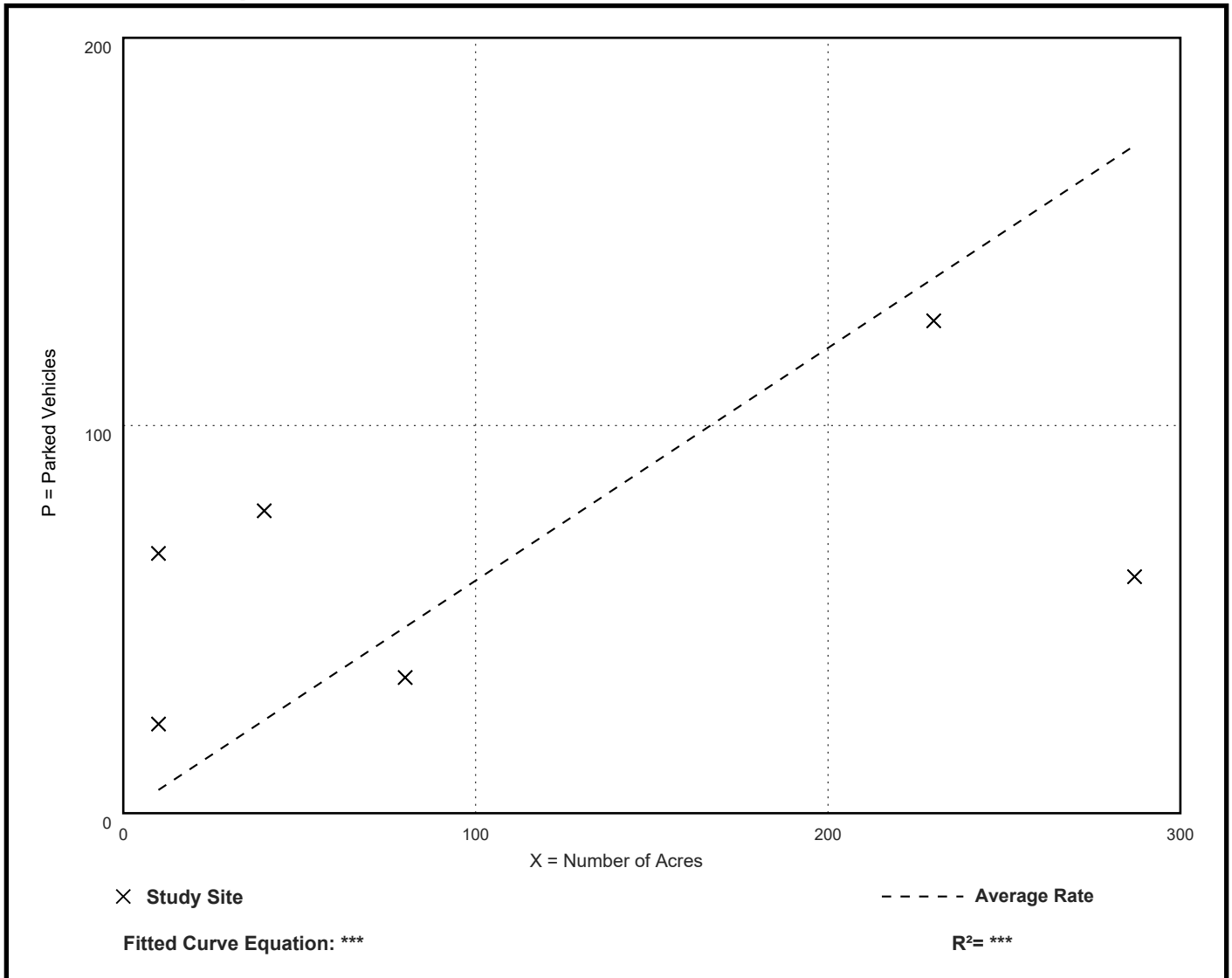
Number of Studies: 6

Avg. Num. of Acres: 110

Peak Period Parking Demand per Acre

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.60	0.21 - 6.71	0.47 / 6.49	***	0.98 (163%)

Data Plot and Equation



Public Park (411)

Peak Period Parking Demand vs: Acres

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Acres: 20

Peak Period Parking Demand per Acre

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.33	1.00 - 7.21	1.58 / 7.21	***	2.79 (120%)

Data Plot and Equation

