



CITY OF PALO ALTO PROJECT FOR GRADE SEPARATION

Churchill Avenue, Meadow Drive,
and Charleston Road

Traffic Analysis Memo

November 2025



CITY OF
PALO ALTO



TABLE OF CONTENTS

01 Introduction	1
02 Study Area	1
03 Data Collection	5
04 Existing Conditions Analysis.....	8
Existing Conditions Intersection Calibration	8
Existing Conditions LOS Results – Churchill Avenue	12
Existing Conditions Queuing Results – Churchill Avenue.....	13
Existing Conditions LOS Results – Meadow Drive & Charleston Road	14
Existing Conditions Queuing Results – Meadow Drive & Charleston Road.....	15
05 Project Alternatives.....	18
06 Existing Plus Project Conditions Analysis	29
Churchill – No Rail (Closure)	29
Churchill Avenue – Partial Underpass (1-Lane).....	32
Meadow Drive & Charleston Road – No Rail (Hybrid)	35
Meadow Drive & Charleston Road – Underpass (1-Lane RAB)	39
Meadow Drive & Charleston Road – Underpass (DAR)	43
07 Future 2040 Forecast	47
08 Future 2040 No Build Conditions Analysis	51
Future 2040 No Build Conditions LOS Results – Churchill Avenue	51
Future 2040 No Build Conditions Queuing Results – Churchill Avenue.....	52
Future 2040 No Build Conditions LOS Results – Meadow Drive & Charleston Road.....	54
Future 2040 No Build Conditions Queuing Results – Meadow Drive & Charleston Road	56
09 Future 2040 Plus Project Conditions Analysis	59
Churchill Avenue – Partial Underpass (1-Lane).....	59
Meadow Drive & Charleston Road – No Rail (Hybrid)	62
Meadow Drive & Charleston Road – Underpass (1-Lane RAB)	66
Meadow Drive & Charleston Road – Underpass (DAR)	70
10 Summary	74
Appendices	77



LIST OF TABLES

Table 1. Intersection Level of Service (LOS) Thresholds	8
Table 2. Existing AM Peak Hour LOS – Churchill Ave.....	12
Table 3. Existing PM Peak Hour LOS – Churchill Ave.....	12
Table 4. Existing Intersection Queuing – Churchill Ave	13
Table 5. Existing AM Peak Hour LOS – Meadow Dr & Charleston Rd	14
Table 6. Existing PM Peak Hour LOS – Meadow Dr & Charleston Rd	15
Table 7. Existing Intersection Queuing – Meadow Dr & Charleston Rd	16
Table 8. Existing Plus Project AM Peak Hour LOS – Churchill Ave – No Rail (Closure).....	30
Table 9. Existing Plus Project PM Peak Hour LOS – Churchill Ave – No Rail (Closure).....	30
Table 10. Existing Plus Project Intersection Queuing – Churchill Ave – No Rail (Closure)	31
Table 11. Existing Plus Project AM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)	33
Table 12. Existing Plus Project PM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)	33
Table 13. Existing Plus Project Intersection Queuing – Churchill Ave – Partial Underpass (1-Lane).....	34
Table 14. Existing Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)	36
Table 15. Existing Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)	36
Table 16. Existing Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – No Rail (Hybrid).....	37
Table 17. Existing Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)	40
Table 18. Existing Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)	41
Table 19. Existing Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB).....	41
Table 20. Existing Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR)	44
Table 21. Existing Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR)	45
Table 22. Existing Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (DAR).....	45
Table 23. Future 2040 No Build AM Peak Hour LOS – Churchill Ave	52
Table 24. Future 2040 No Build PM Peak Hour LOS – Churchill Ave	52
Table 25. Future 2040 No Build Intersection Queuing – Churchill Ave.....	53
Table 26. Future 2040 No Build AM Peak Hour LOS – Meadow Dr & Charleston Rd.....	55
Table 27. Future 2040 No Build PM Peak Hour LOS – Meadow Dr & Charleston Rd.....	55
Table 28. Future 2040 No Build Intersection Queuing – Meadow Dr & Charleston Rd	57
Table 29. Future 2040 Plus Project AM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)	60
Table 30. Future 2040 Plus Project PM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)	61
Table 31. Future 2040 Plus Project Intersection Queuing – Churchill Ave – Partial Underpass (1-Lane).....	61
Table 32. Future 2040 Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)	63
Table 33. Future 2040 Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)	63
Table 34. Future 2040 Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – No Rail (Hybrid).....	64
Table 35. Future 2040 Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB).....	67
Table 36. Future 2040 Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB).....	68
Table 37. Future 2040 Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB).....	68
Table 38. Future 2040 Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR).....	71
Table 39. Future 2040 Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR).....	72
Table 40. Future 2040 Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (DAR)	72
Table 41. Churchill Ave Project Alternatives LOS Comparison	76
Table 42. Meadow Dr & Charleston Rd Project Alternatives LOS Comparison.....	76



LIST OF FIGURES

Figure 1. Study Intersections Overview	2
Figure 2. Churchill Ave Project Limits and Study Intersections	3
Figure 3. Meadow Dr & Charleston Rd Project Limits and Study Intersections	4
Figure 4. Existing Intersection Lane Configurations and Count Volumes – Churchill Ave.....	6
Figure 5. Existing Intersection Lane Configurations and Count Volumes – Meadow Dr & Charleston Rd.....	7
Figure 6. Existing Intersection Lane Configurations and Demand Volumes – Churchill Ave.....	10
Figure 7. Existing Intersection Lane Configurations and Demand Volumes – Meadow Dr & Charleston Rd	11
Figure 8. Meadow Dr Hybrid Design Concept	19
Figure 9. Charleston Rd Hybrid Design Concept.....	20
Figure 10. Churchill Partial Underpass (1-Lane) Design Concept	22
Figure 11. Meadow Underpass Design Concept	24
Figure 12. Charleston Underpass (1-Lane RAB) Design Concept	27
Figure 13. Charleston Underpass (DAR) Design Concept	28
Figure 14. Existing Plus Project Demand Volumes – Churchill Ave – Partial Underpass (1-Lane)	32
Figure 15. Existing Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)	39
Figure 16. Existing Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (DAR)	43
Figure 17. Travel Demand Model Segment Volume Locations	48
Figure 18. Future Intersection Lane Configurations and 2040 Demand Volumes – Churchill Ave	49
Figure 19. Future Intersection Lane Configurations and 2040 Demand Volumes – Meadow Dr & Charleston Rd	50
Figure 20. Future 2040 Plus Project Demand Volumes – Churchill Ave – Partial Underpass (1-Lane)	59
Figure 21. Future 2040 Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)	66
Figure 22. Future 2040 Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (DAR)	70

LIST OF APPENDICES

Appendix A. Traffic Counts and Signal Timing Sheets
Appendix B. Existing Conditions SimTraffic Simulation Outputs
Appendix C. Existing Plus Project SimTraffic Simulation Outputs
Appendix D. Grade Crossing Alternative Preliminary Concepts
Appendix E. Travel Demand Model Segment Volume Calculations
Appendix F. Future (2040) No Build SimTraffic Simulation Outputs
Appendix G. Future (2040) Plus Project SimTraffic Simulation Outputs
Appendix H. Additional Alternative Analysis Summaries



01 Introduction

The City of Palo Alto (City), in cooperation with Caltrain, proposes to improve multimodal accessibility and safety through grade separation of three major Caltrain rail crossings in the City of Palo Alto: Churchill Avenue, Meadow Drive, and Charleston Road. This memorandum summarizes the traffic analysis performed for the proposed grade separation alternatives at the three rail crossings.

02 Study Area

The traffic study limits extend along Alma Street, Churchill Avenue, Meadow Drive, and Charleston Road in the City of Palo Alto. The study limits extend beyond the primary intersections at each rail crossing location to capture the impacts of queue spillback and to capture the upstream and downstream bottlenecks that control the traffic flow to and from the Project area.

Figure 1 shows an overview of the study intersections. For the analysis, study intersections were split based on proximity to the rail crossings, so the Churchill Avenue study intersections are Intersection #1 and Intersections #4-7, as shown in **Figure 2**, and the Meadow Drive and Charleston Road study intersections are Intersections #2-3 and Intersections #8-16, as shown in **Figure 3**.

The Existing and Future study intersections are listed below:

Study Intersections (Existing)

1. Alma Street & Churchill Avenue	9. Meadow Drive & Park Boulevard
2. Alma Street & Meadow Drive	10. Alma Street & Lindero Drive
3. Alma Street & Charleston Road	11. Alma Street & Ely Place
4. Alma Street & Kellogg Avenue	12. Charleston Road & Carlson Court
5. Alma Street & Coleridge Avenue	13. Charleston Road & Mumford Place
6. Churchill Avenue & Mariposa Avenue	14. Charleston Road & Wright Place
7. Churchill Avenue & Paly Road/Castilleja Avenue	15. Charleston Road & Park Boulevard
8. Alma Street & Alma Village Circle	16. Charleston Road & Ruthelma Avenue

Study Intersections (Future)

17. Alma Street (Upper) & Churchill Avenue	21. Charleston Road & Alma Street Ramps (Upper)
18. Meadow Drive & SB Alma Street Ramp	22. Charleston Road Roundabout (RAB)
19. Meadow Drive & NB Alma Street Ramp	23. Charleston Road Direct Access Ramp (DAR)
20. Charleston Road & Alma Street Ramps (Lower)	

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Figure 1. Study Intersections Overview

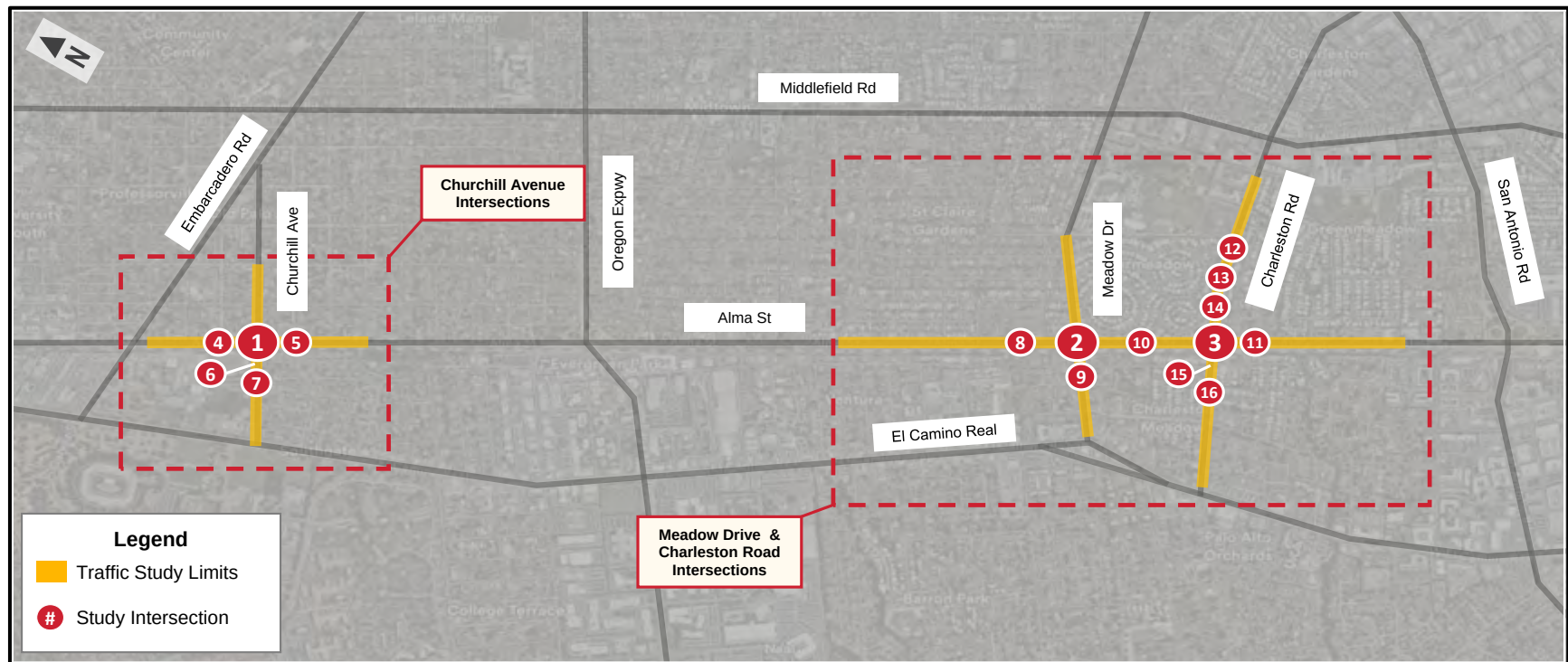




Figure 2. Churchill Ave Project Limits and Study Intersections



Note: Alma St will be referred to as north/south and Churchill Ave, Meadow Dr, and Charleston Rd will be referred to as east/west.



Figure 3. Meadow Dr & Charleston Rd Project Limits and Study Intersections



Note: Alma St will be referred to as north/south and Churchill Ave, Meadow Dr, and Charleston Rd will be referred to as east/west.



03 Data Collection

Data was collected during the AM, School, and PM peak periods at each study intersection and along the study corridors to determine vehicle, pedestrian, and bicycle volumes, and the location of congestion and queues within the study area.

Average Daily Traffic (ADT) Volumes

For better understanding of the traffic travel patterns, 24-hour counts were conducted at ten (10) major segments in the study area for a total of 7 days:

- Alma Street between Melville Avenue & Kellogg Avenue
- Alma Street between Coleridge Avenue & Lowell Avenue
- Churchill Avenue between Madrono Avenue & Castilleja Avenue
- Churchill Avenue between Alma Street & Emerson Street
- Alma Street between El Verano Avenue & Alma Village Circle
- Alma Street between Ely Place & Greenmeadow Way
- Meadow Drive between 2nd Street & Park Boulevard
- Meadow Drive between Alma Street & Emerson Street
- Charleston Road between Wilkie Way & Ruthelma Avenue
- Charleston Road between Wright Place & Mumford Place

These counts included volumes and vehicle classification. The raw ADT data is included in **Appendix A**.

Intersection Turning Movement Volumes

Intersection turning movement counts, including vehicle, pedestrian, bicycle, and heavy vehicle data, were conducted at the study intersections during the AM peak period (7:30 – 9:30 AM), School peak period (3:00 – 5:00 PM), and PM peak period (5:00 – 7:00 PM) on a non-holiday weekday, Tuesday, May 13, 2025, while local schools were in session. The PM peak period showed higher overall intersection volumes compared to the School peak period, so only the PM peak period was analyzed as a conservative approach. To ensure a conservative analysis, the highest 60-minute volumes within the AM and PM peak periods were identified and used.

The existing intersection lane configurations and AM and PM peak hour count volumes are shown in **Figure 4** and **Figure 5** for the study intersections.

The raw traffic count data is included in **Appendix A**.

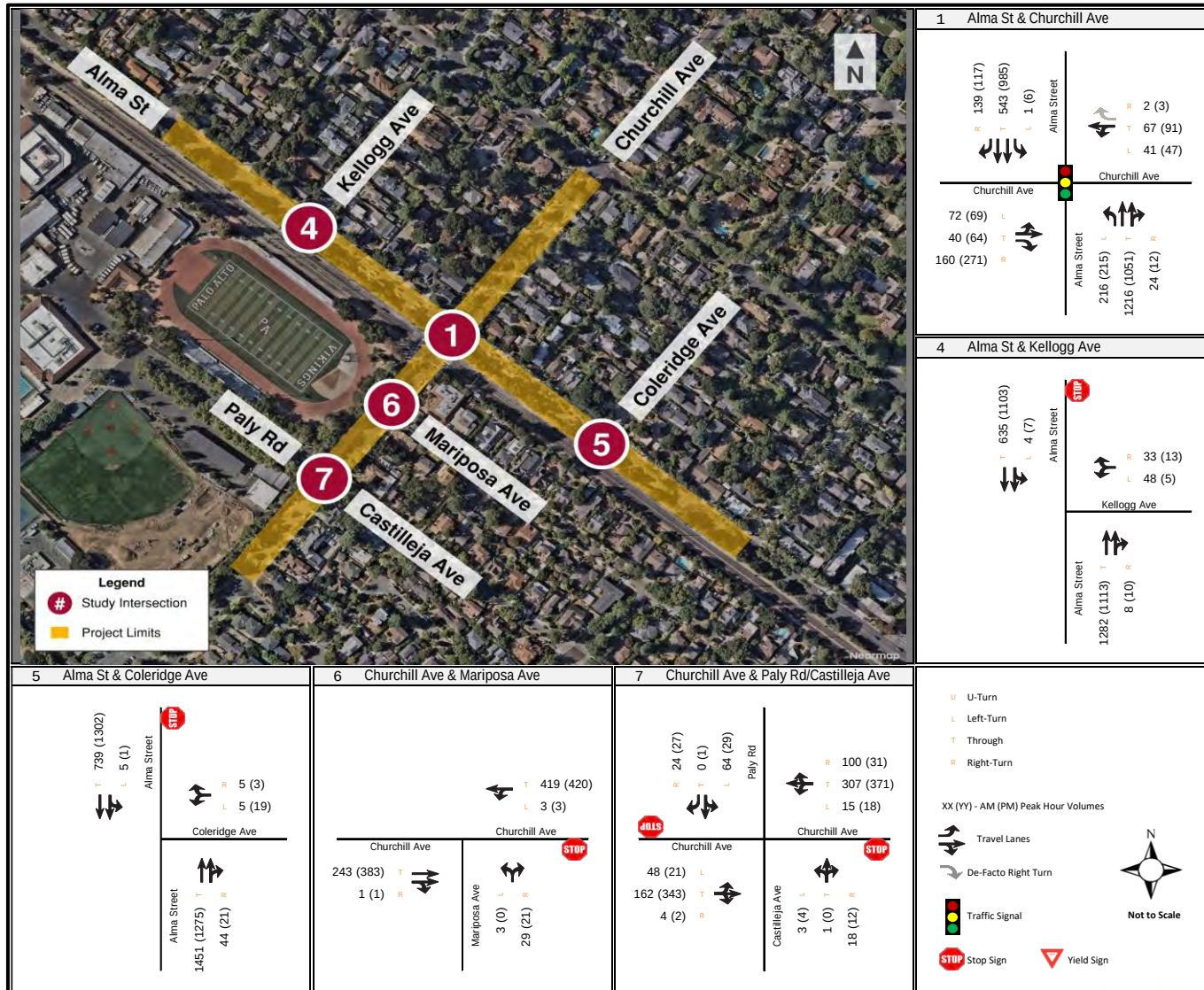
Signal Timing Data

Signal timing and phasing data for each of the signalized study intersections was obtained from the City of Palo Alto and Caltrain. Signal timing sheets are included in **Appendix A**.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



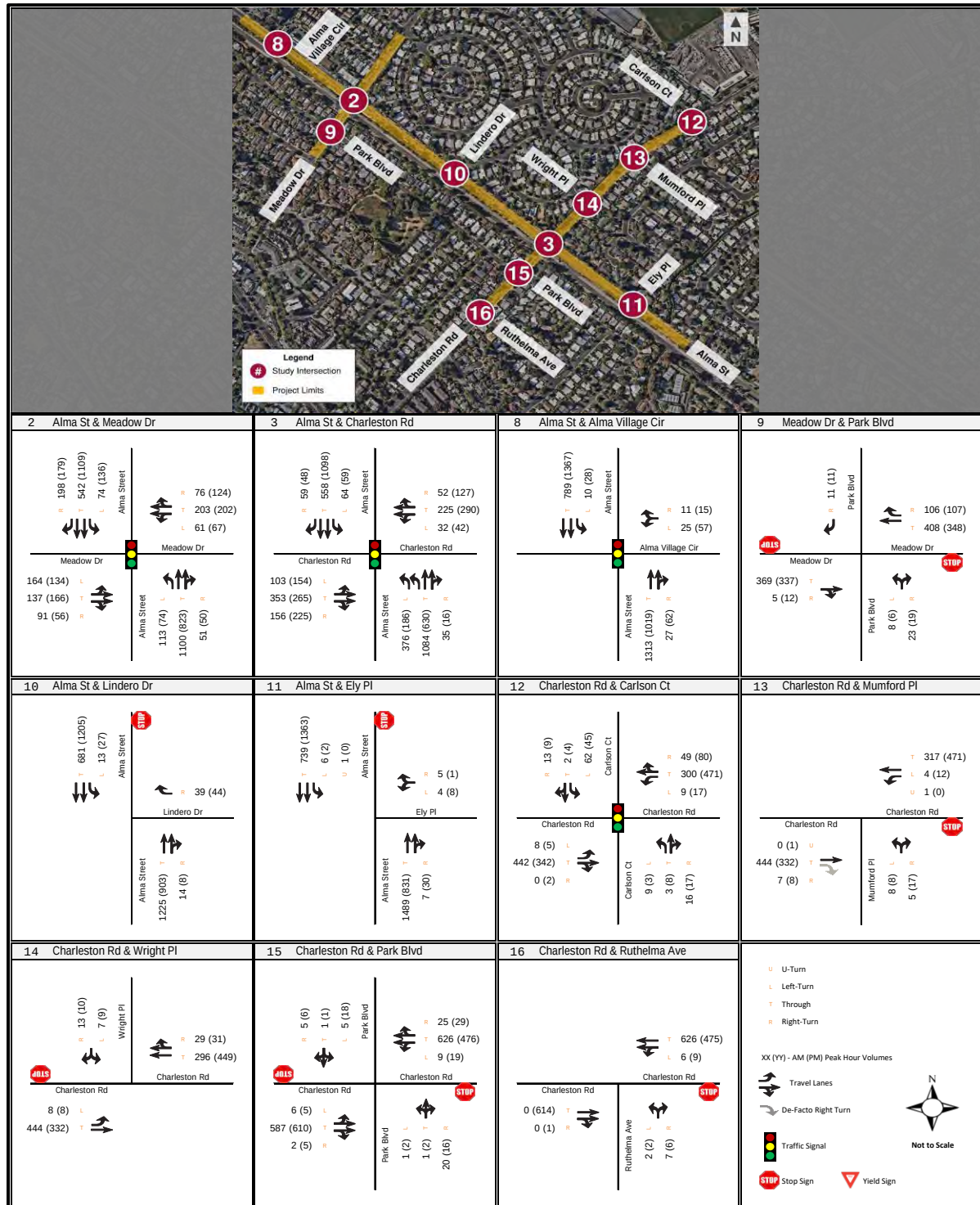
Figure 4. Existing Intersection Lane Configurations and Count Volumes – Churchill Ave



CITY OF PALO ALTO PROJECT FOR GRADE SEPARATION: CHURCHILL AVENUE, MEADOW DRIVE, AND CHARLESTON ROAD



Figure 5. Existing Intersection Lane Configurations and Count Volumes – Meadow Dr & Charleston Rd





04 Existing Conditions Analysis

Existing Conditions Intersection Calibration

Study intersections were analyzed using methodologies consistent with HCM 7th Edition (Highway Capacity Manual – Transportation Research Board, 2022) using the Synchro/SimTraffic 12.0 micro-simulation modeling program. Vehicle delay was calculated using the SimTraffic program and was correlated to LOS thresholds from HCM 7th. Level of Service (LOS) is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from A to F. LOS A indicates free-flowing traffic and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections. LOS A to D typically indicates acceptable operations.

For signalized (SIG) intersections and all-way stop controlled (AWSC) intersections, the LOS reported is the weighted average control delay of all movements measured in seconds per vehicle. For side-street stop-controlled (SSSC) and roundabout-controlled (RAB) intersections, the LOS reported is based on the maximum delay of all movements measured in seconds per vehicle.

Existing intersection peak-hour demand volumes, lane configurations, and signal timings are used as inputs in the LOS calculations. The LOS criteria used for this methodology are summarized in **Table 1** for both signalized and unsignalized intersections. Results from an average of ten (10) SimTraffic simulation runs were used to determine the delay and LOS at all intersections.

Table 1. Intersection Level of Service (LOS) Thresholds

Level of Service	Average Delay (seconds / vehicle)		Description
	Signalized	Unsignalized	
A	≤ 10.0	≤ 10.0	Little or no traffic delay
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0	Minimal traffic delay
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0	Average traffic delay
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0	Long traffic delay
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0	Very long traffic delay
F	> 80.0	> 50.0	Extreme traffic delay

Source: Highway Capacity Manual

The SimTraffic simulation model was calibrated to reflect the field observed queues during the peak hours. Intersection lane geometries, signal timings, roadway speeds, and turning movement volumes including pedestrian, bike, and heavy vehicle data are coded in the Synchro model for all study intersections. The SimTraffic model was coded to match the existing lane geometries as closely as possible, but due to the limitations of the SimTraffic program, some lane geometry modifications were made to more accurately replicate vehicle behavior and congestion observed in the field.

The Churchill Avenue rail crossing (Intersection #1) and the adjacent intersections (Intersections #4-7) are coded together in a Synchro/SimTraffic model and the Meadow Drive (Intersection #2) and Charleston Road (Intersection #3) and the adjacent intersections (Intersections #8-16) are coded together in a separate Synchro/SimTraffic model. The intersections are coded together in each set of models to capture queue spillback and the upstream and downstream bottlenecks that control traffic flow to the Project area.



Existing conditions were simulated in SimTraffic by giving the seeding time (loading time) of 30 minutes (to account for the queues extending from the previous hours in the peak period) and recording the time of one hour to analyze the hourly operations. The existing counts at the intersections do not reflect the volumes in queue; therefore, the traffic volume was adjusted to replicate the demand volume that corresponds to the queue length observed in the field during the peak hours. Generally, count volumes are increased to capture the queues observed in the field that were not captured in the counts to develop the demand volumes, but in some cases, such as with illegal turns or U-turns, traffic volumes recorded in the counts were re-routed, so the demand volume may be less than the count. The volume served (flow) is then compared to the counts to validate the intersection throughput.

There is a certain amount of random variability inherent to a microscopic simulation model such as SimTraffic. This is due to the random distribution of vehicle entry time, vehicle type, traffic fleet composition, and driver behavior. This is very similar to the random variability of the day-to-day observations in the field. Therefore, the simulation model is run multiple times with different random number seeds. The calibration procedure then looks at a statistical comparison between the model runs and the field data. For this study, ten (10) runs using different random number seeds were conducted for the AM and PM peak hours. The calibrated demand volumes at the study intersections are presented in **Figure 6** and **Figure 7** for the AM and PM peak hours.

Detailed SimTraffic outputs for Existing conditions are summarized in **Appendix B**.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



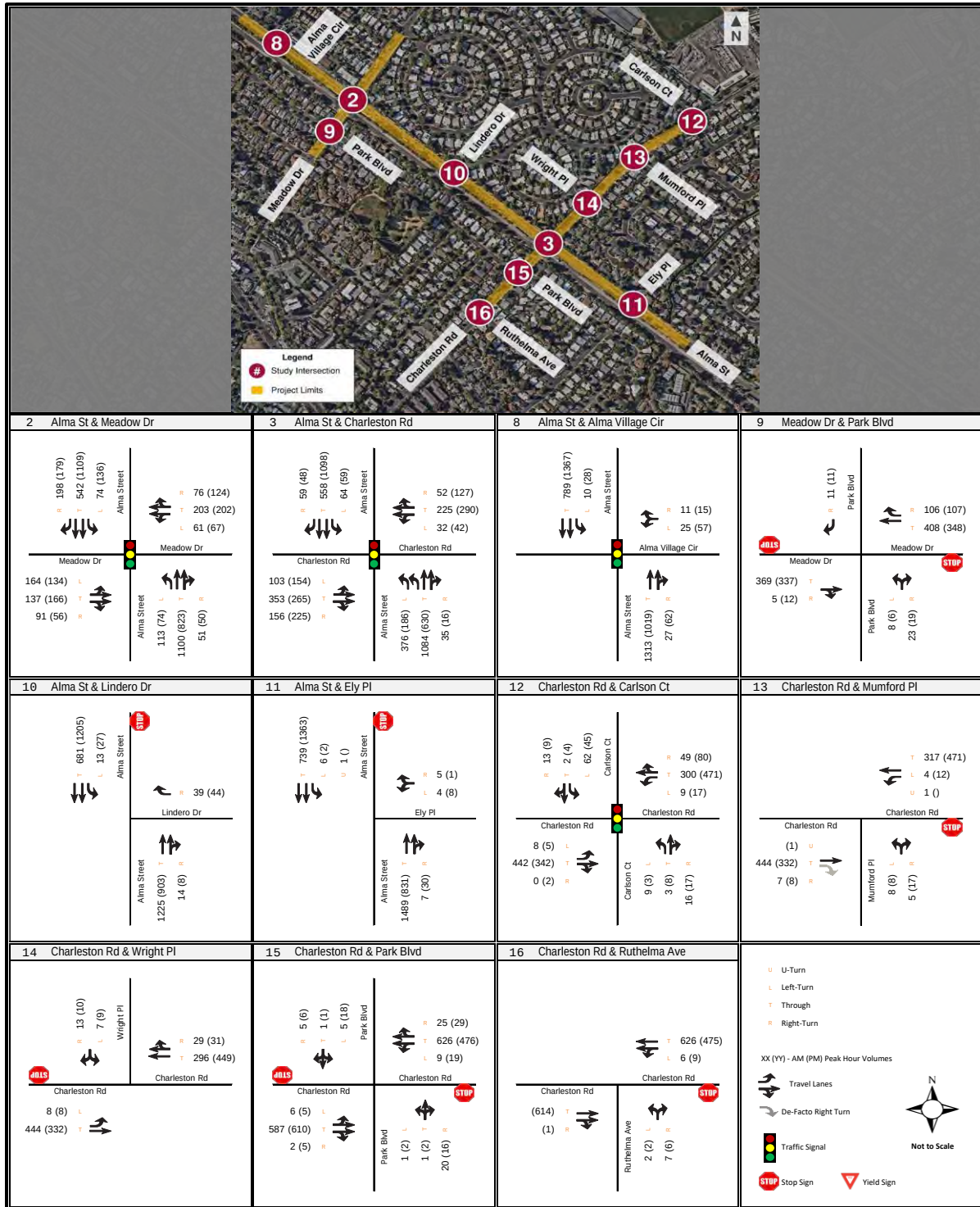
Figure 6. Existing Intersection Lane Configurations and Demand Volumes – Churchill Ave



CITY OF PALO ALTO PROJECT FOR GRADE SEPARATION: CHURCHILL AVENUE, MEADOW DRIVE, AND CHARLESTON ROAD



Figure 7. Existing Intersection Lane Configurations and Demand Volumes – Meadow Dr & Charleston Rd





Existing Conditions LOS Results – Churchill Avenue

Intersection LOS results for the Churchill Avenue study intersections are summarized in **Table 2** and **Table 3** for the AM and PM peak hours, respectively. Based on the LOS results, one (1) intersection in the AM peak hour and two (2) intersections in the PM peak hour operate at unacceptable LOS **E** or **F**:

AM Peak Hour

(#5) Alma Street & Coleridge Avenue – SSSC [**LOS E**]

PM Peak Hour

(#4) Alma Street & Kellogg Avenue – SSSC [**LOS E**]

(#5) Alma Street & Coleridge Avenue – SSSC [**LOS E**]

Table 2. Existing AM Peak Hour LOS – Churchill Ave

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Alma St & Churchill Ave	Signal	Delay LOS	30.0 C	-	78.4 E	23.3 C	17.9 B	-	0.0 A	28.3 C	17.4 B	-	28.0 C	30.5 C	4.1 A	-	73.6 E	74.6 E	32.2 C
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	27.8 D	-	-	3.0 A	2.4 A	-	16.0 C	0.8 A	-	-	-	-	-	-	27.8 D	-	16.9 C
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	45.2 E	-	-	2.8 A	1.6 A	-	9.8 A	2.1 A	-	-	-	-	-	-	45.2 E	-	14.8 B
6	Churchill Ave & Mariposa Ave	SSSC (NB)	Delay LOS	8.9 A	-	8.9 A	-	4.8 A	-	-	-	-	-	-	2.5 A	0.2 A	-	2.8 A	0.6 A	-
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	11.4 B	-	6.8 A	0.0 A	4.5 A	-	11.4 B	-	4.9 A	-	6.8 A	1.9 A	1.2 A	-	3.1 A	2.0 A	1.1 A

Note: Results are based on an average of 10 SimTraffic simulation runs.

Table 3. Existing PM Peak Hour LOS – Churchill Ave

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Alma St & Churchill Ave	Signal	Delay LOS	39.7 D	- -	114.7 F	22.2 C	15.7 B	- -	137.6 F	35.3 D	38.9 D	- -	23.7 C	30.7 C	7.0 A	- -	147.7 F	148.8 F	131.6 F
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	43.1 E	- -	- -	2.4 A	1.9 A	- -	13.9 B	3.1 A	- -	- -	- -	- -	- -	- -	43.1 E	- -	12.3 B
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	49.9 E	- -	- -	6.9 A	4.0 A	- -	0.0 A	2.6 A	- -	- -	- -	- -	- -	- -	49.9 E	- -	22.9 C
6	Churchill Ave & Mariposa Ave	SSSC (NB)	Delay LOS	30.1 D	- -	- -	- -	30.1 D	- -	- -	- -	- -	- -	- -	16.1 C	12.9 B	- -	3.2 A	0.7 A	- -
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	34.7 D	- -	20.6 C	- -	19.1 C	- -	34.7 D	34.5 D	5.3 A	- -	13.4 B	9.8 A	11.6 B	- -	4.1 A	1.8 A	1.0 A

Note: Results are based on an average of 10 SimTraffic simulation runs.



Existing Conditions Queuing Results – Churchill Avenue

The average and 95th percentile queue lengths (measured in feet) were also determined using SimTraffic. The queue lengths are summarized in **Table 4** for the AM and PM peak hours. The 95th percentile queue length is the length of a queue that has a 5% chance of being exceeded during a given time period.

In the AM peak hour, eastbound queues at Alma Street & Churchill Avenue (#1) extend past Mariposa Avenue (#6). Along Alma Street, northbound left queues exceed storage capacity and join the northbound through queues at the intersection which extend past Coleridge Avenue (#5). In the southbound direction, southbound right queues also exceed storage capacity. These queues occur primarily due to rail interruptions at Alma Street & Churchill Avenue (#1).

In the PM peak hour, eastbound queues at Alma Street & Churchill Avenue (#1) extend past Paly Road/Castilleja Avenue (#7). Along Alma Street, northbound left queues exceed storage capacity and join the northbound through queue at the intersection which extends past Coleridge Avenue (#5), almost to the next intersection. In the southbound direction, southbound right queues also exceed storage capacity and join the southbound through queue which extends past Kellogg Avenue (#4). These queues occur primarily due to rail interruptions at Alma Street & Churchill Avenue (#1).

Table 4. Existing Intersection Queuing – Churchill Ave

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
1	Alma St & Churchill Ave*	EBLT	140	65	195	94	555
		EBR	140	32	100	89	344
		WBLT	500	111	209	234	425
		WBR	30	3	22	4	25
		NBL	330	221	492	244	728
		NBT	400	270	492	257	728
		NBTR	400	259	469	243	696
		SBL	80	1	12	8	34
4	Alma St & Kellogg Ave	SBT	400	152	264	290	515
		SBR	110	83	264	75	515
		WBLR	510	46	89	14	40
		NBT	400	0	7	0	5
		NBTR	400	0	0	0	0
5	Alma St & Coleridge Ave	SBLT	420	6	44	34	123
		SBT	420	0	13	25	108
		WBLR	520	11	37	25	62
		NBT	420	18	98	56	334
		NBTR	420	11	75	43	302
6	Churchill Ave & Mariposa Ave	SBLT	400	4	29	1	15
		SBT	400	0	7	0	10
		EBT	180	11	70	80	219
		EBTR	50	5	34	37	219
7	Churchill Ave & Paly Rd/Castilleja Ave	WBLT	140	1	13	4	40
		NBLR	770	21	47	18	49
		EBLTR	310	21	69	58	246
		WBLTR	180	7	41	19	77
		NBLTR	210	17	43	14	41
		SBLT	250	38	76	24	66
		SBR	70	19	54	23	56

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersection #1 include queue spillback into adjacent unsignalized intersections.



Existing Conditions LOS Results – Meadow Drive & Charleston Road

Intersection LOS results for the Meadow Drive and Charleston Road study intersections are summarized in **Table 5** and **Table 6** for the AM and PM peak hours, respectively. Based on the LOS results, two (2) intersections in the AM peak hour and six (6) intersections in the PM peak hour operate at unacceptable LOS **E** or **F**:

AM Peak Hour

(#3) Alma Street & Charleston Road – Signal [**LOS E**]

(#15) Charleston Road & Park Boulevard – SSSC [**LOS E**]

PM Peak Hour

(#2) Alma Street & Meadow Drive – Signal [**LOS E**]

(#3) Alma Street & Charleston Road – Signal [**LOS F**]

(#8) Alma Street & Alma Village Circle – Signal [**LOS E**]

(#10) Alma Street & Lindero Drive – SSSC [**LOS F**]

(#14) Charleston Road & Wright Place – SSSC [**LOS E**]

(#15) Charleston Road & Park Boulevard – SSSC [**LOS E**]

Table 5. Existing AM Peak Hour LOS – Meadow Dr & Charleston Rd

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	41.7 D	-	144.0 F	39.4 D	37.2 D	-	93.3 F	29.1 C	21.5 C	-	18.1 B	28.4 C	12.1 B	-	67.7 E	68.1 E	44.3 D
3	Alma St & Charleston Rd	Signal	Delay LOS	57.2 E	-	157.0 F	46.4 D	45.0 D	-	106.1 F	48.6 D	16.9 B	-	12.5 B	16.8 B	7.1 A	-	69.6 E	76.6 E	67.7 E
8	Alma St & Alma Village Cir	Signal	Delay LOS	6.4 A	-	-	7.2 A	7.7 A	-	19.0 B	4.6 A	-	-	-	-	-	-	17.1 B	-	9.2 A
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	21.2 C	-	15.4 C	-	21.2 C	-	-	-	5.2 A	-	-	9.6 A	11.4 B	-	-	0.9 A	0.6 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	18.9 C	-	-	5.3 A	5.5 A	-	18.9 C	1.7 A	-	-	-	-	-	-	-	-	15.0 B
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	20.0 C	-	-	6.6 A	5.0 A	0.0 A	17.6 C	3.1 A	-	-	-	-	-	-	20.0 C	-	11.0 B
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	8.9 A	-	20.7 C	22.6 C	18.9 B	-	17.3 B	20.4 C	12.7 B	-	29.0 C	7.7 A	-	-	22.6 C	6.8 A	7.8 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	14.6 B	-	14.6 B	-	7.7 A	-	-	-	-	-	-	1.8 A	1.9 A	1.1 A	7.7 A	1.2 A	-
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	15.2 C	-	-	-	-	-	15.2 C	-	4.6 A	-	3.7 A	2.0 A	-	-	-	0.7 A	0.6 A
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	38.6 E	-	13.6 B	16.6 C	38.6 E	-	27.5 D	13.5 B	5.4 A	-	16.5 C	13.9 B	1.9 A	-	3.4 A	0.5 A	0.4 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	10.3 B	-	10.3 B	-	4.3 A	-	-	-	-	-	-	0.8 A	0.5 A	-	4.6 A	0.5 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.



Table 6. Existing PM Peak Hour LOS – Meadow Dr & Charleston Rd

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	62.6 E	-	87.9 F	29.1 C	26.9 C	-	106.7 F	91.1 F	80.0 E	-	19.4 B	28.6 C	14.1 B	-	89.5 F	80.5 F	54.6 D
3	Alma St & Charleston Rd	Signal	Delay LOS	106.4 F	-	79.0 E	39.9 D	36.2 D	-	249.3 F	216.2 F	177.1 F	-	14.6 B	16.7 B	7.7 A	-	70.0 E	81.2 F	73.1 E
8	Alma St & Alma Village Cir	Signal	Delay LOS	61.9 E	-	-	9.2 A	8.3 A	-	96.4 F	104.0 F	-	-	-	-	-	-	39.3 D	-	22.9 C
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	13.7 B	-	11.5 B	-	13.7 B	-	-	-	4.5 A	-	-	4.1 A	3.6 A	-	-	0.8 A	0.6 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	121.0 F	-	-	1.9 A	1.9 A	-	101.3 F	121.0 F	-	-	-	-	-	-	-	-	9.1 A
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	19.8 C	-	-	2.2 A	2.0 A	-	9.5 A	2.7 A	-	-	-	-	-	-	19.8 C	-	5.0 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	8.7 A	-	12.9 B	18.9 B	19.4 B	-	17.7 B	11.9 B	11.1 B	-	26.5 C	6.9 A	6.6 A	-	21.5 C	8.1 A	7.8 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	9.8 A	-	9.8 A	-	5.6 A	-	-	-	-	5.8 A	-	1.0 A	0.8 A	-	4.8 A	1.6 A	-
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	39.2 E	-	-	-	-	-	39.2 E	-	32.0 D	-	6.0 A	0.6 A	-	-	-	4.5 A	3.4 A
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	38.6 E	-	7.5 A	24.4 C	23.3 C	-	38.6 E	15.6 C	10.0 A	-	7.8 A	8.0 A	6.7 A	-	3.5 A	0.6 A	0.2 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	10.6 B	-	10.6 B	-	4.1 A	-	-	-	-	-	-	0.8 A	0.7 A	-	4.5 A	0.5 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

Existing Conditions Queuing Results – Meadow Drive & Charleston Road

The average and 95th percentile queue lengths (measured in feet) were also determined using SimTraffic. The queue lengths are summarized in **Table 7** for the AM and PM peak hours. The 95th percentile queue length is the length of a queue that has a 5% chance of being exceeded during a given time period.

In the AM peak hour, eastbound queues at Alma Street & Meadow Drive (#2) extend past 2nd Street. In the westbound direction, queues extend past Emerson Street. Along Alma Street, northbound left queues and southbound right queues exceed storage capacity. These queues occur primarily due to rail interruptions at Alma Street & Meadow Drive (#2).

Eastbound queues at Alma Street & Charleston Road (#3) extend past Park Boulevard (#15). Along Alma Street, northbound left queues at the intersection exceed storage capacity and join the northbound through queues which extend past Ely Place (#11). Southbound right queues also exceed storage capacity at the intersection. These queues occur primarily due to rail interruptions at Alma Street & Charleston Road (#3).

In the PM peak hour, long queues are observed in the southbound direction. Along Alma Street, southbound queues at Alma Street & Charleston Road (#3) extend past Meadow Drive (#2) and Alma Village Circle (#8), up to near Loma Verde Avenue or around 1,700 feet north of Alma Village Circle (#8). These queues occur primarily due to rail interruptions at Alma Street & Charleston Road (#3).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Eastbound queues at Alma Street & Meadow Drive (#2) extend past 2nd Street, and in the westbound direction, queues extend up to Bryant Street. Southbound right queues at the intersection also exceed storage capacity and join the southbound through queue from Charleston Road (#3).

Eastbound queues at Alma Street & Charleston Road (#3) extend past Park Boulevard (#9), and in the westbound direction, queues extend past Wright Place (#14). Southbound left and right queues at the intersection also exceed storage capacity and join the southbound through queues.

Table 7. Existing Intersection Queuing – Meadow Dr & Charleston Rd

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
2	Alma St & Meadow Dr*	EBLT	160	199	362	123	255
		EBTR	160	103	362	91	255
		WBLT	280	185	320	325	829
		WBTR	160	127	320	325	829
		NBL	210	165	644	90	198
		NBT	750	343	644	202	360
		NBTR	750	355	657	220	373
		SBL	540	80	156	196	457
		SBT	580	171	297	493	733
		SBR	170	99	297	95	733
3	Alma St & Charleston Rd*	EBLT	160	147	337	146	264
		EBTR	160	149	353	149	301
		WBLT	320	124	179	171	308
		WBTR	320	138	208	199	358
		NBL	320	294	939	105	173
		NBT	670	433	939	190	283
		NBTR	670	413	902	202	295
		SBL	220	95	203	113	1825
		SBT	730	222	356	1419	1825
		SBR	210	74	356	94	1825
8	Alma St & Alma Village Cir	WBLR	90	27	62	53	106
		NBT	590	72	198	88	221
		NBTR	590	84	223	107	243
		SBL	250	9	33	55	208
		SBT	940	45	171	620	1675
9	Meadow Dr & Park Blvd	EBTR	200	67	230	32	123
		WBT	140	7	47	7	43
		WBR	140	3	24	3	24
		NBLR	240	22	53	17	46
		SBR	620	6	21	7	23

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
10	Alma St & Lindero Dr	WBR	340	10	29	9	27
		NBT	740	3	46	0	0
		NBTR	740	3	45	0	0
		SBL	100	6	28	49	145
		SBT	870	0	0	591	997
11	Alma St & Ely Pl	WBLR	670	9	32	7	29
		NBT	490	53	282	0	0
		NBTR	490	37	245	0	4
		SBL	120	4	22	1	9
		SBT	670	0	0	0	5
12	Charleston Rd & Carlson Ct	EBL	90	9	37	7	34
		EBTR	420	112	279	84	193
		WBL	70	9	37	13	44
		WBTR	1100	79	160	113	208
		NBL	50	9	32	2	14
		NBTR	210	13	39	17	46
		SBL	70	33	60	27	55
		SBTR	330	10	36	9	30
13	Charleston Rd & Mumford Pl	EBT	410	2	28	1	15
		EBR	60	0	0	0	0
		WBL	90	2	13	4	21
		WBT	430	0	0	0	0
		NBLR	200	10	31	15	38
14	Charleston Rd & Wright Pl	EBL	80	19	72	5	26
		EBT	320	33	100	5	27
		WBT	340	0	5	11	64
		WBTR	400	2	17	26	114
		SBLR	90	15	42	18	58
15	Charleston Rd & Park Blvd	EBLT	350	62	187	36	114
		EBTR	350	69	203	51	151
		WBLT	190	3	18	5	29
		WBTR	190	1	16	1	16
		NBLTR	220	18	50	16	45
		SBLTR	180	2	9	8	32
16	Charleston Rd & Ruthelma Ave	EBT	340	0	3	0	0
		EBTR	340	0	11	0	3
		WBLT	340	4	26	5	25
		WBT	340	1	15	0	7
		NBLR	680	6	25	7	27

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #2 & #3 include queue spillback into adjacent unsignalized intersections.



05 Project Alternatives

The following Project Alternatives are being considered at each of the rail crossings as part of the Project:

Churchill Avenue	Meadow Drive	Charleston Road
Existing Geometry (No Build)		
No Rail (Closure)	No Rail (Hybrid)	
Partial Underpass (1-Lane Upper Alma)	Underpass	Underpass (1-Lane Roundabout (RAB))
Partial Underpass (2-Lane Upper Alma)*		Underpass (2-Lane RAB)*
		Underpass (Direct Access Ramp (DAR))

Note: The "Closure" and "Hybrid" Alternatives are referred to as "No Rail" in the Appendices.

These Alternative results are included in **Appendix H.*

The following sections summarize each of the Project Alternatives:

Existing Geometry (No Build)

Under the Existing Geometry (No Build) Alternative, intersection lane geometry and signal timing match the existing field conditions. The rail crossings assume four crossings per hour, per direction. All three rail crossings were analyzed under the Existing Geometry (No Build) Alternative.

No Rail (Closure & Hybrid)

Under the No Rail Alternatives, intersection lane geometry matches the existing field conditions, except for the removal of all rail crossings. Signal timing at the study intersections is re-optimized without rail operations. The Churchill Avenue crossing was analyzed under the No Rail (Closure) Alternative, and the Meadow Drive and Charleston Road intersections were analyzed under the No Rail (Hybrid) Alternative.

Figure 8 and **Figure 9** show the preliminary design concepts for the Meadow Drive and Charleston Road rail crossings. Detailed preliminary design concepts are also included in **Appendix D**.



Figure 8. Meadow Dr Hybrid Design Concept

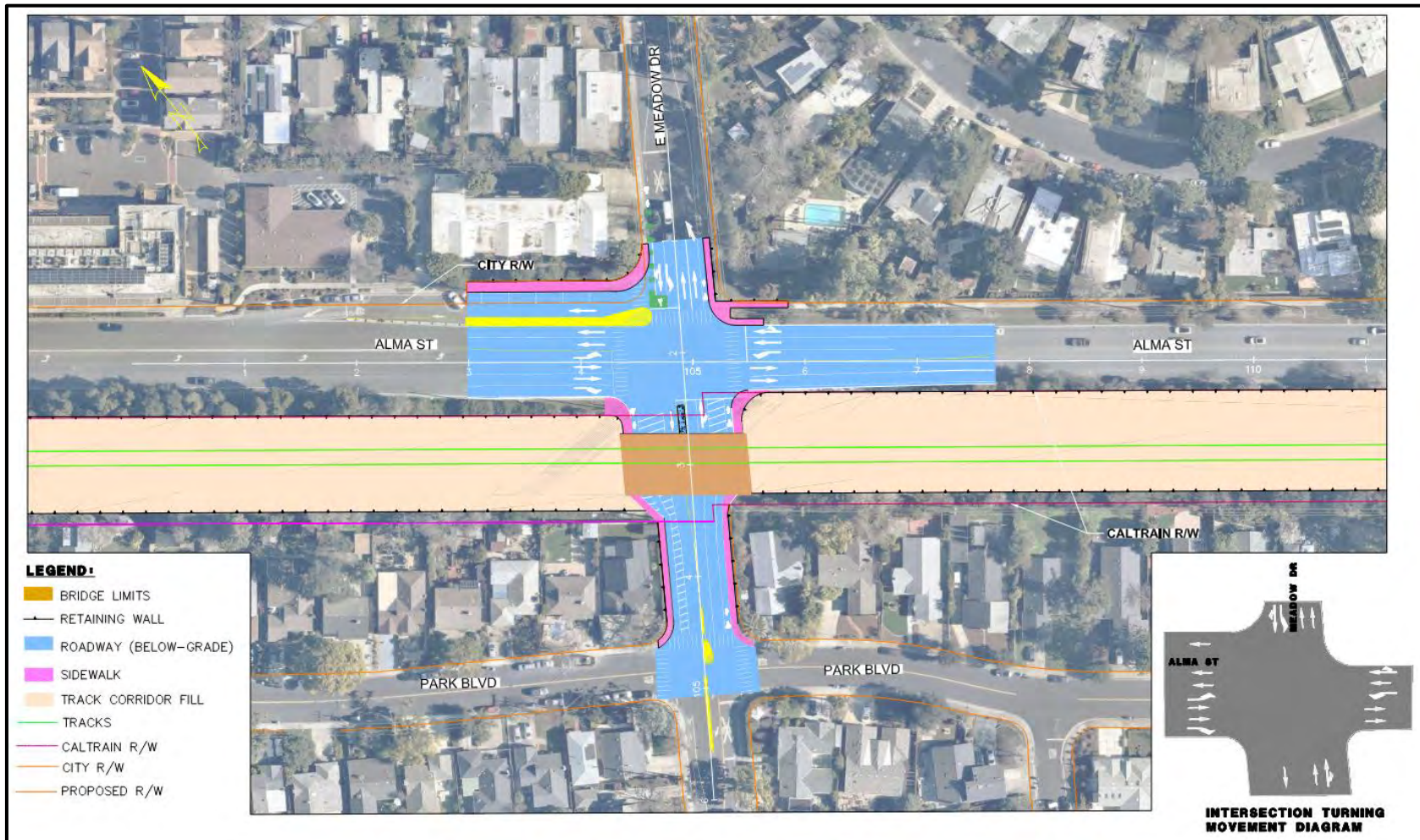
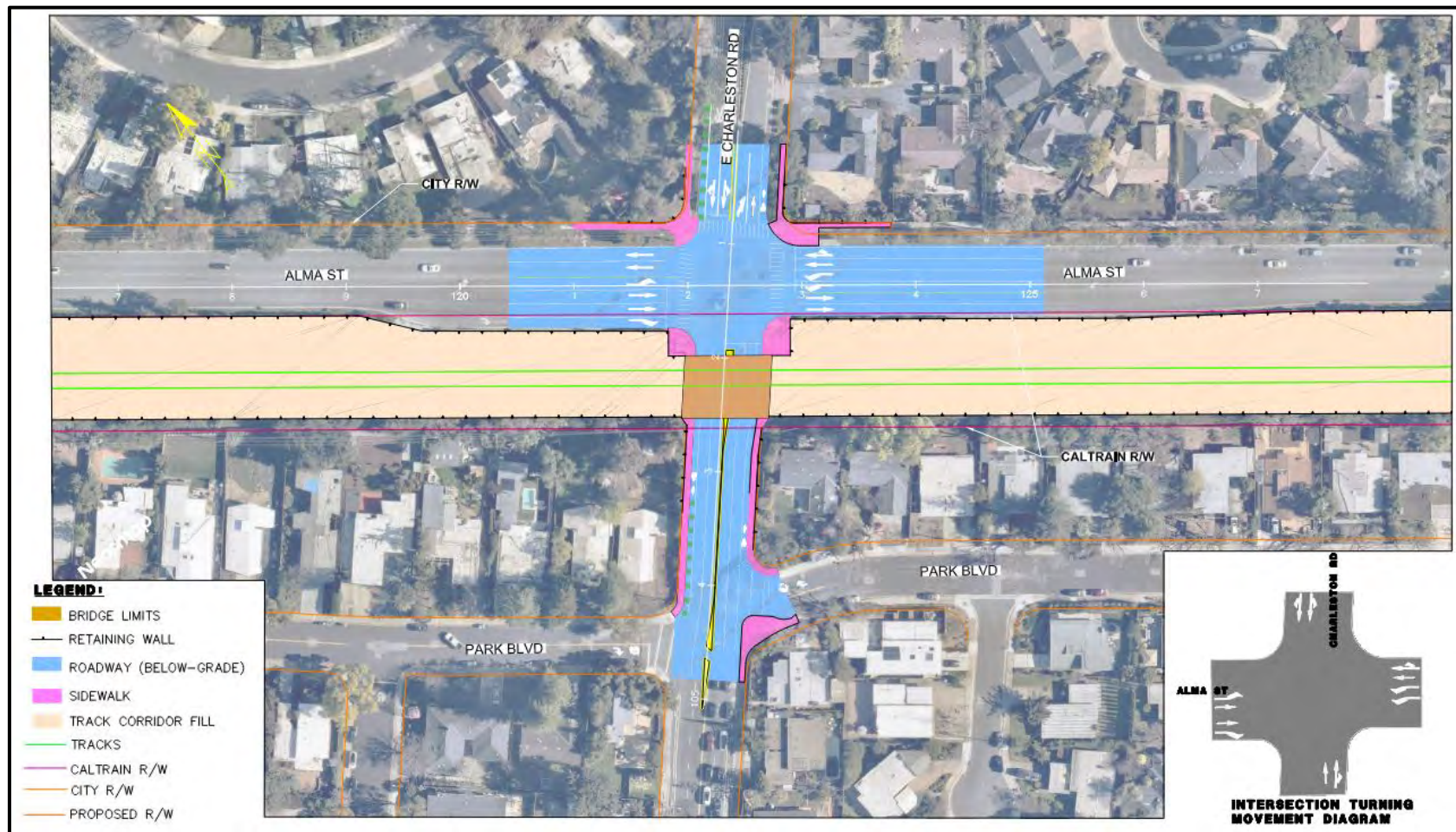




Figure 9. Charleston Rd Hybrid Design Concept





Churchill Partial Underpass (1-Lane & 2-Lane)

Under the Churchill Partial Underpass Alternatives, the Churchill Avenue intersection is re-constructed to have 2 primary intersections—Alma Street (Upper) & Churchill Avenue (#17) and Alma Street (Lower) & Churchill Avenue (#1). The Alma Street (Upper) (#17) intersection remains at-grade and provides local access to the Churchill Avenue (East) (#1), Kellogg Avenue (#4), and Coleridge Avenue (#5) intersections, while the Alma Street (Lower) (#1) intersection is below grade and provides access to the west leg of Churchill Avenue via an underpass beneath the rail tracks.

With construction of the Churchill Partial Underpass Alternatives, the following diversions are assumed in the traffic analysis as a worst-case scenario:

- EBT volumes at Churchill Avenue (#1) are split such that 50% of the volumes turn EBL and 50% of the volumes turn EBR onto Alma Street.
- WBL and SBL volumes at Churchill Avenue (East) (#1), Kellogg Avenue (#4), and Coleridge Avenue (#5) are assumed to divert outside of the traffic study area.
- WBT volumes at Churchill Avenue (#1) are assumed to turn WBR onto Alma Street (Upper) and continue outside of the traffic study area instead of using Churchill Avenue.
- NBT volumes at Churchill Avenue (#1) are assumed to all use Alma Street (Upper), so only NBL volumes use the NB direction on Alma Street (Lower)

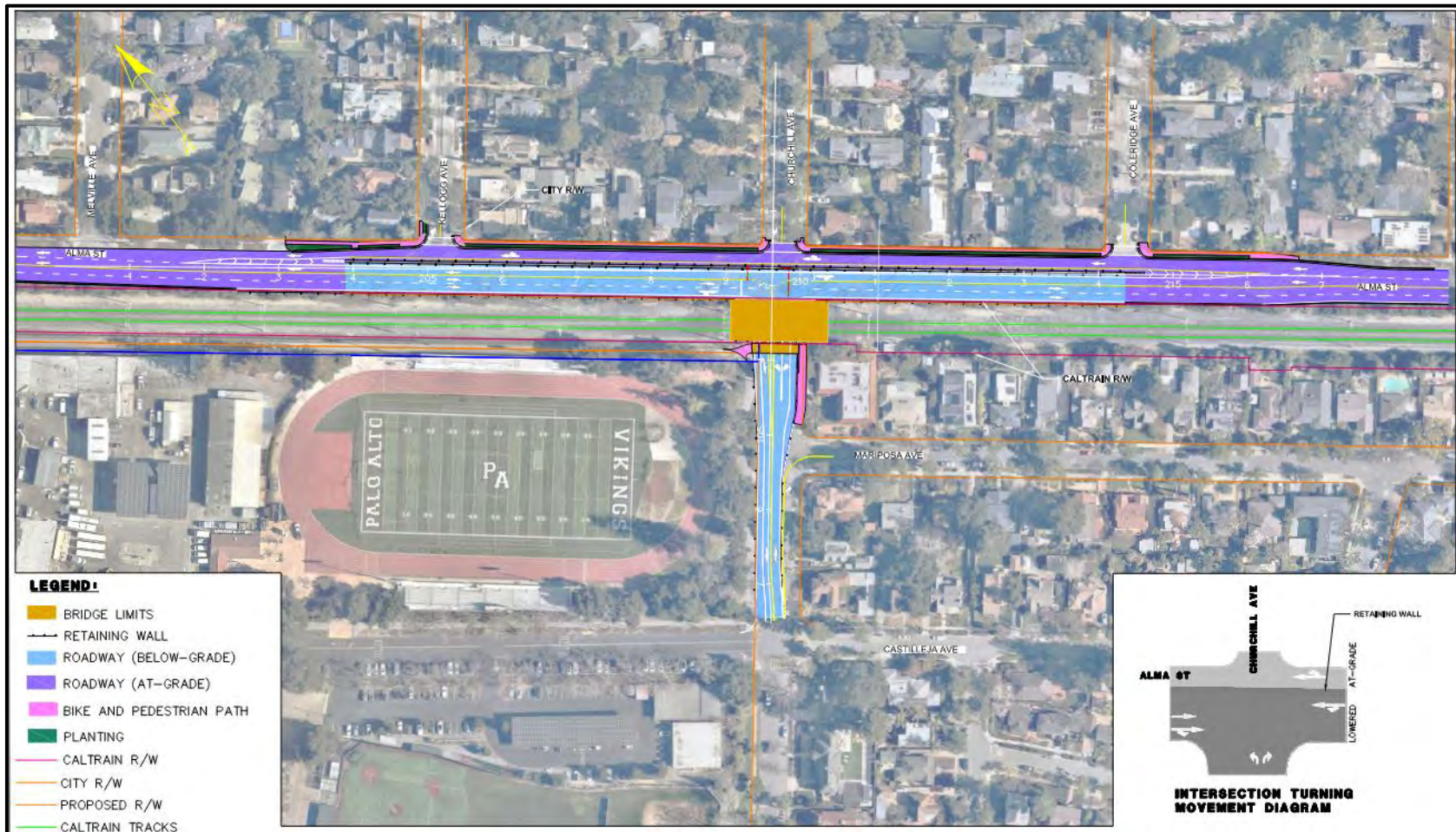
Under the Partial Underpass (1-Lane) Alternative, 1 lane is assumed for Alma Street (Upper), so the 2 existing NB lanes on Alma Street diverge before Coleridge Avenue (#5) and re-join in separate receiving lanes after Kellogg Avenue (#4), as shown in **Figure 10**.

Under the Partial Underpass (2-Lane) Alternative, 2 lanes are assumed for Alma Street (Upper), so the 2 existing NB lanes on Alma Street continue onto Alma Street (Upper), with an optional off-ramp to Alma Street (Lower) before Coleridge Avenue (#5), and Alma Street (Lower) merges back with Alma Street (Upper) after Kellogg Avenue (#4).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Figure 10. Churchill Partial Underpass (1-Lane) Design Concept





Meadow Underpass

Under the Meadow Underpass Alternative, Meadow Drive runs beneath Alma Street and the rail tracks. The existing Meadow Drive (#2) intersection is replaced with 2 new below-grade intersections—the signalized Meadow Drive & SB Alma Street Ramp (#18) intersection and the unsignalized Meadow Drive & NB Alma Street Ramp (#19) intersection. The NB Alma Street Ramp resurfaces before Alma Village Circle and becomes a right-turn trap lane, and the SB Alma Street Ramp is accessed from a new west leg at the Alma Village Circle (#8) intersection. The south leg of the Park Boulevard (#9) intersection no longer has direct access to Meadow Drive due to the grade differences.

With construction of the Meadow Underpass Alternative, the following diversions are assumed in the traffic analysis as a worst-case scenario:

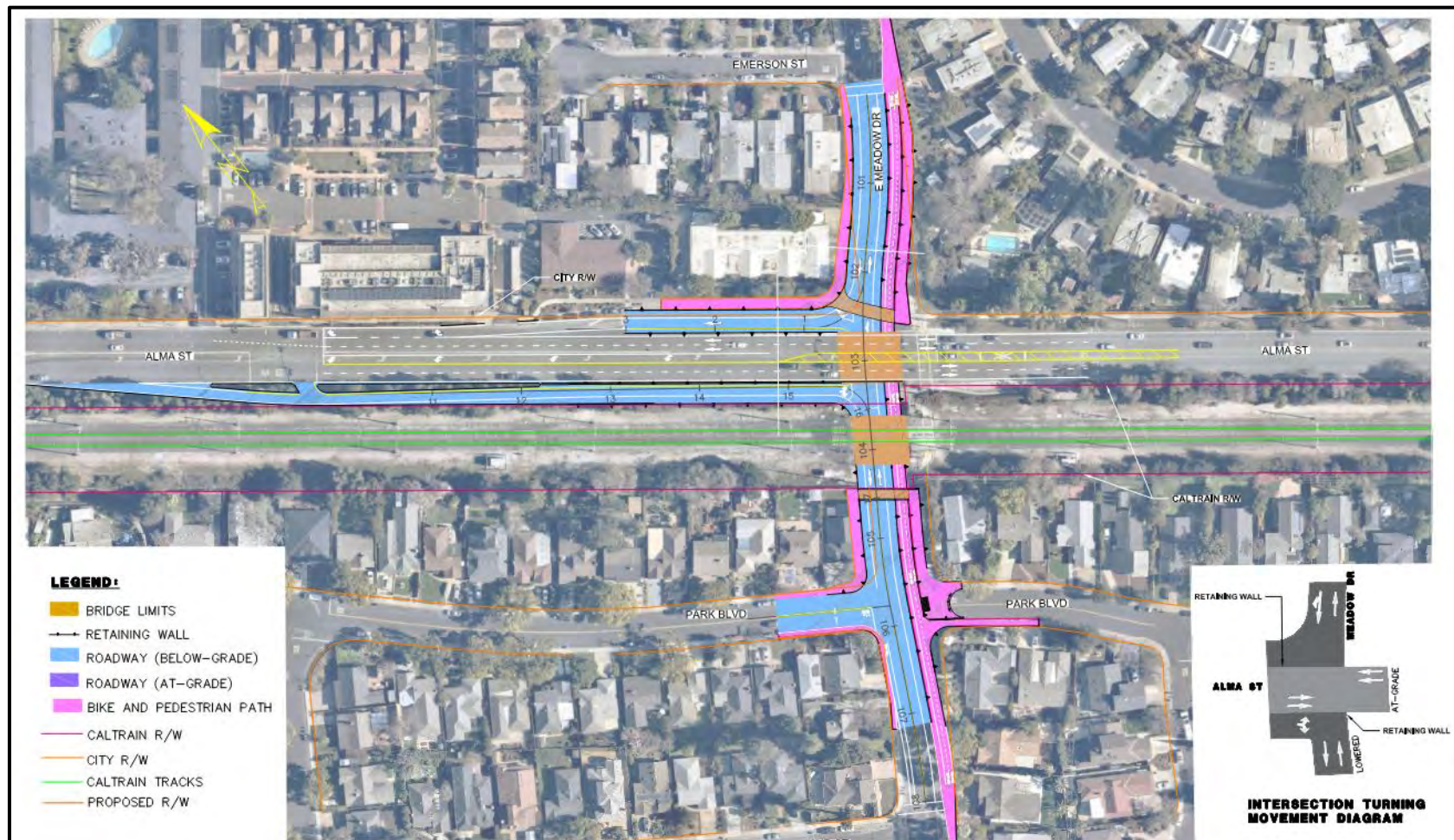
- EBL and WBR volumes at Meadow Drive (#2) are assumed to use the new NB Alma Street Ramp (#19) intersection.
- EBR volumes at Meadow Drive (#2) are assumed to divert outside of the traffic study area and use Charleston Road to turn EBR onto Alma Street.
- WBL volumes at Meadow Drive (#2) are assumed to divert outside of the traffic study area and 50% return as SBT volumes on Alma Street while the remaining 50% use Charleston Road to turn WBL onto Alma Street.
- NBL and NBR volumes at Meadow Drive (#2) are assumed to turn NBL at Alma Village Circle (#8) to access the new SB Alma Street Ramp (#18) intersection.
- NBL and EBR volumes at Park Boulevard (#9) are assumed to divert outside of the traffic study area.
- SBL and SBR volumes at Meadow Drive (#2) are assumed to turn SBR at Alma Village Circle (#8) to access the new SB Alma Street Ramp (#18) intersection.

Figure 11 shows the preliminary design concept for the Meadow Underpass Alternative. A detailed preliminary design concept is also included in **Appendix D**.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Figure 11. Meadow Underpass Design Concept





Charleston Underpass (Roundabout (RAB) & Direct Access Ramp (DAR))

Under the Charleston Underpass Alternatives, Charleston Road runs beneath Alma Street and the rail tracks and the at-grade intersection (#3) is preserved with modified lane geometry. Park Boulevard (#15) is modified such that only SBR and EBR movements are preserved due to the grade differences. The Wright Place (#14) intersection no longer has direct access to Charleston Road due to the grade differences.

Under the Underpass (1-Lane RAB) Alternative, a 1-lane roundabout (#21) is constructed between Wright Place (#14) and Mumford Place (#13). The WB direction on Charleston Road is reduced to 1-lane west of the roundabout, which splits into an at-grade access road to Alma Street and a ramp running beneath Alma Street and the rail tracks to access the west leg of Charleston Road. There is a similar at-grade access road from Alma Street in the EB direction, which merges with the EB traffic on Charleston Road using the underpass before reaching the 1-lane roundabout. Also under this Alternative, an on-ramp (#20) on the west side of Alma Street is provided to access SB Alma Street from the EB direction on Charleston Road. **Figure 12** shows the preliminary design concept for the Charleston (1-Lane RAB) Underpass Alternative.

Under the Underpass (2-Lane RAB) Alternative, a 2-lane roundabout (#21) is constructed instead of a 1-lane roundabout between Wright Place (#14) and Mumford Place (#13). The outer lane would be for EB and WB through traffic and the inner lane would be for EB U-turn vehicles. Charleston Road is a 2-lane facility east of the roundabout. West of the roundabout, in the WB direction, there are 2 lanes: one leading to the signal on Alma Street and one for the underpass. In the EB direction, one lane comes from the signal on Alma Street and one lane comes from the underpass.

With construction of the Charleston Underpass (1-Lane RAB) and Charleston Underpass (2-Lane RAB) Alternatives, the following diversions are assumed in the traffic analysis as a worst-case scenario:

- EBL, WBR, SBL, and SBR volumes at Wright Place (#14) are assumed to use Carlson Court (#12).
- EBL volumes at Charleston Road (#3) are assumed to continue EBT on Charleston Road, turn EBU at the Charleston roundabout (#21), and use the at-grade access street to turn WBR at the signal on Alma Street.
- EBL volumes at Park Boulevard (#15) are assumed to divert outside of the traffic study limits.
- EBR volumes at Charleston Road (#3) are assumed to use the new Alma Street Ramps (Lower) (#20) intersection.
- WBL volumes at Ely Place (#11) are assumed to turn NBL at Mumford Place (#13) before turning WBL at Charleston Road (#3).
- WBR volumes at Park Boulevard (#15) are assumed to continue WB on Charleston Road and turn outside of the traffic study limits.
- NBL volumes at Charleston Road (#3) are assumed to turn NBR before turning EBU at the Charleston roundabout (#21) and continuing WBT on Charleston Road.
- NBL and NBR volumes at Park Boulevard (#15) are assumed to use Ruthelma Avenue (#16).
- NBT volumes at Park Boulevard (#15) are assumed to divert outside of the traffic study limits.
- NBR and SBL volumes at Ely Place (#11) are assumed to turn onto Charleston Road (#3) and turn EBR at Mumford Place (#13).



- SBU volumes at Ely Place (#11) are assumed to continue SBT outside of the traffic study limits and return as NBT volumes on Alma Street.
- SBL volumes at Park Boulevard (#15) are assumed to divert outside of the traffic study limits and return as EBT volumes at Ruthelma Avenue (#16).
- SBT and WBL volumes at Park Boulevard (#3) are assumed to continue WB on Charleston Road and turn WBL at Ruthelma Avenue (#16).
- SBR volumes at Charleston Road (#3) are assumed to turn SBL before turning EBU at the Charleston roundabout (#21) and continuing WBT on Charleston Road.

Under the Underpass (DAR) Alternative, a Direct Access Ramp (DAR) is constructed on the south leg of the Alma Street & Charleston Road (#3) intersection, between the eastbound and westbound lanes. The DAR connects to a new signalized intersection (#20) underneath the at-grade Alma Street intersection (#3), allowing for direct access from NB Alma Street onto WB Charleston Road and from EB Charleston Road onto SB Alma Street. East of Wright Place (#14) where the underpass resurfaces, the WB direction on Charleston Road is reduced to 1-lane up to Mumford Place (#13), similar to the Underpass (1-Lane RAB) Alternative, and the EB direction has 2 lanes—one for the underpass and one for access from Alma Street. The inner EB lane becomes a U-turn only lane at Mumford Place (#13). **Figure 13** shows the preliminary design concept for the Charleston (DAR) Underpass Alternative.

With construction of the Charleston Underpass (DAR) Alternative, the diversions are the same as the Charleston Underpass (1-Lane RAB) and Charleston (2-Lane RAB) Alternatives, except for the following:

- EBU turns assumed to use the 1-lane roundabout are instead assumed to turn EBU at Mumford Place (#13).
- NBL volumes at Charleston Road (#3) are assumed to use the DAR to turn NBL at the new Alma Street Ramps (Lower) (#20) intersection.

Detailed preliminary design concepts for the Charleston Underpass Alternatives are also included in **Appendix D**.



Figure 12. Charleston Underpass (1-Lane RAB) Design Concept

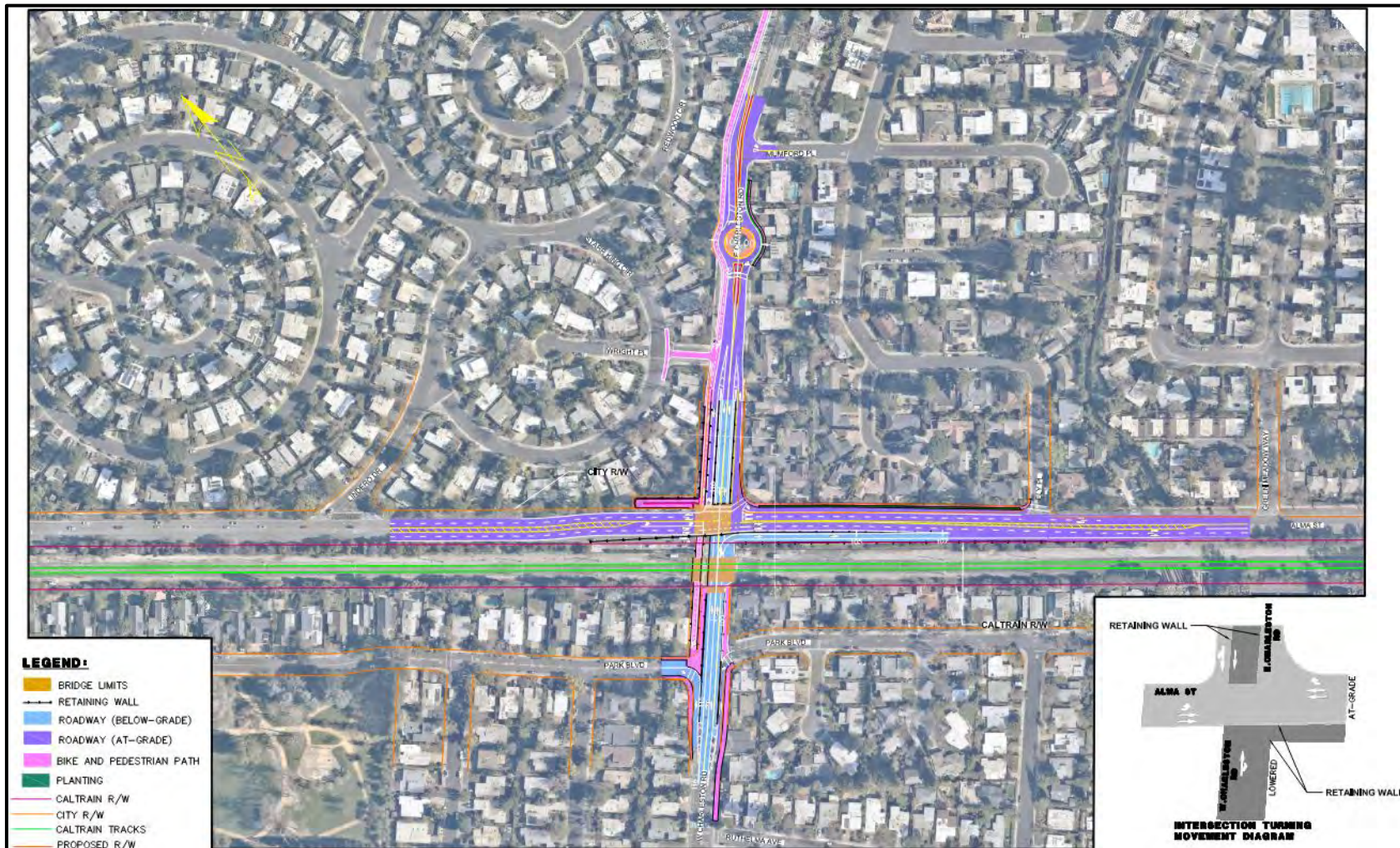
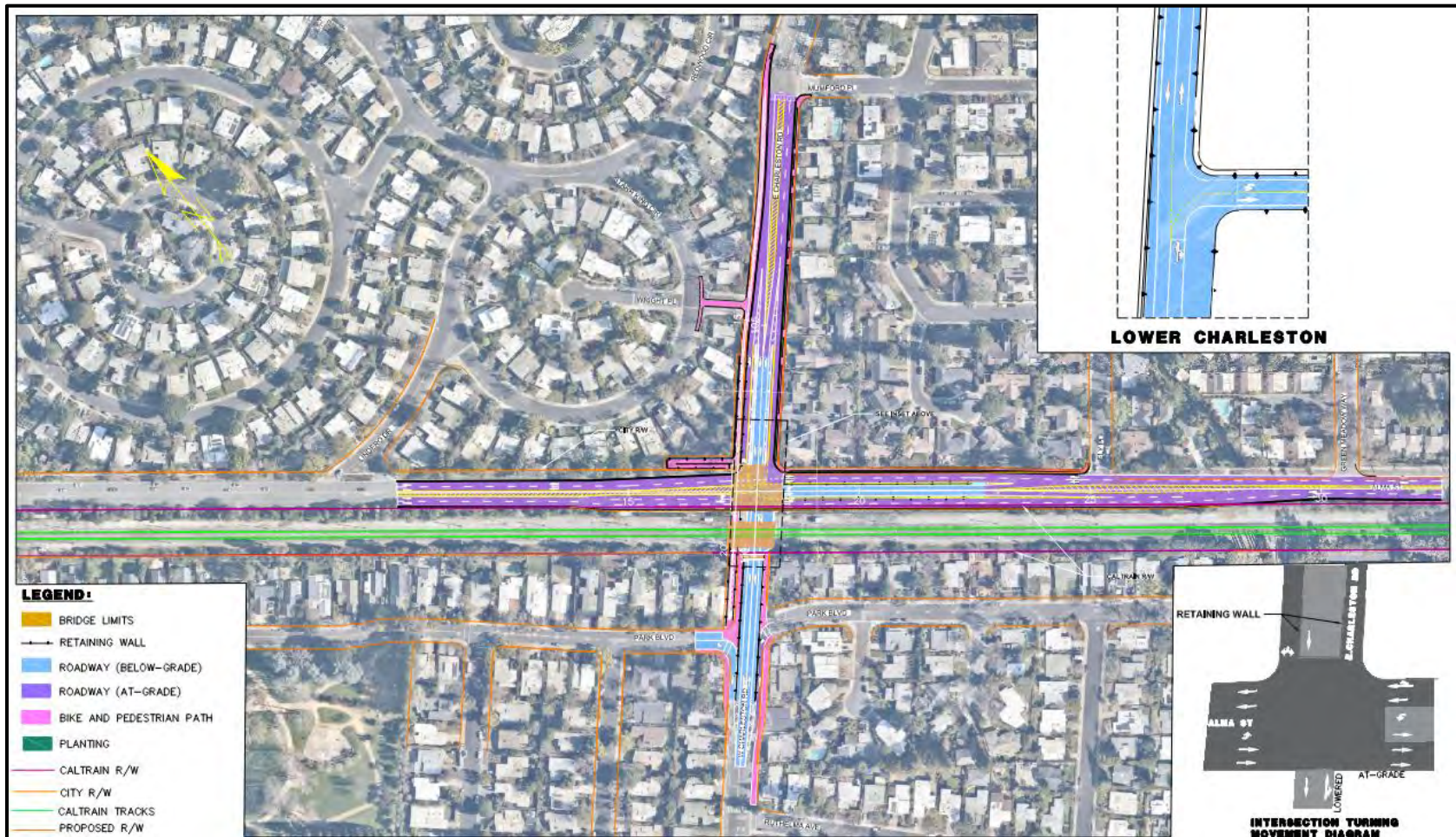




Figure 13. Charleston Underpass (DAR) Design Concept





06 Existing Plus Project Conditions Analysis

The calibrated Existing conditions SimTraffic models were used as base models and updated to reflect lane geometry changes for each of the Project Alternatives. Traffic demand volumes from the calibrated Existing conditions analysis were used as a basis for the Existing Plus Project conditions demand volumes, including volume diversion, as described in the **05 Project Alternatives** section.

Measures of effectiveness, including delay/LOS and queue lengths were extracted for the Existing Plus Project conditions, similar to Existing conditions. The delay/LOS and queuing results for each of the Project Alternatives are shown in the sections below.

Detailed SimTraffic outputs for Existing Plus Project conditions are included in **Appendix C**.

Churchill – No Rail (Closure)

The Churchill Avenue study intersections were analyzed under the No Rail (Closure) Alternative with the existing demand volumes for Existing Plus Project conditions.

Intersection LOS results are summarized in **Table 8** and **Table 9** for the AM and PM peak hours, respectively. Generally, delay is similar or improved compared to Existing conditions. The Coleridge Avenue (#5) intersection continues to show unacceptable LOS **E** in the AM and PM peak hours, and the Kellogg Avenue (#4) intersection no longer operates at unacceptable LOS **E** or **F** in the PM peak hour.

Key Operational Summary

The main signal at Alma Street & Churchill Avenue (#1) shows improvements compared to Existing conditions, with overall delay of 26.6 seconds and LOS **C** (**Table 8**) compared to 30.0 seconds and LOS **C** (**Table 2**) in the AM peak hour. In the PM peak hour, overall delay is 30.7 seconds and LOS **C** (**Table 9**) compared to 39.7 seconds and LOS **D** (**Table 3**) under Existing conditions.

The average and 95th percentile queue lengths are summarized in **Table 10** for the AM and PM peak hours. Generally, queues are similar or improved compared to Existing conditions. At Alma Street & Churchill Avenue (#1), northbound queues no longer extend back to Coleridge Avenue (#5) in the AM and PM peak hours. The eastbound and westbound queues generally decrease from Existing conditions but continue to extend past the adjacent intersections. The eastbound queue in the PM peak hour no longer extends past Paly Road/Castilleja Avenue (#7).

The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Churchill Avenue (#1).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 8. Existing Plus Project AM Peak Hour LOS – Churchill Ave – No Rail (Closure)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Alma St & Churchill Ave	Signal	Delay LOS	26.6 C	-	45.6 D	25.2 C	21.6 C	-	0.0 A	28.2 C	8.8 A	-	38.2 D	37.7 D	5.4 A	-	39.6 D	39.9 D	23.4 C
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	25.3 D	-	-	3.3 A	3.1 A	-	10.8 B	0.8 A	-	-	-	-	-	-	25.3 D	-	15.1 C
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	41.8 E	-	-	2.2 A	1.2 A	-	26.7 D	2.4 A	-	-	-	-	-	-	41.8 E	-	15.3 C
6	Churchill Ave & Mariposa Ave	SSSC (NB)	Delay LOS	8.6 A	-	8.6 A	-	3.6 A	-	-	-	-	-	-	0.8 A	0.3 A	-	2.5 A	0.9 A	-
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	14.6 B	-	10.3 B	14.6 B	4.7 A	-	9.0 A	-	4.2 A	-	5.0 A	1.4 A	1.1 A	-	2.8 A	1.5 A	0.8 A

Note: Results are based on an average of 10 SimTraffic simulation runs.

Table 9. Existing Plus Project PM Peak Hour LOS – Churchill Ave – No Rail (Closure)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Alma St & Churchill Ave	Signal	Delay LOS	30.7 C	-	63.7 E	22.4 C	14.3 B	-	81.8 F	34.3 C	16.2 B	-	43.7 D	43.5 D	14.9 B	-	44.4 D	45.7 D	27.1 C
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	34.6 D	-	-	2.8 A	2.2 A	-	9.1 A	1.8 A	-	-	-	-	-	-	34.6 D	-	10.1 B
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	48.2 E	-	-	1.6 A	0.8 A	-	16.0 C	3.0 A	-	-	-	-	-	-	48.2 E	-	17.4 C
6	Churchill Ave & Mariposa Ave	SSSC (NB)	Delay LOS	4.9 A	-	-	-	4.9 A	-	-	-	-	-	-	1.0 A	0.4 A	-	3.8 A	1.4 A	-
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	10.9 B	-	10.9 B	-	4.9 A	-	9.6 A	9.7 A	4.0 A	-	4.8 A	1.3 A	0.5 A	-	3.2 A	1.1 A	0.6 A

Note: Results are based on an average of 10 SimTraffic simulation runs.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 10. Existing Plus Project Intersection Queuing – Churchill Ave – No Rail (Closure)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
1	Alma St & Churchill Ave*	EBLT	140	80	145	90	154
		EBR	140	41	75	89	157
		WBLT	500	75	140	104	179
		WBR	30	5	28	3	23
		NBL	330	153	273	168	281
		NBT	400	252	375	210	325
		NBTR	400	253	377	210	323
		SBL	80	0	5	9	45
		SBT	400	146	226	274	454
		SBR	110	69	226	80	454
4	Alma St & Kellogg Ave	WBLR	510	42	86	11	36
		NBT	400	0	0	0	0
		NBTR	400	0	6	0	0
		SBLT	420	5	36	11	62
		SBT	420	0	0	6	48
5	Alma St & Coleridge Ave	WBLR	520	8	30	24	62
		NBT	420	5	35	1	14
		NBTR	420	2	21	0	14
		SBLT	400	6	42	3	29
		SBT	400	3	37	1	20
6	Churchill Ave & Mariposa Ave	EBT	180	0	9	1	14
		EBTR	50	0	7	2	18
		WBLT	140	1	9	2	26
		NBLR	770	21	46	16	43
7	Churchill Ave & Paly Rd/Castilleja Ave	EBLTR	310	17	55	12	52
		WBLTR	180	7	43	14	57
		NBLTR	210	18	45	13	38
		SBLT	250	40	82	24	50
		SBR	70	21	56	20	46

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

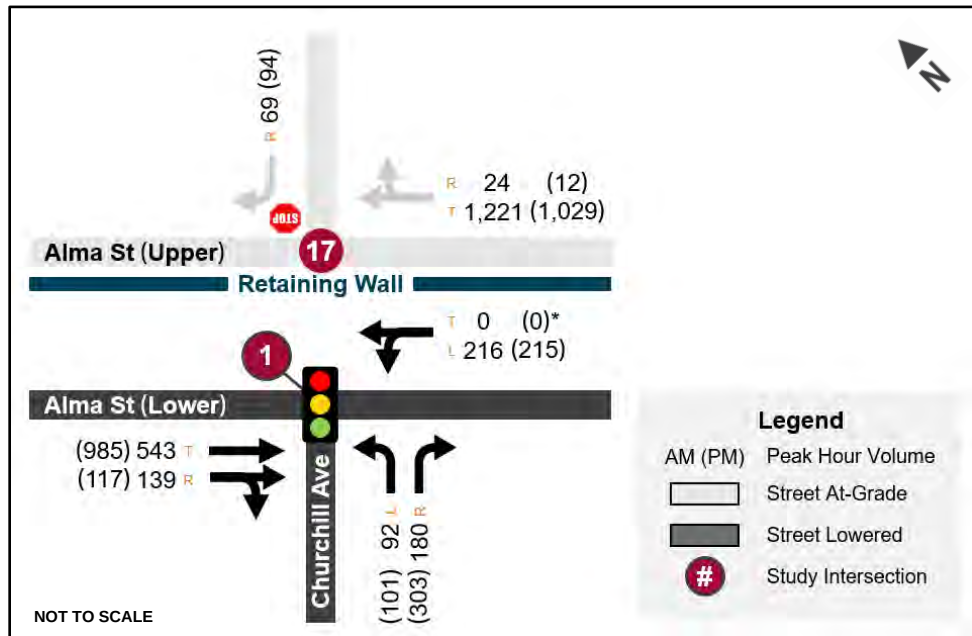
*Queues at the primary signalized intersection #1 include queue spillback into adjacent unsignalized intersections.



Churchill Avenue – Partial Underpass (1-Lane)

The Churchill Avenue study intersections were analyzed under the Partial Underpass (1-Lane) Alternative with the existing demand volumes for Existing Plus Project conditions, including diversions to accommodate the new intersection configurations. Demand volumes at the new intersections are shown in **Figure 14**.

Figure 14. Existing Plus Project Demand Volumes – Churchill Ave – Partial Underpass (1-Lane)



*Assumes no vehicles travel NBT on Alma Street (Lower) as the worst-case scenario.

Intersection LOS results are summarized in **Table 11** and **Table 12** for the AM and PM peak hours, respectively. In both the AM and PM peak hours, all intersections operate at acceptable LOS D or better.

Key Operational Summary

The main signal at Alma Street (Lower) & Churchill Avenue (#17) shows improvements compared to the primary intersection, Alma Street & Churchill Avenue (#1), under Existing conditions, with overall delay of 12.9 seconds and LOS B (**Table 11**) compared to 30.0 seconds and LOS C (**Table 2**) in the AM peak hour. In the PM peak hour, overall delay is 15.4 seconds and LOS B (**Table 12**) compared to 39.7 seconds and LOS D (**Table 3**) under Existing conditions.

The average and 95th percentile queue lengths are summarized in **Table 13** for the AM and PM peak hours. All queues remain within the storage capacity available.

The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Churchill Avenue (#1), implementation of free flow operations for northbound on Alma Street, and simplification of the Churchill Avenue (#1) signal into 2 signal phases.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 11. Existing Plus Project AM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)

#	Intersection	Control	Delay (s) / LOS		SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound					Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	R2	U	L	T	R
1	Alma St (Lower) & Churchill Ave	Signal	Delay LOS	12.9 B	-	16.0	-	-	-	-	13.3	8.2	-	26.4	-	4.9	-	-	-	-	-
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	21.4 C	-	-	1.8	1.0	-	-	-	-	-	-	-	-	-	-	-	-	21.4 C
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	23.4 C	-	-	1.1	0.2	-	-	-	-	-	-	-	-	-	-	-	-	23.4 C
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	9.1 A	-	7.5	9.1	4.6	-	-	-	3.1	-	3.9	1.1	0.2	0.5	-	3.2	1.7	1.2 A
17	Alma St (Upper) & Churchill Ave	SSSC (WB)	Delay LOS	32.3 D	-	-	2.4	1.2	-	-	-	-	-	-	-	-	-	-	-	-	32.3 D

Note: Results are based on an average of 10 SimTraffic simulation runs. R2 turns from EB Churchill Ave onto Mariposa Ave at Intersection #7.

Table 12. Existing Plus Project PM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)

#	Intersection	Control	Delay (s) / LOS	Total	SimTraffic Intersection PM Peak Hour LOS Summary																
					Northbound				Southbound				Eastbound					Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	R2	U	L	T	R
1	Alma St (Lower) & Churchill Ave	Signal	Delay LOS	15.4 B	-	20.9	-	-	-	-	15.0	11.1	-	30.2	-	9.6	-	-	-	-	-
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	12.8 B	-	-	1.4	0.6	-	-	-	-	-	-	-	-	-	-	-	-	12.8 B
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	6.5 A	-	-	0.6	0.0	-	-	-	-	-	-	-	-	-	-	-	-	6.5 A
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	15.5 C	-	15.5	-	5.7	-	-	10.3	3.6	-	3.6	1.3	0.9	0.7	-	4.0	1.4	1.0 A
17	Alma St (Upper) & Churchill Ave	SSSC (WB)	Delay LOS	17.9 C	-	-	1.6	0.8	-	-	-	-	-	-	-	-	-	-	-	-	17.9 C

Note: Results are based on an average of 10 SimTraffic simulation runs. R2 turns from EB Churchill Ave onto Mariposa Ave at Intersection #7.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 13. Existing Plus Project Intersection Queuing – Churchill Ave – Partial Underpass (1-Lane)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
1	Alma St (Lower) & Churchill Ave*	EBL	420	56	105	62	114
		EBR	140	48	91	82	134
		NBLT	580	78	132	89	146
		SBT	840	90	140	138	199
		SBTR	840	94	153	140	210
4	Alma St & Kellogg Ave	WBR	510	26	59	12	37
		NBTR	400	0	10	0	0
5	Alma St & Coleridge Ave	WBR	520	6	25	4	19
		NBTR	120	0	5	0	0
7	Churchill Ave & Paly Rd/Castilleja Ave	EBLTR	310	14	47	11	48
		WBLTR	420	7	32	11	45
		NBLTR	210	28	51	23	48
		SBLT	250	37	71	22	52
		SBR	70	23	56	19	47
17	Alma St (Upper) & Churchill Ave*	WBR	500	50	100	53	95
		NBTR	400	0	0	0	0

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #1 and #17 include queue spillback into adjacent unsignalized intersections.



Meadow Drive & Charleston Road – No Rail (Hybrid)

The Meadow Drive and Charleston Road study intersections were analyzed under the No Rail (Hybrid) Alternative with the existing demand volumes for Existing Plus Project conditions.

Intersection LOS results are summarized in **Table 14** and **Table 15** for the AM and PM peak hours, respectively. Generally, delay is similar or improved compared to Existing conditions. All intersections operate at acceptable LOS D or better in the AM peak hour. In the PM peak hour, five (5) less intersections operate at unacceptable LOS E or F—one (1) intersection, Charleston Road & Park Boulevard (#15), continues to operate at unacceptable LOS E. This is primarily due to difficulty in finding gaps to turn onto Charleston Road with high eastbound and westbound traffic.

Key Operational Summary

The main signals at Alma Street & Meadow Drive (#2) and Alma Street & Charleston Road (#3) show improvements compared to Existing conditions, with overall delay of 34.6 seconds and LOS C (**Table 14**) compared to 41.7 seconds and LOS D (**Table 5**) at Meadow Drive (#2) and overall delay of 41.8 seconds and LOS D (**Table 14**) compared to 57.2 seconds and LOS E (**Table 5**) at Charleston Road (#3) in the AM peak hour. In the PM peak hour, overall delay is 37.9 seconds and LOS D (**Table 15**) compared to 62.6 seconds and LOS E (**Table 6**) under Existing conditions at Meadow Drive (#2), and at Charleston Road (#3), overall delay is 52.9 seconds and LOS D (**Table 15**) compared to 106.4 seconds and LOS F (**Table 6**) under Existing conditions.

The average and 95th percentile queue lengths are summarized in **Table 16** for the AM and PM peak hours. Generally, queues are similar or improved compared to Existing conditions. Southbound queues, which showed significant queuing in the PM peak hour under Existing conditions, no longer spill back to Loma Verde Drive from Charleston Road (#3)—southbound queues at Charleston Road (#3), Meadow Drive (#2), and Alma Village Circle (#8) no longer merge.

At Alma Street & Meadow Drive (#2), westbound queues no longer extend past Bryant Street in both the AM and PM peak hours. The northbound left queues no longer exceed storage capacity in the AM peak hour. The storage capacity is exceeded for the northbound left queue in the PM peak hour, which was not the case under Existing conditions, but the total northbound queue remains similar and does not extend past the adjacent intersection.

At Alma Street & Charleston Road (#3), in the AM peak hour, northbound left queues continue to exceed storage capacity, but overall northbound queues no longer extend past the adjacent intersection. Similarly, in the PM peak hour, westbound queues no longer extend past the adjacent intersection and southbound queues extend up to Lindero Drive (#11) instead of up to Meadow Drive (#2) as in Existing conditions.

The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Meadow Drive (#2) and at Alma Street & Charleston Road (#3).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 14. Existing Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	34.6 C	-	88.0 F	24.7 C	25.5 C	-	67.6 E	30.4 C	12.8 B	-	52.9 D	51.4 D	31.1 C	-	51.8 D	49.8 D	35.7 D
3	Alma St & Charleston Rd	Signal	Delay LOS	41.8 D	-	45.3 D	38.1 D	32.4 C	-	61.2 E	38.3 D	10.3 B	-	49.6 D	49.6 D	41.2 D	-	47.9 D	49.8 D	39.8 D
8	Alma St & Alma Village Cir	Signal	Delay LOS	4.4 A	-	-	3.7 A	3.7 A	-	42.8 D	4.1 A	-	-	-	-	-	-	33.1 C	-	18.6 B
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	13.2 B	-	13.2 B	-	5.4 A	-	-	-	5.3 A	-	-	1.4 A	1.2 A	-	-	1.7 A	1.4 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	12.9 B	-	-	5.3 A	5.4 A	-	10.0 A	1.8 A	-	-	-	-	-	-	-	-	12.9 B
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	28.0 D	-	-	3.7 A	4.2 A	10.3 B	13.9 B	3.3 A	-	-	-	-	-	-	28.0 D	-	10.1 B
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	9.8 A	-	19.2 B	15.6 B	13.5 B	-	13.7 B	9.9 A	9.8 A	-	25.2 C	10.5 B	-	-	19.9 B	7.2 A	7.5 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	15.4 C	-	15.4 C	-	8.3 A	-	-	-	-	-	-	1.7 A	1.4 A	0.0 A	7.3 A	1.2 A	-
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	18.3 C	-	-	-	-	-	18.3 C	-	4.7 A	-	5.8 A	2.0 A	-	-	-	0.6 A	0.5 A
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	18.2 C	-	0.0 A	18.2 C	14.2 B	-	17.9 C	0.0 A	4.3 A	-	3.8 A	3.3 A	0.3 A	-	4.2 A	1.7 A	1.7 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	7.1 A	-	7.1 A	-	4.2 A	-	-	-	-	-	-	0.7 A	0.1 A	-	5.3 A	0.6 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

Table 15. Existing Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	37.9 D	-	68.3 E	36.0 D	31.2 C	-	51.9 D	33.2 C	20.8 C	-	50.5 D	46.9 D	31.5 C	-	54.6 D	50.8 D	32.5 C
3	Alma St & Charleston Rd	Signal	Delay LOS	52.9 D	-	96.9 F	33.5 C	29.2 C	-	108.1 F	57.4 E	35.4 D	-	52.8 D	54.4 D	49.1 D	-	47.4 D	49.3 D	40.8 D
8	Alma St & Alma Village Cir	Signal	Delay LOS	8.9 A	-	-	7.0 A	5.9 A	-	59.3 E	7.7 A	-	-	-	-	-	-	44.1 D	-	19.4 B
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	10.5 B	-	10.5 B	-	4.4 A	-	-	-	4.5 A	-	-	1.0 A	0.6 A	-	-	1.5 A	1.3 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	13.2 B	-	-	2.0 A	2.1 A	-	13.2 B	4.5 A	-	-	-	-	-	-	-	-	9.9 A
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	19.6 C	-	-	2.3 A	2.7 A	-	8.4 A	2.5 A	-	-	-	-	-	-	19.6 C	-	3.4 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	9.1 A	-	17.3 B	16.5 B	14.5 B	-	16.7 B	9.3 A	9.3 A	-	19.8 B	7.7 A	7.6 A	-	19.3 B	8.7 A	8.1 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	15.4 C	-	15.4 C	-	6.4 A	-	-	-	-	0.0 A	-	1.3 A	0.8 A	-	5.9 A	1.6 A	-
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	13.6 B	-	-	-	-	-	13.6 B	-	6.2 A	-	4.9 A	0.8 A	-	-	-	0.8 A	0.6 A
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	41.8 E	-	18.6 C	41.8 E	20.2 C	-	26.3 D	17.9 C	5.1 A	-	8.5 A	4.7 A	3.6 A	-	4.3 A	1.5 A	1.5 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	16.6 C	-	16.6 C	-	3.6 A	-	-	-	-	-	-	0.7 A	0.9 A	-	3.7 A	0.5 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.



Table 16. Existing Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – No Rail (Hybrid)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
2	Alma St & Meadow Dr*	EBLT	160	156	258	140	226
		EBTR	160	122	258	110	183
		WBLT	280	129	206	134	209
		WBTR	160	116	206	131	209
		NBL	210	112	207	108	391
		NBT	750	182	389	261	391
		NBTR	750	199	407	280	405
		SBL	540	69	130	105	190
		SBT	580	163	276	324	473
3	Alma St & Charleston Rd*	SBR	170	91	276	77	473
		EBLT	160	186	281	192	295
		EBTR	160	192	298	199	319
		WBLT	320	100	122	119	167
		WBTR	320	116	150	140	205
		NBL	320	190	475	117	192
		NBT	670	315	475	171	263
		NBTR	670	330	478	182	277
		SBL	220	79	180	92	220
8	Alma St & Alma Village Cir	SBT	730	214	331	387	769
		SBR	210	73	331	61	206
		WBLR	90	30	63	55	106
		NBT	590	18	64	36	170
		NBTR	590	23	84	51	195
9	Meadow Dr & Park Blvd	SBL	250	10	35	30	73
		SBT	940	33	90	81	171
		EBTR	200	10	54	3	22
		WBT	140	10	60	8	46
		WBR	140	6	39	5	31
10	Alma St & Lindero Dr	NBLR	240	21	48	18	42
		SBR	620	6	21	6	22
		WBR	340	9	26	10	28
		NBT	740	1	16	0	0
		NBTR	740	1	19	0	3
11	Alma St & Ely Pl	SBL	100	6	26	15	46
		SBT	870	0	0	1	16
		WBLR	670	7	29	9	32
		NBT	490	10	197	4	87
		NBTR	490	10	203	5	106
11	Alma St & Ely Pl	SBL	120	6	26	1	11
		SBT	670	0	0	0	0
		SBT	670	0	0	0	0

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
12	Charleston Rd & Carlson Ct	EBL	90	10	42	6	32
		EBTR	420	143	296	91	221
		WBL	70	8	34	16	48
		WBTR	1100	78	151	114	222
		NBL	50	8	30	2	13
		NBTR	210	14	38	18	45
		SBL	70	31	59	27	55
		SBTR	330	10	32	8	30
13	Charleston Rd & Mumford Pl	EBT	410	0	0	0	9
		EBR	60	0	0	0	0
		WBL	90	2	14	4	19
		WBT	430	0	0	0	0
		NBLR	200	10	32	15	37
14	Charleston Rd & Wright Pl	EBL	80	18	65	5	29
		EBT	320	34	94	9	39
		WBT	340	0	3	0	5
		WBTR	400	1	10	1	14
		SBLR	90	17	45	14	39
15	Charleston Rd & Park Blvd	EBLT	350	16	72	23	86
		EBTR	350	21	89	31	110
		WBLT	190	3	26	6	26
		WBTR	190	2	22	1	11
		NBLTR	220	14	38	19	58
		SBLTR	180	2	9	6	22
16	Charleston Rd & Ruthelma Ave	EBT	340	0	4	0	0
		EBTR	340	0	7	0	0
		WBLT	340	5	27	5	28
		WBT	340	0	10	0	0
		NBLR	680	7	27	7	27

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

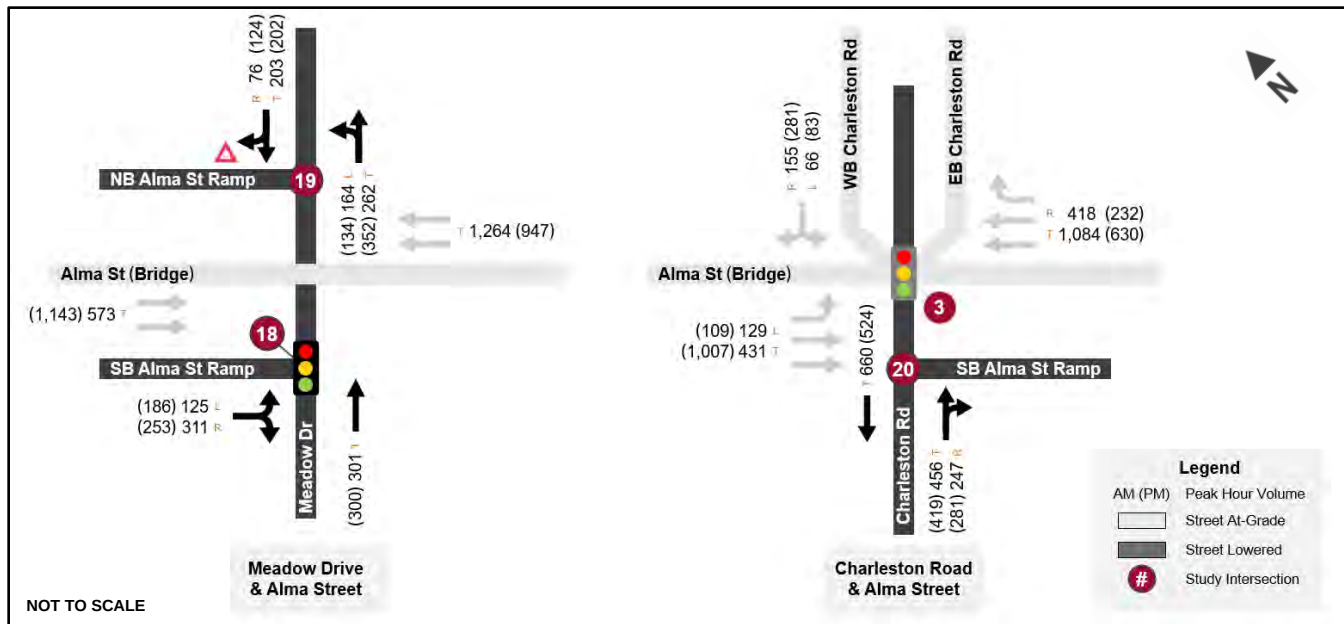
*Queues at the primary signalized intersections #2 & #3 include queue spillback into adjacent unsignalized intersections.



Meadow Drive & Charleston Road – Underpass (1-Lane RAB)

The Meadow Drive and Charleston Road study intersections were analyzed under the Meadow Underpass and Charleston Underpass (1-Lane RAB) Alternatives with the existing demand volumes for Existing Plus Project conditions, including diversions to accommodate the new intersection configurations. Demand volumes at the new intersections are shown in **Figure 15**.

Figure 15. Existing Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)



Intersection LOS results are summarized in **Table 17** and **Table 18** for the AM and PM peak hours, respectively. In both the AM and PM peak hours, all intersections operate at acceptable LOS D or better.

Key Operational Summary

The main signals at Meadow Drive & SB Alma Street Ramp (#18) and Alma Street & Charleston Road (#3) show improvements compared to the main Meadow Drive (#2) and Charleston Road (#3) signals under Existing conditions, with overall delay of 9.9 seconds and LOS A (**Table 17**) compared to 41.7 seconds and LOS D (**Table 5**) at Meadow Drive (#18) and overall delay of 13.5 seconds and LOS A (**Table 17**) compared to 57.2 seconds and LOS E (**Table 5**) at Charleston Road (#3) in the AM peak hour. In the PM peak hour, overall delay is 9.8 seconds and LOS A (**Table 18**) compared to 62.6 seconds and LOS E (**Table 6**) under Existing conditions at Meadow Drive (#18), and at Charleston Road (#3), overall delay is 12.4 seconds and LOS A (**Table 18**) compared to 106.4 seconds and LOS F (**Table 6**) under Existing conditions.

The average and 95th percentile queue lengths are summarized in **Table 19** for the AM and PM peak hours. All queues remain within the storage capacity available, except for some minor movements which don't impact operations significantly. Southbound queues, which showed significant queuing in the PM peak hour under Existing conditions, no longer spill back to Loma Verde Drive from Charleston Road (#3).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Meadow Drive (#2) and at Alma Street & Charleston Road (#3) and implementation of free flow operations for many key movements at the study intersections with the new intersection configurations.

Table 17. Existing Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	13.5 B	-	-	15.5 B	6.5 A	-	33.7 C	5.1 A	-	-	-	-	-	-	27.8 C	-	17.2 B
8	Alma St & Alma Village Cir	Signal	Delay LOS	5.5 A	-	16.1 B	2.9 A	0.8 A	-	25.6 C	8.2 A	3.8 A	-	-	-	-	-	21.4 C	-	10.0 A
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS	4.7 A	-	-	-	-	-	-	-	4.7 A	-	-	0.7 A	-	-	-	1.2 A	0.8 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	13.7 B	-	-	3.5 A	3.2 A	-	13.7 B	1.2 A	-	-	-	-	-	-	-	-	11.7 B
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	3.4 A	-	-	3.4 A	-	0.0 A	-	1.4 A	-	-	-	-	2.5 A	-	-	-	0.8 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	8.9 A	-	22.0 C	11.2 B	15.8 B	-	16.0 B	10.2 B	10.9 B	-	21.0 C	7.5 A	-	-	23.6 C	7.9 A	7.1 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	19.6 C	-	19.6 C	-	7.7 A	-	-	-	-	-	-	0.6 A	0.4 A	0.0 A	5.4 A	1.8 A	-
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	28.8 D	-	28.8 D	-	7.5 A	-	-	-	-	-	-	1.7 A	0.1 A	-	4.7 A	0.4 A	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	9.9 A	-	-	-	-	-	12.9 B	-	9.3 A	-	-	11.3 B	-	-	-	6.6 A	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	2.8 A	-	-	-	-	-	-	-	-	-	2.2 A	1.3 A	-	-	-	2.8 A	1.7 A
20	Charleston Rd & Alma Ramps (L)	Free	Delay LOS	1.4 A	-	-	-	-	-	-	-	-	-	-	1.4 A	1.1 A	-	-	0.7 A	-
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS	8.7 A	-	-	-	8.7 A	-	-	-	-	-	-	2.0 A	-	-	-	1.2 A	0.9 A
22	Charleston RAB	RAB	Delay LOS	3.8 A	-	-	-	-	-	-	-	-	2.0 A	-	2.5 A	-	-	-	3.8 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 18. Existing Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																	
				Total	Northbound				Southbound				Eastbound				Westbound				
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
3	Alma St & Charleston Rd	Signal	Delay LOS 12.4 B	-	-	-	13.9	4.3	-	31.3	8.7	-	-	-	-	-	-	26.6	-	17.0	B
8	Alma St & Alma Village Cir	Signal	Delay LOS 9.1 A	-	-	22.6	4.0	1.6	-	29.4	12.0	7.2	-	-	-	-	-	22.3	-	11.4	B
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS 4.3 A	-	-	-	-	-	-	-	-	4.3	-	-	0.6	-	-	-	1.2	0.8	A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS 10.4 B	-	-	-	2.4	2.5	-	10.4	2.0	-	-	-	-	-	-	-	-	8.4	A
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS 7.4 A	-	-	-	1.8	-	-	-	2.2	-	-	-	-	7.4	-	-	-	1.0	A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS 9.9 A	-	-	22.8	18.8	18.0	-	21.5	12.8	13.3	-	25.3	6.8	5.4	-	26.7	9.4	8.2	A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS 21.1 C	-	-	21.1	-	5.6	-	-	-	-	5.7	-	0.5	0.3	-	5.4	2.3	-	-
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS 20.5 C	-	-	20.5	-	7.9	-	-	-	-	-	-	1.7	0.3	-	5.0	0.5	-	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS 9.8 A	-	-	-	-	-	-	13.0	-	9.8	-	-	9.7	-	-	-	7.1	-	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS 3.2 A	-	-	-	-	-	-	-	-	-	-	2.1	1.1	-	-	-	3.2	2.0	A
20	Charleston Rd & Alma Ramps (L)	Free	Delay LOS 1.5 A	-	-	-	-	-	-	-	-	-	-	-	1.5	1.2	-	-	0.6	-	-
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS 5.3 A	-	-	-	-	5.3	-	-	-	-	-	-	1.8	-	-	-	1.1	0.9	A
22	Charleston RAB	RAB	Delay LOS 3.7 A	-	-	-	-	-	-	-	-	-	1.9	-	2.6	-	-	-	3.7	-	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

Table 19. Existing Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
3	Alma St & Charleston Rd*	WBLR	420	111	191	145	258
		NBT	670	159	248	97	157
		NBR	670	76	131	48	81
		SBL	160	79	140	66	119
		SBT	730	45	97	106	183
8	Alma St & Alma Village Cir	WBLTR	90	22	48	33	65
		NBL	500	69	115	58	99
		NBT	1450	76	181	83	140
		NBR	140	14	69	26	95
		SBL	250	9	29	20	47
		SBT	940	55	123	98	233
9	Meadow Dr & Park Blvd	SBR	220	8	34	11	56
		EBLT	200	1	9	0	4
		WBTR	210	0	0	0	5
		SBLR	620	10	33	9	30

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
10	Alma St & Lindero Dr	WBR	340	12	31	11	28
		NBT	740	0	3	0	0
		NBTR	740	0	2	0	3
		SBL	100	8	31	14	42
		SBT	1600	0	0	0	0
11	Alma St & Ely Pl	EBR	520	42	86	74	131
		WBR	670	0	0	0	0
		NBT	490	1	11	0	0
		SBT	670	0	3	0	0
12	Charleston Rd & Carlson Ct	EBL	90	7	30	6	31
		EBTR	420	97	178	74	134
		WBL	70	9	35	17	52
		WBTR	1100	82	149	124	226
		NBL	50	8	29	3	17
		NBTR	205	12	36	18	47
		SBL	70	34	65	32	60
		SBTR	330	28	61	26	59
13	Charleston Rd & Mumford Pl	EBUTR	130	0	0	2	18
		WBL	90	3	17	5	27
		WBT	430	1	16	3	29
		NBLR	200	12	37	23	51
16	Charleston Rd & Ruthelma Ave	EBT	340	5	35	2	21
		EBTR	340	0	0	0	2
		WBLT	90	19	73	23	74
		WBT	90	0	0	0	0
		NBLR	680	19	45	18	43
18	Meadow Dr & SB Alma St Ramp*	EBT	210	86	145	75	130
		WBT	70	66	112	68	118
		SBLR	600	124	205	123	202
19	Meadow Dr & NB Alma St Ramp	EBLT	70	30	67	28	66
		WBTR	260	21	67	23	73
20	Charleston Rd & Alma St Ramps (Lower)	EBTR	550	0	0	0	0
		WBT	460	0	0	0	0
21	Charleston Rd & Alma St Ramps (Upper)	EBT	420	0	5	0	0
		WBTR	130	0	0	0	7
		NBR**	370	139	255	81	150
22	Charleston Rd Roundabout (RAB)	EBUT	180	0	2	0	0
		WBT	120	31	72	33	77

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #3 & #18 include queue spillback into adjacent unsignalized intersections.

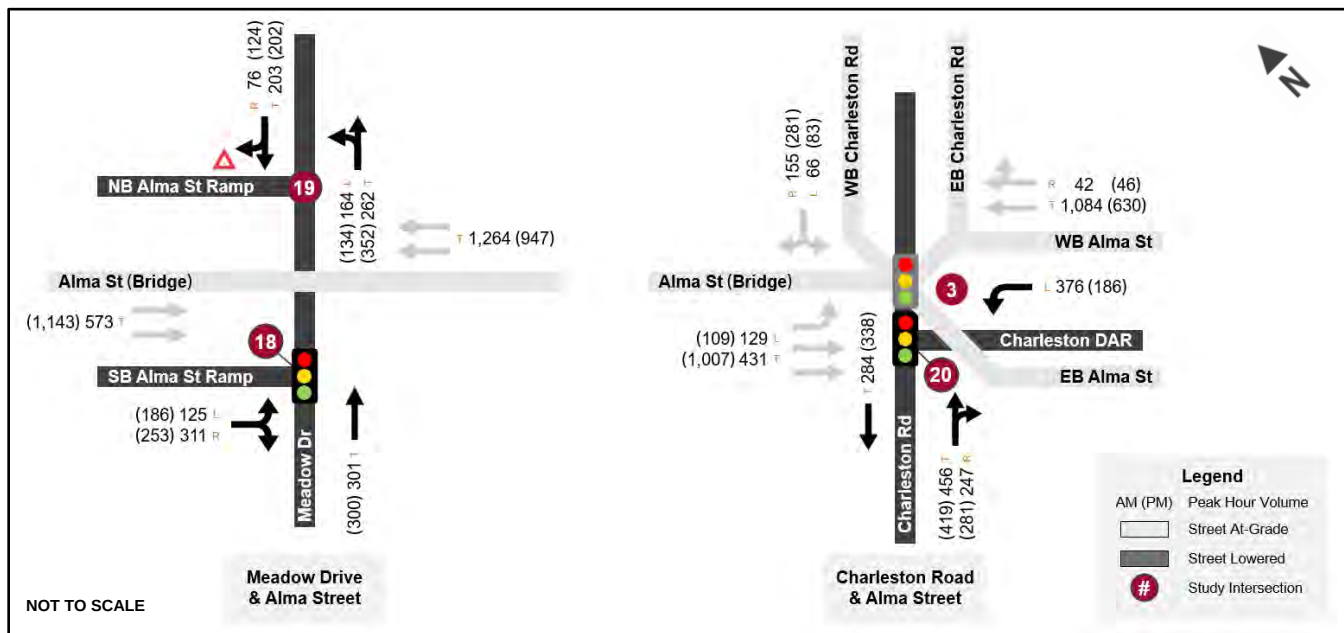
**At Intersection #21, NBR = Alma St to EB Charleston Rd.



Meadow Drive & Charleston Road – Underpass (DAR)

The Meadow Drive and Charleston Road study intersections were analyzed under the Meadow Underpass and Charleston Underpass (DAR) Alternatives with the existing demand volumes for Existing Plus Project conditions, including diversions to accommodate the new intersection configurations. Demand volumes at the new intersection are shown in **Figure 16**.

Figure 16. Existing Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (DAR)



Intersection LOS results are summarized in **Table 20** and **Table 21** for the AM and PM peak hours, respectively. In both the AM and PM peak hours, all intersections operate at acceptable LOS D or better.

Key Operational Summary

The main signals at Meadow Drive & SB Alma Street Ramp (#18), Alma Street & Charleston Road (#3), and Charleston Road & Alma Street Ramps (Lower) (#20) show improvements compared to the main Meadow Drive (#2) and Charleston Road (#3) signals under Existing conditions. At Meadow Drive (#18), overall delay is 10.5 seconds with LOS B (**Table 20**) compared to 41.7 seconds and LOS D (**Table 5**) under Existing conditions in the AM peak hour, and in the PM peak hour, overall delay is 10.2 seconds with LOS B (**Table 21**) compared to 62.6 seconds and LOS E (**Table 6**) under Existing conditions. At the Charleston Road signals, overall delay is 12.3 seconds (#3) and 10.6 seconds (#20) with LOS B (**Table 20**) compared to 57.2 seconds and LOS E (**Table 5**) at Charleston Road (#3) in the AM peak hour. In the PM peak hour, overall delay is 12.4 seconds with LOS B (#3) and 7.0 seconds with LOS A (#20) (**Table 21**) compared to 106.4 seconds and LOS F (**Table 6**) under Existing conditions at Charleston Road (#3).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



The average and 95th percentile queue lengths are summarized in **Table 22** for the AM and PM peak hours. All queues remain within the storage capacity available, except for some minor movements which don't impact operations significantly. Southbound queues, which showed significant queuing in the PM peak hour under Existing conditions, no longer spill back to Loma Verde Drive from Charleston Road (#3).

The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Meadow Drive (#2) and at Alma Street & Charleston Road (#3) and implementation of free flow operations for many key movements at the study intersections with the new intersection configurations.

Table 20. Existing Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	12.3 B	-	-	11.9 B	8.3 A	-	30.2 C	4.9 A	-	-	-	-	-	27.5 C	-	16.0 B	
8	Alma St & Alma Village Cir	Signal	Delay LOS	5.5 A	-	15.9 B	2.8 A	0.8 A	-	26.1 C	8.4 A	4.1 A	-	-	-	-	21.1 C	-	9.3 A	
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS	4.3 A	-	-	-	-	-	-	-	4.3 A	-	-	0.8 A	-	-	-	1.3 A	0.9 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	14.5 B	-	-	3.4 A	3.4 A	-	14.5 B	1.2 A	-	-	-	-	-	-	-	12.4 B	
11	Alma St & Ely Pl	SSSC (W)	Delay LOS	8.5 A	-	-	3.5 A	-	-	-	0.6 A	-	-	-	-	-	-	-	8.5 A	
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	9.0 A	-	19.3 B	17.8 B	12.3 B	-	15.4 B	10.4 B	8.9 A	-	18.4 B	8.4 A	-	-	17.3 B	7.9 A	6.6 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	15.8 C	-	15.8 C	-	6.7 A	-	-	-	-	4.1 A	-	1.2 A	0.9 A	0.0 A	6.6 A	1.4 A	-
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	17.1 C	-	17.1 C	-	8.3 A	-	-	-	-	-	-	1.8 A	0.1 A	-	4.0 A	0.4 A	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	10.5 B	-	-	-	-	-	14.4 B	-	10.6 B	-	-	11.2 B	-	-	-	7.0 A	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	3.3 A	-	-	-	-	-	-	-	-	-	2.2 A	1.3 A	-	-	-	3.3 A	1.8 A
20	Charleston Rd & Alma Ramps (L)	Signal	Delay LOS	10.6 B	-	15.3 B	-	-	-	-	-	-	-	-	10.3 B	8.3 A	-	-	6.6 A	-
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS	1.6 A	-	-	-	0.8 A	-	-	-	-	-	-	1.6 A	-	-	-	0.8 A	0.6 A
23*	Charleston Rd DAR	Yield (SB)	Delay LOS	5.0 A	-	-	0.6 A	0.4 A	-	-	5.0 A	-	-	-	-	0.3 A	-	-	-	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

At Intersection #23, NBT = NB Alma St to DAR, NBR = NB Alma St, SBT = DAR to SB Alma St, EBR = SB Alma St.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 21. Existing Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	12.4 B	-	-	12.0 B	8.0 A	-	31.5 C	8.6 A	-	-	-	-	-	-	25.5 C	-	16.3 B
8	Alma St & Alma Village Cir	Signal	Delay LOS	9.2 A	-	25.0 C	4.1 A	1.2 A	-	28.6 C	12.0 B	7.1 A	-	-	-	-	-	21.9 C	-	10.7 B
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS	3.8 A	-	-	-	-	-	-	-	3.8 A	-	-	0.7 A	-	-	-	1.2 A	0.8 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	10.2 B	-	-	2.2 A	2.1 A	-	10.2 B	2.0 A	-	-	-	-	-	-	-	-	8.7 A
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	4.3 A	-	-	1.9 A	-	-	-	0.7 A	-	-	-	-	-	-	-	-	4.3 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	10.1 B	-	21.5 C	15.6 B	16.7 B	-	17.8 B	11.4 B	10.2 B	-	26.6 C	7.7 A	7.8 A	-	23.1 C	10.2 B	9.2 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	22.0 C	-	22.0 C	-	7.0 A	-	-	-	-	6.3 A	-	1.1 A	0.7 A	-	4.7 A	1.7 A	-
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	22.2 C	-	22.2 C	-	8.5 A	-	-	-	-	-	-	1.9 A	0.1 A	-	6.0 A	0.7 A	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	10.2 B	-	-	-	-	-	13.2 B	-	9.7 A	-	-	10.9 B	-	-	-	7.2 A	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	3.1 A	-	-	-	-	-	-	-	-	-	2.1 A	1.1 A	-	-	-	3.1 A	1.9 A
20	Charleston Rd & Alma Ramps (L)	Signal	Delay LOS	7.0 A	-	15.1 B	-	-	-	-	-	-	-	-	6.6 A	5.2 A	-	-	4.3 A	-
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS	1.3 A	-	-	-	0.8 A	-	-	-	-	-	-	1.3 A	-	-	-	1.2 A	0.9 A
23*	Charleston DAR	Yield (SB)	Delay LOS	9.2 A	-	-	0.4 A	0.2 A	-	-	9.2 A	-	-	-	0.7 A	0.7 A	-	-	-	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.
At Intersection #23, NBT = NB Alma St to DAR, NBR = NB Alma St, SBT = DAR to SB Alma St, EBR = SB Alma St.

Table 22. Existing Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (DAR)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
3	Alma St & Charleston Rd*	WBLR	420	99	174	145	252
		NBT	670	132	238	97	168
		NBTR	670	138	250	102	161
		SBL	280	72	126	66	121
		SBT	730	43	94	106	185
8	Alma St & Alma Village Cir	WBLTR	90	20	46	34	72
		NBL	500	70	114	60	105
		NBT	1450	73	160	79	136
		NBR	140	16	80	21	79
		SBL	250	8	30	20	49
		SBT	940	53	95	97	169
		SBR	220	10	40	14	77
9	Meadow Dr & Park Blvd	EBLT	200	1	14	1	15
		WBTR	210	0	0	0	6
		SBLR	620	9	31	7	29

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
10	Alma St & Lindero Dr	WBR	340	11	29	10	25
		NBT	740	0	0	0	0
		NBTR	740	0	7	0	0
		SBL	100	10	35	15	42
		SBT	1600	0	0	0	0
11	Alma St & Ely Pl	WBR	670	6	25	1	11
		NBT	490	9	69	1	13
		SBT	670	0	0	1	9
12	Charleston Rd & Carlson Ct	EBL	90	8	37	5	30
		EBTR	420	104	196	81	152
		WBL	70	9	34	19	62
		WBTR	1100	81	144	126	242
		NBL	50	8	31	3	17
		NBTR	205	13	39	16	43
		SBL	70	35	63	29	58
13	Charleston Rd & Mumford Pl	SBTR	330	27	58	26	55
		EBU	340	40	89	55	97
		EBTR	340	3	36	2	19
		WBL	90	2	14	3	19
		WBT	430	0	4	0	4
16	Charleston Rd & Ruthelma Ave	NBLR	200	13	38	23	52
		EBT	340	5	42	3	29
		EBTR	340	0	5	0	3
		WBLT	90	17	66	28	88
		WBT	90	0	0	0	0
18	Meadow Dr & SB Alma St Ramp*	NBLR	680	21	47	18	43
		EBT	210	86	146	84	147
		WBT	70	71	123	70	119
19	Meadow Dr & NB Alma St Ramp	SBLR	600	138	232	125	200
		EBLT	70	32	70	26	63
		WBTR	260	26	78	25	74
20	Charleston Rd & Alma St Ramps (Lower)*	EBTR	550	154	255	113	201
		WBT	460	67	122	59	117
		NBL	510	122	193	73	124
21	Charleston Rd & Alma St Ramps (Upper)	EBT	460	0	0	0	0
		WBTR	370	0	0	0	0
		NBR**	420	0	0	0	0
22	Charleston Rd Direct Access Ramp (DAR)	EBR**	730	0	0	0	5
		NBTR**	490	0	0	0	0
		NBR**	490	0	6	0	5
		SBT**	730	36	70	69	122

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #3, #18, & #20 include queue spillback into adjacent unsignalized intersections.

**At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.
At Intersection #23, NBT = NB Alma St to DAR, NBR = NB Alma St, SBT = DAR to SB Alma St, EBR = SB Alma St.



07 Future 2040 Forecast

The Future Year (2040) demand volumes were developed using the City of Palo Alto travel demand models. Base Year 2015 and Future Year 2040 models were used to determine the growth in traffic between 2015 and 2040. The Future Year 2040 model is consistent with the City's Comprehensive Plan, which includes an additional 6,000 housing units and 8,868 new jobs compared to 2015.

AM and PM peak hour volumes were extracted for 2015 and 2040 at key segments within the traffic study area and on parallel facilities to Alma Street, Churchill Avenue, Meadow Drive, and Charleston Road, as seen in **Figure 17**.

Comparing Base Year 2015 segment volumes to Future Year 2040 segment volumes, about 1.1% average yearly growth in the AM peak hour and 0.8% average yearly growth in the PM peak hour were observed. As a conservative approach, 1% growth per year was used to develop Future Year (2040) volumes in the AM and PM peak hours. Detailed segment volumes and growth calculations are shown in **Appendix E**.

Using the 1% growth, all Existing conditions demand volumes in the traffic study area, including on side-street approaches, were increased from Existing Year 2025 to Future Year 2040, for a total of 15% growth. The grown Future Year (2040) volumes were then balanced in the network to develop the Future Year (2040) demand volumes to be used in the Future conditions analysis. Future Year (2040) demand volumes are shown in **Figure 18** and **Figure 19**.



Figure 17. Travel Demand Model Segment Volume Locations

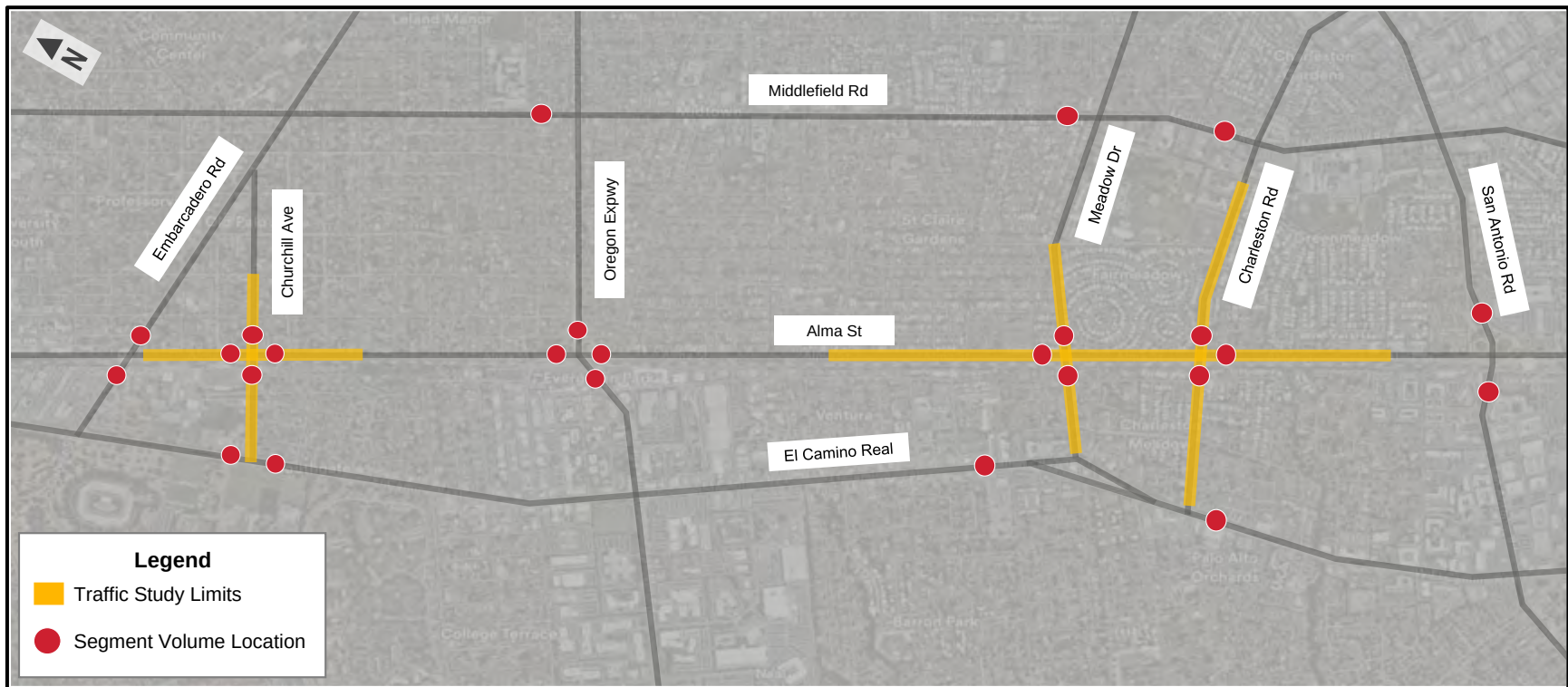
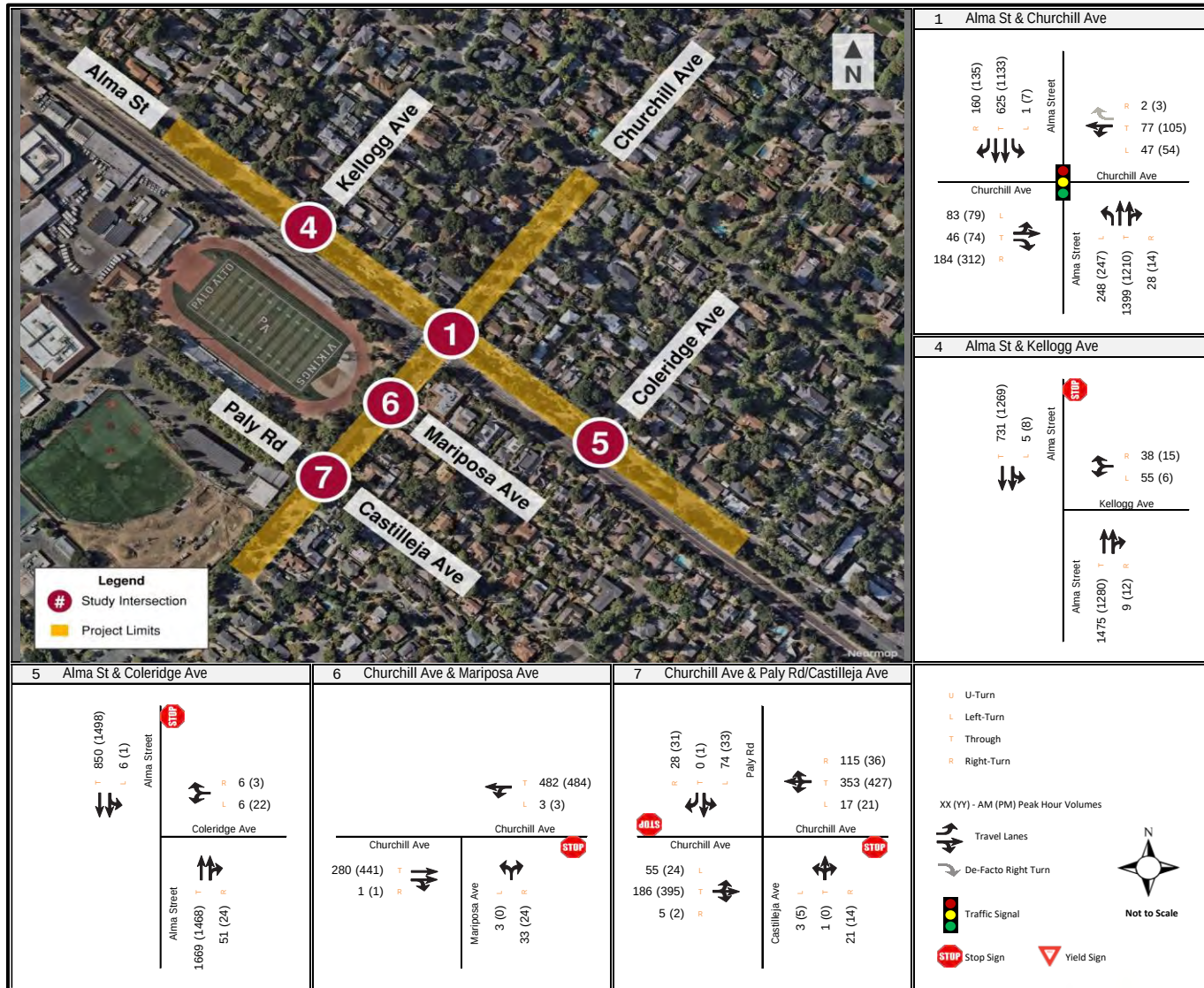




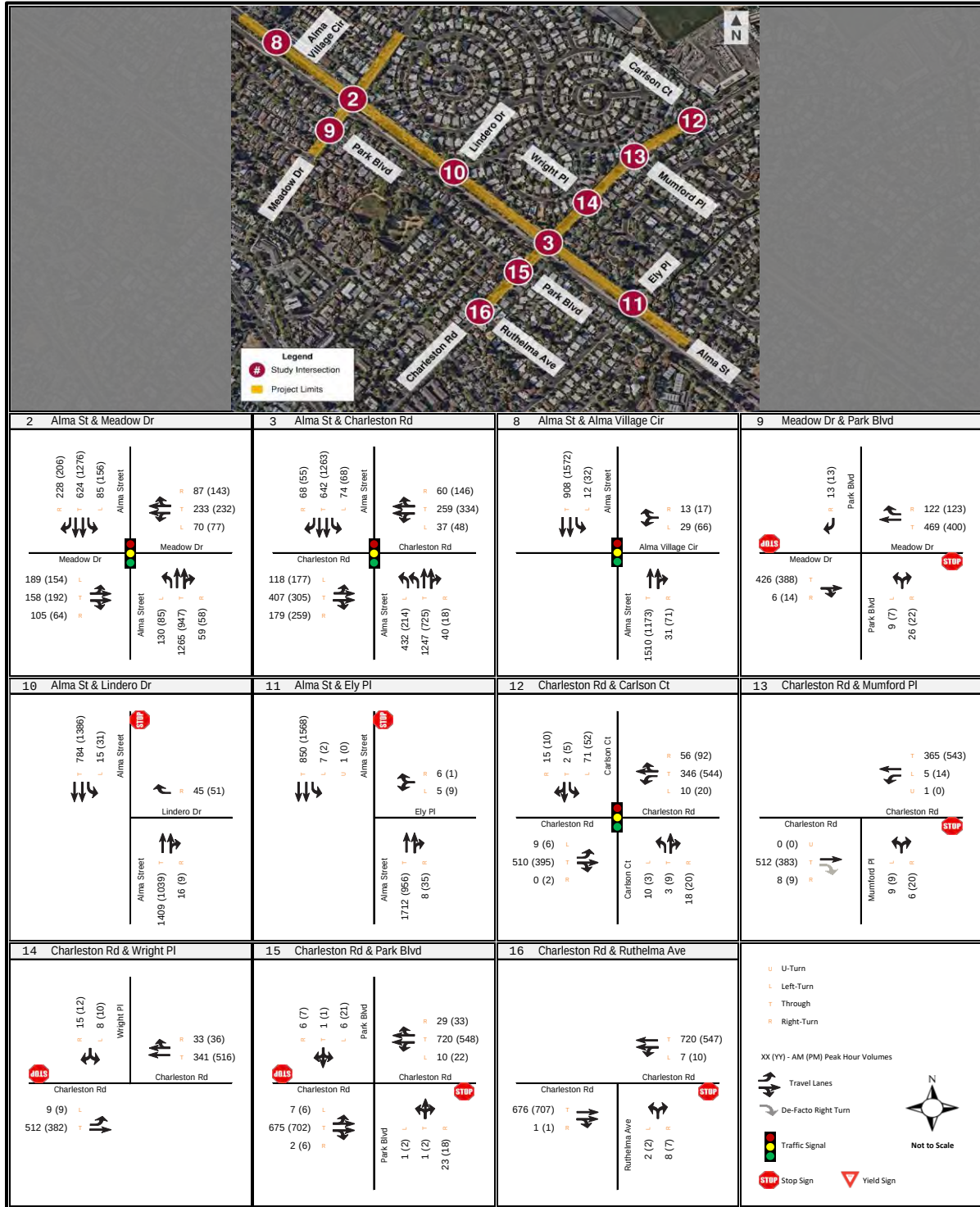
Figure 18. Future Intersection Lane Configurations and 2040 Demand Volumes – Churchill Ave



CITY OF PALO ALTO PROJECT FOR GRADE SEPARATION: CHURCHILL AVENUE, MEADOW DRIVE, AND CHARLESTON ROAD



Figure 19. Future Intersection Lane Configurations and 2040 Demand Volumes – Meadow Dr & Charleston Rd





08 Future 2040 No Build Conditions Analysis

The calibrated Existing conditions SimTraffic models were used as base models for the Future No Build conditions. Forecast volumes for Future Year (2040) were used as demand volumes at the study intersections.

Measures of effectiveness, including delay/LOS and queue lengths were extracted for the Future No Build conditions, similar to Existing conditions.

Detailed SimTraffic outputs for Future No Build conditions are summarized in **Appendix F**.

Future 2040 No Build Conditions LOS Results – Churchill Avenue

Intersection LOS results for the Churchill Avenue study intersections are summarized in **Table 23** and **Table 24** for the AM and PM peak hours, respectively. Based on the LOS results, two (2) intersections in the AM peak hour and four (4) intersections in the PM peak hour operate at unacceptable LOS **E** or **F**:

AM Peak Hour

(#4) Alma Street & Kellogg Avenue – SSSC [**LOS E**]*

(#5) Alma Street & Coleridge Avenue – SSSC [**LOS F**]

PM Peak Hour

(#4) Alma Street & Kellogg Avenue – SSSC [**LOS F**]

(#5) Alma Street & Coleridge Avenue – SSSC [**LOS F**]

(#6) Churchill Avenue & Mariposa Avenue – SSSC [**LOS F**]*

(#7) Churchill Avenue & Paly Road/Castilleja Avenue – SSSC [**LOS F**]*

**Intersection operates at acceptable LOS D or better under Existing conditions.*

Compared to Existing conditions, delay generally increases at the study intersections due to increased demand volumes. One (1) more intersection in the AM peak hour and two (2) more intersections in the PM peak hour operate at unacceptable LOS **E** or **F** compared to Existing conditions.

In the AM peak hour, the Kellogg Avenue (#4) intersection operates at unacceptable LOS **E**, which was not the case under Existing conditions. This is primarily due to increased difficulty in finding gaps to turn onto Alma Street with increased northbound and southbound traffic. Overall delay at the main Churchill Avenue (#1) intersection increases from 30.0 seconds to 33.3 seconds.

In the PM peak hour, the Mariposa Avenue (#6) and Paly Road/Castilleja Avenue (#7) intersections operate at unacceptable LOS **F**, which was not the case under Existing conditions. This is primarily due to increased difficulty in finding gaps to turn onto Churchill Avenue with increased eastbound and westbound traffic. Overall delay at the main Churchill Avenue (#1) intersection increases from 39.7 seconds to 48.5 seconds.



Table 23. Future 2040 No Build AM Peak Hour LOS – Churchill Ave

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Alma St & Churchill Ave	Signal	Delay LOS	33.3 C	- -	87.6 F	24.4 C	20.1 C	- -	0.0 A	33.9 C	21.3 C	- -	29.4 C	27.9 C	4.6 A	- -	85.8 F	86.2 F	36.9 D
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	47.8 E	- -	- -	3.1 A	2.5 A	- -	17.6 C	1.3 A	- -	- -	- -	- -	- -	- -	47.8 E	- -	27.4 D
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	57.6 F	- -	- -	4.9 A	3.1 A	- -	25.1 D	2.4 A	- -	- -	- -	- -	- -	- -	57.6 F	- -	20.4 C
6	Churchill Ave & Mariposa Ave	SSSC (NB)	Delay LOS	14.4 B	- -	14.4 B	- -	9.9 A	- -	- -	- -	- -	- -	- -	3.7 A	1.4 A	- -	2.8 A	0.6 A	- -
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	28.1 D	- -	21.2 C	28.1 D	5.1 A	- -	15.0 B	- -	5.4 A	- -	8.3 A	3.0 A	2.7 A	- -	3.3 A	2.1 A	1.4 A

Note: Results are based on an average of 10 SimTraffic simulation runs.

Table 24. Future 2040 No Build PM Peak Hour LOS – Churchill Ave

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Alma St & Churchill Ave	Signal	Delay LOS	48.5 D	- -	132.6 F	25.2 C	21.0 C	- -	155.5 F	42.7 D	52.4 D	- -	28.4 C	26.1 C	7.6 A	- -	226.5 F	218.8 F	206.3 F
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	124.2 F	- -	- -	2.7 A	2.2 A	- -	14.6 B	10.5 B	- -	- -	- -	- -	- -	- -	124.2 F	- -	66.5 F
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	183.0 F	- -	- -	17.7 C	9.9 A	- -	0.0 A	2.8 A	- -	- -	- -	- -	- -	- -	160.4 F	- -	183.0 F
6	Churchill Ave & Mariposa Ave	SSSC (NB)	Delay LOS	55.1 F	- -	- -	- -	55.1 F	- -	- -	- -	- -	- -	- -	19.5 C	5.9 A	- -	7.2 A	1.1 A	- -
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	50.1 F	- -	20.3 C	- -	22.3 C	- -	50.1 F	7.9 A	14.6 B	- -	17.3 C	14.9 B	9.5 A	- -	6.2 A	2.2 A	1.5 A

Note: Results are based on an average of 10 SimTraffic simulation runs.

Future 2040 No Build Conditions Queuing Results – Churchill Avenue

The average and 95th percentile queue lengths (measured in feet) were also determined using SimTraffic. The queue lengths are summarized in **Table 25** for the AM and PM peak hours.

In the AM peak hour, queues generally increase compared to Existing conditions. Eastbound and northbound queues at Alma Street & Churchill Avenue (#1) continue to extend past adjacent intersections, and southbound right queues continue to exceed storage capacity. These queues occur primarily due to rail interruptions at Alma Street & Churchill Avenue (#1) and increased demand volumes.

In the PM peak hour, queues generally increase compared to Existing conditions. Eastbound, northbound, and southbound queues at Alma Street & Churchill Avenue (#1) continue to spill past adjacent intersections. The northbound queue increases significantly, extending past Lowell Avenue, compared to just after Coleridge Avenue (#5) under Existing conditions. The northbound left and southbound right queues also continue to exceed storage

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



capacity. The westbound queue extends past Emerson Street which was not the case under Existing conditions. These queues occur primarily due to rail interruptions at Alma Street & Churchill Avenue (#1) and increased demand volumes.

Table 25. Future 2040 No Build Intersection Queuing – Churchill Ave

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
1	Alma St & Churchill Ave*	EBLT	140	83	210	107	609
		EBR	140	40	115	106	363
		WBLT	500	140	253	329	663
		WBR	30	3	20	4	25
		NBL	330	264	604	290	1028
		NBT	400	313	604	321	1028
		NBTR	400	300	577	293	975
		SBL	80	1	12	13	47
		SBT	400	204	350	337	727
		SBR	110	89	350	81	727
4	Alma St & Kellogg Ave	WBLR	510	63	127	24	86
		NBT	400	0	0	0	0
		NBTR	400	0	0	0	7
		SBLT	420	12	66	115	335
		SBT	420	5	44	104	318
5	Alma St & Coleridge Ave	WBLR	520	12	39	40	118
		NBT	420	56	210	180	634
		NBTR	420	43	183	150	581
		SBLT	400	8	52	2	30
		SBT	400	5	50	2	26
6	Churchill Ave & Mariposa Ave	EBT	180	18	85	101	238
		EBTR	50	10	49	46	238
		WBLT	140	1	16	10	75
		NBLR	770	24	54	25	67
7	Churchill Ave & Paly Rd/Castilleja Ave	EBLTR	310	30	93	92	300
		WBLTR	180	9	45	24	104
		NBLTR	210	19	45	16	48
		SBLT	250	45	95	34	101
		SBR	70	26	65	24	60

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersection #1 include queue spillback into adjacent unsignalized intersections.



Future 2040 No Build Conditions LOS Results – Meadow Drive & Charleston Road

Intersection LOS results for the Meadow Drive and Charleston Road study intersections are summarized in **Table 26** and **Table 27** for the AM and PM peak hours, respectively. Based on the LOS results, five (5) intersections in the AM peak hour and seven (7) intersections in the PM peak hour operate at unacceptable LOS **E** or **F**:

AM Peak Hour

- (#3) Alma Street & Charleston Road – Signal [LOS F]
- (#9) Meadow Drive & Park Boulevard – Signal [LOS F]*
- (#10) Alma Street & Lindero Drive – Signal [LOS E]*
- (#11) Alma Street & Ely Place – Signal [LOS F]*
- (#15) Charleston Road & Park Boulevard – SSSC [LOS F]

PM Peak Hour

- (#2) Alma Street & Meadow Drive – Signal [LOS F]
- (#3) Alma Street & Charleston Road – Signal [LOS F]
- (#8) Alma Street & Alma Village Circle – Signal [LOS F]
- (#9) Meadow Drive & Park Boulevard – Signal [LOS F]*
- (#10) Alma Street & Lindero Drive – SSSC [LOS F]
- (#14) Charleston Road & Wright Place – SSSC [LOS F]
- (#15) Charleston Road & Park Boulevard – SSSC [LOS F]

**Intersection operates at acceptable LOS D or better under Existing conditions.*

Compared to Existing conditions, delay generally increases at the study intersections due to increased demand volumes. Three (3) more intersections in the AM peak hour and one (1) more intersection in the PM peak hour operate at unacceptable LOS **E** or **F** compared to Existing conditions.

In the AM peak hour, the Meadow Drive & Park Boulevard (#9) and Lindero Drive (#10) intersections operate at unacceptable LOS **E** or **F**, which was not the case under Existing conditions. This is primarily due to increased difficulty in finding gaps to turn onto the major streets with increased through traffic. Similarly, the Ely Place (#11) intersection operates at unacceptable LOS **F**, which was not the case under Existing conditions. This is primarily due to increased northbound delay at Alma Street & Charleston Road (#3) causing increased queue spillback that affects operations at Ely Place (#11). Overall delay at the main Meadow Drive (#2) and Charleston Road (#3) intersections increases from 41.7 seconds to 50.3 seconds and 57.2 seconds to 81.9 seconds, respectively.

In the PM peak hour, the Meadow Drive & Park Boulevard (#9) intersection operates at unacceptable LOS **F**, which was not the case under Existing conditions. This is primarily due to increased difficulty in finding gaps to turn onto Meadow Drive with increased eastbound and westbound traffic. Overall delay at the main Meadow Drive (#2) and Charleston Road (#3) intersections increases from 62.6 seconds to 81.4 seconds and 106.4 seconds to 108.5 seconds, respectively.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 26. Future 2040 No Build AM Peak Hour LOS – Meadow Dr & Charleston Rd

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	50.3 D	-	196.6 F	52.2 D	51.0 D	-	98.7 F	30.7 C	25.7 C	-	17.8 B	30.3 C	11.6 B	-	71.8 E	72.3 E	44.8 D
3	Alma St & Charleston Rd	Signal	Delay LOS	81.9 F	-	251.8 F	74.3 E	71.3 E	-	136.7 F	53.7 D	20.6 C	-	12.2 B	15.5 B	6.2 A	-	70.5 E	88.5 F	88.1 F
8	Alma St & Alma Village Cir	Signal	Delay LOS	6.8 A	-	-	7.6 A	7.2 A	-	22.4 C	4.9 A	-	-	-	-	-	-	18.1 B	-	7.2 A
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	123.5 F	-	88.9 F	-	123.5 F	-	-	-	5.4 A	-	-	31.2 D	24.2 C	-	-	1.0 A	0.6 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	48.2 E	-	-	9.2 A	7.8 A	-	22.4 C	1.7 A	-	-	-	-	-	-	-	-	48.2 E
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	157.7 F	-	-	157.7 F	130.5 F	0.0 A	39.0 E	3.3 A	-	-	-	-	-	-	45.6 E	-	33.8 D
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	9.9 A	-	25.2 C	20.1 C	19.9 B	-	19.9 B	19.5 B	15.3 B	-	33.0 C	8.7 A	-	-	22.7 C	7.8 A	8.1 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	19.8 C	-	19.8 C	-	10.9 B	-	-	-	-	-	-	2.0 A	1.8 A	0.0 A	11.3 B	1.3 A	-
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	25.9 D	-	-	-	-	-	25.9 D	-	14.2 B	-	6.5 A	2.6 A	-	-	-	5.9 A	5.5 A
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	60.2 F	-	9.8 A	34.2 D	44.0 E	-	60.2 F	23.1 C	5.9 A	-	21.9 C	17.8 C	12.4 B	-	2.3 A	0.5 A	0.3 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	15.7 C	-	15.7 C	-	4.1 A	-	-	-	-	-	-	1.0 A	0.5 A	-	4.9 A	0.5 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

Table 27. Future 2040 No Build PM Peak Hour LOS – Meadow Dr & Charleston Rd

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	81.4 F	- -	94.4 F	32.3 C	29.7 C	- -	131.1 F	139.3 F	115.2 F	- -	20.0 B	29.2 C	14.5 B	- -	120.7 F	106.5 F	70.6 E
3	Alma St & Charleston Rd	Signal	Delay LOS	108.5 F	- -	89.6 F	44.9 D	40.7 D	- -	264.2 F	226.9 F	182.8 F	- -	12.1 B	16.8 B	7.7 A	- -	84.8 F	98.4 F	86.2 F
8	Alma St & Alma Village Cir	Signal	Delay LOS	297.6 F	- -	- -	11.2 B	10.1 B	- -	535.4 F	555.4 F	- -	- -	- -	- -	- -	- -	51.7 D	- -	35.1 D
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	532.2 F	- -	433.0 F	- -	532.2 F	- -	- -	- -	4.8 A	- -	- -	53.1 F	60.3 F	- -	- -	0.8 A	0.7 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	163.7 F	- -	- -	2.0 A	1.9 A	- -	132.1 F	163.7 F	- -	- -	- -	- -	- -	- -	- -	- -	11.6 B
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	25.3 D	- -	- -	2.5 A	1.9 A	- -	10.8 B	2.7 A	- -	- -	- -	- -	- -	- -	25.3 D	- -	5.6 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	12.8 B	- -	21.8 C	24.3 C	24.6 C	- -	23.0 C	17.1 B	17.4 B	- -	30.6 C	8.6 A	13.4 B	- -	35.7 D	13.1 B	11.8 B
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	70.6 F	- -	70.6 F	- -	45.1 E	- -	- -	- -	- -	- -	- -	1.1 A	1.0 A	- -	14.0 B	11.9 B	- -
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	679.6 F	- -	- -	- -	- -	- -	526.4 F	- -	679.6 F	- -	3.4 A	0.6 A	- -	- -	- -	70.1 F	83.4 F
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	306.8 F	- -	130.2 F	124.0 F	250.4 F	- -	262.6 F	306.8 F	168.1 F	- -	36.9 E	31.5 D	28.9 D	- -	4.3 A	0.6 A	0.2 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	30.7 D	- -	22.4 C	- -	30.7 D	- -	- -	- -	- -	- -	- -	3.5 A	0.8 A	- -	4.4 A	0.5 A	- -

Note: Results are based on an average of 10 SimTraffic simulation runs.



Future 2040 No Build Conditions Queuing Results – Meadow Drive & Charleston Road

The average and 95th percentile queue lengths (measured in feet) were also determined using SimTraffic. The queue lengths are summarized in **Table 28** for the AM and PM peak hours.

In the AM peak hour, queues generally increase compared to Existing conditions. At Alma Street & Meadow Drive (#2), eastbound and westbound queues continue to extend past adjacent intersections, and northbound left and southbound right queues continue to exceed storage capacity. The westbound queue extends up to Ramona Street, compared to up to Bryant Street under Existing conditions. The northbound queue extends past Lindero Drive (#10), which was not the case under Existing conditions. These queues occur primarily due to rail interruptions at Alma Street & Meadow Drive (#2) and increased demand volumes.

At Alma Street & Charleston Road (#3), eastbound and northbound queues continue to extend past adjacent intersections, and northbound left and southbound right queues continue to exceed storage capacity. The northbound queue increases significantly, extending up to the San Antonio Road interchange, compared to just past Ely Place (#11) under Existing conditions. The westbound queues extend past Wright Place and the southbound left queues exceed storage capacity, which was not the case under Existing conditions. These queues occur primarily due to rail interruptions at Alma Street & Charleston Road (#3) and increased demand volumes.

In the PM peak hour, queues generally increase compared to Existing conditions. At Alma Street & Meadow Drive (#2), eastbound, westbound, and southbound queues continue to extend past adjacent intersections, and southbound left and right queues continue to exceed storage capacity. The eastbound queues extend up to Wilkie Way, compared to just after 2nd Street under Existing conditions, and westbound queues extend past Waverly Street, compared to up to Bryant Street under Existing conditions. The northbound left and southbound left queues exceed storage capacity, which was not the case under Existing conditions. These queues occur primarily due to rail interruptions at Alma Street & Meadow Drive (#2) and increased demand volumes.

At Alma Street & Charleston Road (#3), eastbound, westbound, and southbound queues continue to extend past adjacent intersections, and southbound left and right queues continue to exceed storage capacity. The westbound queues extend past Mumford Place (#13), compared to just past Wright Place (#14) under Existing conditions. Significant increases are seen in the total southbound queues, starting at Charleston Road (#3), with queues extending around 4,800 feet north of Alma Village Circle (#8), near the Oregon Expressway interchange, compared to around 1,700 feet, up to near Loma Verde Avenue, under Existing conditions. These queues occur primarily due to rail interruptions at Alma Street & Charleston Road (#3) and increased demand volumes.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 28. Future 2040 No Build Intersection Queuing – Meadow Dr & Charleston Rd

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
2	Alma St & Meadow Dr*	EBLT	160	318	600	382	740
		EBTR	160	119	600	130	740
		WBLT	280	269	561	833	1603
		WBTR	160	140	561	833	1603
		NBL	210	187	929	106	422
		NBT	750	441	929	245	422
		NBTR	750	452	930	267	434
		SBL	540	90	177	251	591
		SBT	580	205	348	591	607**
		SBR	170	106	348	98	607
3	Alma St & Charleston Rd*	EBLT	160	237	382	283	432
		EBTR	160	248	397	304	450
		WBLT	320	151	175	234	967
		WBTR	320	242	356	244	967
		NBL	320	1889	3460	136	239
		NBT	670	1889	3460	230	344
		NBTR	670	606	3443	246	356
		SBL	220	123	425	119	1708
		SBT	730	258	425	1559	1708**
		SBR	210	96	425	84	1708
8	Alma St & Alma Village Cir	WBLR	90	28	62	66	125
		NBT	590	73	191	114	248
		NBTR	590	88	221	134	269
		SBL	250	11	36	86	4781
		SBT	940	42	110	2944	4781
9	Meadow Dr & Park Blvd	EBTR	200	186	468	250	608
		WBT	140	8	50	6	41
		WBR	140	5	33	3	24
		NBLR	240	50	141	100	326
		SBR	620	6	22	7	23
10	Alma St & Lindero Dr	WBR	340	22	88	11	30
		NBT	740	38	206	0	4
		NBTR	740	39	207	0	0
		SBL	100	8	31	52	150
		SBT	870	0	0	731	880**
11	Alma St & Ely Pl	WBLR	670	10	34	8	31
		NBT	490	1232	2803	0	8
		NBTR	490	1198	2786	1	20
		SBL	120	7	28	1	8
		SBT	670	0	11	0	0

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
12	Charleston Rd & Carlson Ct	EBL	90	10	41	6	27
		EBTR	420	131	303	107	239
		WBL	70	8	33	20	58
		WBTR	1100	92	177	166	354
		NBL	50	8	30	2	13
		NBTR	210	15	44	22	51
		SBL	70	33	65	31	62
		SBTR	330	14	47	9	30
13	Charleston Rd & Mumford Pl	EBT	410	1	19	0	0
		EBR	60	0	0	0	0
		WBL	90	2	15	7	38
		WBT	430	0	0	80	318
		NBLR	200	9	31	25	81
14	Charleston Rd & Wright Pl	EBL	80	26	82	4	24
		EBT	320	42	118	7	34
		WBT	340	13	83	170	425
		WBTR	400	22	112	214	482
		SBLR	90	20	53	90	261
15	Charleston Rd & Park Blvd	EBLT	350	87	232	133	282
		EBTR	350	98	247	154	300
		WBLT	190	2	13	6	30
		WBTR	190	0	6	2	22
		NBLTR	220	20	51	47	151
		SBLTR	180	3	12	46	150
16	Charleston Rd & Ruthelma Ave	EBT	340	2	20	12	111
		EBTR	340	2	26	14	123
		WBLT	340	3	22	5	28
		WBT	340	1	16	0	0
		NBLR	680	8	30	7	29

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #2 & #3 include queue spillback into adjacent unsignalized intersections.

**Queues in the southbound direction in the PM peak hour may be lower than Existing conditions at Intersections #2, #3, and #10 due to variability in the SimTraffic models. However, the total southbound queue starts at Charleston Road (#3) and extends past Lindero Drive (#10), Meadow Drive (#2), and Alma Village Circle (#8), so the southbound queue at Alma Village Circle (#8) is most indicative of the total southbound queue. Under Future No Build conditions, the southbound queue at Alma Village Circle (#8), and thus the total southbound queue starting at Charleston Road (#3), is significantly higher than under Existing conditions.



09 Future 2040 Plus Project Conditions Analysis

The calibrated Future No Build conditions SimTraffic models were used as base models and updated to reflect lane geometry changes for each of the Project Alternatives. Forecast volumes for Future Year (2040) were used as a basis for the Future Plus Project conditions demand volumes, including volume diversion, as described in the **05 Project Alternatives** section.

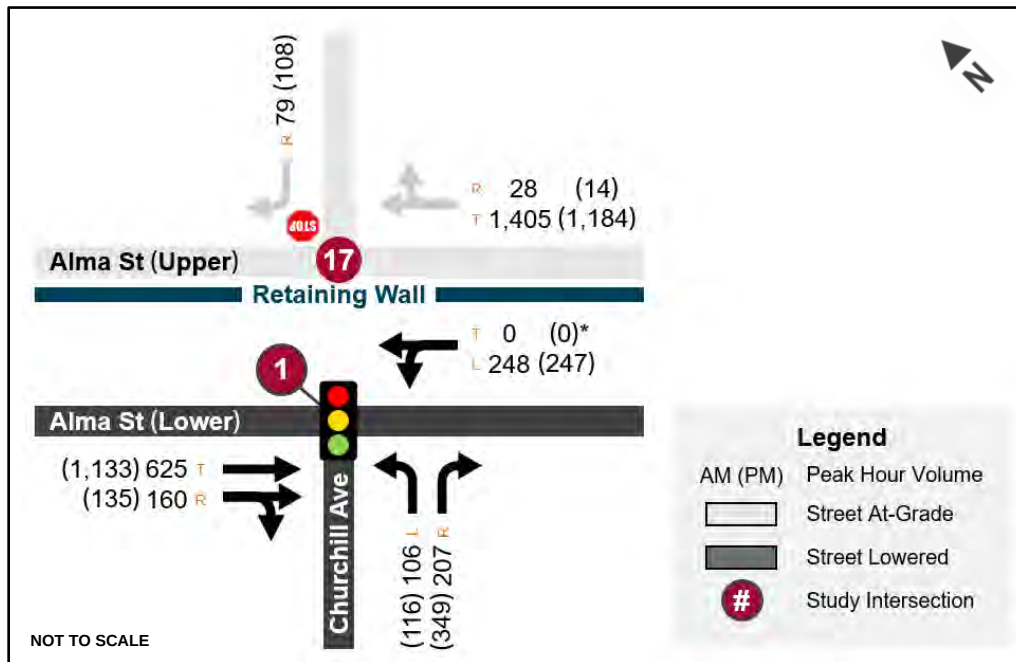
Measures of effectiveness, including delay/LOS and queue lengths were extracted for the Future Plus Project conditions, similar to Future No Build conditions. The delay/LOS and queuing results for each of the Project Alternatives are shown in the sections below.

Detailed SimTraffic outputs for Future Plus Project conditions are included in **Appendix G**.

Churchill Avenue – Partial Underpass (1-Lane)

The Churchill Avenue study intersections were analyzed under the Partial Underpass (1-Lane) Alternative with Future (2040) demand volumes for Future Plus Project conditions, including diversions to accommodate the new intersection configurations. Demand volumes at the new intersections are shown in **Figure 20**.

Figure 20. Future 2040 Plus Project Demand Volumes – Churchill Ave – Partial Underpass (1-Lane)



*Assumes no vehicles travel NBT on Alma Street (Lower) as the worst-case scenario.

Intersection LOS results are summarized in **Table 29** and **Table 30** for the AM and PM peak hours, respectively. One (1) more intersection in the AM peak hour operates at unacceptable LOS **E** or **F** and all intersections in the PM peak hour operate at acceptable LOS **D** or better.



Key Operational Summary

The main signal at Alma Street (Lower) & Churchill Avenue (#17) shows improvements compared to the primary intersection, Alma Street & Churchill Avenue (#1), under Future No Build conditions, with overall delay of 14.4 seconds and LOS B (**Table 29**) compared to 33.3 seconds and LOS C (**Table 23**) in the AM peak hour. In the PM peak hour, overall delay is 19.1 seconds and LOS B (**Table 30**) compared to 48.5 seconds and LOS D (**Table 24**) under Future No Build conditions.

The delay in the AM peak hour at the Kellogg Avenue (#4), Coleridge Avenue (#5), and Alma Street (Upper) & Churchill Avenue (#17) intersections is primarily due to increased difficulty in finding gaps to turn onto Churchill Avenue from the side streets with increased northbound traffic. This analysis assumed all northbound vehicles on Alma Street will use the 1-lane upper Alma Street segment, but northbound vehicles are likely to use lower Alma Street, as well, which would help provide more gaps for side street vehicles turning onto Alma Street and lower the overall intersection delay.

The average and 95th percentile queue lengths are summarized in **Table 31** for the AM and PM peak hours. All queues remain within the storage capacity available. At Alma Street (Lower) & Churchill Avenue (#1), the eastbound right volume exceeds the storage capacity, but overall eastbound queues don't extend past the adjacent intersection.

The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Churchill Avenue (#1), implementation of free flow operations for northbound on Alma Street, and simplification of the Churchill Avenue (#1) signal into 2 signal phases.

Table 29. Future 2040 Plus Project AM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)

#	Intersection	Control	Delay (s) / LOS		SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound					Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	R2	U	L	T	R
1	Alma St (Lower) & Churchill Ave	Signal	Delay LOS	14.4 B	-	17.4	-	-	-	-	15.0	9.5	-	27.7	-	5.6	-	-	-	-	-
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	74.5 F	-	-	2.4	1.2	-	-	-	-	-	-	-	-	-	-	-	-	74.5 F
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	126.2 F	-	-	1.8	0.4	-	-	-	-	-	-	-	-	-	-	-	-	126.2 F
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	11.3 B	-	8.4	11.3	4.6	-	-	-	3.5	-	5.2	1.5	0.8	0.7	-	2.9	1.9	1.3 A
17	Alma St (Upper) & Churchill Ave	SSSC (WB)	Delay LOS	154.7 F	-	-	3.6	2.3	-	-	-	-	-	-	-	-	-	-	-	-	154.7 F

Note: Results are based on an average of 10 SimTraffic simulation runs. R2 turns from EB Churchill Ave onto Mariposa Ave at Intersection #7.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 30. Future 2040 Plus Project PM Peak Hour LOS – Churchill Ave – Partial Underpass (1-Lane)

#	Intersection	Control	Delay (s) / LOS		SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound					Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	R2	U	L	T	R
1	Alma St (Lower) & Churchill Ave	Signal	Delay LOS	19.1 B	-	26.2 C	-	-	-	-	17.4 B	13.6 B	-	42.7 D	-	13.5 B	-	-	-	-	-
4	Alma St & Kellogg Ave	SSSC (WB)	Delay LOS	16.7 C	-	-	1.7 A	0.9 A	-	-	-	-	-	-	-	-	-	-	-	-	16.7 C
5	Alma St & Coleridge Ave	SSSC (WB)	Delay LOS	13.3 B	-	-	0.7 A	0.1 A	-	-	-	-	-	-	-	-	-	-	-	-	13.3 B
7	Churchill Ave & Paly Rd/ Castilleja Ave	SSSC (NB/SB)	Delay LOS	13.3 B	-	12.2 B	-	5.6 A	-	-	13.3 B	3.7 A	-	4.3 A	1.5 A	0.9 A	1.3 A	-	4.7 A	2.0 A	1.4 A
17	Alma St (Upper) & Churchill Ave	SSSC (WB)	Delay LOS	34.7 D	-	-	2.0 A	0.9 A	-	-	-	-	-	-	-	-	-	-	-	-	34.7 D

Note: Results are based on an average of 10 SimTraffic simulation runs. R2 turns from EB Churchill Ave onto Mariposa Ave at Intersection #7.

Table 31. Future 2040 Plus Project Intersection Queuing – Churchill Ave – Partial Underpass (1-Lane)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
1	Alma St (Lower) & Churchill Ave*	EBL	420	63	110	85	165
		EBR	140	52	97	108	168
		NBLT	580	92	149	117	185
		SBT	840	108	165	180	258
		SBTR	840	115	176	183	264
4	Alma St & Kellogg Ave	WBR	510	42	106	12	36
		NBTR	400	0	4	0	0
5	Alma St & Coleridge Ave	WBR	520	9	38	3	17
		NBTR	120	0	0	0	0
7	Churchill Ave & Paly Rd/Castilleja Ave	EBLTR	310	22	68	13	55
		WBLTR	420	6	32	22	75
		NBLTR	210	29	50	25	49
		SBLT	250	42	75	25	53
		SBR	70	27	63	22	49
17	Alma St (Upper) & Churchill Ave*	WBR	500	115	262	66	137
		NBTR	400	0	0	0	0

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #1 and #17 include queue spillback into adjacent unsignalized intersections.



Meadow Drive & Charleston Road – No Rail (Hybrid)

The Meadow Drive and Charleston Road study intersections were analyzed under the No Rail (Hybrid) Alternative with Future (2040) demand volumes for Future Plus Project conditions.

Intersection LOS results are summarized in **Table 32** and **Table 33** for the AM and PM peak hours, respectively. Generally, delay is similar or improved compared to Future No Build conditions. In the AM peak hour, three (3) less intersections operate at unacceptable LOS **E** or **F**, and in the PM peak hour, four (4) less intersections operate at unacceptable LOS **E** or **F**.

The Ely Place (#11) and Park Boulevard (#15) intersections in the AM peak hour and the Lindero Drive (#1) and Park Boulevard (#15) intersections in the PM peak hour continue to operate at unacceptable LOS **E** or **F** primarily due to difficulty finding gaps to turn onto the main street with increased through traffic, but these intersections show improvements in delay compared to Future No Build conditions.

Key Operational Summary

The main signals at Alma Street & Meadow Drive (#2) and Alma Street & Charleston Road (#3) show improvements compared to Future No Build conditions, with overall delay of 40.4 seconds and LOS **D** (**Table 32**) compared to 50.3 seconds and LOS **D** (**Table 26**) at Meadow Drive (#2) and overall delay of 50.4 seconds and LOS **D** (**Table 32**) compared to 81.9 seconds and LOS **F** (**Table 26**) at Charleston Road (#3) in the AM peak hour. In the PM peak hour, overall delay is 49.8 seconds and LOS **D** (**Table 33**) compared to 81.4 seconds and LOS **F** (**Table 27**) under Future No Build conditions at Meadow Drive (#2), and at Charleston Road (#3), overall delay is 101.3 seconds and LOS **F** (**Table 33**) compared to 108.5 seconds and LOS **F** (**Table 27**) under Future No Build conditions.

The average and 95th percentile queue lengths are summarized in **Table 34** for the AM and PM peak hours. Generally, queues are similar or improved compared to Existing conditions.

At Alma Street & Meadow Drive (#2), in the AM peak hour, westbound and northbound queues no longer extend past adjacent intersections and eastbound queues no longer extend past 2nd Street, only past Park Boulevard (#9). In the PM peak hour, eastbound and westbound queues show improvements from Future No Build conditions with eastbound queues extending to Park Boulevard (#9) instead of Wilkie Way and westbound queues extending past Emerson Street instead of Waverly Street.

At Alma Street & Charleston Road (#3), in the AM peak hour, westbound queues no longer extend past the adjacent intersection and northbound queues, which showed significant queuing under Future No Build conditions, no longer spill back to the San Antonio Road interchange (~3,500 feet)—southbound queues (~600 feet) don't extend to the adjacent intersection. In the PM peak hour, westbound queues extend just past Wright Place (#14), compared to past Mumford Place (#13) under Future No Build conditions. Northbound left queues exceed storage capacity, which was not the case under Future No Build conditions, but total northbound queues continue to not extend past the adjacent intersection. Southbound queues starting at Alma Street & Charleston Road (#3), which showed significant queuing under Future No Build conditions, no longer spill back to the Oregon Expressway interchange, (~4,800 feet from Alma Village Circle (#8))—southbound queues only extend up to El Verano Avenue (~1,000 feet from Alma Village Circle (#8)). The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Meadow Drive (#2) and at Alma Street & Charleston Road (#3).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 32. Future 2040 Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	40.4 D	-	91.6 F	26.6 C	26.8 C	-	134.0 F	31.7 C	16.5 B	-	66.6 E	64.9 E	43.5 D	-	54.1 D	52.2 D	43.2 D
3	Alma St & Charleston Rd	Signal	Delay LOS	50.4 D	-	51.3 D	43.2 D	41.0 D	-	84.6 F	43.9 D	15.7 B	-	68.4 E	72.0 E	61.7 E	-	52.1 D	53.1 D	44.9 D
8	Alma St & Alma Village Cir	Signal	Delay LOS	5.3 A	-	-	3.7 A	3.6 A	-	78.8 E	4.9 A	-	-	-	-	-	-	53.5 D	-	24.2 C
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	15.1 C	-	15.1 C	-	10.1 B	-	-	-	6.9 A	-	-	5.0 A	2.7 A	-	-	2.0 A	1.5 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	18.3 C	-	-	6.3 A	5.8 A	-	13.2 B	1.7 A	-	-	-	-	-	-	-	-	18.3 C
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	35.4 E	-	-	4.8 A	3.2 A	0.0 A	22.1 C	3.6 A	-	-	-	-	-	-	35.4 E	-	13.5 B
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	10.4 B	-	18.2 B	21.6 C	16.5 B	-	15.2 B	11.0 B	9.8 A	-	21.3 C	11.0 B	-	-	20.3 C	8.2 A	7.9 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	14.5 B	-	14.5 B	-	7.6 A	-	-	-	-	-	-	1.8 A	1.6 A	0.0 A	8.8 A	1.4 A	-
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	15.5 C	-	-	-	-	-	15.5 C	-	5.2 A	-	4.6 A	2.4 A	-	-	-	0.7 A	0.6 A
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	164.5 F	-	0.0 A	37.2 E	103.5 F	-	164.5 F	0.0 A	32.8 D	-	23.8 C	26.2 D	21.3 C	-	7.1 A	1.9 A	1.9 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	12.1 B	-	12.1 B	-	5.0 A	-	-	-	-	-	-	1.0 A	0.6 A	-	4.6 A	0.7 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

Table 33. Future 2040 Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – No Rail (Hybrid)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
2	Alma St & Meadow Dr	Signal	Delay LOS	49.8 D	-	65.3 E	26.2 C	27.3 C	-	80.8 F	57.9 E	44.7 D	-	68.2 E	68.3 E	47.7 D	-	60.9 E	60.8 E	44.5 D
3	Alma St & Charleston Rd	Signal	Delay LOS	101.3 F	-	166.0 F	48.5 D	44.7 D	-	176.3 F	162.2 F	134.3 F	-	57.2 E	58.8 E	47.8 D	-	60.2 E	63.5 E	61.7 E
8	Alma St & Alma Village Cir	Signal	Delay LOS	22.8 C	-	-	8.2 A	7.5 A	-	61.6 E	33.1 C	-	-	-	-	-	-	35.9 D	-	17.7 B
9	Meadow Dr & Park Blvd	SSSC (NB/SB)	Delay LOS	14.3 B	-	14.3 B	-	7.3 A	-	-	-	4.7 A	-	-	2.4 A	1.3 A	-	-	1.5 A	1.3 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	67.3 F	-	-	2.1 A	1.7 A	-	58.9 F	67.3 F	-	-	-	-	-	-	-	-	13.0 B
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	34.1 D	-	-	2.7 A	1.8 A	-	6.5 A	2.5 A	-	-	-	-	-	-	34.1 D	-	7.2 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	10.3 B	-	24.6 C	20.5 C	18.9 B	-	18.3 B	12.3 B	11.2 B	-	30.9 C	8.6 A	6.2 A	-	23.7 C	9.6 A	9.8 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	17.9 C	-	17.9 C	-	6.4 A	-	-	-	-	-	-	1.3 A	1.0 A	-	6.4 A	1.7 A	-
14	Charleston Rd & Wright Pl	SSSC (SB)	Delay LOS	17.1 C	-	-	-	-	-	17.1 C	-	10.4 B	-	5.4 A	0.9 A	-	-	-	2.2 A	2.4 A
15	Charleston Rd & Park Blvd	SSSC (NB/SB)	Delay LOS	58.7 F	-	12.3 B	41.5 E	29.9 D	-	58.7 F	27.9 D	16.5 C	-	12.6 B	11.4 B	11.5 B	-	5.3 A	1.6 A	1.7 A
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	10.7 B	-	10.7 B	-	4.7 A	-	-	-	-	-	-	0.9 A	0.4 A	-	5.5 A	0.6 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.



Table 34. Future 2040 Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – No Rail (Hybrid)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
2	Alma St & Meadow Dr*	EBLT	160	191	382	181	292
		EBTR	160	154	382	153	292
		WBLT	280	167	250	210	359
		WBTR	160	132	250	210	359
		NBL	210	131	384	91	188
		NBT	750	188	384	187	328
		NBTR	750	207	403	202	343
		SBL	540	120	230	179	390
		SBT	580	208	335	491	669**
		SBR	170	208	335	77	669
3	Alma St & Charleston Rd*	EBLT	160	328	480	272	372
		EBTR	160	341	498	294	409
		WBLT	320	111	132	169	277
		WBTR	320	123	167	196	325
		NBL	320	258	583	192	430
		NBT	670	404	583	265	430
		NBTR	670	413	580	270	416
		SBL	220	112	384	103	1749
		SBT	730	279	384	1348	1749**
		SBR	210	108	384	81	1749
8	Alma St & Alma Village Cir	WBLR	90	38	78	56	99
		NBT	590	24	74	93	218
		NBTR	590	30	97	112	235
		SBL	250	16	45	37	126
		SBT	940	45	177	293	916
9	Meadow Dr & Park Blvd	EBTR	200	44	178	21	88
		WBT	140	15	73	11	53
		WBR	140	8	47	7	40
		NBLR	240	23	51	20	44
		SBR	620	7	22	7	22
10	Alma St & Lindero Dr	WBR	340	11	30	12	33
		NBT	740	4	63	0	0
		NBTR	740	5	63	0	5
		SBL	100	9	34	50	923
		SBT	870	0	0	532	923**
11	Alma St & Ely Pl	WBLR	670	12	37	9	32
		NBT	490	18	211	0	10
		NBTR	490	19	216	0	0
		SBL	120	7	29	1	10
		SBT	670	0	0	0	0

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
12	Charleston Rd & Carlson Ct	EBL	90	11	47	6	31
		EBTR	420	157	316	108	255
		WBL	70	9	37	19	55
		WBTR	1100	97	185	134	265
		NBL	50	9	31	2	15
		NBTR	210	15	40	19	47
		SBL	70	34	62	29	58
		SBTR	330	9	30	9	30
13	Charleston Rd & Mumford Pl	EBT	410	0	7	0	6
		EBR	60	0	0	0	0
		WBL	90	2	16	4	22
		WBT	430	0	0	0	0
		NBLR	200	11	32	16	39
14	Charleston Rd & Wright Pl	EBL	80	28	84	6	30
		EBT	320	49	119	10	42
		WBT	340	0	3	4	33
		WBTR	400	1	8	17	81
		SBLR	90	16	45	17	43
15	Charleston Rd & Park Blvd	EBLT	350	119	271	63	163
		EBTR	350	132	289	85	200
		WBLT	190	5	35	8	36
		WBTR	190	3	33	3	27
		NBLTR	220	30	94	17	44
		SBLTR	180	5	26	13	45
16	Charleston Rd & Ruthelma Ave	EBT	340	2	22	0	6
		EBTR	340	2	27	0	8
		WBLT	340	4	26	6	32
		WBT	340	1	14	0	10
		NBLR	680	9	31	8	30

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #2 & #3 include queue spillback into adjacent unsignalized intersections.

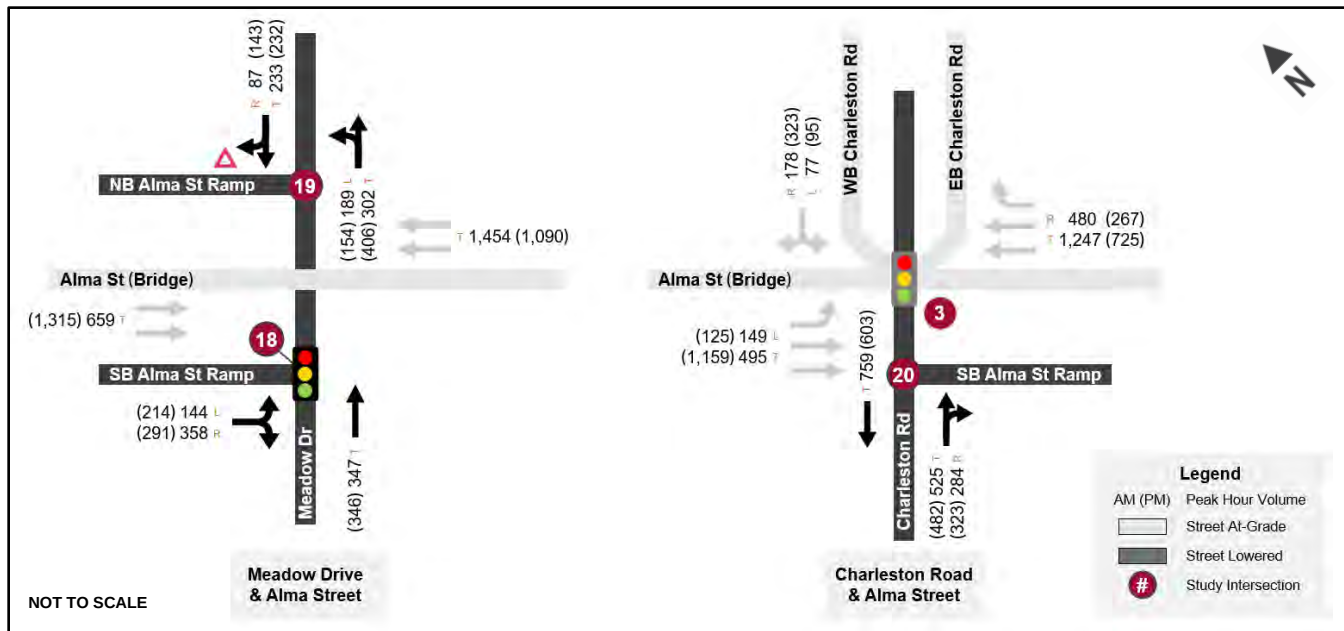
**Queues in the southbound direction in the PM peak hour may be higher than Future No Build conditions at Intersections #2, #3, and #10 due to variability in the SimTraffic models. However, the total southbound queue starts at Charleston Road (#3) and extends past Lindero Drive (#10), Meadow Drive (#2), and Alma Village Circle (#8), so the southbound queue at Alma Village Circle (#8) is most indicative of the total southbound queue. Under the No Rail (Hybrid) Alternative, the southbound queue at Alma Village Circle (#8), and thus the total southbound queue starting at Charleston Road (#3), is significantly lower than under Future No Build conditions.



Meadow Drive & Charleston Road – Underpass (1-Lane RAB)

The Meadow Drive and Charleston Road study intersections were analyzed under the Meadow Underpass and Charleston Underpass (1-Lane RAB) Alternatives with Future (2040) demand volumes for Future Plus Project conditions, including diversions to accommodate the new intersection configurations. Demand volumes at the new intersections are shown in **Figure 21**.

Figure 21. Future 2040 Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)



Intersection LOS results are summarized in **Table 35** and **Table 36** for the AM and PM peak hours, respectively. In both the AM and PM peak hours, all intersections operate at acceptable LOS D or better.

Key Operational Summary

The main signals at Meadow Drive & SB Alma Street Ramp (#18) and Alma Street & Charleston Road (#3) show improvements compared to the main Meadow Drive (#2) and Charleston Road (#3) signals under Future No Build conditions, with overall delay of 11.9 seconds and LOS B (**Table 35**) compared to 50.3 seconds and LOS D (**Table 26**) at Meadow Drive (#2) and overall delay of 16.5 seconds and LOS B (**Table 35**) compared to 81.9 seconds and LOS F (**Table 26**) at Charleston Road (#3) in the AM peak hour. In the PM peak hour, overall delay is 12.9 seconds and LOS B (**Table 36**) compared to 81.4 seconds and LOS F (**Table 27**) under Future No Build conditions at Meadow Drive (#2), and at Charleston Road (#3), overall delay is 14.6 seconds and LOS B (**Table 36**) compared to 108.5 seconds and LOS F (**Table 27**) under Future No Build conditions.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



The average and 95th percentile queue lengths are summarized in **Table 37** for the AM and PM peak hours. All queues remain within the storage capacity available, except for the northbound right at Charleston Road & Alma Street Ramps (Upper) (#14) in the AM peak hour. This delay is primarily due to increased difficulty in finding gaps to merge onto Charleston Road with increased eastbound traffic. Other minor movements exceed storage capacity, but don't impact operations significantly.

The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Meadow Drive (#2) and at Alma Street & Charleston Road (#3) and implementation of free flow operations for many key movements at the study intersections with the new intersection configurations.

Table 35. Future 2040 Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	16.5 B	-	-	19.1 B	10.7 B	-	38.2 D	5.8 A	-	-	-	-	-	-	31.3 C	-	19.4 B
8	Alma St & Alma Village Cir	Signal	Delay LOS	6.5 A	-	17.6 B	3.7 A	1.1 A	-	25.9 C	9.6 A	4.9 A	-	-	-	-	-	22.5 C	-	12.0 B
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS	6.1 A	-	-	-	-	-	-	-	6.1 A	-	-	0.9 A	-	-	-	1.3 A	0.9 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	15.1 C	-	-	4.0 A	3.7 A	-	14.8 B	1.5 A	-	-	-	-	-	-	-	-	15.1 C
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	4.1 A	-	-	4.1 A	-	0.0 A	-	1.5 A	-	-	-	-	3.2 A	-	-	-	0.8 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	9.6 A	-	19.7 B	14.1 B	17.0 B	-	18.1 B	11.9 B	10.8 B	-	23.3 C	8.2 A	-	-	19.9 B	8.4 A	7.7 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	18.9 C	-	18.9 C	-	5.6 A	-	-	-	-	-	-	0.7 A	0.6 A	0.0 A	8.4 A	1.9 A	-
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	33.9 D	-	33.9 D	-	10.3 B	-	-	-	-	-	-	2.2 A	0.1 A	-	5.7 A	0.6 A	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	11.9 B	-	-	-	-	-	15.4 B	-	12.1 B	-	-	13.4 B	-	-	-	7.3 A	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	4.2 A	-	-	-	-	-	-	-	-	-	2.3 A	1.4 A	-	-	-	4.2 A	2.2 A
20	Charleston Rd & Alma Ramps (L)	Free	Delay LOS	1.7 A	-	-	-	-	-	-	-	-	-	-	1.7 A	1.3 A	-	-	0.7 A	-
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS	18.2 C	-	-	-	18.2 C	-	-	-	-	-	-	2.3 A	-	-	-	1.5 A	1.1 A
22	Charleston RAB	RAB	Delay LOS	4.0 A	-	-	-	-	-	-	-	-	2.2 A	-	2.6 A	-	-	-	4.0 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 36. Future 2040 Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	14.6 B	-	-	14.8 B	4.8 A	-	35.5 D	9.8 A	-	-	-	-	-	-	33.7 C	-	25.3 C
8	Alma St & Alma Village Cir	Signal	Delay LOS	11.2 B	-	25.8 C	5.1 A	1.7 A	-	32.0 C	15.0 B	9.2 A	-	-	-	-	-	25.2 C	-	12.6 B
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS	4.8 A	-	-	-	-	-	-	-	4.8 A	-	-	1.2 A	-	-	-	1.4 A	0.8 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	12.6 B	-	-	2.6 A	2.2 A	-	12.6 B	2.3 A	-	-	-	-	-	-	-	-	10.3 B
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	11.0 B	-	-	2.1 A	-	-	-	2.4 A	-	-	-	-	11.0 B	-	-	-	0.6 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	11.3 B	-	36.0 D	18.6 B	18.3 B	-	22.1 C	15.6 B	13.7 B	-	26.6 C	7.6 A	6.9 A	-	28.9 C	11.4 B	10.4 B
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	27.6 D	-	27.6 D	-	8.6 A	-	-	-	-	-	-	0.6 A	0.4 A	-	5.7 A	2.5 A	-
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	34.5 D	-	34.5 D	-	11.5 B	-	-	-	-	-	-	2.2 A	0.7 A	-	6.7 A	0.8 A	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	12.9 B	-	-	-	-	-	15.1 B	-	11.9 B	-	-	15.4 B	-	-	-	8.6 A	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	5.2 A	-	-	-	-	-	-	-	-	-	2.2 A	1.2 A	-	-	-	5.2 A	2.7 A
20	Charleston Rd & Alma Ramps (L)	Free	Delay LOS	1.7 A	-	-	-	-	-	-	-	-	-	-	1.7 A	1.4 A	-	-	0.7 A	-
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS	7.8 A	-	-	-	7.8 A	-	-	-	-	-	-	2.0 A	-	-	-	1.5 A	1.1 A
22	Charleston RAB	RAB	Delay LOS	4.0 A	-	-	-	-	-	-	-	-	2.0 A	-	2.6 A	-	-	-	4.0 A	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

Table 37. Future 2040 Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (1-Lane RAB)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
3	Alma St & Charleston Rd*	WBLR	420	128	213	194	343
		NBT	670	204	339	114	177
		NBR	670	104	229	53	88
		SBL	160	93	154	79	139
		SBT	730	54	109	131	217
8	Alma St & Alma Village Cir	WBLTR	90	23	52	38	74
		NBL	500	74	131	67	110
		NBT	1450	97	204	102	169
		NBR	140	29	113	35	112
		SBL	250	8	29	23	54
		SBT	940	62	108	126	214
		SBR	220	15	57	40	146
9	Meadow Dr & Park Blvd	EBLT	200	2	20	4	38
		WBTR	210	0	0	1	10
		SBLR	620	10	33	10	33

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
10	Alma St & Lindero Dr	WBR	340	13	33	13	33
		NBT	740	0	0	0	0
		NBTR	740	0	2	0	3
		SBL	100	10	34	20	50
		SBT	1600	0	0	0	2
11	Alma St & Ely Pl	EBR	520	53	103	103	176
		WBR	670	0	0	0	0
		NBT	490	2	19	0	0
		SBT	670	0	6	0	0
12	Charleston Rd & Carlson Ct	EBL	90	9	37	5	23
		EBTR	420	110	195	91	164
		WBL	70	10	37	20	61
		WBTR	1100	91	161	155	273
		NBL	50	9	31	3	16
		NBTR	205	15	41	21	50
		SBL	70	40	73	37	69
		SBTR	330	32	71	33	68
13	Charleston Rd & Mumford Pl	EBUTR	130	0	3	0	2
		WBL	90	2	15	5	22
		WBT	430	2	21	3	26
		NBLR	200	16	42	26	57
16	Charleston Rd & Ruthelma Ave	EBT	340	8	45	3	22
		EBTR	340	0	8	0	8
		WBLT	90	23	83	31	95
		WBT	90	0	0	0	0
		NBLR	680	23	49	23	50
18	Meadow Dr & SB Alma St Ramp*	EBT	210	102	170	109	178
		WBT	70	82	145	88	162
		SBLR	600	152	249	152	254
19	Meadow Dr & NB Alma St Ramp	EBLT	70	37	72	34	72
		WBTR	260	37	100	43	117
20	Charleston Rd & Alma St Ramps (Lower)	EBTR	550	0	0	0	0
		WBT	460	0	0	0	0
21	Charleston Rd & Alma St Ramps (Upper)	EBT	420	0	0	0	0
		WBTR	130	0	0	3	35
		NBR**	370	220	432	105	191
22	Charleston Rd Roundabout (RAB)	EBUT	180	0	12	0	0
		WBT	120	34	76	41	91

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #3 & #18 include queue spillback into adjacent unsignalized intersections.

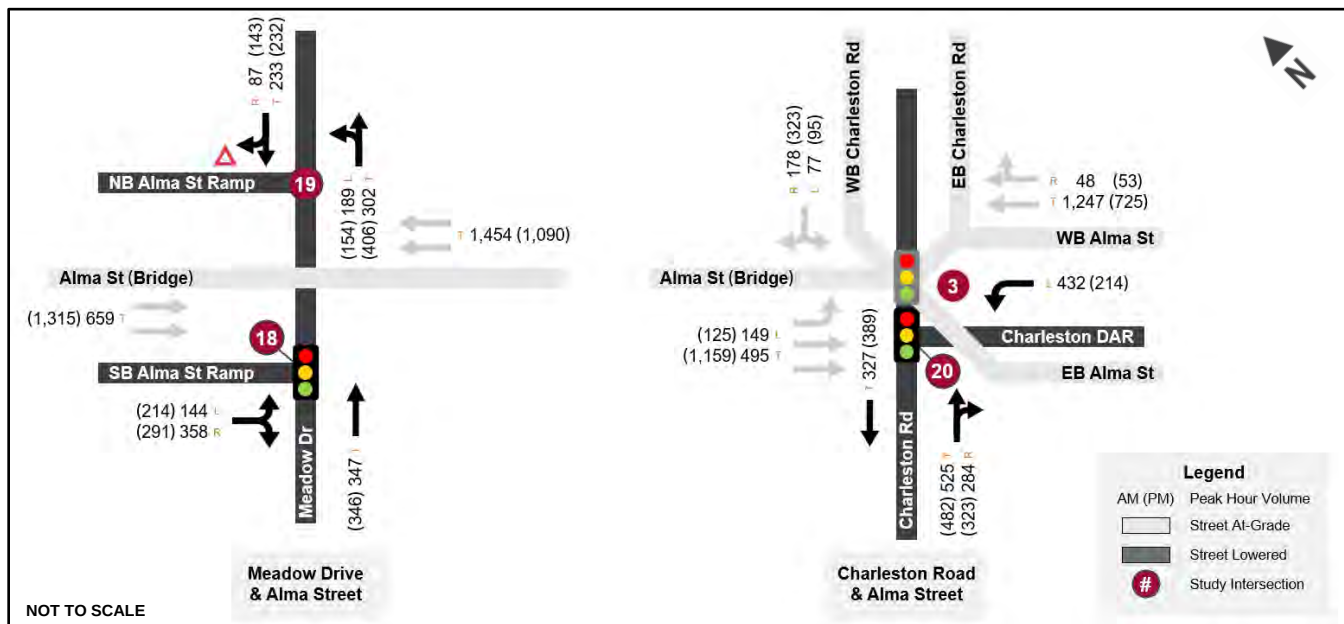
**At Intersection #21, NBR = Alma St to EB Charleston Rd.



Meadow Drive & Charleston Road – Underpass (DAR)

The Meadow Drive and Charleston Road study intersections were analyzed under the Meadow Underpass and Charleston Underpass (DAR) Alternatives with Future (2040) demand volumes for Future Plus Project conditions, including diversions to accommodate the new intersections configurations. Demand volumes at the new intersections are shown in **Figure 22**.

Figure 22. Future 2040 Plus Project Demand Volumes – Meadow Dr & Charleston Rd – Underpass (DAR)



Intersection LOS results are summarized in **Table 38** and **Table 39** for the AM and PM peak hours, respectively. In both the AM and PM peak hours, all intersections operate at acceptable LOS D or better, except for Charleston Road & Ruthelma Avenue (#16) in the AM peak hour and Charleston Road & Mumford Place (#13) in the PM peak hour which both operate at LOS E. The delay at both intersections is primarily due to increased difficulty in finding gaps to turn onto Charleston Road with increased eastbound and westbound traffic.

Key Operational Summary

The main signals at Meadow Drive & SB Alma Street Ramp (#18), Alma Street & Charleston Road (#3), and Charleston Road & Alma Street Ramps (Lower) (#20) show improvements compared to the main Meadow Drive (#2) and Charleston Road (#3) signals under Future No Build conditions. At Meadow Drive (#18), overall delay is 12.9 seconds with LOS B (**Table 38**) compared to 50.3 seconds and LOS D (**Table 26**) under Future No Build conditions in the AM peak hour, and in the PM peak hour, overall delay is 12.5 seconds and LOS B (**Table 39**) compared to 81.4 seconds and LOS F (**Table 27**) under Future No Build conditions. At the Charleston Road signals, overall delay is 14.9 seconds (#3) and 13.8 seconds (#20) with LOS B (**Table 38**) compared to 81.9 seconds and LOS F (**Table 26**) at Charleston Road (#3) in the AM peak hour. In the PM peak hour overall delay is 15.2 seconds with LOS B (#3) and 7.7 seconds with LOS A (#20) (**Table 39**) compared to 108.5 seconds and LOS F (**Table 27**) under Future No Build conditions at Charleston Road (#3).

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



The average and 95th percentile queue lengths are summarized in **Table 40** for the AM and PM peak hours. All queues remain within the storage capacity available, except for some minor movements which don't impact operations significantly.

The improvements in delay and queuing are primarily due to the removal of rail interruptions at Alma Street & Meadow Drive (#2) and at Alma Street & Charleston Road (#3) and implementation of free flow operations for many key movements at the study intersections with the new intersection configurations.

Table 38. Future 2040 Plus Project AM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	14.9 B	-	-	14.3 B	10.6 B	-	34.9 C	5.7 A	-	-	-	-	-	-	31.8 C	-	20.2 C
8	Alma St & Alma Village Cir	Signal	Delay LOS	6.4 A	-	18.5 B	3.4 A	0.9 A	-	26.6 C	9.7 A	4.9 A	-	-	-	-	-	21.3 C	-	13.6 B
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS	4.9 A	-	-	-	-	-	-	-	4.9 A	-	-	0.9 A	-	-	-	1.4 A	0.8 A
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	16.1 C	-	-	3.8 A	3.5 A	-	16.1 C	1.4 A	-	-	-	-	-	-	-	-	15.2 C
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	11.4 B	-	-	4.1 A	-	-	-	0.6 A	-	-	-	-	-	-	-	-	11.4 B
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	10.1 B	-	20.5 C	18.6 B	19.5 B	-	19.6 B	13.6 B	14.0 B	-	27.0 C	8.3 A	-	-	24.5 C	8.7 A	8.0 A
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	22.1 C	-	22.1 C	-	8.5 A	-	-	-	-	5.3 A	-	1.4 A	1.1 A	0.0 A	7.5 A	1.4 A	-
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	40.1 E	-	40.1 E	-	12.0 B	-	-	-	-	-	-	2.4 A	1.3 A	-	6.6 A	0.7 A	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	12.9 B	-	-	-	-	-	17.1 B	-	12.9 B	-	-	14.5 B	-	-	-	7.6 A	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	4.2 A	-	-	-	-	-	-	-	-	-	2.3 A	1.4 A	-	-	-	4.2 A	2.3 A
20	Charleston Rd & Alma Ramps (L)	Signal	Delay LOS	13.8 B	-	19.6 B	-	-	-	-	-	-	-	-	14.1 B	11.7 B	-	-	7.8 A	-
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS	1.7 A	-	-	-	0.9 A	-	-	-	-	-	-	1.7 A	-	-	-	1.0 A	0.7 A
23*	Charleston Rd DAR	Yield (SB)	Delay LOS	5.5 A	-	-	0.7 A	0.5 A	-	-	5.5 A	-	-	-	-	0.4 A	-	-	-	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

At Intersection #23, NBT = NB Alma St to DAR, NBR = NB Alma St, SBT = DAR to SB Alma St, EBR = SB Alma St.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 39. Future 2040 Plus Project PM Peak Hour LOS – Meadow Dr & Charleston Rd – Underpass (DAR)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																	
				Total	Northbound				Southbound				Eastbound				Westbound				
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
3	Alma St & Charleston Rd	Signal	Delay LOS	15.2 B	-	-	13.1 B	9.2 A	-	34.7 C	10.0 A	-	-	-	-	-	-	35.2 D	-	26.5 C	
8	Alma St & Alma Village Cir	Signal	Delay LOS	11.2 B	-	26.9 C	5.2 A	1.6 A	-	30.6 C	14.9 B	9.1 A	-	-	-	-	-	22.6 C	-	11.3 B	
9	Meadow Dr & Park Blvd	SSSC (SB)	Delay LOS	3.9 A	-	-	-	-	-	-	-	3.9 A	-	-	0.9 A	-	-	-	1.3 A	0.8 A	
10	Alma St & Lindero Dr	SSSC (WB)	Delay LOS	12.2 B	-	-	2.5 A	1.9 A	-	12.2 B	2.3 A	-	-	-	-	-	-	-	-	10.6 B	
11	Alma St & Ely Pl	SSSC (WB)	Delay LOS	6.1 A	-	-	2.2 A	-	-	-	0.7 A	-	-	-	-	-	-	-	-	6.1 A	
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	11.5 B	-	30.6 C	23.4 C	23.1 C	-	23.3 C	16.8 B	15.3 B	-	33.4 C	8.1 A	5.4 A	-	31.0 C	10.8 B	9.7 A	
13	Charleston Rd & Mumford Pl	SSSC (NB)	Delay LOS	38.4 E	-	38.4 E	-	8.6 A	-	-	-	-	8.4 A	-	1.2 A	0.8 A	-	5.9 A	1.9 A	-	
16	Charleston Rd & Ruthelma Ave	SSSC (NB)	Delay LOS	22.5 C	-	22.5 C	-	10.6 B	-	-	-	-	-	-	2.2 A	0.6 A	-	6.0 A	0.7 A	-	
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	12.5 B	-	-	-	-	-	16.5 B	-	12.7 B	-	-	13.2 B	-	-	-	7.5 A	-	
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	3.9 A	-	-	-	-	-	-	-	-	-	2.2 A	1.2 A	-	-	-	3.9 A	2.2 A	
20	Charleston Rd & Alma Ramps (L)	Signal	Delay LOS	7.7 A	-	16.5 B	-	-	-	-	-	-	-	-	7.3 A	6.1 A	-	-	4.6 A	-	
21*	Charleston Rd & Alma Ramps (U)	Free	Delay LOS	1.8 A	-	-	-	0.8 A	-	-	-	-	-	-	1.4 A	-	-	-	1.8 A	1.4 A	
23*	Charleston DAR	Yield (SB)	Delay LOS	11.7 B	-	-	0.5 A	0.2 A	-	-	-	11.7 B	-	-	-	0.8 A	0.8 A	-	-	-	-

Note: Results are based on an average of 10 SimTraffic simulation runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.
At Intersection #23, NBT = NB Alma St to DAR, NBR = NB Alma St, SBT = DAR to SB Alma St, EBR = SB Alma St.

Table 40. Future 2040 Plus Project Intersection Queuing – Meadow Dr & Charleston Rd – Underpass (DAR)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
3	Alma St & Charleston Rd*	WBLR	420	133	221	196	352
		NBT	670	209	275	112	182
		NBTR	670	227	288	119	191
		SBL	280	91	146	76	133
		SBT	730	55	113	133	219
8	Alma St & Alma Village Cir	WBLTR	90	22	50	38	72
		NBL	500	78	134	68	113
		NBT	1450	87	190	101	170
		NBR	140	29	116	38	170
		SBL	250	10	32	25	64
		SBT	940	66	113	119	207
		SBR	220	13	47	26	113
9	Meadow Dr & Park Blvd	EBLT	200	4	29	1	13
		WBTR	210	0	4	0	0
		SBLR	620	10	32	10	33

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary (feet)			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
10	Alma St & Lindero Dr	WBR	340	13	34	12	29
		NBT	740	0	8	0	5
		NBTR	740	0	4	0	0
		SBL	100	11	36	18	47
		SBT	1600	0	0	0	5
11	Alma St & Ely Pl	WBR	670	5	24	1	10
		NBT	490	9	78	1	21
		SBT	670	0	8	0	7
12	Charleston Rd & Carlson Ct	EBL	90	10	39	6	28
		EBTR	420	123	227	93	178
		WBL	70	9	35	21	66
		WBTR	1100	101	175	151	276
		NBL	50	9	30	3	18
		NBTR	205	16	44	20	49
		SBL	70	41	76	35	66
13	Charleston Rd & Mumford Pl	SBTR	330	34	76	31	67
		EBU	340	49	93	66	118
		EBTR	340	3	44	2	18
		WBL	90	3	16	6	27
		WBT	430	0	4	1	10
16	Charleston Rd & Ruthelma Ave	NBLR	200	16	44	27	59
		EBT	340	11	62	5	37
		EBTR	340	1	12	1	13
		WBLT	90	26	91	32	96
		WBT	90	0	0	0	0
18	Meadow Dr & SB Alma St Ramp*	NBLR	680	23	49	18	44
		EBT	210	103	171	100	161
		WBT	70	83	182	78	167
19	Meadow Dr & NB Alma St Ramp	SBLR	600	164	289	154	257
		EBLT	70	36	73	33	71
		WBTR	260	38	99	33	89
20	Charleston Rd & Alma St Ramps (Lower)*	EBTR	550	214	361	132	228
		WBT	460	86	157	68	122
		NBL	510	157	249	84	138
21	Charleston Rd & Alma St Ramps (Upper)	EBT	460	0	0	0	0
		WBTR	370	0	0	6	69
		NBR**	420	0	0	0	0
22	Charleston Rd Direct Access Ramp (DAR)	EBR**	730	0	0	0	5
		NBTR**	490	0	0	0	0
		NBR**	490	0	4	0	0
		SBT**	730	43	83	86	157

Note: Results are based on an average of 10 SimTraffic simulation runs. **Bold** indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #3, #18, & #20 include queue spillback into adjacent unsignalized intersections.

**At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.
At Intersection #23, NBT = NB Alma St to DAR, NBR = NB Alma St, SBT = DAR to SB Alma St, EBR = SB Alma St.



10 Summary

The City of Palo Alto, in cooperation with Caltrain, proposes to improve multimodal accessibility and safety through grade separation of three major Caltrain rail crossings in the City of Palo Alto: Churchill Avenue, Meadow Drive, and Charleston Road.

The following alternatives were analyzed at each rail crossing under Existing (2025) and Future (2040) conditions:

Churchill Avenue	Meadow Drive	Charleston Road
Existing Geometry (No Build)		
No Rail (Closure)	No Rail (Hybrid)	
Partial Underpass (1-Lane Upper Alma)	Underpass	Underpass (1-Lane Roundabout (RAB))
Partial Underpass (2-Lane Upper Alma)*		Underpass (2-Lane RAB)*
		Underpass (Direct Access Ramp (DAR))

Note: The "Closure" and "Hybrid" Alternatives are referred to as "No Rail" in the Appendices.

These Alternative results are included in **Appendix H.*

The following sections outline the results for each of the analysis alternatives:

Existing (2025) Conditions

Under Existing (2025) conditions, Alma Street & Churchill Avenue (#1) operates at acceptable LOS C and LOS D in the AM and PM peak hours, respectively. Although overall the intersection operates at acceptable LOS in both peak hours, individual movements—the northbound left, southbound left, and westbound approach movements—operate at unacceptable LOS **E** or **F**. Northbound and southbound queues in both peak hours and eastbound queues in the PM peak hour are observed to spill back past adjacent intersections due to rail interruptions at the Churchill Avenue (#1) intersection.

Alma Street & Meadow Drive (#2) operates at acceptable LOS D in the AM peak hour and unacceptable LOS **E** in the PM peak hour, and Alma Street & Charleston Road (#3) operates at unacceptable LOS **E** and LOS **F** in the AM and PM peak hours, respectively. Although Alma Street & Meadow Drive (#2) operates at acceptable LOS D overall in the AM peak hour, the northbound and southbound left turns and westbound approach operate at unacceptable LOS **E** or **F**. At both intersections, eastbound and westbound queues are observed to extend past adjacent intersections in both peak hours. Northbound queues at Alma Street & Charleston Road (#3) are observed to extend past the adjacent intersection in the AM peak hour. Significant queuing is observed in the southbound direction in the PM peak hour, with queues starting at Charleston Road (#3) and extending up to near Loma Verde Drive, or about 1,700 feet north of Alma Village Circle (#8). The queues at these intersections are primarily due to rail interruptions at the Meadow Drive (#2) and Charleston Road (#3) intersections.



Future (2040) No Build Conditions

Future (2040) demand volumes were developed by increasing all Existing (2025) demand volumes by 1% each year between 2025 and 2040 as a conservative estimate based on projected growth from City of Palo Alto travel demand models.

Under Future (2040) No Build conditions, Alma Street & Churchill Avenue (#1) continues to operate at acceptable LOS C and LOS D in the AM and PM peak hours, respectively, but shows increased delay compared to Existing conditions, especially for the northbound and southbound left turns and the westbound approach. Queues also worsen compared to Existing (2025) conditions.

Alma Street & Meadow Drive (#2) and Alma Street & Charleston Road (#3) show worse delay compared to Existing (2025) conditions with LOS **F** in the AM and PM peak hours at both intersections. Queues also worsen compared to Existing (2025) conditions. Significant increases in queue lengths are observed at Alma Street & Charleston Road (#3) in the northbound direction in the AM peak hour and in the southbound direction in the PM peak hour—northbound queues extend up to the San Antonio Road interchange and southbound queues extend up to the Oregon Expressway interchange.

Project Alternatives Analysis

Under the Project Alternatives, improvements in delay and queuing are seen at the study intersections compared to Existing (2025) and Future (2040) No Build conditions.

LOS results for each of the analyzed Alternatives are summarized in **Table 41** and **Table 42**.

At the Churchill Avenue intersection, the No Rail (Closure) Alternative shows improvements from Existing (2025) conditions with LOS C in the AM and PM peak hours for Existing (2025) Plus Project conditions. The Partial Underpass (1-Lane) Alternative also shows an improvement from LOS C in the AM peak hour and LOS D in the PM peak hour under Existing (2025) conditions to LOS B in both peak hours for Existing (2025) and Future (2040) Plus Project conditions.

At the Meadow Drive intersection, the No Rail (Hybrid) Alternative shows improvements from LOS D and LOS **E** under Existing (2025) conditions to LOS C or LOS D under Existing (2025) and Future (2040) Plus Project conditions in the AM and PM peak hours. The Underpass Alternatives also show improvements with LOS A or LOS B under both the 1-Lane Roundabout and Direct Access Ramp Alternatives in both peak hours for Existing (2025) Project and Future (2040) Plus Project conditions.

At the Charleston Road intersection, the No Rail (Hybrid) Alternative shows improvements from LOS **E** under Existing (2025) conditions to LOS D in the AM peak hour under Existing (2025) and Future (2040) Plus Project conditions. In the PM peak hour LOS improves from LOS **F** under Existing (2025) conditions to LOS D under Existing (2025) Plus Project conditions. Under Future (2040) conditions in the PM peak hour, the Charleston Road signal continues to operate at LOS **F** but shows improved delay compared to Existing (2025) conditions. The Underpass Alternatives also show improvements with LOS A or LOS B under both the 1-Lane Roundabout and Direct Access Ramp Alternatives in both peak hours for Existing (2025) and Future (2040) Plus Project conditions.

Based on the operational analysis, the Partial Underpass (1-Lane) Alternative for the Churchill Avenue intersection and the Underpass (1-Lane RAB) or Underpass (DAR) Alternatives for the Meadow Drive and Charleston Road intersections are feasible Project Alternatives. The Project Alternatives show significant improvements from Existing (2025) conditions and can support growth in traffic demand through 2040.

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Table 41. Churchill Ave Project Alternatives LOS Comparison

Signalized Intersection	Existing Geometry		No Rail (Closure)	Signalized Intersection	Partial Underpass (1-Lane)	
	Existing (2025)	Future (2040)	Existing* (2025)		Existing (2025)	Future (2040)
AM Peak Hour						
Alma St & Churchill Avenue	30.0 sec LOS C	33.3 sec LOS C	26.6 sec LOS C	Alma Street (Lower) & Churchill Avenue	12.9 sec LOS B	14.4 sec LOS B
PM Peak Hour						
Alma St & Churchill Avenue	39.7 sec LOS D	48.5 sec LOS D	30.7 sec LOS C	Alma Street (Lower) & Churchill Avenue	15.4 sec LOS B	19.1 sec LOS B

Note: Results are based on an average of 10 SimTraffic simulation runs. Delay/LOS is the overall intersection average.

*The preferred Future (2040) Alternative is Partial Underpass (1-Lane), so No Rail (Hybrid) was not analyzed under Future (2040) conditions.

Table 42. Meadow Dr & Charleston Rd Project Alternatives LOS Comparison

Signalized Intersection	Existing Geometry		No Rail (Hybrid)		Signalized Intersection	Underpass (1-Lane RAB)		Underpass (DAR)	
	Existing (2025)	Future (2040)	Existing (2025)	Future (2040)		Existing (2025)	Future (2040)	Existing (2025)	Future (2040)
AM Peak Hour									
Alma St & Meadow Drive	41.7 sec LOS D	50.3 sec LOS D	34.6 sec LOS C	40.4 sec LOS D	Meadow Dr & SB Alma St Ramp	9.9 sec LOS A	11.9 sec LOS B	10.5 sec LOS B	12.9 sec LOS B
Alma St & Charleston Rd*	57.2 sec LOS E	81.9 sec LOS F	41.8 sec LOS D	50.4 sec LOS D	Alma St & Charleston Rd	13.5 sec LOS A	16.5 sec LOS B	12.3 sec LOS B	14.9 sec LOS B
					Charleston Rd & Alma St Ramps (Lower)	Not a Controlled Intersection Under This Alternative		10.6 sec LOS B	13.8 sec LOS B
PM Peak Hour									
Alma St & Meadow Drive	62.6 sec LOS E	81.4 sec LOS F	37.9 sec LOS D	49.8 sec LOS D	Meadow Dr & SB Alma St Ramp	9.8 sec LOS A	12.9 sec LOS B	10.2 sec LOS B	12.5 sec LOS B
Alma St & Charleston Rd*	106.4 sec LOS F	108.5 sec LOS F	52.9 sec LOS D	101.3 sec LOS F	Alma St & Charleston Rd	12.4 sec LOS A	14.6 sec LOS B	12.4 sec LOS B	15.2 sec LOS B
					Charleston Rd & Alma St Ramps (Lower)	Not a Controlled Intersection Under This Alternative		7.0 sec LOS A	7.7 sec LOS A

Note: Results are based on an average of 10 SimTraffic simulation runs. Delay/LOS is the overall intersection average.

*Under the Underpass (DAR) Alternative, the Alma St & Charleston Rd intersection is split into two signals.



Appendices

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix A. Traffic Counts and Signal Timing Sheets

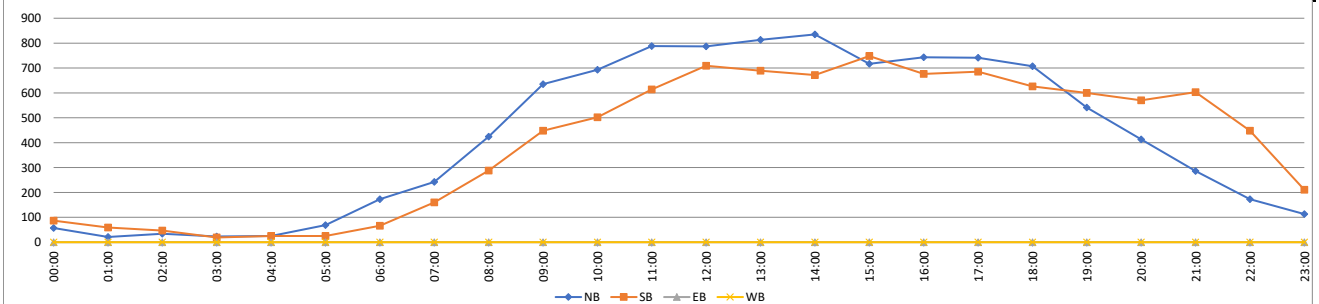
VOLUME

Alma St N/O Kellogg Ave

Day: Saturday
Date: 5/10/2025

City: Palo Alto
Project #: CA25_080178_001

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						10,053				9,577				0				0				19,630							
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00	18	26			44	12:00	218	164			382	00:00 01:00	57	87			144												
0:15	14	22			36	12:15	158	162			320	01:00 02:00	21	59			80												
0:30	11	20			31	12:30	201	184			385	02:00 03:00	34	47			81												
0:45	14	19			33	12:45	210	199			409	03:00 04:00	23	19			42												
1:00	3	18			21	13:00	202	181			383	04:00 05:00	25	25			50												
1:15	12	11			23	13:15	193	161			354	05:00 06:00	69	25			94												
1:30	2	15			17	13:30	196	173			369	06:00 07:00	173	66			239												
1:45	4	15			19	13:45	222	174			396	07:00 08:00	242	160			402												
2:00	9	13			22	14:00	228	159			387	08:00 09:00	424	288			712												
2:15	7	13			20	14:15	205	155			360	09:00 10:00	635	448			1083												
2:30	7	17			24	14:30	195	167			362	10:00 11:00	693	502			1195												
2:45	11	4			15	14:45	207	191			398	11:00 12:00	788	614			1402												
3:00	8	4			12	15:00	177	184			361	12:00 13:00	787	709			1496												
3:15	3	4			7	15:15	176	196			372	13:00 14:00	813	689			1502												
3:30	5	7			12	15:30	182	173			355	14:00 15:00	835	672			1507												
3:45	7	4			11	15:45	182	195			377	15:00 16:00	717	748			1465												
4:00	9	13			22	16:00	204	149			353	16:00 17:00	743	676			1419												
4:15	4	5			9	16:15	161	184			345	17:00 18:00	741	685			1426												
4:30	4	3			7	16:30	174	178			352	18:00 19:00	707	626			1333												
4:45	8	4			12	16:45	204	165			369	19:00 20:00	541	600			1141												
5:00	9	3			12	17:00	184	170			354	20:00 21:00	413	570			983												
5:15	12	6			18	17:15	176	145			321	21:00 22:00	286	603			889												
5:30	23	8			31	17:30	164	187			351	22:00 23:00	173	448			621												
5:45	25	8			33	17:45	217	183			400	23:00 00:00	113	211			324												
6:00	34	10			44	18:00	202	155			357	STATISTICS																	
6:15	42	17			59	18:15	158	164			322		NB	SB	EB	WB	TOTAL												
6:30	40	17			57	18:30	155	159			314	Peak Period	00:00	to	12:00														
6:45	57	22			79	18:45	192	148			340	Volume	3184	2340			5524												
7:00	43	24			67	19:00	169	188			357	Peak Hour	11:00	11:00			11:00												
7:15	54	36			90	19:15	152	132			284	Peak Volume	788	614			1402												
7:30	54	43			97	19:30	111	160			271	Peak Hour Factor	0.912	0.877			0.927												
7:45	91	57			148	19:45	109	120			229	Peak Period	12:00	to	00:00														
8:00	88	49			137	20:00	126	139			265	Volume	6869	7237			14106												
8:15	103	49			152	20:15	107	151			258	Peak Hour	13:30	15:00			12:30												
8:30	98	93			191	20:30	91	134			225	Peak Volume	851	748			1531												
8:45	135	97			232	20:45	89	146			235	Peak Hour Factor	0.933	0.954			0.936												
9:00	148	102			250	21:00	78	163			241	Peak Period	07:00	to	09:00														
9:15	134	108			242	21:15	74	154			228	Volume	666	448			1114												
9:30	150	116			266	21:30	66	139			205	Peak Hour	8:00	8:00			8:00												
9:45	203	122			325	21:45	68	147			215	Peak Volume	424	288			712												
10:00	177	128			305	22:00	51	153			204	Peak Hour Factor	0.785	0.742			0.767												
10:15	178	111			289	22:15	42	105			147	Peak Period	16:00	to	18:00														
10:30	173	117			290	22:30	50	103			153	Volume	1484	1361			2845												
10:45	165	146			311	22:45	30	87			117	Peak Hour	16:00	16:15			17:00												
11:00	173	138			311	23:00	43	65			108	Peak Volume	743	697			1426												
11:15	196	144			340	23:15	32	66			98	Peak Hour Factor	0.911	0.947			0.891												
11:30	216	157			373	23:30	18	35			53																		
11:45	203	175			378	23:45	20	45			65																		
TOTALS	3184	2340	0	0	5524	TOTALS	6869	7237	0	0	14106																		
SPLIT %	58%	42%	0%	0%	28%	SPLIT %	49%	51%	0%	0%	72%																		



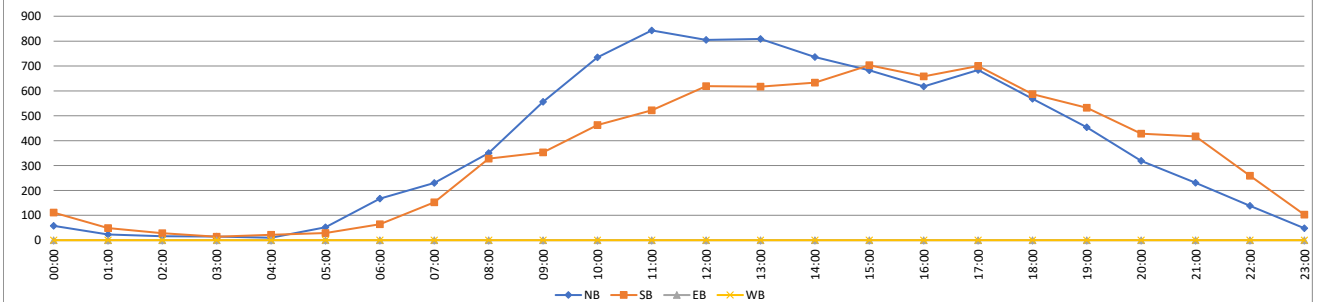
VOLUME

Alma St N/O Kellogg Ave

Day: Sunday
Date: 5/11/2025

City: Palo Alto
Project #: CA25_080178_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						9,148	8,391	0	0	17,539							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	18	34			52	12:00	193	161			354	00:00	01:00	58	111		169
0:15	13	28			41	12:15	212	133			345	01:00	02:00	23	49		72
0:30	17	35			52	12:30	179	176			355	02:00	03:00	16	28		44
0:45	10	14			24	12:45	221	149			370	03:00	04:00	15	14		29
1:00	7	19			26	13:00	191	159			350	04:00	05:00	10	22		32
1:15	7	13			20	13:15	201	150			351	05:00	06:00	52	29		81
1:30	4	10			14	13:30	220	156			376	06:00	07:00	167	64		231
1:45	5	7			12	13:45	197	152			349	07:00	08:00	230	152		382
2:00	6	11			17	14:00	202	160			362	08:00	09:00	350	328		678
2:15	3	9			12	14:15	201	138			339	09:00	10:00	556	353		909
2:30	4	3			7	14:30	168	165			333	10:00	11:00	735	463		1198
2:45	3	5			8	14:45	165	170			335	11:00	12:00	843	522		1365
3:00	3	6			9	15:00	178	197			375	12:00	13:00	805	619		1424
3:15	3	1			4	15:15	167	153			320	13:00	14:00	809	617		1426
3:30	1	5			6	15:30	170	164			334	14:00	15:00	736	633		1369
3:45	8	2			10	15:45	168	189			357	15:00	16:00	683	703		1386
4:00	1	4			5	16:00	168	193			361	16:00	17:00	618	658		1276
4:15	7	8			15	16:15	138	161			299	17:00	18:00	684	700		1384
4:30	0	8			8	16:30	138	145			283	18:00	19:00	568	587		1155
4:45	2	2			4	16:45	174	159			333	19:00	20:00	454	532		986
5:00	12	5			17	17:00	168	169			337	20:00	21:00	319	428		747
5:15	12	6			18	17:15	168	172			340	21:00	22:00	231	417		648
5:30	12	9			21	17:30	166	184			350	22:00	23:00	138	259		397
5:45	16	9			25	17:45	182	175			357	23:00	00:00	48	103		151
6:00	21	6			27	18:00	162	156			318	STATISTICS					
6:15	41	16			57	18:15	136	166			302		NB	SB	EB	WB	TOTAL
6:30	43	21			64	18:30	144	137			281	Peak Period	00:00	to	12:00		
6:45	62	21			83	18:45	126	128			254	Volume	3055	2135			5190
7:00	34	27			61	19:00	112	127			239	Peak Hour	11:00	11:00			11:00
7:15	57	37			94	19:15	123	137			260	Peak Volume	843	522			1365
7:30	48	39			87	19:30	113	135			248	Peak Hour Factor	0.840	0.939			0.896
7:45	91	49			140	19:45	106	133			239	Peak Period	12:00	to	00:00		
8:00	100	52			152	20:00	88	114			202	Volume	6093	6256			12349
8:15	65	91			156	20:15	72	98			170	Peak Hour	12:45	15:30			12:45
8:30	83	85			168	20:30	90	107			197	Peak Volume	833	707			1447
8:45	102	100			202	20:45	69	109			178	Peak Hour Factor	0.942	0.916			0.962
9:00	108	75			183	21:00	57	105			162	Peak Period	07:00	to	09:00		
9:15	130	77			207	21:15	66	119			185	Volume	580	480			1060
9:30	127	76			203	21:30	56	96			152	Peak Hour	8:00	8:00			8:00
9:45	191	125			316	21:45	52	97			149	Peak Volume	350	328			678
10:00	165	106			271	22:00	38	90			128	Peak Hour Factor	0.858	0.820			0.839
10:15	197	116			313	22:15	38	73			111	Peak Period	16:00	to	18:00		
10:30	169	120			289	22:30	33	61			94	Volume	1302	1358			2660
10:45	204	121			325	22:45	29	35			64	Peak Hour	17:00	17:00			17:00
11:00	195	120			315	23:00	13	35			48	Peak Volume	684	700			1384
11:15	190	133			323	23:15	13	30			43	Peak Hour Factor	0.940	0.951			0.969
11:30	207	139			346	23:30	16	24			40						
11:45	251	130			381	23:45	6	14			20						
TOTALS	3055	2135	0	0	5190	TOTALS	6093	6256	0	0	12349						
SPLIT %	59%	41%	0%	0%	30%	SPLIT %	49%	51%	0%	0%	70%						



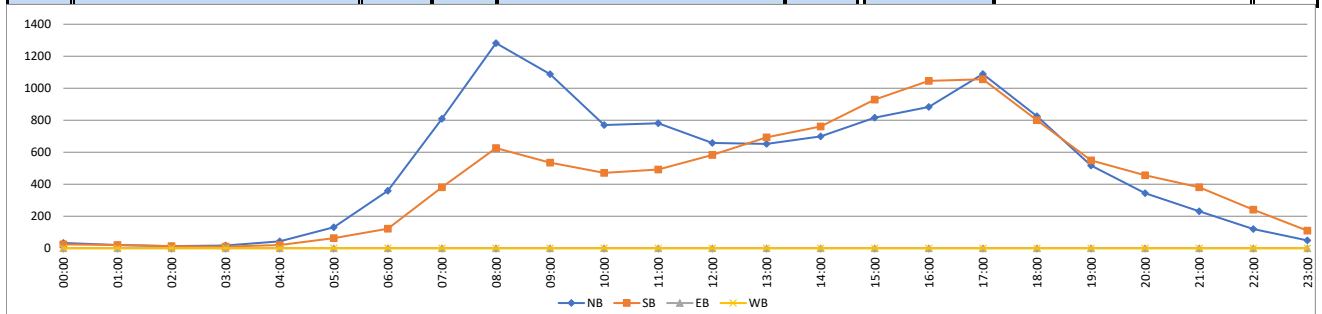
VOLUME

Alma St N/O Kellogg Ave

Day: Monday
Date: 5/12/2025

City: Palo Alto
Project #: CA25_080178_001

DAILY TOTALS						NB				SB				EB				WB				Total				DAILY TOTALS					
						12,229				10,382				0				0				22,611									
15-Minutes Interval												Hourly Intervals																			
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL														
0:00	11	9			20	12:00	166	154			320	00:00	01:00	33	24		57														
0:15	3	4			7	12:15	161	154			315	01:00	02:00	20	20		40														
0:30	6	5			11	12:30	154	138			292	02:00	03:00	13	13		26														
0:45	13	6			19	12:45	177	137			314	03:00	04:00	17	10		27														
1:00	5	7			12	13:00	174	166			340	04:00	05:00	43	20		63														
1:15	5	4			9	13:15	158	167			325	05:00	06:00	131	63		194														
1:30	5	6			11	13:30	159	185			344	06:00	07:00	359	122		481														
1:45	5	3			8	13:45	161	175			336	07:00	08:00	809	381		1190														
2:00	4	3			7	14:00	141	180			321	08:00	09:00	1282	626		1908														
2:15	2	1			3	14:15	151	202			353	09:00	10:00	1088	535		1623														
2:30	5	6			11	14:30	197	186			383	10:00	11:00	770	471		1241														
2:45	2	3			5	14:45	210	193			403	11:00	12:00	781	492		1273														
3:00	5	2			7	15:00	200	220			420	12:00	13:00	658	583		1241														
3:15	3	2			5	15:15	210	246			456	13:00	14:00	652	693		1345														
3:30	5	2			7	15:30	206	249			455	14:00	15:00	699	761		1460														
3:45	4	4			8	15:45	200	214			414	15:00	16:00	816	929		1745														
4:00	6	5			11	16:00	239	240			479	16:00	17:00	883	1046		1929														
4:15	10	3			13	16:15	205	264			469	17:00	18:00	1089	1056		2145														
4:30	6	7			13	16:30	223	271			494	18:00	19:00	825	800		1625														
4:45	21	5			26	16:45	216	271			487	19:00	20:00	517	549		1066														
5:00	17	6			23	17:00	235	294			529	20:00	21:00	344	456		800														
5:15	27	12			39	17:15	282	281			563	21:00	22:00	231	381		612														
5:30	36	19			55	17:30	271	251			522	22:00	23:00	120	241		361														
5:45	51	26			77	17:45	301	230			531	23:00	00:00	49	110		159														
6:00	46	18			64	18:00	258	245			503	STATISTICS																			
6:15	64	28			92	18:15	184	203			387		NB	SB	EB	WB	TOTAL														
6:30	112	29			141	18:30	191	195			386	Peak Period	00:00	to	12:00																
6:45	137	47			184	18:45	192	157			349	Volume	5346	2777			8123														
7:00	112	47			159	19:00	146	164			310	Peak Hour	8:15	8:00			8:00														
7:15	191	86			277	19:15	174	142			316	Peak Volume	1288	626			1908														
7:30	241	108			349	19:30	102	115			217	Peak Hour Factor	0.897	0.899			0.907														
7:45	265	140			405	19:45	95	128			223	Peak Period	12:00	to	00:00																
8:00	273	155			428	20:00	101	125			226	Volume	6883	7605			14488														
8:15	318	174			492	20:15	77	101			178	Peak Hour	17:15	16:30			17:00														
8:30	332	130			462	20:30	82	108			190	Peak Volume	1112	1117			2145														
8:45	359	167			526	20:45	84	122			206	Peak Hour Factor	0.924	0.950			0.952														
9:00	279	137			416	21:00	63	109			172	Peak Period	07:00	to	09:00																
9:15	282	135			417	21:15	77	97			174	Volume	2091	1007			3098														
9:30	270	146			416	21:30	44	95			139	Peak Hour	8:00	8:00			8:00														
9:45	257	117			374	21:45	47	80			127	Peak Volume	1282	626			1908														
10:00	176	112			288	22:00	32	83			115	Peak Hour Factor	0.893	0.899			0.907														
10:15	201	123			324	22:15	36	63			99	Peak Period	16:00	to	18:00																
10:30	185	118			303	22:30	30	47			77	Volume	1972	2102			4074														
10:45	208	118			326	22:45	22	48			70	Peak Hour	17:00	16:30			17:00														
11:00	191	107			298	23:00	21	47			68	Peak Volume	1089	1117			2145														
11:15	173	128			301	23:15	14	26			40	Peak Hour Factor	0.904	0.950			0.952														
11:30	192	127			319	23:30	6	22			28																				
11:45	225	130			355	23:45	8	15			23																				
TOTALS	5346	2777	0	0	8123	TOTALS	6883	7605	0	0	14488																				
SPLIT %	66%	34%	0%	0%	36%	SPLIT %	48%	52%	0%	0%	64%																				



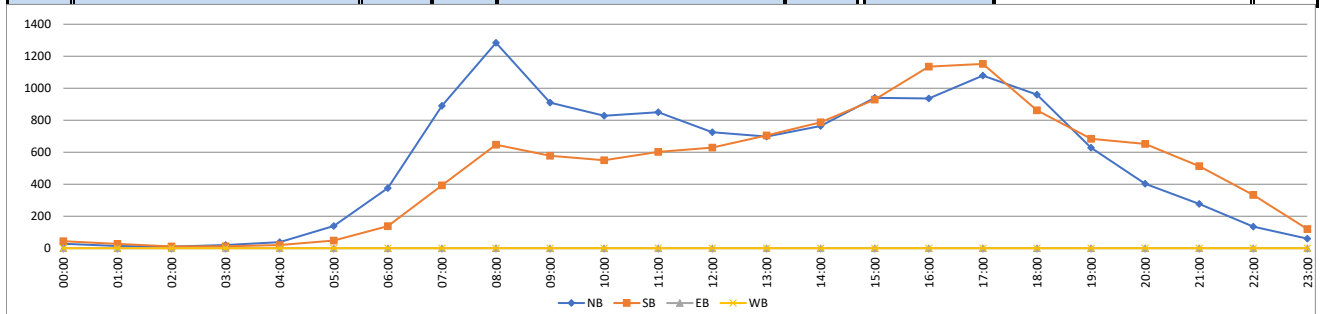
VOLUME

Alma St N/O Kellogg Ave

Day: Tuesday
Date: 5/13/2025

City: Palo Alto
Project #: CA25_080178_001

DAILY TOTALS						NB				SB				EB				WB				Total				DAILY TOTALS					
						12,992				11,571				0				0				24,563									
15-Minutes Interval												Hourly Intervals																			
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL														
0:00	9	15			24	12:00	186	142			328	00:00	01:00	28	44		72														
0:15	6	12			18	12:15	195	154			349	01:00	02:00	14	27		41														
0:30	9	10			19	12:30	171	152			323	02:00	03:00	10	11		21														
0:45	4	7			11	12:45	173	181			354	03:00	04:00	20	12		32														
1:00	2	6			8	13:00	152	173			325	04:00	05:00	38	20		58														
1:15	3	12			15	13:15	181	186			367	05:00	06:00	139	48		187														
1:30	5	4			9	13:30	173	180			353	06:00	07:00	376	138		514														
1:45	4	5			9	13:45	192	166			358	07:00	08:00	890	393		1283														
2:00	1	0			1	14:00	176	199			375	08:00	09:00	1284	647		1931														
2:15	4	6			10	14:15	180	200			380	09:00	10:00	910	578		1488														
2:30	4	2			6	14:30	187	188			375	10:00	11:00	828	550		1378														
2:45	1	3			4	14:45	221	200			421	11:00	12:00	850	602		1452														
3:00	7	0			7	15:00	212	249			461	12:00	13:00	725	629		1354														
3:15	4	4			8	15:15	248	227			475	13:00	14:00	698	705		1403														
3:30	7	4			11	15:30	222	232			454	14:00	15:00	764	787		1551														
3:45	2	4			6	15:45	258	221			479	15:00	16:00	940	929		1869														
4:00	4	6			10	16:00	202	256			458	16:00	17:00	936	1135		2071														
4:15	10	3			13	16:15	230	259			489	17:00	18:00	1079	1152		2231														
4:30	14	2			16	16:30	259	314			573	18:00	19:00	960	862		1822														
4:45	10	9			19	16:45	245	306			551	19:00	20:00	628	684		1312														
5:00	19	0			19	17:00	236	293			529	20:00	21:00	403	652		1055														
5:15	22	11			33	17:15	244	289			533	21:00	22:00	277	513		790														
5:30	29	15			44	17:30	318	318			636	22:00	23:00	135	333		468														
5:45	69	22			91	17:45	281	252			533	23:00	00:00	60	120		180														
6:00	54	25			79	18:00	271	248			519	STATISTICS																			
6:15	70	21			91	18:15	248	261			509		NB	SB	EB	WB	TOTAL														
6:30	103	33			136	18:30	193	171			364	Peak Period	00:00	to	12:00																
6:45	149	59			208	18:45	248	182			430	Volume	5387	3070			8457														
7:00	144	66			210	19:00	186	205			391	Peak Hour	8:00	8:30			8:00														
7:15	191	75			266	19:15	168	167			335	Peak Volume	1284	661			1931														
7:30	260	120			380	19:30	137	177			314	Peak Hour Factor	0.884	0.843			0.969														
7:45	295	132			427	19:45	137	135			272	Peak Period	12:00	to	00:00																
8:00	363	135			498	20:00	95	165			260	Volume	7605	8501			16106														
8:15	319	147			466	20:15	94	196			290	Peak Hour	17:30	16:45			16:45														
8:30	279	196			475	20:30	115	149			264	Peak Volume	1118	1206			2249														
8:45	323	169			492	20:45	99	142			241	Peak Hour Factor	0.879	0.948			0.884														
9:00	236	141			377	21:00	64	151			215	Peak Period	07:00	to	09:00																
9:15	240	155			395	21:15	88	120			208	Volume	2174	1040			3214														
9:30	207	154			361	21:30	76	128			204	Peak Hour	8:00	8:00			8:00														
9:45	227	128			355	21:45	49	114			163	Peak Volume	1284	647			1931														
10:00	212	134			346	22:00	52	113			165	Peak Hour Factor	0.884	0.825			0.969														
10:15	195	138			333	22:15	34	90			124	Peak Period	16:00	to	18:00																
10:30	193	131			324	22:30	28	72			100	Volume	2015	2287			4302														
10:45	228	147			375	22:45	21	58			79	Peak Hour	17:00	16:45			16:45														
11:00	197	131			328	23:00	18	45			63	Peak Volume	1079	1206			2249														
11:15	214	155			369	23:15	14	24			38	Peak Hour Factor	0.848	0.948			0.884														
11:30	190	151			341	23:30	10	26			36																				
11:45	249	165			414	23:45	18	25			43																				
TOTALS	5387	3070	0	0	8457	TOTALS	7605	8501	0	0	16106																				
SPLIT %	64%	36%	0%	0%	34%	SPLIT %	47%	53%	0%	0%	66%																				



VOLUME

Alma St N/O Kellogg Ave

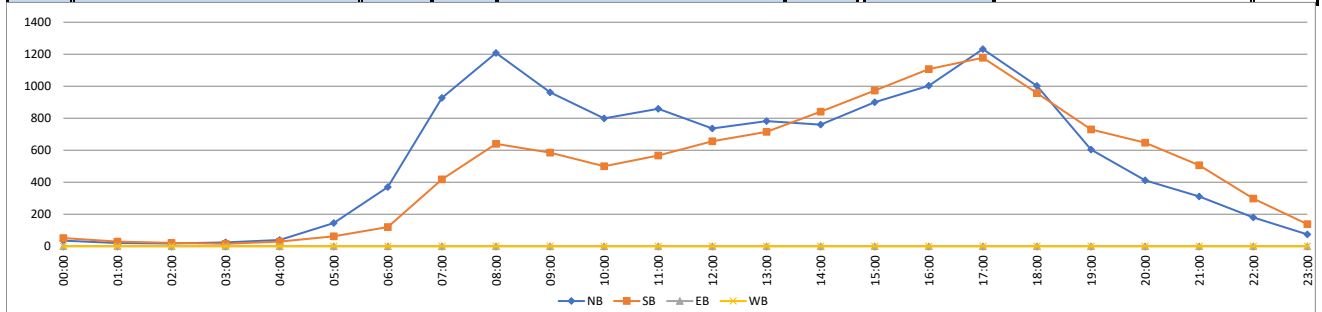
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

Project #: CA25_080178_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						13,401		11,783		0		0		25,184							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	13	16			29	12:00	187	185			372	00:00	01:00	35	51		86				
0:15	6	14			20	12:15	187	146			333	01:00	02:00	20	29		49				
0:30	13	9			22	12:30	181	159			340	02:00	03:00	17	21		38				
0:45	3	12			15	12:45	181	166			347	03:00	04:00	24	15		39				
1:00	5	6			11	13:00	178	194			372	04:00	05:00	39	29		68				
1:15	7	8			15	13:15	179	186			365	05:00	06:00	145	62		207				
1:30	1	7			8	13:30	211	165			376	06:00	07:00	370	120		490				
1:45	7	8			15	13:45	214	170			384	07:00	08:00	927	418		1345				
2:00	2	7			9	14:00	175	181			356	08:00	09:00	1208	640		1848				
2:15	8	3			11	14:15	158	233			391	09:00	10:00	962	585		1547				
2:30	5	7			12	14:30	187	214			401	10:00	11:00	799	500		1299				
2:45	2	4			6	14:45	240	213			453	11:00	12:00	859	567		1426				
3:00	3	1			4	15:00	220	224			444	12:00	13:00	736	656		1392				
3:15	5	5			10	15:15	251	215			466	13:00	14:00	782	715		1497				
3:30	7	4			11	15:30	218	264			482	14:00	15:00	760	841		1601				
3:45	9	5			14	15:45	211	270			481	15:00	16:00	900	973		1873				
4:00	6	5			11	16:00	251	295			546	16:00	17:00	1003	1107		2110				
4:15	8	3			11	16:15	226	266			492	17:00	18:00	1232	1178		2410				
4:30	6	9			15	16:30	261	286			547	18:00	19:00	1002	957		1959				
4:45	19	12			31	16:45	265	260			525	19:00	20:00	604	730		1334				
5:00	18	6			24	17:00	294	301			595	20:00	21:00	412	647		1059				
5:15	21	7			28	17:15	299	309			608	21:00	22:00	311	506		817				
5:30	41	17			58	17:30	340	270			610	22:00	23:00	180	298		478				
5:45	65	32			97	17:45	299	298			597	23:00	00:00	74	138		212				
6:00	56	26			82	18:00	297	242			539	STATISTICS									
6:15	73	21			94	18:15	255	272			527		NB	SB	EB	WB	TOTAL				
6:30	102	33			135	18:30	248	222			470	Peak Period	00:00	to	12:00						
6:45	139	40			179	18:45	202	221			423	Volume	5405	3037			8442				
7:00	155	70			225	19:00	178	213			391	Peak Hour	7:45	8:15			7:45				
7:15	210	92			302	19:15	166	194			360	Peak Volume	1238	646			1850				
7:30	267	106			373	19:30	135	174			309	Peak Hour Factor	0.961	0.907			0.960				
7:45	295	150			445	19:45	125	149			274	Peak Period	12:00	to	00:00						
8:00	300	152			452	20:00	119	164			283	Volume	7996	8746			16742				
8:15	321	161			482	20:15	107	158			265	Peak Hour	17:15	17:00			17:00				
8:30	322	149			471	20:30	113	148			261	Peak Volume	1235	1178			2410				
8:45	265	178			443	20:45	73	177			250	Peak Hour Factor	0.908	0.953			0.988				
9:00	234	158			392	21:00	85	152			237	Peak Period	07:00	to	09:00						
9:15	239	133			372	21:15	87	129			216	Volume	2135	1058			3193				
9:30	228	149			377	21:30	77	123			200	Peak Hour	7:45	8:00			7:45				
9:45	261	145			406	21:45	62	102			164	Peak Volume	1238	640			1850				
10:00	191	143			334	22:00	53	98			151	Peak Hour Factor	0.961	0.899			0.960				
10:15	180	108			288	22:15	43	75			118	Peak Period	16:00	to	18:00						
10:30	207	121			328	22:30	50	62			112	Volume	2235	2285			4520				
10:45	221	128			349	22:45	34	63			97	Peak Hour	17:00	17:00			17:00				
11:00	206	140			346	23:00	22	42			64	Peak Volume	1232	1178			2410				
11:15	212	140			352	23:15	15	44			59	Peak Hour Factor	0.906	0.953			0.988				
11:30	212	156			368	23:30	20	30			50										
11:45	229	131			360	23:45	17	22			39										
TOTALS	5405	3037	0	0	8442	TOTALS	7996	8746	0	0	16742										
SPLIT %	64%	36%	0%	0%	34%	SPLIT %	48%	52%	0%	0%	66%										



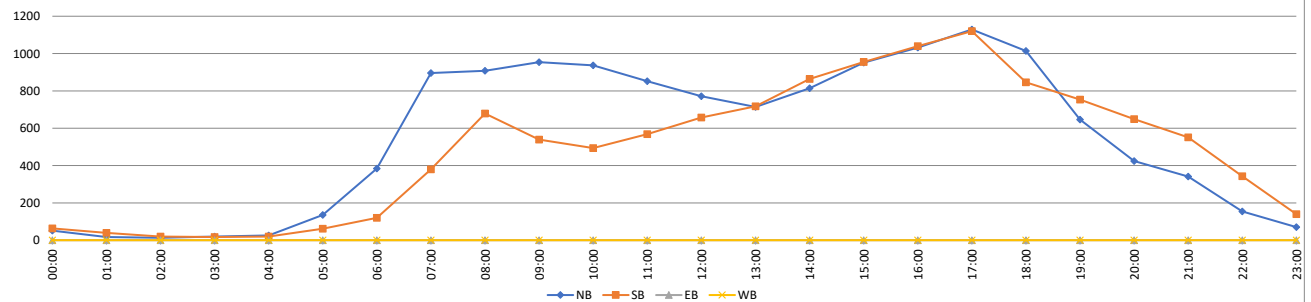
VOLUME

Alma St N/O Kellogg Ave

Day: Thursday
Date: 5/15/2025

City: Palo Alto
Project #: CA25_080178_001

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						13,253		11,636		0		0		24,889															
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00	13	23			36	12:00	214	151			365	00:00	01:00	51	63		114												
0:15	15	17			32	12:15	176	168			344	01:00	02:00	17	39		56												
0:30	16	16			32	12:30	194	169			363	02:00	03:00	13	20		33												
0:45	7	7			14	12:45	187	169			356	03:00	04:00	20	17		37												
1:00	6	9			15	13:00	166	203			369	04:00	05:00	26	20		46												
1:15	5	10			15	13:15	185	195			380	05:00	06:00	135	62		197												
1:30	2	7			9	13:30	162	151			313	06:00	07:00	384	120		504												
1:45	4	13			17	13:45	201	168			369	07:00	08:00	896	380		1276												
2:00	5	5			10	14:00	152	212			364	08:00	09:00	908	679		1587												
2:15	3	5			8	14:15	178	197			375	09:00	10:00	954	539		1493												
2:30	3	4			7	14:30	214	230			444	10:00	11:00	937	494		1431												
2:45	2	6			8	14:45	270	225			495	11:00	12:00	852	568		1420												
3:00	1	2			3	15:00	231	215			446	12:00	13:00	771	657		1428												
3:15	6	2			8	15:15	252	240			492	13:00	14:00	714	717		1431												
3:30	4	6			10	15:30	232	230			462	14:00	15:00	814	864		1678												
3:45	9	7			16	15:45	236	270			506	15:00	16:00	951	955		1906												
4:00	1	7			8	16:00	223	230			453	16:00	17:00	1032	1040		2072												
4:15	6	5			11	16:15	271	235			506	17:00	18:00	1129	1120		2249												
4:30	7	4			11	16:30	243	302			545	18:00	19:00	1014	846		1860												
4:45	12	4			16	16:45	295	273			568	19:00	20:00	646	753		1399												
5:00	12	9			21	17:00	262	298			560	20:00	21:00	424	649		1073												
5:15	26	10			36	17:15	279	320			599	21:00	22:00	341	551		892												
5:30	36	18			54	17:30	280	227			507	22:00	23:00	154	343		497												
5:45	61	25			86	17:45	308	275			583	23:00	00:00	70	140		210												
6:00	61	18			79	18:00	297	226			523	STATISTICS																	
6:15	73	15			88	18:15	255	191			446		NB	SB	EB	WB	TOTAL												
6:30	104	34			138	18:30	256	212			468	Peak Period	00:00	to	12:00														
6:45	146	53			199	18:45	206	217			423	Volume	5193	3001			8194												
7:00	142	64			206	19:00	192	212			404	Peak Hour	7:30	8:15			8:15												
7:15	218	90			308	19:15	198	209			407	Peak Volume	985	680			1591												
7:30	239	97			336	19:30	127	172			299	Peak Hour Factor	0.829	0.806			0.916												
7:45	297	129			426	19:45	129	160			289	Peak Period	12:00	to	00:00														
8:00	226	162			388	20:00	128	164			292	Volume	8060	8635			16695												
8:15	223	158			381	20:15	114	175			289	Peak Hour	17:15	16:30			16:30												
8:30	236	148			384	20:30	91	156			247	Peak Volume	1164	1193			2272												
8:45	223	211			434	20:45	91	154			245	Peak Hour Factor	0.945	0.932			0.948												
9:00	229	163			392	21:00	89	147			236	Peak Period	07:00	to	09:00														
9:15	249	129			378	21:15	93	160			253	Volume	1804	1059			2863												
9:30	225	133			358	21:30	89	133			222	Peak Hour	7:30	8:00			8:00												
9:45	251	114			365	21:45	70	111			181	Peak Volume	985	679			1587												
10:00	241	113			354	22:00	50	115			165	Peak Hour Factor	0.829	0.805			0.914												
10:15	192	120			312	22:15	48	102			150	Peak Period	16:00	to	18:00														
10:30	254	117			371	22:30	34	66			100	Volume	2161	2160			4321												
10:45	250	144			394	22:45	22	60			82	Peak Hour	17:00	16:30			16:30												
11:00	194	126			320	23:00	19	35			54	Peak Volume	1129	1193			2272												
11:15	211	145			356	23:15	18	43			61	Peak Hour Factor	0.916	0.932			0.948												
11:30	221	148			369	23:30	17	35			52																		
11:45	226	149			375	23:45	16	27			43																		
TOTALS	5193	3001	0	0	8194	TOTALS	8060	8635	0	0	16695																		
SPLIT %	63%	37%	0%	0%	33%	SPLIT %	48%	52%	0%	0%	67%																		



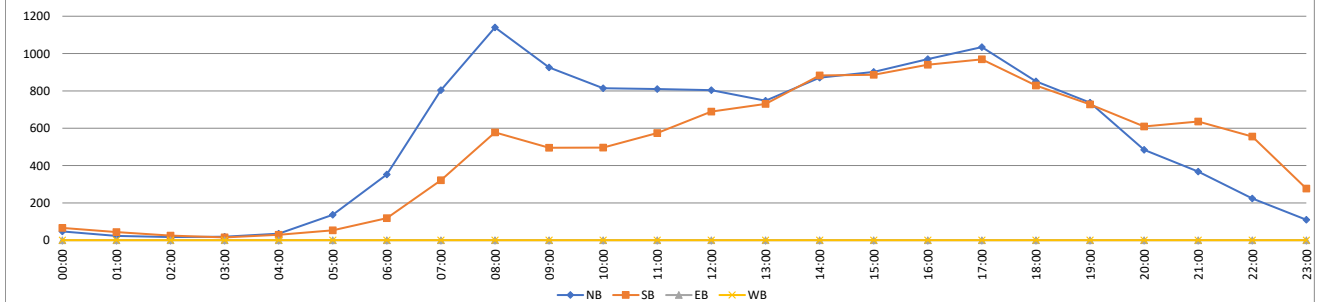
VOLUME

Alma St N/O Kellogg Ave

Day: Friday
Date: 5/16/2025

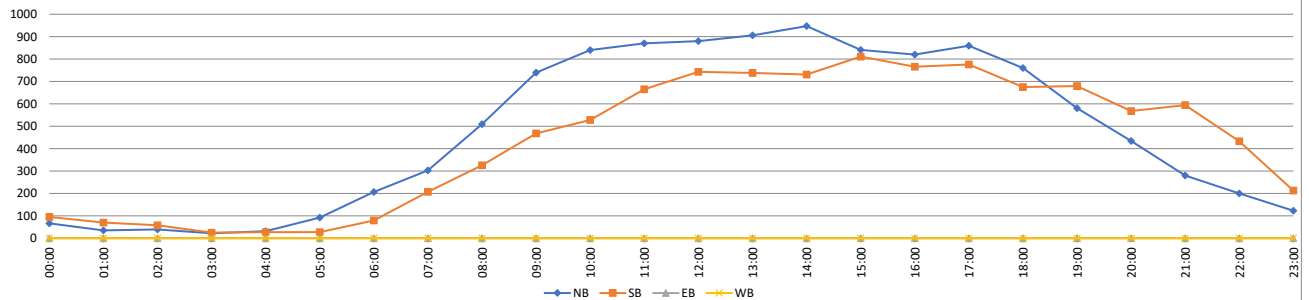
City: Palo Alto
Project #: CA25_080178_001

DAILY TOTALS						NB				SB				EB				WB				Total				DAILY TOTALS					
						13,226		11,545		0		0		24,771																	
15-Minutes Interval												Hourly Intervals																			
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL														
0:00	11	20			31	12:00	226	150			376	00:00	01:00	47	66		113														
0:15	13	14			27	12:15	196	166			362	01:00	02:00	23	44		67														
0:30	8	16			24	12:30	193	190			383	02:00	03:00	17	25		42														
0:45	15	16			31	12:45	189	183			372	03:00	04:00	19	15		34														
1:00	8	10			18	13:00	166	180			346	04:00	05:00	35	29		64														
1:15	6	12			18	13:15	190	184			374	05:00	06:00	136	53		189														
1:30	3	10			13	13:30	172	181			353	06:00	07:00	352	118		470														
1:45	6	12			18	13:45	219	185			404	07:00	08:00	804	321		1125														
2:00	2	10			12	14:00	191	210			401	08:00	09:00	1140	578		1718														
2:15	4	4			8	14:15	229	202			431	09:00	10:00	926	495		1421														
2:30	5	7			12	14:30	221	244			465	10:00	11:00	814	496		1310														
2:45	6	4			10	14:45	230	227			457	11:00	12:00	810	574		1384														
3:00	2	4			6	15:00	222	233			455	12:00	13:00	804	689		1493														
3:15	5	2			7	15:15	224	227			451	13:00	14:00	747	730		1477														
3:30	4	6			10	15:30	219	205			424	14:00	15:00	871	883		1754														
3:45	8	3			11	15:45	237	221			458	15:00	16:00	902	886		1788														
4:00	4	7			11	16:00	239	248			487	16:00	17:00	970	940		1910														
4:15	8	4			12	16:15	231	247			478	17:00	18:00	1035	969		2004														
4:30	11	11			22	16:30	242	241			483	18:00	19:00	851	829		1680														
4:45	12	7			19	16:45	258	204			462	19:00	20:00	737	728		1465														
5:00	18	3			21	17:00	246	274			520	20:00	21:00	484	609		1093														
5:15	25	3			28	17:15	248	247			495	21:00	22:00	368	636		1004														
5:30	30	17			47	17:30	284	209			493	22:00	23:00	224	555		779														
5:45	63	30			93	17:45	257	239			496	23:00	00:00	110	277		387														
6:00	62	13			75	18:00	217	211			428	STATISTICS																			
6:15	76	23			99	18:15	204	206			410		NB	SB	EB	WB	TOTAL														
6:30	84	34			118	18:30	222	211			433	Peak Period	00:00	to	12:00																
6:45	130	48			178	18:45	208	201			409	Volume	5123	2814			7937														
7:00	140	46			186	19:00	229	202			431	Peak Hour	8:00	8:00			8:00														
7:15	182	62			244	19:15	194	191			385	Peak Volume	1140	578			1718														
7:30	228	97			325	19:30	163	156			319	Peak Hour Factor	0.956	0.957			0.959														
7:45	254	116			370	19:45	151	179			330	Peak Period	12:00	to	00:00																
8:00	284	143			427	20:00	122	155			277	Volume	8103	8731			16834														
8:15	298	133			431	20:15	128	159			287	Peak Hour	16:45	17:00			17:00														
8:30	297	151			448	20:30	128	158			286	Peak Volume	1036	969			2004														
8:45	261	151			412	20:45	106	137			243	Peak Hour Factor	0.912	0.884			0.963														
9:00	221	122			343	21:00	89	156			245	Peak Period	07:00	to	09:00																
9:15	231	120			351	21:15	99	149			248	Volume	1944	899			2843														
9:30	226	122			348	21:30	102	176			278	Peak Hour	8:00	8:00			8:00														
9:45	248	131			379	21:45	78	155			233	Peak Volume	1140	578			1718														
10:00	200	117			317	22:00	58	157			215	Peak Hour Factor	0.956	0.957			0.959														
10:15	194	126			320	22:15	58	142			200	Peak Period	16:00	to	18:00																
10:30	176	127			303	22:30	52	126			178	Volume	2005	1909			3914														
10:45	244	126			370	22:45	56	130			186	Peak Hour	16:45	17:00			17:00														
11:00	179	134			313	23:00	29	95			124	Peak Volume	1036	969			2004														
11:15	197	131			328	23:15	31	73			104	Peak Hour Factor	0.912	0.884			0.963														
11:30	211	143			354	23:30	26	65			91																				
11:45	223	166			389	23:45	24	44			68																				
TOTALS	5123	2814	0	0	7937	TOTALS	8103	8731	0	0	16834																				
SPLIT %	65%	35%	0%	0%	32%	SPLIT %	48%	52%	0%	0%	68%																				



VOLUME**Alma St S/O Coleridge Ave**Day: Saturday
Date: 5/10/2025City: Palo Alto
Project #: CA25_080178_002

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						11,383		10,302		0		0		21,685							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	23	29			52	12:00	226	167			393	00:00 01:00	66	95			161				
0:15	19	21			40	12:15	192	179			371	01:00 02:00	35	70			105				
0:30	10	24			34	12:30	237	198			435	02:00 03:00	39	58			97				
0:45	14	21			35	12:45	225	199			424	03:00 04:00	22	25			47				
1:00	11	19			30	13:00	227	184			411	04:00 05:00	31	27			58				
1:15	13	12			25	13:15	203	186			389	05:00 06:00	92	27			119				
1:30	4	21			25	13:30	219	185			404	06:00 07:00	206	79			285				
1:45	7	18			25	13:45	257	183			440	07:00 08:00	303	207			510				
2:00	12	17			29	14:00	275	174			449	08:00 09:00	509	326			835				
2:15	7	12			19	14:15	207	167			374	09:00 10:00	739	468			1207				
2:30	8	22			30	14:30	218	174			392	10:00 11:00	840	528			1368				
2:45	12	7			19	14:45	247	216			463	11:00 12:00	870	665			1535				
3:00	7	7			14	15:00	200	187			387	12:00 13:00	880	743			1623				
3:15	4	5			9	15:15	218	231			449	13:00 14:00	906	738			1644				
3:30	5	7			12	15:30	199	190			389	14:00 15:00	947	731			1678				
3:45	6	6			12	15:45	224	203			427	15:00 16:00	841	811			1652				
4:00	11	12			23	16:00	223	199			422	16:00 17:00	820	766			1586				
4:15	4	6			10	16:15	174	193			367	17:00 18:00	859	776			1635				
4:30	6	3			9	16:30	203	168			371	18:00 19:00	760	675			1435				
4:45	10	6			16	16:45	220	206			426	19:00 20:00	581	679			1260				
5:00	12	3			15	17:00	202	181			383	20:00 21:00	434	568			1002				
5:15	19	8			27	17:15	222	189			411	21:00 22:00	280	594			874				
5:30	29	7			36	17:30	202	200			402	22:00 23:00	200	433			633				
5:45	32	9			41	17:45	233	206			439	23:00 00:00	123	213			336				
6:00	36	11			47	18:00	208	175			383	STATISTICS									
6:15	56	18			74	18:15	180	162			342		NB	SB	EB	WB	TOTAL				
6:30	42	19			61	18:30	186	183			369	Peak Period	00:00	to	12:00						
6:45	72	31			103	18:45	186	155			341	Volume	3752	2575			6327				
7:00	51	29			80	19:00	189	196			385	Peak Hour	9:45	11:00			11:00				
7:15	61	44			105	19:15	159	172			331	Peak Volume	890	665			1535				
7:30	82	61			143	19:30	123	173			296	Peak Hour Factor	0.939	0.884			0.918				
7:45	109	73			182	19:45	110	138			248	Peak Period	12:00	to	00:00						
8:00	101	64			165	20:00	132	149			281	Volume	7631	7727			15358				
8:15	115	51			166	20:15	104	155			259	Peak Hour	13:30	14:45			14:30				
8:30	131	103			234	20:30	107	125			232	Peak Volume	958	824			1691				
8:45	162	108			270	20:45	91	139			230	Peak Hour Factor	0.871	0.892			0.913				
9:00	170	105			275	21:00	88	158			246	Peak Period	07:00	to	09:00						
9:15	145	114			259	21:15	56	161			217	Volume	812	533			1345				
9:30	187	108			295	21:30	71	138			209	Peak Hour	8:00	8:00			8:00				
9:45	237	141			378	21:45	65	137			202	Peak Volume	509	326			835				
10:00	206	134			340	22:00	57	139			196	Peak Hour Factor	0.785	0.755			0.773				
10:15	219	121			340	22:15	51	103			154	Peak Period	16:00	to	18:00						
10:30	228	125			353	22:30	61	106			167	Volume	1679	1542			3221				
10:45	187	148			335	22:45	31	85			116	Peak Hour	17:00	16:45			17:00				
11:00	198	165			363	23:00	45	67			112	Peak Volume	859	776			1635				
11:15	210	139			349	23:15	36	69			105	Peak Hour Factor	0.922	0.942			0.931				
11:30	245	173			418	23:30	22	36			58										
11:45	217	188			405	23:45	20	41			61										
TOTALS	3752	2575	0	0	6327	TOTALS	7631	7727	0	0	15358										
SPLIT %	59%	41%	0%	0%	29%	SPLIT %	50%	50%	0%	0%	71%										



VOLUME**Alma St S/O Coleridge Ave**

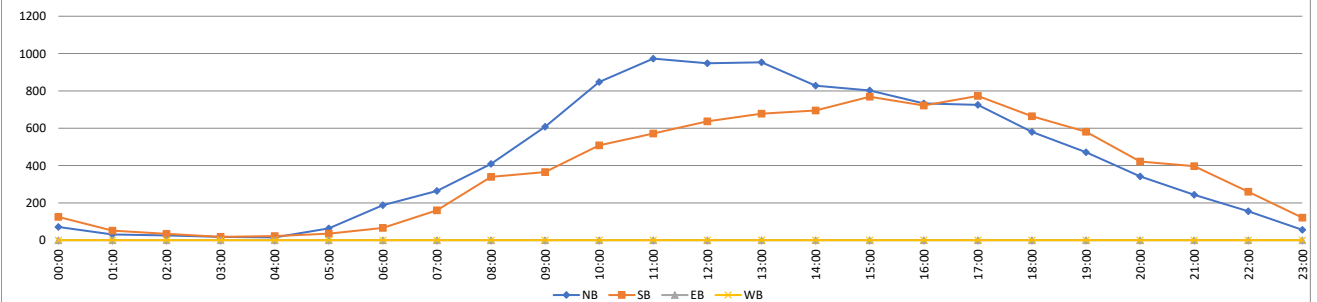
Day: Sunday

Date: 5/11/2025

City: Palo Alto

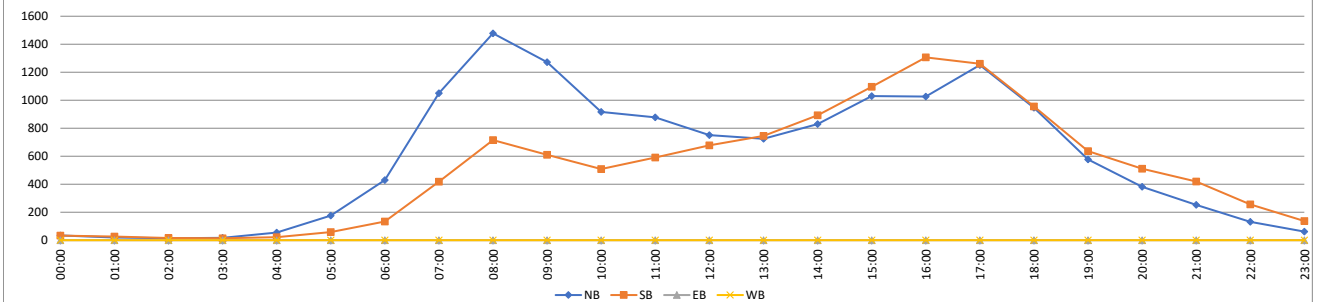
Project #: CA25_080178_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						10,350	9,014	0	0	19,364							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	27	33			60	12:00	228	160			388	00:00	01:00	71	125		196
0:15	16	27			43	12:15	254	136			390	01:00	02:00	31	51		82
0:30	18	49			67	12:30	221	187			408	02:00	03:00	26	34		60
0:45	10	16			26	12:45	245	154			399	03:00	04:00	18	18		36
1:00	11	17			28	13:00	222	170			392	04:00	05:00	15	22		37
1:15	9	18			27	13:15	257	166			423	05:00	06:00	63	35		98
1:30	4	10			14	13:30	242	169			411	06:00	07:00	188	66		254
1:45	7	6			13	13:45	232	173			405	07:00	08:00	264	160		424
2:00	11	14			25	14:00	246	175			421	08:00	09:00	409	339		748
2:15	6	12			18	14:15	206	168			374	09:00	10:00	608	365		973
2:30	5	5			10	14:30	189	168			357	10:00	11:00	848	508		1356
2:45	4	3			7	14:45	187	184			371	11:00	12:00	973	572		1545
3:00	3	7			10	15:00	217	218			435	12:00	13:00	948	637		1585
3:15	3	1			4	15:15	183	172			355	13:00	14:00	953	678		1631
3:30	2	7			9	15:30	196	180			376	14:00	15:00	828	695		1523
3:45	10	3			13	15:45	206	199			405	15:00	16:00	802	769		1571
4:00	1	5			6	16:00	194	200			394	16:00	17:00	733	722		1455
4:15	7	6			13	16:15	168	185			353	17:00	18:00	725	773		1498
4:30	2	9			11	16:30	177	153			330	18:00	19:00	580	664		1244
4:45	5	2			7	16:45	194	184			378	19:00	20:00	471	581		1052
5:00	15	8			23	17:00	170	191			361	20:00	21:00	342	422		764
5:15	14	8			22	17:15	190	194			384	21:00	22:00	243	397		640
5:30	14	9			23	17:30	185	181			366	22:00	23:00	155	260		415
5:45	20	10			30	17:45	180	207			387	23:00	00:00	56	121		177
6:00	23	3			26	18:00	155	174			329	STATISTICS					
6:15	46	20			66	18:15	146	183			329		NB	SB	EB	WB	TOTAL
6:30	50	22			72	18:30	148	151			299	Peak Period	00:00	to	12:00		
6:45	69	21			90	18:45	131	156			287	Volume	3514	2295			5809
7:00	38	27			65	19:00	119	145			264	Peak Hour	11:00	11:00			11:00
7:15	55	39			94	19:15	133	132			265	Peak Volume	973	572			1545
7:30	59	41			100	19:30	112	165			277	Peak Hour Factor	0.842	0.911			0.905
7:45	112	53			165	19:45	107	139			246	Peak Period	12:00	to	00:00		
8:00	97	61			158	20:00	97	109			206	Volume	6836	6719			13555
8:15	77	93			170	20:15	84	95			179	Peak Hour	13:15	17:00			13:15
8:30	96	93			189	20:30	90	106			196	Peak Volume	977	773			1660
8:45	139	92			231	20:45	71	112			183	Peak Hour Factor	0.950	0.934			0.981
9:00	99	73			172	21:00	75	105			180	Peak Period	07:00	to	09:00		
9:15	150	101			251	21:15	53	109			162	Volume	673	499			1172
9:30	148	76			224	21:30	65	83			148	Peak Hour	8:00	8:00			8:00
9:45	211	115			326	21:45	50	100			150	Peak Volume	409	339			748
10:00	183	117			300	22:00	37	89			126	Peak Hour Factor	0.736	0.911			0.810
10:15	225	127			352	22:15	42	71			113	Peak Period	16:00	to	18:00		
10:30	206	136			342	22:30	41	63			104	Volume	1458	1495			2953
10:45	234	128			362	22:45	35	37			72	Peak Hour	16:45	17:00			17:00
11:00	227	149			376	23:00	15	39			54	Peak Volume	739	773			1498
11:15	216	128			344	23:15	16	35			51	Peak Hour Factor	0.952	0.934			0.968
11:30	241	157			398	23:30	17	33			50						
11:45	289	138			427	23:45	8	14			22						
TOTALS	3514	2295	0	0	5809	TOTALS	6836	6719	0	0	13555						
SPLIT %	60%	40%	0%	0%	30%	SPLIT %	50%	50%	0%	0%	70%						



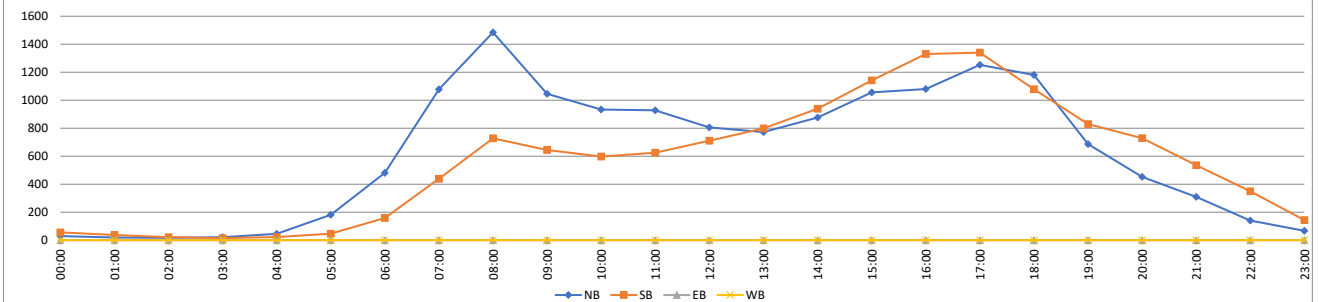
VOLUME**Alma St S/O Coleridge Ave**Day: Monday
Date: 5/12/2025City: Palo Alto
Project #: CA25_080178_002

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						14,301		12,035		0		0		26,336															
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00	10	10			20	12:00	188	190			378	00:00	01:00	34	33		67												
0:15	4	10			14	12:15	175	162			337	01:00	02:00	19	26		45												
0:30	7	8			15	12:30	176	158			334	02:00	03:00	14	16		30												
0:45	13	5			18	12:45	212	168			380	03:00	04:00	17	14		31												
1:00	4	10			14	13:00	192	167			359	04:00	05:00	55	21		76												
1:15	3	6			9	13:15	186	186			372	05:00	06:00	176	58		234												
1:30	5	6			11	13:30	183	177			360	06:00	07:00	430	134		564												
1:45	7	4			11	13:45	163	215			378	07:00	08:00	1050	418		1468												
2:00	3	4			7	14:00	168	188			356	08:00	09:00	1478	715		2193												
2:15	3	3			6	14:15	181	233			414	09:00	10:00	1272	610		1882												
2:30	4	3			7	14:30	229	236			465	10:00	11:00	917	508		1425												
2:45	4	6			10	14:45	252	235			487	11:00	12:00	878	591		1469												
3:00	7	3			10	15:00	238	260			498	12:00	13:00	751	678		1429												
3:15	2	3			5	15:15	265	298			563	13:00	14:00	724	745		1469												
3:30	4	4			8	15:30	263	294			557	14:00	15:00	830	892		1722												
3:45	4	4			8	15:45	264	244			508	15:00	16:00	1030	1096		2126												
4:00	7	5			12	16:00	275	316			591	16:00	17:00	1026	1306		2332												
4:15	12	1			13	16:15	247	335			582	17:00	18:00	1251	1260		2511												
4:30	8	7			15	16:30	237	333			570	18:00	19:00	946	955		1901												
4:45	28	8			36	16:45	267	322			589	19:00	20:00	577	636		1213												
5:00	22	8			30	17:00	267	347			614	20:00	21:00	382	511		893												
5:15	36	12			48	17:15	332	316			648	21:00	22:00	252	419		671												
5:30	45	16			61	17:30	312	305			617	22:00	23:00	131	256		387												
5:45	73	22			95	17:45	340	292			632	23:00	00:00	61	137		198												
6:00	65	17			82	18:00	285	283			568	STATISTICS																	
6:15	79	31			110	18:15	242	238			480		NB	SB	EB	WB	TOTAL												
6:30	123	36			159	18:30	212	243			455	Peak Period	00:00	to	12:00														
6:45	163	50			213	18:45	207	191			398	Volume	6340	3144			9484												
7:00	161	54			215	19:00	157	167			324	Peak Hour	8:00	8:00			8:00												
7:15	262	84			346	19:15	171	179			350	Peak Volume	1478	715			2193												
7:30	302	134			436	19:30	134	139			273	Peak Hour Factor	0.912	0.835			0.949												
7:45	325	146			471	19:45	115	151			266	Peak Period	12:00	to	00:00														
8:00	329	182			511	20:00	118	141			259	Volume	7961	8891			16852												
8:15	364	214			578	20:15	83	121			204	Peak Hour	17:15	16:15			17:00												
8:30	380	150			530	20:30	91	118			209	Peak Volume	1269	1337			2511												
8:45	405	169			574	20:45	90	131			221	Peak Hour Factor	0.933	0.963			0.969												
9:00	309	154			463	21:00	73	113			186	Peak Period	07:00	to	09:00														
9:15	335	156			491	21:15	72	115			187	Volume	2528	1133			3661												
9:30	319	155			474	21:30	49	101			150	Peak Hour	8:00	8:00			8:00												
9:45	309	145			454	21:45	58	90			148	Peak Volume	1478	715			2193												
10:00	220	126			346	22:00	38	86			124	Peak Hour Factor	0.912	0.835			0.949												
10:15	241	142			383	22:15	41	72			113	Peak Period	16:00	to	18:00														
10:30	206	127			333	22:30	30	51			81	Volume	2277	2566			4843												
10:45	250	113			363	22:45	22	47			69	Peak Hour	17:00	16:15			17:00												
11:00	206	141			347	23:00	23	50			73	Peak Volume	1251	1337			2511												
11:15	194	138			332	23:15	18	33			51	Peak Hour Factor	0.920	0.963			0.969												
11:30	240	152			392	23:30	12	30			42																		
11:45	238	160			398	23:45	8	24			32																		
TOTALS	6340	3144	0	0	9484	TOTALS	7961	8891	0	0	16852																		
SPLIT %	67%	33%	0%	0%	36%	SPLIT %	47%	53%	0%	0%	64%																		



VOLUME**Alma St S/O Coleridge Ave**Day: Tuesday
Date: 5/13/2025City: Palo Alto
Project #: CA25_080178_002

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						14,946		13,322		0		0		28,268							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME		NB	SB	EB	WB	TOTAL			
0:00	8	19			27	12:00	203	173			376	00:00	01:00	30	56			86			
0:15	8	14			22	12:15	205	171			376	01:00	02:00	19	37			56			
0:30	10	12			22	12:30	190	172			362	02:00	03:00	17	21			38			
0:45	4	11			15	12:45	208	195			403	03:00	04:00	21	15			36			
1:00	2	8			10	13:00	188	185			373	04:00	05:00	46	23			69			
1:15	5	13			18	13:15	183	191			374	05:00	06:00	182	47			229			
1:30	8	9			17	13:30	194	227			421	06:00	07:00	481	159			640			
1:45	4	7			11	13:45	207	196			403	07:00	08:00	1078	439			1517			
2:00	4	5			9	14:00	212	217			429	08:00	09:00	1485	728			2213			
2:15	5	6			11	14:15	204	242			446	09:00	10:00	1046	645			1691			
2:30	4	6			10	14:30	214	247			461	10:00	11:00	934	598			1532			
2:45	4	4			8	14:45	246	233			479	11:00	12:00	928	625			1553			
3:00	7	3			10	15:00	248	299			547	12:00	13:00	806	711			1517			
3:15	3	4			7	15:15	264	275			539	13:00	14:00	772	799			1571			
3:30	10	3			13	15:30	251	304			555	14:00	15:00	876	939			1815			
3:45	1	5			6	15:45	293	264			557	15:00	16:00	1056	1142			2198			
4:00	4	6			10	16:00	237	290			527	16:00	17:00	1080	1330			2410			
4:15	10	4			14	16:15	290	303			593	17:00	18:00	1252	1340			2592			
4:30	18	3			21	16:30	281	381			662	18:00	19:00	1181	1079			2260			
4:45	14	10			24	16:45	272	356			628	19:00	20:00	687	830			1517			
5:00	24	1			25	17:00	278	333			611	20:00	21:00	452	729			1181			
5:15	31	11			42	17:15	292	329			621	21:00	22:00	310	536			846			
5:30	45	10			55	17:30	355	385			740	22:00	23:00	140	350			490			
5:45	82	25			107	17:45	327	293			620	23:00	00:00	67	144			211			
6:00	77	31			108	18:00	320	297			617	STATISTICS									
6:15	94	25			119	18:15	297	294			591		NB	SB	EB	WB	TOTAL				
6:30	142	40			182	18:30	285	266			551	Peak Period	00:00	to	12:00						
6:45	168	63			231	18:45	279	222			501	Volume	6267	3393			9660				
7:00	180	72			252	19:00	196	225			421	Peak Hour	8:00	8:00			8:00				
7:15	244	85			329	19:15	212	216			428	Peak Volume	1485	728			2213				
7:30	316	123			439	19:30	136	198			334	Peak Hour Factor	0.888	0.929			0.954				
7:45	338	159			497	19:45	143	191			334	Peak Period	12:00	to	00:00						
8:00	418	162			580	20:00	106	181			287	Volume	8679	9929			18608				
8:15	379	176			555	20:15	120	228			348	Peak Hour	17:30	16:45			16:45				
8:30	344	196			540	20:30	132	160			292	Peak Volume	1299	1403			2600				
8:45	344	194			538	20:45	94	160			254	Peak Hour Factor	0.915	0.911			0.878				
9:00	271	159			430	21:00	86	150			236	Peak Period	07:00	to	09:00						
9:15	252	167			419	21:15	84	134			218	Volume	2563	1167			3730				
9:30	267	151			418	21:30	86	144			230	Peak Hour	8:00	8:00			8:00				
9:45	256	168			424	21:45	54	108			162	Peak Volume	1485	728			2213				
10:00	239	146			385	22:00	52	109			161	Peak Hour Factor	0.888	0.929			0.954				
10:15	221	136			357	22:15	33	102			135	Peak Period	16:00	to	18:00						
10:30	233	140			373	22:30	32	74			106	Volume	2332	2670			5002				
10:45	241	176			417	22:45	23	65			88	Peak Hour	17:00	16:45			16:45				
11:00	222	137			359	23:00	21	46			67	Peak Volume	1252	1403			2600				
11:15	228	163			391	23:15	17	31			48	Peak Hour Factor	0.882	0.911			0.878				
11:30	222	169			391	23:30	11	40			51										
11:45	256	156			412	23:45	18	27			45										
TOTALS	6267	3393	0	0	9660	TOTALS	8679	9929	0	0	18608										
SPLIT %	65%	35%	0%	0%	34%	SPLIT %	47%	53%	0%	0%	66%										



VOLUME**Alma St S/O Coleridge Ave**

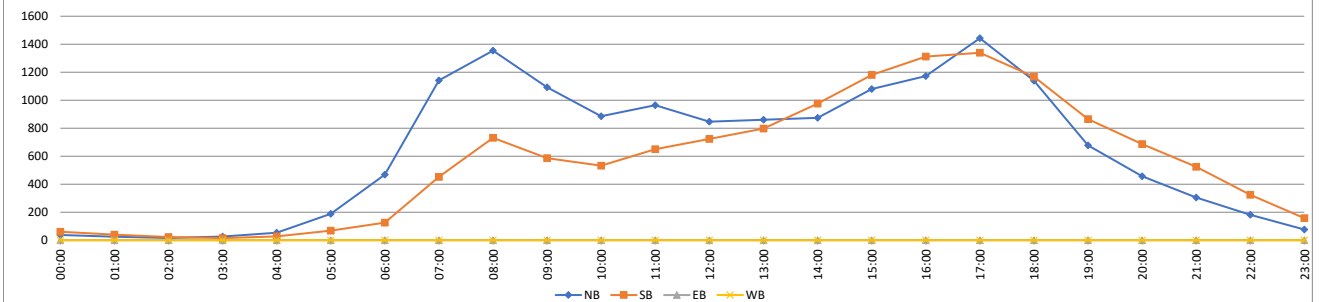
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

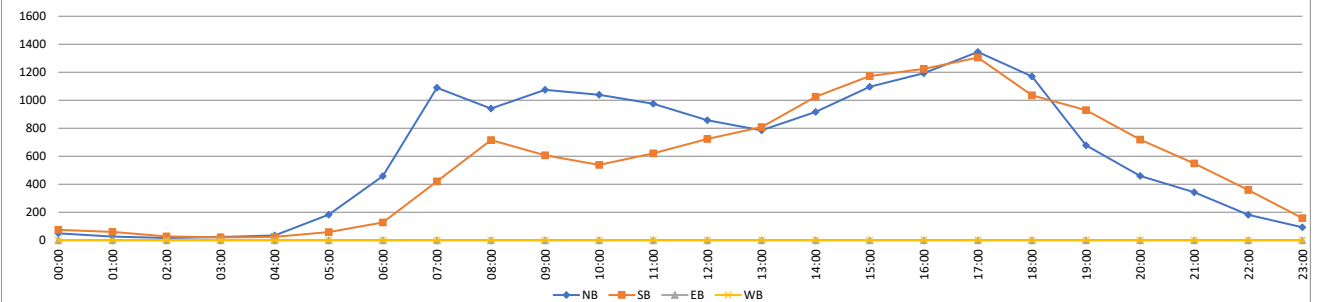
Project #: CA25_080178_002

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						15,366		13,367		0		0		28,733															
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00	15	23			38	12:00	213	205			418	00:00	01:00	37	60		97												
0:15	9	12			21	12:15	220	166			386	01:00	02:00	25	40		65												
0:30	9	12			21	12:30	192	193			385	02:00	03:00	16	23		39												
0:45	4	13			17	12:45	222	159			381	03:00	04:00	26	15		41												
1:00	7	9			16	13:00	207	181			388	04:00	05:00	54	27		81												
1:15	8	9			17	13:15	200	215			415	05:00	06:00	188	68		256												
1:30	3	10			13	13:30	200	211			411	06:00	07:00	469	125		594												
1:45	7	12			19	13:45	253	191			444	07:00	08:00	1142	453		1595												
2:00	2	6			8	14:00	201	212			413	08:00	09:00	1354	731		2085												
2:15	7	3			10	14:15	186	246			432	09:00	10:00	1093	586		1679												
2:30	5	10			15	14:30	204	263			467	10:00	11:00	886	533		1419												
2:45	2	4			6	14:45	283	255			538	11:00	12:00	964	650		1614												
3:00	4	1			5	15:00	253	260			513	12:00	13:00	847	723		1570												
3:15	7	4			11	15:15	291	265			556	13:00	14:00	860	798		1658												
3:30	9	4			13	15:30	285	328			613	14:00	15:00	874	976		1850												
3:45	6	6			12	15:45	251	327			578	15:00	16:00	1080	1180		2260												
4:00	6	5			11	16:00	284	363			647	16:00	17:00	1172	1312		2484												
4:15	10	2			12	16:15	274	299			573	17:00	18:00	1443	1339		2782												
4:30	13	6			19	16:30	300	331			631	18:00	19:00	1139	1168		2307												
4:45	25	14			39	16:45	314	319			633	19:00	20:00	678	865		1543												
5:00	23	10			33	17:00	354	338			692	20:00	21:00	457	687		1144												
5:15	27	11			38	17:15	348	355			703	21:00	22:00	305	525		830												
5:30	50	14			64	17:30	394	322			716	22:00	23:00	181	325		506												
5:45	88	33			121	17:45	347	324			671	23:00	00:00	76	158		234												
6:00	73	17			90	18:00	352	307			659	STATISTICS																	
6:15	108	25			133	18:15	291	317			608		NB	SB	EB	WB	TOTAL												
6:30	122	42			164	18:30	277	270			547	Peak Period	00:00	to	12:00														
6:45	166	41			207	18:45	219	274			493	Volume	6254	3311			9565												
7:00	185	76			261	19:00	201	251			452	Peak Hour	7:45	8:00			7:45												
7:15	276	96			372	19:15	182	234			416	Peak Volume	1431	731			2136												
7:30	336	129			465	19:30	145	198			343	Peak Hour Factor	0.944	0.967			0.940												
7:45	345	152			497	19:45	150	182			332	Peak Period	12:00	to	00:00														
8:00	335	181			516	20:00	126	161			287	Volume	9112	10056			19168												
8:15	379	189			568	20:15	121	203			324	Peak Hour	17:00	16:30			17:00												
8:30	372	183			555	20:30	123	163			286	Peak Volume	1443	1343			2782												
8:45	268	178			446	20:45	87	160			247	Peak Hour Factor	0.916	0.946			0.971												
9:00	286	151			437	21:00	73	152			225	Peak Period	07:00	to	09:00														
9:15	264	156			420	21:15	84	149			233	Volume	2496	1184			3680												
9:30	254	136			390	21:30	83	119			202	Peak Hour	7:45	8:00			7:45												
9:45	289	143			432	21:45	65	105			170	Peak Volume	1431	731			2136												
10:00	211	131			342	22:00	57	101			158	Peak Hour Factor	0.944	0.967			0.940												
10:15	208	136			344	22:15	40	86			126	Peak Period	16:00	to	18:00														
10:30	217	144			361	22:30	49	61			110	Volume	2615	2651			5266												
10:45	250	122			372	22:45	35	77			112	Peak Hour	17:00	16:30			17:00												
11:00	238	172			410	23:00	23	54			77	Peak Volume	1443	1343			2782												
11:15	265	161			426	23:15	21	42			63	Peak Hour Factor	0.916	0.946			0.971												
11:30	215	176			391	23:30	16	37			53																		
11:45	246	141			387	23:45	16	25			41																		
TOTALS	6254	3311	0	0	9565	TOTALS	9112	10056	0	0	19168																		
SPLIT %	65%	35%	0%	0%	33%	SPLIT %	48%	52%	0%	0%	67%																		



VOLUME**Alma St S/O Coleridge Ave**Day: Thursday
Date: 5/15/2025City: Palo Alto
Project #: CA25_080178_002

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						15,023		13,296		0		0		28,319							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME		NB	SB	EB	WB	TOTAL			
0:00	10	30			40	12:00	229	154			383	00:00	01:00	49	74			123			
0:15	14	14			28	12:15	203	195			398	01:00	02:00	26	59			85			
0:30	18	23			41	12:30	228	190			418	02:00	03:00	16	27			43			
0:45	7	7			14	12:45	197	184			381	03:00	04:00	23	20			43			
1:00	8	15			23	13:00	184	222			406	04:00	05:00	34	24			58			
1:15	9	12			21	13:15	204	223			427	05:00	06:00	183	58			241			
1:30	3	15			18	13:30	193	156			349	06:00	07:00	458	127			585			
1:45	6	17			23	13:45	204	207			411	07:00	08:00	1089	421			1510			
2:00	7	8			15	14:00	179	230			409	08:00	09:00	941	715			1656			
2:15	3	6			9	14:15	194	245			439	09:00	10:00	1074	607			1681			
2:30	3	7			10	14:30	247	263			510	10:00	11:00	1039	538			1577			
2:45	3	6			9	14:45	297	287			584	11:00	12:00	975	621			1596			
3:00	3	5			8	15:00	260	252			512	12:00	13:00	857	723			1580			
3:15	6	2			8	15:15	272	302			574	13:00	14:00	785	808			1593			
3:30	7	6			13	15:30	294	281			575	14:00	15:00	917	1025			1942			
3:45	7	7			14	15:45	270	338			608	15:00	16:00	1096	1173			2269			
4:00	1	10			11	16:00	292	259			551	16:00	17:00	1193	1224			2417			
4:15	9	4			13	16:15	294	296			590	17:00	18:00	1345	1305			2650			
4:30	9	3			12	16:30	276	351			627	18:00	19:00	1170	1035			2205			
4:45	15	7			22	16:45	331	318			649	19:00	20:00	678	929			1607			
5:00	19	9			28	17:00	306	343			649	20:00	21:00	459	719			1178			
5:15	29	11			40	17:15	329	388			717	21:00	22:00	343	548			891			
5:30	50	13			63	17:30	340	250			590	22:00	23:00	181	359			540			
5:45	85	25			110	17:45	370	324			694	23:00	00:00	92	157			249			
6:00	73	16			89	18:00	339	275			614	STATISTICS									
6:15	86	21			107	18:15	286	237			523		NB	SB	EB	WB	TOTAL				
6:30	127	33			160	18:30	307	267			574	Peak Period	00:00	to	12:00						
6:45	172	57			229	18:45	238	256			494	Volume	5907	3291			9198				
7:00	174	62			236	19:00	223	264			487	Peak Hour	7:15	8:15			7:30				
7:15	270	84			354	19:15	193	240			433	Peak Volume	1183	733			1766				
7:30	297	136			433	19:30	135	235			370	Peak Hour Factor	0.850	0.912			0.907				
7:45	348	139			487	19:45	127	190			317	Peak Period	12:00	to	00:00						
8:00	268	183			451	20:00	143	190			333	Volume	9116	10005			19121				
8:15	222	173			395	20:15	122	200			322	Peak Hour	17:15	16:30			17:00				
8:30	218	181			399	20:30	97	166			263	Peak Volume	1378	1400			2650				
8:45	233	178			411	20:45	97	163			260	Peak Hour Factor	0.931	0.902			0.924				
9:00	250	201			451	21:00	92	138			230	Peak Period	07:00	to	09:00						
9:15	274	138			412	21:15	103	154			257	Volume	2030	1136			3166				
9:30	262	135			397	21:30	77	150			227	Peak Hour	7:15	8:00			7:30				
9:45	288	133			421	21:45	71	106			177	Peak Volume	1183	715			1766				
10:00	264	123			387	22:00	66	115			181	Peak Hour Factor	0.850	0.977			0.907				
10:15	228	134			362	22:15	54	105			159	Peak Period	16:00	to	18:00						
10:30	274	139			413	22:30	42	76			118	Volume	2538	2529			5067				
10:45	273	142			415	22:45	19	63			82	Peak Hour	17:00	16:30			17:00				
11:00	244	130			374	23:00	24	35			59	Peak Volume	1345	1400			2650				
11:15	233	153			386	23:15	23	44			67	Peak Hour Factor	0.909	0.902			0.924				
11:30	248	168			416	23:30	22	46			68										
11:45	250	170			420	23:45	23	32			55										
TOTALS	5907	3291	0	0	9198	TOTALS	9116	10005	0	0	19121										
SPLIT %	64%	36%	0%	0%	32%	SPLIT %	48%	52%	0%	0%	68%										



VOLUME**Alma St S/O Coleridge Ave**

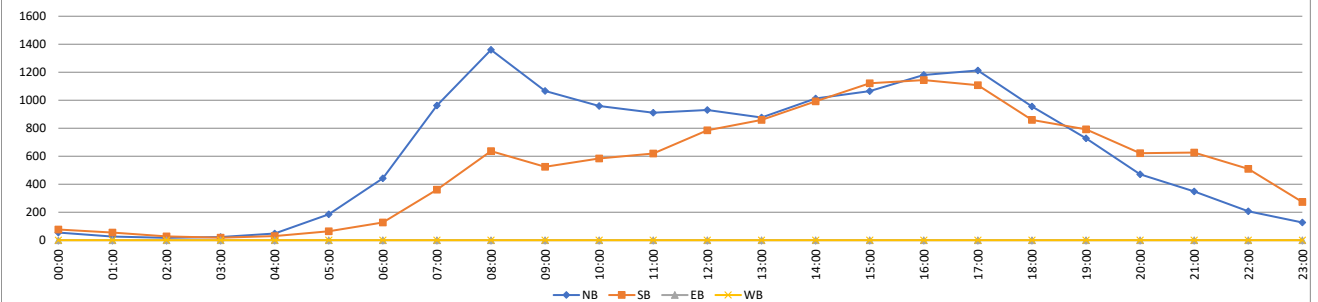
Day: Friday

Date: 5/16/2025

City: Palo Alto

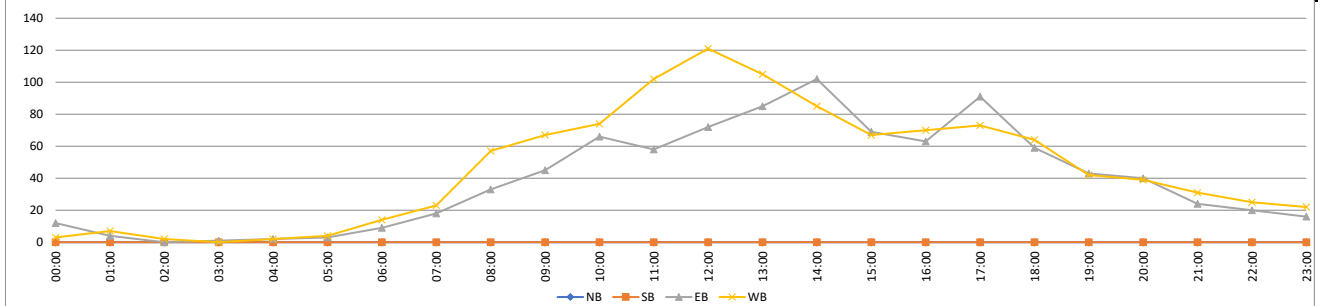
Project #: CA25_080178_002

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						15,168		12,811		0		0		27,979							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	12	22			34	12:00	267	186			453	00:00	01:00	55	76		131				
0:15	14	18			32	12:15	215	187			402	01:00	02:00	26	55		81				
0:30	13	15			28	12:30	231	222			453	02:00	03:00	17	27		44				
0:45	16	21			37	12:45	217	190			407	03:00	04:00	23	18		41				
1:00	9	16			25	13:00	212	219			431	04:00	05:00	48	29		77				
1:15	8	12			20	13:15	222	219			441	05:00	06:00	185	64		249				
1:30	2	16			18	13:30	199	210			409	06:00	07:00	442	127		569				
1:45	7	11			18	13:45	244	211			455	07:00	08:00	962	361		1323				
2:00	2	11			13	14:00	223	225			448	08:00	09:00	1360	637		1997				
2:15	4	4			8	14:15	280	225			505	09:00	10:00	1066	524		1590				
2:30	6	8			14	14:30	230	294			524	10:00	11:00	959	584		1543				
2:45	5	4			9	14:45	279	248			527	11:00	12:00	911	619		1530				
3:00	4	4			8	15:00	244	277			521	12:00	13:00	930	785		1715				
3:15	7	4			11	15:15	281	290			571	13:00	14:00	877	859		1736				
3:30	5	6			11	15:30	264	287			551	14:00	15:00	1012	992		2004				
3:45	7	4			11	15:45	276	267			543	15:00	16:00	1065	1121		2186				
4:00	4	5			9	16:00	291	315			606	16:00	17:00	1181	1144		2325				
4:15	11	5			16	16:15	272	286			558	17:00	18:00	1212	1107		2319				
4:30	16	9			25	16:30	304	273			577	18:00	19:00	955	859		1814				
4:45	17	10			27	16:45	314	270			584	19:00	20:00	728	792		1520				
5:00	26	8			34	17:00	285	290			575	20:00	21:00	471	622		1093				
5:15	26	6			32	17:15	297	279			576	21:00	22:00	349	626		975				
5:30	46	19			65	17:30	332	262			594	22:00	23:00	207	510		717				
5:45	87	31			118	17:45	298	276			574	23:00	00:00	127	273		400				
6:00	78	14			92	18:00	262	215			477	STATISTICS									
6:15	104	24			128	18:15	231	220			451		NB	SB	EB	WB	TOTAL				
6:30	110	41			151	18:30	234	222			456	Peak Period	00:00	to	12:00						
6:45	150	48			198	18:45	228	202			430	Volume	6054	3121			9175				
7:00	174	49			223	19:00	225	183			408	Peak Hour	7:45	8:00			8:00				
7:15	237	68			305	19:15	177	211			388	Peak Volume	1366	637			1997				
7:30	258	100			358	19:30	178	189			367	Peak Hour Factor	0.938	0.942			0.964				
7:45	293	144			437	19:45	148	209			357	Peak Period	12:00	to	00:00						
8:00	360	151			511	20:00	135	155			290	Volume	9114	9690			18804				
8:15	364	150			514	20:15	126	147			273	Peak Hour	16:45	15:15			16:45				
8:30	349	169			518	20:30	110	156			266	Peak Volume	1228	1159			2329				
8:45	287	167			454	20:45	100	164			264	Peak Hour Factor	0.925	0.920			0.980				
9:00	269	127			396	21:00	101	145			246	Peak Period	07:00	to	09:00						
9:15	242	139			381	21:15	105	148			253	Volume	2322	998			3320				
9:30	275	120			395	21:30	79	171			250	Peak Hour	7:45	8:00			8:00				
9:45	280	138			418	21:45	64	162			226	Peak Volume	1366	637			1997				
10:00	239	135			374	22:00	49	190			239	Peak Hour Factor	0.938	0.942			0.964				
10:15	218	146			364	22:15	57	130			187	Peak Period	16:00	to	18:00						
10:30	228	145			373	22:30	53	110			163	Volume	2393	2251			4644				
10:45	274	158			432	22:45	48	80			128	Peak Hour	16:45	16:00			16:45				
11:00	200	158			358	23:00	33	91			124	Peak Volume	1228	1144			2329				
11:15	207	141			348	23:15	30	74			104	Peak Hour Factor	0.925	0.908			0.980				
11:30	245	158			403	23:30	33	59			92										
11:45	259	162			421	23:45	31	49			80										
TOTALS	6054	3121	0	0	9175	TOTALS	9114	9690	0	0	18804										
SPLIT %	66%	34%	0%	0%	33%	SPLIT %	48%	52%	0%	0%	67%										



VOLUME**Churchill Ave E/O Alma St**Day: Saturday
Date: 5/10/2025City: Palo Alto
Project #: CA25_080178_003

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		935		1,099		2,034							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			1	1	2	12:00			17	39	56	00:00 01:00			12	3	15				
0:15			7	0	7	12:15			23	31	54	01:00 02:00			4	7	11				
0:30			2	1	3	12:30			20	24	44	02:00 03:00			0	2	2				
0:45			2	1	3	12:45			12	27	39	03:00 04:00			1	0	1				
1:00			1	4	5	13:00			18	25	43	04:00 05:00			2	2	4				
1:15			2	2	4	13:15			14	28	42	05:00 06:00			3	4	7				
1:30			1	1	2	13:30			34	32	66	06:00 07:00			9	14	23				
1:45			0	0	0	13:45			19	20	39	07:00 08:00			18	23	41				
2:00			0	0	0	14:00			32	17	49	08:00 09:00			33	57	90				
2:15			0	0	0	14:15			26	26	52	09:00 10:00			45	67	112				
2:30			0	2	2	14:30			27	26	53	10:00 11:00			66	74	140				
2:45			0	0	0	14:45			17	16	33	11:00 12:00			58	102	160				
3:00			0	0	0	15:00			26	20	46	12:00 13:00			72	121	193				
3:15			0	0	0	15:15			14	15	29	13:00 14:00			85	105	190				
3:30			1	0	1	15:30			14	15	29	14:00 15:00			102	85	187				
3:45			0	0	0	15:45			15	17	32	15:00 16:00			69	67	136				
4:00			1	2	3	16:00			20	13	33	16:00 17:00			63	70	133				
4:15			0	0	0	16:15			22	20	42	17:00 18:00			91	73	164				
4:30			1	0	1	16:30			17	21	38	18:00 19:00			59	64	123				
4:45			0	0	0	16:45			4	16	20	19:00 20:00			43	42	85				
5:00			1	0	1	17:00			17	16	33	20:00 21:00			40	39	79				
5:15			0	0	0	17:15			20	20	40	21:00 22:00			24	31	55				
5:30			0	0	0	17:30			29	20	49	22:00 23:00			20	25	45				
5:45			2	4	6	17:45			25	17	42	23:00 00:00			16	22	38				
6:00			1	2	3	18:00			17	21	38	STATISTICS									
6:15			3	5	8	18:15			15	21	36		NB	SB	EB	WB	TOTAL				
6:30			3	3	6	18:30			14	16	30	Peak Period	00:00	to	12:00						
6:45			2	4	6	18:45			13	6	19	Volume			251	355	606				
7:00			4	2	6	19:00			20	10	30	Peak Hour			10:00	11:00	11:00				
7:15			5	5	10	19:15			5	14	19	Peak Volume			66	102	160				
7:30			8	7	15	19:30			10	5	15	Peak Hour Factor			0.660	0.773	0.851				
7:45			1	9	10	19:45			8	13	21	Peak Period	12:00	to	00:00						
8:00			3	12	15	20:00			10	10	20	Volume			684	744	1428				
8:15			5	9	14	20:15			13	7	20	Peak Hour			13:30	12:00	13:30				
8:30			7	23	30	20:30			9	13	22	Peak Volume			111	121	206				
8:45			18	13	31	20:45			8	9	17	Peak Hour Factor			0.816	0.776	0.780				
9:00			9	17	26	21:00			10	9	19	Peak Period	07:00	to	09:00						
9:15			14	10	24	21:15			2	6	8	Volume			51	80	131				
9:30			10	17	27	21:30			6	10	16	Peak Hour			8:00	8:00	8:00				
9:45			12	23	35	21:45			6	6	12	Peak Volume			33	57	90				
10:00			17	13	30	22:00			4	6	10	Peak Hour Factor			0.458	0.620	0.726				
10:15			25	22	47	22:15			6	5	11	Peak Period	16:00	to	18:00						
10:30			10	18	28	22:30			6	8	14	Volume			154	143	297				
10:45			14	21	35	22:45			4	6	10	Peak Hour			17:00	16:15	17:00				
11:00			12	17	29	23:00			8	1	9	Peak Volume			91	73	164				
11:15			14	24	38	23:15			4	10	14	Peak Hour Factor			0.784	0.869	0.837				
11:30			18	28	46	23:30			2	3	5										
11:45			14	33	47	23:45			2	8	10										
TOTALS	0	0	251	355	606	TOTALS	0	0	684	744	1428										
SPLIT %	0%	0%	41%	59%	30%	SPLIT %	0%	0%	48%	52%	70%										

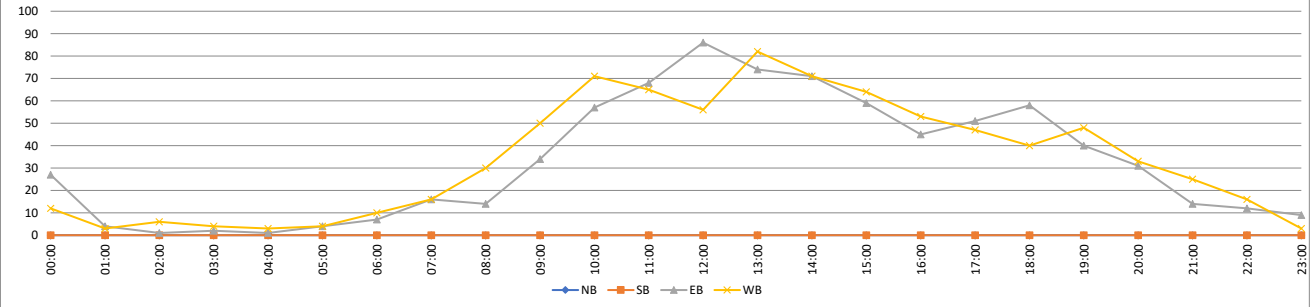


VOLUME
Churchill Ave E/O Alma St

Day: Sunday
Date: 5/11/2025

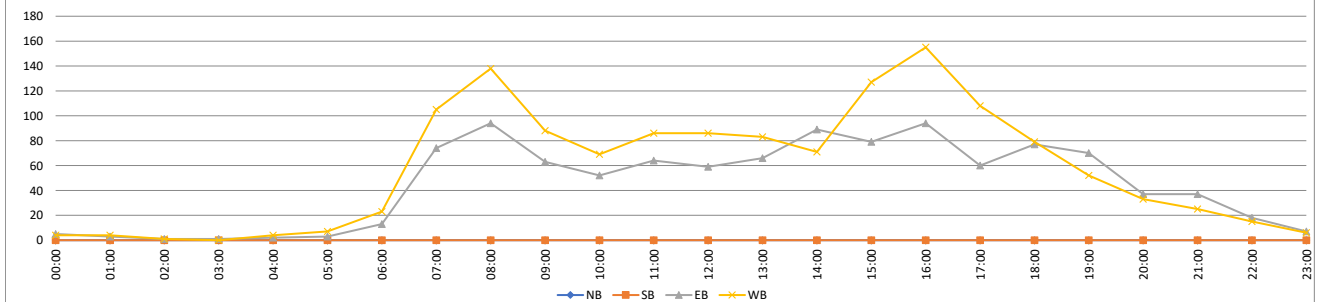
City: Palo Alto
Project #: CA25_080178_003

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		785		812		1,597							
15-Minutes Interval													Hourly Intervals								
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			5	6	11	12:00			20	11	31	00:00 01:00			27	12	39				
0:15			13	5	18	12:15			25	18	43	01:00 02:00			4	3	7				
0:30			8	0	8	12:30			19	10	29	02:00 03:00			1	6	7				
0:45			1	1	2	12:45			22	17	39	03:00 04:00			2	4	6				
1:00			0	0	0	13:00			20	22	42	04:00 05:00			1	3	4				
1:15			3	1	4	13:15			19	20	39	05:00 06:00			4	4	8				
1:30			1	2	3	13:30			18	17	35	06:00 07:00			7	10	17				
1:45			0	0	0	13:45			17	23	40	07:00 08:00			16	16	32				
2:00			0	0	0	14:00			25	22	47	08:00 09:00			14	30	44				
2:15			1	1	2	14:15			12	20	32	09:00 10:00			34	50	84				
2:30			0	3	3	14:30			20	11	31	10:00 11:00			57	71	128				
2:45			0	2	2	14:45			14	18	32	11:00 12:00			68	65	133				
3:00			0	0	0	15:00			13	18	31	12:00 13:00			86	56	142				
3:15			1	3	4	15:15			12	21	33	13:00 14:00			74	82	156				
3:30			1	1	2	15:30			18	11	29	14:00 15:00			71	71	142				
3:45			0	0	0	15:45			16	14	30	15:00 16:00			59	64	123				
4:00			0	1	1	16:00			12	14	26	16:00 17:00			45	53	98				
4:15			0	1	1	16:15			12	15	27	17:00 18:00			51	47	98				
4:30			0	0	0	16:30			9	9	18	18:00 19:00			58	40	98				
4:45			1	1	2	16:45			12	15	27	19:00 20:00			40	48	88				
5:00			1	0	1	17:00			14	11	25	20:00 21:00			31	33	64				
5:15			1	1	2	17:15			7	17	24	21:00 22:00			14	25	39				
5:30			1	2	3	17:30			11	13	24	22:00 23:00			12	16	28				
5:45			1	1	2	17:45			19	6	25	23:00 00:00			9	3	12				
6:00			0	0	0	18:00			19	3	22	STATISTICS									
6:15			3	4	7	18:15			12	15	27		NB	SB	EB	WB	TOTAL				
6:30			0	2	2	18:30			9	10	19	Peak Period	00:00	to	12:00						
6:45			4	4	8	18:45			18	12	30	Volume			235	274	509				
7:00			1	2	3	19:00			11	13	24	Peak Hour			11:00	9:45	10:15				
7:15			5	3	8	19:15			9	13	22	Peak Volume			68	74	136				
7:30			5	5	10	19:30			7	12	19	Peak Hour Factor			0.739	0.771	0.895				
7:45			5	6	11	19:45			13	10	23	Peak Period	12:00	to	00:00						
8:00			3	4	7	20:00			14	8	22	Volume			550	538	1088				
8:15			4	11	15	20:15			9	8	17	Peak Hour			12:00	13:00	13:15				
8:30			1	8	9	20:30			6	10	16	Peak Volume			86	82	161				
8:45			6	7	13	20:45			2	7	9	Peak Hour Factor			0.860	0.891	0.856				
9:00			6	7	13	21:00			5	10	15	Peak Period	07:00	to	09:00						
9:15			9	10	19	21:15			3	3	6	Volume			30	46	76				
9:30			10	14	24	21:30			1	7	8	Peak Hour			7:15	8:00	8:00				
9:45			9	19	28	21:45			5	5	10	Peak Volume			18	30	44				
10:00			13	17	30	22:00			1	5	6	Peak Hour Factor			0.900	0.682	0.733				
10:15			18	14	32	22:15			5	4	9	Peak Period	16:00	to	18:00						
10:30			14	24	38	22:30			2	3	5	Volume			96	100	196				
10:45			12	16	28	22:45			4	4	8	Peak Hour			17:00	16:45	16:45				
11:00			23	15	38	23:00			3	1	4	Peak Volume			51	56	100				
11:15			12	16	28	23:15			4	1	5	Peak Hour Factor			0.671	0.824	0.926				
11:30			14	22	36	23:30			2	0	2										
11:45			19	12	31	23:45			0	1	1										
TOTALS	0	0	235	274	509	TOTALS	0	0	550	538	1088										
SPLIT %	0%	0%	46%	54%	32%	SPLIT %	0%	0%	51%	49%	68%										



VOLUME**Churchill Ave E/O Alma St**Day: Monday
Date: 5/12/2025City: Palo Alto
Project #: CA25_080178_003

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		1,068		1,369		2,437							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			1	2	3	12:00			14	19	33	00:00 01:00			5	4	9				
0:15			1	1	2	12:15			16	22	38	01:00 02:00			3	4	7				
0:30			2	0	2	12:30			11	15	26	02:00 03:00			1	1	2				
0:45			1	1	2	12:45			18	30	48	03:00 04:00			1	0	1				
1:00			0	0	0	13:00			18	15	33	04:00 05:00			2	4	6				
1:15			1	3	4	13:15			15	25	40	05:00 06:00			3	7	10				
1:30			1	1	2	13:30			17	13	30	06:00 07:00			13	23	36				
1:45			1	0	1	13:45			16	30	46	07:00 08:00			74	105	179				
2:00			1	0	1	14:00			12	13	25	08:00 09:00			94	138	232				
2:15			0	1	1	14:15			27	17	44	09:00 10:00			63	88	151				
2:30			0	0	0	14:30			26	13	39	10:00 11:00			52	69	121				
2:45			0	0	0	14:45			24	28	52	11:00 12:00			64	86	150				
3:00			0	0	0	15:00			21	16	37	12:00 13:00			59	86	145				
3:15			0	0	0	15:15			27	36	63	13:00 14:00			66	83	149				
3:30			1	0	1	15:30			13	36	49	14:00 15:00			89	71	160				
3:45			0	0	0	15:45			18	39	57	15:00 16:00			79	127	206				
4:00			0	1	1	16:00			32	38	70	16:00 17:00			94	155	249				
4:15			0	0	0	16:15			31	42	73	17:00 18:00			60	108	168				
4:30			1	2	3	16:30			20	32	52	18:00 19:00			77	79	156				
4:45			1	1	2	16:45			11	43	54	19:00 20:00			70	52	122				
5:00			0	0	0	17:00			19	18	37	20:00 21:00			37	33	70				
5:15			0	1	1	17:15			17	32	49	21:00 22:00			37	25	62				
5:30			1	2	3	17:30			11	26	37	22:00 23:00			18	15	33				
5:45			2	4	6	17:45			13	32	45	23:00 00:00			7	6	13				
6:00			3	4	7	18:00			25	20	45	STATISTICS									
6:15			4	7	11	18:15			27	25	52		NB	SB	EB	WB	TOTAL				
6:30			3	3	6	18:30			16	16	32	Peak Period	00:00	to	12:00						
6:45			3	9	12	18:45			9	18	27	Volume			375	529	904				
7:00			9	2	11	19:00			14	12	26	Peak Hour			7:45	7:45	7:45				
7:15			21	23	44	19:15			29	21	50	Peak Volume			104	147	251				
7:30			15	40	55	19:30			17	15	32	Peak Hour Factor			0.897	0.875	0.909				
7:45			29	40	69	19:45			10	4	14	Peak Period	12:00	to	00:00						
8:00			28	36	64	20:00			12	8	20	Volume			693	840	1533				
8:15			28	29	57	20:15			8	4	12	Peak Hour			15:45	15:30	15:45				
8:30			19	42	61	20:30			11	12	23	Peak Volume			101	155	252				
8:45			19	31	50	20:45			6	9	15	Peak Hour Factor			0.789	0.923	0.863				
9:00			11	23	34	21:00			12	9	21	Peak Period	07:00	to	09:00						
9:15			14	16	30	21:15			15	7	22	Volume			168	243	411				
9:30			18	20	38	21:30			5	5	10	Peak Hour			7:45	7:45	7:45				
9:45			20	29	49	21:45			5	4	9	Peak Volume			104	147	251				
10:00			8	13	21	22:00			5	7	12	Peak Hour Factor			0.897	0.875	0.909				
10:15			15	21	36	22:15			9	6	15	Peak Period	16:00	to	18:00						
10:30			15	15	30	22:30			3	2	5	Volume			154	263	417				
10:45			14	20	34	22:45			1	0	1	Peak Hour			16:00	16:00	16:00				
11:00			13	20	33	23:00			4	1	5	Peak Volume			94	155	249				
11:15			15	16	31	23:15			1	1	2	Peak Hour Factor			0.734	0.901	0.853				
11:30			20	25	45	23:30			0	3	3										
11:45			16	25	41	23:45			2	1	3										
TOTALS	0	0	375	529	904	TOTALS	0	0	693	840	1533										
SPLIT %	0%	0%	41%	59%	37%	SPLIT %	0%	0%	45%	55%	63%										



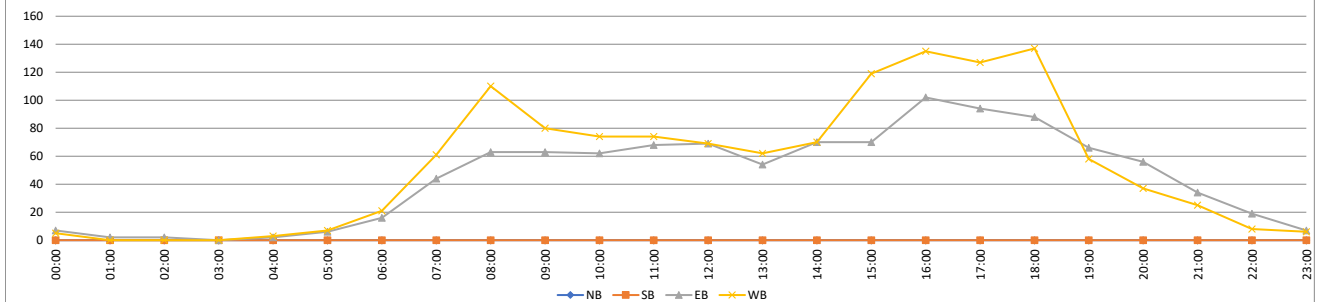
VOLUME

Churchill Ave E/O Alma St

Day: Tuesday
Date: 5/13/2025

City: Palo Alto
Project #: CA25_080178_003

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		1,064		1,288		2,352							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			2	2	4	12:00			22	14	36	00:00 01:00			7	5	12				
0:15			1	2	3	12:15			15	19	34	01:00 02:00			2	0	2				
0:30			4	1	5	12:30			13	18	31	02:00 03:00			2	0	2				
0:45			0	0	0	12:45			19	18	37	03:00 04:00			0	0	0				
1:00			0	0	0	13:00			11	13	24	04:00 05:00			2	3	5				
1:15			1	0	1	13:15			17	11	28	05:00 06:00			6	7	13				
1:30			0	0	0	13:30			14	18	32	06:00 07:00			16	21	37				
1:45			1	0	1	13:45			12	20	32	07:00 08:00			44	61	105				
2:00			0	0	0	14:00			17	15	32	08:00 09:00			63	110	173				
2:15			0	0	0	14:15			12	23	35	09:00 10:00			63	80	143				
2:30			2	0	2	14:30			21	11	32	10:00 11:00			62	74	136				
2:45			0	0	0	14:45			20	21	41	11:00 12:00			68	74	142				
3:00			0	0	0	15:00			27	28	55	12:00 13:00			69	69	138				
3:15			0	0	0	15:15			19	29	48	13:00 14:00			54	62	116				
3:30			0	0	0	15:30			13	23	36	14:00 15:00			70	70	140				
3:45			0	0	0	15:45			11	39	50	15:00 16:00			70	119	189				
4:00			0	1	1	16:00			25	37	62	16:00 17:00			102	135	237				
4:15			0	0	0	16:15			34	33	67	17:00 18:00			94	127	221				
4:30			1	0	1	16:30			24	32	56	18:00 19:00			88	137	225				
4:45			1	2	3	16:45			19	33	52	19:00 20:00			66	58	124				
5:00			2	2	4	17:00			30	23	53	20:00 21:00			56	37	93				
5:15			1	1	2	17:15			15	39	54	21:00 22:00			34	25	59				
5:30			2	1	3	17:30			28	31	59	22:00 23:00			19	8	27				
5:45			1	3	4	17:45			21	34	55	23:00 00:00			7	6	13				
6:00			2	5	7	18:00			23	36	59	STATISTICS									
6:15			6	3	9	18:15			18	38	56		NB	SB	EB	WB	TOTAL				
6:30			5	9	14	18:30			21	35	56	Peak Period	00:00	to	12:00						
6:45			3	4	7	18:45			26	28	54	Volume			335	435	770				
7:00			6	9	15	19:00			14	22	36	Peak Hour			10:30	7:45	7:45				
7:15			11	14	25	19:15			20	15	35	Peak Volume			73	111	180				
7:30			9	16	25	19:30			16	5	21	Peak Hour Factor			0.730	0.816	0.900				
7:45			18	22	40	19:45			16	16	32										
8:00			20	24	44	20:00			18	11	29	Peak Period	12:00	to	00:00						
8:15			19	31	50	20:15			12	9	21	Volume			729	853	1582				
8:30			12	34	46	20:30			15	11	26	Peak Hour			16:15	17:45	16:00				
8:45			12	21	33	20:45			11	6	17	Peak Volume			107	143	237				
9:00			16	25	41	21:00			9	11	20	Peak Hour Factor			0.787	0.941	0.884				
9:15			21	15	36	21:15			7	7	14										
9:30			15	16	31	21:30			13	4	17	Peak Period	07:00	to	09:00						
9:45			11	24	35	21:45			5	3	8	Volume			107	171	278				
10:00			10	14	24	22:00			4	0	4	Peak Hour			7:45	7:45	7:45				
10:15			17	12	29	22:15			8	2	10	Peak Volume			69	111	180				
10:30			18	23	41	22:30			7	5	12	Peak Hour Factor			0.863	0.816	0.900				
10:45			17	25	42	22:45			0	1	1										
11:00			13	22	35	23:00			5	0	5	Peak Period	16:00	to	18:00						
11:15			25	14	39	23:15			2	2	4	Volume			196	262	458				
11:30			15	19	34	23:30			0	3	3	Peak Hour			16:15	16:00	16:00				
11:45			15	19	34	23:45			0	1	1	Peak Volume			107	135	237				
TOTALS	0	0	335	435	770	TOTALS	0	0	729	853	1582	Peak Hour Factor			0.787	0.912	0.884				
SPLIT %	0%	0%	44%	56%	33%	SPLIT %	0%	0%	46%	54%	67%										



VOLUME**Churchill Ave E/O Alma St**

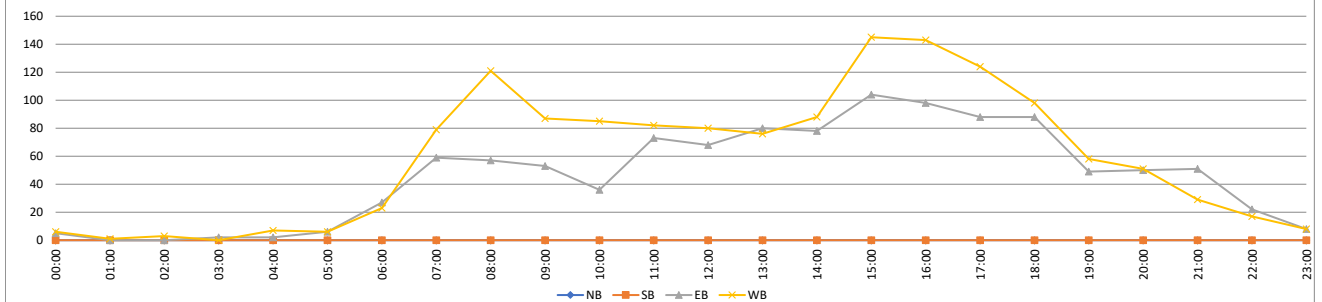
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

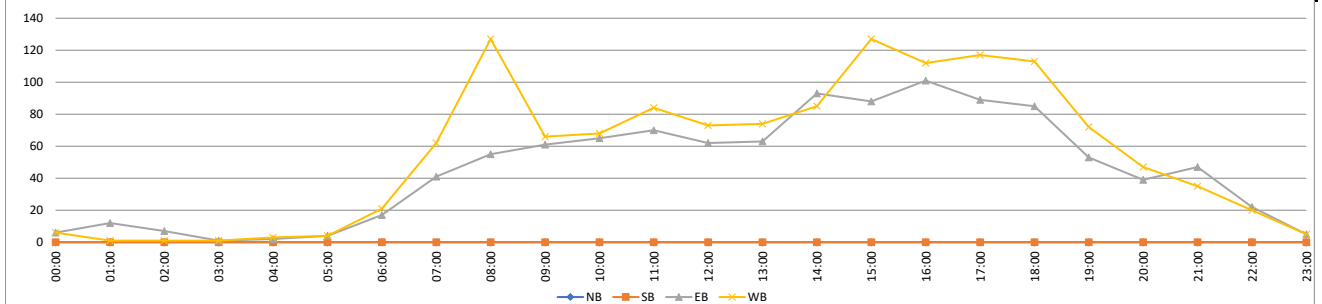
Project #: CA25_080178_003

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS																					
						0				0				1,104				1,417				2,521																							
15-Minutes Interval												Hourly Intervals																																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																												
0:00			2	3	5	12:00			20	20	40	00:00 01:00			5	6	11																												
0:15			3	2	5	12:15			22	23	45	01:00 02:00			0	1	1																												
0:30			0	1	1	12:30			14	13	27	02:00 03:00			0	3	3																												
0:45			0	0	0	12:45			12	24	36	03:00 04:00			2	0	2																												
1:00			0	0	0	13:00			22	15	37	04:00 05:00			2	7	9																												
1:15			0	1	1	13:15			21	20	41	05:00 06:00			6	6	12																												
1:30			0	0	0	13:30			15	17	32	06:00 07:00			27	23	50																												
1:45			0	0	0	13:45			22	24	46	07:00 08:00			59	79	138																												
2:00			0	0	0	14:00			13	27	40	08:00 09:00			57	121	178																												
2:15			0	3	3	14:15			19	25	44	09:00 10:00			53	87	140																												
2:30			0	0	0	14:30			18	16	34	10:00 11:00			36	85	121																												
2:45			0	0	0	14:45			28	20	48	11:00 12:00			73	82	155																												
3:00			0	0	0	15:00			17	27	44	12:00 13:00			68	80	148																												
3:15			1	0	1	15:15			27	33	60	13:00 14:00			80	76	156																												
3:30			1	0	1	15:30			31	36	67	14:00 15:00			78	88	166																												
3:45			0	0	0	15:45			29	49	78	15:00 16:00			104	145	249																												
4:00			0	1	1	16:00			23	39	62	16:00 17:00			98	143	241																												
4:15			0	0	0	16:15			22	35	57	17:00 18:00			88	124	212																												
4:30			0	2	2	16:30			29	37	66	18:00 19:00			88	98	186																												
4:45			2	4	6	16:45			24	32	56	19:00 20:00			49	58	107																												
5:00			0	1	1	17:00			17	38	55	20:00 21:00			50	51	101																												
5:15			0	0	0	17:15			25	35	60	21:00 22:00			51	29	80																												
5:30			3	2	5	17:30			26	28	54	22:00 23:00			22	17	39																												
5:45			3	3	6	17:45			20	23	43	23:00 00:00			8	8	16																												
6:00			2	2	4	18:00			18	25	43	STATISTICS																																	
6:15			8	9	17	18:15			24	25	49									NB		SB		EB		WB		TOTAL																	
6:30			11	7	18	18:30			25	23	48																																		
6:45			6	5	11	18:45			21	25	46																																		
7:00			9	5	14	19:00			11	19	30																																		
7:15			11	24	35	19:15			9	17	26																																		
7:30			18	24	42	19:30			13	9	22	Peak Period		00:00		to		12:00																											
7:45			21	26	47	19:45			16	13	29											Volume		320		500		820																	
8:00			17	27	44	20:00			11	16	27																			Peak Hour		7:30		7:45		7:45									
8:15			21	32	53	20:15			14	17	31																											Peak Volume		77		126		196	
8:30			11	41	52	20:30			16	11	27																																		
8:45			8	21	29	20:45			9	7	16																																		
9:00			19	22	41	21:00			15	11	26	Peak Period		12:00		to		00:00																											
9:15			6	19	25	21:15			22	6	28											Volume		784		917		1701																	
9:30			16	24	40	21:30			8	7	15																			Peak Hour		15:15		15:45		15:15									
9:45			12	22	34	21:45			6	5	11																											Peak Volume		110		160		267	
10:00			6	20	26	22:00			4	6	10																																		
10:15			10	18	28	22:15			7	4	11																																		
10:30			10	24	34	22:30			7	3	10	Peak Period		07:00		to		09:00																											
10:45			10	23	33	22:45			4	4	8											Volume		116		200		316																	
11:00			15	15	30	23:00			4	6	10																			Peak Hour		7:30		7:45		7:45									
11:15			24	21	45	23:15			1	1	2																											Peak Volume		77		126		196	
11:30			15	25	40	23:30			2	1	3																																		
11:45			19	21	40	23:45			1	0	1																																		
TOTALS	0	0	320	500	820	TOTALS	0	0	784	917	1701	Peak Period		16:00		to		18:00																											
SPLIT %	0%	0%	39%	61%	33%	SPLIT %	0%	0%	46%	54%	67%											Volume		186		267		453																	
												Peak Hour		16:00		16:00		16:00																											
																				Peak Volume		98		143		241																			
												Peak Hour Factor		0.845		0.917		0.913																											



VOLUME**Churchill Ave E/O Alma St**Day: Thursday
Date: 5/15/2025City: Palo Alto
Project #: CA25_080178_003

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		1,088		1,324		2,412							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			0	0	0	12:00			14	13	27	00:00 01:00			6	6	12				
0:15			5	2	7	12:15			12	11	23	01:00 02:00			12	1	13				
0:30			1	3	4	12:30			25	27	52	02:00 03:00			7	1	8				
0:45			0	1	1	12:45			11	22	33	03:00 04:00			1	1	2				
1:00			0	1	1	13:00			12	19	31	04:00 05:00			2	3	5				
1:15			5	0	5	13:15			15	23	38	05:00 06:00			4	4	8				
1:30			5	0	5	13:30			17	19	36	06:00 07:00			17	21	38				
1:45			2	0	2	13:45			19	13	32	07:00 08:00			41	62	103				
2:00			3	1	4	14:00			26	21	47	08:00 09:00			55	127	182				
2:15			2	0	2	14:15			24	25	49	09:00 10:00			61	66	127				
2:30			1	0	1	14:30			24	23	47	10:00 11:00			65	68	133				
2:45			1	0	1	14:45			19	16	35	11:00 12:00			70	84	154				
3:00			1	0	1	15:00			21	22	43	12:00 13:00			62	73	135				
3:15			0	1	1	15:15			19	22	41	13:00 14:00			63	74	137				
3:30			0	0	0	15:30			21	42	63	14:00 15:00			93	85	178				
3:45			0	0	0	15:45			27	41	68	15:00 16:00			88	127	215				
4:00			0	1	1	16:00			20	28	48	16:00 17:00			101	112	213				
4:15			0	0	0	16:15			31	22	53	17:00 18:00			89	117	206				
4:30			1	0	1	16:30			29	29	58	18:00 19:00			85	113	198				
4:45			1	2	3	16:45			21	33	54	19:00 20:00			53	72	125				
5:00			0	0	0	17:00			23	31	54	20:00 21:00			39	47	86				
5:15			0	1	1	17:15			21	24	45	21:00 22:00			47	35	82				
5:30			0	2	2	17:30			23	29	52	22:00 23:00			22	20	42				
5:45			4	1	5	17:45			22	33	55	23:00 00:00			5	5	10				
6:00			1	5	6	18:00			19	34	53	STATISTICS									
6:15			4	7	11	18:15			22	29	51		NB	SB	EB	WB	TOTAL				
6:30			8	4	12	18:30			23	19	42	Peak Period	00:00	to 12:00							
6:45			4	5	9	18:45			21	31	52	Volume			341	444	785				
7:00			6	8	14	19:00			19	25	44	Peak Hour			10:45	7:45	7:45				
7:15			8	14	22	19:15			17	20	37	Peak Volume			74	128	182				
7:30			11	13	24	19:30			9	16	25	Peak Hour Factor			0.925	0.711	0.858				
7:45			16	27	43	19:45			8	11	19			12:00	to 00:00						
8:00			21	25	46	20:00			10	10	20	Peak Period	12:00	to 00:00							
8:15			9	31	40	20:15			11	13	24	Volume			747	880	1627				
8:30			8	45	53	20:30			13	10	23	Peak Hour			15:45	15:15	15:30				
8:45			17	26	43	20:45			5	14	19	Peak Volume			107	133	232				
9:00			16	19	35	21:00			15	11	26	Peak Hour Factor			0.863	0.792	0.853				
9:15			11	10	21	21:15			10	10	20			07:00	to 09:00						
9:30			15	19	34	21:30			10	9	19	Peak Period	07:00	to 09:00							
9:45			19	18	37	21:45			12	5	17	Volume			96	189	285				
10:00			19	7	26	22:00			2	2	4	Peak Hour			7:30	7:45	7:45				
10:15			13	18	31	22:15			8	7	15	Peak Volume			57	128	182				
10:30			13	23	36	22:30			7	8	15	Peak Hour Factor			0.679	0.711	0.858				
10:45			20	20	40	22:45			5	3	8			16:00	to 18:00						
11:00			18	21	39	23:00			2	3	5	Peak Period	16:00	to 18:00							
11:15			16	27	43	23:15			1	2	3	Volume			190	229	419				
11:30			20	18	38	23:30			0	0	0	Peak Hour			16:15	16:30	16:15				
11:45			16	18	34	23:45			2	0	2	Peak Volume			104	117	219				
TOTALS	0	0	341	444	785	TOTALS	0	0	747	880	1627	Peak Hour Factor			0.839	0.886	0.944				
SPLIT %	0%	0%	43%	57%	33%	SPLIT %	0%	0%	46%	54%	67%										



VOLUME**Churchill Ave E/O Alma St**

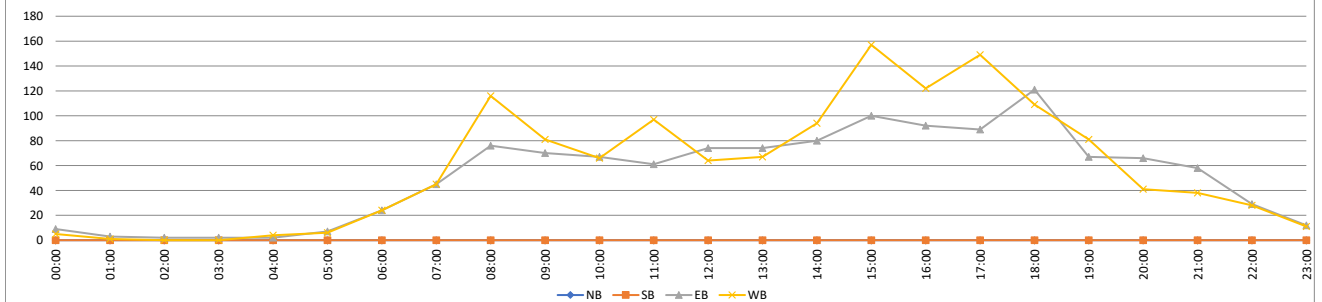
Day: Friday

Date: 5/16/2025

City: Palo Alto

Project #: CA25_080178_003

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		1,230		1,406		2,636							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			1	2	3	12:00			25	13	38	00:00 01:00			9	5	14				
0:15			4	0	4	12:15			17	17	34	01:00 02:00			3	1	4				
0:30			3	1	4	12:30			19	14	33	02:00 03:00			2	0	2				
0:45			1	2	3	12:45			13	20	33	03:00 04:00			2	0	2				
1:00			2	0	2	13:00			20	15	35	04:00 05:00			2	4	6				
1:15			1	1	2	13:15			18	19	37	05:00 06:00			7	6	13				
1:30			0	0	0	13:30			21	14	35	06:00 07:00			24	24	48				
1:45			0	0	0	13:45			15	19	34	07:00 08:00			45	45	90				
2:00			0	0	0	14:00			16	30	46	08:00 09:00			76	116	192				
2:15			1	0	1	14:15			26	12	38	09:00 10:00			70	81	151				
2:30			1	0	1	14:30			23	23	46	10:00 11:00			67	66	133				
2:45			0	0	0	14:45			15	29	44	11:00 12:00			61	97	158				
3:00			1	0	1	15:00			22	33	55	12:00 13:00			74	64	138				
3:15			1	0	1	15:15			17	35	52	13:00 14:00			74	67	141				
3:30			0	0	0	15:30			34	42	76	14:00 15:00			80	94	174				
3:45			0	0	0	15:45			27	47	74	15:00 16:00			100	157	257				
4:00			0	1	1	16:00			30	32	62	16:00 17:00			92	122	214				
4:15			1	0	1	16:15			18	30	48	17:00 18:00			89	149	238				
4:30			0	2	2	16:30			23	26	49	18:00 19:00			121	109	230				
4:45			1	1	2	16:45			21	34	55	19:00 20:00			67	81	148				
5:00			0	0	0	17:00			20	29	49	20:00 21:00			66	41	107				
5:15			2	1	3	17:15			26	39	65	21:00 22:00			58	38	96				
5:30			1	1	2	17:30			19	46	65	22:00 23:00			29	28	57				
5:45			4	4	8	17:45			24	35	59	23:00 00:00			12	11	23				
6:00			0	5	5	18:00			20	22	42	STATISTICS									
6:15			10	4	14	18:15			40	31	71		NB	SB	EB	WB	TOTAL				
6:30			9	9	18	18:30			38	25	63	Peak Period	00:00	to	12:00						
6:45			5	6	11	18:45			23	31	54	Volume			368	445	813				
7:00			12	1	13	19:00			28	20	48	Peak Hour			8:30	8:00	8:00				
7:15			17	15	32	19:15			17	23	40	Peak Volume			78	116	192				
7:30			7	13	20	19:30			13	16	29	Peak Hour Factor			0.813	0.784	0.889				
7:45			9	16	25	19:45			9	22	31										
8:00			25	25	50	20:00			30	12	42	Peak Period	12:00	to	00:00						
8:15			17	37	54	20:15			15	14	29	Volume			862	961	1823				
8:30			14	33	47	20:30			10	10	20	Peak Hour			18:15	15:00	15:15				
8:45			20	21	41	20:45			11	5	16	Peak Volume			129	157	264				
9:00			24	22	46	21:00			13	11	24	Peak Hour Factor			0.806	0.835	0.868				
9:15			20	18	38	21:15			14	10	24										
9:30			12	19	31	21:30			22	10	32	Peak Period	07:00	to	09:00						
9:45			14	22	36	21:45			9	7	16	Volume			121	161	282				
10:00			12	16	28	22:00			7	8	15	Peak Hour			8:00	8:00	8:00				
10:15			16	13	29	22:15			7	5	12	Peak Volume			76	116	192				
10:30			20	13	33	22:30			8	9	17	Peak Hour Factor			0.760	0.784	0.889				
10:45			19	24	43	22:45			7	6	13										
11:00			12	24	36	23:00			5	5	10	Peak Period	16:00	to	18:00						
11:15			12	21	33	23:15			4	1	5	Volume			181	271	452				
11:30			18	23	41	23:30			2	1	3	Peak Hour			16:00	17:00	17:00				
11:45			19	29	48	23:45			1	4	5	Peak Volume			92	149	238				
TOTALS	0	0	368	445	813	TOTALS	0	0	862	961	1823	Peak Hour Factor			0.767	0.810	0.915				
SPLIT %	0%	0%	45%	55%	31%	SPLIT %	0%	0%	47%	53%	69%										

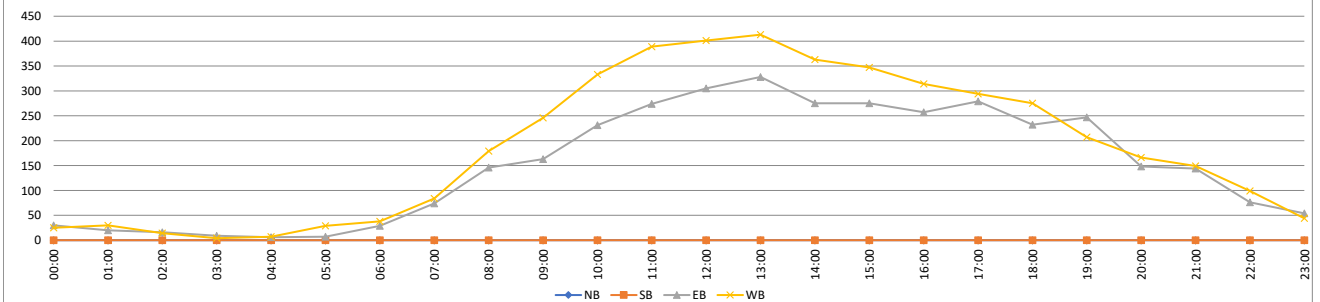


VOLUME**Churchill Ave W/O Castilleja Ave/Paly Rd**

Day: Saturday
Date: 5/10/2025

City: Palo Alto
Project #: CA25_080178_004

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,625		4,450		8,075							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			6	9	15	12:00			73	121	194	00:00 01:00			30	25	55				
0:15			7	7	14	12:15			76	79	155	01:00 02:00			20	30	50				
0:30			7	3	10	12:30			83	91	174	02:00 03:00			16	14	30				
0:45			10	6	16	12:45			73	110	183	03:00 04:00			9	4	13				
1:00			4	15	19	13:00			76	112	188	04:00 05:00			6	7	13				
1:15			8	7	15	13:15			82	101	183	05:00 06:00			7	29	36				
1:30			5	5	10	13:30			88	89	177	06:00 07:00			29	38	67				
1:45			3	3	6	13:45			82	111	193	07:00 08:00			74	84	158				
2:00			4	4	8	14:00			65	115	180	08:00 09:00			146	179	325				
2:15			2	3	5	14:15			53	90	143	09:00 10:00			163	246	409				
2:30			6	4	10	14:30			75	71	146	10:00 11:00			231	333	564				
2:45			4	3	7	14:45			82	87	169	11:00 12:00			274	389	663				
3:00			4	1	5	15:00			62	98	160	12:00 13:00			305	401	706				
3:15			1	1	2	15:15			72	88	160	13:00 14:00			328	413	741				
3:30			2	1	3	15:30			82	66	148	14:00 15:00			275	363	638				
3:45			2	1	3	15:45			59	95	154	15:00 16:00			275	347	622				
4:00			1	2	3	16:00			72	81	153	16:00 17:00			257	314	571				
4:15			2	0	2	16:15			62	79	141	17:00 18:00			279	294	573				
4:30			1	2	3	16:30			65	79	144	18:00 19:00			232	275	507				
4:45			2	3	5	16:45			58	75	133	19:00 20:00			247	207	454				
5:00			1	4	5	17:00			69	73	142	20:00 21:00			148	166	314				
5:15			2	4	6	17:15			64	56	120	21:00 22:00			144	149	293				
5:30			1	12	13	17:30			73	75	148	22:00 23:00			76	99	175				
5:45			3	9	12	17:45			73	90	163	23:00 00:00			54	44	98				
6:00			8	5	13	18:00			51	71	122	STATISTICS									
6:15			8	13	21	18:15			68	90	158		NB	SB	EB	WB	TOTAL				
6:30			7	10	17	18:30			51	61	112	Peak Period	00:00	to	12:00						
6:45			6	10	16	18:45			62	53	115	Volume			1005	1378	2383				
7:00			10	17	27	19:00			76	60	136	Peak Hour			11:00	10:45	11:00				
7:15			12	15	27	19:15			60	48	108	Peak Volume			274	391	663				
7:30			24	22	46	19:30			65	57	122	Peak Hour Factor			0.856	0.752	0.825				
7:45			28	30	58	19:45			46	42	88	Peak Period	12:00	to	00:00						
8:00			23	32	55	20:00			46	41	87	Volume			2620	3072	5692				
8:15			38	46	84	20:15			41	37	78	Peak Hour			13:00	13:15	13:00				
8:30			33	48	81	20:30			26	46	72	Peak Volume			328	416	741				
8:45			52	53	105	20:45			35	42	77	Peak Hour Factor			0.932	0.904	0.960				
9:00			31	52	83	21:00			40	34	74	Peak Period	07:00	to	09:00						
9:15			46	46	92	21:15			46	39	85	Volume			220	263	483				
9:30			41	58	99	21:30			29	47	76	Peak Hour			8:00	8:00	8:00				
9:45			45	90	135	21:45			29	29	58	Peak Volume			146	179	325				
10:00			49	72	121	22:00			27	36	63	Peak Hour Factor			0.702	0.844	0.774				
10:15			58	73	131	22:15			19	25	44	Peak Period	16:00	to	18:00						
10:30			64	89	153	22:30			14	19	33	Volume			536	608	1144				
10:45			60	99	159	22:45			16	19	35	Peak Hour			17:00	16:00	17:00				
11:00			70	82	152	23:00			18	12	30	Peak Volume			279	314	573				
11:15			53	80	133	23:15			12	13	25	Peak Hour Factor			0.955	0.969	0.879				
11:30			71	130	201	23:30			14	11	25										
11:45			80	97	177	23:45			10	8	18										
TOTALS	0	0	1005	1378	2383	TOTALS	0	0	2620	3072	5692										
SPLIT %	0%	0%	42%	58%	30%	SPLIT %	0%	0%	46%	54%	70%										



VOLUME**Churchill Ave W/O Castilleja Ave/Paly Rd**

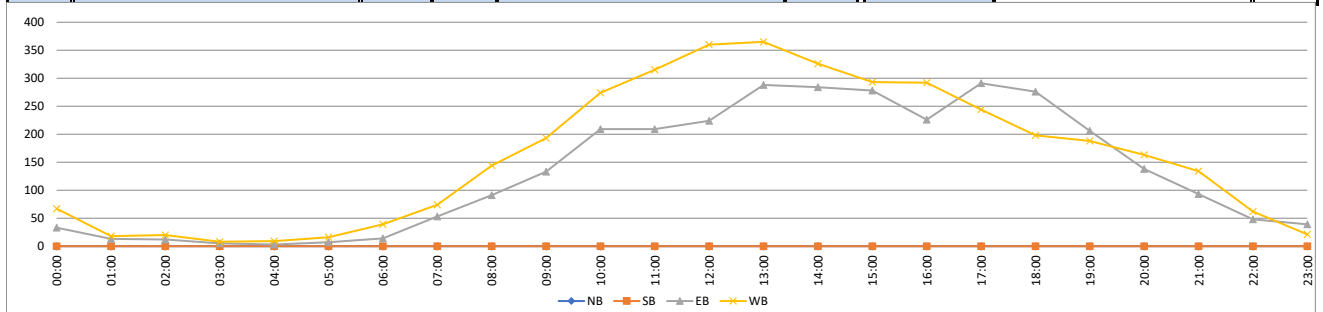
Day: Sunday

Date: 5/11/2025

City: Palo Alto

Project #: CA25_080178_004

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,173		3,823		6,996							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			11	14	25	12:00			53	100	153	00:00 01:00			33	67	100				
0:15			8	24	32	12:15			47	89	136	01:00 02:00			13	18	31				
0:30			9	25	34	12:30			65	88	153	02:00 03:00			12	20	32				
0:45			5	4	9	12:45			59	83	142	03:00 04:00			5	8	13				
1:00			1	8	9	13:00			78	74	152	04:00 05:00			3	9	12				
1:15			7	1	8	13:15			74	102	176	05:00 06:00			7	16	23				
1:30			4	6	10	13:30			67	106	173	06:00 07:00			14	39	53				
1:45			1	3	4	13:45			69	83	152	07:00 08:00			53	74	127				
2:00			4	7	11	14:00			75	107	182	08:00 09:00			91	144	235				
2:15			6	3	9	14:15			61	72	133	09:00 10:00			133	193	326				
2:30			1	5	6	14:30			70	66	136	10:00 11:00			209	274	483				
2:45			1	5	6	14:45			78	81	159	11:00 12:00			209	315	524				
3:00			2	2	4	15:00			68	78	146	12:00 13:00			224	360	584				
3:15			1	3	4	15:15			70	73	143	13:00 14:00			288	365	653				
3:30			2	1	3	15:30			64	68	132	14:00 15:00			284	326	610				
3:45			0	2	2	15:45			76	74	150	15:00 16:00			278	293	571				
4:00			0	1	1	16:00			66	80	146	16:00 17:00			226	292	518				
4:15			2	1	3	16:15			47	88	135	17:00 18:00			291	244	535				
4:30			0	2	2	16:30			56	59	115	18:00 19:00			276	198	474				
4:45			1	5	6	16:45			57	65	122	19:00 20:00			206	188	394				
5:00			3	2	5	17:00			73	67	140	20:00 21:00			138	163	301				
5:15			0	2	2	17:15			57	55	112	21:00 22:00			93	134	227				
5:30			2	5	7	17:30			59	66	125	22:00 23:00			48	62	110				
5:45			2	7	9	17:45			102	56	158	23:00 00:00			39	21	60				
6:00			0	5	5	18:00			69	48	117	STATISTICS									
6:15			4	6	10	18:15			78	42	120		NB	SB	EB	WB	TOTAL				
6:30			3	10	13	18:30			68	56	124	Peak Period	00:00	to	12:00						
6:45			7	18	25	18:45			61	52	113	Volume			782	1177	1959				
7:00			9	11	20	19:00			61	51	112	Peak Hour			10:15	11:00	10:15				
7:15			14	13	27	19:15			40	52	92	Peak Volume			232	315	531				
7:30			10	15	25	19:30			58	35	93	Peak Hour Factor			0.841	0.885	0.903				
7:45			20	35	55	19:45			47	50	97	Peak Period	12:00	to	00:00						
8:00			16	26	42	20:00			40	43	83	Volume			2391	2646	5037				
8:15			31	41	72	20:15			32	37	69	Peak Hour			17:45	13:15	13:15				
8:30			21	30	51	20:30			33	49	82	Peak Volume			317	398	683				
8:45			23	47	70	20:45			33	34	67	Peak Hour Factor			0.777	0.930	0.938				
9:00			22	34	56	21:00			27	43	70	Peak Period	07:00	to	09:00						
9:15			40	46	86	21:15			23	31	54	Volume			144	218	362				
9:30			34	43	77	21:30			16	36	52	Peak Hour			8:00	8:00	8:00				
9:45			37	70	107	21:45			27	24	51	Peak Volume			91	144	235				
10:00			35	64	99	22:00			18	16	34	Peak Hour Factor			0.734	0.766	0.816				
10:15			52	66	118	22:15			6	12	18	Peak Period	16:00	to	18:00						
10:30			69	71	140	22:30			14	18	32	Volume			517	536	1053				
10:45			53	73	126	22:45			10	16	26	Peak Hour			17:00	16:00	17:00				
11:00			58	89	147	23:00			10	5	15	Peak Volume			291	292	535				
11:15			47	70	117	23:15			16	7	23	Peak Hour Factor			0.713	0.830	0.847				
11:30			52	73	125	23:30			12	4	16										
11:45			52	83	135	23:45			1	5	6										
TOTALS	0	0	782	1177	1959	TOTALS	0	0	2391	2646	5037										
SPLIT %	0%	0%	40%	60%	28%	SPLIT %	0%	0%	47%	53%	72%										

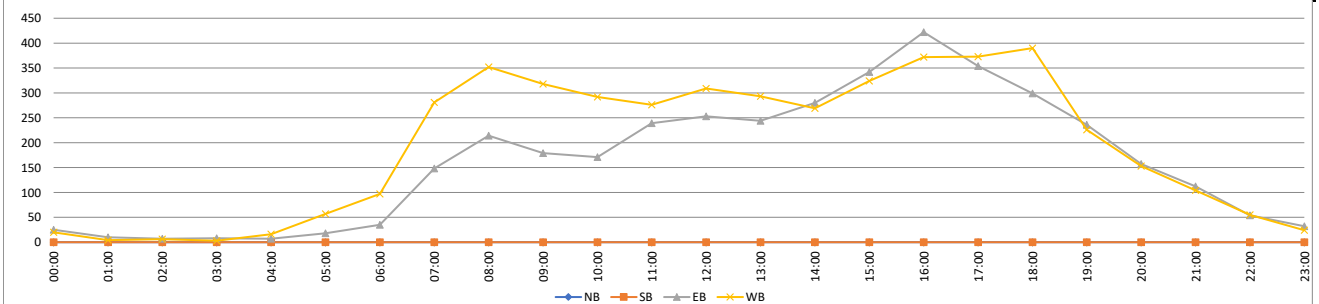


VOLUME**Churchill Ave W/O Castilleja Ave/Paly Rd**

Day: Monday
Date: 5/12/2025

City: Palo Alto
Project #: CA25_080178_004

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	3,846	4,614	8,460							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			5	4	9	12:00			72	97	169	00:00 01:00			25	20	45
0:15			8	7	15	12:15			50	71	121	01:00 02:00			10	4	14
0:30			7	3	10	12:30			63	65	128	02:00 03:00			7	6	13
0:45			5	6	11	12:45			68	76	144	03:00 04:00			8	3	11
1:00			4	1	5	13:00			55	73	128	04:00 05:00			7	16	23
1:15			6	2	8	13:15			57	78	135	05:00 06:00			18	57	75
1:30			0	0	0	13:30			68	75	143	06:00 07:00			35	97	132
1:45			0	1	1	13:45			64	67	131	07:00 08:00			148	281	429
2:00			2	1	3	14:00			49	75	124	08:00 09:00			214	352	566
2:15			3	2	5	14:15			83	57	140	09:00 10:00			179	318	497
2:30			0	1	1	14:30			68	79	147	10:00 11:00			171	292	463
2:45			2	2	4	14:45			80	58	138	11:00 12:00			239	276	515
3:00			1	1	2	15:00			78	66	144	12:00 13:00			253	309	562
3:15			2	1	3	15:15			88	78	166	13:00 14:00			244	293	537
3:30			5	1	6	15:30			99	105	204	14:00 15:00			280	269	549
3:45			0	0	0	15:45			77	75	152	15:00 16:00			342	324	666
4:00			0	2	2	16:00			116	109	225	16:00 17:00			422	372	794
4:15			1	4	5	16:15			111	79	190	17:00 18:00			354	373	727
4:30			3	3	6	16:30			105	87	192	18:00 19:00			299	390	689
4:45			3	7	10	16:45			90	97	187	19:00 20:00			236	226	462
5:00			1	7	8	17:00			93	94	187	20:00 21:00			157	153	310
5:15			3	8	11	17:15			84	87	171	21:00 22:00			112	104	216
5:30			3	11	14	17:30			97	94	191	22:00 23:00			54	55	109
5:45			11	31	42	17:45			80	98	178	23:00 00:00			32	24	56
6:00			7	20	27	18:00			75	114	189	STATISTICS					
6:15			6	20	26	18:15			81	113	194		NB	SB	EB	WB	TOTAL
6:30			12	21	33	18:30			87	95	182	Peak Period	00:00	to	12:00		
6:45			10	36	46	18:45			56	68	124	Volume			1061	1722	2783
7:00			17	41	58	19:00			64	67	131	Peak Hour			11:00	8:15	8:00
7:15			36	51	87	19:15			71	51	122	Peak Volume			239	360	566
7:30			50	92	142	19:30			55	62	117	Peak Hour Factor			0.842	0.756	0.823
7:45			45	97	142	19:45			46	46	92	Peak Period	12:00	to	00:00		
8:00			48	67	115	20:00			48	52	100	Volume			2785	2892	5677
8:15			47	86	133	20:15			41	30	71	Peak Hour			16:00	17:45	16:00
8:30			66	80	146	20:30			36	30	66	Peak Volume			422	420	794
8:45			53	119	172	20:45			32	41	73	Peak Hour Factor			0.909	0.921	0.882
9:00			39	75	114	21:00			31	35	66	Peak Period	07:00	to	09:00		
9:15			45	74	119	21:15			41	22	63	Volume			362	633	995
9:30			43	77	120	21:30			23	31	54	Peak Hour			8:00	8:00	8:00
9:45			52	92	144	21:45			17	16	33	Peak Volume			214	352	566
10:00			37	55	92	22:00			12	24	36	Peak Hour Factor			0.811	0.739	0.823
10:15			43	84	127	22:15			16	12	28	Peak Period	16:00	to	18:00		
10:30			39	72	111	22:30			17	7	24	Volume			776	745	1521
10:45			52	81	133	22:45			9	12	21	Peak Hour			16:00	17:00	16:00
11:00			49	67	116	23:00			7	9	16	Peak Volume			422	373	794
11:15			56	65	121	23:15			11	7	18	Peak Hour Factor			0.909	0.952	0.882
11:30			71	76	147	23:30			6	5	11						
11:45			63	68	131	23:45			8	3	11						
TOTALS	0	0	1061	1722	2783	TOTALS	0	0	2785	2892	5677						
SPLIT %	0%	0%	38%	62%	33%	SPLIT %	0%	0%	49%	51%	67%						



VOLUME**Churchill Ave W/O Castilleja Ave/Paly Rd**

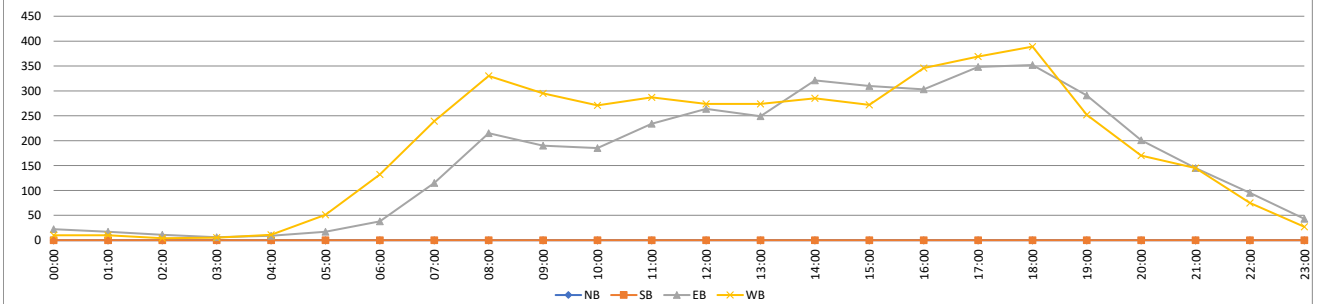
Day: Tuesday

Date: 5/13/2025

City: Palo Alto

Project #: CA25_080178_004

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,981		4,523		8,504							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			6	1	7	12:00			75	66	141	00:00 01:00			22	10	32				
0:15			4	5	9	12:15			60	69	129	01:00 02:00			17	10	27				
0:30			6	3	9	12:30			64	69	133	02:00 03:00			11	4	15				
0:45			6	1	7	12:45			65	70	135	03:00 04:00			6	5	11				
1:00			5	1	6	13:00			48	70	118	04:00 05:00			9	11	20				
1:15			3	4	7	13:15			63	52	115	05:00 06:00			17	51	68				
1:30			4	3	7	13:30			77	75	152	06:00 07:00			38	132	170				
1:45			5	2	7	13:45			61	77	138	07:00 08:00			115	239	354				
2:00			3	1	4	14:00			81	76	157	08:00 09:00			215	330	545				
2:15			1	1	2	14:15			77	72	149	09:00 10:00			190	295	485				
2:30			5	0	5	14:30			75	70	145	10:00 11:00			185	271	456				
2:45			2	2	4	14:45			88	67	155	11:00 12:00			234	287	521				
3:00			2	1	3	15:00			68	65	133	12:00 13:00			264	274	538				
3:15			0	0	0	15:15			73	73	146	13:00 14:00			249	274	523				
3:30			2	4	6	15:30			83	76	159	14:00 15:00			321	285	606				
3:45			2	0	2	15:45			86	58	144	15:00 16:00			310	272	582				
4:00			0	0	0	16:00			91	70	161	16:00 17:00			303	346	649				
4:15			3	2	5	16:15			43	107	150	17:00 18:00			348	369	717				
4:30			3	5	8	16:30			90	88	178	18:00 19:00			352	389	741				
4:45			3	4	7	16:45			79	81	160	19:00 20:00			291	252	543				
5:00			1	5	6	17:00			82	79	161	20:00 21:00			201	170	371				
5:15			3	13	16	17:15			78	92	170	21:00 22:00			145	145	290				
5:30			2	12	14	17:30			99	90	189	22:00 23:00			95	75	170				
5:45			11	21	32	17:45			89	108	197	23:00 00:00			43	27	70				
6:00			6	29	35	18:00			94	109	203	STATISTICS									
6:15			8	25	33	18:15			93	99	192										
6:30			8	36	44	18:30			101	96	197	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	00:00 to 12:00	1059 1645		2704					
6:45			16	42	58	18:45			64	85	149			10:45 8:00		8:00					
7:00			19	45	64	19:00			73	80	153			236 330		545					
7:15			14	47	61	19:15			67	68	135			0.952 0.948		0.946					
7:30			40	64	104	19:30			74	62	136	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	12:00 to 00:00	2922 2878		5800					
7:45			42	83	125	19:45			77	42	119			17:45 17:45		17:45					
8:00			48	83	131	20:00			57	36	93			377 412		789					
8:15			53	75	128	20:15			59	40	99			0.933 0.945		0.972					
8:30			55	87	142	20:30			38	55	93	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	07:00 to 09:00	330 569		899					
8:45			59	85	144	20:45			47	39	86			8:00 8:00		8:00					
9:00			42	72	114	21:00			37	45	82			215 330		545					
9:15			47	74	121	21:15			38	37	75			0.911 0.948		0.946					
9:30			52	77	129	21:30			46	32	78	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	16:00 to 18:00	651 715		1366					
9:45			49	72	121	21:45			24	31	55			17:00 17:00		17:00					
10:00			41	75	116	22:00			30	25	55			348 369		717					
10:15			38	59	97	22:15			31	21	52			0.879 0.854		0.910					
10:30			46	66	112	22:30			22	14	36	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor									
10:45			60	71	131	22:45			12	15	27										
11:00			53	62	115	23:00			14	11	25										
11:15			61	71	132	23:15			9	5	14										
11:30			62	70	132	23:30			13	3	16	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor									
11:45			58	84	142	23:45			7	8	15										
TOTALS	0	0	1059	1645	2704	TOTALS	0	0	2922	2878	5800										
SPLIT %	0%	0%	39%	61%	32%	SPLIT %	0%	0%	50%	50%	68%										



VOLUME**Churchill Ave W/O Castilleja Ave/Paly Rd**

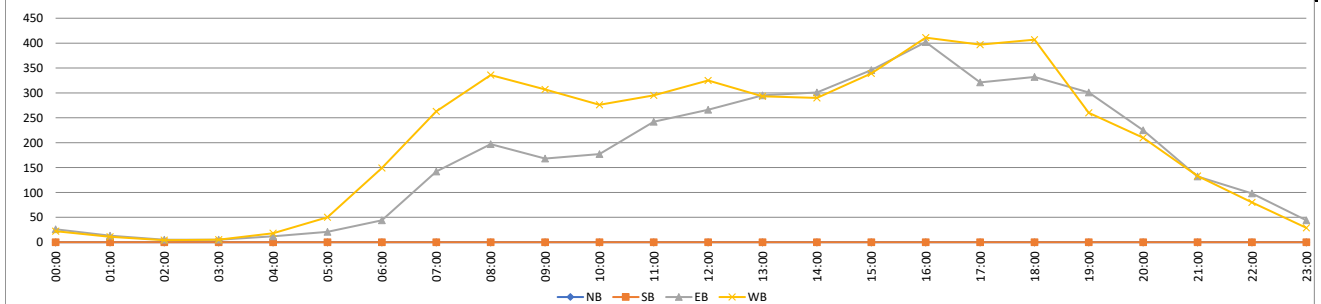
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

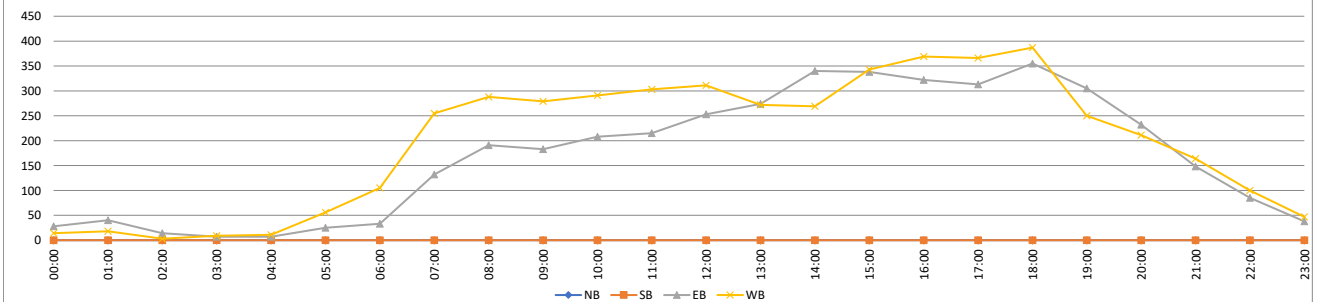
Project #: CA25_080178_004

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	4,115	4,910	9,025							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			9	10	19	12:00			76	84	160	00:00 01:00			26	22	48
0:15			6	8	14	12:15			61	71	132	01:00 02:00			13	11	24
0:30			10	3	13	12:30			71	81	152	02:00 03:00			5	4	9
0:45			1	1	2	12:45			58	89	147	03:00 04:00			5	5	10
1:00			3	3	6	13:00			51	74	125	04:00 05:00			12	18	30
1:15			3	3	6	13:15			72	71	143	05:00 06:00			21	50	71
1:30			4	4	8	13:30			83	64	147	06:00 07:00			44	149	193
1:45			3	1	4	13:45			89	84	173	07:00 08:00			142	263	405
2:00			0	0	0	14:00			65	66	131	08:00 09:00			197	336	533
2:15			0	1	1	14:15			68	63	131	09:00 10:00			168	307	475
2:30			5	3	8	14:30			82	83	165	10:00 11:00			177	276	453
2:45			0	0	0	14:45			86	78	164	11:00 12:00			242	295	537
3:00			0	1	1	15:00			91	69	160	12:00 13:00			266	325	591
3:15			0	2	2	15:15			91	64	155	13:00 14:00			295	293	588
3:30			2	2	4	15:30			64	102	166	14:00 15:00			301	290	591
3:45			3	0	3	15:45			100	104	204	15:00 16:00			346	339	685
4:00			0	0	0	16:00			110	96	206	16:00 17:00			402	411	813
4:15			1	4	5	16:15			112	108	220	17:00 18:00			321	397	718
4:30			6	5	11	16:30			95	95	190	18:00 19:00			332	407	739
4:45			5	9	14	16:45			85	112	197	19:00 20:00			301	260	561
5:00			2	7	9	17:00			55	95	150	20:00 21:00			225	210	435
5:15			7	7	14	17:15			84	104	188	21:00 22:00			132	133	265
5:30			5	9	14	17:30			86	104	190	22:00 23:00			98	80	178
5:45			7	27	34	17:45			96	94	190	23:00 00:00			44	29	73
6:00			5	28	33	18:00			92	120	212	STATISTICS					
6:15			11	37	48	18:15			71	115	186		NB	SB	EB	WB	TOTAL
6:30			12	39	51	18:30			82	103	185	Peak Period	00:00	to	12:00		
6:45			16	45	61	18:45			87	69	156	Volume			1052	1736	2788
7:00			22	40	62	19:00			84	79	163	Peak Hour			11:00	8:00	11:00
7:15			29	67	96	19:15			61	55	116	Peak Volume			242	336	537
7:30			51	87	138	19:30			73	56	129	Peak Hour Factor			0.864	0.903	0.872
7:45			40	69	109	19:45			83	70	153	Peak Period	12:00	to	00:00		
8:00			55	75	130	20:00			69	60	129	Volume			3063	3174	6237
8:15			50	79	129	20:15			61	58	119	Peak Hour			15:45	17:30	15:45
8:30			42	93	135	20:30			57	37	94	Peak Volume			417	433	820
8:45			50	89	139	20:45			38	55	93	Peak Hour Factor			0.931	0.902	0.932
9:00			48	69	117	21:00			38	46	84	Peak Period	07:00	to	09:00		
9:15			36	69	105	21:15			40	29	69	Volume			339	599	938
9:30			38	86	124	21:30			28	25	53	Peak Hour			8:00	8:00	8:00
9:45			46	83	129	21:45			26	33	59	Peak Volume			197	336	533
10:00			38	80	118	22:00			29	24	53	Peak Hour Factor			0.895	0.903	0.959
10:15			48	62	110	22:15			20	18	38	Peak Period	16:00	to	18:00		
10:30			39	68	107	22:30			27	22	49	Volume			723	808	1531
10:45			52	66	118	22:45			22	16	38	Peak Hour			16:00	16:45	16:00
11:00			51	69	120	23:00			12	9	21	Peak Volume			402	415	813
11:15			70	62	132	23:15			7	10	17	Peak Hour Factor			0.897	0.926	0.924
11:30			64	90	154	23:30			19	6	25						
11:45			57	74	131	23:45			6	4	10						
TOTALS	0	0	1052	1736	2788	TOTALS	0	0	3063	3174	6237						
SPLIT %	0%	0%	38%	62%	31%	SPLIT %	0%	0%	49%	51%	69%						



VOLUME**Churchill Ave W/O Castilleja Ave/Paly Rd**Day: Thursday
Date: 5/15/2025City: Palo Alto
Project #: CA25_080178_004

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		4,086		4,721		8,807							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			11	3	14	12:00			62	67	129	00:00 01:00			28	14	42				
0:15			8	6	14	12:15			66	87	153	01:00 02:00			40	18	58				
0:30			6	3	9	12:30			73	87	160	02:00 03:00			14	3	17				
0:45			3	2	5	12:45			52	70	122	03:00 04:00			7	9	16				
1:00			7	6	13	13:00			66	72	138	04:00 05:00			7	11	18				
1:15			10	4	14	13:15			67	64	131	05:00 06:00			25	56	81				
1:30			14	4	18	13:30			70	78	148	06:00 07:00			33	105	138				
1:45			9	4	13	13:45			71	58	129	07:00 08:00			132	255	387				
2:00			6	1	7	14:00			68	57	125	08:00 09:00			191	288	479				
2:15			4	1	5	14:15			97	61	158	09:00 10:00			183	279	462				
2:30			3	0	3	14:30			72	86	158	10:00 11:00			208	291	499				
2:45			1	1	2	14:45			103	65	168	11:00 12:00			215	303	518				
3:00			5	3	8	15:00			74	82	156	12:00 13:00			253	311	564				
3:15			0	2	2	15:15			94	84	178	13:00 14:00			274	272	546				
3:30			0	2	2	15:30			86	84	170	14:00 15:00			340	269	609				
3:45			2	2	4	15:45			84	93	177	15:00 16:00			338	343	681				
4:00			4	1	5	16:00			77	84	161	16:00 17:00			322	369	691				
4:15			0	5	5	16:15			82	109	191	17:00 18:00			313	366	679				
4:30			0	2	2	16:30			78	88	166	18:00 19:00			355	387	742				
4:45			3	3	6	16:45			85	88	173	19:00 20:00			305	250	555				
5:00			2	5	7	17:00			92	88	180	20:00 21:00			232	211	443				
5:15			3	9	12	17:15			74	88	162	21:00 22:00			148	164	312				
5:30			6	19	25	17:30			77	104	181	22:00 23:00			85	100	185				
5:45			14	23	37	17:45			70	86	156	23:00 00:00			38	47	85				
6:00			6	25	31	18:00			86	106	192	STATISTICS									
6:15			8	28	36	18:15			85	96	181		NB	SB	EB	WB	TOTAL				
6:30			10	24	34	18:30			86	94	180	Peak Period	00:00	to	12:00						
6:45			9	28	37	18:45			98	91	189	Volume			1083	1632	2715				
7:00			12	48	60	19:00			81	83	164	Peak Hour			10:45	10:45	10:45				
7:15			35	61	96	19:15			71	63	134	Peak Volume			221	324	545				
7:30			36	61	97	19:30			76	64	140	Peak Hour Factor			0.789	0.871	0.836				
7:45			49	85	134	19:45			77	40	117										
8:00			50	67	117	20:00			58	53	111	Peak Period	12:00	to	00:00						
8:15			47	58	105	20:15			75	46	121	Volume			3003	3089	6092				
8:30			44	83	127	20:30			60	58	118	Peak Hour			14:45	17:30	18:00				
8:45			50	80	130	20:45			39	54	93	Peak Volume			357	392	742				
9:00			57	79	136	21:00			36	45	81	Peak Hour Factor			0.867	0.925	0.966				
9:15			34	64	98	21:15			38	56	94										
9:30			37	73	110	21:30			45	38	83	Peak Period	07:00	to	09:00						
9:45			55	63	118	21:45			29	25	54	Volume			323	543	866				
10:00			41	54	95	22:00			27	34	61	Peak Hour			8:00	7:45	7:45				
10:15			45	71	116	22:15			22	29	51	Peak Volume			191	293	483				
10:30			52	73	125	22:30			20	27	47	Peak Hour Factor			0.955	0.862	0.901				
10:45			70	93	163	22:45			16	10	26										
11:00			37	72	109	23:00			7	14	21	Peak Period	16:00	to	18:00						
11:15			56	72	128	23:15			8	11	19	Volume			635	735	1370				
11:30			58	87	145	23:30			14	10	24	Peak Hour			16:15	16:15	16:15				
11:45			64	72	136	23:45			9	12	21	Peak Volume			337	373	710				
TOTALS	0	0	1083	1632	2715	TOTALS	0	0	3003	3089	6092	Peak Hour Factor			0.916	0.856	0.929				
SPLIT %	0%	0%	40%	60%	31%	SPLIT %	0%	0%	49%	51%	69%										



VOLUME**Churchill Ave W/O Castilleja Ave/Paly Rd**

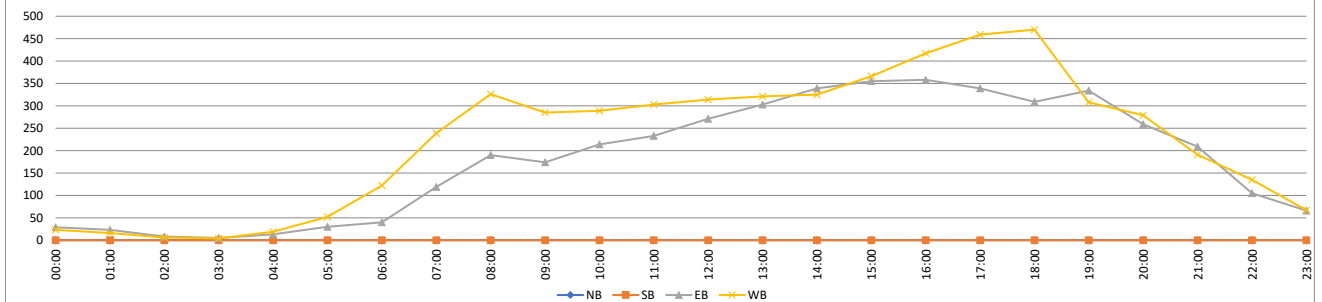
Day: Friday

Date: 5/16/2025

City: Palo Alto

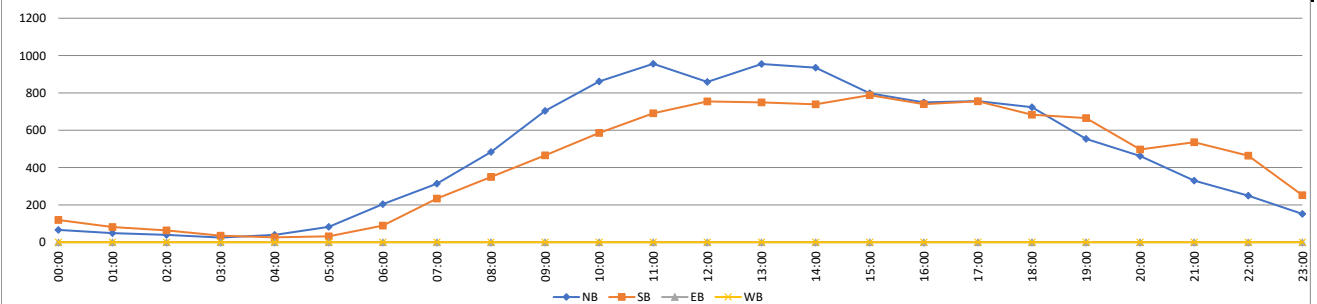
Project #: CA25_080178_004

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		4,325		5,336		9,661							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			9	10	19	12:00			75	76	151	00:00 01:00			29	23	52				
0:15			9	3	12	12:15			60	73	133	01:00 02:00			23	16	39				
0:30			8	8	16	12:30			76	91	167	02:00 03:00			8	6	14				
0:45			3	2	5	12:45			60	74	134	03:00 04:00			5	4	9				
1:00			9	4	13	13:00			78	86	164	04:00 05:00			13	19	32				
1:15			6	7	13	13:15			80	75	155	05:00 06:00			30	52	82				
1:30			6	2	8	13:30			66	78	144	06:00 07:00			40	122	162				
1:45			2	3	5	13:45			79	82	161	07:00 08:00			119	239	358				
2:00			1	1	2	14:00			72	76	148	08:00 09:00			190	326	516				
2:15			2	1	3	14:15			91	77	168	09:00 10:00			174	285	459				
2:30			3	3	6	14:30			75	86	161	10:00 11:00			214	289	503				
2:45			2	1	3	14:45			101	86	187	11:00 12:00			233	303	536				
3:00			2	0	2	15:00			84	71	155	12:00 13:00			271	314	585				
3:15			1	2	3	15:15			96	85	181	13:00 14:00			303	321	624				
3:30			2	2	4	15:30			84	112	196	14:00 15:00			339	325	664				
3:45			0	0	0	15:45			91	98	189	15:00 16:00			355	366	721				
4:00			2	3	5	16:00			99	105	204	16:00 17:00			358	417	775				
4:15			1	3	4	16:15			84	99	183	17:00 18:00			339	459	798				
4:30			5	3	8	16:30			83	107	190	18:00 19:00			309	470	779				
4:45			5	10	15	16:45			92	106	198	19:00 20:00			334	308	642				
5:00			5	4	9	17:00			81	117	198	20:00 21:00			259	279	538				
5:15			5	6	11	17:15			92	121	213	21:00 22:00			209	191	400				
5:30			4	16	20	17:30			87	103	190	22:00 23:00			105	135	240				
5:45			16	26	42	17:45			79	118	197	23:00 00:00			66	67	133				
6:00			7	21	28	18:00			67	121	188	STATISTICS									
6:15			7	39	46	18:15			79	153	232		NB	SB	EB	WB	TOTAL				
6:30			11	23	34	18:30			69	101	170	Peak Period	00:00	to	12:00						
6:45			15	39	54	18:45			94	95	189	Volume			1078	1684	2762				
7:00			25	39	64	19:00			82	89	171	Peak Hour			10:45	8:00	11:00				
7:15			22	70	92	19:15			81	83	164	Peak Volume			233	326	536				
7:30			30	56	86	19:30			81	72	153	Peak Hour Factor			0.896	0.896	0.838				
7:45			42	74	116	19:45			90	64	154	Peak Period	12:00	to	00:00						
8:00			49	79	128	20:00			61	79	140	Volume			3247	3652	6899				
8:15			39	80	119	20:15			66	76	142	Peak Hour			15:15	17:30	17:30				
8:30			47	91	138	20:30			71	61	132	Peak Volume			370	495	807				
8:45			55	76	131	20:45			61	63	124	Peak Hour Factor			0.934	0.809	0.870				
9:00			39	67	106	21:00			51	56	107	Peak Period	07:00	to	09:00						
9:15			43	65	108	21:15			60	48	108	Volume			309	565	874				
9:30			37	77	114	21:30			54	61	115	Peak Hour			8:00	8:00	8:00				
9:45			55	76	131	21:45			44	26	70	Peak Volume			190	326	516				
10:00			36	87	123	22:00			39	43	82	Peak Hour Factor			0.864	0.896	0.935				
10:15			51	57	108	22:15			24	24	48	Peak Period	16:00	to	18:00						
10:30			62	71	133	22:30			20	36	56	Volume			697	876	1573				
10:45			65	74	139	22:45			22	32	54	Peak Hour			16:00	17:00	16:30				
11:00			54	55	109	23:00			18	20	38	Peak Volume			358	459	799				
11:15			51	64	115	23:15			17	21	38	Peak Hour Factor			0.904	0.948	0.938				
11:30			63	89	152	23:30			11	15	26										
11:45			65	95	160	23:45			20	11	31										
TOTALS	0	0	1078	1684	2762	TOTALS	0	0	3247	3652	6899										
SPLIT %	0%	0%	39%	61%	29%	SPLIT %	0%	0%	47%	53%	71%										



VOLUME**Alma St N/O Alma Village Cir**Day: Saturday
Date: 5/10/2025City: Palo Alto
Project #: CA25_080178_005

DAILY TOTALS						NB				SB				EB				WB				Total				DAILY TOTALS					
						11,344		10,392		0		0		21,736																	
15-Minutes Interval												Hourly Intervals																			
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL														
0:00	21	29			50	12:00	217	173			390	00:00	01:00	66	119		185														
0:15	13	38			51	12:15	226	187			413	01:00	02:00	49	81		130														
0:30	16	29			45	12:30	208	198			406	02:00	03:00	39	63		102														
0:45	16	23			39	12:45	208	196			404	03:00	04:00	25	35		60														
1:00	23	22			45	13:00	250	180			430	04:00	05:00	39	26		65														
1:15	10	16			26	13:15	240	191			431	05:00	06:00	82	32		114														
1:30	5	22			27	13:30	216	175			391	06:00	07:00	204	89		293														
1:45	11	21			32	13:45	249	203			452	07:00	08:00	314	234		548														
2:00	13	23			36	14:00	242	159			401	08:00	09:00	483	350		833														
2:15	6	8			14	14:15	247	198			445	09:00	10:00	704	465		1169														
2:30	9	24			33	14:30	221	179			400	10:00	11:00	861	585		1446														
2:45	11	8			19	14:45	225	203			428	11:00	12:00	956	691		1647														
3:00	7	11			18	15:00	201	191			392	12:00	13:00	859	754		1613														
3:15	7	10			17	15:15	174	199			373	13:00	14:00	955	749		1704														
3:30	4	5			9	15:30	215	188			403	14:00	15:00	935	739		1674														
3:45	7	9			16	15:45	208	210			418	15:00	16:00	798	788		1586														
4:00	12	7			19	16:00	211	178			389	16:00	17:00	749	740		1489														
4:15	7	6			13	16:15	184	196			380	17:00	18:00	756	755		1511														
4:30	11	7			18	16:30	188	178			366	18:00	19:00	723	683		1406														
4:45	9	6			15	16:45	166	188			354	19:00	20:00	554	665		1219														
5:00	12	3			15	17:00	168	183			351	20:00	21:00	462	497		959														
5:15	21	4			25	17:15	190	183			373	21:00	22:00	330	536		866														
5:30	17	12			29	17:30	190	190			380	22:00	23:00	249	464		713														
5:45	32	13			45	17:45	208	199			407	23:00	00:00	152	252		404														
6:00	37	20			57	18:00	185	179			364	STATISTICS																			
6:15	43	16			59	18:15	199	166			365		NB	SB	EB	WB	TOTAL														
6:30	54	25			79	18:30	174	189			363	Peak Period	00:00	to	12:00																
6:45	70	28			98	18:45	165	149			314	Volume	3822	2770			6592														
7:00	63	33			96	19:00	147	165			312	Peak Hour	11:00	11:00			11:00														
7:15	58	48			106	19:15	160	168			328	Peak Volume	956	691			1647														
7:30	78	73			151	19:30	132	186			318	Peak Hour Factor	0.930	0.939			0.962														
7:45	115	80			195	19:45	115	146			261	Peak Period	12:00	to	00:00																
8:00	88	73			161	20:00	156	112			268	Volume	7522	7622			15144														
8:15	96	58			154	20:15	96	150			246	Peak Hour	13:45	15:00			13:00														
8:30	139	91			230	20:30	106	126			232	Peak Volume	959	788			1704														
8:45	160	128			288	20:45	104	109			213	Peak Hour Factor	0.963	0.938			0.942														
9:00	159	93			252	21:00	104	138			242	Peak Period	07:00	to	09:00																
9:15	152	127			279	21:15	71	151			222	Volume	797	584			1381														
9:30	171	115			286	21:30	80	126			206	Peak Hour	8:00	8:00			8:00														
9:45	222	130			352	21:45	75	121			196	Peak Volume	483	350			833														
10:00	216	151			367	22:00	76	134			210	Peak Hour Factor	0.755	0.684			0.723														
10:15	218	140			358	22:15	64	124			188	Peak Period	16:00	to	18:00																
10:30	238	137			375	22:30	60	116			176	Volume	1505	1495			3000														
10:45	189	157			346	22:45	49	90			139	Peak Hour	17:00	17:00			17:00														
11:00	207	176			383	23:00	60	86			146	Peak Volume	756	755			1511														
11:15	257	159			416	23:15	36	78			114	Peak Hour Factor	0.909	0.948			0.928														
11:30	248	172			420	23:30	33	43			76																				
11:45	244	184			428	23:45	23	45			68																				
TOTALS	3822	2770	0	0	6592	TOTALS	7522	7622	0	0	15144																				
SPLIT %	58%	42%	0%	0%	30%	SPLIT %	50%	50%	0%	0%	70%																				



VOLUME**Alma St N/O Alma Village Cir**

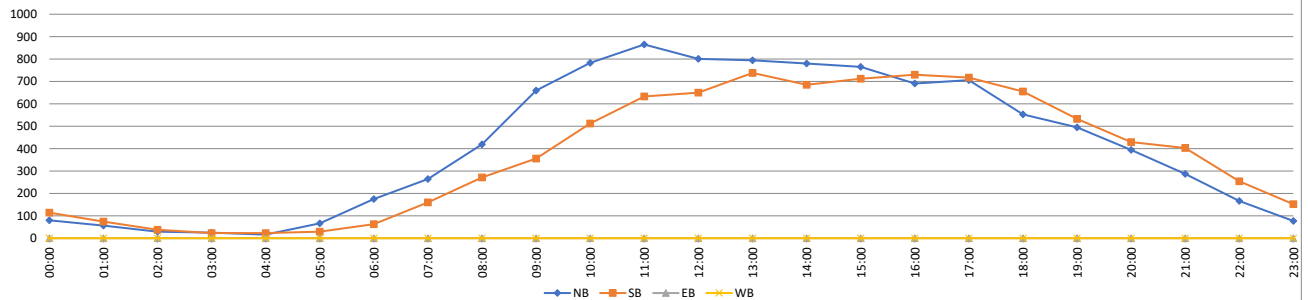
Day: Sunday

Date: 5/11/2025

City: Palo Alto

Project #: CA25_080178_005

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						9,946		8,954		0		0		18,900							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME		NB	SB	EB	WB	TOTAL			
0:00	33	32			65	12:00	202	153			355	00:00	01:00	80	114			194			
0:15	15	23			38	12:15	200	146			346	01:00	02:00	56	74			130			
0:30	16	35			51	12:30	192	175			367	02:00	03:00	29	38			67			
0:45	16	24			40	12:45	207	176			383	03:00	04:00	25	23			48			
1:00	16	27			43	13:00	196	170			366	04:00	05:00	16	23			39			
1:15	17	21			38	13:15	209	191			400	05:00	06:00	66	29			95			
1:30	10	17			27	13:30	200	195			395	06:00	07:00	175	63			238			
1:45	13	9			22	13:45	189	182			371	07:00	08:00	264	160			424			
2:00	7	11			18	14:00	197	166			363	08:00	09:00	419	271			690			
2:15	6	14			20	14:15	190	181			371	09:00	10:00	659	356			1015			
2:30	7	10			17	14:30	208	166			374	10:00	11:00	783	512			1295			
2:45	9	3			12	14:45	185	172			357	11:00	12:00	865	633			1498			
3:00	3	5			8	15:00	195	182			377	12:00	13:00	801	650			1451			
3:15	5	3			8	15:15	172	170			342	13:00	14:00	794	738			1532			
3:30	8	9			17	15:30	197	173			370	14:00	15:00	780	685			1465			
3:45	9	6			15	15:45	201	187			388	15:00	16:00	765	712			1477			
4:00	4	4			8	16:00	188	217			405	16:00	17:00	691	730			1421			
4:15	3	8			11	16:15	162	169			331	17:00	18:00	706	717			1423			
4:30	3	7			10	16:30	175	171			346	18:00	19:00	553	655			1208			
4:45	6	4			10	16:45	166	173			339	19:00	20:00	495	533			1028			
5:00	12	6			18	17:00	191	183			374	20:00	21:00	394	429			823			
5:15	16	4			20	17:15	160	178			338	21:00	22:00	287	403			690			
5:30	13	11			24	17:30	180	169			349	22:00	23:00	166	254			420			
5:45	25	8			33	17:45	175	187			362	23:00	00:00	77	152			229			
6:00	22	6			28	18:00	121	180			301	STATISTICS									
6:15	43	12			55	18:15	150	165			315		NB	SB	EB	WB	TOTAL				
6:30	46	20			66	18:30	142	159			301	Peak Period	00:00	to	12:00						
6:45	64	25			89	18:45	140	151			291	Volume	3437	2296			5733				
7:00	42	31			73	19:00	147	132			279	Peak Hour	11:00	11:00			11:00				
7:15	52	33			85	19:15	112	125			237	Peak Volume	865	633			1498				
7:30	69	36			105	19:30	115	141			256	Peak Hour Factor	0.944	0.884			0.918				
7:45	101	60			161	19:45	121	135			256	Peak Period	12:00	to	00:00						
8:00	92	53			145	20:00	111	114			225	Volume	6509	6658			13167				
8:15	88	64			152	20:15	92	115			207	Peak Hour	12:45	15:15			12:45				
8:30	105	72			177	20:30	100	103			203	Peak Volume	812	747			1544				
8:45	134	82			216	20:45	91	97			188	Peak Hour Factor	0.971	0.861			0.965				
9:00	122	77			199	21:00	84	112			196	Peak Period	07:00	to	09:00						
9:15	165	74			239	21:15	65	101			166	Volume	683	431			1114				
9:30	173	83			256	21:30	75	91			166	Peak Hour	8:00	8:00			8:00				
9:45	199	122			321	21:45	63	99			162	Peak Volume	419	271			690				
10:00	165	132			297	22:00	38	98			136	Peak Hour Factor	0.782	0.826			0.799				
10:15	237	116			353	22:15	43	64			107	Peak Period	16:00	to	18:00						
10:30	170	123			293	22:30	55	63			118	Volume	1397	1447			2844				
10:45	211	141			352	22:45	30	29			59	Peak Hour	17:00	16:00			17:00				
11:00	220	154			374	23:00	22	56			78	Peak Volume	706	730			1423				
11:15	191	146			337	23:15	26	43			69	Peak Hour Factor	0.924	0.841			0.951				
11:30	225	154			379	23:30	12	33			45										
11:45	229	179			408	23:45	17	20			37										
TOTALS	3437	2296	0	0	5733	TOTALS	6509	6658	0	0	13167										
SPLIT %	60%	40%	0%	0%	30%	SPLIT %	49%	51%	0%	0%	70%										



VOLUME

Alma St N/O Alma Village Cir

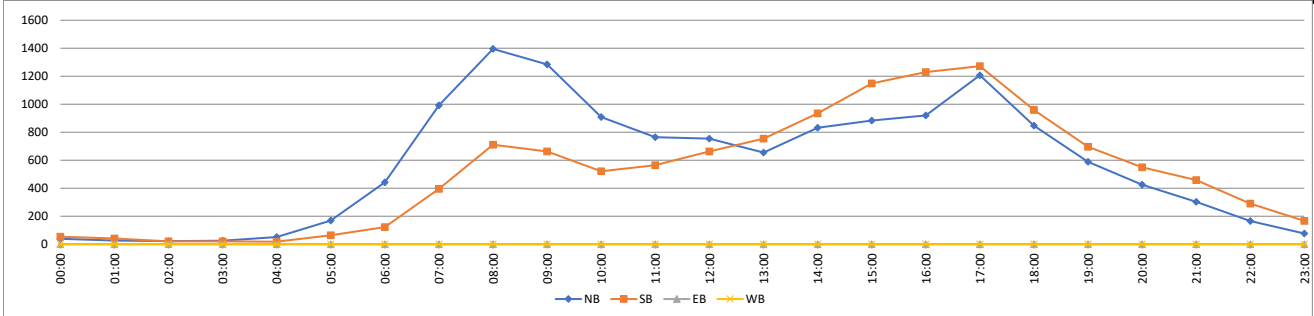
Day: Monday

Date: 5/12/2025

City: Palo Alto

Project #: CA25_080178_005

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						13,773		12,316		0		0		26,089							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	13	14			27	12:00	168	163			331	00:00 01:00	39	54			93				
0:15	7	11			18	12:15	168	175			343	01:00 02:00	26	41			67				
0:30	9	20			29	12:30	223	157			380	02:00 03:00	22	20			42				
0:45	10	9			19	12:45	195	168			363	03:00 04:00	25	20			45				
1:00	6	16			22	13:00	174	172			346	04:00 05:00	51	18			69				
1:15	6	9			15	13:15	140	170			310	05:00 06:00	169	64			233				
1:30	8	10			18	13:30	173	194			367	06:00 07:00	442	122			564				
1:45	6	6			12	13:45	168	218			386	07:00 08:00	992	395			1387				
2:00	4	5			9	14:00	177	186			363	08:00 09:00	1395	711			2106				
2:15	5	6			11	14:15	187	230			417	09:00 10:00	1285	663			1948				
2:30	8	3			11	14:30	222	260			482	10:00 11:00	908	521			1429				
2:45	5	6			11	14:45	246	259			505	11:00 12:00	764	565			1329				
3:00	8	4			12	15:00	202	242			444	12:00 13:00	754	663			1417				
3:15	3	2			5	15:15	213	305			518	13:00 14:00	655	754			1409				
3:30	7	6			13	15:30	249	301			550	14:00 15:00	832	935			1767				
3:45	7	8			15	15:45	219	300			519	15:00 16:00	883	1148			2031				
4:00	3	4			7	16:00	231	261			492	16:00 17:00	920	1230			2150				
4:15	14	2			16	16:15	214	353			567	17:00 18:00	1207	1272			2479				
4:30	12	2			14	16:30	196	324			520	18:00 19:00	847	959			1806				
4:45	22	10			32	16:45	279	292			571	19:00 20:00	588	696			1284				
5:00	26	9			35	17:00	271	312			583	20:00 21:00	425	550			975				
5:15	32	13			45	17:15	325	331			656	21:00 22:00	303	458			761				
5:30	46	11			57	17:30	297	312			609	22:00 23:00	165	290			455				
5:45	65	31			96	17:45	314	317			631	23:00 00:00	76	167			243				
6:00	63	17			80	18:00	230	254			484	STATISTICS									
6:15	84	26			110	18:15	232	238			470		NB	SB	EB	WB	TOTAL				
6:30	133	26			159	18:30	210	260			470	Peak Period	00:00	to	12:00						
6:45	162	53			215	18:45	175	207			382	Volume	6118	3194			9312				
7:00	146	56			202	19:00	167	205			372	Peak Hour	8:00	8:15			8:15				
7:15	281	83			364	19:15	158	191			349	Peak Volume	1395	733			2123				
7:30	297	120			417	19:30	140	156			296	Peak Hour Factor	0.932	0.926			0.965				
7:45	268	136			404	19:45	123	144			267	Peak Period	12:00	to	00:00						
8:00	325	170			495	20:00	109	142			251	Volume	7655	9122			16777				
8:15	374	172			546	20:15	114	149			263	Peak Hour	17:00	16:15			17:00				
8:30	352	198			550	20:30	100	121			221	Peak Volume	1207	1281			2479				
8:45	344	171			515	20:45	102	138			240	Peak Hour Factor	0.928	0.907			0.945				
9:00	320	192			512	21:00	89	128			217	Peak Period	07:00	to	09:00						
9:15	345	162			507	21:15	79	123			202	Volume	2387	1106			3493				
9:30	320	154			474	21:30	60	119			179	Peak Hour	8:00	8:00			8:00				
9:45	300	155			455	21:45	75	88			163	Peak Volume	1395	711			2106				
10:00	239	125			364	22:00	39	90			129	Peak Hour Factor	0.932	0.898			0.957				
10:15	225	131			356	22:15	53	84			137	Peak Period	16:00	to	18:00						
10:30	203	140			343	22:30	38	61			99	Volume	2127	2502			4629				
10:45	241	125			366	22:45	35	55			90	Peak Hour	17:00	16:15			17:00				
11:00	195	133			328	23:00	29	46			75	Peak Volume	1207	1281			2479				
11:15	147	136			283	23:15	20	50			70	Peak Hour Factor	0.928	0.907			0.945				
11:30	230	137			367	23:30	15	39			54										
11:45	192	159			351	23:45	12	32			44										
TOTALS	6118	3194	0	0	9312	TOTALS	7655	9122	0	0	16777										
SPLIT %	66%	34%	0%	0%	36%	SPLIT %	46%	54%	0%	0%	64%										



VOLUME**Alma St N/O Alma Village Cir**

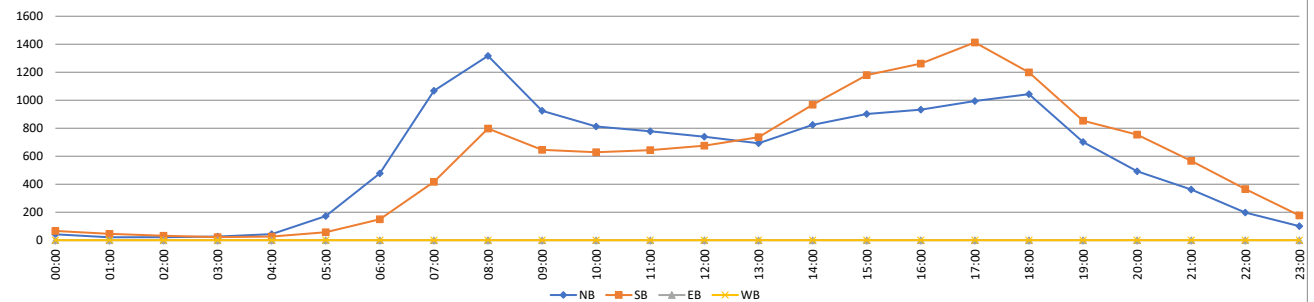
Day: Tuesday

Date: 5/13/2025

City: Palo Alto

Project #: CA25_080178_005

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						13,684	13,682	0	0	27,366							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	13	23			36	12:00	188	159			347	00:00 01:00	42	66			108
0:15	11	18			29	12:15	188	147			335	01:00 02:00	21	46			67
0:30	13	10			23	12:30	175	184			359	02:00 03:00	22	32			54
0:45	5	15			20	12:45	188	185			373	03:00 04:00	26	22			48
1:00	7	13			20	13:00	166	172			338	04:00 05:00	43	26			69
1:15	5	13			18	13:15	168	175			343	05:00 06:00	172	57			229
1:30	5	13			18	13:30	176	204			380	06:00 07:00	478	150			628
1:45	4	7			11	13:45	182	185			367	07:00 08:00	1067	417			1484
2:00	6	9			15	14:00	206	216			422	08:00 09:00	1317	798			2115
2:15	6	6			12	14:15	194	228			422	09:00 10:00	925	646			1571
2:30	4	8			12	14:30	211	266			477	10:00 11:00	812	629			1441
2:45	6	9			15	14:45	213	258			471	11:00 12:00	778	643			1421
3:00	6	6			12	15:00	201	309			510	12:00 13:00	739	675			1414
3:15	7	3			10	15:15	228	280			508	13:00 14:00	692	736			1428
3:30	7	7			14	15:30	219	299			518	14:00 15:00	824	968			1792
3:45	6	6			12	15:45	254	291			545	15:00 16:00	902	1179			2081
4:00	3	4			7	16:00	216	303			519	16:00 17:00	933	1262			2195
4:15	10	6			16	16:15	262	313			575	17:00 18:00	994	1413			2407
4:30	15	3			18	16:30	225	328			553	18:00 19:00	1043	1199			2242
4:45	15	13			28	16:45	230	318			548	19:00 20:00	702	854			1556
5:00	23	7			30	17:00	249	345			594	20:00 21:00	493	754			1247
5:15	33	10			43	17:15	228	356			584	21:00 22:00	362	567			929
5:30	50	8			58	17:30	244	354			598	22:00 23:00	197	366			563
5:45	66	32			98	17:45	273	358			631	23:00 00:00	100	177			277
6:00	76	30			106	18:00	292	326			618	STATISTICS					
6:15	109	25			134	18:15	248	324			572		NB	SB	EB	WB	TOTAL
6:30	134	33			167	18:30	257	280			537	Peak Period	00:00	to	12:00		
6:45	159	62			221	18:45	246	269			515	Volume	5703	3532			9235
7:00	173	59			232	19:00	223	215			438	Peak Hour	7:45	8:00			7:45
7:15	236	83			319	19:15	186	248			434	Peak Volume	1385	798			2153
7:30	296	109			405	19:30	143	198			341	Peak Hour Factor	0.954	0.795			0.959
7:45	362	166			528	19:45	150	193			343	Peak Period	12:00	to	00:00		
8:00	350	154			504	20:00	131	196			327	Volume	7981	10150			18131
8:15	363	197			560	20:15	123	217			340	Peak Hour	17:45	17:00			17:15
8:30	310	251			561	20:30	138	162			300	Peak Volume	1070	1413			2431
8:45	294	196			490	20:45	101	179			280	Peak Hour Factor	0.916	0.987			0.963
9:00	273	153			426	21:00	112	152			264	Peak Period	07:00	to	09:00		
9:15	200	176			376	21:15	93	142			235	Volume	2384	1215			3599
9:30	226	147			373	21:30	79	157			236	Peak Hour	7:45	8:00			7:45
9:45	226	170			396	21:45	78	116			194	Peak Volume	1385	798			2153
10:00	204	152			356	22:00	60	111			171	Peak Hour Factor	0.954	0.795			0.959
10:15	205	157			362	22:15	48	110			158	Peak Period	16:00	to	18:00		
10:30	189	160			349	22:30	51	73			124	Volume	1927	2675			4602
10:45	214	160			374	22:45	38	72			110	Peak Hour	17:00	17:00			17:00
11:00	179	146			325	23:00	34	62			96	Peak Volume	994	1413			2407
11:15	200	166			366	23:15	29	46			75	Peak Hour Factor	0.910	0.987			0.954
11:30	205	169			374	23:30	15	40			55						
11:45	194	162			356	23:45	22	29			51						
TOTALS	5703	3532	0	0	9235	TOTALS	7981	10150	0	0	18131						
SPLIT %	62%	38%	0%	0%	34%	SPLIT %	44%	56%	0%	0%	66%						

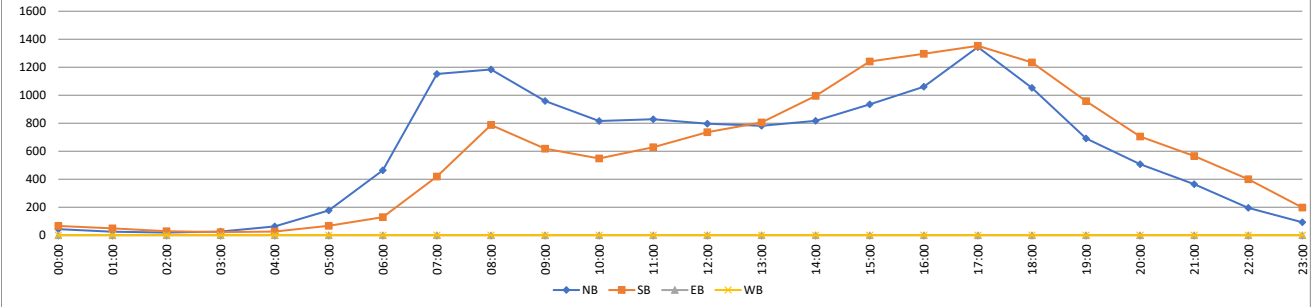


VOLUME
Alma St N/O Alma Village Cir

Day: Wednesday
Date: 5/14/2025

City: Palo Alto
Project #: CA25_080178_005

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						14,393		13,875		0		0		28,268							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	13	22			35	12:00	209	212			421	00:00	01:00	43	66		109				
0:15	16	17			33	12:15	199	186			385	01:00	02:00	25	49		74				
0:30	11	19			30	12:30	198	165			363	02:00	03:00	19	28		47				
0:45	3	8			11	12:45	190	173			363	03:00	04:00	26	22		48				
1:00	5	19			24	13:00	171	201			372	04:00	05:00	63	26		89				
1:15	11	9			20	13:15	196	220			416	05:00	06:00	177	67		244				
1:30	3	12			15	13:30	197	204			401	06:00	07:00	464	129		593				
1:45	6	9			15	13:45	218	181			399	07:00	08:00	1152	419		1571				
2:00	4	5			9	14:00	181	194			375	08:00	09:00	1184	787		1971				
2:15	7	6			13	14:15	191	260			451	09:00	10:00	959	618		1577				
2:30	4	11			15	14:30	204	255			459	10:00	11:00	816	548		1364				
2:45	4	6			10	14:45	241	286			527	11:00	12:00	829	628		1457				
3:00	1	4			5	15:00	210	280			490	12:00	13:00	796	736		1532				
3:15	7	6			13	15:15	239	334			573	13:00	14:00	782	806		1588				
3:30	11	4			15	15:30	239	302			541	14:00	15:00	817	995		1812				
3:45	7	8			15	15:45	247	325			572	15:00	16:00	935	1241		2176				
4:00	6	5			11	16:00	221	322			543	16:00	17:00	1060	1296		2356				
4:15	14	6			20	16:15	274	371			645	17:00	18:00	1344	1353		2697				
4:30	20	1			21	16:30	257	313			570	18:00	19:00	1053	1234		2287				
4:45	23	14			37	16:45	308	290			598	19:00	20:00	691	958		1649				
5:00	23	10			33	17:00	306	323			629	20:00	21:00	507	705		1212				
5:15	30	11			41	17:15	315	356			671	21:00	22:00	364	566		930				
5:30	57	16			73	17:30	350	333			683	22:00	23:00	195	400		595				
5:45	67	30			97	17:45	373	341			714	23:00	00:00	92	198		290				
6:00	67	26			93	18:00	321	299			620	STATISTICS									
6:15	105	27			132	18:15	297	334			631		NB	SB	EB	WB	TOTAL				
6:30	111	34			145	18:30	231	301			532	Peak Period	00:00	to	12:00						
6:45	181	42			223	18:45	204	300			504	Volume	5757	3387			9144				
7:00	192	67			259	19:00	214	273			487	Peak Hour	7:30	8:00			7:45				
7:15	286	71			357	19:15	172	264			436	Peak Volume	1330	787			2044				
7:30	346	112			458	19:30	160	219			379	Peak Hour Factor	0.961	0.974			0.939				
7:45	328	169			497	19:45	145	202			347	Peak Period	12:00	to	00:00						
8:00	311	186			497	20:00	156	175			331	Volume	8636	10488			19124				
8:15	345	199			544	20:15	138	185			323	Peak Hour	17:15	17:00			17:00				
8:30	304	202			506	20:30	128	189			317	Peak Volume	1359	1353			2697				
8:45	224	200			424	20:45	85	156			241	Peak Hour Factor	0.911	0.950			0.944				
9:00	239	162			401	21:00	110	165			275	Peak Period	07:00	to	09:00						
9:15	228	156			384	21:15	93	162			255	Volume	2336	1206			3542				
9:30	235	163			398	21:30	79	123			202	Peak Hour	7:30	8:00			7:45				
9:45	257	137			394	21:45	82	116			198	Peak Volume	1330	787			2044				
10:00	197	139			336	22:00	53	113			166	Peak Hour Factor	0.961	0.974			0.939				
10:15	198	127			325	22:15	60	111			171	Peak Period	16:00	to	18:00						
10:30	205	144			349	22:30	45	88			133	Volume	2404	2649			5053				
10:45	216	138			354	22:45	37	88			125	Peak Hour	17:00	17:00			17:00				
11:00	182	153			335	23:00	25	69			94	Peak Volume	1344	1353			2697				
11:15	242	158			400	23:15	28	52			80	Peak Hour Factor	0.901	0.950			0.944				
11:30	206	160			366	23:30	20	46			66										
11:45	199	157			356	23:45	19	31			50										
TOTALS	5757	3387	0	0	9144	TOTALS	8636	10488	0	0	19124										
SPLIT %	63%	37%	0%	0%	32%	SPLIT %	45%	55%	0%	0%	68%										



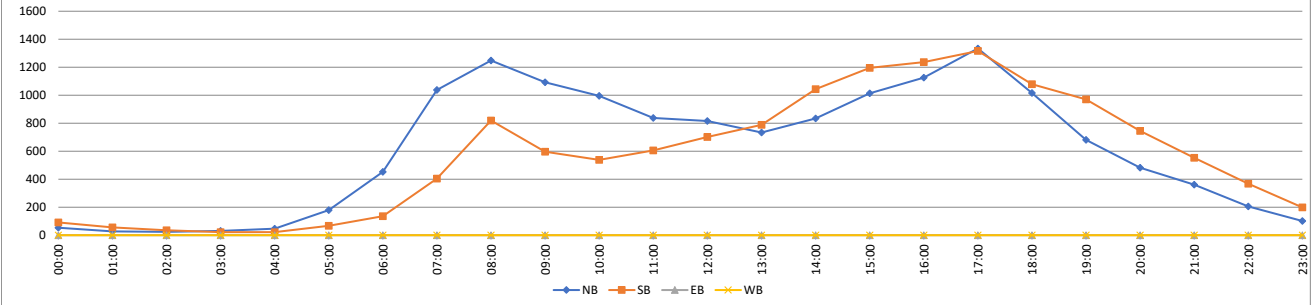
VOLUME

Alma St N/O Alma Village Cir

Day: Thursday
Date: 5/15/2025

City: Palo Alto
Project #: CA25_080178_005

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						14,730	13,587	0	0	28,317							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	13	27			40	12:00	200	157			357	00:00 01:00	54	91			145
0:15	15	25			40	12:15	197	198			395	01:00 02:00	27	56			83
0:30	17	22			39	12:30	232	176			408	02:00 03:00	24	35			59
0:45	9	17			26	12:45	187	171			358	03:00 04:00	31	22			53
1:00	7	14			21	13:00	155	201			356	04:00 05:00	47	22			69
1:15	9	9			18	13:15	211	205			416	05:00 06:00	179	67			246
1:30	3	15			18	13:30	172	185			357	06:00 07:00	452	136			588
1:45	8	18			26	13:45	196	197			393	07:00 08:00	1038	405			1443
2:00	9	8			17	14:00	151	243			394	08:00 09:00	1248	819			2067
2:15	5	7			12	14:15	185	244			429	09:00 10:00	1092	596			1688
2:30	6	14			20	14:30	237	285			522	10:00 11:00	995	538			1533
2:45	4	6			10	14:45	261	271			532	11:00 12:00	838	606			1444
3:00	4	6			10	15:00	237	259			496	12:00 13:00	816	702			1518
3:15	8	3			11	15:15	253	293			546	13:00 14:00	734	788			1522
3:30	10	4			14	15:30	261	313			574	14:00 15:00	834	1043			1877
3:45	9	9			18	15:45	263	330			593	15:00 16:00	1014	1195			2209
4:00	5	6			11	16:00	241	280			521	16:00 17:00	1126	1236			2362
4:15	11	7			18	16:15	269	281			550	17:00 18:00	1334	1316			2650
4:30	13	3			16	16:30	269	338			607	18:00 19:00	1016	1079			2095
4:45	18	6			24	16:45	347	337			684	19:00 20:00	681	970			1651
5:00	21	9			30	17:00	315	346			661	20:00 21:00	482	745			1227
5:15	30	11			41	17:15	358	353			711	21:00 22:00	361	553			914
5:30	55	15			70	17:30	303	324			627	22:00 23:00	206	368			574
5:45	73	32			105	17:45	358	293			651	23:00 00:00	101	199			300
6:00	65	17			82	18:00	305	281			586	STATISTICS					
6:15	106	23			129	18:15	270	267			537		NB	SB	EB	WB	TOTAL
6:30	130	35			165	18:30	214	264			478	Peak Period	00:00	to	12:00		
6:45	151	61			212	18:45	227	267			494	Volume	6025	3393			9418
7:00	175	61			236	19:00	229	290			519	Peak Hour	7:45	8:00			7:45
7:15	225	67			292	19:15	169	226			395	Peak Volume	1327	819			2086
7:30	320	119			439	19:30	139	248			387	Peak Hour Factor	0.897	0.939			0.891
7:45	318	158			476	19:45	144	206			350						
8:00	309	177			486	20:00	131	202			333	Peak Period	12:00	to	00:00		
8:15	370	215			585	20:15	124	191			315	Volume	8705	10194			18899
8:30	330	209			539	20:30	122	189			311	Peak Hour	17:00	16:30			16:45
8:45	239	218			457	20:45	105	163			268	Peak Volume	1334	1374			2683
9:00	288	171			459	21:00	110	123			233	Peak Hour Factor	0.932	0.973			0.943
9:15	257	131			388	21:15	99	152			251						
9:30	278	139			417	21:30	81	152			233	Peak Period	07:00	to	09:00		
9:45	269	155			424	21:45	71	126			197	Volume	2286	1224			3510
10:00	283	137			420	22:00	75	105			180	Peak Hour	7:45	8:00			7:45
10:15	206	135			341	22:15	54	116			170	Peak Volume	1327	819			2086
10:30	269	135			404	22:30	43	72			115	Peak Hour Factor	0.897	0.939			0.891
10:45	237	131			368	22:45	34	75			109						
11:00	219	125			344	23:00	29	61			90	Peak Period	16:00	to	18:00		
11:15	208	157			365	23:15	29	45			74	Volume	2460	2552			5012
11:30	182	162			344	23:30	23	61			84	Peak Hour	17:00	16:30			16:45
11:45	229	162			391	23:45	20	32			52	Peak Volume	1334	1374			2683
TOTALS	6025	3393	0	0	9418	TOTALS	8705	10194	0	0	18899	Peak Hour Factor	0.932	0.973			0.943
SPLIT %	64%	36%	0%	0%	33%	SPLIT %	46%	54%	0%	0%	67%						



VOLUME**Alma St N/O Alma Village Cir**

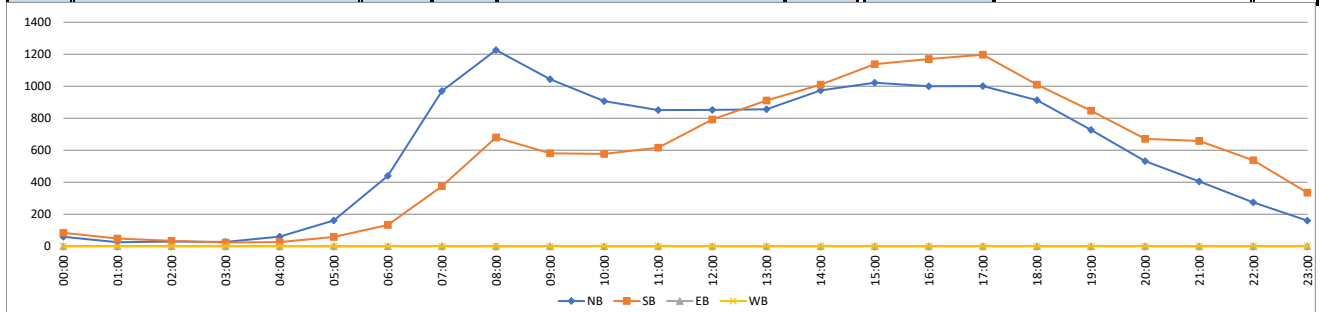
Day: Friday

Date: 5/16/2025

City: Palo Alto

Project #: CA25_080178_005

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						14,515		13,511		0		0		28,026							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	14	22			36	12:00	206	175			381	00:00 01:00	59	84			143				
0:15	16	19			35	12:15	218	190			408	01:00 02:00	25	48			73				
0:30	11	25			36	12:30	230	213			443	02:00 03:00	29	34			63				
0:45	18	18			36	12:45	198	214			412	03:00 04:00	27	23			50				
1:00	7	15			22	13:00	225	191			416	04:00 05:00	60	26			86				
1:15	10	11			21	13:15	218	236			454	05:00 06:00	161	58			219				
1:30	2	11			13	13:30	214	231			445	06:00 07:00	440	133			573				
1:45	6	11			17	13:45	199	253			452	07:00 08:00	970	375			1345				
2:00	6	5			11	14:00	234	223			457	08:00 09:00	1226	680			1906				
2:15	8	7			15	14:15	253	218			471	09:00 10:00	1044	581			1625				
2:30	6	13			19	14:30	214	291			505	10:00 11:00	907	577			1484				
2:45	9	9			18	14:45	273	278			551	11:00 12:00	851	616			1467				
3:00	6	5			11	15:00	235	291			526	12:00 13:00	852	792			1644				
3:15	7	7			14	15:15	231	260			491	13:00 14:00	856	911			1767				
3:30	6	7			13	15:30	256	316			572	14:00 15:00	974	1010			1984				
3:45	8	4			12	15:45	300	271			571	15:00 16:00	1022	1138			2160				
4:00	6	3			9	16:00	229	284			513	16:00 17:00	1000	1170			2170				
4:15	12	3			15	16:15	248	311			559	17:00 18:00	1001	1197			2198				
4:30	20	10			30	16:30	254	303			557	18:00 19:00	913	1010			1923				
4:45	22	10			32	16:45	269	272			541	19:00 20:00	727	847			1574				
5:00	25	9			34	17:00	237	309			546	20:00 21:00	532	671			1203				
5:15	24	4			28	17:15	318	293			611	21:00 22:00	405	658			1063				
5:30	52	16			68	17:30	191	309			500	22:00 23:00	274	537			811				
5:45	60	29			89	17:45	255	286			541	23:00 00:00	160	335			495				
6:00	70	23			93	18:00	229	262			491	STATISTICS									
6:15	95	19			114	18:15	245	265			510		NB	SB	EB	WB	TOTAL				
6:30	113	38			151	18:30	209	258			467	Peak Period	00:00	to	12:00						
6:45	162	53			215	18:45	230	225			455	Volume	5799	3235			9034				
7:00	184	62			246	19:00	193	231			424	Peak Hour	7:30	8:15			8:00				
7:15	202	71			273	19:15	203	233			436	Peak Volume	1253	686			1906				
7:30	287	120			407	19:30	179	194			373	Peak Hour Factor	0.913	0.912			0.909				
7:45	297	122			419	19:45	152	189			341	Peak Period	12:00	to	00:00						
8:00	326	154			480	20:00	129	163			292	Volume	8716	10276			18992				
8:15	343	181			524	20:15	136	171			307	Peak Hour	16:30	17:00			16:30				
8:30	282	188			470	20:30	137	163			300	Peak Volume	1078	1197			2255				
8:45	275	157			432	20:45	130	174			304	Peak Hour Factor	0.847	0.968			0.923				
9:00	267	160			427	21:00	105	154			259	Peak Period	07:00	to	09:00						
9:15	263	134			397	21:15	105	156			261	Volume	2196	1055			3251				
9:30	264	137			401	21:30	97	177			274	Peak Hour	7:30	8:00			8:00				
9:45	250	150			400	21:45	98	171			269	Peak Volume	1253	680			1906				
10:00	239	128			367	22:00	85	158			243	Peak Hour Factor	0.913	0.904			0.909				
10:15	232	160			392	22:15	60	152			212	Peak Period	16:00	to	18:00						
10:30	239	141			380	22:30	61	116			177	Volume	2001	2367			4368				
10:45	197	148			345	22:45	68	111			179	Peak Hour	16:30	17:00			16:30				
11:00	189	142			331	23:00	50	119			169	Peak Volume	1078	1197			2255				
11:15	217	143			360	23:15	40	72			112	Peak Hour Factor	0.847	0.968			0.923				
11:30	213	144			357	23:30	36	83			119										
11:45	232	187			419	23:45	34	61			95										
TOTALS	5799	3235	0	0	9034	TOTALS	8716	10276	0	0	18992										
SPLIT %	64%	36%	0%	0%	32%	SPLIT %	46%	54%	0%	0%	68%										



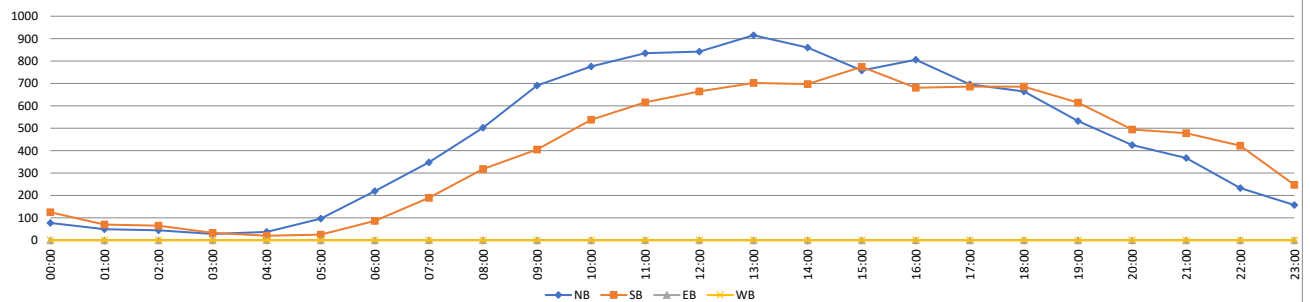
VOLUME

Alma St S/O Ely Pl

Day: Saturday
Date: 5/10/2025

City: Palo Alto
Project #: CA25_080178_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						10,957	9,635	0	0	20,592							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	28	45			73	12:00	208	169			377	00:00	01:00	77	125		202
0:15	10	34			44	12:15	204	159			363	01:00	02:00	49	70		119
0:30	22	23			45	12:30	216	193			409	02:00	03:00	44	65		109
0:45	17	23			40	12:45	214	143			357	03:00	04:00	28	33		61
1:00	17	23			40	13:00	226	176			402	04:00	05:00	37	20		57
1:15	15	12			27	13:15	218	194			412	05:00	06:00	96	25		121
1:30	7	20			27	13:30	219	155			374	06:00	07:00	219	86		305
1:45	10	15			25	13:45	252	177			429	07:00	08:00	348	189		537
2:00	10	21			31	14:00	214	166			380	08:00	09:00	502	318		820
2:15	10	10			20	14:15	201	178			379	09:00	10:00	691	405		1096
2:30	13	24			37	14:30	207	186			393	10:00	11:00	776	538		1314
2:45	11	10			21	14:45	238	167			405	11:00	12:00	835	616		1451
3:00	9	11			20	15:00	177	222			399	12:00	13:00	842	664		1506
3:15	4	11			15	15:15	175	162			337	13:00	14:00	915	702		1617
3:30	5	5			10	15:30	186	176			362	14:00	15:00	860	697		1557
3:45	10	6			16	15:45	220	214			434	15:00	16:00	758	774		1532
4:00	10	5			15	16:00	212	170			382	16:00	17:00	806	681		1487
4:15	6	4			10	16:15	194	186			380	17:00	18:00	696	686		1382
4:30	9	6			15	16:30	198	172			370	18:00	19:00	664	686		1350
4:45	12	5			17	16:45	202	153			355	19:00	20:00	532	614		1146
5:00	12	4			16	17:00	164	178			342	20:00	21:00	425	494		919
5:15	24	5			29	17:15	185	166			351	21:00	22:00	367	478		845
5:30	25	8			33	17:30	177	139			316	22:00	23:00	233	422		655
5:45	35	8			43	17:45	170	203			373	23:00	00:00	157	247		404
6:00	38	17			55	18:00	177	182			359	STATISTICS					
6:15	44	22			66	18:15	168	177			345		NB	SB	EB	WB	TOTAL
6:30	59	25			84	18:30	156	177			333	Peak Period	00:00	to	12:00		
6:45	78	22			100	18:45	163	150			313	Volume	3702	2490			6192
7:00	71	38			109	19:00	137	149			286	Peak Hour	11:00	11:00			11:00
7:15	74	37			111	19:15	151	145			296	Peak Volume	835	616			1451
7:30	92	45			137	19:30	133	145			278	Peak Hour Factor	0.958	0.951			0.986
7:45	111	69			180	19:45	111	175			286	Peak Period	12:00	to	00:00		
8:00	85	74			159	20:00	116	121			237	Volume	7255	7145			14400
8:15	108	43			151	20:15	100	137			237	Peak Hour	13:00	15:00			13:00
8:30	139	91			230	20:30	96	119			215	Peak Volume	915	774			1617
8:45	170	110			280	20:45	113	117			230	Peak Hour Factor	0.908	0.872			0.942
9:00	168	83			251	21:00	113	125			238	Peak Period	07:00	to	09:00		
9:15	140	95			235	21:15	78	137			215	Volume	850	507			1357
9:30	177	111			288	21:30	101	105			206	Peak Hour	8:00	8:00			8:00
9:45	206	116			322	21:45	75	111			186	Peak Volume	502	318			820
10:00	188	111			299	22:00	65	120			185	Peak Hour Factor	0.738	0.723			0.732
10:15	225	137			362	22:15	61	119			180	Peak Period	16:00	to	18:00		
10:30	180	135			315	22:30	64	93			157	Volume	1502	1367			2869
10:45	183	155			338	22:45	43	90			133	Peak Hour	16:00	16:15			16:00
11:00	190	162			352	23:00	70	81			151	Peak Volume	806	689			1487
11:15	218	148			366	23:15	27	68			95	Peak Hour Factor	0.950	0.926			0.973
11:30	218	147			365	23:30	33	51			84						
11:45	209	159			368	23:45	27	47			74						
TOTALS	3702	2490	0	0	6192	TOTALS	7255	7145	0	0	14400						
SPLIT %	60%	40%	0%	0%	30%	SPLIT %	50%	50%	0%	0%	70%						



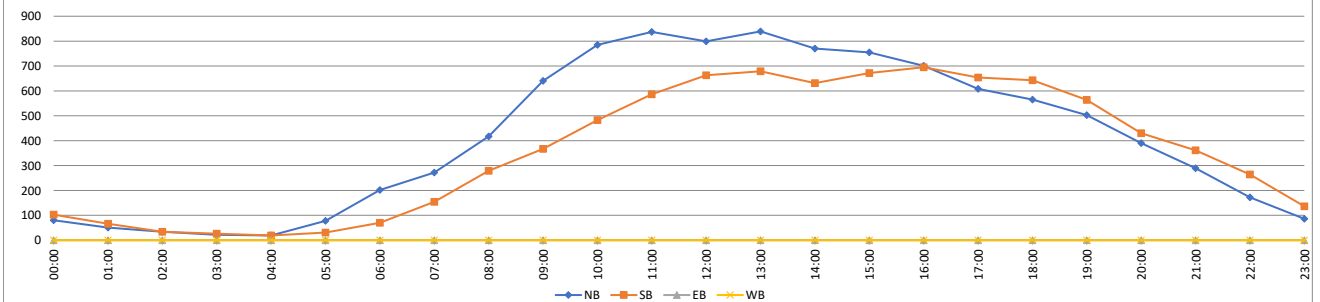
VOLUME

Alma St S/O Ely Pl

Day: Sunday
Date: 5/11/2025

City: Palo Alto
Project #: CA25_080178_006

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						9,914		8,610		0		0		18,524															
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00	33	34			67	12:00	190	151			341	00:00	01:00	80	103		183												
0:15	15	25			40	12:15	208	165			373	01:00	02:00	51	66		117												
0:30	14	22			36	12:30	199	186			385	02:00	03:00	34	34		68												
0:45	18	22			40	12:45	202	161			363	03:00	04:00	22	26		48												
1:00	18	24			42	13:00	180	154			334	04:00	05:00	19	19		38												
1:15	12	18			30	13:15	232	188			420	05:00	06:00	78	31		109												
1:30	11	18			29	13:30	201	162			363	06:00	07:00	202	70		272												
1:45	10	6			16	13:45	226	175			401	07:00	08:00	272	154		426												
2:00	10	11			21	14:00	180	160			340	08:00	09:00	417	279		696												
2:15	7	15			22	14:15	205	158			363	09:00	10:00	640	367		1007												
2:30	9	8			17	14:30	187	152			339	10:00	11:00	785	483		1268												
2:45	8	0			8	14:45	198	161			359	11:00	12:00	837	586		1423												
3:00	4	4			8	15:00	191	179			370	12:00	13:00	799	663		1462												
3:15	4	5			9	15:15	157	174			331	13:00	14:00	839	679		1518												
3:30	6	11			17	15:30	218	157			375	14:00	15:00	770	631		1401												
3:45	8	6			14	15:45	189	162			351	15:00	16:00	755	672		1427												
4:00	4	1			5	16:00	173	197			370	16:00	17:00	701	695		1396												
4:15	4	4			8	16:15	168	175			343	17:00	18:00	608	654		1262												
4:30	3	7			10	16:30	188	149			337	18:00	19:00	565	643		1208												
4:45	8	7			15	16:45	172	174			346	19:00	20:00	503	564		1067												
5:00	10	6			16	17:00	144	148			292	20:00	21:00	390	430		820												
5:15	16	5			21	17:15	150	174			324	21:00	22:00	289	361		650												
5:30	19	10			29	17:30	156	154			310	22:00	23:00	172	264		436												
5:45	33	10			43	17:45	158	178			336	23:00	00:00	86	136		222												
6:00	28	14			42	18:00	141	193			334	STATISTICS																	
6:15	52	10			62	18:15	158	177			335		NB	SB	EB	WB	TOTAL												
6:30	57	18			75	18:30	139	147			286	Peak Period	00:00	to	12:00														
6:45	65	28			93	18:45	127	126			253	Volume	3437	2218			5655												
7:00	44	26			70	19:00	149	138			287	Peak Hour	10:15	11:00			11:00												
7:15	59	34			93	19:15	111	140			251	Peak Volume	848	586			1423												
7:30	66	35			101	19:30	112	145			257	Peak Hour Factor	0.914	0.888			0.919												
7:45	103	59			162	19:45	131	141			272	Peak Period	12:00	to	00:00														
8:00	94	46			140	20:00	109	120			229	Volume	6477	6392			12869												
8:15	75	64			139	20:15	94	104			198	Peak Hour	13:00	17:30			13:15												
8:30	115	86			201	20:30	92	101			193	Peak Volume	839	702			1524												
8:45	133	83			216	20:45	95	105			200	Peak Hour Factor	0.904	0.909			0.907												
9:00	145	85			230	21:00	85	95			180	Peak Period	07:00	to	09:00														
9:15	139	76			215	21:15	77	84			161	Volume	689	433			1122												
9:30	161	84			245	21:30	59	99			158	Peak Hour	8:00	8:00			8:00												
9:45	195	122			317	21:45	68	83			151	Peak Volume	417	279			696												
10:00	164	129			293	22:00	44	102			146	Peak Hour Factor	0.784	0.811			0.806												
10:15	232	111			343	22:15	43	60			103	Peak Period	16:00	to	18:00														
10:30	184	109			293	22:30	47	68			115	Volume	1309	1349			2658												
10:45	205	134			339	22:45	38	34			72	Peak Hour	16:00	16:00			16:00												
11:00	227	124			351	23:00	33	49			82	Peak Volume	701	695			1396												
11:15	187	153			340	23:15	25	45			70	Peak Hour Factor	0.932	0.882			0.943												
11:30	201	144			345	23:30	9	24			33																		
11:45	222	165			387	23:45	19	18			37																		
TOTALS	3437	2218	0	0	5655	TOTALS	6477	6392	0	0	12869																		
SPLIT %	61%	39%	0%	0%	31%	SPLIT %	50%	50%	0%	0%	69%																		



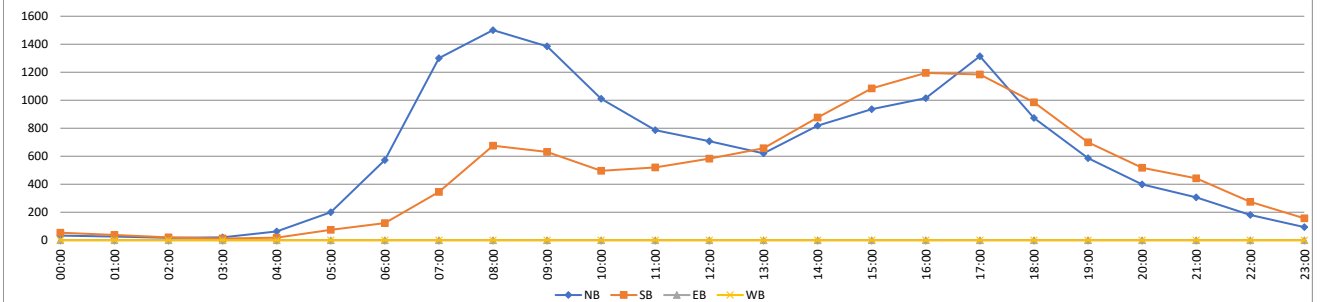
VOLUME

Alma St S/O Ely Pl

Day: Monday
Date: 5/12/2025

City: Palo Alto
Project #: CA25_080178_006

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						14,760		11,658		0		0		26,418															
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00	11	15			26	12:00	170	150			320	00:00	01:00	33	54		87												
0:15	9	9			18	12:15	183	159			342	01:00	02:00	26	37		63												
0:30	6	17			23	12:30	177	127			304	02:00	03:00	17	20		37												
0:45	7	13			20	12:45	177	147			324	03:00	04:00	20	12		32												
1:00	6	13			19	13:00	156	154			310	04:00	05:00	63	18		81												
1:15	7	10			17	13:15	147	166			313	05:00	06:00	200	74		274												
1:30	4	7			11	13:30	160	166			326	06:00	07:00	572	122		694												
1:45	9	7			16	13:45	157	171			328	07:00	08:00	1300	345		1645												
2:00	6	6			12	14:00	190	172			362	08:00	09:00	1501	675		2176												
2:15	3	6			9	14:15	175	201			376	09:00	10:00	1385	631		2016												
2:30	8	3			11	14:30	212	227			439	10:00	11:00	1010	496		1506												
2:45	0	5			5	14:45	241	276			517	11:00	12:00	786	520		1306												
3:00	3	3			6	15:00	216	236			452	12:00	13:00	707	583		1290												
3:15	1	2			3	15:15	220	280			500	13:00	14:00	620	657		1277												
3:30	5	4			9	15:30	257	271			528	14:00	15:00	818	876		1694												
3:45	11	3			14	15:45	243	298			541	15:00	16:00	936	1085		2021												
4:00	4	1			5	16:00	240	274			514	16:00	17:00	1015	1195		2210												
4:15	16	4			20	16:15	257	270			527	17:00	18:00	1314	1184		2498												
4:30	13	3			16	16:30	220	348			568	18:00	19:00	873	985		1858												
4:45	30	10			40	16:45	298	303			601	19:00	20:00	586	699		1285												
5:00	28	14			42	17:00	336	323			659	20:00	21:00	399	518		917												
5:15	33	15			48	17:15	314	280			594	21:00	22:00	306	442		748												
5:30	62	13			75	17:30	335	330			665	22:00	23:00	180	274		454												
5:45	77	32			109	17:45	329	251			580	23:00	00:00	93	156		249												
6:00	94	27			121	18:00	217	276			493	STATISTICS																	
6:15	114	23			137	18:15	261	260			521		NB	SB	EB	WB	TOTAL												
6:30	148	26			174	18:30	221	244			465	Peak Period	00:00	to	12:00														
6:45	216	46			262	18:45	174	205			379	Volume	6913	3004			9917												
7:00	228	53			281	19:00	194	189			383	Peak Hour	7:45	8:30			8:15												
7:15	339	68			407	19:15	150	190			340	Peak Volume	1512	710			2191												
7:30	341	97			438	19:30	128	155			283	Peak Hour Factor	0.964	0.944			0.949												
7:45	392	127			519	19:45	114	165			279	Peak Period	12:00	to	00:00														
8:00	381	132			513	20:00	114	130			244	Volume	7847	8654			16501												
8:15	348	187			535	20:15	115	142			257	Peak Hour	17:00	16:30			16:45												
8:30	391	186			577	20:30	84	123			207	Peak Volume	1314	1254			2519												
8:45	381	170			551	20:45	86	123			209	Peak Hour Factor	0.978	0.901			0.947												
9:00	362	166			528	21:00	89	118			207	Peak Period	07:00	to	09:00														
9:15	307	188			495	21:15	76	127			203	Volume	2801	1020			3821												
9:30	405	134			539	21:30	63	101			164	Peak Hour	7:45	8:00			8:00												
9:45	311	143			454	21:45	78	96			174	Peak Volume	1512	675			2176												
10:00	255	116			371	22:00	47	77			124	Peak Hour Factor	0.964	0.902			0.943												
10:15	267	143			410	22:15	48	86			134	Peak Period	16:00	to	18:00														
10:30	233	112			345	22:30	49	57			106	Volume	2329	2379			4708												
10:45	255	125			380	22:45	36	54			90	Peak Hour	17:00	16:30			16:45												
11:00	206	117			323	23:00	36	44			80	Peak Volume	1314	1254			2519												
11:15	175	127			302	23:15	25	39			64	Peak Hour Factor	0.978	0.901			0.947												
11:30	217	143			360	23:30	15	40			55																		
11:45	188	133			321	23:45	17	33			50																		
TOTALS	6913	3004	0	0	9917	TOTALS	7847	8654	0	0	16501																		
SPLIT %	70%	30%	0%	0%	38%	SPLIT %	48%	52%	0%	0%	62%																		



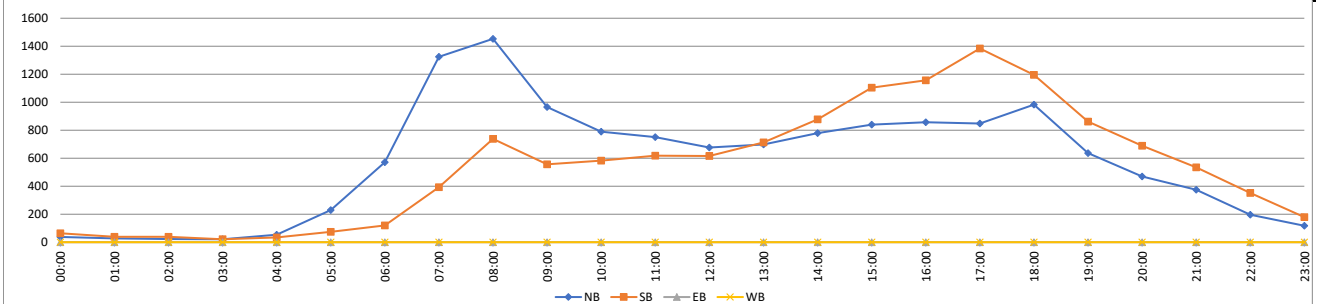
VOLUME

Alma St S/O Ely Pl

Day: Tuesday
Date: 5/13/2025

City: Palo Alto
Project #: CA25_080178_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						13,723	12,944	0	0	26,667							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	14	23			37	12:00	180	164			344	00:00	01:00	38	64		102
0:15	10	13			23	12:15	151	140			291	01:00	02:00	27	39		66
0:30	11	13			24	12:30	172	174			346	02:00	03:00	23	39		62
0:45	3	15			18	12:45	173	138			311	03:00	04:00	21	21		42
1:00	12	12			24	13:00	166	176			342	04:00	05:00	53	34		87
1:15	6	8			14	13:15	181	188			369	05:00	06:00	230	74		304
1:30	2	13			15	13:30	156	174			330	06:00	07:00	571	120		691
1:45	7	6			13	13:45	195	175			370	07:00	08:00	1324	393		1717
2:00	8	12			20	14:00	188	144			332	08:00	09:00	1453	738		2191
2:15	8	10			18	14:15	200	219			419	09:00	10:00	966	557		1523
2:30	4	9			13	14:30	174	259			433	10:00	11:00	790	583		1373
2:45	3	8			11	14:45	217	256			473	11:00	12:00	751	618		1369
3:00	4	6			10	15:00	201	265			466	12:00	13:00	676	616		1292
3:15	6	2			8	15:15	227	291			518	13:00	14:00	698	713		1411
3:30	6	8			14	15:30	199	299			498	14:00	15:00	779	878		1657
3:45	5	5			10	15:45	213	249			462	15:00	16:00	840	1104		1944
4:00	4	6			10	16:00	193	257			450	16:00	17:00	857	1157		2014
4:15	12	9			21	16:15	249	314			563	17:00	18:00	848	1384		2232
4:30	14	5			19	16:30	206	287			493	18:00	19:00	983	1195		2178
4:45	23	14			37	16:45	209	299			508	19:00	20:00	636	862		1498
5:00	31	16			47	17:00	236	379			615	20:00	21:00	470	689		1159
5:15	35	9			44	17:15	184	308			492	21:00	22:00	375	535		910
5:30	82	15			97	17:30	217	367			584	22:00	23:00	196	352		548
5:45	82	34			116	17:45	211	330			541	23:00	00:00	118	179		297
6:00	97	23			120	18:00	239	335			574	STATISTICS					
6:15	132	25			157	18:15	259	319			578		NB	SB	EB	WB	TOTAL
6:30	153	27			180	18:30	253	261			514	Peak Period	00:00	to	12:00		
6:45	189	45			234	18:45	232	280			512	Volume	6247	3280			9527
7:00	210	64			274	19:00	166	243			409	Peak Hour	7:30	8:15			7:45
7:15	312	59			371	19:15	179	249			428	Peak Volume	1541	739			2258
7:30	391	107			498	19:30	144	193			337	Peak Hour Factor	0.937	0.796			0.912
7:45	411	163			574	19:45	147	177			324	Peak Period	12:00	to	00:00		
8:00	400	127			527	20:00	122	202			324	Volume	7476	9664			17140
8:15	339	199			538	20:15	116	185			301	Peak Hour	18:00	17:00			17:30
8:30	387	232			619	20:30	123	147			270	Peak Volume	983	1384			2277
8:45	327	180			507	20:45	109	155			264	Peak Hour Factor	0.949	0.913			0.975
9:00	285	128			413	21:00	112	148			260	Peak Period	07:00	to	09:00		
9:15	219	144			363	21:15	104	137			241	Volume	2777	1131			3908
9:30	220	142			362	21:30	78	143			221	Peak Hour	7:30	8:00			7:45
9:45	242	143			385	21:45	81	107			188	Peak Volume	1541	738			2258
10:00	195	145			340	22:00	60	99			159	Peak Hour Factor	0.937	0.795			0.912
10:15	196	148			344	22:15	46	107			153	Peak Period	16:00	to	18:00		
10:30	179	145			324	22:30	54	76			130	Volume	1705	2541			4246
10:45	220	145			365	22:45	36	70			106	Peak Hour	16:15	17:00			17:00
11:00	166	158			324	23:00	38	61			99	Peak Volume	900	1384			2232
11:15	195	167			362	23:15	33	51			84	Peak Hour Factor	0.904	0.913			0.907
11:30	198	158			356	23:30	21	37			58						
11:45	192	135			327	23:45	26	30			56						
TOTALS	6247	3280	0	0	9527	TOTALS	7476	9664	0	0	17140						
SPLIT %	66%	34%	0%	0%	36%	SPLIT %	44%	56%	0%	0%	64%						



VOLUME

Alma St S/O Ely Pl

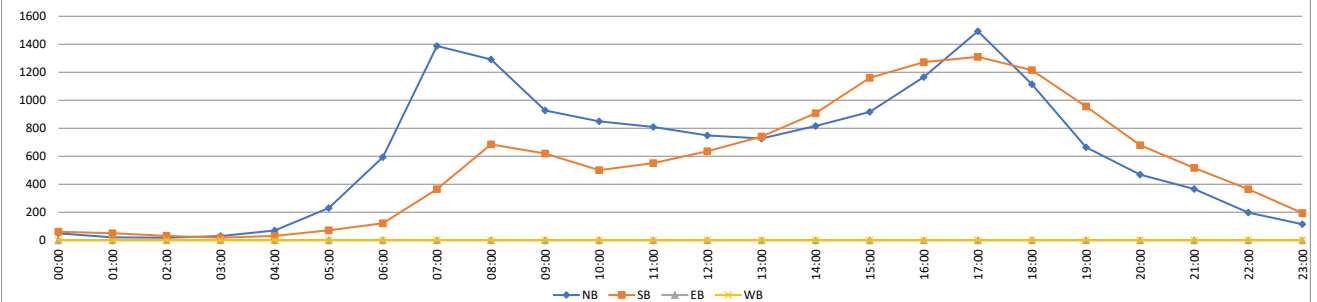
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

Project #: CA25_080178_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						15,064	13,049	0	0	28,113							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	15	19			34	12:00	175	162			337	00:00	01:00	49	60		109
0:15	13	18			31	12:15	199	163			362	01:00	02:00	20	50		70
0:30	16	15			31	12:30	188	141			329	02:00	03:00	18	31		49
0:45	5	8			13	12:45	187	169			356	03:00	04:00	30	18		48
1:00	1	16			17	13:00	155	189			344	04:00	05:00	69	31		100
1:15	10	12			22	13:15	171	178			349	05:00	06:00	230	71		301
1:30	6	15			21	13:30	167	192			359	06:00	07:00	593	121		714
1:45	3	7			10	13:45	234	181			415	07:00	08:00	1387	364		1751
2:00	7	3			10	14:00	181	180			361	08:00	09:00	1291	684		1975
2:15	4	8			12	14:15	196	209			405	09:00	10:00	927	619		1546
2:30	4	11			15	14:30	205	258			463	10:00	11:00	849	500		1349
2:45	3	9			12	14:45	234	260			494	11:00	12:00	809	551		1360
3:00	0	2			2	15:00	192	284			476	12:00	13:00	749	635		1384
3:15	8	5			13	15:15	226	310			536	13:00	14:00	727	740		1467
3:30	10	2			12	15:30	260	306			566	14:00	15:00	816	907		1723
3:45	12	9			21	15:45	239	260			499	15:00	16:00	917	1160		2077
4:00	4	1			5	16:00	220	340			560	16:00	17:00	1166	1272		2438
4:15	11	8			19	16:15	275	312			587	17:00	18:00	1493	1310		2803
4:30	21	5			26	16:30	344	269			613	18:00	19:00	1114	1215		2329
4:45	33	17			50	16:45	327	351			678	19:00	20:00	664	955		1619
5:00	39	13			52	17:00	382	321			703	20:00	21:00	468	679		1147
5:15	32	12			44	17:15	360	350			710	21:00	22:00	366	517		883
5:30	78	20			98	17:30	376	283			659	22:00	23:00	198	365		563
5:45	81	26			107	17:45	375	356			731	23:00	00:00	114	194		308
6:00	93	34			127	18:00	324	311			635	STATISTICS					
6:15	116	27			143	18:15	333	367			700		NB	SB	EB	WB	TOTAL
6:30	168	29			197	18:30	258	294			552	Peak Period	00:00	to	12:00		
6:45	216	31			247	18:45	199	243			442	Volume	6272	3100			9372
7:00	273	60			333	19:00	167	261			428	Peak Hour	7:30	8:15			7:30
7:15	311	69			380	19:15	175	257			432	Peak Volume	1579	747			2154
7:30	404	101			505	19:30	171	244			415	Peak Hour Factor	0.968	0.834			0.910
7:45	399	134			533	19:45	151	193			344	Peak Period	12:00	to	00:00		
8:00	408	116			524	20:00	131	174			305	Volume	8792	9949			18741
8:15	368	224			592	20:15	136	172			308	Peak Hour	17:00	17:45			17:00
8:30	265	171			436	20:30	107	175			282	Peak Volume	1493	1328			2803
8:45	250	173			423	20:45	94	158			252	Peak Hour Factor	0.977	0.905			0.959
9:00	199	179			378	21:00	116	163			279	Peak Period	07:00	to	09:00		
9:15	234	157			391	21:15	88	137			225	Volume	2678	1048			3726
9:30	233	152			385	21:30	78	114			192	Peak Hour	7:30	8:00			7:30
9:45	261	131			392	21:45	84	103			187	Peak Volume	1579	684			2154
10:00	217	122			339	22:00	58	100			158	Peak Hour Factor	0.968	0.763			0.910
10:15	216	131			347	22:15	52	94			146	Peak Period	16:00	to	18:00		
10:30	226	116			342	22:30	39	87			126	Volume	2659	2582			5241
10:45	190	131			321	22:45	49	84			133	Peak Hour	17:00	17:00			17:00
11:00	201	119			320	23:00	33	71			104	Peak Volume	1493	1310			2803
11:15	204	145			349	23:15	34	44			78	Peak Hour Factor	0.977	0.920			0.959
11:30	191	129			320	23:30	25	43			68						
11:45	213	158			371	23:45	22	36			58						
TOTALS	6272	3100	0	0	9372	TOTALS	8792	9949	0	0	18741						
SPLIT %	67%	33%	0%	0%	33%	SPLIT %	47%	53%	0%	0%	67%						



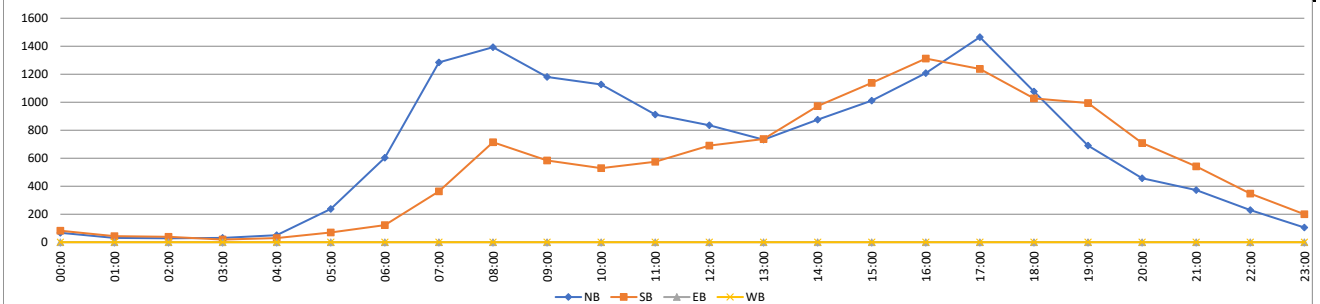
VOLUME

Alma St S/O Ely Pl

Day: Thursday
Date: 5/15/2025

City: Palo Alto
Project #: CA25_080178_006

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS						
						16,003		13,076		0		0		29,079																
15-Minutes Interval												Hourly Intervals																		
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL													
0:00	13	22			35	12:00	223	155			378	00:00	01:00	67	82		149													
0:15	25	27			52	12:15	219	201			420	01:00	02:00	31	43		74													
0:30	17	18			35	12:30	207	187			394	02:00	03:00	28	39		67													
0:45	12	15			27	12:45	186	147			333	03:00	04:00	31	19		50													
1:00	5	10			15	13:00	168	183			351	04:00	05:00	50	29		79													
1:15	12	8			20	13:15	184	206			390	05:00	06:00	238	70		308													
1:30	6	13			19	13:30	181	173			354	06:00	07:00	603	122		725													
1:45	8	12			20	13:45	200	175			375	07:00	08:00	1285	363		1648													
2:00	10	10			20	14:00	177	208			385	08:00	09:00	1393	714		2107													
2:15	6	9			15	14:15	217	218			435	09:00	10:00	1180	584		1764													
2:30	5	15			20	14:30	235	284			519	10:00	11:00	1127	529		1656													
2:45	7	5			12	14:45	246	263			509	11:00	12:00	912	575		1487													
3:00	3	5			8	15:00	250	314			564	12:00	13:00	835	690		1525													
3:15	6	2			8	15:15	268	250			518	13:00	14:00	733	737		1470													
3:30	11	7			18	15:30	256	299			555	14:00	15:00	875	973		1848													
3:45	11	5			16	15:45	237	275			512	15:00	16:00	1011	1138		2149													
4:00	5	7			12	16:00	245	295			540	16:00	17:00	1208	1312		2520													
4:15	11	7			18	16:15	302	341			643	17:00	18:00	1465	1238		2703													
4:30	14	7			21	16:30	311	352			663	18:00	19:00	1077	1027		2104													
4:45	20	8			28	16:45	350	324			674	19:00	20:00	690	994		1684													
5:00	31	12			43	17:00	345	263			608	20:00	21:00	457	709		1166													
5:15	39	12			51	17:15	378	347			725	21:00	22:00	372	542		914													
5:30	74	17			91	17:30	373	310			683	22:00	23:00	230	347		577													
5:45	94	29			123	17:45	369	318			687	23:00	00:00	105	200		305													
6:00	109	28			137	18:00	290	260			550	STATISTICS																		
6:15	123	25			148	18:15	290	262			552		NB	SB	EB	WB	TOTAL													
6:30	167	28			195	18:30	241	276			517	Peak Period	00:00	to	12:00															
6:45	204	41			245	18:45	256	229			485	Volume	6945	3169			10114													
7:00	192	58			250	19:00	201	289			490	Peak Hour	7:30	8:15			7:45													
7:15	323	52			375	19:15	173	247			420	Peak Volume	1554	724			2185													
7:30	389	103			492	19:30	152	246			398	Peak Hour Factor	0.934	0.858			0.957													
7:45	381	150			531	19:45	164	212			376	Peak Period	12:00	to	00:00															
8:00	416	142			558	20:00	125	200			325	Volume	9058	9907			18965													
8:15	368	203			571	20:15	119	175			294	Peak Hour	17:00	16:00			17:00													
8:30	367	158			525	20:30	105	190			295	Peak Volume	1465	1312			2703													
8:45	242	211			453	20:45	108	144			252	Peak Hour Factor	0.969	0.932			0.932													
9:00	277	152			429	21:00	117	128			245	Peak Period	07:00	to	09:00															
9:15	320	156			476	21:15	110	162			272	Volume	2678	1077			3755													
9:30	300	130			430	21:30	83	135			218	Peak Hour	7:30	8:00			7:45													
9:45	283	146			429	21:45	62	117			179	Peak Volume	1554	714			2185													
10:00	327	141			468	22:00	87	87			174	Peak Hour Factor	0.934	0.846			0.957													
10:15	256	137			393	22:15	54	109			163	Peak Period	16:00	to	18:00															
10:30	277	126			403	22:30	47	80			127	Volume	2673	2550			5223													
10:45	267	125			392	22:45	42	71			113	Peak Hour	17:00	16:00			17:00													
11:00	242	121			363	23:00	36	62			98	Peak Volume	1465	1312			2703													
11:15	259	143			402	23:15	30	50			80	Peak Hour Factor	0.969	0.932			0.932													
11:30	191	156			347	23:30	22	51			73																			
11:45	220	155			375	23:45	17	37			54																			
TOTALS	6945	3169	0	0	10114	TOTALS	9058	9907	0	0	18965																			
SPLIT %	69%	31%	0%	0%	35%	SPLIT %	48%	52%	0%	0%	65%																			



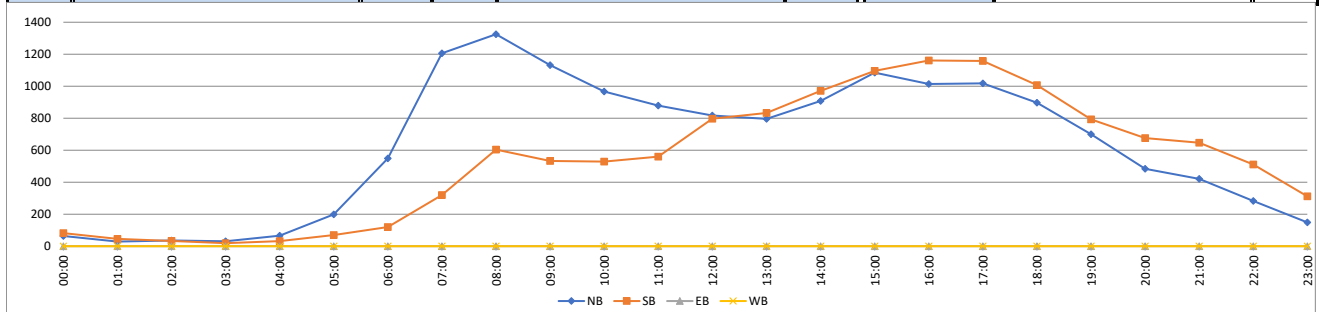
VOLUME

Alma St S/O Ely Pl

Day: Friday
Date: 5/16/2025

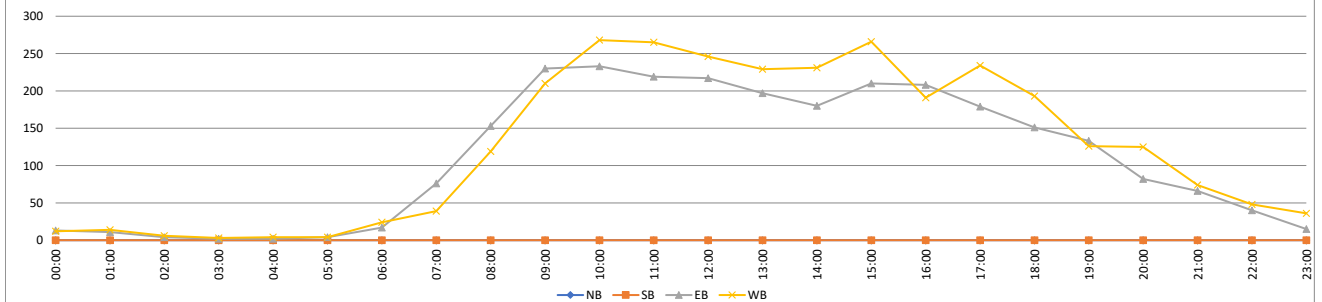
City: Palo Alto
Project #: CA25_080178_006

DAILY TOTALS						NB				SB				EB				WB				Total				DAILY TOTALS					
						15,055				12,910				0				0				27,965									
15-Minutes Interval												Hourly Intervals																			
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL														
0:00	14	24			38	12:00	206	193			399	00:00	01:00	64	82		146														
0:15	22	20			42	12:15	212	189			401	01:00	02:00	29	46		75														
0:30	12	18			30	12:30	187	196			383	02:00	03:00	36	33		69														
0:45	16	20			36	12:45	212	219			431	03:00	04:00	31	19		50														
1:00	11	14			25	13:00	201	163			364	04:00	05:00	66	32		98														
1:15	9	7			16	13:15	218	247			465	05:00	06:00	199	70		269														
1:30	4	15			19	13:30	183	190			373	06:00	07:00	549	120		669														
1:45	5	10			15	13:45	194	233			427	07:00	08:00	1206	320		1526														
2:00	12	4			16	14:00	221	198			419	08:00	09:00	1325	604		1929														
2:15	9	5			14	14:15	232	214			446	09:00	10:00	1132	533		1665														
2:30	10	15			25	14:30	212	276			488	10:00	11:00	967	529		1496														
2:45	5	9			14	14:45	243	283			526	11:00	12:00	879	560		1439														
3:00	6	4			10	15:00	263	278			541	12:00	13:00	817	797		1614														
3:15	7	6			13	15:15	278	267			545	13:00	14:00	796	833		1629														
3:30	12	7			19	15:30	279	251			530	14:00	15:00	908	971		1879														
3:45	6	2			8	15:45	265	300			565	15:00	16:00	1085	1096		2181														
4:00	6	4			10	16:00	187	219			406	16:00	17:00	1014	1161		2175														
4:15	9	4			13	16:15	306	299			605	17:00	18:00	1018	1158		2176														
4:30	25	8			33	16:30	264	332			596	18:00	19:00	897	1007		1904														
4:45	26	16			42	16:45	257	311			568	19:00	20:00	700	793		1493														
5:00	29	9			38	17:00	223	248			471	20:00	21:00	484	676		1160														
5:15	29	6			35	17:15	290	304			594	21:00	22:00	421	647		1068														
5:30	69	17			86	17:30	277	305			582	22:00	23:00	283	511		794														
5:45	72	38			110	17:45	228	301			529	23:00	00:00	149	312		461														
6:00	99	22			121	18:00	213	294			507	STATISTICS																			
6:15	114	21			135	18:15	225	256			481		NB	SB	EB	WB	TOTAL														
6:30	157	34			191	18:30	213	255			468	Peak Period	00:00	to	12:00																
6:45	179	43			222	18:45	246	202			448	Volume	6483	2948			9431														
7:00	227	58			285	19:00	190	219			409	Peak Hour	7:45	8:15			7:45														
7:15	260	52			312	19:15	200	219			419	Peak Volume	1447	610			2030														
7:30	344	84			428	19:30	172	195			367	Peak Hour Factor	0.954	0.871			0.972														
7:45	375	126			501	19:45	138	160			298	Peak Period	12:00	to	00:00																
8:00	379	123			502	20:00	113	187			300	Volume	8572	9962			18534														
8:15	347	175			522	20:15	123	162			285	Peak Hour	15:00	17:15			16:15														
8:30	346	159			505	20:30	116	157			273	Peak Volume	1085	1204			2240														
8:45	253	147			400	20:45	132	170			302	Peak Hour Factor	0.972	0.987			0.926														
9:00	263	129			392	21:00	98	168			266	Peak Period	07:00	to	09:00																
9:15	298	116			414	21:15	120	165			285	Volume	2531	924			3455														
9:30	274	146			420	21:30	94	162			256	Peak Hour	7:45	8:00			7:45														
9:45	297	142			439	21:45	109	152			261	Peak Volume	1447	604			2030														
10:00	260	106			366	22:00	88	156			244	Peak Hour Factor	0.954	0.863			0.972														
10:15	238	145			383	22:15	54	140			194	Peak Period	16:00	to	18:00																
10:30	239	122			361	22:30	69	104			173	Volume	2032	2319			4351														
10:45	230	156			386	22:45	72	111			183	Peak Hour	16:15	16:30			16:15														
11:00	217	121			338	23:00	52	103			155	Peak Volume	1050	1195			2240														
11:15	209	134			343	23:15	37	68			105	Peak Hour Factor	0.858	0.900			0.926														
11:30	225	142			367	23:30	33	86			119																				
11:45	228	163			391	23:45	27	55			82																				
TOTALS	6483	2948	0	0	9431	TOTALS	8572	9962	0	0	18534																				
SPLIT %	69%	31%	0%	0%	34%	SPLIT %	46%	54%	0%	0%	66%																				



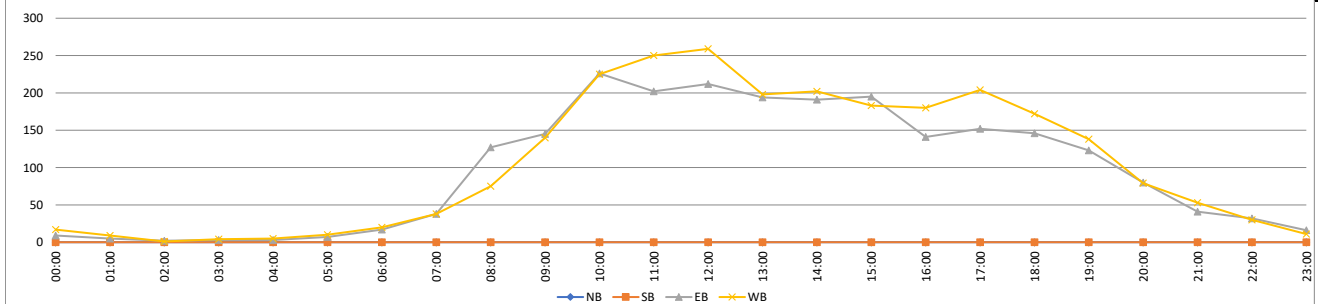
VOLUME**E Meadow Dr W/O Emerson St**Day: Saturday
Date: 5/10/2025City: Palo Alto
Project #: CA25_080178_007

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		2,642		2,967		5,609							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			3	4	7	12:00			58	81	139	00:00 01:00			13	12	25				
0:15			3	2	5	12:15			44	53	97	01:00 02:00			11	14	25				
0:30			4	3	7	12:30			55	54	109	02:00 03:00			4	6	10				
0:45			3	3	6	12:45			60	58	118	03:00 04:00			2	3	5				
1:00			3	3	6	13:00			56	52	108	04:00 05:00			2	4	6				
1:15			2	6	8	13:15			40	56	96	05:00 06:00			4	4	8				
1:30			4	2	6	13:30			41	60	101	06:00 07:00			17	24	41				
1:45			2	3	5	13:45			60	61	121	07:00 08:00			76	39	115				
2:00			1	3	4	14:00			49	86	135	08:00 09:00			153	119	272				
2:15			0	0	0	14:15			45	56	101	09:00 10:00			230	210	440				
2:30			1	2	3	14:30			36	54	90	10:00 11:00			233	268	501				
2:45			2	1	3	14:45			50	35	85	11:00 12:00			219	265	484				
3:00			1	0	1	15:00			50	69	119	12:00 13:00			217	246	463				
3:15			1	2	3	15:15			53	59	112	13:00 14:00			197	229	426				
3:30			0	0	0	15:30			46	64	110	14:00 15:00			180	231	411				
3:45			0	1	1	15:45			61	74	135	15:00 16:00			210	266	476				
4:00			0	0	0	16:00			69	43	112	16:00 17:00			208	191	399				
4:15			1	1	2	16:15			42	59	101	17:00 18:00			179	234	413				
4:30			1	2	3	16:30			46	48	94	18:00 19:00			151	193	344				
4:45			0	1	1	16:45			51	41	92	19:00 20:00			133	126	259				
5:00			0	0	0	17:00			43	63	106	20:00 21:00			82	125	207				
5:15			2	2	4	17:15			38	58	96	21:00 22:00			66	74	140				
5:30			0	2	2	17:30			44	57	101	22:00 23:00			40	48	88				
5:45			2	0	2	17:45			54	56	110	23:00 00:00			15	36	51				
6:00			2	3	5	18:00			50	56	106	STATISTICS									
6:15			2	6	8	18:15			36	48	84		NB	SB	EB	WB	TOTAL				
6:30			7	5	12	18:30			30	39	69	Peak Period	00:00	to	12:00						
6:45			6	10	16	18:45			35	50	85	Volume			964	968	1932				
7:00			13	7	20	19:00			28	32	60	Peak Hour			9:30	10:30	9:30				
7:15			12	3	15	19:15			37	33	70	Peak Volume			256	277	512				
7:30			19	9	28	19:30			33	30	63	Peak Hour Factor			0.853	0.936	0.865				
7:45			32	20	52	19:45			35	31	66										
8:00			29	26	55	20:00			21	42	63	Peak Period	12:00	to	00:00						
8:15			26	24	50	20:15			23	38	61	Volume			1678	1999	3677				
8:30			44	26	70	20:30			23	26	49	Peak Hour			15:15	15:00	15:00				
8:45			54	43	97	20:45			15	19	34	Peak Volume			229	266	476				
9:00			53	39	92	21:00			17	17	34	Peak Hour Factor			0.830	0.899	0.881				
9:15			60	48	108	21:15			13	16	29										
9:30			54	63	117	21:30			20	17	37	Peak Period	07:00	to	09:00						
9:45			63	60	123	21:45			16	24	40	Volume			229	158	387				
10:00			75	73	148	22:00			11	14	25	Peak Hour			8:00	8:00	8:00				
10:15			64	60	124	22:15			7	13	20	Peak Volume			153	119	272				
10:30			44	68	112	22:30			11	13	24	Peak Hour Factor			0.708	0.692	0.701				
10:45			50	67	117	22:45			11	8	19										
11:00			65	68	133	23:00			7	10	17	Peak Period	16:00	to	18:00						
11:15			50	74	124	23:15			5	7	12	Volume			387	425	812				
11:30			42	49	91	23:30			2	11	13	Peak Hour			16:00	17:00	17:00				
11:45			62	74	136	23:45			1	8	9	Peak Volume			208	234	413				
TOTALS	0	0	964	968	1932	TOTALS	0	0	1678	1999	3677	Peak Hour Factor			0.754	0.929	0.939				
SPLIT %	0%	0%	50%	50%	34%	SPLIT %	0%	0%	46%	54%	66%										



VOLUME**E Meadow Dr W/O Emerson St**Day: Sunday
Date: 5/11/2025City: Palo Alto
Project #: CA25_080178_007

DAILY TOTALS						NB					SB					EB					WB					Total					DAILY TOTALS					
						0					0					2,307					2,503					4,810										
15-Minutes Interval												Hourly Intervals																								
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																			
0:00			2	5	7	12:00			54	56	110	00:00 01:00			9	17	26																			
0:15			3	5	8	12:15			44	60	104	01:00 02:00			5	9	14																			
0:30			3	4	7	12:30			53	79	132	02:00 03:00			2	1	3																			
0:45			1	3	4	12:45			61	64	125	03:00 04:00			3	4	7																			
1:00			2	4	6	13:00			51	55	106	04:00 05:00			3	5	8																			
1:15			3	4	7	13:15			42	51	93	05:00 06:00			7	10	17																			
1:30			0	1	1	13:30			46	37	83	06:00 07:00			17	20	37																			
1:45			0	0	0	13:45			55	55	110	07:00 08:00			38	38	76																			
2:00			1	1	2	14:00			45	56	101	08:00 09:00			127	75	202																			
2:15			1	0	1	14:15			45	43	88	09:00 10:00			145	140	285																			
2:30			0	0	0	14:30			41	56	97	10:00 11:00			226	225	451																			
2:45			0	0	0	14:45			60	47	107	11:00 12:00			202	250	452																			
3:00			2	2	4	15:00			52	36	88	12:00 13:00			212	259	471																			
3:15			0	1	1	15:15			52	47	99	13:00 14:00			194	198	392																			
3:30			1	0	1	15:30			48	50	98	14:00 15:00			191	202	393																			
3:45			0	1	1	15:45			43	50	93	15:00 16:00			195	183	378																			
4:00			1	0	1	16:00			43	56	99	16:00 17:00			141	180	321																			
4:15			0	1	1	16:15			32	46	78	17:00 18:00			152	204	356																			
4:30			1	1	2	16:30			39	33	72	18:00 19:00			146	172	318																			
4:45			1	3	4	16:45			27	45	72	19:00 20:00			123	138	261																			
5:00			0	2	2	17:00			43	43	86	20:00 21:00			80	79	159																			
5:15			1	2	3	17:15			33	71	104	21:00 22:00			41	53	94																			
5:30			4	2	6	17:30			35	49	84	22:00 23:00			32	30	62																			
5:45			2	4	6	17:45			41	41	82	23:00 00:00			16	11	27																			
6:00			2	2	4	18:00			31	38	69	STATISTICS																								
6:15			5	3	8	18:15			52	45	97		NB	SB	EB	WB	TOTAL																			
6:30			4	8	12	18:30			31	45	76	Peak Period	00:00	to	12:00																					
6:45			6	7	13	18:45			32	44	76	Volume			784	794	1578																			
7:00			6	4	10	19:00			39	45	84	Peak Hour			10:00	11:00	11:00																			
7:15			8	13	21	19:15			37	34	71	Peak Volume			226	250	452																			
7:30			6	7	13	19:30			24	31	55	Peak Hour Factor			0.819	0.919	0.911																			
7:45			18	14	32	19:45			23	28	51	Peak Period	12:00	to	00:00																					
8:00			17	14	31	20:00			22	19	41	Volume			1523	1709	3232																			
8:15			34	17	51	20:15			21	21	42	Peak Hour			12:00	12:00	12:00																			
8:30			33	21	54	20:30			16	19	35	Peak Volume			212	259	471																			
8:45			43	23	66	20:45			21	20	41	Peak Hour Factor			0.869	0.820	0.892																			
9:00			46	18	64	21:00			11	11	22	Peak Period	07:00	to	09:00																					
9:15			40	41	81	21:15			14	14	28	Volume			165	113	278																			
9:30			21	38	59	21:30			9	16	25	Peak Hour			8:00	8:00	8:00																			
9:45			38	43	81	21:45			7	12	19	Peak Volume			127	75	202																			
10:00			69	56	125	22:00			12	11	23	Peak Hour Factor			0.738	0.815	0.765																			
10:15			53	66	119	22:15			6	11	17	Peak Period	16:00	to	18:00																					
10:30			50	50	100	22:30			4	3	7	Volume			293	384	677																			
10:45			54	53	107	22:45			10	5	15	Peak Hour			17:00	16:45	17:00																			
11:00			48	57	105	23:00			5	1	6	Peak Volume			152	208	356																			
11:15			51	57	108	23:15			2	3	5	Peak Hour Factor			0.884	0.732	0.856																			
11:30			47	68	115	23:30			3	3	6																									
11:45			56	68	124	23:45			6	4	10																									
TOTALS	0	0	784	794	1578	TOTALS	0	0	1523	1709	3232																									
SPLIT %	0%	0%	50%	50%	33%	SPLIT %	0%	0%	47%	53%	67%																									



VOLUME**E Meadow Dr W/O Emerson St**

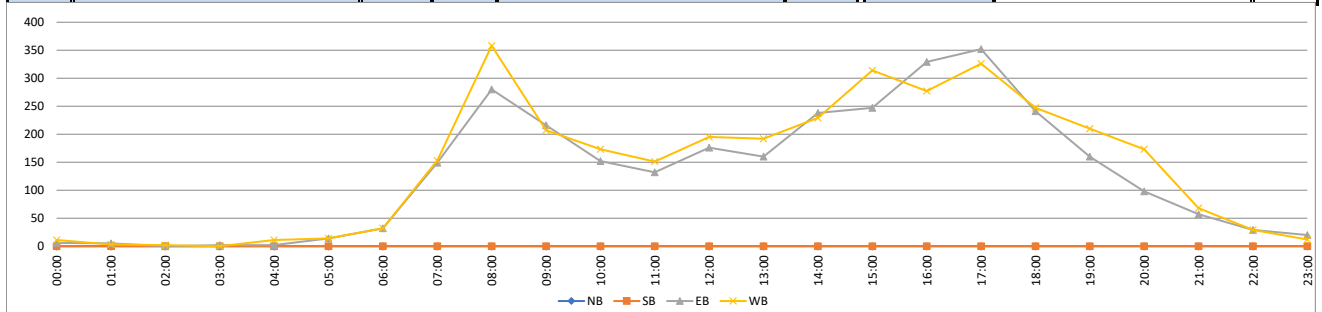
Day: Monday

Date: 5/12/2025

City: Palo Alto

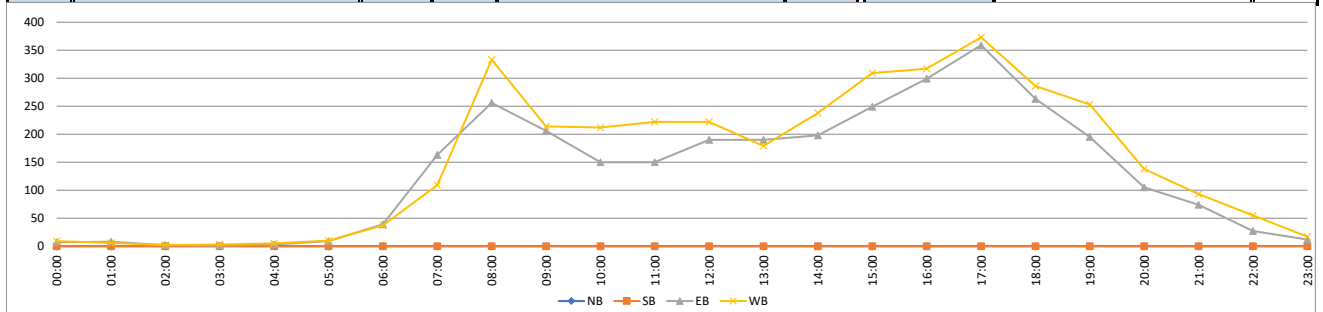
Project #: CA25_080178_007

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,097		3,387		6,484							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			1	5	6	12:00			41	48	89	00:00 01:00			6	11	17				
0:15			4	1	5	12:15			39	52	91	01:00 02:00			5	3	8				
0:30			1	4	5	12:30			38	50	88	02:00 03:00			0	2	2				
0:45			0	1	1	12:45			58	45	103	03:00 04:00			2	0	2				
1:00			0	2	2	13:00			28	49	77	04:00 05:00			2	11	13				
1:15			1	1	2	13:15			46	45	91	05:00 06:00			14	14	28				
1:30			2	0	2	13:30			39	53	92	06:00 07:00			32	32	64				
1:45			2	0	2	13:45			47	45	92	07:00 08:00			149	153	302				
2:00			0	0	0	14:00			59	38	97	08:00 09:00			280	358	638				
2:15			0	0	0	14:15			57	48	105	09:00 10:00			216	207	423				
2:30			0	1	1	14:30			64	71	135	10:00 11:00			152	173	325				
2:45			0	1	1	14:45			58	72	130	11:00 12:00			132	151	283				
3:00			0	0	0	15:00			57	78	135	12:00 13:00			176	195	371				
3:15			1	0	1	15:15			59	70	129	13:00 14:00			160	192	352				
3:30			1	0	1	15:30			53	85	138	14:00 15:00			238	229	467				
3:45			0	0	0	15:45			78	81	159	15:00 16:00			247	314	561				
4:00			0	0	0	16:00			85	94	179	16:00 17:00			329	277	606				
4:15			0	2	2	16:15			100	49	149	17:00 18:00			352	326	678				
4:30			0	3	3	16:30			68	70	138	18:00 19:00			241	247	488				
4:45			2	6	8	16:45			76	64	140	19:00 20:00			160	210	370				
5:00			2	2	4	17:00			97	67	164	20:00 21:00			98	173	271				
5:15			1	4	5	17:15			87	95	182	21:00 22:00			57	68	125				
5:30			4	5	9	17:30			99	82	181	22:00 23:00			29	29	58				
5:45			7	3	10	17:45			69	82	151	23:00 00:00			20	12	32				
6:00			4	7	11	18:00			69	77	146	STATISTICS									
6:15			13	6	19	18:15			57	58	115		NB	SB	EB	WB	TOTAL				
6:30			7	6	13	18:30			53	57	110	Peak Period	00:00	to	12:00						
6:45			8	13	21	18:45			62	55	117	Volume			990	1115	2105				
7:00			12	29	41	19:00			63	73	136	Peak Hour			7:45	8:00	8:00				
7:15			16	33	49	19:15			37	62	99	Peak Volume			292	358	638				
7:30			35	35	70	19:30			37	41	78	Peak Hour Factor			0.760	0.806	0.906				
7:45			86	56	142	19:45			23	34	57	Peak Period	12:00	to	00:00						
8:00			96	78	174	20:00			29	47	76	Volume			2107	2272	4379				
8:15			65	111	176	20:15			32	41	73	Peak Hour			16:45	17:15	17:00				
8:30			45	97	142	20:30			20	49	69	Peak Volume			359	336	678				
8:45			74	72	146	20:45			17	36	53	Peak Hour Factor			0.907	0.884	0.931				
9:00			62	59	121	21:00			20	22	42	Peak Period	07:00	to	09:00						
9:15			42	46	88	21:15			16	9	25	Volume			429	511	940				
9:30			58	46	104	21:30			9	20	29	Peak Hour			7:45	8:00	8:00				
9:45			54	56	110	21:45			12	17	29	Peak Volume			292	358	638				
10:00			41	47	88	22:00			6	7	13	Peak Hour Factor			0.760	0.806	0.906				
10:15			29	40	69	22:15			7	5	12	Peak Period	16:00	to	18:00						
10:30			31	46	77	22:30			10	8	18	Volume			681	603	1284				
10:45			51	40	91	22:45			6	9	15	Peak Hour			16:45	17:00	17:00				
11:00			36	28	64	23:00			7	3	10	Peak Volume			359	326	678				
11:15			29	46	75	23:15			4	1	5	Peak Hour Factor			0.907	0.858	0.931				
11:30			37	46	83	23:30			7	7	14										
11:45			30	31	61	23:45			2	1	3										
TOTALS	0	0	990	1115	2105	TOTALS	0	0	2107	2272	4379										
SPLIT %	0%	0%	47%	53%	32%	SPLIT %	0%	0%	48%	52%	68%										



VOLUME**E Meadow Dr W/O Emerson St**Day: Tuesday
Date: 5/13/2025City: Palo Alto
Project #: CA25_080178_007

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,155		3,642		6,797							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			0	2	2	12:00			35	53	88	00:00 01:00			7	9	16				
0:15			2	2	4	12:15			54	61	115	01:00 02:00			8	6	14				
0:30			3	4	7	12:30			42	57	99	02:00 03:00			2	2	4				
0:45			2	1	3	12:45			59	51	110	03:00 04:00			1	3	4				
1:00			2	1	3	13:00			49	47	96	04:00 05:00			3	5	8				
1:15			4	1	5	13:15			52	44	96	05:00 06:00			9	10	19				
1:30			0	2	2	13:30			37	42	79	06:00 07:00			39	37	76				
1:45			2	2	4	13:45			52	46	98	07:00 08:00			163	109	272				
2:00			1	0	1	14:00			47	59	106	08:00 09:00			256	333	589				
2:15			1	1	2	14:15			39	51	90	09:00 10:00			206	214	420				
2:30			0	0	0	14:30			49	66	115	10:00 11:00			150	212	362				
2:45			0	1	1	14:45			63	62	125	11:00 12:00			150	222	372				
3:00			0	0	0	15:00			70	52	122	12:00 13:00			190	222	412				
3:15			0	2	2	15:15			57	90	147	13:00 14:00			190	179	369				
3:30			1	1	2	15:30			51	93	144	14:00 15:00			198	238	436				
3:45			0	0	0	15:45			71	74	145	15:00 16:00			249	309	558				
4:00			0	0	0	16:00			59	78	137	16:00 17:00			299	317	616				
4:15			2	1	3	16:15			71	74	145	17:00 18:00			359	373	732				
4:30			0	2	2	16:30			103	77	180	18:00 19:00			263	286	549				
4:45			1	2	3	16:45			66	88	154	19:00 20:00			195	253	448				
5:00			0	3	3	17:00			72	70	142	20:00 21:00			105	138	243				
5:15			3	2	5	17:15			87	91	178	21:00 22:00			74	93	167				
5:30			2	2	4	17:30			111	108	219	22:00 23:00			27	55	82				
5:45			4	3	7	17:45			89	104	193	23:00 00:00			12	17	29				
6:00			13	10	23	18:00			66	85	151	STATISTICS									
6:15			13	6	19	18:15			65	73	138		NB	SB	EB	WB	TOTAL				
6:30			4	8	12	18:30			61	52	113	Peak Period	00:00	to	12:00						
6:45			9	13	22	18:45			71	76	147	Volume			994	1162	2156				
7:00			13	11	24	19:00			61	90	151	Peak Hour			7:45	8:00	8:00				
7:15			29	16	45	19:15			51	73	124	Peak Volume			280	333	589				
7:30			31	45	76	19:30			49	44	93	Peak Hour Factor			0.761	0.905	0.866				
7:45			90	37	127	19:45			34	46	80	Peak Period	12:00	to	00:00						
8:00			92	78	170	20:00			30	49	79	Volume			2161	2480	4641				
8:15			55	92	147	20:15			34	21	55	Peak Hour			17:00	17:15	17:15				
8:30			43	83	126	20:30			16	39	55	Peak Volume			359	388	741				
8:45			66	80	146	20:45			25	29	54	Peak Hour Factor			0.809	0.898	0.846				
9:00			72	65	137	21:00			27	43	70	Peak Period	07:00	to	09:00						
9:15			62	47	109	21:15			22	24	46	Volume			419	442	861				
9:30			37	48	85	21:30			13	11	24	Peak Hour			7:45	8:00	8:00				
9:45			35	54	89	21:45			12	15	27	Peak Volume			280	333	589				
10:00			42	43	85	22:00			11	24	35	Peak Hour Factor			0.761	0.905	0.866				
10:15			38	60	98	22:15			5	13	18	Peak Period	16:00	to	18:00						
10:30			33	65	98	22:30			4	10	14	Volume			658	690	1348				
10:45			37	44	81	22:45			7	8	15	Peak Hour			17:00	17:00	17:00				
11:00			37	58	95	23:00			3	5	8	Peak Volume			359	373	732				
11:15			36	65	101	23:15			3	9	12	Peak Hour Factor			0.809	0.863	0.836				
11:30			40	50	90	23:30			3	1	4										
11:45			37	49	86	23:45			3	2	5										
TOTALS	0	0	994	1162	2156	TOTALS	0	0	2161	2480	4641										
SPLIT %	0%	0%	46%	54%	32%	SPLIT %	0%	0%	47%	53%	68%										



VOLUME**E Meadow Dr W/O Emerson St**

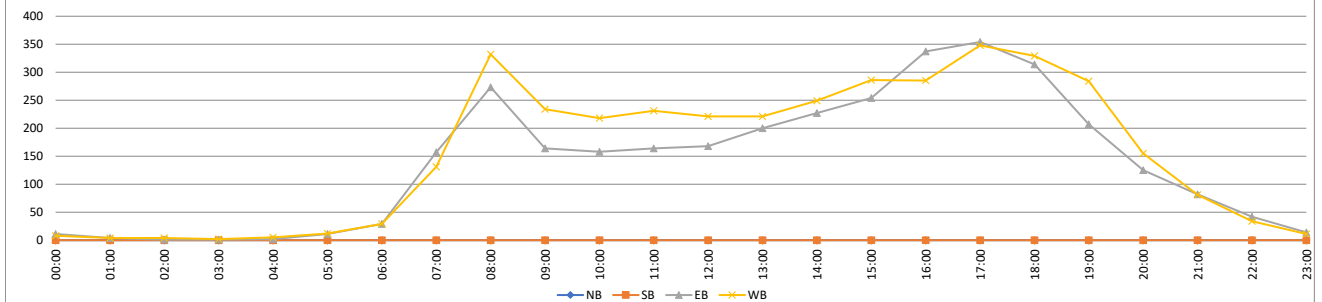
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

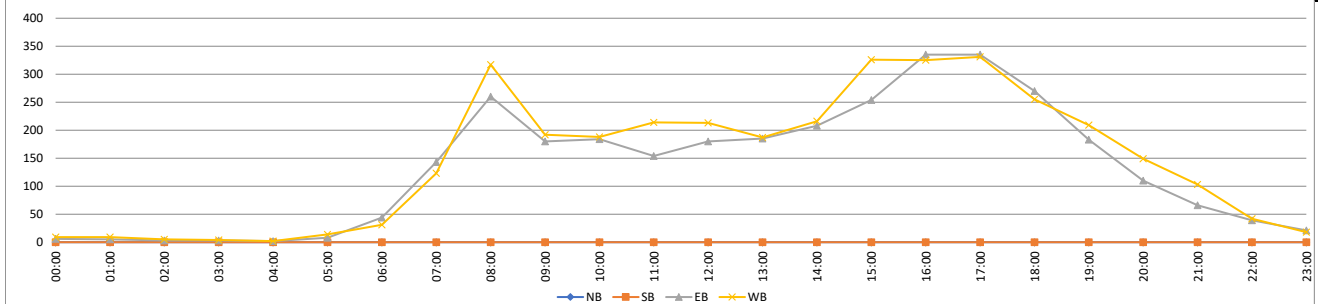
Project #: CA25_080178_007

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,299		3,714		7,013							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			6	2	8	12:00			44	50	94	00:00 01:00			11	8	19				
0:15			1	1	2	12:15			41	46	87	01:00 02:00			4	4	8				
0:30			3	2	5	12:30			46	61	107	02:00 03:00			1	4	5				
0:45			1	3	4	12:45			37	64	101	03:00 04:00			1	2	3				
1:00			1	2	3	13:00			45	63	108	04:00 05:00			2	5	7				
1:15			0	1	1	13:15			60	49	109	05:00 06:00			11	12	23				
1:30			2	0	2	13:30			52	57	109	06:00 07:00			29	29	58				
1:45			1	1	2	13:45			43	52	95	07:00 08:00			157	131	288				
2:00			1	0	1	14:00			42	48	90	08:00 09:00			273	332	605				
2:15			0	1	1	14:15			61	57	118	09:00 10:00			164	234	398				
2:30			0	2	2	14:30			62	70	132	10:00 11:00			158	218	376				
2:45			0	1	1	14:45			62	74	136	11:00 12:00			164	231	395				
3:00			0	0	0	15:00			57	58	115	12:00 13:00			168	221	389				
3:15			1	0	1	15:15			52	64	116	13:00 14:00			200	221	421				
3:30			0	0	0	15:30			58	76	134	14:00 15:00			227	249	476				
3:45			0	2	2	15:45			87	88	175	15:00 16:00			254	286	540				
4:00			1	2	3	16:00			107	71	178	16:00 17:00			337	285	622				
4:15			0	2	2	16:15			75	73	148	17:00 18:00			354	348	702				
4:30			0	0	0	16:30			90	65	155	18:00 19:00			314	329	643				
4:45			1	1	2	16:45			65	76	141	19:00 20:00			207	284	491				
5:00			1	1	2	17:00			82	85	167	20:00 21:00			125	155	280				
5:15			3	2	5	17:15			92	98	190	21:00 22:00			82	81	163				
5:30			2	2	4	17:30			86	91	177	22:00 23:00			42	34	76				
5:45			5	7	12	17:45			94	74	168	23:00 00:00			14	11	25				
6:00			8	3	11	18:00			87	107	194	STATISTICS									
6:15			9	9	18	18:15			88	75	163		NB	SB	EB	WB	TOTAL				
6:30			3	6	9	18:30			56	74	130	Peak Period	00:00	to	12:00						
6:45			9	11	20	18:45			83	73	156	Volume			975	1210	2185				
7:00			14	14	28	19:00			71	72	143	Peak Hour			7:45	8:00	8:00				
7:15			17	36	53	19:15			49	77	126	Peak Volume			288	332	605				
7:30			38	36	74	19:30			45	82	127	Peak Hour Factor			0.809	0.922	0.945				
7:45			88	45	133	19:45			42	53	95	Peak Period	12:00	to	00:00						
8:00			89	69	158	20:00			44	37	81	Volume			2324	2504	4828				
8:15			67	90	157	20:15			33	35	68	Peak Hour			15:45	17:15	17:15				
8:30			44	86	130	20:30			26	52	78	Peak Volume			359	370	729				
8:45			73	87	160	20:45			22	31	53	Peak Hour Factor			0.839	0.864	0.939				
9:00			42	69	111	21:00			25	35	60	Peak Period	07:00	to	09:00						
9:15			42	55	97	21:15			33	24	57	Volume			430	463	893				
9:30			48	61	109	21:30			16	16	32	Peak Hour			7:45	8:00	8:00				
9:45			32	49	81	21:45			8	6	14	Peak Volume			288	332	605				
10:00			58	48	106	22:00			9	6	15	Peak Hour Factor			0.809	0.922	0.945				
10:15			34	62	96	22:15			13	9	22	Peak Period	16:00	to	18:00						
10:30			36	50	86	22:30			15	12	27	Volume			691	633	1324				
10:45			30	58	88	22:45			5	7	12	Peak Hour			17:00	16:45	17:00				
11:00			47	60	107	23:00			4	3	7	Peak Volume			354	350	702				
11:15			40	43	83	23:15			3	2	5	Peak Hour Factor			0.941	0.893	0.924				
11:30			31	68	99	23:30			4	2	6										
11:45			46	60	106	23:45			3	4	7										
TOTALS	0	0	975	1210	2185	TOTALS	0	0	2324	2504	4828										
SPLIT %	0%	0%	45%	55%	31%	SPLIT %	0%	0%	48%	52%	69%										



VOLUME**E Meadow Dr W/O Emerson St**Day: Thursday
Date: 5/15/2025City: Palo Alto
Project #: CA25_080178_007

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,178		3,482		6,660							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			2	2	4	12:00			51	56	107	00:00 01:00			6	9	15				
0:15			1	1	2	12:15			40	59	99	01:00 02:00			5	9	14				
0:30			0	2	2	12:30			43	53	96	02:00 03:00			3	5	8				
0:45			3	4	7	12:45			46	45	91	03:00 04:00			3	4	7				
1:00			2	7	9	13:00			61	48	109	04:00 05:00			2	2	4				
1:15			1	1	2	13:15			44	37	81	05:00 06:00			8	14	22				
1:30			1	1	2	13:30			32	48	80	06:00 07:00			44	31	75				
1:45			1	0	1	13:45			48	54	102	07:00 08:00			143	123	266				
2:00			0	0	0	14:00			50	54	104	08:00 09:00			260	317	577				
2:15			3	1	4	14:15			49	46	95	09:00 10:00			180	192	372				
2:30			0	4	4	14:30			59	60	119	10:00 11:00			184	188	372				
2:45			0	0	0	14:45			50	56	106	11:00 12:00			154	214	368				
3:00			0	1	1	15:00			58	63	121	12:00 13:00			180	213	393				
3:15			1	2	3	15:15			73	94	167	13:00 14:00			185	187	372				
3:30			0	0	0	15:30			59	80	139	14:00 15:00			208	216	424				
3:45			2	1	3	15:45			64	89	153	15:00 16:00			254	326	580				
4:00			0	0	0	16:00			65	91	156	16:00 17:00			335	325	660				
4:15			1	0	1	16:15			78	74	152	17:00 18:00			335	331	666				
4:30			0	0	0	16:30			99	71	170	18:00 19:00			270	255	525				
4:45			1	2	3	16:45			93	89	182	19:00 20:00			183	209	392				
5:00			1	1	2	17:00			60	94	154	20:00 21:00			110	149	259				
5:15			3	4	7	17:15			92	75	167	21:00 22:00			66	103	169				
5:30			2	3	5	17:30			102	76	178	22:00 23:00			39	42	81				
5:45			2	6	8	17:45			81	86	167	23:00 00:00			21	18	39				
6:00			9	9	18	18:00			71	71	142	STATISTICS									
6:15			16	5	21	18:15			77	60	137		NB	SB	EB	WB	TOTAL				
6:30			7	10	17	18:30			52	69	121	Peak Period	00:00	to	12:00						
6:45			12	7	19	18:45			70	55	125	Volume			992	1108	2100				
7:00			12	23	35	19:00			62	84	146	Peak Hour			7:45	8:00	8:00				
7:15			12	27	39	19:15			46	49	95	Peak Volume			275	317	577				
7:30			36	29	65	19:30			40	38	78	Peak Hour Factor			0.790	0.826	0.880				
7:45			83	44	127	19:45			35	38	73	Peak Period	12:00	to	00:00						
8:00			87	75	162	20:00			44	45	89	Volume			2186	2374	4560				
8:15			68	96	164	20:15			23	43	66	Peak Hour			16:45	15:15	16:45				
8:30			37	75	112	20:30			25	32	57	Peak Volume			347	354	681				
8:45			68	71	139	20:45			18	29	47	Peak Hour Factor			0.850	0.941	0.935				
9:00			49	39	88	21:00			22	44	66	Peak Period	07:00	to	09:00						
9:15			51	53	104	21:15			21	27	48	Volume			403	440	843				
9:30			38	51	89	21:30			13	19	32	Peak Hour			7:45	8:00	8:00				
9:45			42	49	91	21:45			10	13	23	Peak Volume			275	317	577				
10:00			46	53	99	22:00			13	18	31	Peak Hour Factor			0.790	0.826	0.880				
10:15			52	46	98	22:15			13	8	21	Peak Period	16:00	to	18:00						
10:30			42	50	92	22:30			7	6	13	Volume			670	656	1326				
10:45			44	39	83	22:45			6	10	16	Peak Hour			16:45	16:45	16:45				
11:00			43	46	89	23:00			6	5	11	Peak Volume			347	334	681				
11:15			34	51	85	23:15			5	4	9	Peak Hour Factor			0.850	0.888	0.935				
11:30			43	58	101	23:30			3	5	8										
11:45			34	59	93	23:45			7	4	11										
TOTALS	0	0	992	1108	2100	TOTALS	0	0	2186	2374	4560										
SPLIT %	0%	0%	47%	53%	32%	SPLIT %	0%	0%	48%	52%	68%										



VOLUME**E Meadow Dr W/O Emerson St**

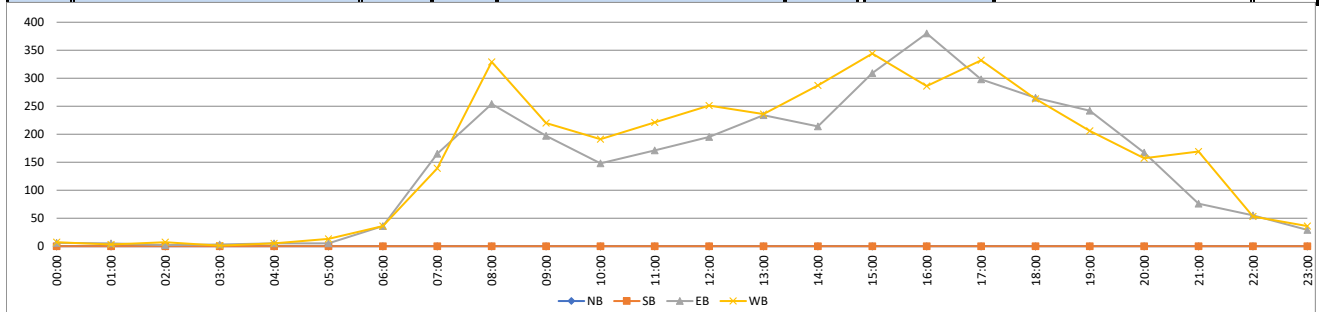
Day: Friday

Date: 5/16/2025

City: Palo Alto

Project #: CA25_080178_007

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	3,461	3,792	7,253							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			4	3	7	12:00			59	65	124	00:00 01:00			6	7	13
0:15			0	1	1	12:15			55	66	121	01:00 02:00			5	3	8
0:30			1	2	3	12:30			39	64	103	02:00 03:00			2	7	9
0:45			1	1	2	12:45			42	56	98	03:00 04:00			3	1	4
1:00			1	0	1	13:00			50	53	103	04:00 05:00			5	5	10
1:15			1	2	3	13:15			43	59	102	05:00 06:00			5	13	18
1:30			1	0	1	13:30			64	52	116	06:00 07:00			36	36	72
1:45			2	1	3	13:45			77	72	149	07:00 08:00			165	139	304
2:00			1	2	3	14:00			59	78	137	08:00 09:00			254	329	583
2:15			0	3	3	14:15			52	70	122	09:00 10:00			197	220	417
2:30			0	1	1	14:30			48	69	117	10:00 11:00			148	191	339
2:45			1	1	2	14:45			55	70	125	11:00 12:00			171	221	392
3:00			2	0	2	15:00			50	86	136	12:00 13:00			195	251	446
3:15			1	1	2	15:15			70	85	155	13:00 14:00			234	236	470
3:30			0	0	0	15:30			91	87	178	14:00 15:00			214	287	501
3:45			0	0	0	15:45			98	86	184	15:00 16:00			309	344	653
4:00			1	0	1	16:00			88	86	174	16:00 17:00			380	286	666
4:15			0	0	0	16:15			101	51	152	17:00 18:00			298	332	630
4:30			2	0	2	16:30			78	81	159	18:00 19:00			265	263	528
4:45			2	5	7	16:45			113	68	181	19:00 20:00			242	206	448
5:00			0	3	3	17:00			70	92	162	20:00 21:00			167	157	324
5:15			1	2	3	17:15			63	72	135	21:00 22:00			76	169	245
5:30			2	1	3	17:30			96	76	172	22:00 23:00			55	53	108
5:45			2	7	9	17:45			69	92	161	23:00 00:00			29	36	65
6:00			8	10	18	18:00			50	95	145	STATISTICS					
6:15			9	7	16	18:15			46	54	100		NB	SB	EB	WB	TOTAL
6:30			7	9	16	18:30			57	53	110	Peak Period	00:00	to	12:00		
6:45			12	10	22	18:45			112	61	173	Volume			997	1172	2169
7:00			13	24	37	19:00			73	77	150	Peak Hour			7:30	8:00	8:00
7:15			27	33	60	19:15			67	44	111	Peak Volume			264	329	583
7:30			48	34	82	19:30			60	38	98	Peak Hour Factor			0.857	0.904	0.953
7:45			77	48	125	19:45			42	47	89	Peak Period	12:00	to	00:00		
8:00			77	72	149	20:00			35	39	74	Volume			2464	2620	5084
8:15			62	91	153	20:15			42	39	81	Peak Hour			16:00	15:00	15:15
8:30			43	90	133	20:30			48	54	102	Peak Volume			380	344	691
8:45			72	76	148	20:45			42	25	67	Peak Hour Factor			0.841	0.989	0.939
9:00			70	60	130	21:00			27	78	105	Peak Period	07:00	to	09:00		
9:15			48	50	98	21:15			20	45	65	Volume			419	468	887
9:30			49	57	106	21:30			16	30	46	Peak Hour			7:30	8:00	8:00
9:45			30	53	83	21:45			13	16	29	Peak Volume			264	329	583
10:00			37	44	81	22:00			18	28	46	Peak Hour Factor			0.857	0.904	0.953
10:15			34	53	87	22:15			18	10	28	Peak Period	16:00	to	18:00		
10:30			36	47	83	22:30			12	11	23	Volume			678	618	1296
10:45			41	47	88	22:45			7	4	11	Peak Hour			16:00	17:00	16:00
11:00			43	57	100	23:00			10	12	22	Peak Volume			380	332	666
11:15			45	45	90	23:15			4	7	11	Peak Hour Factor			0.841	0.902	0.920
11:30			41	56	97	23:30			4	9	13						
11:45			42	63	105	23:45			11	8	19						
TOTALS	0	0	997	1172	2169	TOTALS	0	0	2464	2620	5084						
SPLIT %	0%	0%	46%	54%	30%	SPLIT %	0%	0%	48%	52%	70%						

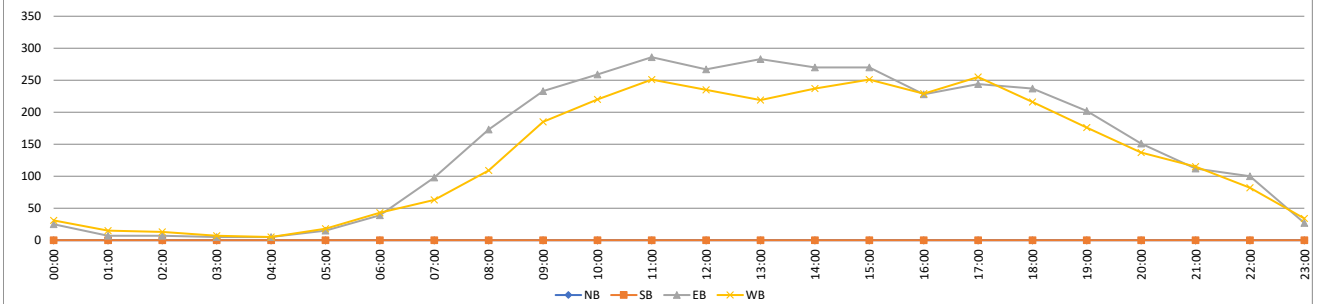


VOLUME**W Meadow Dr Bet 2nd St & Park Blvd**

Day: Saturday
Date: 5/10/2025

City: Palo Alto
Project #: CA25_080178_008

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	3,543	3,146	6,689							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			10	10	20	12:00			71	64	135	00:00 01:00			25	31	56
0:15			7	5	12	12:15			64	55	119	01:00 02:00			7	15	22
0:30			3	6	9	12:30			72	60	132	02:00 03:00			7	13	20
0:45			5	10	15	12:45			60	56	116	03:00 04:00			5	7	12
1:00			2	2	4	13:00			63	57	120	04:00 05:00			5	5	10
1:15			1	9	10	13:15			66	45	111	05:00 06:00			15	18	33
1:30			3	3	6	13:30			72	55	127	06:00 07:00			39	43	82
1:45			1	1	2	13:45			82	62	144	07:00 08:00			98	63	161
2:00			2	5	7	14:00			69	79	148	08:00 09:00			173	109	282
2:15			1	3	4	14:15			63	56	119	09:00 10:00			233	185	418
2:30			3	3	6	14:30			69	52	121	10:00 11:00			259	220	479
2:45			1	2	3	14:45			69	50	119	11:00 12:00			286	251	537
3:00			2	2	4	15:00			73	77	150	12:00 13:00			267	235	502
3:15			3	1	4	15:15			72	54	126	13:00 14:00			283	219	502
3:30			0	1	1	15:30			52	54	106	14:00 15:00			270	237	507
3:45			0	3	3	15:45			73	66	139	15:00 16:00			270	251	521
4:00			1	1	2	16:00			74	48	122	16:00 17:00			228	229	457
4:15			1	0	1	16:15			47	54	101	17:00 18:00			244	255	499
4:30			3	3	6	16:30			60	58	118	18:00 19:00			237	216	453
4:45			0	1	1	16:45			47	69	116	19:00 20:00			202	176	378
5:00			1	1	2	17:00			59	79	138	20:00 21:00			151	137	288
5:15			2	0	2	17:15			46	63	109	21:00 22:00			112	115	227
5:30			3	7	10	17:30			54	57	111	22:00 23:00			100	82	182
5:45			9	10	19	17:45			85	56	141	23:00 00:00			27	34	61
6:00			7	9	16	18:00			62	60	122	STATISTICS					
6:15			7	8	15	18:15			64	51	115		NB	SB	EB	WB	TOTAL
6:30			13	9	22	18:30			55	53	108	Peak Period	00:00	to	12:00		
6:45			12	17	29	18:45			56	52	108	Volume			1152	960	2112
7:00			23	12	35	19:00			49	49	98	Peak Hour			11:00	11:00	11:00
7:15			15	15	30	19:15			57	53	110	Peak Volume			286	251	537
7:30			24	19	43	19:30			49	41	90	Peak Hour Factor			0.831	0.848	0.839
7:45			36	17	53	19:45			47	33	80						
8:00			30	21	51	20:00			47	33	80	Peak Period	12:00	to	00:00		
8:15			30	30	60	20:15			33	37	70	Volume			2391	2186	4577
8:30			54	19	73	20:30			42	41	83	Peak Hour			13:15	16:30	13:30
8:45			59	39	98	20:45			29	26	55	Peak Volume			289	269	538
9:00			51	45	96	21:00			37	34	71	Peak Hour Factor			0.881	0.851	0.909
9:15			50	34	84	21:15			28	19	47						
9:30			67	48	115	21:30			31	27	58	Peak Period	07:00	to	09:00		
9:45			65	58	123	21:45			16	35	51	Volume			271	172	443
10:00			66	64	130	22:00			30	17	47	Peak Hour			8:00	8:00	8:00
10:15			72	56	128	22:15			27	22	49	Peak Volume			173	109	282
10:30			59	50	109	22:30			20	19	39	Peak Hour Factor			0.733	0.699	0.719
10:45			62	50	112	22:45			23	24	47						
11:00			80	61	141	23:00			7	16	23	Peak Period	16:00	to	18:00		
11:15			56	60	116	23:15			13	5	18	Volume			472	484	956
11:30			64	56	120	23:30			4	9	13	Peak Hour			17:00	16:30	17:00
11:45			86	74	160	23:45			3	4	7	Peak Volume			244	269	499
TOTALS	0	0	1152	960	2112	TOTALS	0	0	2391	2186	4577	Peak Hour Factor			0.718	0.851	0.885
SPLIT %	0%	0%	55%	45%	32%	SPLIT %	0%	0%	52%	48%	68%						



VOLUME**W Meadow Dr Bet 2nd St & Park Blvd**

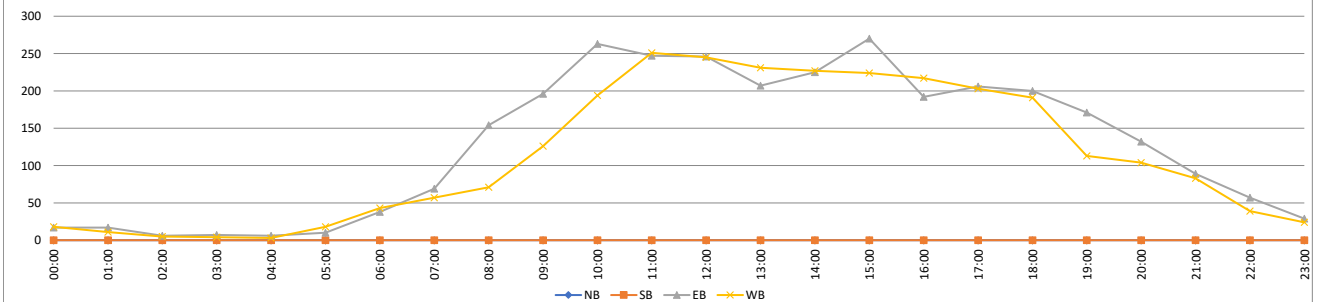
Day: Sunday

Date: 5/11/2025

City: Palo Alto

Project #: CA25_080178_008

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS													
						0		0		3,054		2,702		5,756															
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00			7	4	11	12:00			54	64	118	00:00 01:00			17	18	35												
0:15			8	6	14	12:15			67	57	124	01:00 02:00			17	11	28												
0:30			1	2	3	12:30			52	64	116	02:00 03:00			6	5	11												
0:45			1	6	7	12:45			73	60	133	03:00 04:00			7	4	11												
1:00			5	3	8	13:00			55	59	114	04:00 05:00			6	3	9												
1:15			5	3	8	13:15			49	55	104	05:00 06:00			10	18	28												
1:30			4	3	7	13:30			53	52	105	06:00 07:00			38	43	81												
1:45			3	2	5	13:45			50	65	115	07:00 08:00			69	57	126												
2:00			2	1	3	14:00			70	64	134	08:00 09:00			154	71	225												
2:15			2	0	2	14:15			57	56	113	09:00 10:00			196	126	322												
2:30			1	2	3	14:30			47	52	99	10:00 11:00			263	194	457												
2:45			1	2	3	14:45			51	55	106	11:00 12:00			247	251	498												
3:00			2	1	3	15:00			75	54	129	12:00 13:00			246	245	491												
3:15			1	2	3	15:15			72	64	136	13:00 14:00			207	231	438												
3:30			3	1	4	15:30			70	54	124	14:00 15:00			225	227	452												
3:45			1	0	1	15:45			53	52	105	15:00 16:00			270	224	494												
4:00			2	1	3	16:00			46	55	101	16:00 17:00			192	217	409												
4:15			1	0	1	16:15			50	53	103	17:00 18:00			206	203	409												
4:30			1	1	2	16:30			45	49	94	18:00 19:00			200	191	391												
4:45			2	1	3	16:45			51	60	111	19:00 20:00			171	113	284												
5:00			1	1	2	17:00			62	48	110	20:00 21:00			132	104	236												
5:15			2	2	4	17:15			57	55	112	21:00 22:00			89	83	172												
5:30			5	7	12	17:30			37	54	91	22:00 23:00			57	39	96												
5:45			2	8	10	17:45			50	46	96	23:00 00:00			29	24	53												
6:00			13	11	24	18:00			51	51	102	STATISTICS																	
6:15			6	6	12	18:15			68	46	114							Peak Period Volume Peak Hour Peak Volume Peak Hour Factor		NB		SB		EB		WB		TOTAL	
6:30			8	14	22	18:30			39	45	84									00:00 to 12:00									
6:45			11	12	23	18:45			42	49	91									1030 801						1831			
7:00			21	12	33	19:00			44	44	88									10:00 11:00						11:00			
7:15			13	14	27	19:15			51	19	70	263 251								498									
7:30			17	15	32	19:30			42	26	68	0.901 0.884						0.980											
7:45			18	16	34	19:45			34	24	58	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor		12:00 to 00:00															
8:00			27	14	41	20:00			41	27	68			2024 1901						3925									
8:15			36	17	53	20:15			27	27	54			15:00 12:00						14:45									
8:30			43	18	61	20:30			31	30	61			270 245						495									
8:45			48	22	70	20:45			33	20	53			0.900 0.957						0.910									
9:00			46	20	66	21:00			24	25	49	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor		07:00 to 09:00															
9:15			51	33	84	21:15			21	17	38			223 128						351									
9:30			43	33	76	21:30			25	22	47			8:00 8:00						8:00									
9:45			56	40	96	21:45			19	19	38			154 71						225									
10:00			73	41	114	22:00			18	15	33			0.802 0.807						0.804									
10:15			62	47	109	22:15			18	8	26	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor		16:00 to 18:00															
10:30			65	58	123	22:30			11	8	19			398 420						818									
10:45			63	48	111	22:45			10	8	18			16:30 16:00						16:30									
11:00			58	68	126	23:00			12	8	20			215 217						427									
11:15			74	52	126	23:15			8	8	16			0.867 0.904						0.953									
11:30			59	60	119	23:30			5	4	9																		
11:45			56	71	127	23:45			4	4	8																		
TOTALS	0	0	1030	801	1831	TOTALS	0	0	2024	1901	3925																		
SPLIT %	0%	0%	56%	44%	32%	SPLIT %	0%	0%	52%	48%	68%																		

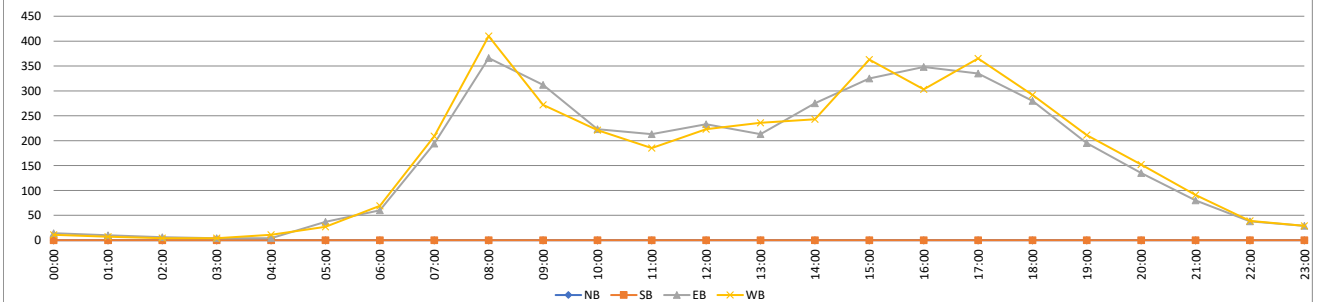


VOLUME**W Meadow Dr Bet 2nd St & Park Blvd**

Day: Monday
Date: 5/12/2025

City: Palo Alto
Project #: CA25_080178_008

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		3,929		3,977		7,906							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			6	3	9	12:00			55	59	114	00:00 01:00			14	11	25				
0:15			5	3	8	12:15			56	61	117	01:00 02:00			10	7	17				
0:30			2	3	5	12:30			63	56	119	02:00 03:00			6	4	10				
0:45			1	2	3	12:45			59	47	106	03:00 04:00			4	4	8				
1:00			4	2	6	13:00			47	55	102	04:00 05:00			4	11	15				
1:15			1	0	1	13:15			57	59	116	05:00 06:00			37	27	64				
1:30			5	3	8	13:30			45	56	101	06:00 07:00			60	69	129				
1:45			0	2	2	13:45			64	66	130	07:00 08:00			194	209	403				
2:00			1	2	3	14:00			56	53	109	08:00 09:00			366	410	776				
2:15			3	1	4	14:15			70	55	125	09:00 10:00			312	272	584				
2:30			1	1	2	14:30			72	56	128	10:00 11:00			223	221	444				
2:45			1	0	1	14:45			77	79	156	11:00 12:00			213	185	398				
3:00			1	0	1	15:00			87	77	164	12:00 13:00			233	223	456				
3:15			2	0	2	15:15			77	100	177	13:00 14:00			213	236	449				
3:30			0	1	1	15:30			76	86	162	14:00 15:00			275	243	518				
3:45			1	3	4	15:45			85	100	185	15:00 16:00			325	363	688				
4:00			1	1	2	16:00			88	84	172	16:00 17:00			348	303	651				
4:15			1	1	2	16:15			93	73	166	17:00 18:00			335	365	700				
4:30			1	2	3	16:30			79	76	155	18:00 19:00			280	292	572				
4:45			1	7	8	16:45			88	70	158	19:00 20:00			195	211	406				
5:00			10	3	13	17:00			87	73	160	20:00 21:00			135	152	287				
5:15			2	3	5	17:15			79	98	177	21:00 22:00			80	91	171				
5:30			9	8	17	17:30			88	107	195	22:00 23:00			38	39	77				
5:45			16	13	29	17:45			81	87	168	23:00 00:00			29	29	58				
6:00			11	8	19	18:00			68	97	165	STATISTICS									
6:15			12	13	25	18:15			72	68	140		NB	SB	EB	WB	TOTAL				
6:30			16	21	37	18:30			71	68	139	Peak Period	00:00	to	12:00						
6:45			21	27	48	18:45			69	59	128	Volume			1443	1430	2873				
7:00			25	44	69	19:00			66	75	141	Peak Hour			8:00	8:15	8:00				
7:15			39	47	86	19:15			53	62	115	Peak Volume			366	411	776				
7:30			50	51	101	19:30			46	37	83	Peak Hour Factor			0.880	0.803	0.911				
7:45			80	67	147	19:45			30	37	67	Peak Period	12:00	to	00:00						
8:00			104	67	171	20:00			45	36	81	Volume			2486	2547	5033				
8:15			78	110	188	20:15			32	40	72	Peak Hour			16:00	17:15	17:15				
8:30			85	128	213	20:30			27	36	63	Peak Volume			348	389	705				
8:45			99	105	204	20:45			31	40	71	Peak Hour Factor			0.935	0.909	0.904				
9:00			76	68	144	21:00			27	28	55	Peak Period	07:00	to	09:00						
9:15			75	59	134	21:15			26	23	49	Volume			560	619	1179				
9:30			86	60	146	21:30			14	23	37	Peak Hour			8:00	8:00	8:00				
9:45			75	85	160	21:45			13	17	30	Peak Volume			366	410	776				
10:00			55	48	103	22:00			11	15	26	Peak Hour Factor			0.880	0.801	0.911				
10:15			49	58	107	22:15			11	10	21	Peak Period	16:00	to	18:00						
10:30			53	59	112	22:30			7	5	12	Volume			683	668	1351				
10:45			66	56	122	22:45			9	9	18	Peak Hour			16:00	17:00	17:00				
11:00			62	49	111	23:00			10	8	18	Peak Volume			348	365	700				
11:15			40	35	75	23:15			4	12	16	Peak Hour Factor			0.935	0.853	0.897				
11:30			52	48	100	23:30			8	5	13										
11:45			59	53	112	23:45			7	4	11										
TOTALS	0	0	1443	1430	2873	TOTALS	0	0	2486	2547	5033										
SPLIT %	0%	0%	50%	50%	36%	SPLIT %	0%	0%	49%	51%	64%										

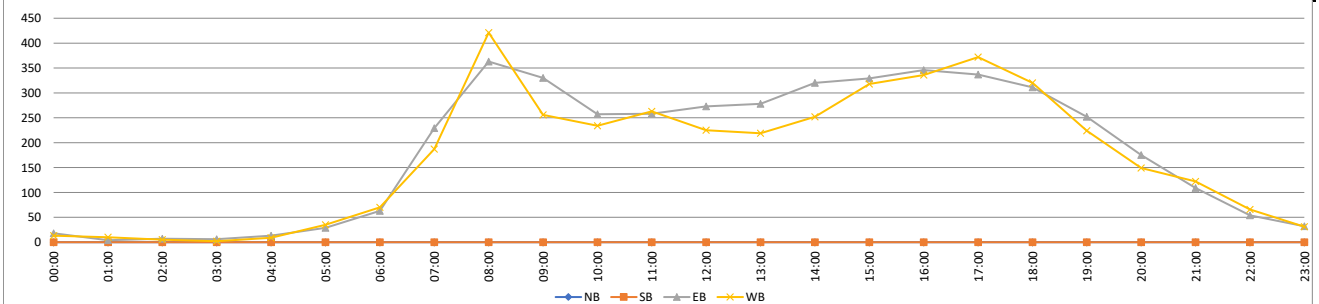


VOLUME**W Meadow Dr Bet 2nd St & Park Blvd**

Day: Tuesday
Date: 5/13/2025

City: Palo Alto
Project #: CA25_080178_008

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	4,393	4,139	8,532							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			6	5	11	12:00			58	50	108	00:00 01:00			18	13	31
0:15			2	4	6	12:15			74	52	126	01:00 02:00			4	10	14
0:30			10	2	12	12:30			69	63	132	02:00 03:00			7	5	12
0:45			0	2	2	12:45			72	60	132	03:00 04:00			6	2	8
1:00			1	3	4	13:00			68	50	118	04:00 05:00			13	9	22
1:15			1	1	2	13:15			68	54	122	05:00 06:00			29	35	64
1:30			1	3	4	13:30			60	59	119	06:00 07:00			63	70	133
1:45			1	3	4	13:45			82	56	138	07:00 08:00			229	187	416
2:00			4	3	7	14:00			60	55	115	08:00 09:00			363	421	784
2:15			2	0	2	14:15			83	53	136	09:00 10:00			330	256	586
2:30			0	1	1	14:30			91	67	158	10:00 11:00			257	234	491
2:45			1	1	2	14:45			86	77	163	11:00 12:00			258	263	521
3:00			0	0	0	15:00			80	61	141	12:00 13:00			273	225	498
3:15			1	0	1	15:15			75	82	157	13:00 14:00			278	219	497
3:30			2	2	4	15:30			84	95	179	14:00 15:00			320	252	572
3:45			3	0	3	15:45			90	80	170	15:00 16:00			329	318	647
4:00			3	1	4	16:00			67	91	158	16:00 17:00			346	336	682
4:15			2	4	6	16:15			86	88	174	17:00 18:00			337	372	709
4:30			1	1	2	16:30			104	66	170	18:00 19:00			311	320	631
4:45			7	3	10	16:45			89	91	180	19:00 20:00			252	224	476
5:00			5	8	13	17:00			81	90	171	20:00 21:00			175	149	324
5:15			7	4	11	17:15			84	81	165	21:00 22:00			109	122	231
5:30			5	12	17	17:30			95	99	194	22:00 23:00			54	66	120
5:45			12	11	23	17:45			77	102	179	23:00 00:00			32	31	63
6:00			14	14	28	18:00			89	78	167	STATISTICS					
6:15			17	12	29	18:15			78	99	177		NB	SB	EB	WB	TOTAL
6:30			9	13	22	18:30			69	72	141	Peak Period	00:00	to	12:00		
6:45			23	31	54	18:45			75	71	146	Volume			1577	1505	3082
7:00			30	24	54	19:00			74	55	129	Peak Hour			8:15	8:15	8:15
7:15			36	28	64	19:15			54	61	115	Peak Volume			392	424	816
7:30			56	65	121	19:30			66	51	117	Peak Hour Factor			0.875	0.803	0.919
7:45			107	70	177	19:45			58	57	115						
8:00			83	75	158	20:00			56	44	100	Peak Period	12:00	to	00:00		
8:15			96	90	186	20:15			40	37	77	Volume			2816	2634	5450
8:30			98	124	222	20:30			43	36	79	Peak Hour			16:15	17:30	17:30
8:45			86	132	218	20:45			36	32	68	Peak Volume			360	378	717
9:00			112	78	190	21:00			39	44	83	Peak Hour Factor			0.865	0.926	0.924
9:15			71	68	139	21:15			22	25	47						
9:30			77	40	117	21:30			23	29	52	Peak Period	07:00	to	09:00		
9:45			70	70	140	21:45			25	24	49	Volume			592	608	1200
10:00			66	59	125	22:00			23	20	43	Peak Hour			7:45	8:00	8:00
10:15			61	57	118	22:15			11	21	32	Peak Volume			384	421	784
10:30			59	69	128	22:30			8	15	23	Peak Hour Factor			0.897	0.797	0.883
10:45			71	49	120	22:45			12	10	22						
11:00			73	67	140	23:00			10	9	19	Peak Period	16:00	to	18:00		
11:15			55	71	126	23:15			12	14	26	Volume			683	708	1391
11:30			67	61	128	23:30			5	4	9	Peak Hour			16:15	17:00	16:45
11:45			63	64	127	23:45			5	4	9	Peak Volume			360	372	710
TOTALS	0	0	1577	1505	3082	TOTALS	0	0	2816	2634	5450	Peak Hour Factor			0.865	0.912	0.915
SPLIT %	0%	0%	51%	49%	36%	SPLIT %	0%	0%	52%	48%	64%						



VOLUME**W Meadow Dr Bet 2nd St & Park Blvd**

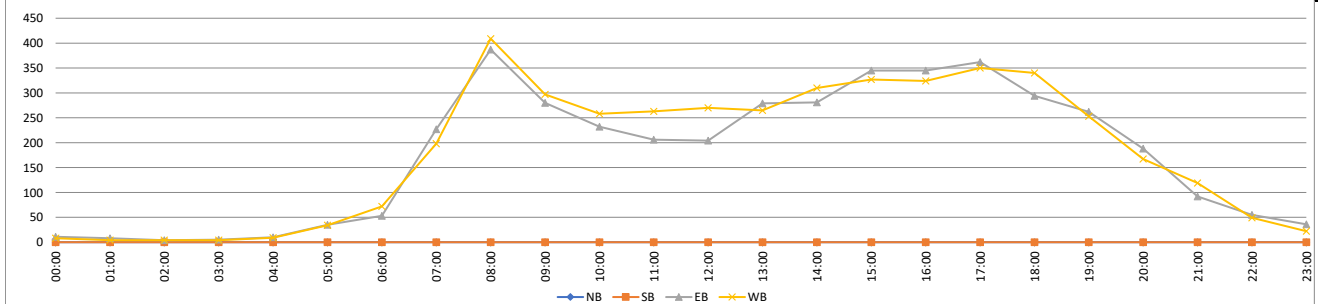
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

Project #: CA25_080178_008

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	4,201	4,356	8,557							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			4	2	6	12:00			53	71	124	00:00 01:00			11	8	19
0:15			5	1	6	12:15			47	69	116	01:00 02:00			8	4	12
0:30			2	3	5	12:30			56	55	111	02:00 03:00			4	4	8
0:45			0	2	2	12:45			48	75	123	03:00 04:00			5	4	9
1:00			2	2	4	13:00			66	75	141	04:00 05:00			10	9	19
1:15			2	0	2	13:15			69	69	138	05:00 06:00			35	34	69
1:30			1	1	2	13:30			80	50	130	06:00 07:00			53	72	125
1:45			3	1	4	13:45			64	71	135	07:00 08:00			227	198	425
2:00			1	1	2	14:00			75	69	144	08:00 09:00			387	409	796
2:15			1	0	1	14:15			62	65	127	09:00 10:00			280	297	577
2:30			1	3	4	14:30			72	76	148	10:00 11:00			232	258	490
2:45			1	0	1	14:45			72	100	172	11:00 12:00			206	263	469
3:00			0	0	0	15:00			94	80	174	12:00 13:00			204	270	474
3:15			2	1	3	15:15			92	89	181	13:00 14:00			279	265	544
3:30			3	1	4	15:30			72	69	141	14:00 15:00			281	310	591
3:45			0	2	2	15:45			87	89	176	15:00 16:00			345	327	672
4:00			4	1	5	16:00			102	60	162	16:00 17:00			345	324	669
4:15			1	0	1	16:15			82	101	183	17:00 18:00			362	350	712
4:30			1	1	2	16:30			83	73	156	18:00 19:00			294	340	634
4:45			4	7	11	16:45			78	90	168	19:00 20:00			262	253	515
5:00			7	5	12	17:00			84	87	171	20:00 21:00			188	167	355
5:15			5	3	8	17:15			86	94	180	21:00 22:00			92	119	211
5:30			8	9	17	17:30			91	102	193	22:00 23:00			55	49	104
5:45			15	17	32	17:45			101	67	168	23:00 00:00			36	22	58
6:00			12	11	23	18:00			90	101	191	STATISTICS					
6:15			11	12	23	18:15			63	84	147		NB	SB	EB	WB	TOTAL
6:30			13	13	26	18:30			65	77	142	Peak Period	00:00	to	12:00		
6:45			17	36	53	18:45			76	78	154	Volume			1458	1560	3018
7:00			27	29	56	19:00			81	81	162	Peak Hour			8:00	8:15	8:15
7:15			46	36	82	19:15			71	65	136	Peak Volume			387	419	806
7:30			58	48	106	19:30			58	62	120	Peak Hour Factor			0.921	0.831	0.872
7:45			96	85	181	19:45			52	45	97						
8:00			99	75	174	20:00			62	44	106	Peak Period	12:00	to	00:00		
8:15			93	100	193	20:15			48	38	86	Volume			2743	2796	5539
8:30			90	108	198	20:30			37	42	79	Peak Hour			17:15	16:45	17:15
8:45			105	126	231	20:45			41	43	84	Peak Volume			368	373	732
9:00			99	85	184	21:00			31	33	64	Peak Hour Factor			0.911	0.914	0.948
9:15			53	76	129	21:15			25	36	61						
9:30			68	79	147	21:30			20	23	43	Peak Period	07:00	to	09:00		
9:45			60	57	117	21:45			16	27	43	Volume			614	607	1221
10:00			65	60	125	22:00			18	16	34	Peak Hour			8:00	8:00	8:00
10:15			54	68	122	22:15			13	11	24	Peak Volume			387	409	796
10:30			59	63	122	22:30			14	11	25	Peak Hour Factor			0.921	0.812	0.861
10:45			54	67	121	22:45			10	11	21						
11:00			46	66	112	23:00			12	8	20	Peak Period	16:00	to	18:00		
11:15			52	64	116	23:15			8	7	15	Volume			707	674	1381
11:30			46	67	113	23:30			8	2	10	Peak Hour			17:00	16:45	16:45
11:45			62	66	128	23:45			8	5	13	Peak Volume			362	373	712
TOTALS	0	0	1458	1560	3018	TOTALS	0	0	2743	2796	5539	Peak Hour Factor			0.896	0.914	0.922
SPLIT %	0%	0%	48%	52%	35%	SPLIT %	0%	0%	50%	50%	65%						

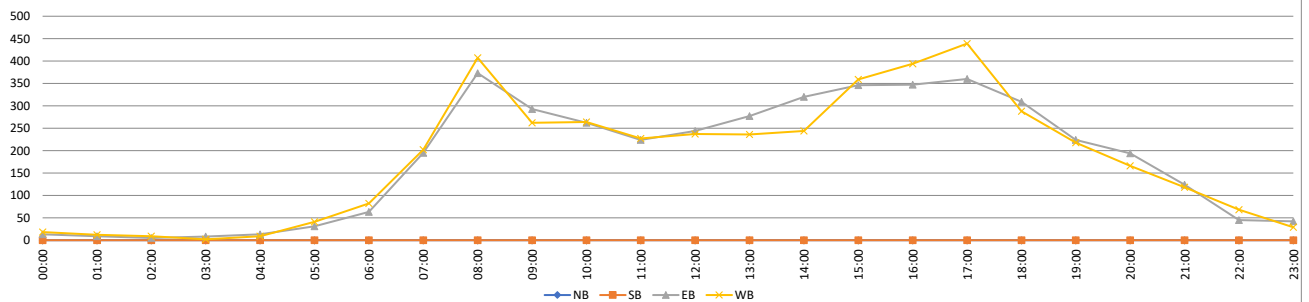


VOLUME**W Meadow Dr Bet 2nd St & Park Blvd**

Day: Thursday
Date: 5/15/2025

City: Palo Alto
Project #: CA25_080178_008

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		4,321		4,331		8,652							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			4	5	9	12:00			58	70	128	00:00 01:00			13	18	31				
0:15			3	3	6	12:15			62	48	110	01:00 02:00			9	12	21				
0:30			5	5	10	12:30			59	55	114	02:00 03:00			5	9	14				
0:45			1	5	6	12:45			65	64	129	03:00 04:00			8	2	10				
1:00			2	4	6	13:00			71	57	128	04:00 05:00			13	9	22				
1:15			2	4	6	13:15			67	70	137	05:00 06:00			31	41	72				
1:30			2	2	4	13:30			64	64	128	06:00 07:00			63	82	145				
1:45			3	2	5	13:45			75	45	120	07:00 08:00			195	202	397				
2:00			1	3	4	14:00			67	71	138	08:00 09:00			373	407	780				
2:15			2	0	2	14:15			70	58	128	09:00 10:00			293	262	555				
2:30			1	2	3	14:30			103	52	155	10:00 11:00			262	264	526				
2:45			1	4	5	14:45			80	63	143	11:00 12:00			224	227	451				
3:00			0	0	0	15:00			96	82	178	12:00 13:00			244	237	481				
3:15			2	1	3	15:15			79	89	168	13:00 14:00			277	236	513				
3:30			3	0	3	15:30			87	95	182	14:00 15:00			320	244	564				
3:45			3	1	4	15:45			84	93	177	15:00 16:00			346	359	705				
4:00			3	1	4	16:00			75	107	182	16:00 17:00			347	394	741				
4:15			2	1	3	16:15			73	107	180	17:00 18:00			360	439	799				
4:30			3	2	5	16:30			118	78	196	18:00 19:00			309	288	597				
4:45			5	5	10	16:45			81	102	183	19:00 20:00			224	218	442				
5:00			5	4	9	17:00			83	125	208	20:00 21:00			194	166	360				
5:15			7	7	14	17:15			80	93	173	21:00 22:00			124	118	242				
5:30			5	12	17	17:30			103	111	214	22:00 23:00			45	68	113				
5:45			14	18	32	17:45			94	110	204	23:00 00:00			42	29	71				
6:00			14	16	30	18:00			76	83	159	STATISTICS									
6:15			21	12	33	18:15			86	76	162		NB	SB	EB	WB	TOTAL				
6:30			14	23	37	18:30			66	73	139	Peak Period	00:00	to	12:00						
6:45			14	31	45	18:45			81	56	137	Volume			1489	1535	3024				
7:00			18	27	45	19:00			63	66	129	Peak Hour			7:45	8:00	8:00				
7:15			26	49	75	19:15			54	52	106	Peak Volume			374	407	780				
7:30			56	56	112	19:30			53	55	108	Peak Hour Factor			0.964	0.893	0.938				
7:45			95	70	165	19:45			54	45	99	Peak Period	12:00	to	00:00						
8:00			97	88	185	20:00			70	51	121	Volume			2832	2796	5628				
8:15			88	98	186	20:15			39	39	78	Peak Hour			16:30	17:00	17:00				
8:30			94	114	208	20:30			51	36	87	Peak Volume			362	439	799				
8:45			94	107	201	20:45			34	40	74	Peak Hour Factor			0.767	0.878	0.933				
9:00			90	63	153	21:00			41	39	80	Peak Period	07:00	to	09:00						
9:15			69	56	125	21:15			31	32	63	Volume			568	609	1177				
9:30			70	58	128	21:30			25	27	52	Peak Hour			7:45	8:00	8:00				
9:45			64	85	149	21:45			27	20	47	Peak Volume			374	407	780				
10:00			73	72	145	22:00			12	19	31	Peak Hour Factor			0.964	0.893	0.938				
10:15			72	64	136	22:15			13	20	33	Peak Period	16:00	to	18:00						
10:30			61	58	119	22:30			13	17	30	Volume			707	833	1540				
10:45			56	70	126	22:45			7	12	19	Peak Hour			16:30	17:00	17:00				
11:00			61	38	99	23:00			12	7	19	Peak Volume			362	439	799				
11:15			44	61	105	23:15			13	7	20	Peak Hour Factor			0.767	0.878	0.933				
11:30			57	55	112	23:30			5	7	12										
11:45			62	73	135	23:45			12	8	20										
TOTALS	0	0	1489	1535	3024	TOTALS	0	0	2832	2796	5628										
SPLIT %	0%	0%	49%	51%	35%	SPLIT %	0%	0%	50%	50%	65%										



VOLUME**W Meadow Dr Bet 2nd St & Park Blvd**

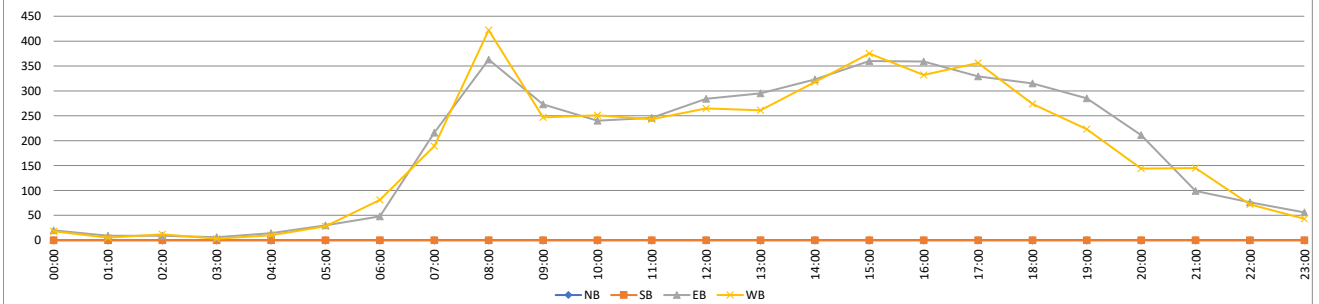
Day: Friday

Date: 5/16/2025

City: Palo Alto

Project #: CA25_080178_008

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		4,466		4,317		8,783							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			7	5	12	12:00			81	59	140	00:00 01:00			20	18	38				
0:15			1	7	8	12:15			68	68	136	01:00 02:00			9	5	14				
0:30			3	4	7	12:30			68	72	140	02:00 03:00			9	12	21				
0:45			9	2	11	12:45			67	66	133	03:00 04:00			6	3	9				
1:00			3	2	5	13:00			72	64	136	04:00 05:00			14	10	24				
1:15			1	2	3	13:15			57	66	123	05:00 06:00			30	28	58				
1:30			3	1	4	13:30			82	63	145	06:00 07:00			48	81	129				
1:45			2	0	2	13:45			84	68	152	07:00 08:00			216	189	405				
2:00			4	7	11	14:00			82	94	176	08:00 09:00			363	422	785				
2:15			1	1	2	14:15			87	78	165	09:00 10:00			273	247	520				
2:30			1	4	5	14:30			77	75	152	10:00 11:00			240	251	491				
2:45			3	0	3	14:45			77	71	148	11:00 12:00			246	243	489				
3:00			2	0	2	15:00			92	111	203	12:00 13:00			284	265	549				
3:15			2	0	2	15:15			87	105	192	13:00 14:00			295	261	556				
3:30			2	1	3	15:30			98	81	179	14:00 15:00			323	318	641				
3:45			0	2	2	15:45			83	78	161	15:00 16:00			360	375	735				
4:00			5	1	6	16:00			98	81	179	16:00 17:00			359	332	691				
4:15			1	0	1	16:15			95	75	170	17:00 18:00			329	356	685				
4:30			2	3	5	16:30			89	100	189	18:00 19:00			315	274	589				
4:45			6	6	12	16:45			77	76	153	19:00 20:00			285	223	508				
5:00			5	3	8	17:00			77	81	158	20:00 21:00			211	144	355				
5:15			5	6	11	17:15			85	95	180	21:00 22:00			99	145	244				
5:30			10	7	17	17:30			91	94	185	22:00 23:00			76	72	148				
5:45			10	12	22	17:45			76	86	162	23:00 00:00			56	43	99				
6:00			13	14	27	18:00			75	72	147	STATISTICS									
6:15			13	15	28	18:15			66	62	128		NB	SB	EB	WB	TOTAL				
6:30			11	16	27	18:30			85	57	142	Peak Period	00:00	to	12:00						
6:45			11	36	47	18:45			89	83	172	Volume			1474	1509	2983				
7:00			26	25	51	19:00			90	66	156	Peak Hour			8:15	8:00	8:00				
7:15			34	52	86	19:15			77	56	133	Peak Volume			374	422	785				
7:30			69	54	123	19:30			64	51	115	Peak Hour Factor			0.954	0.764	0.850				
7:45			87	58	145	19:45			54	50	104	Peak Period	12:00	to	00:00						
8:00			78	77	155	20:00			63	35	98	Volume			2992	2808	5800				
8:15			98	98	196	20:15			48	48	96	Peak Hour			15:30	15:00	15:00				
8:30			93	138	231	20:30			45	37	82	Peak Volume			374	375	735				
8:45			94	109	203	20:45			55	24	79	Peak Hour Factor			0.954	0.845	0.905				
9:00			89	58	147	21:00			24	37	61	Peak Period	07:00	to	09:00						
9:15			60	66	126	21:15			29	25	54	Volume			579	611	1190				
9:30			62	50	112	21:30			29	44	73	Peak Hour			8:00	8:00	8:00				
9:45			62	73	135	21:45			17	39	56	Peak Volume			363	422	785				
10:00			63	74	137	22:00			28	24	52	Peak Hour Factor			0.926	0.764	0.850				
10:15			68	67	135	22:15			20	14	34	Peak Period	16:00	to	18:00						
10:30			51	67	118	22:30			15	16	31	Volume			688	688	1376				
10:45			58	43	101	22:45			13	18	31	Peak Hour			16:00	17:00	16:00				
11:00			64	68	132	23:00			21	13	34	Peak Volume			359	356	691				
11:15			63	53	116	23:15			6	11	17	Peak Hour Factor			0.916	0.937	0.914				
11:30			61	65	126	23:30			15	13	28										
11:45			58	57	115	23:45			14	6	20										
TOTALS	0	0	1474	1509	2983	TOTALS	0	0	2992	2808	5800										
SPLIT %	0%	0%	49%	51%	34%	SPLIT %	0%	0%	52%	48%	66%										

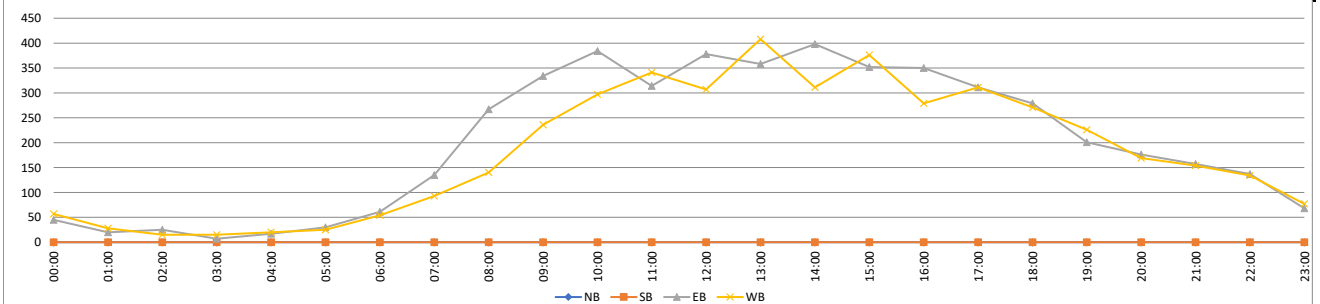


VOLUME**E Charleston Rd Bet Wright Pl & Mumford Pl**

Day: Saturday
Date: 5/10/2025

City: Palo Alto
Project #: CA25_080178_009

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		4,804		4,344		9,148							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			14	18	32	12:00			92	71	163	00:00 01:00			45	57	102				
0:15			13	16	29	12:15			99	79	178	01:00 02:00			20	28	48				
0:30			11	15	26	12:30			85	81	166	02:00 03:00			25	15	40				
0:45			7	8	15	12:45			102	76	178	03:00 04:00			7	15	22				
1:00			3	15	18	13:00			86	91	177	04:00 05:00			17	20	37				
1:15			8	5	13	13:15			90	94	184	05:00 06:00			30	25	55				
1:30			7	6	13	13:30			82	105	187	06:00 07:00			61	54	115				
1:45			2	2	4	13:45			100	118	218	07:00 08:00			135	93	228				
2:00			9	7	16	14:00			109	75	184	08:00 09:00			267	140	407				
2:15			8	3	11	14:15			98	78	176	09:00 10:00			334	236	570				
2:30			5	3	8	14:30			87	92	179	10:00 11:00			384	297	681				
2:45			3	2	5	14:45			104	66	170	11:00 12:00			314	341	655				
3:00			2	2	4	15:00			68	90	158	12:00 13:00			378	307	685				
3:15			1	4	5	15:15			82	91	173	13:00 14:00			358	408	766				
3:30			3	5	8	15:30			90	87	177	14:00 15:00			398	311	709				
3:45			1	4	5	15:45			112	108	220	15:00 16:00			352	376	728				
4:00			7	4	11	16:00			99	74	173	16:00 17:00			350	279	629				
4:15			3	4	7	16:15			103	59	162	17:00 18:00			311	311	622				
4:30			4	6	10	16:30			68	79	147	18:00 19:00			279	271	550				
4:45			3	6	9	16:45			80	67	147	19:00 20:00			201	226	427				
5:00			8	7	15	17:00			84	62	146	20:00 21:00			176	169	345				
5:15			7	9	16	17:15			86	79	165	21:00 22:00			157	154	311				
5:30			7	5	12	17:30			61	86	147	22:00 23:00			137	134	271				
5:45			8	4	12	17:45			80	84	164	23:00 00:00			68	77	145				
6:00			13	9	22	18:00			106	80	186	STATISTICS									
6:15			12	15	27	18:15			61	61	122		NB	SB	EB	WB	TOTAL				
6:30			10	13	23	18:30			54	50	104	Peak Period	00:00	to	12:00						
6:45			26	17	43	18:45			58	80	138	Volume			1639	1321	2960				
7:00			24	24	48	19:00			57	57	114	Peak Hour			9:45	11:00	9:45				
7:15			26	21	47	19:15			51	57	108	Peak Volume			389	341	687				
7:30			48	23	71	19:30			56	68	124	Peak Hour Factor			0.900	0.879	0.914				
7:45			37	25	62	19:45			37	44	81	Peak Period	12:00	to	00:00						
8:00			60	24	84	20:00			56	40	96	Volume			3165	3023	6188				
8:15			70	34	104	20:15			36	33	69	Peak Hour			15:30	13:00	13:15				
8:30			59	36	95	20:30			24	43	67	Peak Volume			404	408	773				
8:45			78	46	124	20:45			60	53	113	Peak Hour Factor			0.902	0.864	0.886				
9:00			83	50	133	21:00			40	33	73	Peak Period	07:00	to	09:00						
9:15			87	54	141	21:15			43	49	92	Volume			402	233	635				
9:30			77	58	135	21:30			42	37	79	Peak Hour			8:00	8:00	8:00				
9:45			87	74	161	21:45			32	35	67	Peak Volume			267	140	407				
10:00			101	72	173	22:00			39	31	70	Peak Hour Factor			0.856	0.761	0.821				
10:15			108	57	165	22:15			32	35	67	Peak Period	16:00	to	18:00						
10:30			93	95	188	22:30			26	39	65	Volume			661	590	1251				
10:45			82	73	155	22:45			40	29	69	Peak Hour			16:00	17:00	16:00				
11:00			89	86	175	23:00			20	25	45	Peak Volume			350	311	629				
11:15			68	84	152	23:15			19	20	39	Peak Hour Factor			0.850	0.904	0.909				
11:30			69	74	143	23:30			17	16	33										
11:45			88	97	185	23:45			12	16	28										
TOTALS	0	0	1639	1321	2960	TOTALS	0	0	3165	3023	6188										
SPLIT %	0%	0%	55%	45%	32%	SPLIT %	0%	0%	51%	49%	68%										



VOLUME**E Charleston Rd Bet Wright Pl & Mumford Pl**

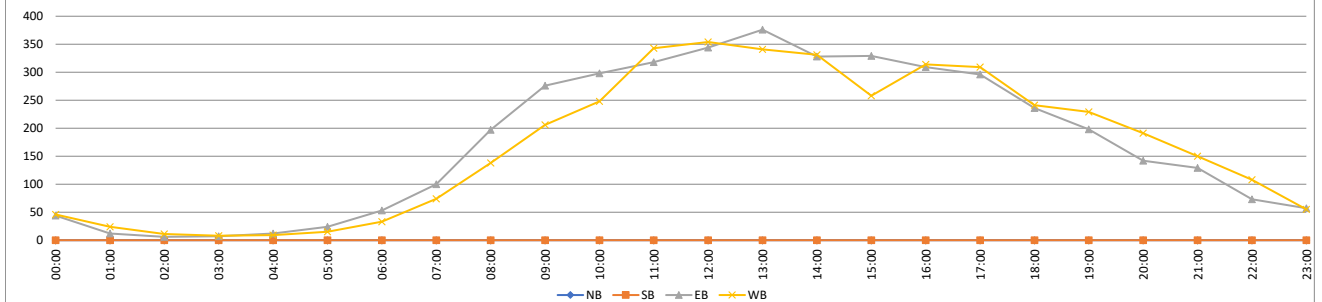
Day: Sunday

Date: 5/11/2025

City: Palo Alto

Project #: CA25_080178_009

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		4,164		4,036		8,200							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			16	16	32	12:00			83	96	179	00:00 01:00			44	46	90				
0:15			13	8	21	12:15			73	90	163	01:00 02:00			12	24	36				
0:30			11	10	21	12:30			98	83	181	02:00 03:00			6	11	17				
0:45			4	12	16	12:45			90	85	175	03:00 04:00			7	8	15				
1:00			3	5	8	13:00			112	91	203	04:00 05:00			12	9	21				
1:15			3	6	9	13:15			86	73	159	05:00 06:00			24	15	39				
1:30			3	5	8	13:30			90	83	173	06:00 07:00			53	33	86				
1:45			3	8	11	13:45			88	94	182	07:00 08:00			100	74	174				
2:00			1	3	4	14:00			82	79	161	08:00 09:00			197	138	335				
2:15			0	1	1	14:15			88	73	161	09:00 10:00			276	206	482				
2:30			4	1	5	14:30			86	89	175	10:00 11:00			298	248	546				
2:45			1	6	7	14:45			72	90	162	11:00 12:00			318	343	661				
3:00			5	1	6	15:00			93	72	165	12:00 13:00			344	354	698				
3:15			0	2	2	15:15			70	56	126	13:00 14:00			376	341	717				
3:30			1	2	3	15:30			83	69	152	14:00 15:00			328	331	659				
3:45			1	3	4	15:45			83	61	144	15:00 16:00			329	258	587				
4:00			1	0	1	16:00			95	78	173	16:00 17:00			309	314	623				
4:15			2	4	6	16:15			71	69	140	17:00 18:00			296	309	605				
4:30			5	3	8	16:30			73	83	156	18:00 19:00			236	241	477				
4:45			4	2	6	16:45			70	84	154	19:00 20:00			198	229	427				
5:00			5	1	6	17:00			71	68	139	20:00 21:00			142	191	333				
5:15			5	5	10	17:15			86	84	170	21:00 22:00			129	150	279				
5:30			3	4	7	17:30			69	76	145	22:00 23:00			73	108	181				
5:45			11	5	16	17:45			70	81	151	23:00 00:00			57	55	112				
6:00			8	5	13	18:00			58	62	120	STATISTICS									
6:15			12	5	17	18:15			61	67	128		NB	SB	EB	WB	TOTAL				
6:30			19	7	26	18:30			62	50	112	Peak Period	00:00	to	12:00						
6:45			14	16	30	18:45			55	62	117	Volume			1347	1155	2502				
7:00			29	9	38	19:00			62	73	135	Peak Hour			10:30	11:00	11:00				
7:15			21	17	38	19:15			42	66	108	Peak Volume			337	343	661				
7:30			22	23	45	19:30			49	42	91	Peak Hour Factor			0.878	0.922	0.950				
7:45			28	25	53	19:45			45	48	93	Peak Period	12:00	to	00:00						
8:00			53	25	78	20:00			46	56	102	Volume			2817	2881	5698				
8:15			41	33	74	20:15			36	51	87	Peak Hour			12:30	12:00	12:15				
8:30			39	37	76	20:30			30	42	72	Peak Volume			386	354	722				
8:45			64	43	107	20:45			30	42	72	Peak Hour Factor			0.862	0.922	0.889				
9:00			85	47	132	21:00			50	42	92	Peak Period	07:00	to	09:00						
9:15			53	41	94	21:15			32	30	62	Volume			297	212	509				
9:30			64	46	110	21:30			26	47	73	Peak Hour			8:00	8:00	8:00				
9:45			74	72	146	21:45			21	31	52	Peak Volume			197	138	335				
10:00			66	43	109	22:00			28	27	55	Peak Hour Factor			0.770	0.802	0.783				
10:15			66	59	125	22:15			20	25	45	Peak Period	16:00	to	18:00						
10:30			84	70	154	22:30			13	30	43	Volume			605	623	1228				
10:45			82	76	158	22:45			12	26	38	Peak Hour			16:00	16:30	16:00				
11:00			75	90	165	23:00			16	14	30	Peak Volume			309	319	623				
11:15			96	78	174	23:15			10	20	30	Peak Hour Factor			0.813	0.949	0.900				
11:30			68	82	150	23:30			11	17	28										
11:45			79	93	172	23:45			20	4	24										
TOTALS	0	0	1347	1155	2502	TOTALS	0	0	2817	2881	5698										
SPLIT %	0%	0%	54%	46%	31%	SPLIT %	0%	0%	49%	51%	69%										

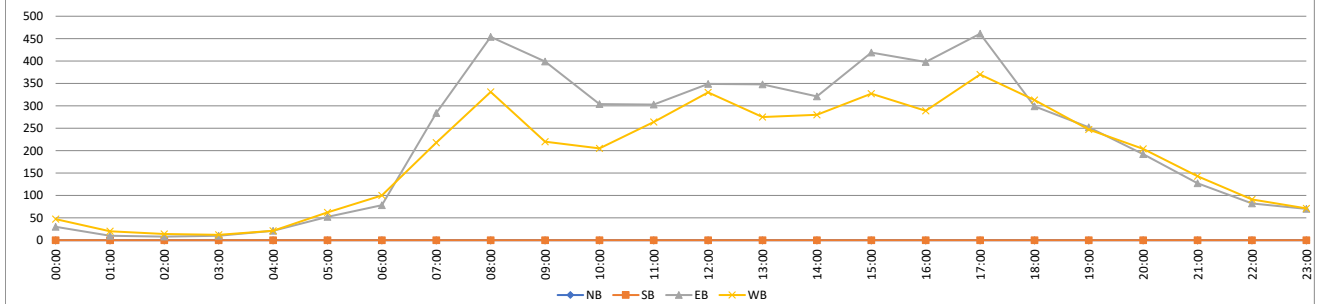


VOLUME**E Charleston Rd Bet Wright Pl & Mumford Pl**

Day: Monday
Date: 5/12/2025

City: Palo Alto
Project #: CA25_080178_009

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS							
						0		0		5,271		4,454		9,725									
15-Minutes Interval												Hourly Intervals											
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME		NB	SB	EB	WB	TOTAL					
0:00			8	13	21	12:00			74	87	161	00:00	01:00			30	47	77					
0:15			12	9	21	12:15			103	78	181	01:00	02:00			10	20	30					
0:30			6	10	16	12:30			86	96	182	02:00	03:00			8	14	22					
0:45			4	15	19	12:45			86	69	155	03:00	04:00			10	12	22					
1:00			5	8	13	13:00			87	75	162	04:00	05:00			21	21	42					
1:15			2	6	8	13:15			98	69	167	05:00	06:00			52	62	114					
1:30			3	5	8	13:30			72	59	131	06:00	07:00			78	100	178					
1:45			0	1	1	13:45			91	72	163	07:00	08:00			284	218	502					
2:00			0	5	5	14:00			73	78	151	08:00	09:00			454	331	785					
2:15			3	4	7	14:15			75	60	135	09:00	10:00			399	220	619					
2:30			1	3	4	14:30			74	71	145	10:00	11:00			304	205	509					
2:45			4	2	6	14:45			99	71	170	11:00	12:00			303	264	567					
3:00			4	7	11	15:00			109	59	168	12:00	13:00			349	330	679					
3:15			1	0	1	15:15			85	98	183	13:00	14:00			348	275	623					
3:30			4	2	6	15:30			106	92	198	14:00	15:00			321	280	601					
3:45			1	3	4	15:45			119	78	197	15:00	16:00			419	327	746					
4:00			6	1	7	16:00			105	82	187	16:00	17:00			398	289	687					
4:15			4	2	6	16:15			93	59	152	17:00	18:00			461	370	831					
4:30			5	8	13	16:30			109	64	173	18:00	19:00			299	313	612					
4:45			6	10	16	16:45			91	84	175	19:00	20:00			252	247	499					
5:00			10	8	18	17:00			87	88	175	20:00	21:00			192	204	396					
5:15			11	13	24	17:15			130	83	213	21:00	22:00			127	143	270					
5:30			13	23	36	17:30			115	96	211	22:00	23:00			82	91	173					
5:45			18	18	36	17:45			129	103	232	23:00	00:00			70	71	141					
6:00			19	14	33	18:00			74	83	157	STATISTICS											
6:15			17	25	42	18:15			69	78	147								NB	SB	EB	WB	TOTAL
6:30			17	25	42	18:30			79	80	159							Peak Period	00:00	to	12:00		
6:45			25	36	61	18:45			77	72	149							Volume			1953	1514	3467
7:00			38	44	82	19:00			76	68	144							Peak Hour			8:00	8:00	8:00
7:15			60	58	118	19:15			67	62	129	Peak Volume			454	331	785						
7:30			86	48	134	19:30			55	66	121	Peak Hour Factor			0.915	0.853	0.888						
7:45			100	68	168	19:45			54	51	105												
8:00			105	67	172	20:00			59	56	115	Peak Period	12:00	to	00:00								
8:15			124	97	221	20:15			45	45	90	Volume			3318	2940	6258						
8:30			109	92	201	20:30			55	51	106	Peak Hour			17:00	17:00	17:00						
8:45			116	75	191	20:45			33	52	85	Peak Volume			461	370	831						
9:00			101	59	160	21:00			40	46	86	Peak Hour Factor			0.887	0.898	0.895						
9:15			118	48	166	21:15			36	38	74												
9:30			98	44	142	21:30			22	34	56	Peak Period	07:00	to	09:00								
9:45			82	69	151	21:45			29	25	54	Volume			738	549	1287						
10:00			67	49	116	22:00			24	23	47	Peak Hour			8:00	8:00	8:00						
10:15			71	62	133	22:15			22	21	43	Peak Volume			454	331	785						
10:30			72	59	131	22:30			19	30	49	Peak Hour Factor			0.915	0.853	0.888						
10:45			94	35	129	22:45			17	17	34												
11:00			70	49	119	23:00			17	19	36	Peak Period	16:00	to	18:00								
11:15			69	70	139	23:15			21	16	37	Volume			859	659	1518						
11:30			66	67	133	23:30			16	22	38	Peak Hour			17:00	17:00	17:00						
11:45			98	78	176	23:45			16	14	30	Peak Volume			461	370	831						
TOTALS	0	0	1953	1514	3467	TOTALS	0	0	3318	2940	6258	Peak Hour Factor			0.887	0.898	0.895						
SPLIT %	0%	0%	56%	44%	36%	SPLIT %	0%	0%	53%	47%	64%												

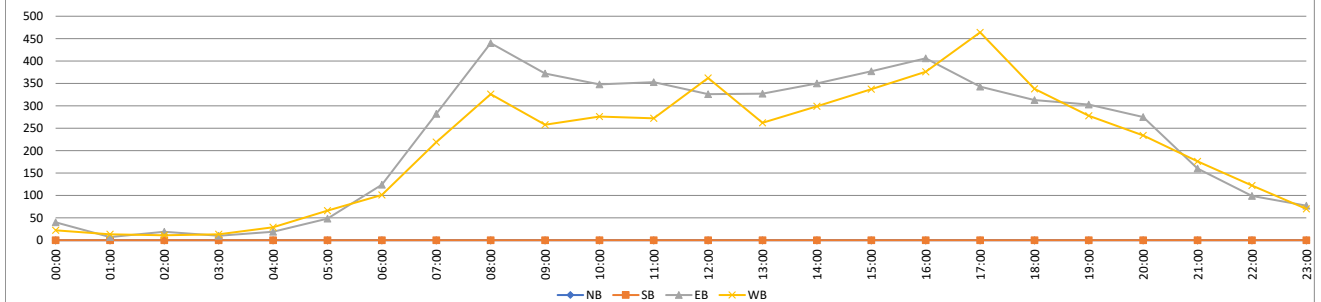


VOLUME**E Charleston Rd Bet Wright Pl & Mumford Pl**

Day: Tuesday
Date: 5/13/2025

City: Palo Alto
Project #: CA25_080178_009

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		5,418		4,924		10,342							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			18	7	25	12:00			82	93	175	00:00 01:00			40	22	62				
0:15			7	7	14	12:15			75	77	152	01:00 02:00			7	13	20				
0:30			11	3	14	12:30			84	80	164	02:00 03:00			19	11	30				
0:45			4	5	9	12:45			85	112	197	03:00 04:00			10	13	23				
1:00			4	2	6	13:00			86	78	164	04:00 05:00			19	29	48				
1:15			3	4	7	13:15			66	64	130	05:00 06:00			48	66	114				
1:30			0	3	3	13:30			86	69	155	06:00 07:00			124	101	225				
1:45			0	4	4	13:45			89	51	140	07:00 08:00			282	219	501				
2:00			5	2	7	14:00			92	63	155	08:00 09:00			440	326	766				
2:15			6	2	8	14:15			77	74	151	09:00 10:00			372	258	630				
2:30			3	4	7	14:30			90	81	171	10:00 11:00			348	276	624				
2:45			5	3	8	14:45			91	81	172	11:00 12:00			353	272	625				
3:00			2	4	6	15:00			85	73	158	12:00 13:00			326	362	688				
3:15			3	2	5	15:15			89	91	180	13:00 14:00			327	262	589				
3:30			5	3	8	15:30			97	79	176	14:00 15:00			350	299	649				
3:45			0	4	4	15:45			106	94	200	15:00 16:00			377	337	714				
4:00			3	5	8	16:00			94	102	196	16:00 17:00			406	376	782				
4:15			6	5	11	16:15			89	99	188	17:00 18:00			343	464	807				
4:30			3	10	13	16:30			122	82	204	18:00 19:00			313	338	651				
4:45			7	9	16	16:45			101	93	194	19:00 20:00			303	278	581				
5:00			4	9	13	17:00			81	106	187	20:00 21:00			275	234	509				
5:15			17	13	30	17:15			115	108	223	21:00 22:00			160	176	336				
5:30			10	24	34	17:30			59	134	193	22:00 23:00			99	122	221				
5:45			17	20	37	17:45			88	116	204	23:00 00:00			77	70	147				
6:00			24	14	38	18:00			72	118	190	STATISTICS									
6:15			33	21	54	18:15			82	88	170		NB	SB	EB	WB	TOTAL				
6:30			26	28	54	18:30			71	75	146	Peak Period	00:00	to	12:00						
6:45			41	38	79	18:45			88	57	145	Volume			2062	1606	3668				
7:00			42	47	89	19:00			78	84	162	Peak Hour			8:15	8:00	8:15				
7:15			57	55	112	19:15			83	80	163	Peak Volume			478	326	795				
7:30			67	68	135	19:30			66	71	137	Peak Hour Factor			0.919	0.823	0.916				
7:45			116	49	165	19:45			76	43	119										
8:00			92	75	167	20:00			84	72	156	Peak Period	12:00	to	00:00						
8:15			104	99	203	20:15			79	54	133	Volume			3356	3318	6674				
8:30			127	90	217	20:30			59	63	122	Peak Hour			16:30	17:15	17:15				
8:45			117	62	179	20:45			53	45	98	Peak Volume			419	476	810				
9:00			130	66	196	21:00			44	64	108	Peak Hour Factor			0.859	0.888	0.908				
9:15			68	59	127	21:15			47	40	87										
9:30			85	65	150	21:30			34	39	73	Peak Period	07:00	to	09:00						
9:45			89	68	157	21:45			35	33	68	Volume			722	545	1267				
10:00			85	47	132	22:00			32	42	74	Peak Hour			8:00	8:00	8:00				
10:15			77	89	166	22:15			26	28	54	Peak Volume			440	326	766				
10:30			88	74	162	22:30			21	31	52	Peak Hour Factor			0.866	0.823	0.882				
10:45			98	66	164	22:45			20	21	41										
11:00			71	72	143	23:00			26	17	43	Peak Period	16:00	to	18:00						
11:15			100	60	160	23:15			20	28	48	Volume			749	840	1589				
11:30			84	75	159	23:30			11	15	26	Peak Hour			16:30	17:00	16:30				
11:45			98	65	163	23:45			20	10	30	Peak Volume			419	464	808				
TOTALS	0	0	2062	1606	3668	TOTALS	0	0	3356	3318	6674	Peak Hour Factor			0.859	0.866	0.906				
SPLIT %	0%	0%	56%	44%	35%	SPLIT %	0%	0%	50%	50%	65%										



VOLUME**E Charleston Rd Bet Wright Pl & Mumford Pl**

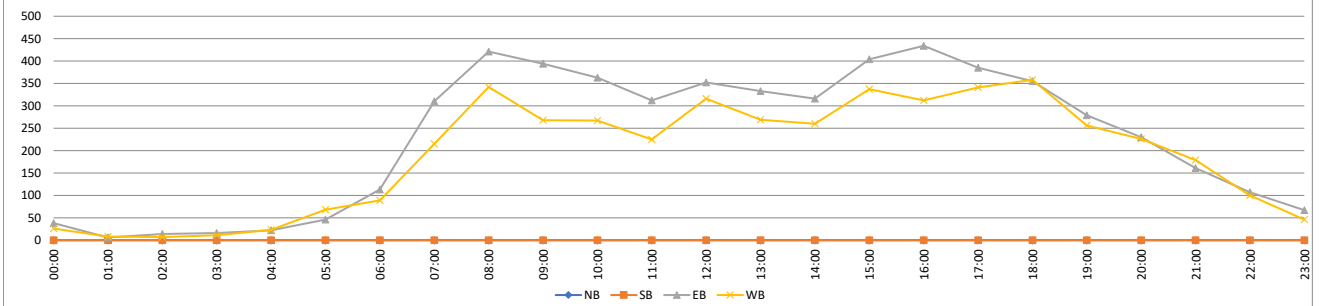
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

Project #: CA25_080178_009

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		5,478		4,549		10,027							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			18	4	22	12:00			88	90	178	00:00 01:00			38	26	64				
0:15			6	12	18	12:15			81	65	146	01:00 02:00			6	8	14				
0:30			11	4	15	12:30			98	80	178	02:00 03:00			14	7	21				
0:45			3	6	9	12:45			85	81	166	03:00 04:00			16	11	27				
1:00			2	4	6	13:00			92	54	146	04:00 05:00			22	23	45				
1:15			0	2	2	13:15			87	79	166	05:00 06:00			46	68	114				
1:30			1	0	1	13:30			83	68	151	06:00 07:00			113	89	202				
1:45			3	2	5	13:45			71	68	139	07:00 08:00			310	215	525				
2:00			7	2	9	14:00			79	57	136	08:00 09:00			421	342	763				
2:15			1	2	3	14:15			90	57	147	09:00 10:00			394	268	662				
2:30			4	2	6	14:30			66	72	138	10:00 11:00			363	267	630				
2:45			2	1	3	14:45			81	74	155	11:00 12:00			312	225	537				
3:00			1	1	2	15:00			105	84	189	12:00 13:00			352	316	668				
3:15			4	3	7	15:15			110	86	196	13:00 14:00			333	269	602				
3:30			11	3	14	15:30			82	91	173	14:00 15:00			316	260	576				
3:45			0	4	4	15:45			107	76	183	15:00 16:00			404	337	741				
4:00			5	4	9	16:00			111	81	192	16:00 17:00			434	312	746				
4:15			4	3	7	16:15			116	88	204	17:00 18:00			385	341	726				
4:30			9	9	18	16:30			104	71	175	18:00 19:00			355	358	713				
4:45			4	7	11	16:45			103	72	175	19:00 20:00			279	256	535				
5:00			6	8	14	17:00			90	77	167	20:00 21:00			230	226	456				
5:15			6	12	18	17:15			116	96	212	21:00 22:00			161	179	340				
5:30			18	23	41	17:30			81	89	170	22:00 23:00			107	100	207				
5:45			16	25	41	17:45			98	79	177	23:00 00:00			67	46	113				
6:00			21	11	32	18:00			98	92	190	STATISTICS									
6:15			21	23	44	18:15			85	84	169		NB	SB	EB	WB	TOTAL				
6:30			26	22	48	18:30			75	99	174	Peak Period	00:00	to	12:00						
6:45			45	33	78	18:45			97	83	180	Volume			2055	1549	3604				
7:00			53	37	90	19:00			87	86	173	Peak Hour			8:30	8:15	8:15				
7:15			64	53	117	19:15			66	62	128	Peak Volume			475	353	826				
7:30			81	61	142	19:30			63	55	118	Peak Hour Factor			0.830	0.910	0.894				
7:45			112	64	176	19:45			63	53	116										
8:00			91	77	168	20:00			70	53	123	Peak Period	12:00	to	00:00						
8:15			106	97	203	20:15			64	55	119	Volume			3423	3000	6423				
8:30			120	88	208	20:30			45	57	102	Peak Hour			15:45	18:00	15:45				
8:45			104	80	184	20:45			51	61	112	Peak Volume			438	358	796				
9:00			143	88	231	21:00			62	59	121	Peak Hour Factor			0.944	0.904	0.924				
9:15			108	65	173	21:15			26	47	73										
9:30			65	60	125	21:30			34	43	77	Peak Period	07:00	to	09:00						
9:45			78	55	133	21:45			39	30	69	Volume			731	557	1288				
10:00			82	77	159	22:00			29	24	53	Peak Hour			7:45	8:00	8:00				
10:15			89	75	164	22:15			33	29	62	Peak Volume			429	342	763				
10:30			88	64	152	22:30			21	27	48	Peak Hour Factor			0.894	0.881	0.917				
10:45			104	51	155	22:45			24	20	44										
11:00			72	69	141	23:00			17	11	28	Peak Period	16:00	to	18:00						
11:15			91	57	148	23:15			16	15	31	Volume			819	653	1472				
11:30			74	55	129	23:30			11	15	26	Peak Hour			16:00	17:00	16:00				
11:45			75	44	119	23:45			23	5	28	Peak Volume			434	341	746				
TOTALS	0	0	2055	1549	3604	TOTALS	0	0	3423	3000	6423	Peak Hour Factor			0.935	0.888	0.914				
SPLIT %	0%	0%	57%	43%	36%	SPLIT %	0%	0%	53%	47%	64%										

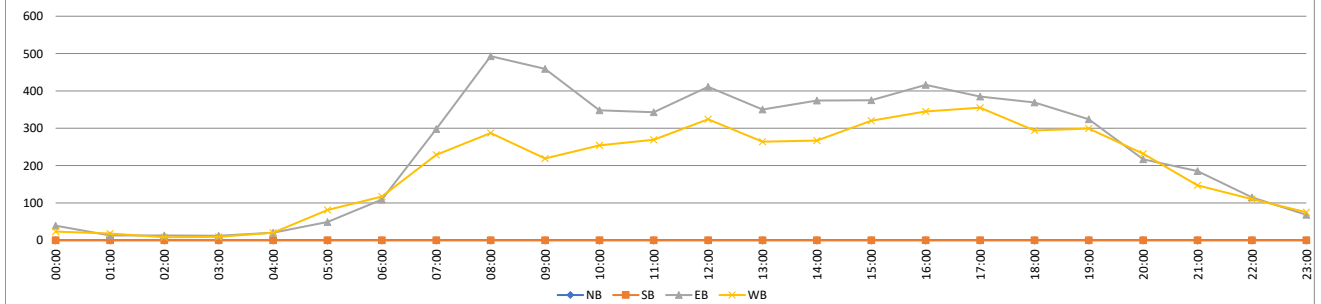


VOLUME**E Charleston Rd Bet Wright Pl & Mumford Pl**

Day: Thursday
Date: 5/15/2025

City: Palo Alto
Project #: CA25_080178_009

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	5,785	4,566	10,351							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			15	7	22	12:00			104	81	185	00:00 01:00			39	23	62
0:15			7	7	14	12:15			106	81	187	01:00 02:00			13	18	31
0:30			14	5	19	12:30			116	83	199	02:00 03:00			13	8	21
0:45			3	4	7	12:45			85	79	164	03:00 04:00			12	9	21
1:00			3	5	8	13:00			74	68	142	04:00 05:00			20	20	40
1:15			4	5	9	13:15			90	72	162	05:00 06:00			49	81	130
1:30			3	4	7	13:30			91	62	153	06:00 07:00			109	117	226
1:45			3	4	7	13:45			95	62	157	07:00 08:00			298	229	527
2:00			2	1	3	14:00			82	54	136	08:00 09:00			493	287	780
2:15			4	1	5	14:15			89	73	162	09:00 10:00			459	219	678
2:30			7	3	10	14:30			112	64	176	10:00 11:00			348	254	602
2:45			0	3	3	14:45			91	76	167	11:00 12:00			343	269	612
3:00			1	0	1	15:00			77	91	168	12:00 13:00			411	324	735
3:15			3	1	4	15:15			82	74	156	13:00 14:00			350	264	614
3:30			3	5	8	15:30			105	81	186	14:00 15:00			374	267	641
3:45			5	3	8	15:45			111	74	185	15:00 16:00			375	320	695
4:00			0	4	4	16:00			122	89	211	16:00 17:00			416	345	761
4:15			0	3	3	16:15			69	96	165	17:00 18:00			385	355	740
4:30			10	7	17	16:30			102	88	190	18:00 19:00			369	294	663
4:45			10	6	16	16:45			123	72	195	19:00 20:00			324	299	623
5:00			6	11	17	17:00			100	88	188	20:00 21:00			217	232	449
5:15			6	24	30	17:15			85	86	171	21:00 22:00			185	147	332
5:30			15	21	36	17:30			98	90	188	22:00 23:00			115	110	225
5:45			22	25	47	17:45			102	91	193	23:00 00:00			68	75	143
6:00			24	22	46	18:00			84	78	162	STATISTICS					
6:15			22	23	45	18:15			87	75	162		NB	SB	EB	WB	TOTAL
6:30			24	27	51	18:30			100	74	174	Peak Period	00:00	to	12:00		
6:45			39	45	84	18:45			98	67	165	Volume			2196	1534	3730
7:00			47	50	97	19:00			89	71	160	Peak Hour			8:15	7:45	8:15
7:15			59	56	115	19:15			80	89	169	Peak Volume			530	301	809
7:30			86	64	150	19:30			79	62	141	Peak Hour Factor			0.946	0.855	0.887
7:45			106	59	165	19:45			76	77	153	Peak Period	12:00	to	00:00		
8:00			94	74	168	20:00			59	59	118	Volume			3589	3032	6621
8:15			135	80	215	20:15			48	56	104	Peak Hour			15:15	17:00	16:00
8:30			140	88	228	20:30			61	60	121	Peak Volume			420	355	761
8:45			124	45	169	20:45			49	57	106	Peak Hour Factor			0.861	0.975	0.902
9:00			131	66	197	21:00			59	46	105	Peak Period	07:00	to	09:00		
9:15			115	49	164	21:15			51	35	86	Volume			791	516	1307
9:30			111	46	157	21:30			28	42	70	Peak Hour			8:00	7:45	8:00
9:45			102	58	160	21:45			47	24	71	Peak Volume			493	301	780
10:00			79	62	141	22:00			30	33	63	Peak Hour Factor			0.880	0.855	0.855
10:15			77	67	144	22:15			26	34	60	Peak Period	16:00	to	18:00		
10:30			87	57	144	22:30			27	31	58	Volume			801	700	1501
10:45			105	68	173	22:45			32	12	44	Peak Hour			16:00	17:00	16:00
11:00			86	64	150	23:00			22	30	52	Peak Volume			416	355	761
11:15			85	57	142	23:15			13	14	27	Peak Hour Factor			0.846	0.975	0.902
11:30			85	73	158	23:30			19	19	38						
11:45			87	75	162	23:45			14	12	26						
TOTALS	0	0	2196	1534	3730	TOTALS	0	0	3589	3032	6621						
SPLIT %	0%	0%	59%	41%	36%	SPLIT %	0%	0%	54%	46%	64%						



VOLUME**E Charleston Rd Bet Wright Pl & Mumford Pl**

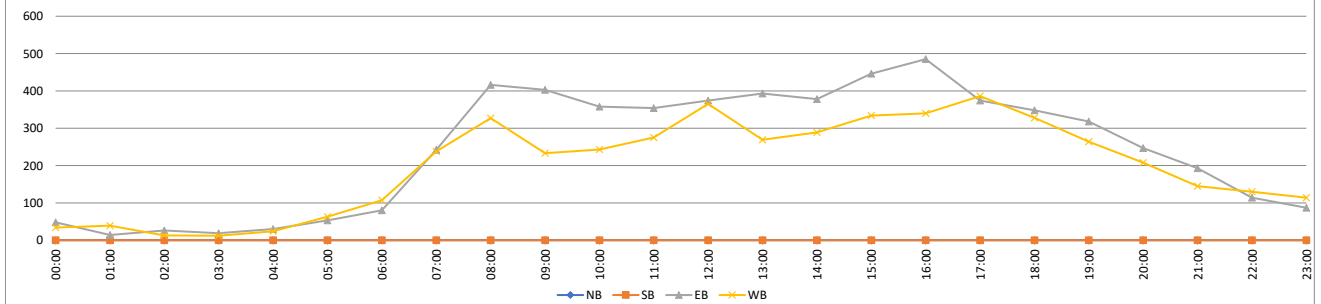
Day: Friday

Date: 5/16/2025

City: Palo Alto

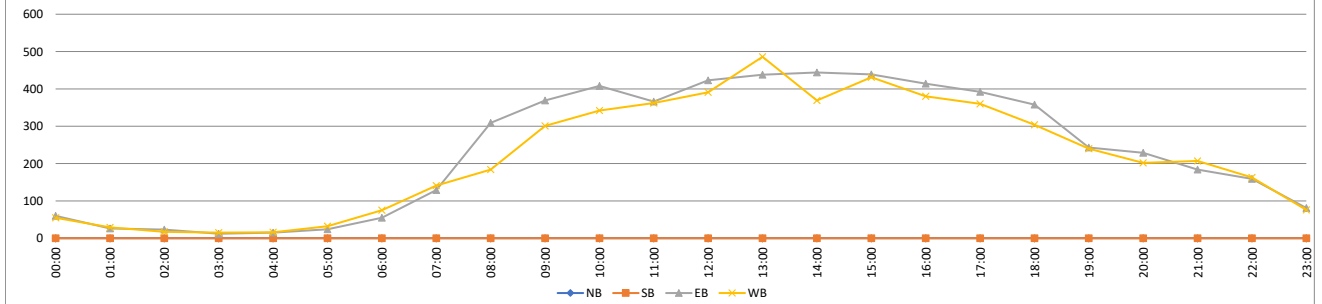
Project #: CA25_080178_009

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		5,800		4,780		10,580							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			20	11	31	12:00			98	94	192	00:00 01:00			48	34	82				
0:15			7	10	17	12:15			117	92	209	01:00 02:00			14	39	53				
0:30			10	3	13	12:30			90	89	179	02:00 03:00			26	13	39				
0:45			11	10	21	12:45			69	90	159	03:00 04:00			19	12	31				
1:00			3	13	16	13:00			113	75	188	04:00 05:00			30	24	54				
1:15			2	15	17	13:15			107	61	168	05:00 06:00			53	63	116				
1:30			4	5	9	13:30			94	58	152	06:00 07:00			80	107	187				
1:45			5	6	11	13:45			79	75	154	07:00 08:00			242	238	480				
2:00			9	1	10	14:00			125	70	195	08:00 09:00			416	327	743				
2:15			5	4	9	14:15			82	66	148	09:00 10:00			403	233	636				
2:30			7	6	13	14:30			90	77	167	10:00 11:00			358	243	601				
2:45			5	2	7	14:45			81	76	157	11:00 12:00			354	275	629				
3:00			2	1	3	15:00			101	102	203	12:00 13:00			374	365	739				
3:15			5	3	8	15:15			111	90	201	13:00 14:00			393	269	662				
3:30			8	2	10	15:30			113	68	181	14:00 15:00			378	289	667				
3:45			4	6	10	15:45			121	74	195	15:00 16:00			446	334	780				
4:00			6	4	10	16:00			133	79	212	16:00 17:00			485	340	825				
4:15			5	6	11	16:15			108	93	201	17:00 18:00			374	386	760				
4:30			3	5	8	16:30			131	86	217	18:00 19:00			348	328	676				
4:45			16	9	25	16:45			113	82	195	19:00 20:00			318	264	582				
5:00			6	15	21	17:00			114	112	226	20:00 21:00			247	208	455				
5:15			5	10	15	17:15			77	94	171	21:00 22:00			193	145	338				
5:30			16	19	35	17:30			83	91	174	22:00 23:00			114	130	244				
5:45			26	19	45	17:45			100	89	189	23:00 00:00			87	114	201				
6:00			22	10	32	18:00			87	91	178	STATISTICS									
6:15			13	28	41	18:15			89	94	183		NB	SB	EB	WB	TOTAL				
6:30			26	34	60	18:30			102	67	169	Peak Period	00:00	to	12:00						
6:45			19	35	54	18:45			70	76	146	Volume			2043	1608	3651				
7:00			32	56	88	19:00			93	74	167	Peak Hour			8:15	8:00	8:15				
7:15			55	72	127	19:15			89	65	154	Peak Volume			449	327	754				
7:30			74	57	131	19:30			62	64	126	Peak Hour Factor			0.857	0.929	0.972				
7:45			81	53	134	19:45			74	61	135										
8:00			98	85	183	20:00			83	69	152	Peak Period	12:00	to	00:00						
8:15			92	88	180	20:15			53	55	108	Volume			3757	3172	6929				
8:30			108	84	192	20:30			51	43	94	Peak Hour			15:45	17:00	16:15				
8:45			118	70	188	20:45			60	41	101	Peak Volume			493	386	839				
9:00			131	63	194	21:00			63	46	109	Peak Hour Factor			0.927	0.862	0.928				
9:15			92	59	151	21:15			44	35	79										
9:30			90	61	151	21:30			49	32	81	Peak Period	07:00	to	09:00						
9:45			90	50	140	21:45			37	32	69	Volume			658	565	1223				
10:00			97	49	146	22:00			33	31	64	Peak Hour			8:00	8:00	8:00				
10:15			94	67	161	22:15			35	34	69	Peak Volume			416	327	743				
10:30			82	53	135	22:30			25	29	54	Peak Hour Factor			0.881	0.929	0.967				
10:45			85	74	159	22:45			21	36	57										
11:00			84	63	147	23:00			27	23	50	Peak Period	16:00	to	18:00						
11:15			96	78	174	23:15			13	40	53	Volume			859	726	1585				
11:30			68	75	143	23:30			18	23	41	Peak Hour			16:00	17:00	16:15				
11:45			106	59	165	23:45			29	28	57	Peak Volume			485	386	839				
TOTALS	0	0	2043	1608	3651	TOTALS	0	0	3757	3172	6929	Peak Hour Factor			0.912	0.862	0.928				
SPLIT %	0%	0%	56%	44%	35%	SPLIT %	0%	0%	54%	46%	65%										



VOLUME**W Charleston Rd W/O Ruthelma Ave**Day: Saturday
Date: 5/10/2025City: Palo Alto
Project #: CA25_080178_010

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	5,600	5,178	10,778							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			25	21	46	12:00			99	97	196	00:00 01:00			60	55	115
0:15			14	14	28	12:15			111	89	200	01:00 02:00			26	29	55
0:30			8	15	23	12:30			92	98	190	02:00 03:00			23	17	40
0:45			13	5	18	12:45			121	107	228	03:00 04:00			12	15	27
1:00			5	9	14	13:00			110	91	201	04:00 05:00			15	16	31
1:15			7	9	16	13:15			90	107	197	05:00 06:00			24	32	56
1:30			11	6	17	13:30			105	144	249	06:00 07:00			55	75	130
1:45			3	5	8	13:45			133	144	277	07:00 08:00			129	141	270
2:00			8	6	14	14:00			129	96	225	08:00 09:00			309	184	493
2:15			9	5	14	14:15			115	81	196	09:00 10:00			369	301	670
2:30			3	3	6	14:30			88	106	194	10:00 11:00			408	342	750
2:45			3	3	6	14:45			112	86	198	11:00 12:00			366	362	728
3:00			2	0	2	15:00			82	86	168	12:00 13:00			423	391	814
3:15			1	3	4	15:15			95	118	213	13:00 14:00			438	486	924
3:30			6	7	13	15:30			108	98	206	14:00 15:00			444	369	813
3:45			3	5	8	15:45			154	129	283	15:00 16:00			439	431	870
4:00			5	3	8	16:00			144	120	264	16:00 17:00			414	380	794
4:15			2	2	4	16:15			95	84	179	17:00 18:00			392	360	752
4:30			6	4	10	16:30			84	85	169	18:00 19:00			358	304	662
4:45			2	7	9	16:45			91	91	182	19:00 20:00			243	240	483
5:00			5	5	10	17:00			89	77	166	20:00 21:00			229	202	431
5:15			7	11	18	17:15			100	81	181	21:00 22:00			184	207	391
5:30			5	8	13	17:30			69	108	177	22:00 23:00			159	163	322
5:45			7	8	15	17:45			134	94	228	23:00 00:00			81	76	157
6:00			9	10	19	18:00			124	79	203	STATISTICS					
6:15			11	18	29	18:15			93	75	168		NB	SB	EB	WB	TOTAL
6:30			12	14	26	18:30			74	58	132	Peak Period	00:00	to	12:00		
6:45			23	33	56	18:45			67	92	159	Volume			1796	1569	3365
7:00			26	33	59	19:00			57	55	112	Peak Hour			9:45	11:00	10:00
7:15			22	30	52	19:15			72	66	138	Peak Volume			411	362	750
7:30			41	38	79	19:30			53	69	122	Peak Hour Factor			0.863	0.838	0.947
7:45			40	40	80	19:45			61	50	111	Peak Period	12:00	to	00:00		
8:00			75	32	107	20:00			72	40	112	Volume			3804	3609	7413
8:15			63	41	104	20:15			46	44	90	Peak Hour			15:15	13:15	15:15
8:30			71	46	117	20:30			49	49	98	Peak Volume			501	491	966
8:45			100	65	165	20:45			62	69	131	Peak Hour Factor			0.813	0.852	0.853
9:00			88	66	154	21:00			50	51	101	Peak Period	07:00	to	09:00		
9:15			90	78	168	21:15			51	60	111	Volume			438	325	763
9:30			97	77	174	21:30			45	45	90	Peak Hour			8:00	8:00	8:00
9:45			94	80	174	21:45			38	51	89	Peak Volume			309	184	493
10:00			99	84	183	22:00			56	40	96	Peak Hour Factor			0.773	0.708	0.747
10:15			119	73	192	22:15			32	55	87	Peak Period	16:00	to	18:00		
10:30			99	99	198	22:30			31	48	79	Volume			806	740	1546
10:45			91	86	177	22:45			40	20	60	Peak Hour			16:00	16:00	16:00
11:00			98	83	181	23:00			22	31	53	Peak Volume			414	380	794
11:15			77	84	161	23:15			26	17	43	Peak Hour Factor			0.719	0.792	0.752
11:30			96	87	183	23:30			19	13	32						
11:45			95	108	203	23:45			14	15	29						
TOTALS	0	0	1796	1569	3365	TOTALS	0	0	3804	3609	7413						
SPLIT %	0%	0%	53%	47%	31%	SPLIT %	0%	0%	51%	49%	69%						



VOLUME**W Charleston Rd W/O Ruthelma Ave**

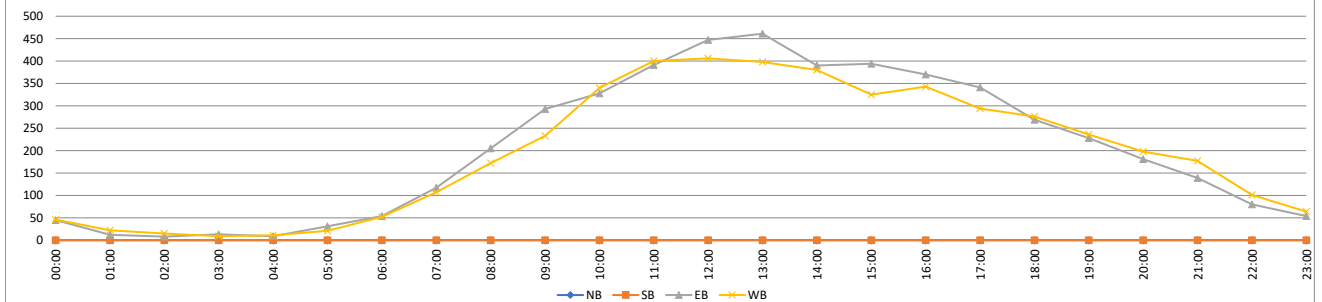
Day: Sunday

Date: 5/11/2025

City: Palo Alto

Project #: CA25_080178_010

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		4,860		4,626		9,486							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			19	18	37	12:00			109	101	210	00:00 01:00			45	46	91				
0:15			11	10	21	12:15			102	113	215	01:00 02:00			12	22	34				
0:30			9	7	16	12:30			122	93	215	02:00 03:00			8	15	23				
0:45			6	11	17	12:45			114	99	213	03:00 04:00			13	9	22				
1:00			5	6	11	13:00			144	100	244	04:00 05:00			9	11	20				
1:15			2	6	8	13:15			106	107	213	05:00 06:00			31	21	52				
1:30			4	4	8	13:30			106	92	198	06:00 07:00			54	52	106				
1:45			1	6	7	13:45			105	99	204	07:00 08:00			117	107	224				
2:00			1	2	3	14:00			103	97	200	08:00 09:00			205	172	377				
2:15			2	3	5	14:15			101	87	188	09:00 10:00			293	233	526				
2:30			4	3	7	14:30			89	94	183	10:00 11:00			328	340	668				
2:45			1	7	8	14:45			97	102	199	11:00 12:00			391	400	791				
3:00			5	3	8	15:00			98	71	169	12:00 13:00			447	406	853				
3:15			3	2	5	15:15			95	67	162	13:00 14:00			461	398	859				
3:30			3	1	4	15:30			105	94	199	14:00 15:00			390	380	770				
3:45			2	3	5	15:45			96	93	189	15:00 16:00			394	325	719				
4:00			0	1	1	16:00			113	86	199	16:00 17:00			370	343	713				
4:15			1	2	3	16:15			71	79	150	17:00 18:00			341	294	635				
4:30			3	4	7	16:30			102	79	181	18:00 19:00			269	276	545				
4:45			5	4	9	16:45			84	99	183	19:00 20:00			228	236	464				
5:00			6	1	7	17:00			93	73	166	20:00 21:00			181	198	379				
5:15			5	3	8	17:15			85	80	165	21:00 22:00			139	177	316				
5:30			5	9	14	17:30			82	72	154	22:00 23:00			80	101	181				
5:45			15	8	23	17:45			81	69	150	23:00 00:00			54	64	118				
6:00			14	5	19	18:00			71	67	138	STATISTICS									
6:15			10	11	21	18:15			62	65	127		NB	SB	EB	WB	TOTAL				
6:30			13	12	25	18:30			65	69	134	Peak Period	00:00	to 12:00							
6:45			17	24	41	18:45			71	75	146	Volume			1506	1428	2934				
7:00			22	22	44	19:00			69	67	136	Peak Hour			11:00	11:00	11:00				
7:15			24	30	54	19:15			49	52	101	Peak Volume			391	400	791				
7:30			25	26	51	19:30			52	55	107	Peak Hour Factor			0.808	0.847	0.860				
7:45			46	29	75	19:45			58	62	120	Peak Period	12:00	to 00:00							
8:00			43	30	73	20:00			60	53	113	Volume			3354	3198	6552				
8:15			40	39	79	20:15			42	52	94	Peak Hour			12:30	12:00	12:15				
8:30			51	46	97	20:30			41	49	90	Peak Volume			486	406	887				
8:45			71	57	128	20:45			38	44	82	Peak Hour Factor			0.844	0.898	0.909				
9:00			95	48	143	21:00			50	57	107	Peak Period	07:00	to 09:00							
9:15			46	49	95	21:15			36	38	74	Volume			322	279	601				
9:30			72	68	140	21:30			28	43	71	Peak Hour			8:00	8:00	8:00				
9:45			80	68	148	21:45			25	39	64	Peak Volume			205	172	377				
10:00			71	75	146	22:00			39	32	71	Peak Hour Factor			0.722	0.754	0.736				
10:15			85	75	160	22:15			13	19	32	Peak Period	16:00	to 18:00							
10:30			83	92	175	22:30			16	25	41	Volume			711	637	1348				
10:45			89	98	187	22:45			12	25	37	Peak Hour			16:00	16:00	16:00				
11:00			74	118	192	23:00			12	22	34	Peak Volume			370	343	713				
11:15			108	91	199	23:15			14	18	32	Peak Hour Factor			0.819	0.866	0.896				
11:30			88	82	170	23:30			12	19	31										
11:45			121	109	230	23:45			16	5	21										
TOTALS	0	0	1506	1428	2934	TOTALS	0	0	3354	3198	6552										
SPLIT %	0%	0%	51%	49%	31%	SPLIT %	0%	0%	51%	49%	69%										



VOLUME**W Charleston Rd W/O Ruthelma Ave**

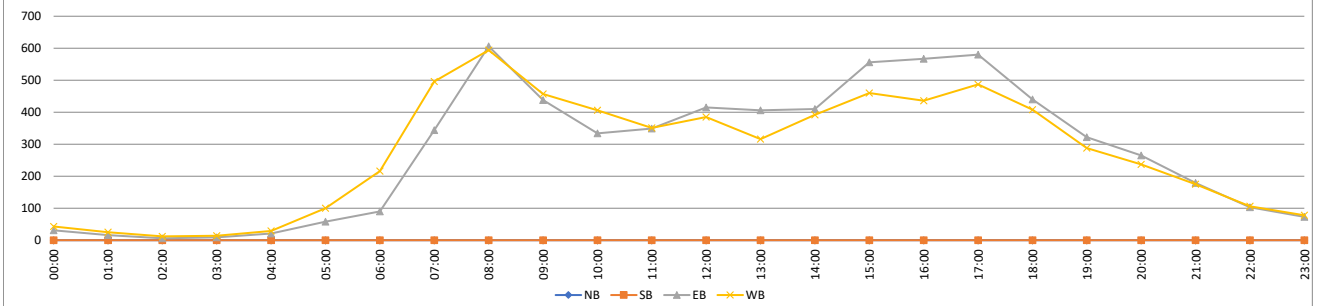
Day: Monday

Date: 5/12/2025

City: Palo Alto

Project #: CA25_080178_010

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		6,618		6,511		13,129							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			6	13	19	12:00			92	89	181	00:00	01:00		31	43	74				
0:15			14	10	24	12:15			106	93	199	01:00	02:00		16	25	41				
0:30			5	7	12	12:30			118	107	225	02:00	03:00		6	12	18				
0:45			6	13	19	12:45			99	96	195	03:00	04:00		9	14	23				
1:00			5	12	17	13:00			99	76	175	04:00	05:00		21	29	50				
1:15			5	4	9	13:15			101	76	177	05:00	06:00		58	100	158				
1:30			5	6	11	13:30			101	77	178	06:00	07:00		90	216	306				
1:45			1	3	4	13:45			105	87	192	07:00	08:00		344	496	840				
2:00			0	3	3	14:00			92	112	204	08:00	09:00		606	594	1200				
2:15			2	4	6	14:15			100	80	180	09:00	10:00		438	457	895				
2:30			2	3	5	14:30			92	98	190	10:00	11:00		334	406	740				
2:45			2	2	4	14:45			126	102	228	11:00	12:00		349	351	700				
3:00			4	4	8	15:00			160	87	247	12:00	13:00		415	385	800				
3:15			1	0	1	15:15			111	101	212	13:00	14:00		406	316	722				
3:30			3	3	6	15:30			140	130	270	14:00	15:00		410	392	802				
3:45			1	7	8	15:45			145	142	287	15:00	16:00		556	460	1016				
4:00			5	4	9	16:00			152	130	282	16:00	17:00		567	436	1003				
4:15			4	1	5	16:15			162	113	275	17:00	18:00		580	487	1067				
4:30			5	10	15	16:30			137	91	228	18:00	19:00		440	408	848				
4:45			7	14	21	16:45			116	102	218	19:00	20:00		322	288	610				
5:00			10	12	22	17:00			146	111	257	20:00	21:00		265	237	502				
5:15			12	16	28	17:15			140	127	267	21:00	22:00		179	175	354				
5:30			15	30	45	17:30			160	140	300	22:00	23:00		103	106	209				
5:45			21	42	63	17:45			134	109	243	23:00	00:00		73	78	151				
6:00			21	28	49	18:00			116	127	243	STATISTICS									
6:15			20	57	77	18:15			101	89	190		NB	SB	EB	WB	TOTAL				
6:30			23	48	71	18:30			115	105	220	Peak Period	00:00	to	12:00						
6:45			26	83	109	18:45			108	87	195	Volume				2302	2743	5045			
7:00			59	103	162	19:00			83	74	157	Peak Hour				8:15	7:45	8:00			
7:15			79	128	207	19:15			88	76	164	Peak Volume				623	610	1200			
7:30			101	105	206	19:30			76	76	152	Peak Hour Factor				0.973	0.794	0.855			
7:45			105	160	265	19:45			75	62	137	Peak Period	12:00	to	00:00						
8:00			128	140	268	20:00			79	70	149	Volume				4316	3768	8084			
8:15			160	118	278	20:15			71	70	141	Peak Hour				15:30	15:30	15:30			
8:30			159	192	351	20:30			70	45	115	Peak Volume				599	515	1114			
8:45			159	144	303	20:45			45	52	97	Peak Hour Factor				0.924	0.907	0.970			
9:00			145	106	251	21:00			60	47	107	Peak Period	07:00	to	09:00						
9:15			114	97	211	21:15			44	52	96	Volume				950	1090	2040			
9:30			93	113	206	21:30			37	40	77	Peak Hour				8:00	7:45	8:00			
9:45			86	141	227	21:45			38	36	74	Peak Volume				606	610	1200			
10:00			76	95	171	22:00			25	28	53	Peak Hour Factor				0.947	0.794	0.855			
10:15			89	115	204	22:15			34	25	59	Peak Period	16:00	to	18:00						
10:30			81	121	202	22:30			20	33	53	Volume				1147	923	2070			
10:45			88	75	163	22:45			24	20	44	Peak Hour				17:00	17:00	17:00			
11:00			72	81	153	23:00			21	20	41	Peak Volume				580	487	1067			
11:15			74	85	159	23:15			21	19	40	Peak Hour Factor				0.906	0.870	0.889			
11:30			90	105	195	23:30			17	27	44										
11:45			113	80	193	23:45			14	12	26										
TOTALS	0	0	2302	2743	5045	TOTALS	0	0	4316	3768	8084										
SPLIT %	0%	0%	46%	54%	38%	SPLIT %	0%	0%	53%	47%	62%										



VOLUME**W Charleston Rd W/O Ruthelma Ave**

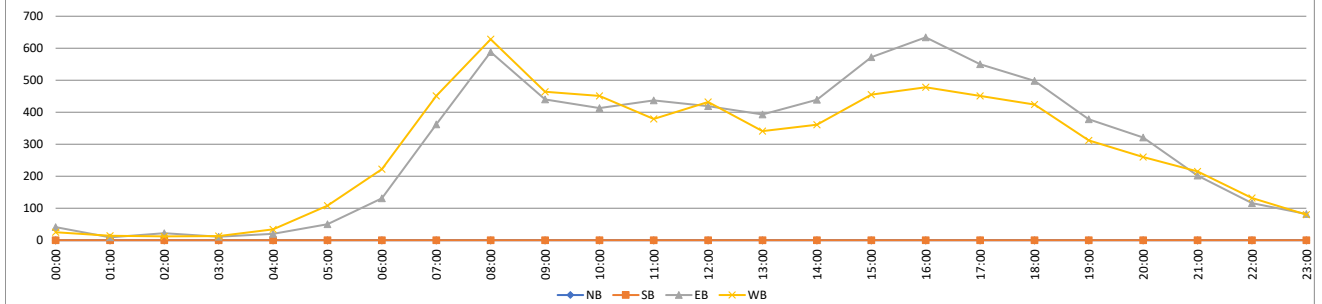
Day: Tuesday

Date: 5/13/2025

City: Palo Alto

Project #: CA25_080178_010

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		7,128		6,742		13,870							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			19	12	31	12:00			125	110	235	00:00 01:00			41	25	66				
0:15			8	6	14	12:15			94	99	193	01:00 02:00			9	14	23				
0:30			9	3	12	12:30			99	95	194	02:00 03:00			22	12	34				
0:45			5	4	9	12:45			101	128	229	03:00 04:00			11	13	24				
1:00			5	4	9	13:00			118	95	213	04:00 05:00			20	34	54				
1:15			2	6	8	13:15			92	85	177	05:00 06:00			50	108	158				
1:30			0	1	1	13:30			76	89	165	06:00 07:00			131	222	353				
1:45			2	3	5	13:45			107	72	179	07:00 08:00			362	451	813				
2:00			5	3	8	14:00			100	70	170	08:00 09:00			588	628	1216				
2:15			7	3	10	14:15			87	101	188	09:00 10:00			440	464	904				
2:30			6	4	10	14:30			121	87	208	10:00 11:00			413	451	864				
2:45			4	2	6	14:45			131	103	234	11:00 12:00			437	379	816				
3:00			1	2	3	15:00			121	102	223	12:00 13:00			419	432	851				
3:15			4	3	7	15:15			135	124	259	13:00 14:00			393	341	734				
3:30			6	5	11	15:30			144	103	247	14:00 15:00			439	361	800				
3:45			0	3	3	15:45			172	126	298	15:00 16:00			572	455	1027				
4:00			3	6	9	16:00			155	110	265	16:00 17:00			634	478	1112				
4:15			6	3	9	16:15			147	143	290	17:00 18:00			550	451	1001				
4:30			5	10	15	16:30			181	109	290	18:00 19:00			498	424	922				
4:45			6	15	21	16:45			151	116	267	19:00 20:00			378	312	690				
5:00			7	17	24	17:00			96	102	198	20:00 21:00			321	260	581				
5:15			12	17	29	17:15			164	99	263	21:00 22:00			202	215	417				
5:30			13	31	44	17:30			146	133	279	22:00 23:00			116	132	248				
5:45			18	43	61	17:45			144	117	261	23:00 00:00			82	80	162				
6:00			21	36	57	18:00			154	109	263	STATISTICS									
6:15			36	50	86	18:15			114	125	239		NB	SB	EB	WB	TOTAL				
6:30			29	67	96	18:30			106	111	217	Peak Period	00:00	to	12:00						
6:45			45	69	114	18:45			124	79	203	Volume			2524	2801	5325				
7:00			56	90	146	19:00			117	93	210	Peak Hour			8:15	8:00	8:00				
7:15			73	117	190	19:15			107	86	193	Peak Volume			611	628	1216				
7:30			98	135	233	19:30			77	79	156	Peak Hour Factor			0.931	0.913	0.913				
7:45			135	109	244	19:45			77	54	131										
8:00			124	162	286	20:00			98	74	172	Peak Period	12:00	to	00:00						
8:15			139	147	286	20:15			88	65	153	Volume			4604	3941	8545				
8:30			164	147	311	20:30			59	72	131	Peak Hour			15:45	15:45	15:45				
8:45			161	172	333	20:45			76	49	125	Peak Volume			655	488	1143				
9:00			147	108	255	21:00			60	64	124	Peak Hour Factor			0.905	0.853	0.959				
9:15			95	100	195	21:15			58	50	108										
9:30			89	119	208	21:30			44	54	98	Peak Period	07:00	to	09:00						
9:45			109	137	246	21:45			40	47	87	Volume			950	1079	2029				
10:00			114	87	201	22:00			36	44	80	Peak Hour			8:00	8:00	8:00				
10:15			93	138	231	22:15			30	33	63	Peak Volume			588	628	1216				
10:30			85	106	191	22:30			28	37	65	Peak Hour Factor			0.896	0.913	0.913				
10:45			121	120	241	22:45			22	18	40										
11:00			115	89	204	23:00			31	23	54	Peak Period	16:00	to	18:00						
11:15			110	97	207	23:15			20	29	49	Volume			1184	929	2113				
11:30			105	106	211	23:30			9	17	26	Peak Hour			16:00	16:00	16:00				
11:45			107	87	194	23:45			22	11	33	Peak Volume			634	478	1112				
TOTALS	0	0	2524	2801	5325	TOTALS	0	0	4604	3941	8545	Peak Hour Factor			0.876	0.836	0.959				
SPLIT %	0%	0%	47%	53%	38%	SPLIT %	0%	0%	54%	46%	62%										



VOLUME**W Charleston Rd W/O Ruthelma Ave**

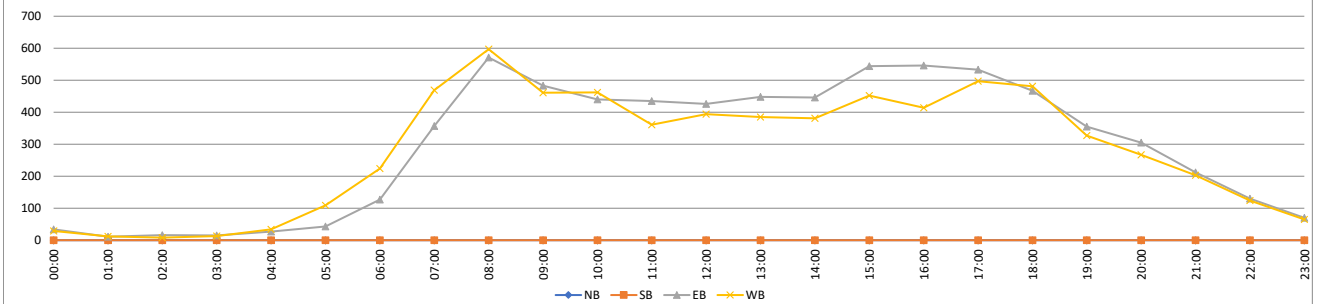
Day: Wednesday

Date: 5/14/2025

City: Palo Alto

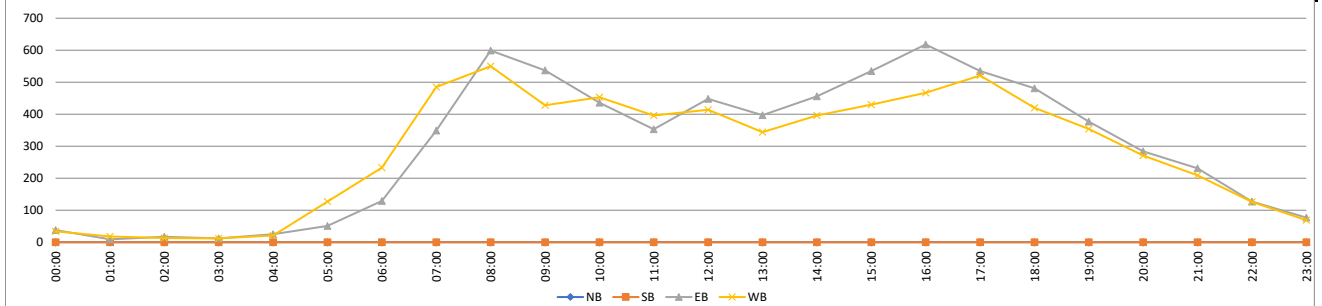
Project #: CA25_080178_010

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		7,041		6,769		13,810							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			21	6	27	12:00			113	112	225	00:00 01:00			34	29	63				
0:15			2	10	12	12:15			105	93	198	01:00 02:00			11	12	23				
0:30			7	5	12	12:30			119	92	211	02:00 03:00			16	8	24				
0:45			4	8	12	12:45			89	97	186	03:00 04:00			15	13	28				
1:00			4	2	6	13:00			132	90	222	04:00 05:00			27	34	61				
1:15			1	4	5	13:15			102	110	212	05:00 06:00			43	109	152				
1:30			3	3	6	13:30			109	85	194	06:00 07:00			127	224	351				
1:45			3	3	6	13:45			105	100	205	07:00 08:00			357	469	826				
2:00			4	3	7	14:00			83	88	171	08:00 09:00			571	597	1168				
2:15			5	0	5	14:15			106	91	197	09:00 10:00			483	461	944				
2:30			5	4	9	14:30			104	91	195	10:00 11:00			440	462	902				
2:45			2	1	3	14:45			153	111	264	11:00 12:00			435	361	796				
3:00			2	1	3	15:00			125	101	226	12:00 13:00			426	394	820				
3:15			1	2	3	15:15			147	101	248	13:00 14:00			448	385	833				
3:30			11	5	16	15:30			120	119	239	14:00 15:00			446	381	827				
3:45			1	5	6	15:45			152	131	283	15:00 16:00			544	452	996				
4:00			4	5	9	16:00			147	92	239	16:00 17:00			546	414	960				
4:15			8	6	14	16:15			135	110	245	17:00 18:00			533	497	1030				
4:30			10	10	20	16:30			114	111	225	18:00 19:00			467	481	948				
4:45			5	13	18	16:45			150	101	251	19:00 20:00			355	327	682				
5:00			6	17	23	17:00			153	113	266	20:00 21:00			305	267	572				
5:15			5	18	23	17:15			135	120	255	21:00 22:00			212	203	415				
5:30			17	31	48	17:30			113	144	257	22:00 23:00			130	124	254				
5:45			15	43	58	17:45			132	120	252	23:00 00:00			70	65	135				
6:00			27	31	58	18:00			136	98	234	STATISTICS									
6:15			25	46	71	18:15			128	121	249		NB	SB	EB	WB	TOTAL				
6:30			30	64	94	18:30			107	137	244	Peak Period	00:00	to	12:00						
6:45			45	83	128	18:45			96	125	221	Volume			2559	2779	5338				
7:00			62	90	152	19:00			122	103	225	Peak Hour			8:15	7:45	8:15				
7:15			76	111	187	19:15			85	80	165	Peak Volume			606	597	1175				
7:30			100	129	229	19:30			66	74	140	Peak Hour Factor			0.929	0.910	0.921				
7:45			119	139	258	19:45			82	70	152										
8:00			128	136	264	20:00			92	55	147	Peak Period	12:00	to	00:00						
8:15			136	164	300	20:15			87	72	159	Volume			4482	3990	8472				
8:30			161	158	319	20:30			59	76	135	Peak Hour			15:15	17:00	17:00				
8:45			146	139	285	20:45			67	64	131	Peak Volume			566	497	1030				
9:00			163	108	271	21:00			76	64	140	Peak Hour Factor			0.931	0.863	0.968				
9:15			118	128	246	21:15			36	53	89										
9:30			88	111	199	21:30			65	48	113	Peak Period	07:00	to	09:00						
9:45			114	114	228	21:45			35	38	73	Volume			928	1066	1994				
10:00			92	127	219	22:00			33	31	64	Peak Hour			8:00	7:45	8:00				
10:15			114	107	221	22:15			52	35	87	Peak Volume			571	597	1168				
10:30			102	128	230	22:30			27	37	64	Peak Hour Factor			0.887	0.910	0.915				
10:45			132	100	232	22:45			18	21	39										
11:00			119	83	202	23:00			21	12	33	Peak Period	16:00	to	18:00						
11:15			111	95	206	23:15			15	27	42	Volume			1079	911	1990				
11:30			107	95	202	23:30			11	19	30	Peak Hour			16:15	17:00	17:00				
11:45			98	88	186	23:45			23	7	30	Peak Volume			552	497	1030				
TOTALS	0	0	2559	2779	5338	TOTALS	0	0	4482	3990	8472	Peak Hour Factor			0.902	0.863	0.968				
SPLIT %	0%	0%	48%	52%	39%	SPLIT %	0%	0%	53%	47%	61%										



VOLUME**W Charleston Rd W/O Ruthelma Ave**Day: Thursday
Date: 5/15/2025City: Palo Alto
Project #: CA25_080178_010

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		7,121		6,791		13,912							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			15	10	25	12:00			124	107	231	00:00 01:00			38	34	72				
0:15			7	11	18	12:15			113	104	217	01:00 02:00			9	18	27				
0:30			11	5	16	12:30			120	110	230	02:00 03:00			17	13	30				
0:45			5	8	13	12:45			91	93	184	03:00 04:00			12	12	24				
1:00			3	5	8	13:00			109	93	202	04:00 05:00			25	21	46				
1:15			2	6	8	13:15			94	72	166	05:00 06:00			51	127	178				
1:30			3	5	8	13:30			100	87	187	06:00 07:00			129	233	362				
1:45			1	2	3	13:45			94	92	186	07:00 08:00			349	485	834				
2:00			2	3	5	14:00			97	87	184	08:00 09:00			599	550	1149				
2:15			7	3	10	14:15			88	113	201	09:00 10:00			537	428	965				
2:30			7	4	11	14:30			146	83	229	10:00 11:00			436	453	889				
2:45			1	3	4	14:45			125	113	238	11:00 12:00			353	396	749				
3:00			1	0	1	15:00			114	115	229	12:00 13:00			448	414	862				
3:15			4	2	6	15:15			131	109	240	13:00 14:00			397	344	741				
3:30			4	5	9	15:30			139	109	248	14:00 15:00			456	396	852				
3:45			3	5	8	15:45			151	97	248	15:00 16:00			535	430	965				
4:00			1	3	4	16:00			168	117	285	16:00 17:00			618	467	1085				
4:15			0	1	1	16:15			132	120	252	17:00 18:00			535	521	1056				
4:30			11	8	19	16:30			167	122	289	18:00 19:00			481	420	901				
4:45			13	9	22	16:45			151	108	259	19:00 20:00			377	354	731				
5:00			7	15	22	17:00			141	130	271	20:00 21:00			284	271	555				
5:15			5	28	33	17:15			120	112	232	21:00 22:00			231	209	440				
5:30			13	39	52	17:30			140	150	290	22:00 23:00			127	126	253				
5:45			26	45	71	17:45			134	129	263	23:00 00:00			77	69	146				
6:00			25	38	63	18:00			110	121	231	STATISTICS									
6:15			27	53	80	18:15			109	106	215		NB	SB	EB	WB	TOTAL				
6:30			24	62	86	18:30			120	113	233	Peak Period	00:00	to	12:00						
6:45			53	80	133	18:45			142	80	222	Volume			2555	2770	5325				
7:00			48	98	146	19:00			110	87	197	Peak Hour			8:15	7:45	8:00				
7:15			62	116	178	19:15			91	102	193	Peak Volume			610	580	1149				
7:30			112	121	233	19:30			97	90	187	Peak Hour Factor			0.947	0.918	0.900				
7:45			127	150	277	19:45			79	75	154	Peak Period	12:00	to	00:00						
8:00			135	143	278	20:00			79	68	147	Volume			4566	4021	8587				
8:15			145	129	274	20:15			74	65	139	Peak Hour			15:45	17:00	16:00				
8:30			161	158	319	20:30			71	67	138	Peak Volume			618	521	1085				
8:45			158	120	278	20:45			60	71	131	Peak Hour Factor			0.920	0.868	0.939				
9:00			146	119	265	21:00			75	72	147	Peak Period	07:00	to	09:00						
9:15			121	101	222	21:15			69	51	120	Volume			948	1035	1983				
9:30			124	89	213	21:30			38	54	92	Peak Hour			8:00	7:45	8:00				
9:45			146	119	265	21:45			49	32	81	Peak Volume			599	580	1149				
10:00			92	127	219	22:00			34	33	67	Peak Hour Factor			0.930	0.918	0.900				
10:15			108	115	223	22:15			30	37	67	Peak Period	16:00	to	18:00						
10:30			110	114	224	22:30			32	35	67	Volume			1153	988	2141				
10:45			126	97	223	22:45			31	21	52	Peak Hour			16:00	17:00	16:00				
11:00			76	100	176	23:00			25	25	50	Peak Volume			618	521	1085				
11:15			96	109	205	23:15			16	18	34	Peak Hour Factor			0.920	0.868	0.939				
11:30			79	85	164	23:30			15	15	30										
11:45			102	102	204	23:45			21	11	32										
TOTALS	0	0	2555	2770	5325	TOTALS	0	0	4566	4021	8587										
SPLIT %	0%	0%	48%	52%	38%	SPLIT %	0%	0%	53%	47%	62%										



VOLUME**W Charleston Rd W/O Ruthelma Ave**

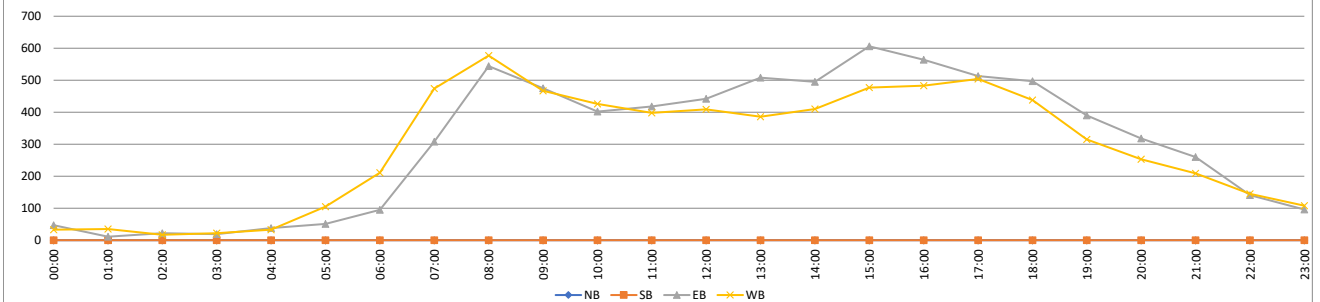
Day: Friday

Date: 5/16/2025

City: Palo Alto

Project #: CA25_080178_010

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		7,260		6,935		14,195							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			21	9	30	12:00			118	115	233	00:00 01:00			47	33	80				
0:15			6	10	16	12:15			139	97	236	01:00 02:00			11	35	46				
0:30			9	6	15	12:30			110	86	196	02:00 03:00			22	17	39				
0:45			11	8	19	12:45			75	111	186	03:00 04:00			19	22	41				
1:00			2	11	13	13:00			137	97	234	04:00 05:00			38	33	71				
1:15			0	15	15	13:15			134	78	212	05:00 06:00			51	105	156				
1:30			4	4	8	13:30			118	101	219	06:00 07:00			95	211	306				
1:45			5	5	10	13:45			119	110	229	07:00 08:00			308	474	782				
2:00			6	2	8	14:00			137	83	220	08:00 09:00			544	577	1121				
2:15			5	7	12	14:15			106	101	207	09:00 10:00			475	467	942				
2:30			9	5	14	14:30			132	114	246	10:00 11:00			402	426	828				
2:45			2	3	5	14:45			120	112	232	11:00 12:00			418	398	816				
3:00			3	4	7	15:00			140	108	248	12:00 13:00			442	409	851				
3:15			5	5	10	15:15			154	145	299	13:00 14:00			508	386	894				
3:30			9	6	15	15:30			162	112	274	14:00 15:00			495	410	905				
3:45			2	7	9	15:45			150	112	262	15:00 16:00			606	477	1083				
4:00			7	6	13	16:00			158	94	252	16:00 17:00			564	483	1047				
4:15			7	6	13	16:15			143	130	273	17:00 18:00			513	504	1017				
4:30			8	9	17	16:30			143	129	272	18:00 19:00			497	438	935				
4:45			16	12	28	16:45			120	130	250	19:00 20:00			390	315	705				
5:00			4	17	21	17:00			126	105	231	20:00 21:00			318	253	571				
5:15			6	15	21	17:15			132	134	266	21:00 22:00			260	209	469				
5:30			18	35	53	17:30			139	142	281	22:00 23:00			141	145	286				
5:45			23	38	61	17:45			116	123	239	23:00 00:00			96	108	204				
6:00			19	28	47	18:00			138	111	249	STATISTICS									
6:15			16	42	58	18:15			135	133	268		NB	SB	EB	WB	TOTAL				
6:30			23	66	89	18:30			131	97	228	Peak Period	00:00	to	12:00						
6:45			37	75	112	18:45			93	97	190	Volume			2430	2798	5228				
7:00			45	101	146	19:00			103	100	203	Peak Hour			8:15	8:00	8:00				
7:15			58	123	181	19:15			97	81	178	Peak Volume			561	577	1121				
7:30			95	127	222	19:30			88	69	157	Peak Hour Factor			0.961	0.955	0.944				
7:45			110	123	233	19:45			102	65	167										
8:00			118	133	251	20:00			86	79	165	Peak Period	12:00	to	00:00						
8:15			136	146	282	20:15			94	68	162	Volume			4830	4137	8967				
8:30			146	151	297	20:30			72	49	121	Peak Hour			15:15	16:45	15:15				
8:45			144	147	291	20:45			66	57	123	Peak Volume			624	511	1087				
9:00			135	115	250	21:00			76	53	129	Peak Hour Factor			0.963	0.900	0.909				
9:15			97	131	228	21:15			73	67	140										
9:30			120	103	223	21:30			54	41	95	Peak Period	07:00	to	09:00						
9:45			123	118	241	21:45			57	48	105	Volume			852	1051	1903				
10:00			90	103	193	22:00			43	39	82	Peak Hour			8:00	8:00	8:00				
10:15			104	112	216	22:15			38	40	78	Peak Volume			544	577	1121				
10:30			97	102	199	22:30			36	26	62	Peak Hour Factor			0.932	0.955	0.944				
10:45			111	109	220	22:45			24	40	64										
11:00			82	89	171	23:00			30	32	62	Peak Period	16:00	to	18:00						
11:15			104	104	208	23:15			24	37	61	Volume			1077	987	2064				
11:30			104	101	205	23:30			17	21	38	Peak Hour			16:00	16:45	16:00				
11:45			128	104	232	23:45			25	18	43	Peak Volume			564	511	1047				
TOTALS	0	0	2430	2798	5228	TOTALS	0	0	4830	4137	8967	Peak Hour Factor			0.892	0.900	0.959				
SPLIT %	0%	0%	46%	54%	37%	SPLIT %	0%	0%	54%	46%	63%										



National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Churchill Ave
City: Palo
Control: Signalized

Project ID: 25-080177-001
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				Churchill Ave				Churchill Ave			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU
7:30 AM	57	250	4	0	0	91	17	0	10	4	33	0	2	14	0	0
7:45 AM	37	283	9	0	3	117	28	0	8	5	36	0	5	16	0	1
8:00 AM	59	345	7	0	0	118	20	0	15	14	38	0	6	16	1	0
8:15 AM	57	296	9	0	0	126	21	0	18	10	34	0	13	17	1	0
8:30 AM	66	271	3	0	1	145	37	0	13	8	38	0	14	21	0	0
8:45 AM	34	289	5	0	0	144	61	0	26	8	47	0	8	13	0	0
9:00 AM	48	216	7	0	1	122	25	0	16	7	31	0	9	14	2	0
9:15 AM	37	222	4	0	0	128	31	0	14	17	27	0	3	12	0	0
TOTAL VOLUMES :	NL 395	NT 2172	NR 48	NU 0	SL 5	ST 991	SR 240	SU 0	EL 120	ET 73	ER 284	EU 0	WL 60	WT 123	WR 4	WU 1
APPROACH %'s :	15.11%	83.06%	1.84%	0.00%	0.40%	80.18%	19.42%	0.00%	25.16%	15.30%	59.54%	0.00%	31.91%	65.43%	2.13%	0.53%
PEAK HR :	08:00 AM - 09:00 AM															
PEAK HR VOL :	216	1201	24	0	1	533	139	0	72	40	157	0	41	67	2	0
PEAK HR FACTOR :	0.818	0.870	0.667	0.000	0.250	0.919	0.570	0.000	0.692	0.714	0.835	0.000	0.732	0.798	0.500	0.000
	0.877				0.821				0.830				0.786			
TOTAL																
2493																
0.975																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU
3:00 PM	34	184	4	0	0	223	23	0	22	23	59	0	12	15	1	0
3:15 PM	46	229	3	0	1	214	22	0	10	14	47	0	15	13	2	0
3:30 PM	42	200	2	0	0	216	23	0	18	11	66	0	14	8	2	0
3:45 PM	40	243	3	0	0	184	20	0	22	5	67	0	16	22	1	0
4:00 PM	34	186	6	0	1	235	23	0	14	16	39	0	15	23	0	0
4:15 PM	49	211	6	0	1	235	25	0	12	24	58	0	12	20	1	0
4:30 PM	50	250	5	0	0	291	29	0	11	18	66	0	18	12	2	0
4:45 PM	42	228	2	0	3	273	35	0	18	14	69	0	16	16	1	0
5:00 PM	42	213	8	0	2	264	26	0	19	20	52	0	7	15	1	0
5:15 PM	47	238	4	0	1	249	24	0	17	10	67	0	9	29	1	0
5:30 PM	52	302	1	0	1	311	26	0	14	25	67	0	13	17	1	0
5:45 PM	55	264	3	0	2	212	32	0	18	12	66	0	13	20	1	0
6:00 PM	61	247	4	0	2	213	34	0	20	17	71	0	12	25	0	0
6:15 PM	53	225	3	0	1	219	33	0	20	13	56	0	10	27	1	0
6:30 PM	46	251	1	0	0	197	38	0	20	20	64	0	10	24	1	0
6:45 PM	45	222	3	0	0	151	24	0	21	22	46	0	7	19	2	0
TOTAL VOLUMES :	NL 738	NT 3693	NR 58	NU 0	SL 15	ST 3687	SR 437	SU 0	EL 276	ET 264	ER 960	EU 0	WL 199	WT 305	WR 18	WU 0
APPROACH %'s :	16.44%	82.27%	1.29%	0.00%	0.36%	89.08%	10.56%	0.00%	18.40%	17.60%	64.00%	0.00%	38.12%	58.43%	3.45%	0.00%
PEAK HR :	05:15 PM - 06:15 PM															
PEAK HR VOL :	215	1051	12	0	6	985	116	0	69	64	271	0	47	91	3	0
PEAK HR FACTOR :	0.881	0.870	0.750	0.000	0.750	0.792	0.853	0.000	0.863	0.640	0.954	0.000	0.904	0.784	0.750	0.000
	0.900				0.819				0.935				0.904			
TOTAL																
2930																
0.883																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Churchill Ave
City: Palo
Control: Signalized

Project ID: 25-080177-001
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	57	249	3	0	0	90	17	0	8	4	33	0	2	13	0	0	476
7:45 AM	37	280	8	0	2	117	27	0	8	5	36	0	5	16	0	1	542
8:00 AM	59	342	7	0	0	112	20	0	14	14	37	0	6	16	1	0	628
8:15 AM	56	294	9	0	0	123	21	0	17	9	33	0	13	17	1	0	593
8:30 AM	63	269	3	0	1	142	37	0	13	8	35	0	12	20	0	0	603
8:45 AM	34	282	5	0	0	140	61	0	26	8	44	0	7	13	0	0	620
9:00 AM	45	212	7	0	1	117	25	0	15	7	29	0	9	12	2	0	481
9:15 AM	37	219	3	0	0	122	31	0	14	17	27	0	3	12	0	0	485
TOTAL VOLUMES :	NL 388	NT 2147	NR 45	NU 0	SL 4	ST 963	SR 239	SU 0	EL 115	ET 72	ER 274	EU 0	WL 57	WT 119	WR 4	WU 1	TOTAL 4428
APPROACH %'s :	15.04%	83.22%	1.74%	0.00%	0.33%	79.85%	19.82%	0.00%	24.95%	15.62%	59.44%	0.00%	31.49%	65.75%	2.21%	0.55%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	212	1187	24	0	1	517	139	0	70	39	149	0	38	66	2	0	2444
PEAK HR FACTOR :	0.841	0.868	0.667	0.000	0.250	0.910	0.570	0.000	0.673	0.696	0.847	0.000	0.731	0.825	0.500	0.000	0.973
	0.872				0.817				0.827				0.828				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	34	179	4	0	0	217	20	0	22	21	56	0	12	15	1	0	581
3:15 PM	46	225	3	0	1	210	22	0	10	14	47	0	15	11	2	0	606
3:30 PM	42	200	2	0	0	211	23	0	18	11	66	0	13	8	2	0	596
3:45 PM	39	241	3	0	0	182	20	0	22	5	65	0	16	20	1	0	614
4:00 PM	33	184	5	0	1	232	23	0	14	16	38	0	15	21	0	0	582
4:15 PM	49	210	6	0	1	232	25	0	12	23	58	0	11	20	1	0	648
4:30 PM	48	246	5	0	0	285	29	0	11	18	65	0	18	11	2	0	738
4:45 PM	42	226	2	0	3	271	35	0	18	13	69	0	16	16	1	0	712
5:00 PM	42	213	8	0	2	264	26	0	19	19	52	0	7	12	1	0	665
5:15 PM	47	236	4	0	1	248	24	0	17	10	67	0	8	27	1	0	690
5:30 PM	52	301	1	0	1	310	26	0	13	25	67	0	13	16	1	0	826
5:45 PM	55	263	3	0	2	211	32	0	18	12	66	0	13	19	1	0	695
6:00 PM	61	246	4	0	2	213	34	0	20	17	69	0	12	24	0	0	702
6:15 PM	53	223	3	0	1	216	33	0	20	13	56	0	10	27	1	0	656
6:30 PM	46	251	1	0	0	196	36	0	19	20	64	0	10	24	1	0	668
6:45 PM	45	222	3	0	0	151	24	0	21	21	46	0	7	19	2	0	561
TOTAL VOLUMES :	NL 734	NT 3666	NR 57	NU 0	SL 15	ST 3649	SR 432	SU 0	EL 274	ET 258	ER 951	EU 0	WL 196	WT 290	WR 18	WU 0	TOTAL 10540
APPROACH %'s :	16.47%	82.25%	1.28%	0.00%	0.37%	89.09%	10.55%	0.00%	18.48%	17.40%	64.13%	0.00%	38.89%	57.54%	3.57%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	215	1046	12	0	6	982	116	0	68	64	269	0	46	86	3	0	2913
PEAK HR FACTOR :	0.881	0.869	0.750	0.000	0.750	0.792	0.853	0.000	0.850	0.640	0.975	0.000	0.885	0.796	0.750	0.000	0.882
	0.899				0.819				0.946				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Churchill Ave
City: Palo
Control: Signalized

Project ID: 25-080177-001
Date: 5/13/2025

Data - HT

NS/EW Streets:	Alma St				Alma St				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	1	1	0	0	1	0	0	2	0	0	0	0	1	0	0	6
7:45 AM	0	3	1	0	1	0	1	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	3	0	0	0	6	0	0	1	0	1	0	0	0	0	0	11
8:15 AM	1	2	0	0	0	3	0	0	1	1	1	0	0	0	0	0	9
8:30 AM	3	2	0	0	0	3	0	0	0	0	3	0	2	1	0	0	14
8:45 AM	0	7	0	0	0	4	0	0	0	0	3	0	1	0	0	0	15
9:00 AM	3	4	0	0	0	5	0	0	1	0	2	0	0	2	0	0	17
9:15 AM	0	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7	25	3	0	1	28	1	0	5	1	10	0	3	4	0	0	88
	20.00%	71.43%	8.57%	0.00%	3.33%	93.33%	3.33%	0.00%	31.25%	6.25%	62.50%	0.00%	42.86%	57.14%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	14	0	0	0	16	0	0	2	1	8	0	3	1	0	0	49
PEAK HR FACTOR :	0.333	0.500	0.000	0.000	0.000	0.667	0.000	0.000	0.500	0.250	0.667	0.000	0.375	0.250	0.000	0.000	0.817
	0.643				0.667				0.917				0.333				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	5	0	0	0	6	3	0	0	2	3	0	0	0	0	0	19
3:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	10
3:30 PM	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	6
3:45 PM	1	2	0	0	0	2	0	0	0	0	2	0	0	2	0	0	9
4:00 PM	1	2	1	0	0	3	0	0	0	0	1	0	0	2	0	0	10
4:15 PM	0	1	0	0	0	3	0	0	0	1	0	0	1	0	0	0	6
4:30 PM	2	4	0	0	0	6	0	0	0	0	1	0	0	1	0	0	14
4:45 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	2	0	0	6
5:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	4
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
6:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	4
6:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	27	1	0	0	38	5	0	2	6	9	0	3	15	0	0	110
	12.50%	84.38%	3.13%	0.00%	0.00%	88.37%	11.63%	0.00%	11.76%	35.29%	52.94%	0.00%	16.67%	83.33%	0.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	3	0	0	1	0	2	0	1	5	0	0	17
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.625	0.000	0.000	0.708
	0.625				0.750				0.375				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Churchill Ave
City: Palo
Control: Signalized

Project ID: 25-080177-001
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
7:45 AM	0	0	0	0	0	1	0	0	0	3	0	0	0	15	0	0	19
8:00 AM	1	0	0	0	0	0	1	0	0	10	0	0	0	5	0	0	17
8:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	13	0	0	19
8:30 AM	2	0	0	0	0	0	0	0	0	3	0	0	0	25	0	0	30
8:45 AM	4	0	0	0	1	0	1	0	0	1	0	0	0	135	1	0	143
9:00 AM	4	0	0	0	0	0	0	0	1	0	0	0	0	19	0	0	24
9:15 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	13	0	0	16
TOTAL VOLUMES :	12	0	0	0	1	1	2	0	1	25	0	0	0	229	1	0	272
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	25.00%	25.00%	50.00%	0.00%	3.85%	96.15%	0.00%	0.00%	0.00%	99.57%	0.43%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	7	0	0	0	1	0	2	0	0	20	0	0	0	178	1	0	209
PEAK HR FACTOR :	0.438	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.330	0.250	0.000	0.365
	0.438				0.375				0.500				0.329				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0.5 EL	0.5 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
3:15 PM	0	1	0	0	0	0	0	0	0	14	0	0	0	3	0	0	18
3:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
3:45 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	1	21	0	0	0	5	0	0	27
4:15 PM	0	0	0	0	0	1	0	0	0	105	1	0	0	8	0	0	115
4:30 PM	0	0	0	0	0	0	2	0	0	21	0	0	0	4	0	0	27
4:45 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	2	0	0	15
5:00 PM	0	0	0	0	0	0	0	0	1	19	0	0	0	2	0	0	22
5:15 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	2	0	0	13
5:30 PM	0	0	0	0	0	0	0	0	0	9	2	0	0	2	0	0	13
5:45 PM	0	0	0	0	0	0	0	0	2	9	1	0	0	2	0	0	14
6:00 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	4	0	0	14
6:15 PM	0	1	0	0	0	0	0	0	0	11	3	0	0	3	0	0	18
6:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
6:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
TOTAL VOLUMES :	1	2	0	0	0	1	2	0	5	259	9	0	0	47	0	0	326
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	1.83%	94.87%	3.30%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	3	37	3	0	0	10	0	0	54
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.925	0.375	0.000	0.000	0.625	0.000	0.000	0.964
	0.250								0.896				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Churchill Ave
City: Palo

Project ID: 25-080177-001
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		Churchill Ave		Churchill Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	1	1	0	0	0	0	2
7:45 AM	2	2	1	2	1	1	0	0	9
8:00 AM	2	3	0	0	0	0	0	0	5
8:15 AM	1	2	1	3	0	0	0	0	7
8:30 AM	0	2	2	2	1	0	0	0	7
8:45 AM	1	14	0	1	4	0	0	0	20
9:00 AM	0	6	0	0	2	0	0	0	8
9:15 AM	1	7	1	4	0	1	0	0	14
TOTAL VOLUMES :	EB 7	WB 36	EB 6	WB 13	NB 8	SB 2	NB 0	SB 0	TOTAL 72
APPROACH %'s :	16.28%	83.72%	31.58%	68.42%	80.00%	20.00%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	4	21	3	6	5	0	0	0	39
PEAK HR FACTOR :	0.500	0.375	0.375	0.500	0.313				0.488
	0.417		0.563		0.313				

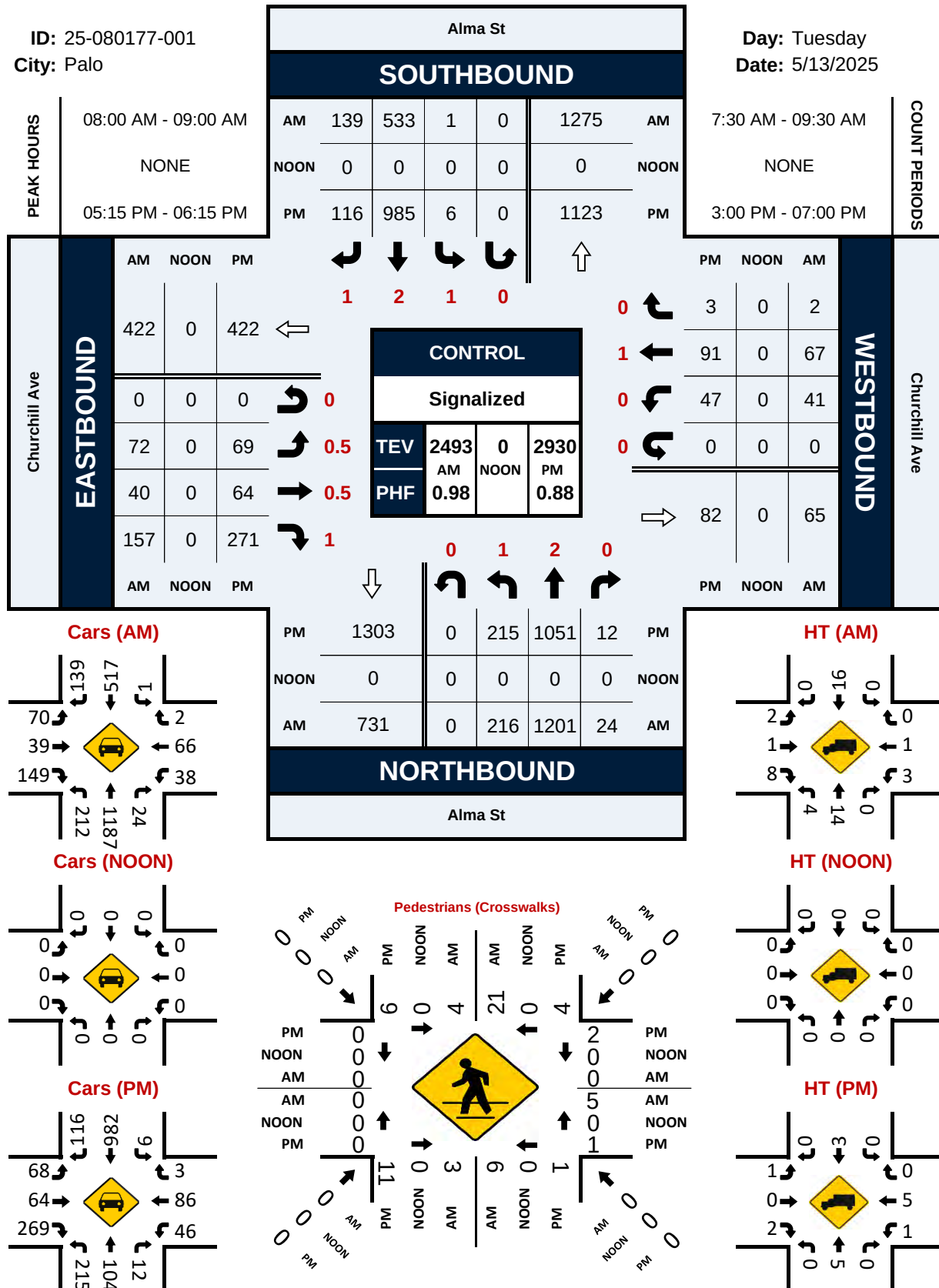
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	1	0	0	2
3:30 PM	1	0	0	0	1	0	0	0	2
3:45 PM	2	0	0	0	0	0	0	0	2
4:00 PM	6	2	4	1	0	1	0	0	14
4:15 PM	20	0	4	1	0	0	0	0	25
4:30 PM	6	3	1	3	1	2	0	0	16
4:45 PM	3	1	4	0	1	0	0	0	9
5:00 PM	8	2	0	1	0	1	0	0	12
5:15 PM	3	1	3	0	0	1	0	0	8
5:30 PM	1	1	5	0	0	0	0	0	7
5:45 PM	0	2	3	0	1	1	0	0	7
6:00 PM	2	0	0	1	0	0	0	0	3
6:15 PM	1	2	3	0	1	0	1	0	8
6:30 PM	1	5	3	1	1	1	0	0	12
6:45 PM	1	0	2	0	0	0	0	0	3
TOTAL VOLUMES :	EB 55	WB 19	EB 33	WB 8	NB 6	SB 8	NB 1	SB 0	TOTAL 130
APPROACH %'s :	74.32%	25.68%	80.49%	19.51%	42.86%	57.14%	100.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	6	4	11	1	1	2	0	0	25
PEAK HR FACTOR :	0.500	0.500	0.550	0.250	0.250	0.500			0.781
	0.625		0.600		0.375				

Alma St & Churchill Ave

Peak Hour Turning Movement Count

ID: 25-080177-001
City: Palo

Day: Tuesday
Date: 5/13/2025



Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1029			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1668			
7:30 AM	0	91	17	0	2	14	0	0	57	250	4	0	10	4	33	0	2270			
7:45 AM	0	117	28	0	5	16	0	1	37	289	9	0	15	30	0	0	2405			
8:00 AM	0	118	20	0	6	16	1	0	59	345	7	0	18	14	38	0	2493			
8:15 AM	0	126	21	0	13	17	0	0	57	296	9	0	18	10	34	0	2352			
8:30 AM	1	145	37	0	14	21	0	0	66	271	3	0	13	8	38	0	2245			
8:45 AM	0	144	61	0	13	14	0	0	34	289	5	0	26	47	0	0	1639			
9:00 AM	1	122	25	0	9	14	2	0	48	216	7	0	16	7	31	0	1993			
9:15 AM	0	128	31	0	3	12	0	0	37	222	4	0	14	17	27	0	495			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	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			
3:00 PM	2223	23	12	0	15	13	0	0	34	344	10	0	22	23	23	0	1818			
3:15 PM	1	214	22	0	15	13	2	0	46	229	3	0	10	14	47	0	2433			
3:30 PM	0	216	23	0	14	8	2	0	42	200	2	0	18	11	66	0	2471			
3:45 PM	0	184	20	0	16	22	1	0	40	243	3	0	22	5	67	0	2621			
4:00 PM	1	235	23	0	15	13	0	0	34	186	6	0	14	14	16	0	2601			
4:15 PM	1	235	25	0	12	20	1	0	49	211	6	0	12	24	58	0	2782			
4:30 PM	0	291	29	0	18	12	2	0	50	255	5	0	11	18	66	0	2834			
4:45 PM	3	273	35	0	16	16	1	0	42	228	2	0	18	14	69	0	2912			
5:00 PM	2	264	26	0	7	15	1	0	42	213	8	0	18	20	20	0	2893			
5:15 PM	1	249	24	0	9	29	1	0	47	238	4	0	17	10	67	0	2930			
5:30 PM	1	311	26	0	13	17	1	0	52	302	1	0	14	25	67	0	2895			
5:45 PM	2	212	32	0	13	20	1	0	55	264	3	0	18	12	66	0	2737			
6:00 PM	2	213	34	0	15	25	1	0	61	247	4	0	17	17	20	0	2601			
6:15 PM	1	219	33	0	10	27	1	0	53	225	3	0	20	13	56	0	1895			
6:30 PM	0	197	38	0	10	24	1	0	46	251	1	0	20	20	64	0	1234			
6:45 PM	0	151	24	0	7	19	2	0	45	222	3	0	21	22	46	0	562			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-001

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	91	17	0	108	2	14	0	0	16	57	250	4	0	311	10	4	33	0	47	482	0
7:45	3	117	28	0	148	5	16	0	1	22	37	283	9	0	329	8	5	36	0	49	548	1
8:00	0	118	20	0	138	6	16	1	0	23	59	345	7	0	411	15	14	38	0	67	639	0
8:15	0	126	21	0	147	13	17	1	0	31	57	296	9	0	362	18	10	34	0	62	602	0
Total	3	452	86	0	541	26	63	2	1	92	210	1174	29	0	1413	51	33	141	0	225	2271	1
8:30	1	145	37	0	183	14	21	0	0	35	66	271	3	0	340	13	8	38	0	59	617	0
8:45	0	144	61	0	205	8	13	0	0	21	34	289	5	0	328	26	8	47	0	81	635	0
9:00	1	122	25	0	148	9	14	2	0	25	48	216	7	0	271	16	7	31	0	54	498	0
9:15	0	128	31	0	159	3	12	0	0	15	37	222	4	0	263	14	17	27	0	58	495	0
Total	2	539	154	0	695	34	60	2	0	96	185	998	19	0	1202	69	40	143	0	252	2245	0

15:00	0	223	23	0	246	12	15	1	0	28	34	184	4	0	222	22	23	59	0	104	600	0
15:15	1	214	22	0	237	15	13	2	0	30	46	229	3	0	278	10	14	47	0	71	616	0
15:30	0	216	23	0	239	14	8	2	0	24	42	200	2	0	244	18	11	66	0	95	602	0
15:45	0	184	20	0	204	16	22	1	0	39	40	243	3	0	286	22	5	67	0	94	623	0
Total	1	837	88	0	926	57	58	6	0	121	162	856	12	0	1030	72	53	239	0	364	2441	0
16:00	1	235	23	0	259	15	23	0	0	38	34	186	6	0	226	14	16	39	0	69	592	0
16:15	1	235	25	0	261	12	20	1	0	33	49	211	6	0	266	12	24	58	0	94	654	0
16:30	0	291	29	0	320	18	12	2	0	32	50	250	5	0	305	11	18	66	0	95	752	0
16:45	3	273	35	0	311	16	16	1	0	33	42	228	2	0	272	18	14	69	0	101	717	0
Total	5	1034	112	0	1151	61	71	4	0	136	175	875	19	0	1069	55	72	232	0	359	2715	0
17:00	2	264	26	0	292	7	15	1	0	23	42	213	8	0	263	19	20	52	0	91	669	0
17:15	1	249	24	0	274	9	29	1	0	39	47	238	4	0	289	17	10	67	0	94	696	0
17:30	1	311	26	0	338	13	17	1	0	31	52	302	1	0	355	14	25	67	0	106	830	0
17:45	2	212	32	0	246	13	20	1	0	34	55	264	3	0	322	18	12	66	0	96	698	0
Total	6	1036	108	0	1150	42	81	4	0	127	196	1017	16	0	1229	68	67	252	0	387	2893	0
18:00	2	213	34	0	249	12	25	0	0	37	61	247	4	0	312	20	17	71	0	108	706	0
18:15	1	219	33	0	253	10	27	1	0	38	53	225	3	0	281	20	13	56	0	89	661	0
18:30	0	197	38	0	235	10	24	1	0	35	46	251	1	0	298	20	20	64	0	104	672	0
18:45	0	151	24	0	175	7	19	2	0	28	45	222	3	0	270	21	22	46	0	89	562	0
Total	3	780	129	0	912	39	95	4	0	138	205	945	11	0	1161	81	72	237	0	390	2601	0
Grand Total	20	4678	677	0	5375	259	428	22	1	710	1133	5865	106	0	7104	396	337	1244	0	1977	15166	1
Apprch %	0.4%	87.0%	12.6%	0.0%		36.5%	60.3%	3.1%	0.1%		15.9%	82.6%	1.5%	0.0%		20.0%	17.0%	62.9%	0.0%			
Total %	0.1%	30.8%	4.5%	0.0%	35.4%	1.7%	2.8%	0.1%	0.0%	4.7%	7.5%	38.7%	0.7%	0.0%	46.8%	2.6%	2.2%	8.2%	0.0%	13.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	118	20	0	138	6	16	1	0	23	59	345	7	0	411	15	14	38	0	67	639
8:15	0	126	21	0	147	13	17	1	0	31	57	296	9	0	362	18	10	34	0	62	602
8:30	1	145	37	0	183	14	21	0	0	35	66	271	3	0	340	13	8	38	0	59	617
8:45	0	144	61	0	205	8	13	0	0	21	34	289	5	0	328	26	8	47	0	81	635
Total Volume	1	533	139	0	673	41	67	2	0	110	216	1201	24	0	1441	72	40	157	0	269	2493
% App Total	0.1%	79.2%	20.7%	0.0%		37.3%	60.9%	1.8%	0.0%		15.0%	83.3%	1.7%	0.0%		26.8%	14.9%	58.4%	0.0%		
PHF	.250	.919	.570	.000	.821	.732	.798	.500	.000	.786	.818	.870	.667	.000	.877	.692	.714	.835	.000	.830	.975

PM PEAK HOUR	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:15 to 18:15																						
Peak Hour For Entire Intersection Begins at 17:15																						
17:15	1	249	24	0	274	9	29	1	0	39	47	238	4	0	289	17	10	67	0	94	696	
17:30	1	311	26	0	338	13	17	1	0	31	52	302	1	0	355	14	25	67	0	106	830	
17:45	2	212	32	0	246	13	20	1	0	34	55	264	3	0	322	18	12	66	0	96	698	
18:00	2	213	34	0	249	12	25	0	0	37	61	247	4	0	312	20	17	71	0	108	706	
Total Volume	6	985	116	0	1107	47	91	3	0	141	215	1051	12	0	1278	69	64	271	0	404	2930	
% App Total	0.5%	89.0%	10.5%	0.0%		33.3%	64.5%	2.1%	0.0%		16.8%	82.2%	0.9%	0.0%		17.1%	15.8%	67.1%	0.0%			
PHF	.750	.792	.853	.000	.819	.904	.784	.750	.000	.904	.881	.870	.750	.000	.900	.863	.640	.954	.000	.935	.883	

Comment 3:
Comment 4:

Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59			
7:30 AM	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	85			
7:45 AM	0	4	0	4	15	3	2	0	0	0	0	3	3	0	0	0	209			
8:00 AM	0	1	5	0	5	0	0	1	0	0	0	0	10	0	0	0	216			
8:15 AM	0	0	0	3	0	13	0	0	0	0	0	4	0	0	0	0	213			
8:30 AM	0	0	0	2	0	25	0	1	2	0	4	4	3	0	0	0	183			
8:45 AM	0	1	15	1	11	135	4	4	4	0	0	1	1	0	0	0	40			
9:00 AM	0	0	0	6	0	19	0	2	4	0	0	0	1	0	0	0	16			
9:15 AM	0	0	0	8	0	13	0	1	1	0	0	5	0	2	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	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			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26			
3:15 PM	0	0	0	0	0	3	0	1	0	1	0	1	0	14	0	0	59			
3:30 PM	0	0	0	1	0	6	0	1	0	0	0	0	0	3	0	0	156			
3:45 PM	0	0	0	2	0	1	0	0	0	0	0	0	0	3	1	0	174			
4:00 PM	0	0	8	0	0	5	1	0	0	0	0	1	21	0	0	0	184			
4:15 PM	0	1	0	20	0	8	0	0	0	0	0	5	0	105	1	0	179			
4:30 PM	0	2	9	0	4	4	0	3	0	0	4	4	0	21	0	0	77			
4:45 PM	0	0	0	4	0	2	0	1	0	0	0	4	0	13	0	0	63			
5:00 PM	0	0	0	10	0	2	0	1	0	0	0	1	19	0	0	0	62			
5:15 PM	0	0	4	0	0	2	0	1	0	0	0	3	1	10	0	0	54			
5:30 PM	0	0	0	2	0	2	0	0	0	0	0	5	0	9	2	0	59			
5:45 PM	0	0	0	2	0	2	0	2	0	0	0	3	2	9	1	0	50			
6:00 PM	0	2	0	2	0	4	0	1	0	0	0	0	0	9	0	0	44			
6:15 PM	0	0	0	3	0	3	0	1	0	1	0	3	0	11	3	0	12			
6:30 PM	0	0	0	6	0	0	0	2	0	0	0	4	0	4	0	0	30			
6:45 PM	0	0	0	1	0	3	0	0	0	0	0	2	0	5	0	0	8			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-001
Date : 5/13/2025

All Bikes and Peds

START TIME	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	0	0	0	0	0	4	2
7:45	0	1	0	4	1	0	15	0	2	15	0	0	0	3	0	0	3	0	0	3	19	9
8:00	0	0	1	5	1	0	5	0	0	5	1	0	0	0	1	0	10	0	0	10	17	5
8:15	0	0	0	3	0	0	13	0	0	13	0	0	0	4	0	0	6	0	0	6	19	7
Total	0	1	1	12	2	0	37	0	2	37	1	0	0	9	1	0	19	0	0	19	59	23
8:30	0	0	0	2	0	0	25	0	1	25	2	0	0	4	2	0	3	0	0	3	30	7
8:45	1	0	1	15	2	0	135	1	4	136	4	0	0	1	4	0	1	0	0	1	143	20
9:00	0	0	0	6	0	0	19	0	2	19	4	0	0	0	4	1	0	0	0	1	24	8
9:15	0	0	0	8	0	0	13	0	1	13	1	0	0	5	1	0	2	0	0	2	16	14
Total	1	0	1	31	2	0	192	1	8	193	11	0	0	10	11	1	6	0	0	7	213	49
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4	0
15:15	0	0	0	0	0	0	3	0	1	3	0	1	0	1	1	0	14	0	0	14	18	2
15:30	0	0	0	1	0	0	6	0	1	6	0	0	0	0	0	0	3	0	0	3	9	2
15:45	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5	2
Total	0	0	0	3	0	0	10	0	2	10	0	1	0	1	1	0	23	2	0	25	36	6
16:00	0	0	0	8	0	0	5	0	1	5	0	0	0	5	0	1	21	0	0	22	27	14
16:15	0	1	0	20	1	0	8	0	0	8	0	0	0	5	0	0	105	1	0	106	115	25
16:30	0	0	2	9	2	0	4	0	3	4	0	0	0	4	0	0	21	0	0	21	27	16
16:45	0	0	0	4	0	0	2	0	1	2	0	0	0	4	0	0	13	0	0	13	15	9
Total	0	1	2	41	3	0	19	0	5	19	0	0	0	18	0	1	160	1	0	162	184	64
17:00	0	0	0	10	0	0	2	0	1	2	0	0	0	1	0	1	19	0	0	20	22	12
17:15	0	0	0	4	0	0	2	0	1	2	0	0	0	3	0	1	10	0	0	11	13	8
17:30	0	0	0	2	0	0	2	0	0	2	0	0	0	5	0	0	9	2	0	11	13	7
17:45	0	0	0	2	0	0	2	0	2	2	0	0	0	3	0	2	9	1	0	12	14	7
Total	0	0	0	18	0	0	8	0	4	8	0	0	0	12	0	4	47	3	0	54	62	34
18:00	0	0	0	2	0	0	4	0	0	4	1	0	0	1	1	0	9	0	0	9	14	3
18:15	0	0	0	3	0	0	3	0	1	3	0	1	0	3	1	0	11	3	1	14	18	8
18:30	0	0	0	6	0	0	0	0	2	0	0	0	0	4	0	0	4	0	0	4	4	12
18:45	0	0	0	1	0	0	3	0	0	3	0	0	0	2	0	0	5	0	0	5	8	3
Total	0	0	0	12	0	0	10	0	3	10	1	1	0	10	2	0	29	3	1	32	44	26
Grand Total	1	2	4	117	7	0	276	1	24	277	13	2	0	60	15	6	284	9	1	299	598	202
Apprch %	14.3%	28.6%	57.1%			0.0%	99.6%	0.4%			86.7%	13.3%	0.0%			2.0%	95.0%	3.0%				
Total %	0.2%	0.3%	0.7%		1.2%	0.0%	46.2%	0.2%		46.3%	2.2%	0.3%	0.0%		2.5%	1.0%	47.5%	1.5%		50.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	1	5	1	0	5	0	0	5	1	0	0	0	1	0	10	0	0	10	17
8:15	0	0	0	3	0	0	13	0	0	13	0	0	0	4	0	0	6	0	0	6	19
8:30	0	0	0	2	0	0	25	0	1	25	2	0	0	4	2	0	3	0	0	3	30
8:45	1	0	1	15	2	0	135	1	4	136	4	0	0	1	4	0	1	0	0	1	143
Total Volume	1	0	2	25	3	0	178	1	5	179	7	0	0	9	7	0	20	0	0	20	209
% App Total	33.3%	0.0%	66.7%			0.0%	99.4%	0.6%			100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.500		.375	.000	.330	.250		.329	.438	.000	.000		.438	.000	.500	.000		.500	.365

PM PEAK HOUR	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	4	0	0	2	0	1	2	0	0	0	3	0	1	10	0	0	11	13
17:30	0	0	0	2	0	0	2	0	0	2	0	0	0	5	0	0	9	2	0	11	13
17:45	0	0	0	2	0	0	2	0	2	2	0	0	0	3	0	2	9	1	0	12	14
18:00	0	0	0	2	0	0	4	0	0	4	1	0	0	1	1	0	9	0	0	9	14
Total Volume	0	0	0	10	0	0	10	0	3	10	1	0	0	12	1	3	37	3	0	43	54
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			7.0%	86.0%	7.0%			
PHF	.000	.000	.000		.000	.000	.625	.000		.625	.250	.000	.000		.250	.375	.925	.375		.896	.964

Comment 4:

Comment 4:

Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23			
7:30 AM	0	1	0	0	0	1	0	0	0	1	1	0	2	0	0	32			
7:45 AM	1	0	1	0	0	0	0	0	3	1	0	0	0	0	0	40			
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	1	1	1	0	48			
8:15 AM	0	3	0	0	0	0	0	0	1	2	0	0	1	1	1	55			
8:30 AM	0	3	0	0	2	1	0	0	3	2	0	0	0	3	0	56			
8:45 AM	0	4	0	0	1	0	0	0	7	0	0	0	3	0	0	42			
9:00 AM	0	5	0	0	2	0	0	0	3	4	0	0	5	0	0	27			
9:15 AM	0	6	0	0	0	0	0	0	3	1	0	0	0	0	0	10			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29			
3:00 PM	0	6	3	0	0	0	0	0	5	0	0	0	2	3	0	35			
3:15 PM	0	4	0	0	2	0	0	0	4	0	0	0	0	0	0	35			
3:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	31			
3:45 PM	0	2	0	0	0	2	0	0	1	2	0	0	0	2	0	39			
4:00 PM	0	3	0	0	0	2	0	0	1	2	1	0	0	0	0	35			
4:15 PM	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	29			
4:30 PM	0	6	0	0	0	1	0	0	2	4	0	0	0	1	0	29			
4:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	19			
5:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	17			
5:15 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	17			
5:30 PM	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	16			
5:45 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	16			
6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0			
6:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	10			
6:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	5			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-001
Date : 5/13/2025

All HT & Turns

START TIME	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					Total	Turns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	2	0	0	0	2	6	0
7:45	1	0	1	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6	0
8:00	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	11	0
8:15	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	1	1	1	0	3	9	0
Total	1	10	1	0	12	0	1	0	0	1	1	9	2	0	12	4	1	2	0	7	32	0
8:30	0	3	0	0	3	2	1	0	0	3	3	2	0	0	5	0	0	3	0	3	14	0
8:45	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	0	0	3	0	3	15	0
9:00	0	5	0	0	5	0	2	0	0	2	3	4	0	0	7	1	0	2	0	3	17	0
9:15	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	10	0
Total	0	18	0	0	18	3	3	0	0	6	6	16	1	0	23	1	0	8	0	9	56	0
15:00	0	6	3	0	9	0	0	0	0	0	0	5	0	0	5	0	2	3	0	5	19	0
15:15	0	4	0	0	4	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	10	0
15:30	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0
15:45	0	2	0	0	2	0	2	0	0	2	1	2	0	0	3	0	0	2	0	2	9	0
Total	0	17	3	0	20	1	4	0	0	5	1	11	0	0	12	0	2	5	0	7	44	0
16:00	0	3	0	0	3	0	2	0	0	2	1	2	1	0	4	0	0	1	0	1	10	0
16:15	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	6	0
16:30	0	6	0	0	6	0	1	0	0	1	2	4	0	0	6	0	0	1	0	1	14	0
16:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5	0
Total	0	14	0	0	14	1	3	0	0	4	3	9	1	0	13	0	2	2	0	4	35	0
17:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
17:15	0	1	0	0	1	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	6	0
17:30	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4	0
17:45	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3	0
Total	0	3	0	0	3	1	7	0	0	8	0	4	0	0	4	1	1	0	0	2	17	0
18:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	4	0
18:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
18:30	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	4	2	0	6	0	1	0	0	1	0	3	0	0	3	1	1	2	0	4	14	0
Grand Total	1	66	6	0	73	6	19	0	0	25	11	52	4	0	67	7	7	19	0	33	198	0
Apprch %	1.4%	90.4%	8.2%	0.0%		24.0%	76.0%	0.0%	0.0%		16.4%	77.6%	6.0%	0.0%		21.2%	21.2%	57.6%	0.0%			
Total %	0.5%	33.3%	3.0%	0.0%	36.9%	3.0%	9.6%	0.0%	0.0%	12.6%	5.6%	26.3%	2.0%	0.0%	33.8%	3.5%	3.5%	9.6%	0.0%	16.7%	100.0%	

AM PEAK HOUR	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	11
8:15	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	1	1	1	0	3	9
8:30	0	3	0	0	3	2	1	0	0	3	3	2	0	0	5	0	0	3	0	3	14
8:45	0	4	0	0	4	1	0	0	0	1	0	7	0	0	7	0	0	3	0	3	15
Total Volume	0	16	0	0	16	3	1	0	0	4	4	14	0	0	18	2	1	8	0	11	49
% App Total	0.0%	100.0%	0.0%	0.0%		75.0%	25.0%	0.0%	0.0%		22.2%	77.8%	0.0%	0.0%		18.2%	9.1%	72.7%	0.0%		
PHF	.000	.667	.000	.000	.667	.375	.250	.000	.000	.333	.333	.500	.000	.000	.643	.500	.250	.667	.000	.917	.817

PM PEAK HOUR	Alma St Southbound					Churchill Ave Westbound					Alma St Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	1	0	0	1	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	6
17:30	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
17:45	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	4
Total Volume	0	3	0	0	3	1	5	0	0	6	0	5	0	0	5	1	0	2	0	3	17
% App Total	0.0%	100.0%	0.0%	0.0%		16.7%	83.3%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		33.3%	0.0%	66.7%	0.0%		
PHF	.000	.750	.000	.000	.750	.250	.625	.000	.000	.500	.000	.625	.000	.000	.625	.250	.000	.250	.000	.375	.708

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Meadow Dr
City: Palo
Control: Signalized

Project ID: 25-080177-002
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
7:30 AM	28	255	10	0	10	81	25	0	24	14	16	0	6	19	17	0	505
7:45 AM	22	328	22	0	24	120	33	0	33	43	23	0	5	26	8	0	687
8:00 AM	29	270	22	0	29	97	29	0	37	41	15	0	17	34	29	0	649
8:15 AM	27	285	12	0	15	136	44	0	48	28	25	0	16	44	28	0	708
8:30 AM	26	259	6	0	10	159	65	0	43	29	33	0	13	67	6	0	716
8:45 AM	31	246	11	0	18	144	57	0	36	39	18	0	15	58	13	0	686
9:00 AM	27	223	8	0	13	107	26	0	40	49	26	0	10	39	15	0	583
9:15 AM	21	164	6	0	22	129	35	0	29	33	13	0	7	24	15	0	498
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	211	2030	97	0	141	973	314	0	290	276	169	0	89	311	131	0	5032
	9.02%	86.83%	4.15%	0.00%	9.87%	68.14%	21.99%	0.00%	39.46%	37.55%	22.99%	0.00%	16.76%	58.57%	24.67%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	104	1142	62	0	78	512	171	0	161	141	96	0	51	171	71	0	2760
PEAK HR FACTOR :	0.897	0.870	0.705	0.000	0.672	0.805	0.658	0.000	0.839	0.820	0.727	0.000	0.750	0.638	0.612	0.000	0.964
	0.879				0.813				0.948				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
3:00 PM	13	173	14	0	24	251	42	0	30	34	19	0	5	27	19	0	651
3:15 PM	16	164	9	0	20	244	38	0	36	29	15	0	15	48	22	0	656
3:30 PM	20	178	6	0	17	248	35	0	39	23	23	0	17	55	27	0	688
3:45 PM	12	182	13	0	16	234	44	0	40	39	16	0	12	40	18	0	666
4:00 PM	11	163	11	0	20	246	51	0	26	27	7	0	10	45	21	0	638
4:15 PM	18	206	9	0	27	251	43	0	38	36	15	0	10	39	32	0	724
4:30 PM	12	182	10	0	32	252	36	0	39	60	8	0	17	33	27	0	708
4:45 PM	9	188	6	0	18	269	37	0	29	42	15	0	11	50	28	0	702
5:00 PM	17	185	15	0	23	263	40	0	34	38	16	0	9	39	20	0	699
5:15 PM	18	186	9	0	33	291	41	0	24	46	16	0	23	44	31	0	762
5:30 PM	21	187	10	0	51	285	46	0	36	48	14	0	16	51	29	0	794
5:45 PM	15	218	20	0	30	255	50	0	35	37	11	0	22	61	33	0	787
6:00 PM	20	227	11	0	22	278	40	0	39	35	15	0	6	46	31	0	770
6:15 PM	24	208	9	0	20	255	57	0	25	35	10	0	9	37	27	0	716
6:30 PM	28	224	8	0	13	232	37	0	23	38	16	0	10	32	13	0	674
6:45 PM	23	207	14	0	25	238	24	0	29	32	18	0	18	38	18	0	684
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	277	3078	174	0	391	4092	661	0	522	599	234	0	210	685	396	0	11319
	7.85%	87.22%	4.93%	0.00%	7.60%	79.55%	12.85%	0.00%	38.52%	44.21%	17.27%	0.00%	16.27%	53.06%	30.67%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	74	818	50	0	136	1109	177	0	134	166	56	0	67	202	124	0	3113
PEAK HR FACTOR :	0.881	0.901	0.625	0.000	0.667	0.953	0.885	0.000	0.859	0.865	0.875	0.000	0.728	0.828	0.939	0.000	0.980
	0.913				0.931				0.908				0.847				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Meadow Dr
City: Palo
Control: Signalized

Project ID: 25-080177-002
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
7:30 AM	28	248	10	0	10	77	23	0	24	14	15	0	6	18	17	0	490
7:45 AM	21	325	22	0	24	120	33	0	33	42	23	0	5	26	8	0	682
8:00 AM	28	268	22	0	29	95	26	0	37	41	14	0	17	34	28	0	639
8:15 AM	26	277	12	0	14	134	43	0	48	28	24	0	16	43	28	0	693
8:30 AM	26	257	6	0	10	153	64	0	43	29	33	0	13	64	6	0	704
8:45 AM	31	241	10	0	17	137	57	0	36	38	18	0	15	57	13	0	670
9:00 AM	26	218	8	0	13	100	26	0	40	49	26	0	10	38	14	0	568
9:15 AM	20	164	6	0	22	125	33	0	28	31	13	0	7	23	15	0	487
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	206	1998	96	0	139	941	305	0	289	272	166	0	89	303	129	0	4933
	8.96%	86.87%	4.17%	0.00%	10.04%	67.94%	22.02%	0.00%	39.75%	37.41%	22.83%	0.00%	17.08%	58.16%	24.76%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	101	1127	62	0	77	502	166	0	161	140	94	0	51	167	70	0	2718
PEAK HR FACTOR :	0.902	0.867	0.705	0.000	0.664	0.820	0.648	0.000	0.839	0.833	0.712	0.000	0.750	0.652	0.625	0.000	0.965
	0.876				0.820				0.940				0.828				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
3:00 PM	13	172	13	0	23	246	41	0	30	34	19	0	5	27	18	0	641
3:15 PM	16	163	9	0	20	241	38	0	36	28	14	0	15	48	21	0	649
3:30 PM	20	177	6	0	17	244	33	0	39	23	23	0	17	55	27	0	681
3:45 PM	12	179	12	0	16	230	44	0	40	39	16	0	12	39	18	0	657
4:00 PM	10	162	11	0	20	242	51	0	25	26	7	0	10	44	21	0	629
4:15 PM	16	203	9	0	27	249	42	0	37	34	15	0	10	39	32	0	713
4:30 PM	12	181	10	0	32	249	36	0	37	58	8	0	17	33	27	0	700
4:45 PM	9	188	6	0	17	266	37	0	29	41	15	0	11	50	27	0	696
5:00 PM	17	184	15	0	23	263	40	0	34	38	16	0	9	39	20	0	698
5:15 PM	18	186	9	0	33	291	41	0	24	46	16	0	23	44	30	0	761
5:30 PM	21	186	10	0	51	284	46	0	36	48	14	0	16	51	29	0	792
5:45 PM	15	217	20	0	30	255	50	0	35	37	11	0	22	61	33	0	786
6:00 PM	20	225	11	0	22	275	40	0	39	35	15	0	6	46	31	0	765
6:15 PM	24	206	9	0	20	254	57	0	25	35	10	0	9	36	27	0	712
6:30 PM	28	224	8	0	13	230	37	0	23	38	16	0	10	32	13	0	672
6:45 PM	23	207	14	0	25	238	23	0	29	31	18	0	18	38	18	0	682
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	274	3060	172	0	389	4057	656	0	518	591	233	0	210	682	392	0	11234
	7.82%	87.28%	4.91%	0.00%	7.62%	79.52%	12.86%	0.00%	38.60%	44.04%	17.36%	0.00%	16.36%	53.12%	30.53%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	74	814	50	0	136	1105	177	0	134	166	56	0	67	202	123	0	3104
PEAK HR FACTOR :	0.881	0.904	0.625	0.000	0.667	0.949	0.885	0.000	0.859	0.865	0.875	0.000	0.728	0.828	0.932	0.000	0.980
	0.916				0.930				0.908				0.845				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Meadow Dr
City: Palo
Control: Signalized

Project ID: 25-080177-002
Date: 5/13/2025

Data - HT

NS/EW Streets:	Alma St				Alma St				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
7:30 AM	0	7	0	0	0	4	2	0	0	0	1	0	0	1	0	0	15
7:45 AM	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
8:00 AM	1	2	0	0	0	2	3	0	0	0	1	0	0	0	1	0	10
8:15 AM	1	8	0	0	1	2	1	0	0	0	1	0	0	1	0	0	15
8:30 AM	0	2	0	0	0	6	1	0	0	0	0	0	0	3	0	0	12
8:45 AM	0	5	1	0	1	7	0	0	0	1	0	0	0	1	0	0	16
9:00 AM	1	5	0	0	0	7	0	0	0	0	0	0	0	1	1	0	15
9:15 AM	1	0	0	0	0	4	2	0	1	2	0	0	0	1	0	0	11
TOTAL VOLUMES :	NL 5	NT 32	NR 1	NU 0	SL 2	ST 32	SR 9	SU 0	EL 1	ET 4	ER 3	EU 0	WL 0	WT 8	WR 2	WU 0	TOTAL 99
APPROACH %'s :	13.16%	84.21%	2.63%	0.00%	4.65%	74.42%	20.93%	0.00%	12.50%	50.00%	37.50%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL 42
PEAK HR VOL :	3	15	0	0	1	10	5	0	0	1	2	0	0	4	1	0	
PEAK HR FACTOR :	0.750	0.469	0.000	0.000	0.250	0.417	0.417	0.000	0.000	0.250	0.500	0.000	0.000	0.333	0.250	0.000	0.700
	0.500				0.571				0.750				0.417				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
3:00 PM	0	1	1	0	1	5	1	0	0	0	0	0	0	0	1	0	10
3:15 PM	0	1	0	0	0	3	0	0	0	1	1	0	0	0	1	0	7
3:30 PM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	7
3:45 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	0	9
4:00 PM	1	1	0	0	0	4	0	0	1	1	0	0	0	1	0	0	9
4:15 PM	2	3	0	0	0	2	1	0	1	2	0	0	0	0	0	0	11
4:30 PM	0	1	0	0	0	3	0	0	2	2	0	0	0	0	0	0	8
4:45 PM	0	0	0	0	1	3	0	0	0	1	0	0	0	0	1	0	6
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL 3	NT 18	NR 2	NU 0	SL 2	ST 35	SR 5	SU 0	EL 4	ET 8	ER 1	EU 0	WL 0	WT 3	WR 4	WU 0	TOTAL 85
APPROACH %'s :	13.04%	78.26%	8.70%	0.00%	4.76%	83.33%	11.90%	0.00%	30.77%	61.54%	7.69%	0.00%	0.00%	42.86%	57.14%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL 9
PEAK HR VOL :	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	0	
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.450
	0.500				0.333								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Meadow Dr
City: Palo
Control: Signalized

Project ID: 25-080177-002
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
7:30 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	11	0	0	16
7:45 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	11	0	0	17
8:00 AM	0	0	2	0	0	1	0	0	0	12	1	0	0	11	0	0	27
8:15 AM	0	1	0	0	0	0	0	0	0	11	1	0	0	9	0	0	22
8:30 AM	0	2	0	0	0	1	0	0	0	6	0	0	0	61	0	0	70
8:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	69	1	0	79
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	14	0	0	16
9:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	11	0	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	60.00%	40.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	96.30%	3.70%	0.00%	0.00%	99.49%	0.51%	0.00%	261
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	3	2	0	0	2	1	0	0	34	2	0	0	92	0	0	136
PEAK HR FACTOR :	0.000	0.375	0.250	0.000	0.000	0.500	0.250	0.000	0.000	0.708	0.500	0.000	0.000	0.377	0.000	0.000	0.486
	0.625				0.750				0.692				0.377				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
3:00 PM	0	2	0	0	0	0	0	0	0	2	1	0	0	5	0	0	10
3:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	10
3:30 PM	0	0	0	0	0	0	0	0	1	12	0	0	0	14	0	0	27
3:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	10
4:00 PM	0	1	1	0	0	0	0	0	0	12	0	0	0	3	0	0	17
4:15 PM	0	1	0	0	0	0	0	0	3	86	0	0	0	6	0	0	96
4:30 PM	0	0	0	0	0	0	0	0	0	38	0	0	1	6	0	0	45
4:45 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	9	1	0	21
5:00 PM	0	1	0	0	0	0	0	0	2	7	0	0	0	9	0	0	19
5:15 PM	0	0	0	0	0	0	0	0	1	13	0	0	0	9	0	0	23
5:30 PM	0	0	1	0	0	0	1	0	1	5	0	0	1	7	0	0	16
5:45 PM	0	0	0	0	0	0	0	0	3	12	0	0	0	6	2	0	23
6:00 PM	0	1	0	0	0	0	0	0	1	9	0	0	0	3	0	0	14
6:15 PM	0	0	0	0	0	0	0	0	2	6	0	0	0	8	0	0	16
6:30 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	4	0	0	15
6:45 PM	0	0	1	0	0	0	0	0	0	7	1	0	0	3	1	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10.00%	60.00%	30.00%	0.00%	0.00%	0.00%	100.00%	0.00%	6.23%	93.00%	0.78%	0.00%	1.87%	94.39%	3.74%	0.00%	375
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	1	1	0	0	0	1	0	6	39	0	0	1	25	2	0	76
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.750	0.000	0.000	0.250	0.694	0.250	0.000	0.826
	0.500				0.250				0.750				0.778				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Meadow Dr
City: Palo

Project ID: 25-080177-002
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		W/E Meadow Dr		W/E Meadow Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	3	0	0	0	1	0	0	0	4
7:45 AM	0	3	1	0	0	0	0	0	4
8:00 AM	3	1	0	0	0	1	0	0	5
8:15 AM	3	4	1	0	1	1	0	0	10
8:30 AM	1	1	1	0	0	0	0	0	3
8:45 AM	1	2	2	0	0	0	0	0	5
9:00 AM	0	5	1	0	0	0	0	0	6
9:15 AM	1	3	1	0	1	0	0	0	6
TOTAL VOLUMES :	EB 12	WB 19	EB 7	WB 0	NB 3	SB 2	NB 0	SB 0	TOTAL 43
APPROACH %'s :	38.71%	61.29%	100.00%	0.00%	60.00%	40.00%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	7	9	3	0	1	2	0	0	22
PEAK HR FACTOR :	0.583	0.563	0.750		0.250	0.500			0.550
	0.571		0.750		0.375				

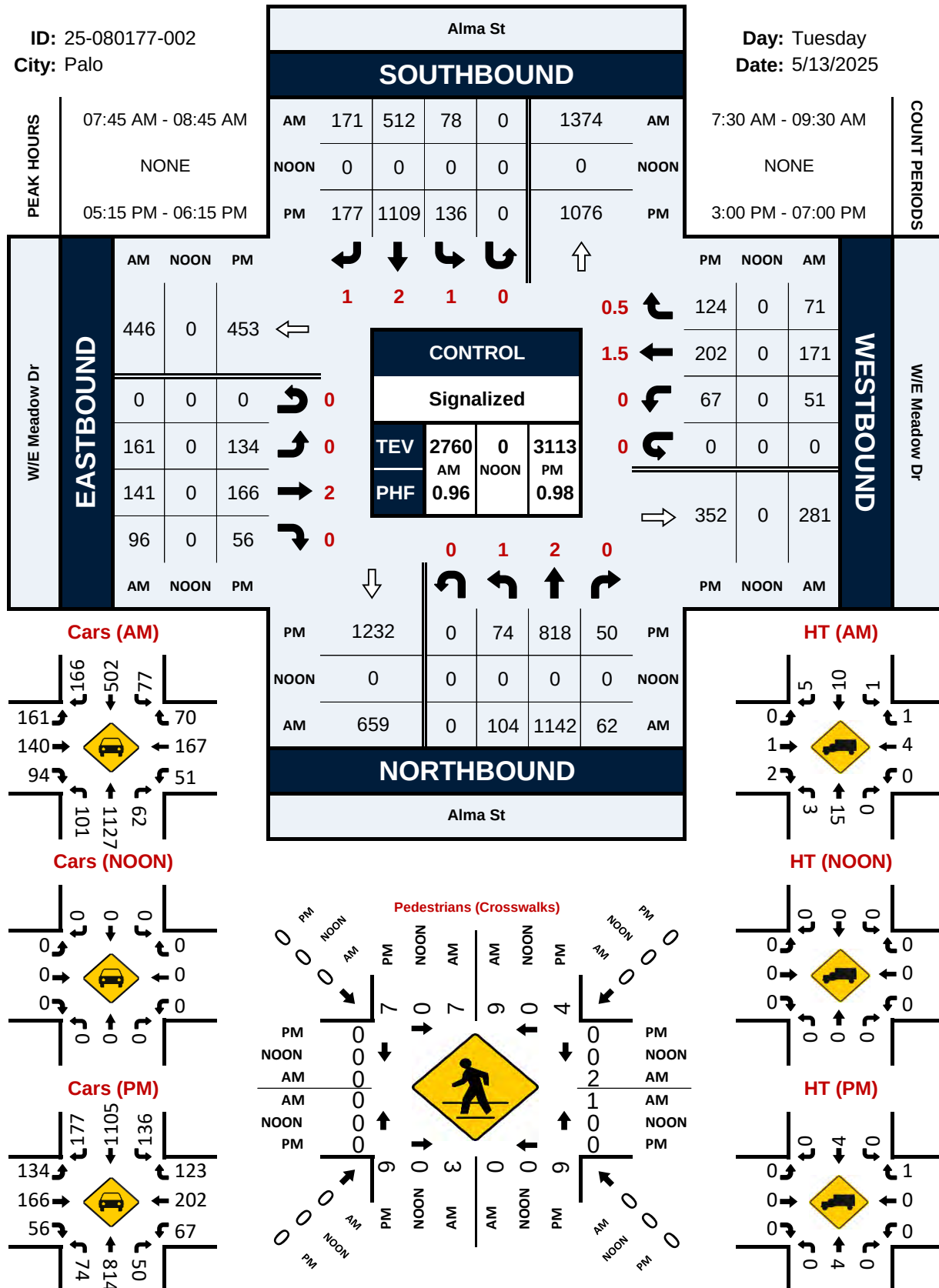
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	2	1	1	0	0	0	0	0	4
3:15 PM	1	2	1	1	0	0	0	0	5
3:30 PM	2	0	2	0	0	0	0	0	4
3:45 PM	0	1	2	0	0	0	0	0	3
4:00 PM	1	0	0	0	0	2	0	0	3
4:15 PM	1	1	3	1	0	0	0	0	6
4:30 PM	3	2	1	1	0	0	0	0	7
4:45 PM	1	2	2	1	1	0	0	0	7
5:00 PM	1	0	1	1	0	1	0	0	4
5:15 PM	1	0	0	3	0	0	0	0	4
5:30 PM	4	4	0	1	0	0	0	0	9
5:45 PM	1	0	2	1	0	0	0	0	4
6:00 PM	1	0	4	1	0	0	0	0	6
6:15 PM	8	1	1	1	0	0	0	0	11
6:30 PM	3	4	0	1	0	0	0	0	8
6:45 PM	2	3	0	1	1	0	0	0	7
TOTAL VOLUMES :	EB 32	WB 21	EB 20	WB 14	NB 2	SB 3	NB 0	SB 0	TOTAL 92
APPROACH %'s :	60.38%	39.62%	58.82%	41.18%	40.00%	60.00%			
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	7	4	6	6	0	0	0	0	23
PEAK HR FACTOR :	0.438	0.250	0.375	0.500					0.639
	0.344		0.600						

Alma St & W/E Meadow Dr

Peak Hour Turning Movement Count

ID: 25-080177-002
City: Palo

Day: Tuesday
Date: 5/13/2025



Comment 4:

Comment 4:

	Alma St Southbound				W/E Meadow Dr Westbound				Alma St Northbound				W/E Meadow Dr Eastbound			
Sat Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	555
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1192
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1841
7:30 AM	20	81	25	0	6	19	17	0	28	258	10	0	24	14	16	0
7:45 AM	14	120	33	0	5	26	8	0	22	328	22	0	33	43	23	0
8:00 AM	19	97	29	0	17	29	22	0	29	270	22	0	37	41	15	0
8:15 AM	15	136	44	0	16	44	28	0	27	285	12	0	48	28	25	0
8:30 AM	10	159	65	0	13	67	6	0	26	259	6	0	43	29	33	0
8:45 AM	18	144	57	0	15	58	13	0	31	246	11	0	36	39	18	0
9:00 AM	13	107	26	0	10	15	49	0	27	223	8	0	29	26	12	0
9:15 AM	22	129	35	0	7	24	15	0	21	164	6	0	29	33	13	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
3:00 PM	24	251	42	0	5	27	19	0	13	173	34	0	30	34	15	0
3:15 PM	20	244	38	0	15	48	12	0	16	146	9	0	36	29	15	0
3:30 PM	17	248	35	0	17	55	27	0	20	178	6	0	39	23	23	0
3:45 PM	16	234	44	0	12	40	18	0	12	182	13	0	40	39	16	0
4:00 PM	20	246	51	0	10	45	21	0	11	163	11	0	36	27	7	0
4:15 PM	17	251	43	0	9	45	32	0	9	158	18	0	38	38	36	0
4:30 PM	32	252	36	0	17	33	27	0	12	182	10	0	39	60	8	0
4:45 PM	18	269	37	0	11	50	28	0	9	188	6	0	29	42	15	0
5:00 PM	23	263	40	0	9	39	20	0	17	185	15	0	34	38	16	0
5:15 PM	13	201	41	0	23	44	31	0	18	186	9	0	24	46	16	0
5:30 PM	51	285	46	0	16	51	29	0	21	187	10	0	36	48	14	0
5:45 PM	30	255	50	0	22	61	33	0	15	218	20	0	35	37	11	0
6:00 PM	22	278	40	0	6	46	31	0	20	227	11	0	39	35	15	0
6:15 PM	20	255	57	0	3	27	24	0	24	186	9	0	25	25	35	0
6:30 PM	13	232	37	0	10	32	13	0	28	224	8	0	23	38	16	0
6:45 PM	25	238	24	0	18	38	18	0	23	207	14	0	29	32	18	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-002

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	10	81	25	0	116	6	19	17	0	42	28	255	10	0	293	24	14	16	0	54	505	0
7:45	24	120	33	0	177	5	26	8	0	39	22	328	22	0	372	33	43	23	0	99	687	0
8:00	29	97	29	0	155	17	34	29	0	80	29	270	22	0	321	37	41	15	0	93	649	0
8:15	15	136	44	0	195	16	44	28	0	88	27	285	12	0	324	48	28	25	0	101	708	0
Total	78	434	131	0	643	44	123	82	0	249	106	1138	66	0	1310	142	126	79	0	347	2549	0
8:30	10	159	65	0	234	13	67	6	0	86	26	259	6	0	291	43	29	33	0	105	716	0
8:45	18	144	57	0	219	15	58	13	0	86	31	246	11	0	288	36	39	18	0	93	686	0
9:00	13	107	26	0	146	10	39	15	0	64	27	223	8	0	258	40	49	26	0	115	583	0
9:15	22	129	35	0	186	7	24	15	0	46	21	164	6	0	191	29	33	13	0	75	498	0
Total	63	539	183	0	785	45	188	49	0	282	105	892	31	0	1028	148	150	90	0	388	2483	0
15:00	24	251	42	0	317	5	27	19	0	51	13	173	14	0	200	30	34	19	0	83	651	0
15:15	20	244	38	0	302	15	48	22	0	85	16	164	9	0	189	36	29	15	0	80	656	0
15:30	17	248	35	0	300	17	55	27	0	99	20	178	6	0	204	39	23	23	0	85	688	0
15:45	16	234	44	0	294	12	40	18	0	70	12	182	13	0	207	40	39	16	0	95	666	0
Total	77	977	159	0	1213	49	170	86	0	305	61	697	42	0	800	145	125	73	0	343	2661	0
16:00	20	246	51	0	317	10	45	21	0	76	11	163	11	0	185	26	27	7	0	60	638	0
16:15	27	251	43	0	321	10	39	32	0	81	18	206	9	0	233	38	36	15	0	89	724	0
16:30	32	252	36	0	320	17	33	27	0	77	12	182	10	0	204	39	60	8	0	107	708	0
16:45	18	269	37	0	324	11	50	28	0	89	9	188	6	0	203	29	42	15	0	86	702	0
Total	97	1018	167	0	1282	48	167	108	0	323	50	739	36	0	825	132	165	45	0	342	2772	0
17:00	23	263	40	0	326	9	39	20	0	68	17	185	15	0	217	34	38	16	0	88	699	0
17:15	33	291	41	0	365	23	44	31	0	98	18	186	9	0	213	24	46	16	0	86	762	0
17:30	51	285	46	0	382	16	51	29	0	96	21	187	10	0	218	36	48	14	0	98	794	0
17:45	30	255	50	0	335	22	61	33	0	116	15	218	20	0	253	35	37	11	0	83	787	0
Total	137	1094	177	0	1408	70	195	113	0	378	71	776	54	0	901	129	169	57	0	355	3042	0
18:00	22	278	40	0	340	6	46	31	0	83	20	227	11	0	258	39	35	15	0	89	770	0
18:15	20	255	57	0	332	9	37	27	0	73	24	208	9	0	241	25	35	10	0	70	716	0
18:30	13	232	37	0	282	10	32	13	0	55	28	224	8	0	260	23	38	16	0	77	674	0
18:45	25	238	24	0	287	18	38	18	0	74	23	207	14	0	244	29	32	18	0	79	684	0
Total	80	1003	158	0	1241	43	153	89	0	285	95	866	42	0	1003	116	140	59	0	315	2844	0
Grand Total	532	5065	975	0	6572	299	996	527	0	1822	488	5108	271	0	5867	812	875	403	0	2090	16351	0
Apprch %	8.1%	77.1%	14.8%	0.0%		16.4%	54.7%	28.9%	0.0%		8.3%	87.1%	4.6%	0.0%		38.9%	41.9%	19.3%	0.0%			
Total %	3.3%	31.0%	6.0%	0.0%	40.2%	1.8%	6.1%	3.2%	0.0%	11.1%	3.0%	31.2%	1.7%	0.0%	35.9%	5.0%	5.4%	2.5%	0.0%	12.8%	100.0%	

AM PEAK HOUR	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 07:45 to 08:45																						
Peak Hour For Entire Intersection Begins at 07:45																						
7:45	24	120	33	0	177	5	26	8	0	39	22	328	22	0	372	33	43	23	0	99	687	
8:00	29	97	29	0	155	17	34	29	0	80	29	270	22	0	321	37	41	15	0	93	649	
8:15	15	136	44	0	195	16	44	28	0	88	27	285	12	0	324	48	28	25	0	101	708	
8:30	10	159	65	0	234	13	67	6	0	86	26	259	6	0	291	43	29	33	0	105	716	
Total Volume	78	512	171	0	761	51	171	71	0	293	104	1142	62	0	1308	161	141	96	0	398	2760	
% App Total	10.2%	67.3%	22.5%	0.0%		17.4%	58.4%	24.2%	0.0%		8.0%	87.3%	4.7%	0.0%		40.5%	35.4%	24.1%	0.0%			
PHF	.672	.805	.658	.000	.813	.750	.638	.612	.000	.832	.897	.870	.705	.000	.879	.839	.820	.727	.000	.948	.964	

PM PEAK HOUR	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:15 to 18:15																						
Peak Hour For Entire Intersection Begins at 17:15																						
17:15	33	291	41	0	365	23	44	31	0	98	18	186	9	0	213	24	46	16	0	86	762	
17:30	51	285	46	0	382	16	51	29	0	96	21	187	10	0	218	36	48	14	0	98	794	
17:45	30	255	50	0	335	22	61	33	0	116	15	218	20	0	253	35	37	11	0	83	787	
18:00	22	278	40	0	340	6	46	31	0	83	20	227	11	0	258	39	35	15	0	89	770	
Total Volume	136	1109	177	0	1422	67	202	124	0	393	74	818	50	0	942	134	166	56	0	356	3113	
% App Total	9.6%	78.0%	12.4%	0.0%		17.0%	51.4%	31.6%	0.0%		7.9%	86.8%	5.3%	0.0%		37.6%	46.6%	15.7%	0.0%			
PHF	.667	.953	.885	.000	.931	.728	.828	.939	.000	.847	.881	.901	.625	.000	.913	.859	.865	.875	.000	.908	.980	

Comment 3:

[illegible]

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-002
Date : 5/13/2025

All Bikes and Peds

START TIME	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	1	3	1	0	11	0	1	11	0	0	0	0	0	0	4	0	0	4	16	4
7:45	0	0	1	3	1	0	11	0	0	11	0	0	0	1	0	0	5	0	0	5	17	4
8:00	0	1	0	4	1	0	11	0	1	11	0	0	2	0	2	0	12	1	0	13	27	5
8:15	0	0	0	7	0	0	9	0	2	9	0	1	0	1	1	0	11	1	0	12	22	10
Total	0	1	2	17	3	0	42	0	4	42	0	1	2	2	3	0	32	2	0	34	82	23
8:30	0	1	0	2	1	0	61	0	0	61	0	2	0	1	2	0	6	0	0	6	70	3
8:45	0	0	0	3	0	0	69	1	0	70	0	0	0	2	0	0	9	0	0	9	79	5
9:00	0	0	0	5	0	0	14	0	0	14	0	0	0	1	0	0	2	0	0	2	16	6
9:15	0	0	0	4	0	0	11	0	1	11	0	0	0	1	0	0	3	0	0	3	14	6
Total	0	1	0	14	1	0	155	1	1	156	0	2	0	5	2	0	20	0	0	20	179	20
15:00	0	0	0	3	0	0	5	0	0	5	0	2	0	1	2	0	2	1	0	3	10	4
15:15	0	0	0	3	0	0	8	0	0	8	1	0	0	2	1	0	1	0	0	1	10	5
15:30	0	0	0	2	0	0	14	0	0	14	0	0	0	2	0	1	12	0	0	13	27	4
15:45	0	0	0	1	0	0	1	0	0	1	0	0	0	2	0	0	9	0	0	9	10	3
Total	0	0	0	9	0	0	28	0	0	28	1	2	0	7	3	1	24	1	0	26	57	16
16:00	0	0	0	1	0	0	3	0	2	3	0	1	1	0	2	0	12	0	0	12	17	3
16:15	0	0	0	2	0	0	6	0	0	6	0	1	0	4	1	3	86	0	0	89	96	6
16:30	0	0	0	5	0	1	6	0	0	7	0	0	0	2	0	0	38	0	0	38	45	7
16:45	0	0	0	3	0	0	9	1	1	10	0	0	0	3	0	1	10	0	0	11	21	7
Total	0	0	0	11	0	1	24	1	3	26	0	2	1	9	3	4	146	0	0	150	179	23
17:00	0	0	0	1	0	0	9	0	1	9	0	1	0	2	1	2	7	0	0	9	19	4
17:15	0	0	0	1	0	0	9	0	0	9	0	0	0	3	0	1	13	0	0	14	23	4
17:30	0	0	1	8	1	1	7	0	0	8	0	0	1	1	1	1	5	0	0	6	16	9
17:45	0	0	0	1	0	0	6	2	0	8	0	0	0	3	0	3	12	0	0	15	23	4
Total	0	0	1	11	1	1	31	2	1	34	0	1	1	9	2	7	37	0	0	44	81	21
18:00	0	0	0	1	0	0	3	0	0	3	0	1	0	5	1	1	9	0	0	10	14	6
18:15	0	0	0	9	0	0	8	0	0	8	0	0	0	2	0	2	6	0	0	8	16	11
18:30	0	0	0	7	0	0	4	0	0	4	0	0	0	1	0	1	10	0	0	11	15	8
18:45	0	0	0	5	0	0	3	1	1	4	0	0	1	1	1	0	7	1	0	8	13	7
Total	0	0	0	22	0	0	18	1	1	19	0	1	1	9	2	4	32	1	0	37	58	32
Grand Total	0	2	3	84	5	2	298	5	10	305	1	9	5	41	15	16	291	4	0	311	636	135
Apprch %	0.0%	40.0%	60.0%			0.7%	97.7%	1.6%			6.7%	60.0%	33.3%			5.1%	93.6%	1.3%				
Total %	0.0%	0.3%	0.5%		0.8%	0.3%	46.9%	0.8%		48.0%	0.2%	1.4%	0.8%		2.4%	2.5%	45.8%	0.6%		48.9%	100.0%	

AM PEAK HOUR	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	1	3	1	0	11	0	0	11	0	0	0	1	0	0	5	0	0	5	17
8:00	0	1	0	4	1	0	11	0	1	11	0	0	2	0	2	0	12	1	0	13	27
8:15	0	0	0	7	0	0	9	0	2	9	0	1	0	1	1	0	11	1	0	12	22
8:30	0	1	0	2	1	0	61	0	0	61	0	2	0	1	2	0	6	0	0	6	70
Total Volume	0	2	1	16	3	0	92	0	3	92	0	3	2	3	5	0	34	2	0	36	136
% App Total	0.0%	66.7%	33.3%			0.0%	100.0%	0.0%			0.0%	60.0%	40.0%			0.0%	94.4%	5.6%			
PHF	.000	.500	.250		.750	.000	.377	.000		.377	.000	.375	.250		.625	.000	.708	.500		.692	.486

PM PEAK HOUR	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	1	0	0	9	0	0	9	0	0	0	3	0	1	13	0	0	14	23
17:30	0	0	1	8	1	1	7	0	0	8	0	0	1	1	1	1	5	0	0	6	16
17:45	0	0	0	1	0	0	6	2	0	8	0	0	0	3	0	3	12	0	0	15	23
18:00	0	0	0	1	0	0	3	0	0	3	0	1	0	5	1	1	9	0	0	10	14
Total Volume	0	0	1	11	1	1	25	2	0	28	0	1	1	12	2	6	39	0	0	45	76
% App Total	0.0%	0.0%	100.0%			3.6%	89.3%	7.1%			0.0%	50.0%	50.0%			13.3%	86.7%	0.0%			
PHF	.000	.000	.250		.250	.250	.694	.250		.778	.000	.250	.250		.500	.500	.750	.000		.750	.826

Comment 4:

Start Time	Alma St Southbound				W/E Meadow Dr Westbound				Alma St Northbound				W/E Meadow Dr Eastbound			
	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
7:30 AM	0	4	2	0	0	1	0	0	0	0	0	0	1	0	0	45
7:45 AM	0	0	0	0	0	0	0	1	2	0	0	0	1	1	0	42
8:00 AM	0	2	3	0	0	0	1	0	1	2	0	0	0	1	0	53
8:15 AM	1	2	1	0	0	1	0	0	1	8	0	0	0	1	0	58
8:30 AM	0	6	1	0	0	3	0	0	0	2	0	0	0	0	0	54
8:45 AM	1	7	0	0	0	1	0	0	0	1	0	0	0	0	0	42
9:00 AM	0	7	0	0	0	1	1	0	1	5	0	0	0	0	0	26
9:15 AM	0	4	2	0	0	1	0	0	1	0	0	1	2	0	0	11
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	10
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
3:00 PM	1	5	1	0	0	1	0	0	0	1	0	0	0	0	0	33
3:15 PM	0	3	0	0	0	0	1	0	0	1	0	0	1	1	0	32
3:30 PM	0	4	2	0	0	0	0	0	0	1	0	0	0	0	0	36
3:45 PM	0	4	0	0	0	1	0	0	0	3	1	0	0	0	0	37
4:00 PM	0	4	0	0	0	1	0	0	0	1	1	0	1	0	0	34
4:15 PM	0	2	1	0	0	0	0	0	0	2	3	0	1	2	0	26
4:30 PM	0	3	0	0	0	0	0	0	0	1	0	0	2	2	0	16
4:45 PM	1	3	0	0	0	0	1	0	0	0	0	0	1	0	0	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9
5:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	12
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:15 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	8
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-002
Date : 5/13/2025

All HT & Uturns

START TIME	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	4	2	0	6	0	1	0	0	1	0	7	0	0	7	0	0	1	0	1	15	0
7:45	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	5	0
8:00	0	2	3	0	5	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	10	0
8:15	1	2	1	0	4	0	1	0	0	1	1	8	0	0	9	0	0	1	0	1	15	0
Total	1	8	6	0	15	0	2	1	0	3	3	20	0	0	23	0	1	3	0	4	45	0
8:30	0	6	1	0	7	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	12	0
8:45	1	7	0	0	8	0	1	0	0	1	0	5	1	0	6	0	1	0	0	1	16	0
9:00	0	7	0	0	7	0	1	1	0	2	1	5	0	0	6	0	0	0	0	0	15	0
9:15	0	4	2	0	6	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	11	0
Total	1	24	3	0	28	0	6	1	0	7	2	12	1	0	15	1	3	0	0	4	54	0
15:00	1	5	1	0	7	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	10	0
15:15	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	1	1	0	2	7	0
15:30	0	4	2	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0
15:45	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	9	0
Total	1	16	3	0	20	0	1	2	0	3	0	6	2	0	8	0	1	1	0	2	33	0
16:00	0	4	0	0	4	0	1	0	0	1	1	1	0	0	2	1	1	0	0	2	9	0
16:15	0	2	1	0	3	0	0	0	0	0	2	3	0	0	5	1	2	0	0	3	11	0
16:30	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	8	0
16:45	1	3	0	0	4	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	6	0
Total	1	12	1	0	14	0	1	1	0	2	3	5	0	0	8	4	6	0	0	10	34	0
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5	0
18:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
18:15	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4	0
18:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
18:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
Total	0	6	1	0	7	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	13	0
Grand Total	4	67	14	0	85	0	11	6	0	17	8	50	3	0	61	5	12	4	0	21	184	0
Apprch %	4.7%	78.8%	16.5%	0.0%		0.0%	64.7%	35.3%	0.0%		13.1%	82.0%	4.9%	0.0%		23.8%	57.1%	19.0%	0.0%			
Total %	2.2%	36.4%	7.6%	0.0%	46.2%	0.0%	6.0%	3.3%	0.0%	9.2%	4.3%	27.2%	1.6%	0.0%	33.2%	2.7%	6.5%	2.2%	0.0%	11.4%	100.0%	

AM PEAK HOUR	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	5
8:00	0	2	3	0	5	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	10
8:15	1	2	1	0	4	0	1	0	0	1	1	8	0	0	9	0	0	1	0	1	15
8:30	0	6	1	0	7	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	12
Total Volume	1	10	5	0	16	0	4	1	0	5	3	15	0	0	18	0	1	2	0	3	42
% App Total	6.3%	62.5%	31.3%	0.0%		0.0%	80.0%	20.0%	0.0%		16.7%	83.3%	0.0%	0.0%		0.0%	33.3%	66.7%	0.0%		
PHF	.250	.417	.417	.000	.571	.000	.333	.250	.000	.417	.750	.469	.000	.000	.500	.000	.250	.500	.000	.750	.700

PM PEAK HOUR	Alma St Southbound					W/E Meadow Dr Westbound					Alma St Northbound					W/E Meadow Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total Volume	0	4	0	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.333	.000	.000	.333	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.450

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-003
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				W/E Charleston Rd				W/E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	83	284	5	0	16	78	8	0	19	47	24	0	5	46	18	0	633
7:45 AM	66	327	9	0	15	117	8	0	20	89	33	0	7	31	11	0	733
8:00 AM	114	302	4	0	8	89	15	0	27	83	34	0	9	43	13	0	741
8:15 AM	74	246	11	0	17	148	10	0	21	77	38	0	12	66	12	0	732
8:30 AM	94	297	11	0	17	178	13	0	27	96	43	0	5	61	11	0	853
8:45 AM	94	231	9	0	22	136	21	0	25	87	38	0	6	52	16	0	737
9:00 AM	53	191	4	0	20	102	9	0	30	110	34	0	11	49	7	1	621
9:15 AM	54	158	2	1	14	105	16	0	16	51	15	0	3	36	15	0	486
TOTAL VOLUMES :	NL 632	NT 2036	NR 55	NU 1	SL 129	ST 953	SR 100	SU 0	EL 185	ET 640	ER 259	EU 0	WL 58	WT 384	WR 103	WU 1	TOTAL 5536
APPROACH %'s :	23.20%	74.74%	2.02%	0.04%	10.91%	80.63%	8.46%	0.00%	17.07%	59.04%	23.89%	0.00%	10.62%	70.33%	18.86%	0.18%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	376	1076	35	0	64	551	59	0	100	343	153	0	32	222	52	0	3063
PEAK HR FACTOR :	0.825	0.891	0.795	0.000	0.727	0.774	0.702	0.000	0.926	0.893	0.890	0.000	0.667	0.841	0.813	0.000	0.898
	0.885				0.810				0.898				0.850				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	51	150	1	0	18	224	14	0	21	63	39	0	3	47	20	0	651
3:15 PM	55	142	2	0	23	244	9	0	27	69	43	0	5	63	16	0	698
3:30 PM	36	160	7	0	15	237	11	0	25	77	48	0	9	63	23	0	711
3:45 PM	57	146	2	0	22	185	13	0	30	82	69	0	5	64	18	1	694
4:00 PM	36	144	7	0	17	225	11	0	27	74	52	0	2	72	17	0	684
4:15 PM	55	174	4	0	16	270	18	0	24	77	38	0	8	79	25	1	789
4:30 PM	42	153	3	0	19	221	11	0	35	99	59	0	4	62	13	0	721
4:45 PM	48	161	5	0	21	237	3	0	24	71	46	0	7	69	19	0	711
5:00 PM	38	173	4	0	13	326	13	0	20	67	40	0	4	63	26	0	787
5:15 PM	40	133	7	0	23	240	12	0	35	80	68	0	8	58	31	0	735
5:30 PM	53	160	2	0	15	282	14	0	26	48	53	0	17	80	36	0	786
5:45 PM	47	158	4	0	6	268	12	0	54	76	58	0	8	67	22	0	780
6:00 PM	46	179	3	0	15	276	10	0	39	54	46	0	9	68	38	0	783
6:15 PM	48	201	3	0	15	260	13	0	19	63	47	0	7	74	21	0	771
6:30 PM	47	202	5	0	14	202	14	0	19	53	43	0	3	53	17	1	673
6:45 PM	42	210	9	0	25	242	14	0	27	55	34	0	3	38	20	0	719
TOTAL VOLUMES :	NL 741	NT 2646	NR 68	NU 0	SL 277	ST 3939	SR 192	SU 0	EL 452	ET 1108	ER 783	EU 0	WL 102	WT 1020	WR 362	WU 3	TOTAL 11693
APPROACH %'s :	21.45%	76.58%	1.97%	0.00%	6.28%	89.36%	4.36%	0.00%	19.29%	47.29%	33.42%	0.00%	6.86%	68.59%	24.34%	0.20%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	194	698	12	0	51	1086	49	0	138	241	204	0	41	289	117	0	3120
PEAK HR FACTOR :	0.915	0.868	0.750	0.000	0.850	0.963	0.875	0.000	0.639	0.793	0.879	0.000	0.603	0.903	0.770	0.000	0.992
	0.897				0.953				0.775				0.840				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-003
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				W/E Charleston Rd				W/E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	83	280	4	0	16	74	7	0	19	47	24	0	5	42	18	0	619
7:45 AM	65	323	9	0	15	117	8	0	20	88	32	0	6	30	11	0	724
8:00 AM	112	298	4	0	8	86	15	0	27	82	33	0	9	43	13	0	730
8:15 AM	73	239	11	0	17	146	10	0	21	76	38	0	12	65	11	0	719
8:30 AM	94	297	11	0	16	173	13	0	25	95	42	0	3	59	11	0	839
8:45 AM	94	227	8	0	20	132	20	0	23	84	38	0	4	52	15	0	717
9:00 AM	53	187	4	0	20	97	8	0	30	109	34	0	10	46	6	1	605
9:15 AM	53	156	2	1	14	100	16	0	16	50	15	0	2	35	15	0	475
TOTAL VOLUMES :	NL 627	NT 2007	NR 53	NU 1	SL 126	ST 925	SR 97	SU 0	EL 181	ET 631	ER 256	EU 0	WL 51	WT 372	WR 100	WU 1	TOTAL 5428
APPROACH %'s :	23.33%	74.67%	1.97%	0.04%	10.98%	80.57%	8.45%	0.00%	16.95%	59.08%	23.97%	0.00%	9.73%	70.99%	19.08%	0.19%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	373	1061	34	0	61	537	58	0	96	337	151	0	28	219	50	0	3005
PEAK HR FACTOR :	0.833	0.890	0.773	0.000	0.763	0.776	0.725	0.000	0.889	0.887	0.899	0.000	0.583	0.842	0.833	0.000	0.895
	0.886				0.812				0.901				0.844				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	49	149	1	0	17	222	13	0	21	60	39	0	3	46	19	0	639
3:15 PM	55	142	2	0	21	241	9	0	27	67	42	0	5	62	16	0	689
3:30 PM	36	160	7	0	14	234	11	0	25	75	48	0	9	62	23	0	704
3:45 PM	56	143	2	0	20	183	13	0	29	82	69	0	5	64	18	1	685
4:00 PM	34	141	7	0	17	223	11	0	27	74	52	0	2	72	17	0	677
4:15 PM	55	173	4	0	16	267	18	0	24	77	38	0	7	78	24	1	782
4:30 PM	42	153	3	0	19	218	11	0	35	96	59	0	4	62	13	0	715
4:45 PM	47	161	5	0	20	234	3	0	24	71	46	0	7	68	19	0	705
5:00 PM	38	173	4	0	13	326	13	0	20	67	40	0	4	63	25	0	786
5:15 PM	40	133	7	0	23	240	12	0	35	80	68	0	8	58	31	0	735
5:30 PM	53	159	2	0	15	281	14	0	26	48	52	0	17	80	36	0	783
5:45 PM	47	157	4	0	6	268	12	0	54	76	58	0	8	67	22	0	779
6:00 PM	46	177	3	0	15	273	10	0	39	53	46	0	9	67	38	0	776
6:15 PM	48	199	3	0	15	259	13	0	19	63	47	0	7	74	21	0	768
6:30 PM	46	202	5	0	13	201	14	0	19	53	43	0	3	53	17	1	670
6:45 PM	42	210	9	0	25	242	14	0	27	54	34	0	3	38	20	0	718
TOTAL VOLUMES :	NL 734	NT 2632	NR 68	NU 0	SL 269	ST 3912	SR 191	SU 0	EL 451	ET 1096	ER 781	EU 0	WL 101	WT 1014	WR 359	WU 3	TOTAL 11611
APPROACH %'s :	21.37%	76.65%	1.98%	0.00%	6.15%	89.48%	4.37%	0.00%	19.37%	47.08%	33.55%	0.00%	6.84%	68.65%	24.31%	0.20%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	194	692	12	0	51	1081	49	0	138	240	203	0	41	288	117	0	3106
PEAK HR FACTOR :	0.915	0.869	0.750	0.000	0.850	0.962	0.875	0.000	0.639	0.789	0.875	0.000	0.603	0.900	0.770	0.000	0.992
	0.898				0.952				0.773				0.838				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-003
Date: 5/13/2025

Data - HT

NS/EW Streets:	Alma St				Alma St				W/E Charleston Rd				W/E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	4	1	0	0	4	1	0	0	0	0	0	0	4	0	0	14
7:45 AM	1	4	0	0	0	0	0	0	0	1	1	0	1	1	0	0	9
8:00 AM	2	4	0	0	0	3	0	0	0	1	1	0	0	0	0	0	11
8:15 AM	1	7	0	0	0	2	0	0	0	1	0	0	0	1	1	0	13
8:30 AM	0	0	0	0	1	5	0	0	2	1	1	0	2	2	0	0	14
8:45 AM	0	4	1	0	2	4	1	0	2	3	0	0	2	0	1	0	20
9:00 AM	0	4	0	0	0	5	1	0	0	1	0	0	1	3	1	0	16
9:15 AM	1	2	0	0	0	5	0	0	0	1	0	0	1	1	0	0	11
TOTAL VOLUMES :	NL 5	NT 29	NR 2	NU 0	SL 3	ST 28	SR 3	SU 0	EL 4	ET 9	ER 3	EU 0	WL 7	WT 12	WR 3	WU 0	TOTAL 108
APPROACH %'s :	13.89%	80.56%	5.56%	0.00%	8.82%	82.35%	8.82%	0.00%	25.00%	56.25%	18.75%	0.00%	31.82%	54.55%	13.64%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	15	1	0	3	14	1	0	4	6	2	0	4	3	2	0	58
PEAK HR FACTOR :	0.375	0.536	0.250	0.000	0.375	0.700	0.250	0.000	0.500	0.500	0.500	0.000	0.500	0.375	0.500	0.000	0.725
	0.594				0.643				0.600				0.563				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	2	1	0	0	1	2	1	0	0	3	0	0	0	1	1	0	12
3:15 PM	0	0	0	0	2	3	0	0	0	2	1	0	0	1	0	0	9
3:30 PM	0	0	0	0	1	3	0	0	0	2	0	0	0	1	0	0	7
3:45 PM	1	3	0	0	2	2	0	0	1	0	0	0	0	0	0	0	9
4:00 PM	2	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	1	1	1	0	7
4:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
4:45 PM	1	0	0	0	1	3	0	0	0	0	0	0	0	1	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	2	0	0	0	3	0	0	0	1	0	0	0	1	0	0	7
6:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 7	NT 14	NR 0	NU 0	SL 8	ST 27	SR 1	SU 0	EL 1	ET 12	ER 2	EU 0	WL 1	WT 6	WR 3	WU 0	TOTAL 82
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	22.22%	75.00%	2.78%	0.00%	6.67%	80.00%	13.33%	0.00%	10.00%	60.00%	30.00%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	6	0	0	0	5	0	0	0	1	1	0	0	1	0	0	14
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.500
	0.750				0.417				0.500				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-003
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				W/E Charleston Rd				W/E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	1	0	8
8:00 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	11
8:15 AM	0	0	1	0	0	0	0	0	0	7	1	0	0	11	1	0	21
8:30 AM	0	3	0	0	0	0	0	0	0	7	0	0	0	35	0	0	45
8:45 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	43	0	0	47
9:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	1	0	15
9:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	7	1	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	28.57%	57.14%	14.29%	0.00%	0	0	0	0	0.00%	97.06%	2.94%	0.00%	0.00%	96.80%	3.20%	0.00%	166
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	3	1	0	0	0	0	0	0	19	1	0	0	97	1	0	124
PEAK HR FACTOR :	0.500	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.679	0.250	0.000	0.000	0.564	0.250	0.000	0.660
	0.500								0.625				0.570				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
3:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:00 PM	2	1	0	0	0	0	0	0	0	6	0	0	0	1	0	0	10
4:15 PM	0	1	0	0	0	0	0	0	0	33	3	0	0	4	0	1	42
4:30 PM	0	0	0	0	0	0	0	0	0	13	1	0	0	3	0	0	17
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	3	0	0	11
5:00 PM	0	0	1	0	0	0	0	0	0	7	0	0	0	3	0	0	11
5:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	11
5:30 PM	0	1	0	0	0	0	0	0	0	9	0	0	1	7	0	0	18
5:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13
6:00 PM	0	1	0	0	0	0	0	0	0	8	2	0	0	4	0	0	15
6:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0	0	12
6:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	10
6:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	30.00%	50.00%	20.00%	0.00%	0	0	0	0	0.00%	95.24%	4.76%	0.00%	3.57%	94.64%	0.00%	1.79%	192
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	34	2	0	1	19	0	0	58
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.773	0.250	0.000	0.250	0.679	0.000	0.000	0.806
	0.500								0.818				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & W/E Charleston Rd
City: Palo

Project ID: 25-080177-003
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		W/E Charleston Rd		W/E Charleston Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	1	1	1	0	1	0	0	0	4
7:45 AM	1	0	1	0	0	0	0	0	2
8:00 AM	1	0	0	2	0	0	0	0	3
8:15 AM	0	0	2	0	0	1	0	0	3
8:30 AM	0	3	0	0	3	0	0	0	6
8:45 AM	1	3	2	0	0	0	0	0	6
9:00 AM	0	2	3	0	0	0	0	0	5
9:15 AM	0	0	2	0	1	2	0	0	5
TOTAL VOLUMES :	EB 4	WB 9	EB 11	WB 2	NB 5	SB 3	NB 0	SB 0	TOTAL 34
APPROACH %'s :	30.77%	69.23%	84.62%	15.38%	62.50%	37.50%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	2	6	4	2	3	1	0	0	18
PEAK HR FACTOR :	0.500	0.500	0.500	0.250	0.250	0.250			0.750
		0.500		0.750		0.333			

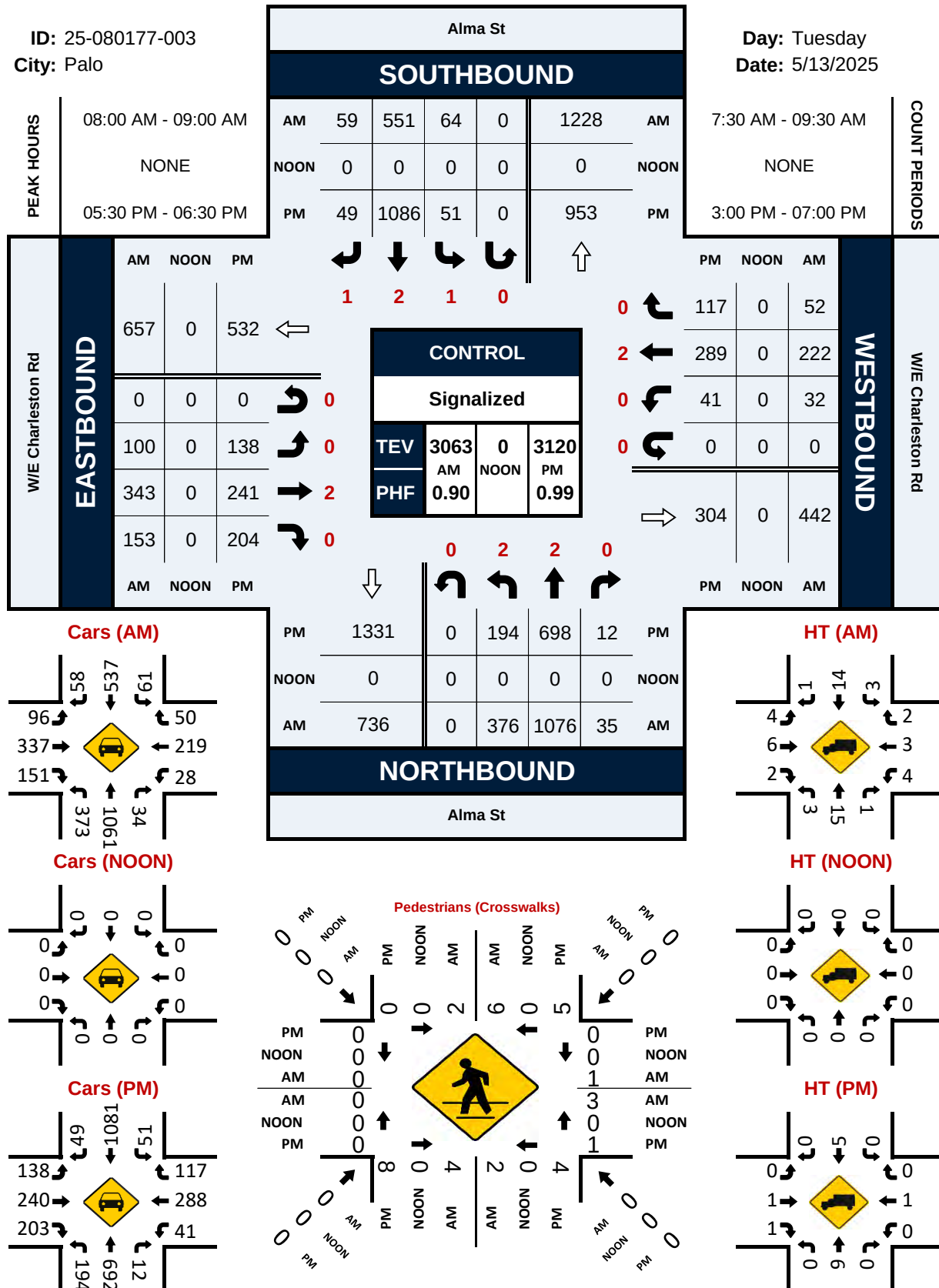
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	1	2	1	0	0	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	1	1	1	1	0	0	0	0	4
4:00 PM	2	0	1	1	0	0	0	0	4
4:15 PM	0	2	2	1	0	0	0	0	5
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	1	0	1	0	0	0	0	0	2
5:00 PM	1	2	1	0	0	0	0	0	4
5:15 PM	1	0	1	0	0	0	0	0	2
5:30 PM	0	1	1	0	0	0	0	0	2
5:45 PM	0	0	2	0	0	0	0	0	2
6:00 PM	0	2	1	1	0	0	0	0	4
6:15 PM	0	2	4	3	1	0	0	0	10
6:30 PM	0	0	1	2	0	0	0	0	3
6:45 PM	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB 8	WB 12	EB 18	WB 9	NB 1	SB 0	NB 0	SB 0	TOTAL 48
APPROACH %'s :	40.00%	60.00%	66.67%	33.33%	100.00%	0.00%			
PEAK HR :	05:30 PM - 06:30 PM								TOTAL
PEAK HR VOL :	0	5	8	4	1	0	0	0	18
PEAK HR FACTOR :		0.625	0.500	0.333	0.250	0.250			0.450
		0.625		0.429		0.250			

Alma St & W/E Charleston Rd

Peak Hour Turning Movement Count

ID: 25-080177-003
City: Palo

Day: Tuesday
Date: 5/13/2025



Comment 4:

Start Time	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound				
	LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	633	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1366	
7:30 AM	16	78	8	0	5	46	18	0	83	284	5	0	19	19	47	24	0	2639	0	
7:45 AM	8	117	8	0	11	7	11	66	66	37	9	7	20	89	37	0	0	3059	0	
8:00 AM	8	89	15	0	9	43	13	0	114	302	4	0	27	83	34	0	0	3063	0	
8:15 AM	17	148	10	0	12	66	12	0	74	246	11	0	21	77	38	0	0	2942	0	
8:30 AM	17	178	13	0	5	61	11	0	94	297	11	0	27	96	43	0	0	2695	0	
8:45 AM	22	138	21	0	15	16	1	52	94	241	9	25	26	71	0	0	0	1842	0	
9:00 AM	20	102	9	0	11	49	7	1	53	151	4	0	30	110	34	0	0	1105	0	
9:15 AM	14	105	16	0	3	36	15	0	54	198	2	1	16	51	15	0	0	485	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	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	
12:30 PM	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	
1:00 PM	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	
1:30 PM	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	
2:00 PM	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	651	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1349	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2060	
3:00 PM	18	224	14	0	3	42	27	1	51	150	1	21	63	29	0	0	0	2753	0	
3:15 PM	23	244	9	0	5	63	16	0	55	142	2	0	27	69	43	0	0	2786	0	
3:30 PM	15	237	11	0	9	63	23	0	36	160	7	0	25	77	48	0	0	2876	0	
3:45 PM	22	185	13	0	5	64	18	1	57	146	2	0	30	82	69	0	0	2886	0	
4:00 PM	15	225	11	0	7	17	17	0	36	26	7	74	27	74	0	0	0	2904	0	
4:15 PM	16	270	18	0	8	79	25	1	55	174	4	0	24	77	38	0	0	3007	0	
4:30 PM	19	221	11	0	4	62	13	0	42	153	3	0	35	99	59	0	0	2954	0	
4:45 PM	21	237	3	0	7	69	19	0	48	161	5	0	24	71	46	0	0	3019	0	
5:00 PM	13	236	13	0	4	63	25	0	38	28	4	67	20	20	67	0	0	3088	0	
5:15 PM	23	240	12	0	8	58	31	0	40	133	7	0	35	80	68	0	0	3094	0	
5:30 PM	15	282	14	0	17	80	36	0	53	160	2	0	26	48	53	0	0	3120	0	
5:45 PM	6	268	12	0	8	67	22	0	47	158	4	0	54	76	58	0	0	3006	0	
6:00 PM	15	276	10	0	15	76	20	0	46	159	3	54	39	54	0	0	0	3179	0	
6:15 PM	15	280	13	0	7	74	21	0	48	201	3	0	19	63	47	0	0	2162	0	
6:30 PM	14	202	14	0	3	53	17	1	47	202	5	0	19	53	43	0	0	1391	0	
6:45 PM	25	242	14	0	3	38	20	0	42	210	9	0	27	55	34	0	0	719	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0</																	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-003

Date : 5/13/2025

All Vehicles & Uturns

START TIME	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	16	78	8	0	102	5	46	18	0	69	83	284	5	0	372	19	47	24	0	90	633	0
7:45	15	117	8	0	140	7	31	11	0	49	66	327	9	0	402	20	89	33	0	142	733	0
8:00	8	89	15	0	112	9	43	13	0	65	114	302	4	0	420	27	83	34	0	144	741	0
8:15	17	148	10	0	175	12	66	12	0	90	74	246	11	0	331	21	77	38	0	136	732	0
Total	56	432	41	0	529	33	186	54	0	273	337	1159	29	0	1525	87	296	129	0	512	2839	0
8:30	17	178	13	0	208	5	61	11	0	77	94	297	11	0	402	27	96	43	0	166	853	0
8:45	22	136	21	0	179	6	52	16	0	74	94	231	9	0	334	25	87	38	0	150	737	0
9:00	20	102	9	0	131	11	49	7	1	68	53	191	4	0	248	30	110	34	0	174	621	1
9:15	14	105	16	0	135	3	36	15	0	54	54	158	2	1	215	16	51	15	0	82	486	1
Total	73	521	59	0	653	25	198	49	1	273	295	877	26	1	1199	98	344	130	0	572	2697	2

15:00	18	224	14	0	256	3	47	20	0	70	51	150	1	0	202	21	63	39	0	123	651	0
15:15	23	244	9	0	276	5	63	16	0	84	55	142	2	0	199	27	69	43	0	139	698	0
15:30	15	237	11	0	263	9	63	23	0	95	36	160	7	0	203	25	77	48	0	150	711	0
15:45	22	185	13	0	220	5	64	18	1	88	57	146	2	0	205	30	82	69	0	181	694	1
Total	78	890	47	0	1015	22	237	77	1	337	199	598	12	0	809	103	291	199	0	593	2754	1
16:00	17	225	11	0	253	2	72	17	0	91	36	144	7	0	187	27	74	52	0	153	684	0
16:15	16	270	18	0	304	8	79	25	1	113	55	174	4	0	233	24	77	38	0	139	789	1
16:30	19	221	11	0	251	4	62	13	0	79	42	153	3	0	198	35	99	59	0	193	721	0
16:45	21	237	3	0	261	7	69	19	0	95	48	161	5	0	214	24	71	46	0	141	711	0
Total	73	953	43	0	1069	21	282	74	1	378	181	632	19	0	832	110	321	195	0	626	2905	1
17:00	13	326	13	0	352	4	63	26	0	93	38	173	4	0	215	20	67	40	0	127	787	0
17:15	23	240	12	0	275	8	58	31	0	97	40	133	7	0	180	35	80	68	0	183	735	0
17:30	15	282	14	0	311	17	80	36	0	133	53	160	2	0	215	26	48	53	0	127	786	0
17:45	6	268	12	0	286	8	67	22	0	97	47	158	4	0	209	54	76	58	0	188	780	0
Total	57	1116	51	0	1224	37	268	115	0	420	178	624	17	0	819	135	271	219	0	625	3088	0
18:00	15	276	10	0	301	9	68	38	0	115	46	179	3	0	228	39	54	46	0	139	783	0
18:15	15	260	13	0	288	7	74	21	0	102	48	201	3	0	252	19	63	47	0	129	771	0
18:30	14	202	14	0	230	3	53	17	1	74	47	202	5	0	254	19	53	43	0	115	673	1
18:45	25	242	14	0	281	3	38	20	0	61	42	210	9	0	261	27	55	34	0	116	719	0
Total	69	980	51	0	1100	22	233	96	1	352	183	792	20	0	995	104	225	170	0	499	2946	1
Grand Total	406	4892	292	0	5590	160	1404	465	4	2033	1373	4682	123	1	6179	637	1748	1042	0	3427	17229	5
Apprch %	7.3%	87.5%	5.2%	0.0%		7.9%	69.1%	22.9%	0.2%		22.2%	75.8%	2.0%	0.0%		18.6%	51.0%	30.4%	0.0%			
Total %	2.4%	28.4%	1.7%	0.0%	32.4%	0.9%	8.1%	2.7%	0.0%	11.8%	8.0%	27.2%	0.7%	0.0%	35.9%	3.7%	10.1%	6.0%	0.0%	19.9%	100.0%	

AM PEAK HOUR	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	8	89	15	0	112	9	43	13	0	65	114	302	4	0	420	27	83	34	0	144	741
8:15	17	148	10	0	175	12	66	12	0	90	74	246	11	0	331	21	77	38	0	136	732
8:30	17	178	13	0	208	5	61	11	0	77	94	297	11	0	402	27	96	43	0	166	853
8:45	22	136	21	0	179	6	52	16	0	74	94	231	9	0	334	25	87	38	0	150	737
Total Volume	64	551	59	0	674	32	222	52	0	306	376	1076	35	0	1487	100	343	153	0	596	3063
% App Total	9.5%	81.8%	8.8%	0.0%		10.5%	72.5%	17.0%	0.0%		25.3%	72.4%	2.4%	0.0%		16.8%	57.6%	25.7%	0.0%		
PHF	.727	.774	.702	.000	.810	.667	.841	.813	.000	.850	.825	.891	.795	.000	.885	.926	.893	.890	.000	.898	.898

PM PEAK HOUR	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	15	282	14	0	311	17	80	36	0	133	53	160	2	0	215	26	48	53	0	127	786	
17:45	6	268	12	0	286	8	67	22	0	97	47	158	4	0	209	54	76	58	0	188	780	
18:00	15	276	10	0	301	9	68	38	0	115	46	179	3	0	228	39	54	46	0	139	783	
18:15	15	260	13	0	288	7	74	21	0	102	48	201	3	0	252	19	63	47	0	129	771	
Total Volume	51	1086	49	0	1186	41	289	117	0	447	194	698	12	0	904	138	241	204	0	583	3120	
% App Total	4.3%	91.6%	4.1%	0.0%		9.2%	64.7%	26.2%	0.0%		21.5%	77.2%	1.3%	0.0%		23.7%	41.3%	35.0%	0.0%			
PHF	.850	.963	.875	.000	.953	.603	.903	.770	.000	.840	.915	.868	.750	.000	.897	.639	.793	.879	.000	.775	.992	

Comment 4:

Comment 4

Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28			
7:30 AM	0	0	0	2	0	3	0	1	0	0	0	1	0	6	0	49			
7:45 AM	0	0	0	1	0	5	1	0	0	0	1	0	2	2	0	85			
8:00 AM	0	0	1	1	0	8	0	1	0	0	0	2	0	2	0	124			
8:15 AM	0	0	0	0	0	11	1	1	0	0	1	2	0	7	1	128			
8:30 AM	0	0	3	3	0	35	0	3	0	3	0	0	7	7	0	117			
8:45 AM	0	0	4	0	43	0	0	1	0	0	2	0	3	0	0	72			
9:00 AM	0	0	2	1	0	9	0	0	0	0	5	5	0	0	0	25			
9:15 AM	0	0	0	0	7	1	3	0	1	0	2	0	1	0	0	10			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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	2			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15			
3:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	18			
3:15 PM	0	0	3	0	4	0	0	0	1	0	3	0	0	0	0	26			
3:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	60			
3:45 PM	0	0	2	0	1	0	0	0	0	0	2	0	2	0	0	71			
4:00 PM	0	0	2	0	1	0	0	0	2	1	2	0	6	0	0	79			
4:15 PM	0	0	2	0	4	0	0	1	0	0	33	0	0	0	0	85			
4:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	13	1	0	50			
4:45 PM	0	0	1	1	3	0	0	0	0	0	1	0	7	0	0	51			
5:00 PM	0	0	3	0	3	0	0	0	0	1	1	0	7	0	0	53			
5:15 PM	0	0	1	0	2	0	0	0	0	0	9	9	0	0	0	57			
5:30 PM	0	0	1	1	7	0	0	0	1	0	1	0	9	0	0	58			
5:45 PM	0	0	0	0	7	0	0	0	0	0	2	0	6	0	0	50			
6:00 PM	0	0	2	0	4	0	0	0	1	0	2	0	8	2	0	46			
6:15 PM	0	0	2	0	1	1	0	0	0	0	11	11	0	0	0	21			
6:30 PM	0	0	0	0	8	0	0	1	0	0	3	0	1	1	0	14			
6:45 PM	0	0	1	0	1	0	0	0	0	1	0	0	2	0	0	4			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-003
Date : 5/13/2025

All Bikes and Peds

	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound					Total	Peds Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	2	0	0	3	0	1	3	0	0	0	1	0	0	6	0	0	6	9	4
7:45	0	0	0	1	0	0	5	1	0	6	0	0	0	1	0	0	2	0	0	2	8	2
8:00	0	0	0	1	0	0	8	0	0	8	1	0	0	2	1	0	2	0	0	2	11	3
8:15	0	0	0	0	0	0	11	1	1	12	0	0	1	2	1	0	7	1	0	8	21	3
Total	0	0	0	4	0	0	27	2	2	29	1	0	1	6	2	0	17	1	0	18	49	12
8:30	0	0	0	3	0	0	35	0	3	35	0	3	0	0	3	0	7	0	0	7	45	6
8:45	0	0	0	4	0	0	43	0	0	43	1	0	0	2	1	0	3	0	0	3	47	6
9:00	0	0	0	2	0	0	9	1	0	10	0	0	0	3	0	0	5	0	0	5	15	5
9:15	0	0	0	0	0	0	7	1	3	8	0	1	0	2	1	0	1	0	0	1	10	5
Total	0	0	0	9	0	0	94	2	6	96	1	4	0	7	5	0	16	0	0	16	117	22
15:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0
15:15	0	0	0	3	0	0	4	0	0	4	0	0	0	1	0	0	3	0	0	3	7	4
15:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	0
15:45	0	0	0	2	0	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	3	4
Total	0	0	0	5	0	0	9	0	0	9	0	1	0	3	1	0	8	0	0	8	18	8
16:00	0	0	0	2	0	0	1	0	0	1	2	1	0	2	3	0	6	0	0	6	10	4
16:15	0	0	0	2	0	0	4	0	0	4	0	1	0	3	1	0	33	3	0	36	41	5
16:30	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	0	13	1	0	14	17	1
16:45	0	0	0	1	0	1	3	0	0	4	0	0	0	1	0	0	7	0	0	7	11	2
Total	0	0	0	5	0	1	11	0	0	12	2	2	0	7	4	0	59	4	0	63	79	12
17:00	0	0	0	3	0	0	3	0	0	3	0	0	1	1	1	0	7	0	0	7	11	4
17:15	0	0	0	1	0	0	2	0	0	2	0	0	0	1	0	0	9	0	0	9	11	2
17:30	0	0	0	1	0	1	7	0	0	8	0	1	0	1	1	0	9	0	0	9	18	2
17:45	0	0	0	0	0	0	7	0	0	7	0	0	0	2	0	0	6	0	0	6	13	2
Total	0	0	0	5	0	1	19	0	0	20	0	1	1	5	2	0	31	0	0	31	53	10
18:00	0	0	0	2	0	0	4	0	0	4	0	1	0	2	1	0	8	2	0	10	15	4
18:15	0	0	0	2	0	0	1	0	1	1	0	0	0	7	0	0	11	0	0	11	12	10
18:30	0	0	0	0	0	0	8	0	0	8	1	0	0	3	1	0	1	0	0	1	10	3
18:45	0	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4	1
Total	0	0	0	5	0	0	14	0	1	14	1	1	1	12	3	0	22	2	0	24	41	18
Grand Total	0	0	0	33	0	2	174	4	9	180	5	9	3	40	17	0	153	7	0	160	357	82
Apprch %	0.0%	0.0%	0.0%			1.1%	96.7%	2.2%			29.4%	52.9%	17.6%			0.0%	95.6%	4.4%				
Total %	0.0%	0.0%	0.0%		0.0%	0.6%	48.7%	1.1%		50.4%	1.4%	2.5%	0.8%		4.8%	0.0%	42.9%	2.0%		44.8%	100.0%	

AM PEAK HOUR	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	1	0	0	8	0	0	8	1	0	0	2	1	0	2	0	0	2	11
8:15	0	0	0	0	0	0	11	1	1	12	0	0	1	2	1	0	7	1	0	8	21
8:30	0	0	0	3	0	0	35	0	3	35	0	3	0	0	3	0	7	0	0	7	45
8:45	0	0	0	4	0	0	43	0	0	43	1	0	0	2	1	0	3	0	0	3	47
Total Volume	0	0	0	8	0	0	97	1	4	98	2	3	1	6	6	0	19	1	0	20	124
% App Total	0.0%	0.0%	0.0%			0.0%	99.0%	1.0%			33.3%	50.0%	16.7%			0.0%	95.0%	5.0%			
PHF	.000	.000	.000		.000	.000	.564	.250		.570	.500	.250	.250		.500	.000	.679	.250		.625	.660

PM PEAK HOUR	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	0	0	1	0	1	7	0	0	8	0	1	0	1	1	0	9	0	0	9	18
17:45	0	0	0	0	0	0	7	0	0	7	0	0	0	2	0	0	6	0	0	6	13
18:00	0	0	0	2	0	0	4	0	0	4	0	1	0	2	1	0	8	2	0	10	15
18:15	0	0	0	2	0	0	1	0	1	1	0	0	0	7	0	0	11	0	0	11	12
Total Volume	0	0	0	5	0	1	19	0	1	20	0	2	0	12	2	0	34	2	0	36	58
% App Total	0.0%	0.0%	0.0%			5.0%	95.0%	0.0%			0.0%	100.0%	0.0%			0.0%	94.4%	5.6%			
PHF	.000	.000	.000		.000	.250	.679	.000		.625	.000	.500	.000		.500	.000	.773	.250		.818	.806

Comment 3:
Comment 4:

Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34			
7:30 AM	0	4	1	0	0	4	0	0	0	4	1	0	0	0	0	0			
7:45 AM	0	0	0	0	1	1	0	0	1	4	0	0	1	1	1	47			
8:00 AM	0	3	0	0	0	0	0	0	2	4	0	0	0	1	1	58			
8:15 AM	0	2	0	0	0	1	1	0	1	7	0	0	0	1	0	63			
8:30 AM	1	5	0	0	2	2	0	0	0	0	0	2	1	1	0	68			
8:45 AM	2	4	1	0	2	0	0	0	2	4	1	0	3	3	0	67			
9:00 AM	0	5	1	0	1	3	1	0	0	4	0	0	1	0	0	27			
9:15 AM	0	5	0	0	1	1	0	0	1	2	0	0	1	0	0	11			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	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			
3:00 PM	1	2	1	0	1	0	1	0	2	1	0	0	0	0	0	28			
3:15 PM	2	3	0	0	0	1	0	0	0	0	0	0	2	1	0	32			
3:30 PM	1	3	0	0	0	1	0	0	0	0	0	0	0	2	0	30			
3:45 PM	2	2	0	0	0	0	0	0	1	3	0	0	1	0	0	29			
4:00 PM	0	3	0	0	0	0	0	0	2	3	0	0	0	0	0	26			
4:15 PM	0	3	0	0	1	1	1	0	0	1	0	0	0	0	0	20			
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	13			
4:45 PM	1	3	0	0	0	1	0	0	1	0	0	0	0	0	0	10			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11			
5:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	14			
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14			
6:00 PM	0	3	0	0	0	1	0	0	0	2	0	0	1	1	0	14			
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
6:30 PM	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-003
Date : 5/13/2025

All HT & Uturns

START TIME	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	4	1	0	5	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	14	0
7:45	0	0	0	0	0	1	1	0	0	2	1	4	0	0	5	0	1	1	0	2	9	0
8:00	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	0	1	1	0	2	11	0
8:15	0	2	0	0	2	0	1	1	0	2	1	7	0	0	8	0	1	0	0	1	13	0
Total	0	9	1	0	10	1	6	1	0	8	4	19	1	0	24	0	3	2	0	5	47	0
8:30	1	5	0	0	6	2	2	0	0	4	0	0	0	0	0	2	1	1	0	4	14	0
8:45	2	4	1	0	7	2	0	1	0	3	0	4	1	0	5	2	3	0	0	5	20	0
9:00	0	5	1	0	6	1	3	1	0	5	0	4	0	0	4	0	1	0	0	1	16	0
9:15	0	5	0	0	5	1	1	0	0	2	1	2	0	0	3	0	1	0	0	1	11	0
Total	3	19	2	0	24	6	6	2	0	14	1	10	1	0	12	4	6	1	0	11	61	0
15:00	1	2	1	0	4	0	1	1	0	2	2	1	0	0	3	0	3	0	0	3	12	0
15:15	2	3	0	0	5	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	9	0
15:30	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7	0
15:45	2	2	0	0	4	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	9	0
Total	6	10	1	0	17	0	3	1	0	4	3	4	0	0	7	1	7	1	0	9	37	0
16:00	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	7	0
16:15	0	3	0	0	3	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	7	0
16:30	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6	0
16:45	1	3	0	0	4	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	6	0
Total	1	11	0	0	12	1	2	1	0	4	3	4	0	0	7	0	3	0	0	3	26	0
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	5	0
18:00	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	7	0
18:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
18:30	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	1	5	0	0	6	0	1	0	0	1	1	4	0	0	5	0	2	0	0	2	14	0
Grand Total	11	55	4	0	70	8	18	6	0	32	12	43	2	0	57	5	21	5	0	31	190	0
Apprch %	15.7%	78.6%	5.7%	0.0%		25.0%	56.3%	18.8%	0.0%		21.1%	75.4%	3.5%	0.0%		16.1%	67.7%	16.1%	0.0%			
Total %	5.8%	28.9%	2.1%	0.0%	36.8%	4.2%	9.5%	3.2%	0.0%	16.8%	6.3%	22.6%	1.1%	0.0%	30.0%	2.6%	11.1%	2.6%	0.0%	16.3%	100.0%	

AM PEAK HOUR	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 08:00 to 09:00																						
Peak Hour For Entire Intersection Begins at 08:00																						
8:00	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	0	1	1	0	2	11	
8:15	0	2	0	0	2	0	1	1	0	2	1	7	0	0	8	0	1	0	0	1	13	
8:30	1	5	0	0	6	2	2	0	0	4	0	0	0	0	0	2	1	1	0	4	14	
8:45	2	4	1	0	7	2	0	1	0	3	0	4	1	0	5	2	3	0	0	5	20	
Total Volume	3	14	1	0	18	4	3	2	0	9	3	15	1	0	19	4	6	2	0	12	58	
% App Total	16.7%	77.8%	5.6%	0.0%		44.4%	33.3%	22.2%	0.0%		15.8%	78.9%	5.3%	0.0%		33.3%	50.0%	16.7%	0.0%			
PHF	.375	.700	.250	.000	.643	.500	.375	.500	.000	.563	.375	.536	.250	.000	.594	.500	.500	.500	.000	.600	.725	

PM PEAK HOUR	Alma St Southbound					W/E Charleston Rd Westbound					Alma St Northbound					W/E Charleston Rd Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
18:00	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	7	
18:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
Total Volume	0	5	0	0	5	0	1	0	0	1	0	6	0	0	6	0	1	1	0	2	14	
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	50.0%	50.0%	0.0%			
PHF	.000	.417	.000	.000	.417	.000	.250	.000	.000	.250	.000	.750	.000	.000	.750	.000	.250	.250	.000	.500	.500	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Kellogg Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-004
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				Kellogg Ave				Kellogg Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	258	2	0	0	119	0	0	0	0	0	0	3	0	2	0	384
7:45 AM	0	289	2	0	1	131	0	0	0	0	0	0	3	0	5	0	431
8:00 AM	0	358	1	0	1	135	0	0	0	0	0	0	3	0	3	0	501
8:15 AM	0	316	2	0	1	139	0	0	0	0	0	0	12	0	20	0	490
8:30 AM	0	273	3	0	1	193	0	0	0	0	0	0	12	0	8	0	490
8:45 AM	0	321	2	0	1	168	0	0	0	0	0	0	21	0	2	0	515
9:00 AM	0	232	0	0	0	141	0	0	0	0	0	0	2	0	3	0	378
9:15 AM	0	236	2	0	1	153	0	0	0	0	0	0	5	0	1	0	398
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2283	14	0	6	1179	0	0	0	0	0	0	61	0	44	0	3587
	0.00%	99.39%	0.61%	0.00%	0.51%	99.49%	0.00%	0.00%	0	0	0	0	58.10%	0.00%	41.90%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1268	8	0	4	635	0	0	0	0	0	0	48	0	33	0	1996
PEAK HR FACTOR :	0.000	0.885	0.667	0.000	1.000	0.823	0.000	0.000	0.000	0.000	0.000	0.000	0.571	0.000	0.413	0.000	0.969
	0.889				0.823								0.633				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	208	2	0	1	248	0	0	0	0	0	0	2	0	3	0	464
3:15 PM	0	238	3	0	2	228	0	0	0	0	0	0	5	0	12	0	488
3:30 PM	0	215	5	0	1	231	0	0	0	0	0	0	6	0	4	0	462
3:45 PM	0	254	2	0	3	218	0	0	0	0	0	0	2	0	4	0	483
4:00 PM	0	198	6	0	0	256	0	0	0	0	0	0	2	0	4	0	466
4:15 PM	0	227	4	0	2	255	0	0	0	0	0	0	4	0	1	0	493
4:30 PM	0	260	2	0	2	314	0	0	0	0	0	0	1	0	1	0	580
4:45 PM	0	241	4	0	1	306	0	0	0	0	0	0	2	0	4	0	558
5:00 PM	0	232	4	0	0	294	0	0	0	0	0	0	8	0	2	0	540
5:15 PM	0	245	1	0	1	286	0	0	0	0	0	0	2	0	3	0	538
5:30 PM	0	315	4	0	1	317	0	0	0	0	0	0	1	0	3	0	641
5:45 PM	0	275	4	0	1	256	0	0	0	0	0	0	2	0	5	0	543
6:00 PM	0	269	1	0	4	242	0	0	0	0	0	0	0	0	2	0	518
6:15 PM	0	247	4	0	0	262	0	0	0	0	0	0	2	0	2	0	517
6:30 PM	0	262	2	0	2	216	0	0	0	0	0	0	1	0	1	0	484
6:45 PM	0	245	4	0	1	181	0	0	0	0	0	0	2	0	4	0	437
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3931	52	0	22	4110	0	0	0	0	0	0	42	0	55	0	8212
	0.00%	98.69%	1.31%	0.00%	0.53%	99.47%	0.00%	0.00%	0	0	0	0	43.30%	0.00%	56.70%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1033	13	0	3	1203	0	0	0	0	0	0	13	0	12	0	2277
PEAK HR FACTOR :	0.000	0.820	0.813	0.000	0.750	0.949	0.000	0.000	0.000	0.000	0.000	0.000	0.406	0.000	0.750	0.000	0.888
	0.820				0.948								0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Kellogg Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-004
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				Kellogg Ave				Kellogg Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	255	2	0	0	118	0	0	0	0	0	0	3	0	2	0	380
7:45 AM	0	286	2	0	1	129	0	0	0	0	0	0	3	0	5	0	426
8:00 AM	0	354	1	0	1	129	0	0	0	0	0	0	3	0	3	0	491
8:15 AM	0	314	1	0	1	136	0	0	0	0	0	0	12	0	19	0	483
8:30 AM	0	271	3	0	1	190	0	0	0	0	0	0	11	0	8	0	484
8:45 AM	0	315	1	0	1	163	0	0	0	0	0	0	21	0	0	0	501
9:00 AM	0	228	0	0	0	138	0	0	0	0	0	0	2	0	3	0	371
9:15 AM	0	232	2	0	1	150	0	0	0	0	0	0	2	0	0	0	387
TOTAL VOLUMES :	0	2255	12	0	6	1153	0	0	0	0	0	0	57	0	40	0	3523
APPROACH %'s :	0.00%	99.47%	0.53%	0.00%	0.52%	99.48%	0.00%	0.00%	0	0	0	0	58.76%	0.00%	41.24%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1254	6	0	4	618	0	0	0	0	0	0	47	0	30	0	1959
PEAK HR FACTOR :	0.000	0.886	0.500	0.000	1.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.560	0.000	0.395	0.000	0.978
	0.887				0.814								0.621				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	203	2	0	1	239	0	0	0	0	0	0	2	0	3	0	450
3:15 PM	0	234	3	0	2	225	0	0	0	0	0	0	4	0	12	0	480
3:30 PM	0	215	5	0	1	228	0	0	0	0	0	0	4	0	3	0	456
3:45 PM	0	252	2	0	3	215	0	0	0	0	0	0	2	0	4	0	478
4:00 PM	0	196	6	0	0	254	0	0	0	0	0	0	2	0	4	0	462
4:15 PM	0	226	4	0	2	252	0	0	0	0	0	0	4	0	1	0	489
4:30 PM	0	256	2	0	2	308	0	0	0	0	0	0	1	0	1	0	570
4:45 PM	0	239	4	0	1	304	0	0	0	0	0	0	2	0	4	0	554
5:00 PM	0	232	4	0	0	294	0	0	0	0	0	0	8	0	2	0	540
5:15 PM	0	243	1	0	1	285	0	0	0	0	0	0	2	0	3	0	535
5:30 PM	0	313	4	0	1	316	0	0	0	0	0	0	1	0	3	0	638
5:45 PM	0	274	4	0	1	255	0	0	0	0	0	0	2	0	5	0	541
6:00 PM	0	268	1	0	4	242	0	0	0	0	0	0	0	0	2	0	517
6:15 PM	0	245	4	0	0	259	0	0	0	0	0	0	2	0	2	0	512
6:30 PM	0	262	1	0	2	213	0	0	0	0	0	0	1	0	1	0	480
6:45 PM	0	245	4	0	0	181	0	0	0	0	0	0	2	0	4	0	436
TOTAL VOLUMES :	0	3903	51	0	21	4070	0	0	0	0	0	0	39	0	54	0	8138
APPROACH %'s :	0.00%	98.71%	1.29%	0.00%	0.51%	99.49%	0.00%	0.00%	0	0	0	0	41.94%	0.00%	58.06%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1027	13	0	3	1199	0	0	0	0	0	0	13	0	12	0	2267
PEAK HR FACTOR :	0.000	0.820	0.813	0.000	0.750	0.949	0.000	0.000	0.000	0.000	0.000	0.000	0.406	0.000	0.750	0.000	0.888
	0.820				0.948								0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Kellogg Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-004
Date: 5/13/2025

Data - HT

NS/EW Streets:	Alma St				Alma St				Kellogg Ave				Kellogg Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	1	0	7
8:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	0	6
8:45 AM	0	6	1	0	0	5	0	0	0	0	0	0	0	0	2	0	14
9:00 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	4	0	0	0	3	0	0	0	0	0	0	3	0	1	0	11
TOTAL VOLUMES :	0	28	2	0	0	26	0	0	0	0	0	0	4	0	4	0	64
APPROACH %'s :	0.00%	93.33%	6.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	14	2	0	0	17	0	0	0	0	0	0	1	0	3	0	37
PEAK HR FACTOR :	0.000	0.583	0.500	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.661
	0.571				0.708								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	14
3:15 PM	0	4	0	0	0	3	0	0	0	0	0	0	1	0	0	0	8
3:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	2	0	1	0	6
3:45 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	28	1	0	1	40	0	0	0	0	0	0	3	0	1	0	74
APPROACH %'s :	0.00%	96.55%	3.45%	0.00%	2.44%	97.56%	0.00%	0.00%	0	0	0	0	75.00%	0.00%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.750				0.500												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Kellogg Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-004
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				Kellogg Ave				Kellogg Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
9:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	6
	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375
	0.250				0.250								0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	5	1	0	0	2	0	0	0	0	0	0	0	0	0	0	8
	0.00%	83.33%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.500																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Kellogg Ave
City: Palo

Project ID: 25-080177-004
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		Kellogg Ave		Kellogg Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	2	0	0	0	2
8:30 AM	0	0	0	0	1	1	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	2	0	0	0	2
9:15 AM	0	0	0	0	1	2	0	0	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	7	5	0	0	12
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	4	1	0	0	5
PEAK HR FACTOR :					0.500	0.250			0.625

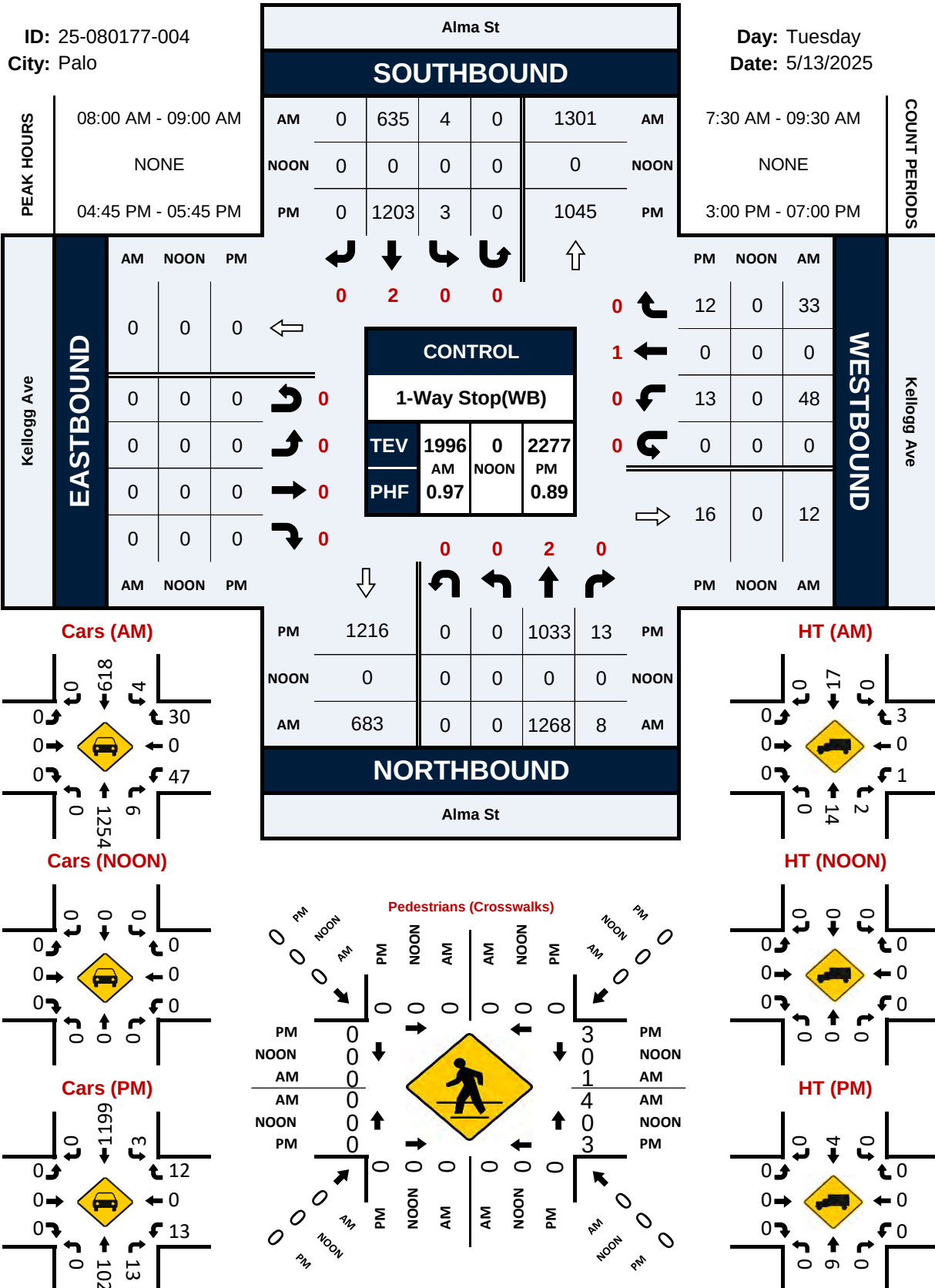
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	0	1	0	0	1
3:30 PM	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	0	0	0	3	0	0	3
6:00 PM	0	0	0	0	0	2	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	8	10	0	0	18
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	3	3	0	0	6
PEAK HR FACTOR :					0.375	0.375			0.750

Alma St & Kellogg Ave

Peak Hour Turning Movement Count

ID: 25-080177-004
City: Palo

Day: Tuesday
Date: 5/13/2025



Comment 4:

Comment 4

Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	119	0	0	3	2	0	0	258	2	0	0	0	0	0	0			
7:45 AM	0	131	0	0	3	0	5	0	289	2	0	0	0	0	0	0			
8:00 AM	1	135	0	0	3	0	1	0	368	15	0	0	0	0	0	0			
8:15 AM	1	139	0	0	12	0	20	0	316	2	0	0	0	0	0	0			
8:30 AM	1	193	0	0	12	0	8	0	273	3	0	0	0	0	0	0			
8:45 AM	1	168	0	0	21	0	2	0	321	2	0	0	0	0	0	0			
9:00 AM	0	141	0	0	2	0	3	0	232	2	0	0	0	0	0	0			
9:15 AM	1	153	0	0	5	0	1	0	236	2	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	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			
3:00 PM	1	248	0	0	3	0	3	0	208	2	0	0	0	0	0	0			
3:15 PM	2	228	0	0	5	0	12	0	238	3	0	0	0	0	0	0			
3:30 PM	1	231	0	0	6	0	4	0	215	5	0	0	0	0	0	0			
3:45 PM	3	218	0	0	2	0	4	0	254	2	0	0	0	0	0	0			
4:00 PM	0	256	0	0	2	0	0	0	198	6	0	0	0	0	0	0			
4:15 PM	2	255	0	0	1	0	1	0	227	4	0	0	0	0	0	0			
4:30 PM	2	314	0	0	1	0	1	0	260	2	0	0	0	0	0	0			
4:45 PM	1	306	0	0	2	0	4	0	241	4	0	0	0	0	0	0			
5:00 PM	0	294	0	0	8	0	2	0	232	4	0	0	0	0	0	0			
5:15 PM	1	286	0	0	3	0	3	0	245	3	0	0	0	0	0	0			
5:30 PM	1	317	0	0	1	0	3	0	315	4	0	0	0	0	0	0			
5:45 PM	1	256	0	0	2	0	5	0	275	4	0	0	0	0	0	0			
6:00 PM	4	242	0	0	0	0	0	0	269	1	0	0	0	0	0	0			
6:15 PM	0	262	0	0	2	0	2	0	247	4	0	0	0	0	0	0			
6:30 PM	2	216	0	0	1	0	1	0	262	2	0	0	0	0	0	0			
6:45 PM	1	181	0	0	2	0	4	0	245	4	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-004

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	119	0	0	119	3	0	2	0	5	0	258	2	0	260	0	0	0	0	0	384	0
7:45	1	131	0	0	132	3	0	5	0	8	0	289	2	0	291	0	0	0	0	0	431	0
8:00	1	135	0	0	136	3	0	3	0	6	0	358	1	0	359	0	0	0	0	0	501	0
8:15	1	139	0	0	140	12	0	20	0	32	0	316	2	0	318	0	0	0	0	0	490	0
Total	3	524	0	0	527	21	0	30	0	51	0	1221	7	0	1228	0	0	0	0	0	1806	0
8:30	1	193	0	0	194	12	0	8	0	20	0	273	3	0	276	0	0	0	0	0	490	0
8:45	1	168	0	0	169	21	0	2	0	23	0	321	2	0	323	0	0	0	0	0	515	0
9:00	0	141	0	0	141	2	0	3	0	5	0	232	0	0	232	0	0	0	0	0	378	0
9:15	1	153	0	0	154	5	0	1	0	6	0	236	2	0	238	0	0	0	0	0	398	0
Total	3	655	0	0	658	40	0	14	0	54	0	1062	7	0	1069	0	0	0	0	0	1781	0
15:00	1	248	0	0	249	2	0	3	0	5	0	208	2	0	210	0	0	0	0	0	464	0
15:15	2	228	0	0	230	5	0	12	0	17	0	238	3	0	241	0	0	0	0	0	488	0
15:30	1	231	0	0	232	6	0	4	0	10	0	215	5	0	220	0	0	0	0	0	462	0
15:45	3	218	0	0	221	2	0	4	0	6	0	254	2	0	256	0	0	0	0	0	483	0
Total	7	925	0	0	932	15	0	23	0	38	0	915	12	0	927	0	0	0	0	0	1897	0
16:00	0	256	0	0	256	2	0	4	0	6	0	198	6	0	204	0	0	0	0	0	466	0
16:15	2	255	0	0	257	4	0	1	0	5	0	227	4	0	231	0	0	0	0	0	493	0
16:30	2	314	0	0	316	1	0	1	0	2	0	260	2	0	262	0	0	0	0	0	580	0
16:45	1	306	0	0	307	2	0	4	0	6	0	241	4	0	245	0	0	0	0	0	558	0
Total	5	1131	0	0	1136	9	0	10	0	19	0	926	16	0	942	0	0	0	0	0	2097	0
17:00	0	294	0	0	294	8	0	2	0	10	0	232	4	0	236	0	0	0	0	0	540	0
17:15	1	286	0	0	287	2	0	3	0	5	0	245	1	0	246	0	0	0	0	0	538	0
17:30	1	317	0	0	318	1	0	3	0	4	0	315	4	0	319	0	0	0	0	0	641	0
17:45	1	256	0	0	257	2	0	5	0	7	0	275	4	0	279	0	0	0	0	0	543	0
Total	3	1153	0	0	1156	13	0	13	0	26	0	1067	13	0	1080	0	0	0	0	0	2262	0
18:00	4	242	0	0	246	0	0	2	0	2	0	269	1	0	270	0	0	0	0	0	518	0
18:15	0	262	0	0	262	2	0	2	0	4	0	247	4	0	251	0	0	0	0	0	517	0
18:30	2	216	0	0	218	1	0	1	0	2	0	262	2	0	264	0	0	0	0	0	484	0
18:45	1	181	0	0	182	2	0	4	0	6	0	245	4	0	249	0	0	0	0	0	437	0
Total	7	901	0	0	908	5	0	9	0	14	0	1023	11	0	1034	0	0	0	0	0	1956	0
Grand Total	28	5289	0	0	5317	103	0	99	0	202	0	6214	66	0	6280	0	0	0	0	0	11799	0
Apprch %	0.5%	99.5%	0.0%	0.0%		51.0%	0.0%	49.0%	0.0%		0.0%	98.9%	1.1%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
Total %	0.2%	44.8%	0.0%	0.0%	45.1%	0.9%	0.0%	0.8%	0.0%	1.7%	0.0%	52.7%	0.6%	0.0%	53.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 08:00 to 09:00																						
Peak Hour For Entire Intersection Begins at 08:00																						
8:00	1	135	0	0	136	3	0	3	0	6	0	358	1	0	359	0	0	0	0	0	501	
8:15	1	139	0	0	140	12	0	20	0	32	0	316	2	0	318	0	0	0	0	0	490	
8:30	1	193	0	0	194	12	0	8	0	20	0	273	3	0	276	0	0	0	0	0	490	
8:45	1	168	0	0	169	21	0	2	0	23	0	321	2	0	323	0	0	0	0	0	515	
Total Volume	4	635	0	0	639	48	0	33	0	81	0	1268	8	0	1276	0	0	0	0	0	1996	
% App Total	0.6%	99.4%	0.0%	0.0%		59.3%	0.0%	40.7%	0.0%		0.0%	99.4%	0.6%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	1.000	.823	.000	.000	.823	.571	.000	.413	.000	.633	.000	.885	.667	.000	.889	.000	.000	.000	.000	.000	.969	

PM PEAK HOUR	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	1	306	0	0	307	2	0	4	0	6	0	241	4	0	245	0	0	0	0	0	558	
17:00	0	294	0	0	294	8	0	2	0	10	0	232	4	0	236	0	0	0	0	0	540	
17:15	1	286	0	0	287	2	0	3	0	5	0	245	1	0	246	0	0	0	0	0	538	
17:30	1	317	0	0	318	1	0	3	0	4	0	315	4	0	319	0	0	0	0	0	641	
Total Volume	3	1203	0	0	1206	13	0	12	0	25	0	1033	13	0	1046	0	0	0	0	0	2277	
% App Total	0.2%	99.8%	0.0%	0.0%		52.0%	0.0%	48.0%	0.0%		0.0%	98.8%	1.2%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.750	.949	.000	.000	.948	.406	.000	.750	.000	.625	.000	.820	.813	.000	.820	.000	.000	.000	.000	.000	.888	

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-004
Date : 5/13/2025

All Bikes and Peds

START TIME	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	4
8:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	2	1
9:00	0	1	0	0	1	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	2	2
9:15	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	1	8	1	0	0	2	0	2	0	0	0	0	0	4	8
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	1	3
16:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
16:15	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	3	4
17:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	8	0	0	1	1	0	2	0	0	0	0	0	2	8
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	2	3
Grand Total	0	5	0	0	5	0	0	1	30	1	0	5	3	0	8	0	0	0	0	0	14	30
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	100.0%			0.0%	62.5%	37.5%			0.0%	0.0%	0.0%				
Total %	0.0%	35.7%	0.0%		35.7%	0.0%	0.0%	7.1%		7.1%	0.0%	35.7%	21.4%		57.1%	0.0%	0.0%	0.0%		0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	2
Total Volume	0	1	0	0	1	0	0	1	5	1	0	0	1	0	1	0	0	0	0	0	3
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	100.0%			0.0%	0.0%	100.0%			0.0%	0.0%	0.0%			
PHF	.000	.250	.000		.250	.000	.000	.250		.250	.000	.000	.250		.250	.000	.000	.000		.000	.375

PM PEAK HOUR	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	6	0	0	1	1	0	2	0	0	0	0	0	2
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	50.0%	50.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.250		.500	.000	.000	.000		.000	.500

Comment 3:
Comment 4:

Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19			
7:30 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	26			
7:45 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	26			
8:00 AM	0	6	0	0	0	0	0	0	0	4	0	0	0	0	0	37			
8:15 AM	0	3	0	0	0	0	1	0	0	2	1	0	0	0	0	34			
8:30 AM	0	3	0	0	1	0	0	0	0	2	0	0	0	0	0	38			
8:45 AM	0	5	0	0	2	0	0	0	1	6	1	0	0	0	0	32			
9:00 AM	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	18			
9:15 AM	0	3	0	0	3	0	1	0	0	4	0	0	0	0	0	11			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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	14			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28			
3:00 PM	0	9	0	0	0	0	0	0	0	5	1	0	0	0	0	33			
3:15 PM	0	3	0	0	1	0	0	0	0	4	0	0	0	0	0	23			
3:30 PM	0	3	0	0	2	0	1	0	0	0	0	0	0	0	0	19			
3:45 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	23			
4:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	22			
4:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	18			
4:30 PM	0	6	0	0	0	0	0	0	0	4	0	0	0	0	0	17			
4:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	10			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8			
5:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	9			
5:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	11			
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	12			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11			
6:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	10			
6:30 PM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	5			
6:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-004
Date : 5/13/2025

All HT & Uturns

START TIME	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	0
7:45	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	0
8:00	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	0
8:15	0	3	0	0	3	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	7	0
Total	0	12	0	0	12	0	0	1	0	1	0	12	1	0	13	0	0	0	0	0	26	0
8:30	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6	0
8:45	0	5	0	0	5	0	0	2	0	2	0	6	1	0	7	0	0	0	0	0	14	0
9:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	0
9:15	0	3	0	0	3	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	11	0
Total	0	14	0	0	14	4	0	3	0	7	0	16	1	0	17	0	0	0	0	0	38	0
15:00	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14	0
15:15	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8	0
15:30	0	3	0	0	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	6	0
15:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
Total	0	18	0	0	18	3	0	1	0	4	0	11	0	0	11	0	0	0	0	0	33	0
16:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0
16:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0
16:30	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	0
16:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0
Total	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
17:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
17:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
18:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
18:30	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0
18:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	1	6	0	0	7	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	11	0
Grand Total	1	66	0	0	67	7	0	5	0	12	0	56	3	0	59	0	0	0	0	0	138	0
Apprch %	1.5%	98.5%	0.0%	0.0%		58.3%	0.0%	41.7%	0.0%		0.0%	94.9%	5.1%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
Total %	0.7%	47.8%	0.0%	0.0%	48.6%	5.1%	0.0%	3.6%	0.0%	8.7%	0.0%	40.6%	2.2%	0.0%	42.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 08:00 to 09:00																						
Peak Hour For Entire Intersection Begins at 08:00																						
8:00	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	
8:15	0	3	0	0	3	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	7	
8:30	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6	
8:45	0	5	0	0	5	0	0	2	0	2	0	6	1	0	7	0	0	0	0	0	14	
Total Volume	0	17	0	0	17	1	0	3	0	4	0	14	2	0	16	0	0	0	0	0	37	
% App Total	0.0%	100.0%	0.0%	0.0%		25.0%	0.0%	75.0%	0.0%		0.0%	87.5%	12.5%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.000	.708	.000	.000	.708	.250	.000	.375	.000	.500	.000	.583	.500	.000	.571	.000	.000	.000	.000	.000	.661	

PM PEAK HOUR	Alma St Southbound					Kellogg Ave Westbound					Alma St Northbound					Kellogg Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
17:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.625

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Coleridge Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-005
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				Coleridge Ave				Coleridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	311	7	0	1	122	0	0	0	0	0	0	1	0	0	0	442
7:45 AM	0	334	12	0	1	159	0	0	0	0	0	0	0	0	1	0	507
8:00 AM	0	407	14	0	0	160	0	0	0	0	0	0	1	0	0	0	582
8:15 AM	0	366	13	0	1	172	0	0	0	0	0	0	1	0	3	0	556
8:30 AM	0	340	4	0	2	193	0	0	0	0	0	0	2	0	1	0	542
8:45 AM	0	338	13	0	2	190	0	0	0	0	0	0	1	0	1	0	545
9:00 AM	0	268	4	0	2	156	0	0	0	0	0	0	1	0	0	0	431
9:15 AM	0	248	4	0	0	165	0	0	0	0	0	0	4	0	2	0	423
TOTAL VOLUMES :	0	2612	71	0	9	1317	0	0	0	0	0	0	11	0	8	0	4028
APPROACH %'s :	0.00%	97.35%	2.65%	0.00%	0.68%	99.32%	0.00%	0.00%	0	0	0	0	57.89%	0.00%	42.11%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1451	44	0	5	715	0	0	0	0	0	0	5	0	5	0	2225
PEAK HR FACTOR :	0.000	0.891	0.786	0.000	0.625	0.926	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.417	0.000	0.956
	0.888				0.923								0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	244	4	0	0	298	0	0	0	0	0	0	2	0	1	0	549
3:15 PM	0	255	9	0	0	273	0	0	0	0	0	0	1	0	1	0	539
3:30 PM	0	249	4	0	0	303	0	0	0	0	0	0	2	0	0	0	558
3:45 PM	0	285	10	0	1	262	0	0	0	0	0	0	4	0	3	0	565
4:00 PM	0	233	3	0	1	286	0	0	0	0	0	0	4	0	2	0	529
4:15 PM	0	284	7	0	0	304	0	0	0	0	0	0	1	0	0	0	596
4:30 PM	0	276	6	0	0	376	0	0	0	0	0	0	5	0	0	0	663
4:45 PM	0	267	7	0	0	353	0	0	0	0	0	0	5	0	2	0	634
5:00 PM	0	269	9	0	0	331	0	0	0	0	0	0	3	0	0	0	612
5:15 PM	0	282	9	0	1	322	0	0	0	0	0	0	6	0	0	0	620
5:30 PM	0	353	4	0	0	384	0	0	0	0	0	0	5	0	3	0	749
5:45 PM	0	324	3	0	0	291	0	0	0	0	0	0	3	0	0	0	621
6:00 PM	0	314	5	0	0	294	0	0	0	0	0	0	5	0	0	0	618
6:15 PM	0	292	6	0	0	294	0	0	0	0	0	0	0	0	1	0	593
6:30 PM	0	282	2	0	1	264	0	0	0	0	0	0	2	0	1	0	552
6:45 PM	0	267	10	0	0	215	0	0	0	0	0	0	4	0	0	0	496
TOTAL VOLUMES :	0	4476	98	0	4	4850	0	0	0	0	0	0	52	0	14	0	9494
APPROACH %'s :	0.00%	97.86%	2.14%	0.00%	0.08%	99.92%	0.00%	0.00%	0	0	0	0	78.79%	0.00%	21.21%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1171	29	0	1	1390	0	0	0	0	0	0	19	0	5	0	2615
PEAK HR FACTOR :	0.000	0.829	0.806	0.000	0.250	0.905	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.417	0.000	0.873
	0.840				0.906								0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Coleridge Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-005
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				Coleridge Ave				Coleridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	309	7	0	1	121	0	0	0	0	0	0	1	0	0	0	439
7:45 AM	0	330	12	0	1	159	0	0	0	0	0	0	0	0	1	0	503
8:00 AM	0	404	14	0	0	153	0	0	0	0	0	0	1	0	0	0	572
8:15 AM	0	363	13	0	1	168	0	0	0	0	0	0	1	0	3	0	549
8:30 AM	0	335	4	0	2	185	0	0	0	0	0	0	2	0	1	0	529
8:45 AM	0	331	13	0	2	182	0	0	0	0	0	0	1	0	1	0	530
9:00 AM	0	261	4	0	2	150	0	0	0	0	0	0	1	0	0	0	418
9:15 AM	0	244	3	0	0	160	0	0	0	0	0	0	4	0	2	0	413
TOTAL VOLUMES :	0	2577	70	0	9	1278	0	0	0	0	0	0	11	0	8	0	3953
APPROACH %'s :	0.00%	97.36%	2.64%	0.00%	0.70%	99.30%	0.00%	0.00%	0	0	0	0	57.89%	0.00%	42.11%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1433	44	0	5	688	0	0	0	0	0	0	5	0	5	0	2180
PEAK HR FACTOR :	0.000	0.887	0.786	0.000	0.625	0.930	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.417	0.000	0.953
	0.883				0.926								0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	238	4	0	0	289	0	0	0	0	0	0	2	0	1	0	534
3:15 PM	0	252	8	0	0	269	0	0	0	0	0	0	1	0	1	0	531
3:30 PM	0	249	4	0	0	297	0	0	0	0	0	0	2	0	0	0	552
3:45 PM	0	282	10	0	1	258	0	0	0	0	0	0	4	0	3	0	558
4:00 PM	0	229	3	0	1	282	0	0	0	0	0	0	4	0	2	0	521
4:15 PM	0	281	7	0	0	300	0	0	0	0	0	0	1	0	0	0	589
4:30 PM	0	272	6	0	0	369	0	0	0	0	0	0	5	0	0	0	652
4:45 PM	0	265	7	0	0	351	0	0	0	0	0	0	5	0	2	0	630
5:00 PM	0	268	9	0	0	331	0	0	0	0	0	0	3	0	0	0	611
5:15 PM	0	281	9	0	1	320	0	0	0	0	0	0	6	0	0	0	617
5:30 PM	0	352	4	0	0	383	0	0	0	0	0	0	5	0	3	0	747
5:45 PM	0	323	3	0	0	290	0	0	0	0	0	0	3	0	0	0	619
6:00 PM	0	313	5	0	0	292	0	0	0	0	0	0	4	0	0	0	614
6:15 PM	0	290	6	0	0	291	0	0	0	0	0	0	0	0	1	0	588
6:30 PM	0	282	2	0	1	263	0	0	0	0	0	0	2	0	1	0	551
6:45 PM	0	267	10	0	0	215	0	0	0	0	0	0	3	0	0	0	495
TOTAL VOLUMES :	0	4444	97	0	4	4800	0	0	0	0	0	0	50	0	14	0	9409
APPROACH %'s :	0.00%	97.86%	2.14%	0.00%	0.08%	99.92%	0.00%	0.00%	0	0	0	0	78.13%	0.00%	21.88%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1166	29	0	1	1385	0	0	0	0	0	0	19	0	5	0	2605
PEAK HR FACTOR :	0.000	0.828	0.806	0.000	0.250	0.904	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.417	0.000	0.872
	0.839				0.905								0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Coleridge Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-005
Date: 5/13/2025

Data - HT

NS/EW Streets:	Alma St				Alma St				Coleridge Ave				Coleridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	13
8:45 AM	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	15
9:00 AM	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13
9:15 AM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	35	1	0	0	39	0	0	0	0	0	0	0	0	0	0	75
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	18	0	0	0	27	0	0	0	0	0	0	0	0	0	0	45
PEAK HR FACTOR :	0.000	0.643	0.000	0.000	0.000	0.844	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.643				0.844												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	6	0	0	0	9	0	0	0	0	0	0	0	0	0	0	15
3:15 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	8
3:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
3:45 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
4:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	4
6:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	32	1	0	0	50	0	0	0	0	0	0	2	0	0	0	85
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.625				0.625												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Coleridge Ave
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-005
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				Coleridge Ave				Coleridge Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.417																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.500																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Coleridge Ave
City: Palo

Project ID: 25-080177-005
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		Coleridge Ave		Coleridge Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	3	0	0	0	3
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	1	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	7	2	0	0	9
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	5	0	0	0	5
PEAK HR FACTOR :					0.417				0.417

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	1
3:30 PM	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	2	0	0	4
4:30 PM	0	0	0	0	1	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	2	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	1	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	2	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	7	9	0	0	16
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	2	0	0	4
PEAK HR FACTOR :					0.250	0.500			0.333

Comment 3:
Comment 4:

Start Time	Alma St Southbound				College Ave Westbound				Alma St Northbound				College Ave Eastbound			
	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	122	0	0	1	0	0	0	311	7	0	0	0	0	0	0
7:45 AM	1	159	0	0	1	0	0	0	334	7	0	0	0	0	0	0
8:00 AM	0	160	0	0	1	0	0	0	407	14	0	0	0	0	0	0
8:15 AM	1	172	0	0	0	1	3	0	366	13	0	0	0	0	0	0
8:30 AM	2	193	0	0	2	1	0	0	340	4	0	0	0	0	0	0
8:45 AM	2	190	0	0	1	1	0	0	338	13	0	0	0	0	0	0
9:00 AM	2	156	0	0	1	0	0	0	268	4	0	0	0	0	0	0
9:15 AM	0	165	0	0	4	2	0	0	248	4	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
3:00 PM	298	0	0	1	2	1	0	0	244	4	0	0	0	0	0	0
3:15 PM	0	273	0	0	1	1	0	0	255	9	0	0	0	0	0	0
3:30 PM	0	303	0	0	2	0	0	0	249	4	0	0	0	0	0	0
3:45 PM	1	262	0	0	4	0	3	0	285	10	0	0	0	0	0	0
4:00 PM	1	286	0	0	2	4	2	0	233	3	0	0	0	0	0	0
4:15 PM	0	304	0	0	1	0	0	0	284	7	0	0	0	0	0	0
4:30 PM	0	376	0	0	5	0	0	0	276	6	0	0	0	0	0	0
4:45 PM	0	353	0	0	5	2	0	0	267	7	0	0	0	0	0	0
5:00 PM	0	331	0	0	3	0	0	0	269	9	0	0	0	0	0	0
5:15 PM	1	322	0	0	6	0	0	0	282	9	0	0	0	0	0	0
5:30 PM	0	384	0	0	5	0	3	0	353	4	0	0	0	0	0	0
5:45 PM	0	291	0	0	3	0	0	0	324	3	0	0	0	0	0	0
6:00 PM	0	294	0	0	5	0	0	0	314	3	0	0	0	0	0	0
6:15 PM	0	294	0	0	0	0	1	0	252	6	0	0	0	0	0	0
6:30 PM	1	264	0	0	2	0	1	0	282	2	0	0	0	0	0	0
6:45 PM	0	215	0	0	4	0	0	0	267	10	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-005

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	1	122	0	0	123	1	0	0	0	1	0	311	7	0	318	0	0	0	0	0	442	0
7:45	1	159	0	0	160	0	0	1	0	1	0	334	12	0	346	0	0	0	0	0	507	0
8:00	0	160	0	0	160	1	0	0	0	1	0	407	14	0	421	0	0	0	0	0	582	0
8:15	1	172	0	0	173	1	0	3	0	4	0	366	13	0	379	0	0	0	0	0	556	0
Total	3	613	0	0	616	3	0	4	0	7	0	1418	46	0	1464	0	0	0	0	0	2087	0
8:30	2	193	0	0	195	2	0	1	0	3	0	340	4	0	344	0	0	0	0	0	542	0
8:45	2	190	0	0	192	1	0	1	0	2	0	338	13	0	351	0	0	0	0	0	545	0
9:00	2	156	0	0	158	1	0	0	0	1	0	268	4	0	272	0	0	0	0	0	431	0
9:15	0	165	0	0	165	4	0	2	0	6	0	248	4	0	252	0	0	0	0	0	423	0
Total	6	704	0	0	710	8	0	4	0	12	0	1194	25	0	1219	0	0	0	0	0	1941	0
15:00	0	298	0	0	298	2	0	1	0	3	0	244	4	0	248	0	0	0	0	0	549	0
15:15	0	273	0	0	273	1	0	1	0	2	0	255	9	0	264	0	0	0	0	0	539	0
15:30	0	303	0	0	303	2	0	0	0	2	0	249	4	0	253	0	0	0	0	0	558	0
15:45	1	262	0	0	263	4	0	3	0	7	0	285	10	0	295	0	0	0	0	0	565	0
Total	1	1136	0	0	1137	9	0	5	0	14	0	1033	27	0	1060	0	0	0	0	0	2211	0
16:00	1	286	0	0	287	4	0	2	0	6	0	233	3	0	236	0	0	0	0	0	529	0
16:15	0	304	0	0	304	1	0	0	0	1	0	284	7	0	291	0	0	0	0	0	596	0
16:30	0	376	0	0	376	5	0	0	0	5	0	276	6	0	282	0	0	0	0	0	663	0
16:45	0	353	0	0	353	5	0	2	0	7	0	267	7	0	274	0	0	0	0	0	634	0
Total	1	1319	0	0	1320	15	0	4	0	19	0	1060	23	0	1083	0	0	0	0	0	2422	0
17:00	0	331	0	0	331	3	0	0	0	3	0	269	9	0	278	0	0	0	0	0	612	0
17:15	1	322	0	0	323	6	0	0	0	6	0	282	9	0	291	0	0	0	0	0	620	0
17:30	0	384	0	0	384	5	0	3	0	8	0	353	4	0	357	0	0	0	0	0	749	0
17:45	0	291	0	0	291	3	0	0	0	3	0	324	3	0	327	0	0	0	0	0	621	0
Total	1	1328	0	0	1329	17	0	3	0	20	0	1228	25	0	1253	0	0	0	0	0	2602	0
18:00	0	294	0	0	294	5	0	0	0	5	0	314	5	0	319	0	0	0	0	0	618	0
18:15	0	294	0	0	294	0	0	1	0	1	0	292	6	0	298	0	0	0	0	0	593	0
18:30	1	264	0	0	265	2	0	1	0	3	0	282	2	0	284	0	0	0	0	0	552	0
18:45	0	215	0	0	215	4	0	0	0	4	0	267	10	0	277	0	0	0	0	0	496	0
Total	1	1067	0	0	1068	11	0	2	0	13	0	1155	23	0	1178	0	0	0	0	0	2259	0
Grand Total	13	6167	0	0	6180	63	0	22	0	85	0	7088	169	0	7257	0	0	0	0	0	13522	0
Apprch %	0.2%	99.8%	0.0%	0.0%		74.1%	0.0%	25.9%	0.0%		0.0%	97.7%	2.3%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
Total %	0.1%	45.6%	0.0%	0.0%	45.7%	0.5%	0.0%	0.2%	0.0%	0.6%	0.0%	52.4%	1.2%	0.0%	53.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	160	0	0	160	1	0	0	0	1	0	407	14	0	421	0	0	0	0	0	582
8:15	1	172	0	0	173	1	0	3	0	4	0	366	13	0	379	0	0	0	0	0	556
8:30	2	193	0	0	195	2	0	1	0	3	0	340	4	0	344	0	0	0	0	0	542
8:45	2	190	0	0	192	1	0	1	0	2	0	338	13	0	351	0	0	0	0	0	545
Total Volume	5	715	0	0	720	5	0	5	0	10	0	1451	44	0	1495	0	0	0	0	0	2225
% App Total	0.7%	99.3%	0.0%	0.0%		50.0%	0.0%	50.0%	0.0%		0.0%	97.1%	2.9%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.625	.926	.000	.000	.923	.625	.000	.417	.000	.625	.000	.891	.786	.000	.888	.000	.000	.000	.000	.000	.956

PM PEAK HOUR	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	353	0	0	353	5	0	2	0	7	0	267	7	0	274	0	0	0	0	0	634	
17:00	0	331	0	0	331	3	0	0	0	3	0	269	9	0	278	0	0	0	0	0	612	
17:15	1	322	0	0	323	6	0	0	0	6	0	282	9	0	291	0	0	0	0	0	620	
17:30	0	384	0	0	384	5	0	3	0	8	0	353	4	0	357	0	0	0	0	0	749	
Total Volume	1	1390	0	0	1391	19	0	5	0	24	0	1171	29	0	1200	0	0	0	0	0	2615	
% App Total	0.1%	99.9%	0.0%	0.0%		79.2%	0.0%	20.8%	0.0%		0.0%	97.6%	2.4%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
PHF	.250	.905	.000	.000	.906	.792	.000	.417	.000	.750	.000	.829	.806	.000	.840	.000	.000	.000	.000	.000	.873	

Comment 4:

Comment 4

Alma St Southbound				College Ave Westbound				Alma St Northbound				College Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	8
8:45 AM	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	7
9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
6:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-005
Date : 5/13/2025

All Bikes and Peds

START TIME	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	2	5
8:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
8:45	0	0	0	0	0	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	3	1
9:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0
9:15	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	4	0	0	8	0	0	8	0	0	0	0	0	8	4
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	2	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	6
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	2	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	6
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
18:30	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	3	2
Grand Total	0	7	0	0	7	0	0	0	25	0	0	12	0	0	12	0	0	0	0	0	19	25
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	36.8%	0.0%		36.8%	0.0%	0.0%	0.0%		0.0%	0.0%	63.2%	0.0%		63.2%	0.0%	0.0%	0.0%		0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	0	0	5	0	0	5	0	0	5	0	0	0	0	0	5
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.417	.000		.417	.000	.000	.000		.000	.417

PM PEAK HOUR	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					Total	
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	2	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
PHF	.000	.500	.000		.500	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.500	

Comment 4:

Comment 4:

Alma St Southbound					Colledge Ave Westbound					Alma St Northbound					Colledge Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17			
7:30 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	24			
7:45 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	34			
8:00 AM	0	7	0	0	0	0	0	0	3	0	0	0	0	0	0	45			
8:15 AM	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	48			
8:30 AM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	51			
8:45 AM	0	8	0	0	0	0	0	0	7	0	0	0	0	0	0	58			
9:00 AM	0	6	0	0	0	0	0	0	7	0	0	0	0	0	0	23			
9:15 AM	0	5	0	0	0	0	0	0	4	1	0	0	0	0	0	10			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23			
3:00 PM	0	9	0	0	0	0	0	0	6	1	0	0	0	0	0	29			
3:15 PM	0	4	0	0	0	0	0	0	3	1	0	0	0	0	0	36			
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28			
3:45 PM	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	33			
4:00 PM	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	30			
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23			
4:30 PM	0	7	0	0	0	0	0	0	4	0	0	0	0	0	0	19			
4:45 PM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	10			
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	8			
5:15 PM	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	11			
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	13			
5:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	12			
6:00 PM	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	11			
6:15 PM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	7			
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-005
Date : 5/13/2025

All HT & Uturns

START TIME	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
7:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	0
8:00	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10	0
8:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	0
Total	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	24	0
8:30	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13	0
8:45	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	0
9:00	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13	0
9:15	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	10	0
Total	0	27	0	0	27	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	51	0
15:00	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15	0
15:15	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	8	0
15:30	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
15:45	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	0
Total	0	23	0	0	23	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	36	0
16:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	0
16:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	0
16:30	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11	0
16:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0
Total	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	30	0
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
17:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	0
18:00	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4	0
18:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
18:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	6	0	0	6	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	11	0
Grand Total	0	89	0	0	89	2	0	0	0	2	0	67	2	0	69	0	0	0	0	0	160	0
Apprch %	0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	97.1%	2.9%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.0%	55.6%	0.0%	0.0%	55.6%	1.3%	0.0%	0.0%	0.0%	1.3%	0.0%	41.9%	1.3%	0.0%	43.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					Total	
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 08:00 to 09:00																						
Peak Hour For Entire Intersection Begins at 08:00																						
8:00	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10	
8:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	
8:30	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13	
8:45	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	
Total Volume	0	27	0	0	27	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	45	
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.000	.844	.000	.000	.844	.000	.000	.000	.000	.000	.000	.643	.000	.000	.643	.000	.000	.000	.000	.000	.750	

PM PEAK HOUR	Alma St Southbound					Coleridge Ave Westbound					Alma St Northbound					Coleridge Ave Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:45 to 17:45																						
Peak Hour For Entire Intersection Begins at 16:45																						
16:45	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
17:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total Volume	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.625	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & Churchill Ave
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-006
Date: 5/13/2025

Data - Total

NS/EW Streets:	Mariposa Ave				Mariposa Ave				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	3	0	0	0	0	0	0	42	0	0	0	84	0	0	129
7:45 AM	1	0	10	0	0	0	0	0	0	46	0	0	0	85	0	0	142
8:00 AM	1	0	11	0	0	0	0	0	0	55	0	0	0	95	0	0	162
8:15 AM	0	0	6	0	0	0	0	0	0	52	0	0	2	93	0	0	153
8:30 AM	1	0	8	0	0	0	0	0	0	53	1	0	1	118	0	0	182
8:45 AM	1	0	4	0	0	0	0	0	0	82	0	0	0	111	0	0	198
9:00 AM	0	0	2	0	0	0	0	0	0	47	0	0	0	88	0	0	137
9:15 AM	1	0	3	0	0	0	0	0	0	54	1	0	0	80	0	0	139
TOTAL VOLUMES :	NL 5	NT 0	NR 47	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 431	ER 2	EU 0	WL 3	WT 754	WR 0	WU 0	TOTAL 1242
APPROACH %'s :	9.62%	0.00%	90.38%	0.00%					0.00%	99.54%	0.46%	0.00%	0.40%	99.60%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	0	29	0	0	0	0	0	0	242	1	0	3	417	0	0	695
PEAK HR FACTOR :	0.750	0.000	0.659	0.000	0.000	0.000	0.000	0.000	0.000	0.738	0.250	0.000	0.375	0.883	0.000	0.000	0.878
	0.667									0.741				0.882			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	8	0	0	0	0	0	0	91	0	0	0	74	0	0	174
3:15 PM	2	0	4	0	0	0	0	0	0	74	0	0	0	78	0	0	158
3:30 PM	1	0	2	0	0	0	0	0	0	92	0	0	1	73	0	0	169
3:45 PM	0	0	4	0	0	0	0	0	0	85	0	0	0	79	0	0	168
4:00 PM	1	0	2	0	0	0	0	0	0	73	0	0	0	82	0	0	158
4:15 PM	0	0	9	0	0	0	0	0	0	79	0	0	0	94	0	0	182
4:30 PM	1	0	8	0	0	0	0	0	0	95	0	0	0	92	0	0	196
4:45 PM	1	0	8	0	0	0	0	0	0	94	0	0	0	93	0	0	196
5:00 PM	1	0	4	0	0	0	0	0	0	83	1	0	2	78	0	0	169
5:15 PM	0	0	9	0	0	0	0	0	0	80	0	0	1	97	0	0	187
5:30 PM	0	0	6	0	0	0	0	0	0	106	1	0	1	95	0	0	209
5:45 PM	0	0	4	0	0	0	0	0	0	87	0	0	1	108	0	0	200
6:00 PM	0	0	2	0	0	0	0	0	0	104	0	0	0	120	0	0	226
6:15 PM	2	0	2	0	0	0	0	0	0	89	1	0	2	110	0	0	206
6:30 PM	0	0	1	0	0	0	0	0	0	106	0	0	0	106	0	0	213
6:45 PM	0	0	5	0	0	0	0	0	0	87	1	0	0	91	0	0	184
TOTAL VOLUMES :	NL 10	NT 0	NR 78	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1425	ER 4	EU 0	WL 8	WT 1470	WR 0	WU 0	TOTAL 2995
APPROACH %'s :	11.36%	0.00%	88.64%	0.00%					0.00%	99.72%	0.28%	0.00%	0.54%	99.46%	0.00%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	2	0	9	0	0	0	0	0	0	386	1	0	3	444	0	0	845
PEAK HR FACTOR :	0.250	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.910	0.250	0.000	0.375	0.925	0.000	0.000	0.935
	0.688									0.913				0.931			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & Churchill Ave
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-006
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Mariposa Ave				Mariposa Ave				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	3	0	0	0	0	0	0	40	0	0	0	83	0	0	126
7:45 AM	1	0	10	0	0	0	0	0	0	45	0	0	0	84	0	0	140
8:00 AM	1	0	11	0	0	0	0	0	0	54	0	0	0	95	0	0	161
8:15 AM	0	0	6	0	0	0	0	0	0	49	0	0	2	92	0	0	149
8:30 AM	1	0	8	0	0	0	0	0	0	50	1	0	1	114	0	0	175
8:45 AM	1	0	4	0	0	0	0	0	0	79	0	0	0	111	0	0	195
9:00 AM	0	0	2	0	0	0	0	0	0	44	0	0	0	83	0	0	129
9:15 AM	1	0	3	0	0	0	0	0	0	54	1	0	0	80	0	0	139
TOTAL VOLUMES :	NL 5	NT 0	NR 47	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 415	ER 2	EU 0	WL 3	WT 742	WR 0	WU 0	TOTAL 1214
APPROACH %'s :	9.62%	0.00%	90.38%	0.00%					0.00%	99.52%	0.48%	0.00%	0.40%	99.60%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	0	29	0	0	0	0	0	0	232	1	0	3	412	0	0	680
PEAK HR FACTOR :	0.750	0.000	0.659	0.000	0.000	0.000	0.000	0.000	0.000	0.734	0.250	0.000	0.375	0.904	0.000	0.000	0.872
	0.667									0.737				0.902			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	8	0	0	0	0	0	0	86	0	0	0	71	0	0	166
3:15 PM	2	0	4	0	0	0	0	0	0	74	0	0	0	76	0	0	156
3:30 PM	1	0	2	0	0	0	0	0	0	91	0	0	1	73	0	0	168
3:45 PM	0	0	4	0	0	0	0	0	0	84	0	0	0	76	0	0	164
4:00 PM	1	0	2	0	0	0	0	0	0	72	0	0	0	79	0	0	154
4:15 PM	0	0	9	0	0	0	0	0	0	78	0	0	0	94	0	0	181
4:30 PM	1	0	8	0	0	0	0	0	0	94	0	0	0	89	0	0	192
4:45 PM	1	0	8	0	0	0	0	0	0	93	0	0	0	93	0	0	195
5:00 PM	1	0	4	0	0	0	0	0	0	82	1	0	1	76	0	0	165
5:15 PM	0	0	9	0	0	0	0	0	0	79	0	0	1	95	0	0	184
5:30 PM	0	0	6	0	0	0	0	0	0	106	1	0	1	94	0	0	208
5:45 PM	0	0	4	0	0	0	0	0	0	85	0	0	1	107	0	0	197
6:00 PM	0	0	2	0	0	0	0	0	0	104	0	0	0	119	0	0	225
6:15 PM	2	0	2	0	0	0	0	0	0	89	1	0	2	110	0	0	206
6:30 PM	0	0	1	0	0	0	0	0	0	105	0	0	0	104	0	0	210
6:45 PM	0	0	5	0	0	0	0	0	0	86	1	0	0	91	0	0	183
TOTAL VOLUMES :	NL 10	NT 0	NR 78	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1408	ER 4	EU 0	WL 7	WT 1447	WR 0	WU 0	TOTAL 2954
APPROACH %'s :	11.36%	0.00%	88.64%	0.00%					0.00%	99.72%	0.28%	0.00%	0.48%	99.52%	0.00%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	2	0	9	0	0	0	0	0	0	383	1	0	3	440	0	0	838
PEAK HR FACTOR :	0.250	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.912	0.250	0.000	0.375	0.924	0.000	0.000	0.931
	0.688									0.914				0.931			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & Churchill Ave
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-006
Date: 5/13/2025

Data - HT

NS/EW Streets:	Mariposa Ave				Mariposa Ave				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	16	0	0	0	12	0	0	28
									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.000	0.313	0.000	0.000	0.536
										0.833				0.313			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	17	0	0	1	23	0	0	41
									0.00%	100.00%	0.00%	0.00%	4.17%	95.83%	0.00%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.583
										0.375				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & Churchill Ave
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-006
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Mariposa Ave				Mariposa Ave				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	4	0	0	0	0	0	0	3	0	0	1	6	0	0	14
7:45 AM	0	0	1	0	0	0	0	0	0	10	0	0	0	19	0	0	30
8:00 AM	0	0	2	0	0	0	0	0	0	10	0	0	4	7	0	0	23
8:15 AM	0	0	8	0	0	0	0	0	0	3	0	0	0	12	0	0	23
8:30 AM	0	0	3	0	0	0	0	0	0	5	0	0	0	28	0	0	36
8:45 AM	1	0	3	0	0	0	0	0	0	6	1	0	1	122	0	0	134
9:00 AM	2	0	1	0	0	0	0	0	0	5	0	0	3	19	0	0	30
9:15 AM	0	0	1	0	0	0	0	0	0	6	1	0	0	10	0	0	18
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	11.54%	0.00%	88.46%	0.00%	0	0	0	0	0.00%	96.00%	4.00%	0.00%	3.88%	96.12%	0.00%	0.00%	308
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	0	16	0	0	0	0	0	0	24	1	0	5	169	0	0	216
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.250	0.000	0.313	0.346	0.000	0.000	0.403
	0.531								0.625				0.354				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	3	0	1	0	0	0	0	0	0	5	0	0	1	2	0	1	13
3:15 PM	2	0	2	0	0	0	0	0	0	10	1	0	2	3	0	0	20
3:30 PM	0	0	1	0	0	0	0	0	0	8	0	0	0	6	0	0	15
3:45 PM	0	0	0	0	0	0	0	0	0	6	2	0	1	6	0	0	15
4:00 PM	0	0	1	0	0	0	0	0	0	18	0	0	5	13	0	0	37
4:15 PM	0	0	2	0	0	0	0	0	0	96	0	0	2	17	0	0	117
4:30 PM	0	0	1	0	0	0	0	0	0	25	0	0	2	11	0	0	39
4:45 PM	0	0	2	0	0	0	0	0	0	12	0	0	1	15	0	1	31
5:00 PM	0	0	2	0	0	0	0	0	0	18	0	0	4	12	0	0	36
5:15 PM	0	0	3	0	0	0	0	0	0	21	0	0	2	10	0	0	36
5:30 PM	0	0	1	0	0	0	0	0	0	13	0	0	3	13	0	0	30
5:45 PM	0	0	4	0	0	0	0	0	0	10	0	0	0	6	0	0	20
6:00 PM	0	0	3	0	0	0	0	0	0	13	0	0	4	14	0	0	34
6:15 PM	0	0	4	0	0	0	0	0	0	10	0	0	4	11	0	0	29
6:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0	0	6
6:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	2	6	0	0	17
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	15.15%	0.00%	84.85%	0.00%	0	0	0	0	0.00%	98.92%	1.08%	0.00%	17.93%	80.98%	0.00%	1.09%	495
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	0	0	12	0	0	0	0	0	0	34	0	0	8	35	0	0	89
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.654	0.000	0.000	0.500	0.625	0.000	0.000	0.654
	0.750								0.654				0.597				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & Churchill Ave
City: Palo

Project ID: 25-080177-006
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Mariposa Ave		Mariposa Ave		Churchill Ave		Churchill Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	1	3	0	0	0	0	4
8:30 AM	0	0	1	1	0	0	0	0	2
8:45 AM	0	0	0	1	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	3	0	2	0	0	5
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	3	9	0	2	2	2	18
			25.00%	75.00%	0.00%	100.00%	50.00%	50.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	2	5	0	0	2	0	9
PEAK HR FACTOR :			0.500	0.417			0.250		0.563
			0.438				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	1	0	0	0	1
3:15 PM	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	1	0	1	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	2	1	1	0	0	0	4
4:15 PM	0	0	5	0	0	0	0	0	5
4:30 PM	0	0	2	3	0	0	0	0	5
4:45 PM	0	0	3	0	0	0	1	0	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	1	1	0	0	0	2
6:00 PM	0	0	0	1	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	1	1	0	1	0	1	4
6:45 PM	0	0	1	0	0	0	1	2	4
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	19	7	4	1	2	3	36
			73.08%	26.92%	80.00%	20.00%	40.00%	60.00%	
PEAK HR :	05:45 PM - 06:45 PM								TOTAL
PEAK HR VOL :	0	0	1	3	1	1	0	1	7
PEAK HR FACTOR :			0.250	0.750	0.250	0.250		0.250	0.438
			0.500		0.500		0.250		

CHURCH HILL AVE

EASTBOUND

AM	NOON	PM
420	0	446
0	0	0
0	0	0
242	0	386
1	0	1

CONTROL

1-Way Stop(NB)

TEV	695 AM	0 NOON	845 PM
PHF	0.88		0.93

WESTBOUND

PM	NOON	AM
0	0	0
444	0	417
3	0	3
0	0	0
395	0	271

MARIPOSA AVE

NORTHBOUND

PM	NOON	AM
4	0	4
0	0	0
2	0	3
0	0	0
9	0	29

CHURCH HILL AVE

SOUTHBOUND

PM	NOON	AM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

PEAK HOURS

08:00 AM - 09:00 AM

NONE

05:45 PM - 06:45 PM

COUNT PERIODS

7:30 AM - 09:30 AM

NONE

3:00 PM - 07:00 PM

Cars (AM)

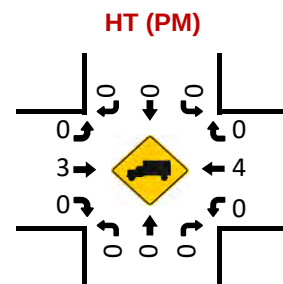
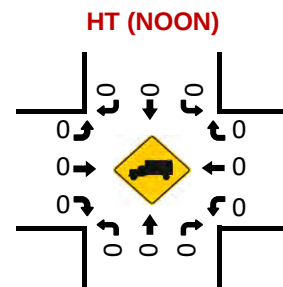
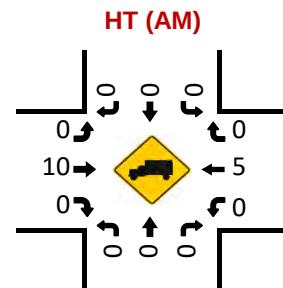
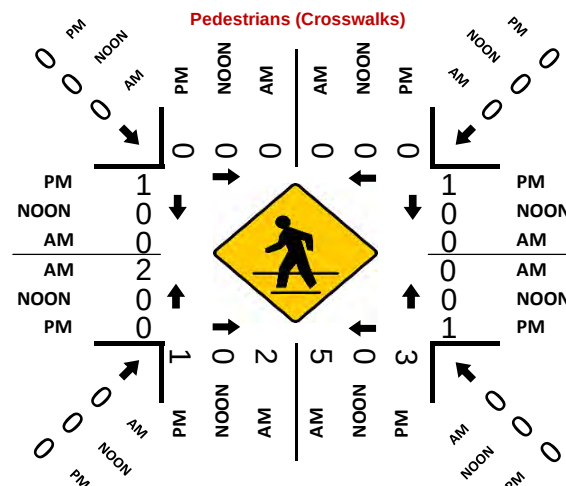
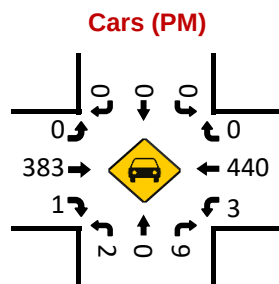
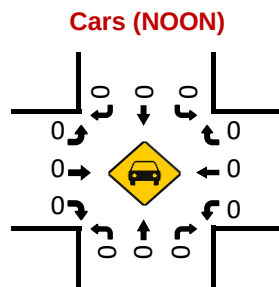
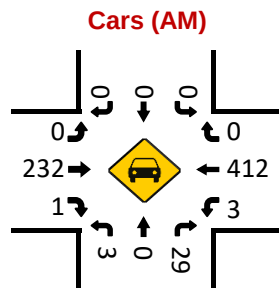
08:00 AM - 09:00 AM

05:45 PM - 06:45 PM

HT (AM)

08:00 AM - 09:00 AM

05:45 PM - 06:45 PM



Comment 4:

Comment 4

Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	433			
7:30 AM	0	0	0	0	0	84	0	0	0	0	3	0	0	42	0	586			
7:45 AM	0	0	0	0	0	85	0	0	1	10	0	0	0	46	0	639			
8:00 AM	0	0	0	0	0	95	0	0	1	11	0	0	0	56	0	696			
8:15 AM	0	0	0	0	2	93	0	0	0	6	0	0	0	52	0	670			
8:30 AM	0	0	0	0	1	118	0	0	1	8	0	0	0	53	1	656			
8:45 AM	0	0	0	0	0	111	0	0	1	4	0	0	0	62	0	474			
9:00 AM	0	0	0	0	0	88	0	0	0	2	0	0	0	47	0	276			
9:15 AM	0	0	0	0	0	80	0	0	1	3	0	0	0	54	1	139			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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	174			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	501			
3:00 PM	0	0	0	0	0	74	0	0	1	8	0	0	0	91	0	669			
3:15 PM	0	0	0	0	0	78	0	0	2	4	0	0	0	74	0	653			
3:30 PM	0	0	0	0	1	73	0	0	1	2	0	0	0	92	0	677			
3:45 PM	0	0	0	0	0	79	0	0	0	4	0	0	0	85	0	704			
4:00 PM	0	0	0	0	0	82	0	0	1	2	0	0	0	73	0	732			
4:15 PM	0	0	0	0	0	94	0	0	0	9	0	0	0	79	0	743			
4:30 PM	0	0	0	0	0	92	0	0	1	8	0	0	0	95	0	748			
4:45 PM	0	0	0	0	0	93	0	0	1	8	0	0	0	94	0	761			
5:00 PM	0	0	0	0	2	78	0	0	1	4	0	0	0	83	1	765			
5:15 PM	0	0	0	0	1	97	0	0	0	9	0	0	0	80	0	822			
5:30 PM	0	0	0	0	1	95	0	0	0	6	0	0	0	106	1	841			
5:45 PM	0	0	0	0	1	108	0	0	0	4	0	0	0	87	0	845			
6:00 PM	0	0	0	0	0	120	0	0	0	2	0	0	0	104	0	829			
6:15 PM	0	0	0	0	2	110	0	0	2	2	0	0	0	89	1	803			
6:30 PM	0	0	0	0	0	106	0	0	0	1	0	0	0	106	0	397			
6:45 PM	0	0	0	0	0	91	0	0	0	5	0	0	0	87	1	184			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-006

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	84	0	0	84	0	0	3	0	3	0	42	0	0	42	129	0
7:45	0	0	0	0	0	0	85	0	0	85	1	0	10	0	11	0	46	0	0	46	142	0
8:00	0	0	0	0	0	0	95	0	0	95	1	0	11	0	12	0	55	0	0	55	162	0
8:15	0	0	0	0	0	2	93	0	0	95	0	0	6	0	6	0	52	0	0	52	153	0
Total	0	0	0	0	0	2	357	0	0	359	2	0	30	0	32	0	195	0	0	195	586	0
8:30	0	0	0	0	0	1	118	0	0	119	1	0	8	0	9	0	53	1	0	54	182	0
8:45	0	0	0	0	0	0	111	0	0	111	1	0	4	0	5	0	82	0	0	82	198	0
9:00	0	0	0	0	0	0	88	0	0	88	0	0	2	0	2	0	47	0	0	47	137	0
9:15	0	0	0	0	0	0	80	0	0	80	1	0	3	0	4	0	54	1	0	55	139	0
Total	0	0	0	0	0	1	397	0	0	398	3	0	17	0	20	0	236	2	0	238	656	0

15:00	0	0	0	0	0	0	74	0	0	74	1	0	8	0	9	0	91	0	0	91	174	0
15:15	0	0	0	0	0	0	78	0	0	78	2	0	4	0	6	0	74	0	0	74	158	0
15:30	0	0	0	0	0	1	73	0	0	74	1	0	2	0	3	0	92	0	0	92	169	0
15:45	0	0	0	0	0	0	79	0	0	79	0	0	4	0	4	0	85	0	0	85	168	0
Total	0	0	0	0	0	1	304	0	0	305	4	0	18	0	22	0	342	0	0	342	669	0
16:00	0	0	0	0	0	0	82	0	0	82	1	0	2	0	3	0	73	0	0	73	158	0
16:15	0	0	0	0	0	0	94	0	0	94	0	0	9	0	9	0	79	0	0	79	182	0
16:30	0	0	0	0	0	0	92	0	0	92	1	0	8	0	9	0	95	0	0	95	196	0
16:45	0	0	0	0	0	0	93	0	0	93	1	0	8	0	9	0	94	0	0	94	196	0
Total	0	0	0	0	0	0	361	0	0	361	3	0	27	0	30	0	341	0	0	341	732	0
17:00	0	0	0	0	0	2	78	0	0	80	1	0	4	0	5	0	83	1	0	84	169	0
17:15	0	0	0	0	0	1	97	0	0	98	0	0	9	0	9	0	80	0	0	80	187	0
17:30	0	0	0	0	0	1	95	0	0	96	0	0	6	0	6	0	106	1	0	107	209	0
17:45	0	0	0	0	0	1	108	0	0	109	0	0	4	0	4	0	87	0	0	87	200	0
Total	0	0	0	0	0	5	378	0	0	383	1	0	23	0	24	0	356	2	0	358	765	0
18:00	0	0	0	0	0	0	120	0	0	120	0	0	2	0	2	0	104	0	0	104	226	0
18:15	0	0	0	0	0	2	110	0	0	112	2	0	2	0	4	0	89	1	0	90	206	0
18:30	0	0	0	0	0	0	106	0	0	106	0	0	1	0	1	0	106	0	0	106	213	0
18:45	0	0	0	0	0	0	91	0	0	91	0	0	5	0	5	0	87	1	0	88	184	0
Total	0	0	0	0	0	2	427	0	0	429	2	0	10	0	12	0	386	2	0	388	829	0

Grand Total	0	0	0	0	0	11	2224	0	0	2235	15	0	125	0	140	0	1856	6	0	1862	4237	0
Apprch %	0.0%	0.0%	0.0%	0.0%		0.5%	99.5%	0.0%	0.0%		10.7%	0.0%	89.3%	0.0%		0.0%	99.7%	0.3%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	52.5%	0.0%	0.0%	52.7%	0.4%	0.0%	3.0%	0.0%	3.3%	0.0%	43.8%	0.1%	0.0%	43.9%	100.0%	

AM PEAK HOUR	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	0	95	0	0	95	1	0	11	0	12	0	55	0	0	55	162
8:15	0	0	0	0	0	2	93	0	0	95	0	0	6	0	6	0	52	0	0	52	153
8:30	0	0	0	0	0	1	118	0	0	119	1	0	8	0	9	0	53	1	0	54	182
8:45	0	0	0	0	0	0	111	0	0	111	1	0	4	0	5	0	82	0	0	82	198
Total Volume	0	0	0	0	0	3	417	0	0	420	3	0	29	0	32	0	242	1	0	243	695
% App Total	0.0%	0.0%	0.0%	0.0%		0.7%	99.3%	0.0%	0.0%		9.4%	0.0%	90.6%	0.0%		0.0%	99.6%	0.4%	0.0%		
PHF	.000	.000	.000	.000	.000	.375	.883	.000	.000	.882	.750	.000	.659	.000	.667	.000	.738	.250	.000	.741	.878

PM PEAK HOUR	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:45 to 18:45																					
Peak Hour For Entire Intersection Begins at 17:45																					
17:45	0	0	0	0	0	1	108	0	0	109	0	0	4	0	4	0	87	0	0	87	200
18:00	0	0	0	0	0	0	120	0	0	120	0	0	2	0	2	0	104	0	0	104	226
18:15	0	0	0	0	0	2	110	0	0	112	2	0	2	0	4	0	89	1	0	90	206
18:30	0	0	0	0	0	0	106	0	0	106	0	0	1	0	1	0	106	0	0	106	213
Total Volume	0	0	0	0	0	3	444	0	0	447	2	0	9	0	11	0	386	1	0	387	845
% App Total	0.0%	0.0%	0.0%	0.0%		0.7%	99.3%	0.0%	0.0%		18.2%	0.0%	81.8%	0.0%		0.0%	99.7%	0.3%	0.0%		
PHF	.000	.000	.000	.000	.000	.375	.925	.000	.000	.931	.250	.000	.563	.000	.688	.000	.910	.250	.000	.913	.935

Comment 4:

Comment 4

Mariposa Ave Southbound				Churchill Ave Westbound				Mariposa Ave Northbound				Churchill Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
7:30 AM	0	0	0	0	1	6	0	0	0	0	4	1	0	3	0	0
7:45 AM	0	0	0	0	0	19	0	0	0	0	1	1	0	10	0	1
8:00 AM	0	0	0	0	0	7	0	0	0	0	2	2	10	0	0	216
8:15 AM	0	0	0	0	0	12	0	0	0	0	8	4	0	3	0	223
8:30 AM	0	0	0	0	0	28	0	0	0	0	3	2	5	5	0	218
8:45 AM	0	0	0	0	1	122	0	0	1	0	3	1	0	6	1	0
9:00 AM	0	0	0	0	0	18	0	2	0	0	1	3	5	0	0	182
9:15 AM	0	0	0	0	0	10	0	2	0	1	3	0	6	1	0	18
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	12
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
3:00 PM	0	0	0	0	1	2	0	1	0	0	1	0	5	5	0	62
3:15 PM	0	0	0	0	2	3	0	2	0	2	1	0	10	1	0	87
3:30 PM	0	0	0	0	0	6	0	1	0	0	1	1	0	8	0	184
3:45 PM	0	0	0	0	1	6	0	0	0	0	0	0	6	2	0	208
4:00 PM	0	0	0	0	5	13	0	1	0	0	1	3	0	18	0	0
4:15 PM	0	0	0	0	0	17	0	0	0	0	2	0	96	0	0	222
4:30 PM	0	0	0	0	2	11	0	0	0	0	1	5	0	25	0	141
4:45 PM	0	0	0	0	1	15	0	0	0	0	2	3	0	12	0	132
5:00 PM	0	0	0	0	4	12	0	0	0	0	2	0	0	18	0	122
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	21	0	0	0	130
5:30 PM	0	0	0	0	3	13	0	0	0	0	1	2	0	13	0	0
5:45 PM	0	0	0	0	0	6	0	1	0	0	4	1	0	10	0	89
6:00 PM	0	0	0	0	4	14	0	0	0	0	3	1	0	13	0	86
6:15 PM	0	0	0	0	0	11	0	0	0	0	4	10	0	0	0	52
6:30 PM	0	0	0	0	0	4	0	1	0	0	1	2	0	1	0	1
6:45 PM	0	0	0	0	2	6	0	0	0	0	0	1	0	9	0	3
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-006
Date : 5/13/2025

All Bikes and Peds

	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					Total	Peds Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	1	6	0	0	7	0	0	4	1	4	0	3	0	0	3	14	1
7:45	0	0	0	0	0	0	19	0	0	19	0	0	1	1	1	0	10	0	1	10	30	2
8:00	0	0	0	0	0	4	7	0	0	11	0	0	2	0	2	0	10	0	2	10	23	2
8:15	0	0	0	0	0	0	12	0	0	12	0	0	8	4	8	0	3	0	0	3	23	4
Total	0	0	0	0	0	5	44	0	0	49	0	0	15	6	15	0	26	0	3	26	90	9
8:30	0	0	0	0	0	0	28	0	0	28	0	0	3	2	3	0	5	0	0	5	36	2
8:45	0	0	0	0	0	1	122	0	0	123	1	0	3	1	4	0	6	1	0	7	134	1
9:00	0	0	0	0	0	3	19	0	0	22	2	0	1	0	3	0	5	0	1	5	30	1
9:15	0	0	0	0	0	0	10	0	2	10	0	0	1	3	1	0	6	1	0	7	18	5
Total	0	0	0	0	0	4	179	0	2	183	3	0	8	6	11	0	22	2	1	24	218	9
15:00	0	0	0	0	0	1	2	0	1	3	3	0	1	0	4	0	5	0	0	5	12	1
15:15	0	0	0	0	0	2	3	0	0	5	2	0	2	1	4	0	10	1	0	11	20	1
15:30	0	0	0	0	0	0	6	0	1	6	0	0	1	1	1	0	8	0	0	8	15	2
15:45	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	6	2	0	8	15	0
Total	0	0	0	0	0	4	17	0	2	21	5	0	4	2	9	0	29	3	0	32	62	4
16:00	0	0	0	0	0	5	13	0	1	18	0	0	1	3	1	0	18	0	0	18	37	4
16:15	0	0	0	0	0	2	17	0	0	19	0	0	2	5	2	0	96	0	0	96	117	5
16:30	0	0	0	0	0	2	11	0	0	13	0	0	1	5	1	0	25	0	0	25	39	5
16:45	0	0	0	0	0	1	15	0	0	16	0	0	2	3	2	0	12	0	1	12	30	4
Total	0	0	0	0	0	10	56	0	1	66	0	0	6	16	6	0	151	0	1	151	223	18
17:00	0	0	0	0	0	4	12	0	0	16	0	0	2	0	2	0	18	0	0	18	36	0
17:15	0	0	0	0	0	2	10	0	0	12	0	0	3	1	3	0	21	0	0	21	36	1
17:30	0	0	0	0	0	3	13	0	0	16	0	0	1	2	1	0	13	0	0	13	30	2
17:45	0	0	0	0	0	0	6	0	1	6	0	0	4	1	4	0	10	0	0	10	20	2
Total	0	0	0	0	0	9	41	0	1	50	0	0	10	4	10	0	62	0	0	62	122	5
18:00	0	0	0	0	0	4	14	0	0	18	0	0	3	1	3	0	13	0	0	13	34	1
18:15	0	0	0	0	0	4	11	0	0	15	0	0	4	0	4	0	10	0	0	10	29	0
18:30	0	0	0	0	0	0	4	0	1	4	0	0	1	2	1	0	1	0	1	1	6	4
18:45	0	0	0	0	0	2	6	0	0	8	0	0	0	1	0	0	9	0	3	9	17	4
Total	0	0	0	0	0	10	35	0	1	45	0	0	8	4	8	0	33	0	4	33	86	9
Grand Total	0	0	0	0	0	42	372	0	7	414	8	0	51	38	59	0	323	5	9	328	801	54
Apprch %	0.0%	0.0%	0.0%			10.1%	89.9%	0.0%			13.6%	0.0%	86.4%			0.0%	98.5%	1.5%				
Total %	0.0%	0.0%	0.0%		0.0%	5.2%	46.4%	0.0%		51.7%	1.0%	0.0%	6.4%		7.4%	0.0%	40.3%	0.6%		40.9%	100.0%	

AM PEAK HOUR	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	4	7	0	0	11	0	0	2	0	2	0	10	0	2	10	23
8:15	0	0	0	0	0	0	12	0	0	12	0	0	8	4	8	0	3	0	0	3	23
8:30	0	0	0	0	0	0	28	0	0	28	0	0	3	2	3	0	5	0	0	5	36
8:45	0	0	0	0	0	1	122	0	0	123	1	0	3	1	4	0	6	1	0	7	134
Total Volume	0	0	0	0	0	5	169	0	0	174	1	0	16	7	17	0	24	1	2	25	216
% App Total	0.0%	0.0%	0.0%			2.9%	97.1%	0.0%			5.9%	0.0%	94.1%			0.0%	96.0%	4.0%			
PHF	.000	.000	.000		.000	.313	.346	.000		.354	.250	.000	.500		.531	.000	.600	.250		.625	.403

PM PEAK HOUR	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 17:45 to 18:45																					
Peak Hour For Entire Intersection Begins at 17:45																					
17:45	0	0	0	0	0	0	6	0	1	6	0	0	4	1	4	0	10	0	0	10	20
18:00	0	0	0	0	0	4	14	0	0	18	0	0	3	1	3	0	13	0	0	13	34
18:15	0	0	0	0	0	4	11	0	0	15	0	0	4	0	4	0	10	0	0	10	29
18:30	0	0	0	0	0	0	4	0	1	4	0	0	1	2	1	0	1	0	1	1	6
Total Volume	0	0	0	0	0	8	35	0	2	43	0	0	12	4	12	0	34	0	1	34	89
% App Total	0.0%	0.0%	0.0%			18.6%	81.4%	0.0%			0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.500	.625	.000		.597	.000	.000	.750		.750	.000	.654	.000		.654	.654

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-006
Date : 5/13/2025

All HT & Uturns

START TIME	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
7:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10	0
8:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
9:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	18	0
15:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	0
15:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
15:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	15	0
16:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
16:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	0
17:00	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
17:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	11	0
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	0
Grand Total	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	0	33	0	0	33	69	0
Apprch %	0.0%	0.0%	0.0%	0.0%		2.8%	97.2%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	50.7%	0.0%	0.0%	52.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	47.8%	0.0%	0.0%	47.8%	100.0%	

AM PEAK HOUR	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
8:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.313	.000	.000	.313	.000	.000	.000	.000	.000	.000	.833	.000	.000	.833	.536

PM PEAK HOUR	Mariposa Ave Southbound					Churchill Ave Westbound					Mariposa Ave Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:45 to 18:45																					
Peak Hour For Entire Intersection Begins at 17:45																					
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.583

National Data & Surveying Services

Intersection Turning Movement Count

Location: Castilleja Ave/Paly Rd & Churchill Ave
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-007
Date: 5/13/2025

Data - Total

NS/EW Streets:	Castilleja Ave/Paly Rd				Castilleja Ave/Paly Rd				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	3	0	5	0	1	0	4	34	2	0	4	64	13	0	130
7:45 AM	0	0	0	0	8	0	9	0	3	38	1	0	0	73	16	0	148
8:00 AM	2	0	11	0	8	0	0	0	11	36	1	0	4	83	9	0	165
8:15 AM	1	0	2	0	6	0	2	0	9	44	1	0	8	72	13	0	158
8:30 AM	0	0	3	0	10	0	3	0	12	40	2	0	3	85	26	0	184
8:45 AM	0	1	2	0	40	0	19	0	16	42	0	0	0	64	52	0	236
9:00 AM	0	0	0	0	16	0	10	0	12	30	0	0	3	62	24	0	157
9:15 AM	2	0	4	0	11	0	8	0	9	39	0	0	2	63	16	0	154
TOTAL VOLUMES :	5	1	25	0	104	0	52	0	76	303	7	0	24	566	169	0	1332
APPROACH %'s :	16.13%	3.23%	80.65%	0.00%	66.67%	0.00%	33.33%	0.00%	19.69%	78.50%	1.81%	0.00%	3.16%	74.57%	22.27%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	1	18	0	64	0	24	0	48	162	4	0	15	304	100	0	743
PEAK HR FACTOR :	0.375	0.250	0.409	0.000	0.400	0.000	0.316	0.000	0.750	0.920	0.500	0.000	0.469	0.894	0.481	0.000	0.787
	0.423				0.373				0.922				0.903				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	3	0	16	1	3	0	3	65	1	0	9	60	6	0	168
3:15 PM	0	0	6	0	5	0	4	0	0	72	1	0	7	69	4	0	168
3:30 PM	0	0	2	0	4	0	9	0	3	79	1	0	1	66	7	0	172
3:45 PM	0	1	2	0	2	0	3	0	6	79	2	0	7	55	13	0	170
4:00 PM	1	2	2	0	10	0	11	0	12	77	2	0	1	55	28	0	201
4:15 PM	2	0	8	0	23	0	36	0	2	41	0	0	4	69	17	0	202
4:30 PM	1	0	3	0	18	1	16	0	9	80	1	0	5	70	17	0	221
4:45 PM	1	0	4	0	6	0	9	0	1	74	1	0	8	70	15	0	189
5:00 PM	1	1	3	0	10	0	10	0	7	73	0	0	6	68	6	0	185
5:15 PM	1	0	0	0	3	0	8	0	1	75	1	0	3	81	10	0	183
5:30 PM	1	0	6	0	6	1	7	0	9	90	0	0	6	82	7	0	215
5:45 PM	1	0	3	0	9	0	8	0	7	80	0	0	4	95	8	0	215
6:00 PM	1	0	3	0	11	0	4	0	4	86	1	0	5	101	6	0	222
6:15 PM	2	1	3	0	8	0	4	0	11	81	2	0	1	88	22	0	223
6:30 PM	2	0	2	0	12	0	8	0	11	89	1	0	9	87	10	0	231
6:45 PM	0	0	2	0	24	1	9	0	0	63	1	0	6	75	10	0	191
TOTAL VOLUMES :	15	5	52	0	167	4	149	0	86	1204	15	0	82	1191	186	0	3156
APPROACH %'s :	20.83%	6.94%	72.22%	0.00%	52.19%	1.25%	46.56%	0.00%	6.59%	92.26%	1.15%	0.00%	5.62%	81.63%	12.75%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	6	1	11	0	40	0	24	0	33	336	4	0	19	371	46	0	891
PEAK HR FACTOR :	0.750	0.250	0.917	0.000	0.833	0.000	0.750	0.000	0.750	0.944	0.500	0.000	0.528	0.918	0.523	0.000	0.964
	0.750				0.800				0.923				0.973				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Castilleja Ave/Paly Rd & Churchill Ave
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-007
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Castilleja Ave/Paly Rd				Castilleja Ave/Paly Rd				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	3	0	4	0	1	0	4	33	2	0	4	64	12	0	127
7:45 AM	0	0	0	0	8	0	7	0	3	37	1	0	0	72	16	0	144
8:00 AM	2	0	11	0	8	0	0	0	8	35	1	0	4	83	9	0	161
8:15 AM	1	0	2	0	5	0	1	0	8	42	1	0	8	71	13	0	152
8:30 AM	0	0	3	0	8	0	3	0	12	39	2	0	3	84	23	0	177
8:45 AM	0	1	2	0	37	0	19	0	15	42	0	0	0	64	52	0	232
9:00 AM	0	0	0	0	15	0	9	0	11	28	0	0	3	60	21	0	147
9:15 AM	2	0	4	0	11	0	7	0	7	39	0	0	2	63	16	0	151
TOTAL VOLUMES :	NL 5	NT 1	NR 25	NU 0	SL 96	ST 0	SR 47	SU 0	EL 68	ET 295	ER 7	EU 0	WL 24	WT 561	WR 162	WU 0	TOTAL 1291
APPROACH %'s :	16.13%	3.23%	80.65%	0.00%	67.13%	0.00%	32.87%	0.00%	18.38%	79.73%	1.89%	0.00%	3.21%	75.10%	21.69%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	1	18	0	58	0	23	0	43	158	4	0	15	302	97	0	722
PEAK HR FACTOR :	0.375	0.250	0.409	0.000	0.392	0.000	0.303	0.000	0.717	0.940	0.500	0.000	0.469	0.899	0.466	0.000	0.778
	0.423				0.362				0.899				0.892				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	3	0	14	0	3	0	3	62	1	0	9	60	3	0	158
3:15 PM	0	0	6	0	5	0	4	0	0	72	1	0	7	68	3	0	166
3:30 PM	0	0	2	0	4	0	7	0	3	78	1	0	1	66	7	0	169
3:45 PM	0	1	2	0	2	0	3	0	6	78	2	0	7	54	11	0	166
4:00 PM	1	2	2	0	10	0	10	0	12	76	2	0	1	54	26	0	196
4:15 PM	2	0	8	0	22	0	35	0	2	41	0	0	4	69	17	0	200
4:30 PM	1	0	3	0	18	1	16	0	9	79	1	0	5	70	14	0	217
4:45 PM	1	0	4	0	5	0	8	0	0	74	1	0	8	70	15	0	186
5:00 PM	1	1	3	0	10	0	10	0	5	72	0	0	6	68	4	0	180
5:15 PM	1	0	0	0	3	0	8	0	1	74	1	0	3	81	8	0	180
5:30 PM	1	0	6	0	6	1	7	0	9	90	0	0	6	82	6	0	214
5:45 PM	1	0	3	0	9	0	8	0	7	78	0	0	4	95	7	0	212
6:00 PM	1	0	3	0	11	0	4	0	4	86	1	0	5	100	6	0	221
6:15 PM	2	1	3	0	8	0	4	0	10	81	2	0	1	88	22	0	222
6:30 PM	2	0	2	0	12	0	8	0	11	88	1	0	9	85	10	0	228
6:45 PM	0	0	2	0	24	1	9	0	0	62	1	0	6	75	10	0	190
TOTAL VOLUMES :	NL 14	NT 5	NR 52	NU 0	SL 163	ST 3	SR 144	SU 0	EL 82	ET 1191	ER 15	EU 0	WL 82	WT 1185	WR 169	WU 0	TOTAL 3105
APPROACH %'s :	19.72%	7.04%	73.24%	0.00%	52.58%	0.97%	46.45%	0.00%	6.37%	92.47%	1.16%	0.00%	5.71%	82.52%	11.77%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	6	1	11	0	40	0	24	0	32	333	4	0	19	368	45	0	893
PEAK HR FACTOR :	0.750	0.250	0.917	0.000	0.833	0.000	0.750	0.000	0.727	0.946	0.500	0.000	0.528	0.920	0.511	0.000	0.968
	0.750				0.800				0.923				0.973				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Castilleja Ave/Paly Rd & Churchill Ave
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-007
Date: 5/13/2025

Data - HT

NS/EW Streets:	Castilleja Ave/Paly Rd				Castilleja Ave/Paly Rd				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	1	0	1	0	1	2	0	0	0	1	0	0	6
8:30 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	1	3	0	7
8:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	1	0	1	0	1	2	0	0	0	2	3	0	10
9:15 AM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
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	8	0	5	0	8	8	0	0	0	5	7	0	41
					61.54%	0.00%	38.46%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	41.67%	58.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	1	0	5	4	0	0	0	2	3	0	21
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.417	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.750
							0.583				0.563				0.313		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	0	0	2	1	0	0	0	3	0	0	0	0	3	0	10
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
3:30 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	4
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	2	0	5
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4
4:45 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	4	1	5	0	4	13	0	0	0	6	17	0	51
	100.00%	0.00%	0.00%	0.00%	40.00%	10.00%	50.00%	0.00%	23.53%	76.47%	0.00%	0.00%	0.00%	26.09%	73.91%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	3	0	0	0	3	1	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.375	0.250	0.000	0.667
										0.500					0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Castilleja Ave/Paly Rd & Churchill Ave
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-007
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Castilleja Ave/Paly Rd				Castilleja Ave/Paly Rd				Churchill Ave				Churchill Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	1	3	0	0	0	0	0	0	1	0	0	2	3	0	0	10
7:45 AM	0	13	8	0	1	0	0	0	1	0	0	0	6	0	12	0	41
8:00 AM	0	1	8	0	3	0	0	0	0	0	1	0	1	2	6	0	22
8:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	5	4	3	0	15
8:30 AM	1	15	1	0	2	1	0	0	0	1	0	0	1	6	21	0	49
8:45 AM	0	103	7	0	0	2	0	0	0	1	0	0	4	4	111	0	232
9:00 AM	0	19	3	0	1	0	0	0	0	0	0	0	2	7	16	0	48
9:15 AM	0	5	4	0	3	0	0	0	0	0	0	0	1	3	1	0	17
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	157	37	0	10	3	0	0	1	3	1	0	22	29	170	0	434
PEAK HR :	08:00 AM - 09:00 AM				5	3	0	0	0	2	1	0	11	16	141	0	TOTAL
PEAK HR VOL :	1	119	19	0	5	3	0	0	0	2	1	0	11	16	141	0	318
PEAK HR FACTOR :	0.250	0.289	0.594	0.000	0.417	0.375	0.000	0.000	0.000	0.500	0.250	0.000	0.550	0.667	0.318	0.000	0.343
	0.316				0.667				0.750				0.353				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	2	0	0	0	5
3:15 PM	0	0	2	0	10	1	0	0	0	0	0	0	2	1	5	0	21
3:30 PM	0	1	5	0	0	0	0	0	0	2	0	0	5	1	0	0	14
3:45 PM	0	1	2	0	10	1	0	0	1	2	0	0	4	2	0	0	23
4:00 PM	0	1	2	0	8	3	0	0	0	2	1	0	13	0	0	0	30
4:15 PM	0	3	6	0	92	105	1	0	0	0	0	0	2	3	10	0	222
4:30 PM	0	1	4	0	26	16	0	0	0	3	0	0	2	2	9	0	63
4:45 PM	0	1	3	0	0	3	0	0	0	1	2	0	9	3	3	0	25
5:00 PM	0	0	6	0	15	2	1	0	0	3	0	0	7	2	1	0	37
5:15 PM	0	0	9	0	1	3	0	0	0	4	0	0	9	3	0	0	29
5:30 PM	0	0	3	0	8	3	0	0	1	5	0	0	8	2	0	0	30
5:45 PM	1	0	3	0	0	3	0	0	0	3	0	0	3	1	5	0	19
6:00 PM	0	0	3	0	9	4	0	0	0	2	1	0	6	2	2	0	29
6:15 PM	2	0	4	0	0	0	0	0	0	5	2	0	5	1	8	0	27
6:30 PM	0	0	0	0	2	1	0	0	0	0	0	0	4	1	0	0	8
6:45 PM	0	0	3	0	0	0	0	0	0	7	0	0	4	2	0	0	16
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	8	57	0	181	146	2	0	2	39	6	0	85	26	43	0	598
PEAK HR :	05:45 PM - 06:45 PM				11	8	0	0	0	10	3	0	18	5	15	0	TOTAL
PEAK HR VOL :	3	0	10	0	11	8	0	0	0	10	3	0	18	5	15	0	83
PEAK HR FACTOR :	0.375	0.000	0.625	0.000	0.306	0.500	0.000	0.000	0.000	0.500	0.375	0.000	0.750	0.625	0.469	0.000	0.716
	0.542				0.365				0.464				0.679				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Castilleja Ave/Paly Rd & Churchill Ave
City: Palo

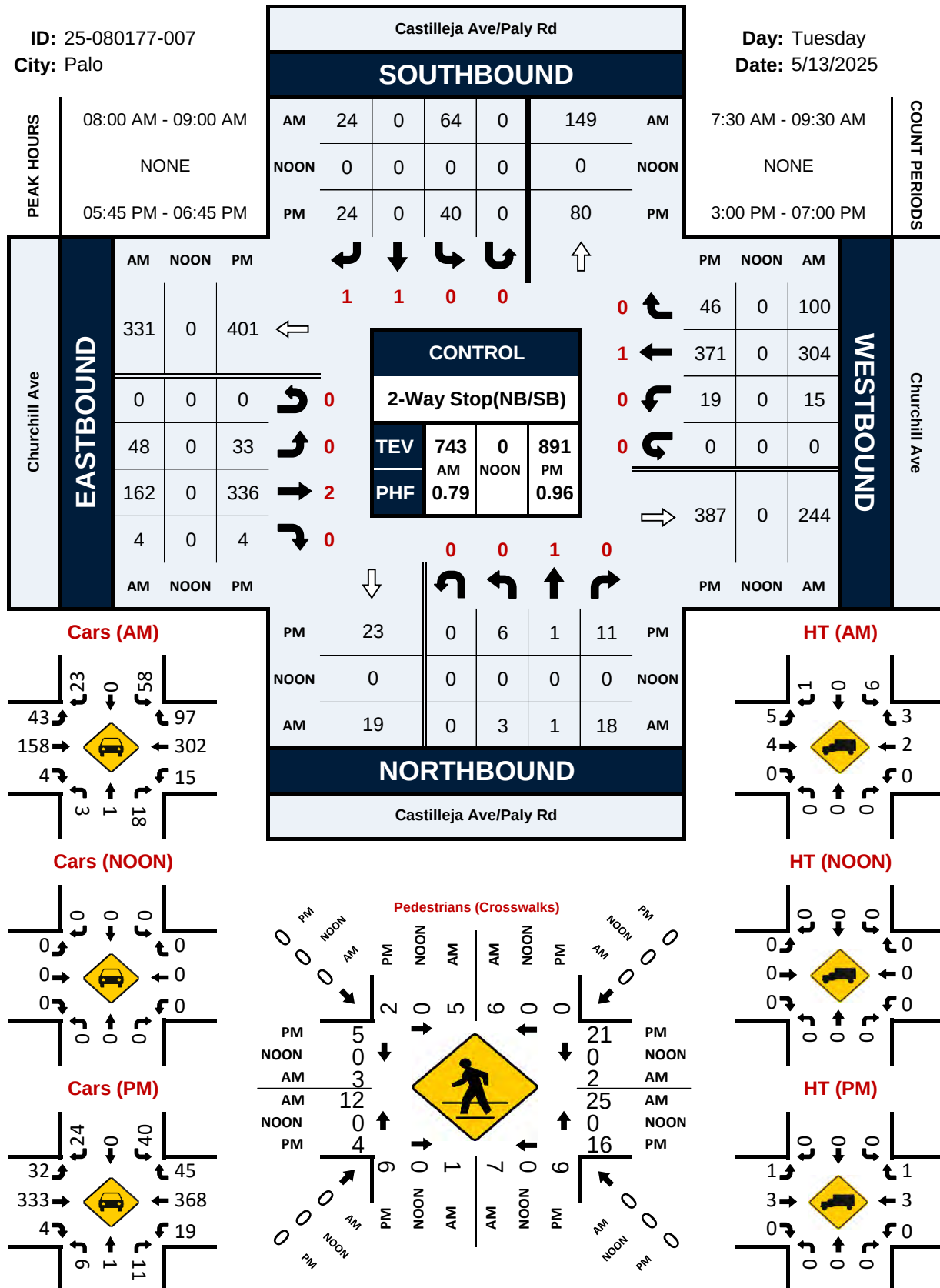
Project ID: 25-080177-007
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Castilleja Ave/Paly Rd		Castilleja Ave/Paly Rd		Churchill Ave		Churchill Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	1	1	0	0	1	2	5
7:45 AM	1	1	0	0	1	1	0	0	4
8:00 AM	2	3	0	2	1	0	2	2	12
8:15 AM	0	3	0	2	2	1	0	1	9
8:30 AM	2	0	1	3	7	0	2	0	15
8:45 AM	1	0	0	0	15	1	8	0	25
9:00 AM	0	0	0	0	5	2	2	1	10
9:15 AM	0	2	0	4	3	2	1	0	12
TOTAL VOLUMES :	EB 6	WB 9	EB 2	WB 12	NB 34	SB 7	NB 16	SB 6	TOTAL 92
APPROACH %'s :	40.00%	60.00%	14.29%	85.71%	82.93%	17.07%	72.73%	27.27%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	5	6	1	7	25	2	12	3	61
PEAK HR FACTOR :	0.625	0.500	0.250	0.583	0.417	0.500	0.375	0.375	0.610
	0.550		0.500		0.422		0.469		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	2	0	2	0	0	3	0	7
3:15 PM	0	0	1	0	1	0	0	1	3
3:30 PM	0	2	1	0	1	0	0	1	5
3:45 PM	1	0	0	0	0	3	0	2	6
4:00 PM	0	1	3	2	2	3	1	5	17
4:15 PM	1	2	6	2	3	14	2	23	53
4:30 PM	0	0	1	2	1	8	1	2	15
4:45 PM	1	4	4	0	0	3	0	2	14
5:00 PM	3	2	0	1	1	2	0	0	9
5:15 PM	0	0	2	0	3	1	0	1	7
5:30 PM	0	1	2	0	1	0	0	0	4
5:45 PM	0	0	2	4	3	8	2	1	20
6:00 PM	2	0	1	2	0	1	0	1	7
6:15 PM	0	0	1	1	7	9	2	0	20
6:30 PM	0	0	2	2	6	3	0	3	16
6:45 PM	0	0	2	1	0	2	0	5	10
TOTAL VOLUMES :	EB 8	WB 14	EB 28	WB 19	NB 29	SB 57	NB 11	SB 47	TOTAL 213
APPROACH %'s :	36.36%	63.64%	59.57%	40.43%	33.72%	66.28%	18.97%	81.03%	
PEAK HR :	05:45 PM - 06:45 PM								TOTAL
PEAK HR VOL :	2	0	6	9	16	21	4	5	63
PEAK HR FACTOR :	0.250		0.750	0.563	0.571	0.583	0.500	0.417	0.788
	0.250		0.625		0.578		0.750		

Day: Tuesday
Date: 5/13/2025



Comment 4:

Comment 4.

	Cassileia Ave/Paly Rd Southbound				Churchill Ave Westbound				Cassileia Ave/Paly Rd Northbound				Churchill Ave Eastbound				
Sat Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	443
7:30 AM	5	0	1	0	0	64	13	0	0	0	3	0	4	34	2	0	601
7:45 AM	8	9	0	0	0	73	16	0	0	0	0	3	3	38	1	0	655
8:00 AM	0	0	0	0	9	83	9	2	0	0	11	36	36	1	0	0	143
8:15 AM	6	0	2	0	8	72	13	0	1	0	2	0	9	44	1	0	735
8:30 AM	10	0	3	0	3	85	26	0	0	3	3	0	12	40	2	0	731
8:45 AM	40	0	19	0	0	64	52	0	0	1	2	0	16	42	0	0	547
9:00 AM	16	0	10	0	3	62	24	0	0	0	0	12	30	30	0	0	318
9:15 AM	11	0	8	0	2	63	16	0	2	0	4	0	9	39	0	0	154
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
3:00 PM	16	1	3	0	9	60	6	0	1	0	3	0	3	65	1	0	508
3:15 PM	5	4	4	0	7	69	0	0	0	0	0	0	3	72	0	0	678
3:30 PM	4	0	9	0	1	66	7	0	0	0	2	0	3	79	1	0	745
3:45 PM	2	0	3	0	7	55	13	0	0	1	2	0	6	79	2	0	794
4:00 PM	10	11	11	0	1	55	28	0	1	2	2	0	12	77	2	0	813
4:15 PM	23	36	36	0	6	69	17	0	0	0	0	0	2	41	0	0	797
4:30 PM	18	1	16	0	5	70	17	0	1	0	3	0	9	80	1	0	778
4:45 PM	6	0	9	0	8	70	15	0	1	0	4	0	1	74	1	0	772
5:00 PM	10	0	10	0	6	68	6	0	1	1	3	0	7	73	0	0	798
5:15 PM	3	8	8	0	0	81	10	0	1	1	0	0	5	75	1	0	835
5:30 PM	6	1	7	0	6	82	7	0	1	0	6	0	9	90	0	0	875
5:45 PM	9	0	8	0	4	95	8	0	1	0	3	0	7	80	0	0	891
6:00 PM	11	0	4	0	5	101	6	0	1	0	3	0	4	86	1	0	867
6:15 PM	8	4	4	0	1	88	22	0	2	1	3	0	11	81	0	0	845
6:30 PM	12	0	8	0	9	87	10	0	2	0	2	0	11	89	1	0	422
6:45 PM	24	1	9	0	6	75	10	0	0	0	2	0	0	63	1	0	191
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-007

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	5	0	1	0	6	4	64	13	0	81	0	0	3	0	3	4	34	2	0	40	130	0
7:45	8	0	9	0	17	0	73	16	0	89	0	0	0	0	0	3	38	1	0	42	148	0
8:00	8	0	0	0	8	4	83	9	0	96	2	0	11	0	13	11	36	1	0	48	165	0
8:15	6	0	2	0	8	8	72	13	0	93	1	0	2	0	3	9	44	1	0	54	158	0
Total	27	0	12	0	39	16	292	51	0	359	3	0	16	0	19	27	152	5	0	184	601	0
8:30	10	0	3	0	13	3	85	26	0	114	0	0	3	0	3	12	40	2	0	54	184	0
8:45	40	0	19	0	59	0	64	52	0	116	0	1	2	0	3	16	42	0	0	58	236	0
9:00	16	0	10	0	26	3	62	24	0	89	0	0	0	0	0	12	30	0	0	42	157	0
9:15	11	0	8	0	19	2	63	16	0	81	2	0	4	0	6	9	39	0	0	48	154	0
Total	77	0	40	0	117	8	274	118	0	400	2	1	9	0	12	49	151	2	0	202	731	0
15:00	16	1	3	0	20	9	60	6	0	75	1	0	3	0	4	3	65	1	0	69	168	0
15:15	5	0	4	0	9	7	69	4	0	80	0	0	6	0	6	0	72	1	0	73	168	0
15:30	4	0	9	0	13	1	66	7	0	74	0	0	2	0	2	3	79	1	0	83	172	0
15:45	2	0	3	0	5	7	55	13	0	75	0	1	2	0	3	6	79	2	0	87	170	0
Total	27	1	19	0	47	24	250	30	0	304	1	1	13	0	15	12	295	5	0	312	678	0
16:00	10	0	11	0	21	1	55	28	0	84	1	2	2	0	5	12	77	2	0	91	201	0
16:15	23	0	36	0	59	4	69	17	0	90	2	0	8	0	10	2	41	0	0	43	202	0
16:30	18	1	16	0	35	5	70	17	0	92	1	0	3	0	4	9	80	1	0	90	221	0
16:45	6	0	9	0	15	8	70	15	0	93	1	0	4	0	5	1	74	1	0	76	189	0
Total	57	1	72	0	130	18	264	77	0	359	5	2	17	0	24	24	272	4	0	300	813	0
17:00	10	0	10	0	20	6	68	6	0	80	1	1	3	0	5	7	73	0	0	80	185	0
17:15	3	0	8	0	11	3	81	10	0	94	1	0	0	0	1	1	75	1	0	77	183	0
17:30	6	1	7	0	14	6	82	7	0	95	1	0	6	0	7	9	90	0	0	99	215	0
17:45	9	0	8	0	17	4	95	8	0	107	1	0	3	0	4	7	80	0	0	87	215	0
Total	28	1	33	0	62	19	326	31	0	376	4	1	12	0	17	24	318	1	0	343	798	0
18:00	11	0	4	0	15	5	101	6	0	112	1	0	3	0	4	4	86	1	0	91	222	0
18:15	8	0	4	0	12	1	88	22	0	111	2	1	3	0	6	11	81	2	0	94	223	0
18:30	12	0	8	0	20	9	87	10	0	106	2	0	2	0	4	11	89	1	0	101	231	0
18:45	24	1	9	0	34	6	75	10	0	91	0	0	2	0	2	0	63	1	0	64	191	0
Total	55	1	25	0	81	21	351	48	0	420	5	1	10	0	16	26	319	5	0	350	867	0
Grand Total	271	4	201	0	476	106	1757	355	0	2218	20	6	77	0	103	162	1507	22	0	1691	4488	0
Apprch %	56.9%	0.8%	42.2%	0.0%		4.8%	79.2%	16.0%	0.0%		19.4%	5.8%	74.8%	0.0%		9.6%	89.1%	1.3%	0.0%			
Total %	6.0%	0.1%	4.5%	0.0%	10.6%	2.4%	39.1%	7.9%	0.0%	49.4%	0.4%	0.1%	1.7%	0.0%	2.3%	3.6%	33.6%	0.5%	0.0%	37.7%	100.0%	

AM PEAK HOUR	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	8	0	0	0	8	4	83	9	0	96	2	0	11	0	13	11	36	1	0	48	165
8:15	6	0	2	0	8	8	72	13	0	93	1	0	2	0	3	9	44	1	0	54	158
8:30	10	0	3	0	13	3	85	26	0	114	0	0	3	0	3	12	40	2	0	54	184
8:45	40	0	19	0	59	0	64	52	0	116	0	1	2	0	3	16	42	0	0	58	236
Total Volume	64	0	24	0	88	15	304	100	0	419	3	1	18	0	22	48	162	4	0	214	743
% App Total	72.7%	0.0%	27.3%	0.0%		3.6%	72.6%	23.9%	0.0%		13.6%	4.5%	81.8%	0.0%		22.4%	75.7%	1.9%	0.0%		
PHF	.400	.000	.316	.000	.373	.469	.894	.481	.000	.903	.375	.250	.409	.000	.423	.750	.920	.500	.000	.922	.787

PM PEAK HOUR	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					Total	
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 17:45 to 18:45																						
Peak Hour For Entire Intersection Begins at 17:45																						
17:45	9	0	8	0	17	4	95	8	0	107	1	0	3	0	4	7	80	0	0	87	215	
18:00	11	0	4	0	15	5	101	6	0	112	1	0	3	0	4	4	86	1	0	91	222	
18:15	8	0	4	0	12	1	88	22	0	111	2	1	3	0	6	11	81	2	0	94	223	
18:30	12	0	8	0	20	9	87	10	0	106	2	0	2	0	4	11	89	1	0	101	231	
Total Volume	40	0	24	0	64	19	371	46	0	436	6	1	11	0	18	33	336	4	0	373	891	
% App Total	62.5%	0.0%	37.5%	0.0%		4.4%	85.1%	10.6%	0.0%		33.3%	5.6%	61.1%	0.0%		8.8%	90.1%	1.1%	0.0%			
PHF	.833	.000	.750	.000	.800	.528	.918	.523	.000	.973	.750	.250	.917	.000	.750	.750	.944	.500	.000	.923	.964	

Comment 4:

Comment 4

Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73			
7:30 AM	0	0	0	0	2	3	0	0	0	3	2	0	1	1	0	3			
7:45 AM	1	0	0	2	6	0	12	2	0	13	8	0	1	0	0	127			
8:00 AM	3	0	5	5	1	2	1	6	1	8	4	0	1	1	0	318			
8:15 AM	0	0	0	3	5	4	3	3	0	0	3	2	0	0	0	1			
8:30 AM	2	1	0	2	1	6	21	7	1	15	1	4	0	1	0	2			
8:45 AM	0	2	0	1	4	4	111	18	0	103	7	0	1	0	0	8			
9:00 AM	0	1	0	0	0	16	7	7	0	18	5	0	0	0	0	3			
9:15 AM	3	0	0	2	1	3	1	5	4	4	0	0	0	0	1	17			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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	5			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 PM	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	3			
3:15 PM	10	1	0	0	2	1	5	1	0	2	1	0	0	0	0	88			
3:30 PM	0	0	0	2	5	1	0	1	0	1	5	1	0	2	0	1			
3:45 PM	10	1	0	1	4	2	0	3	0	1	2	0	1	2	0	2			
4:00 PM	8	3	0	1	13	0	0	5	0	1	2	5	0	2	1	6			
4:15 PM	105	1	3	3	10	0	0	17	0	6	0	0	0	0	0	0			
4:30 PM	26	16	0	0	2	2	9	9	0	1	4	3	3	0	3	154			
4:45 PM	0	3	0	5	9	3	3	3	0	1	3	4	0	1	2	2			
5:00 PM	15	2	1	5	7	2	1	3	0	0	6	1	0	3	0	0			
5:15 PM	0	1	3	0	0	9	3	4	0	0	9	0	4	4	0	1			
5:30 PM	8	3	0	1	8	2	0	1	0	0	3	2	1	5	0	0			
5:45 PM	0	3	0	0	3	1	5	11	1	0	3	6	0	3	0	3			
6:00 PM	9	4	0	2	6	2	2	1	0	0	3	3	0	2	1	1			
6:15 PM	0	0	0	0	8	1	1	16	2	0	4	5	5	2	2	0			
6:30 PM	2	1	0	0	4	1	0	9	0	0	4	0	0	0	0	3			
6:45 PM	0	0	0	0	4	2	0	2	0	0	3	3	0	7	0	5			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-007
Date : 5/13/2025

All Bikes and Peds

START TIME	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	2	3	0	0	5	0	1	3	2	4	0	1	0	3	1	10	5
7:45	1	0	0	2	1	6	0	12	2	18	0	13	8	0	21	1	0	0	0	1	41	4
8:00	3	0	0	5	3	1	2	6	1	9	0	1	8	2	9	0	0	1	4	1	22	12
8:15	0	0	0	3	0	5	4	3	3	12	0	0	3	2	3	0	0	0	1	0	15	9
Total	4	0	0	10	4	14	9	21	6	44	0	15	22	6	37	1	1	1	8	3	88	30
8:30	2	1	0	2	3	1	6	21	7	28	1	15	1	4	17	0	1	0	2	1	49	15
8:45	0	2	0	1	2	4	4	111	16	119	0	103	7	0	110	0	1	0	8	1	232	25
9:00	1	0	0	0	1	2	7	16	7	25	0	19	3	0	22	0	0	0	3	0	48	10
9:15	3	0	0	2	3	1	3	1	5	5	0	5	4	4	9	0	0	0	1	0	17	12
Total	6	3	0	5	9	8	20	149	35	177	1	142	15	8	158	0	2	0	14	2	346	62
15:00	0	1	0	2	1	2	0	0	0	2	0	0	2	2	2	0	0	0	3	0	5	7
15:15	0	1	0	0	11	2	1	5	1	8	0	0	2	1	2	0	0	0	1	0	21	3
15:30	0	0	0	2	0	5	1	0	1	6	0	1	5	1	6	0	2	0	1	2	14	5
15:45	10	1	0	1	11	4	2	0	3	6	0	1	2	0	3	1	2	0	2	3	23	6
Total	20	3	0	5	23	13	4	5	5	22	0	2	11	4	13	1	4	0	7	5	63	21
16:00	8	3	0	1	11	13	0	0	5	13	0	1	2	5	3	0	2	1	6	3	30	17
16:15	92	105	1	3	198	2	3	10	17	15	0	3	6	8	9	0	0	0	25	0	222	53
16:30	26	16	0	0	42	2	2	9	9	13	0	1	4	3	5	0	3	0	3	3	63	15
16:45	0	3	0	5	3	9	3	3	3	15	0	1	3	4	4	0	1	2	2	3	25	14
Total	126	127	1	9	254	26	8	22	34	56	0	6	15	20	21	0	6	3	36	9	340	99
17:00	15	2	1	5	18	7	2	1	3	10	0	0	6	1	6	0	3	0	0	3	37	9
17:15	1	3	0	0	4	9	3	0	4	12	0	0	9	2	9	0	4	0	1	4	29	7
17:30	8	3	0	1	11	8	2	0	1	10	0	0	3	2	3	1	5	0	0	6	30	4
17:45	0	3	0	0	3	3	1	5	11	9	1	0	3	6	4	0	3	0	3	3	19	20
Total	24	11	1	6	36	27	8	6	19	41	1	0	21	11	22	1	15	0	4	16	115	40
18:00	9	4	0	2	13	6	2	2	1	10	0	0	3	3	3	0	2	1	1	3	29	7
18:15	0	0	0	0	0	5	1	8	16	14	2	0	4	2	6	0	5	2	2	7	27	20
18:30	2	1	0	0	3	4	1	0	9	5	0	0	0	4	0	0	0	0	3	0	8	16
18:45	0	0	0	0	0	4	2	0	2	6	0	0	3	3	3	0	7	0	5	7	16	10
Total	11	5	0	2	16	19	6	10	28	35	2	0	10	12	12	0	14	3	11	17	80	53
Grand Total	191	149	2	37	342	107	55	213	127	375	4	165	94	61	263	3	42	7	80	52	1032	305
Apprch %	55.8%	43.6%	0.6%			28.5%	14.7%	56.8%			1.5%	62.7%	35.7%			5.8%	80.8%	13.5%				
Total %	18.5%	14.4%	0.2%		33.1%	10.4%	5.3%	20.6%		36.3%	0.4%	16.0%	9.1%		25.5%	0.3%	4.1%	0.7%		5.0%	100.0%	

AM PEAK HOUR	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	3	0	0	5	3	1	2	6	1	9	0	1	8	2	9	0	0	1	4	1	22
8:15	0	0	0	3	0	5	4	3	3	12	0	0	3	2	3	0	0	0	1	0	15
8:30	2	1	0	2	3	1	6	21	7	28	1	15	1	4	17	0	1	0	2	1	49
8:45	0	2	0	1	2	4	4	111	16	119	0	103	7	0	110	0	1	0	8	1	232
Total Volume	5	3	0	11	8	11	16	141	27	168	1	119	19	8	139	0	2	1	15	3	318
% App Total	62.5%	37.5%	0.0%			6.5%	9.5%	83.9%			0.7%	85.6%	13.7%			0.0%	66.7%	33.3%			
PHF	.417	.375	.000		.667	.550	.667	.318		.353	.250	.289	.594		.316	.000	.500	.250		.750	.343

PM PEAK HOUR	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:45 to 18:45																					
Peak Hour For Entire Intersection Begins at 17:45																					
17:45	0	3	0	0	3	3	1	5	11	9	1	0	3	6	4	0	3	0	3	3	19
18:00	9	4	0	2	13	6	2	2	1	10	0	0	3	3	3	0	2	1	1	3	29
18:15	0	0	0	0	0	5	1	8	16	14	2	0	4	2	6	0	5	2	2	7	27
18:30	2	1	0	0	3	4	1	0	9	5	0	0	0	4	0	0	0	0	3	0	8
Total Volume	11	8	0	2	19	18	5	15	37	38	3	0	10	15	13	0	10	3	9	13	83
% App Total	57.9%	42.1%	0.0%			47.4%	13.2%	39.5%			23.1%	0.0%	76.9%			0.0%	76.9%	23.1%			
PHF	.306	.500	.000		.365	.750	.625	.469		.679	.375	.000	.625		.542	.000	.500	.375		.464	.716

Comment 4:

Comment 4:

Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS		LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	17	
7:45 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	1	0	21	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	21	
8:15 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	27	
8:30 AM	2	0	0	0	0	1	3	0	0	0	0	0	0	0	1	1	0	24	
8:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	17	
9:00 AM	1	1	0	0	0	3	2	0	0	0	0	0	0	0	2	2	0	13	
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	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	
12:30 PM	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	
1:00 PM	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	
1:30 PM	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	
2:00 PM	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	10	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
3:00 PM	2	1	0	0	0	3	1	0	0	0	0	0	0	0	3	3	0	19	
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	
3:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	
3:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	1	0	15	
4:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0	14	
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	15	
4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	12	
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	8	
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	8	
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	4	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-007
Date : 5/13/2025

All HT & Uturns

START TIME	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3	0
7:45	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4	0
8:15	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	6	0
Total	2	0	3	0	5	0	2	1	0	3	0	0	0	0	0	4	5	0	0	9	17	0
8:30	2	0	0	0	2	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	7	0
8:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0
9:00	1	0	1	0	2	0	2	3	0	5	0	0	0	0	0	1	2	0	0	3	10	0
9:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0
Total	6	0	2	0	8	0	3	6	0	9	0	0	0	0	0	4	3	0	0	7	24	0
15:00	2	1	0	0	3	0	0	3	0	3	1	0	0	0	1	0	3	0	0	3	10	0
15:15	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0
15:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0
15:45	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4	0
Total	2	1	2	0	5	0	2	6	0	8	1	0	0	0	1	0	5	0	0	5	19	0
16:00	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	5	0
16:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
16:30	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	4	0
16:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0
Total	2	0	3	0	5	0	1	5	0	6	0	0	0	0	0	1	2	0	0	3	14	0
17:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	5	0
17:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	0
17:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	0
Total	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	2	4	0	0	6	12	0
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
18:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6	0
Grand Total	12	1	10	0	23	0	11	24	0	35	1	0	0	0	1	12	21	0	0	33	92	0
Apprch %	52.2%	4.3%	43.5%	0.0%		0.0%	31.4%	68.6%	0.0%		100.0%	0.0%	0.0%	0.0%		36.4%	63.6%	0.0%	0.0%			
Total %	13.0%	1.1%	10.9%	0.0%	25.0%	0.0%	12.0%	26.1%	0.0%	38.0%	1.1%	0.0%	0.0%	0.0%	1.1%	13.0%	22.8%	0.0%	0.0%	35.9%	100.0%	

AM PEAK HOUR	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4
8:15	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	6
8:30	2	0	0	0	2	0	1	3	0	4	0	0	0	0	0	0	1	0	0	1	7
8:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Total Volume	6	0	1	0	7	0	2	3	0	5	0	0	0	0	0	5	4	0	0	9	21
% App Total	85.7%	0.0%	14.3%	0.0%		0.0%	40.0%	60.0%	0.0%		0.0%	0.0%	0.0%	0.0%		55.6%	44.4%	0.0%	0.0%		
PHF	.500	.000	.250	.000	.583	.000	.500	.250	.000	.313	.000	.000	.000	.000	.000	.417	.500	.000	.000	.563	.750

PM PEAK HOUR	Castilleja Ave/Paly Rd Southbound					Churchill Ave Westbound					Castilleja Ave/Paly Rd Northbound					Churchill Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:45 to 18:45																					
Peak Hour For Entire Intersection Begins at 17:45																					
17:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
18:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	3	0	0	4	8
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	75.0%	25.0%	0.0%		0.0%	0.0%	0.0%	0.0%		25.0%	75.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.375	.250	.000	.500	.000	.000	.000	.000	.000	.250	.375	.000	.000	.500	.667

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Alma Village Cir
City: Palo
Control: Signalized

Project ID: 25-080177-008
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				Alma Village Cir				Alma Village Cir			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	2	0	0	1	2	0	0	0	0	0	0	0.5	0	0.5	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:30 AM	0	292	3	0	0	109	0	0	0	0	0	0	8	0	1	0
7:45 AM	0	361	2	0	2	164	0	0	0	0	0	0	12	0	2	0
8:00 AM	0	347	6	0	2	159	0	0	0	0	0	0	6	0	1	0
8:15 AM	0	358	5	0	3	191	0	0	0	0	0	0	3	0	3	0
8:30 AM	0	302	12	0	3	244	0	0	0	0	0	0	10	0	4	0
8:45 AM	0	287	4	0	2	195	0	0	0	0	0	0	6	0	3	0
9:00 AM	0	270	7	0	3	151	0	0	0	0	0	0	4	0	3	0
9:15 AM	0	198	8	0	5	167	0	0	0	0	0	0	7	0	1	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	2415	47	0	20	1380	0	0	0	0	0	0	56	0	18	0
	0.00%	98.09%	1.91%	0.00%	1.43%	98.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	75.68%	0.00%	24.32%	0.00%
PEAK HR :	07:45 AM - 08:45 AM				10	758	0	0	0	0	0	0	31	0	10	0
PEAK HR VOL :	0	1368	25	0	0.833	0.777	0.000	0.000	0.000	0.000	0.000	0.000	0.646	0.000	0.625	0.000
PEAK HR FACTOR :	0.000	0.947	0.521	0.000	0.777				0.732				0.957			
	0.959															
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	2	0	0	1	2	0	0	0	0	0	0	0.5	0	0.5	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
3:00 PM	0	198	15	0	7	310	0	0	0	0	0	0	13	0	6	0
3:15 PM	0	220	17	0	3	280	0	0	0	0	0	0	16	0	5	0
3:30 PM	0	214	11	0	6	290	0	0	0	0	0	0	13	0	4	0
3:45 PM	0	244	14	0	4	283	0	0	0	0	0	0	10	0	6	0
4:00 PM	0	212	7	0	7	301	0	0	0	0	0	0	21	0	4	0
4:15 PM	0	255	17	0	6	305	0	0	0	0	0	0	10	0	7	0
4:30 PM	0	219	11	0	6	321	0	0	0	0	0	0	13	0	4	0
4:45 PM	0	230	10	0	4	313	0	0	0	0	0	0	13	0	1	0
5:00 PM	0	244	12	0	10	330	0	0	0	0	0	0	14	0	3	0
5:15 PM	0	226	15	0	7	344	0	0	0	0	0	0	13	0	1	0
5:30 PM	0	241	14	0	6	347	0	0	0	0	0	0	17	0	4	0
5:45 PM	0	269	14	0	6	344	0	0	0	0	0	0	14	0	3	0
6:00 PM	0	282	19	0	9	310	0	0	0	0	0	0	13	0	7	0
6:15 PM	0	246	16	0	9	323	0	0	0	0	0	0	13	0	2	0
6:30 PM	0	248	11	0	7	266	0	0	0	0	0	0	11	0	7	0
6:45 PM	0	239	16	0	8	268	0	0	0	0	0	0	8	0	7	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	3787	219	0	105	4935	0	0	0	0	0	0	212	0	71	0
	0.00%	94.53%	5.47%	0.00%	2.08%	97.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	74.91%	0.00%	25.09%	0.00%
PEAK HR :	05:30 PM - 06:30 PM				30	1324	0	0	0	0	0	0	57	0	16	0
PEAK HR VOL :	0	1038	63	0	0.833	0.954	0.000	0.000	0.000	0.000	0.000	0.000	0.838	0.000	0.571	0.000
PEAK HR FACTOR :	0.000	0.920	0.829	0.000	0.959				0.869				0.972			
	0.914															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Alma Village Cir
City: Palo
Control: Signalized

Project ID: 25-080177-008
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				Alma Village Cir				Alma Village Cir			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	2	0	0	1	2	0	0	0	0	0	0	0.5	0	0.5	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
7:30 AM	0	283	3	0	0	103	0	0	0	0	0	0	8	0	1	0
7:45 AM	0	358	2	0	2	164	0	0	0	0	0	0	12	0	2	0
8:00 AM	0	344	6	0	2	155	0	0	0	0	0	0	5	0	1	0
8:15 AM	0	351	5	0	3	187	0	0	0	0	0	0	3	0	3	0
8:30 AM	0	299	12	0	3	235	0	0	0	0	0	0	10	0	4	0
8:45 AM	0	282	4	0	2	189	0	0	0	0	0	0	6	0	3	0
9:00 AM	0	264	7	0	3	144	0	0	0	0	0	0	4	0	3	0
9:15 AM	0	197	8	0	5	161	0	0	0	0	0	0	7	0	1	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	2378	47	0	20	1338	0	0	0	0	0	0	55	0	18	0
	0.00%	98.06%	1.94%	0.00%	1.47%	98.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	75.34%	0.00%	24.66%	0.00%
PEAK HR :	07:45 AM - 08:45 AM				10	741	0	0	0	0	0	0	30	0	10	0
PEAK HR VOL :	0	1352	25	0	0.833	0.788	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.000
PEAK HR FACTOR :	0.000	0.944	0.521	0.000	0.789				0.714				0.963			
	0.956															
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0	2	0	0	1	2	0	0	0	0	0	0	0.5	0	0.5	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
3:00 PM	0	196	14	0	7	303	0	0	0	0	0	0	13	0	6	0
3:15 PM	0	218	17	0	3	277	0	0	0	0	0	0	16	0	5	0
3:30 PM	0	213	11	0	6	285	0	0	0	0	0	0	12	0	4	0
3:45 PM	0	242	14	0	4	279	0	0	0	0	0	0	10	0	6	0
4:00 PM	0	209	7	0	7	297	0	0	0	0	0	0	21	0	4	0
4:15 PM	0	251	17	0	6	302	0	0	0	0	0	0	10	0	7	0
4:30 PM	0	216	11	0	6	318	0	0	0	0	0	0	13	0	4	0
4:45 PM	0	229	10	0	4	309	0	0	0	0	0	0	13	0	1	0
5:00 PM	0	243	12	0	10	330	0	0	0	0	0	0	14	0	3	0
5:15 PM	0	225	15	0	7	344	0	0	0	0	0	0	13	0	1	0
5:30 PM	0	240	14	0	6	346	0	0	0	0	0	0	17	0	4	0
5:45 PM	0	268	14	0	6	344	0	0	0	0	0	0	14	0	3	0
6:00 PM	0	280	19	0	9	307	0	0	0	0	0	0	13	0	7	0
6:15 PM	0	243	16	0	9	322	0	0	0	0	0	0	13	0	2	0
6:30 PM	0	248	11	0	7	264	0	0	0	0	0	0	11	0	7	0
6:45 PM	0	239	16	0	8	267	0	0	0	0	0	0	8	0	7	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU
APPROACH %'s :	0	3760	218	0	105	4894	0	0	0	0	0	0	211	0	71	0
	0.00%	94.52%	5.48%	0.00%	2.10%	97.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	74.82%	0.00%	25.18%	0.00%
PEAK HR :	05:30 PM - 06:30 PM				30	1319	0	0	0	0	0	0	57	0	16	0
PEAK HR VOL :	0	1031	63	0	0.833	0.953	0.000	0.000	0.000	0.000	0.000	0.000	0.838	0.000	0.571	0.000
PEAK HR FACTOR :	0.000	0.921	0.829	0.000	0.958				0.869				0.969			
	0.915															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Alma Village Cir
City: Palo
Control: Signalized

Project ID: 25-080177-008
Date: 5/13/2025

Data - HT

NS/EW Streets:		Alma St				Alma St				Alma Village Cir				Alma Village Cir				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	2	0	0	1	2	0	0	0	0	0	0	0.5	0	0.5	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:30 AM	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	0	15
	7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	3	0	0	0	4	0	0	0	0	0	0	1	0	0	0	8
	8:15 AM	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
	8:30 AM	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	12
	8:45 AM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
	9:00 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
	9:15 AM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	37	0	0	0	42	0	0	0	0	0	0	1	0	0	0	80
		0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :		07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :		0	16	0	0	0	17	0	0	0	0	0	0	1	0	0	0	34
PEAK HR FACTOR :		0.000	0.571	0.000	0.000	0.000	0.472	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.708
		0.571				0.472								0.250				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	2	0	0	1	2	0	0	0	0	0	0	0.5	0	0.5	0	TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	3:00 PM	0	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	10
	3:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
	3:30 PM	0	1	0	0	0	5	0	0	0	0	0	0	1	0	0	0	7
	3:45 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
	4:00 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
	4:15 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
	4:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
	4:45 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
	6:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	27	1	0	0	41	0	0	0	0	0	0	1	0	0	0	70
		0.00%	96.43%	3.57%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :		05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :		0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12
PEAK HR FACTOR :		0.000	0.583	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600
		0.583				0.417												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Alma Village Cir
City: Palo
Control: Signalized

Project ID: 25-080177-008
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				Alma Village Cir				Alma Village Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0.5 WL	0 WT	0.5 WR	0 WU	
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.750												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0.5 WL	0 WT	0.5 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	12	0	0	0	1	0	0	0	0	0	0	0	0	1	0	14
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.750				0.250												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Alma Village Cir
City: Palo

Project ID: 25-080177-008
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		Alma Village Cir		Alma Village Cir		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	0	0	2	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	1	2	0	0	3
8:30 AM	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	4	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	3	8	0	0	11
					27.27%	72.73%			
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	4	0	0	5
PEAK HR FACTOR :					0.250	0.500			0.417
						0.417			

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	1	1	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	3	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	3	1	0	0	4
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	6	6	0	0	12
					50.00%	50.00%			
PEAK HR :	05:30 PM - 06:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	4	0	0	4
PEAK HR FACTOR :						0.333			0.333
						0.333			

Comment 4:

Comment 4

Alma St Southbound				Alma Village Cir Westbound				Alma St Northbound				Alma Village Cir Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	413
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	556
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1477
7:30 AM	0	109	0	0	8	0	1	0	0	292	3	0	0	0	0	0
7:45 AM	2	164	0	0	12	0	2	0	0	361	2	0	0	0	0	2202
8:00 AM	2	159	0	0	10	0	1	0	0	347	6	0	0	0	0	2156
8:15 AM	3	191	0	0	3	0	3	0	0	358	5	0	0	0	0	2073
8:30 AM	3	244	0	0	10	0	4	0	0	302	12	0	0	0	0	1896
8:45 AM	2	195	0	0	6	0	3	0	0	287	4	0	0	0	0	1321
9:00 AM	3	151	0	0	4	0	3	0	0	270	7	0	0	0	0	824
9:15 AM	5	167	0	0	7	0	1	0	0	198	8	0	0	0	0	386
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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
2:30 PM	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
3:00 PM	7	310	0	0	13	0	6	0	0	198	15	0	0	0	0	2189
3:15 PM	3	280	0	0	16	5	5	0	0	220	17	0	0	0	0	2152
3:30 PM	6	290	0	0	13	0	4	0	0	214	11	0	0	0	0	2251
3:45 PM	4	283	0	0	10	0	6	0	0	244	14	0	0	0	0	2287
4:00 PM	7	301	0	0	21	0	4	0	0	212	7	0	0	0	0	2257
4:15 PM	6	305	0	0	7	0	7	0	0	255	10	0	0	0	0	2358
4:30 PM	6	321	0	0	13	0	4	0	0	219	11	0	0	0	0	2364
4:45 PM	4	313	0	0	13	0	1	0	0	230	10	0	0	0	0	2419
5:00 PM	10	330	0	0	14	0	3	0	0	244	12	0	0	0	0	2498
5:15 PM	7	344	0	0	13	0	1	0	0	236	15	0	0	0	0	2525
5:30 PM	6	347	0	0	17	0	4	0	0	241	14	0	0	0	0	2528
5:45 PM	6	344	0	0	14	0	3	0	0	269	14	0	0	0	0	2449
6:00 PM	9	310	0	0	13	0	7	0	0	262	19	0	0	0	0	2345
6:15 PM	9	323	0	0	11	0	2	0	0	246	16	0	0	0	0	2195
6:30 PM	7	266	0	0	11	0	7	0	0	288	11	0	0	0	0	1096
6:45 PM	8	268	0	0	8	0	7	0	0	239	16	0	0	0	0	546
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-008

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	109	0	0	109	8	0	1	0	9	0	292	3	0	295	0	0	0	0	0	413	0
7:45	2	164	0	0	166	12	0	2	0	14	0	361	2	0	363	0	0	0	0	0	543	0
8:00	2	159	0	0	161	6	0	1	0	7	0	347	6	0	353	0	0	0	0	0	521	0
8:15	3	191	0	0	194	3	0	3	0	6	0	358	5	0	363	0	0	0	0	0	563	0
Total	7	623	0	0	630	29	0	7	0	36	0	1358	16	0	1374	0	0	0	0	0	2040	0
8:30	3	244	0	0	247	10	0	4	0	14	0	302	12	0	314	0	0	0	0	0	575	0
8:45	2	195	0	0	197	6	0	3	0	9	0	287	4	0	291	0	0	0	0	0	497	0
9:00	3	151	0	0	154	4	0	3	0	7	0	270	7	0	277	0	0	0	0	0	438	0
9:15	5	167	0	0	172	7	0	1	0	8	0	198	8	0	206	0	0	0	0	0	386	0
Total	13	757	0	0	770	27	0	11	0	38	0	1057	31	0	1088	0	0	0	0	0	1896	0
15:00	7	310	0	0	317	13	0	6	0	19	0	198	15	0	213	0	0	0	0	0	549	0
15:15	3	280	0	0	283	16	0	5	0	21	0	220	17	0	237	0	0	0	0	0	541	0
15:30	6	290	0	0	296	13	0	4	0	17	0	214	11	0	225	0	0	0	0	0	538	0
15:45	4	283	0	0	287	10	0	6	0	16	0	244	14	0	258	0	0	0	0	0	561	0
Total	20	1163	0	0	1183	52	0	21	0	73	0	876	57	0	933	0	0	0	0	0	2189	0
16:00	7	301	0	0	308	21	0	4	0	25	0	212	7	0	219	0	0	0	0	0	552	0
16:15	6	305	0	0	311	10	0	7	0	17	0	255	17	0	272	0	0	0	0	0	600	0
16:30	6	321	0	0	327	13	0	4	0	17	0	219	11	0	230	0	0	0	0	0	574	0
16:45	4	313	0	0	317	13	0	1	0	14	0	230	10	0	240	0	0	0	0	0	571	0
Total	23	1240	0	0	1263	57	0	16	0	73	0	916	45	0	961	0	0	0	0	0	2297	0
17:00	10	330	0	0	340	14	0	3	0	17	0	244	12	0	256	0	0	0	0	0	613	0
17:15	7	344	0	0	351	13	0	1	0	14	0	226	15	0	241	0	0	0	0	0	606	0
17:30	6	347	0	0	353	17	0	4	0	21	0	241	14	0	255	0	0	0	0	0	629	0
17:45	6	344	0	0	350	14	0	3	0	17	0	269	14	0	283	0	0	0	0	0	650	0
Total	29	1365	0	0	1394	58	0	11	0	69	0	980	55	0	1035	0	0	0	0	0	2498	0
18:00	9	310	0	0	319	13	0	7	0	20	0	282	19	0	301	0	0	0	0	0	640	0
18:15	9	323	0	0	332	13	0	2	0	15	0	246	16	0	262	0	0	0	0	0	609	0
18:30	7	266	0	0	273	11	0	7	0	18	0	248	11	0	259	0	0	0	0	0	550	0
18:45	8	268	0	0	276	8	0	7	0	15	0	239	16	0	255	0	0	0	0	0	546	0
Total	33	1167	0	0	1200	45	0	23	0	68	0	1015	62	0	1077	0	0	0	0	0	2345	0
Grand Total	125	6315	0	0	6440	268	0	89	0	357	0	6202	266	0	6468	0	0	0	0	0	13265	0
Apprch %	1.9%	98.1%	0.0%	0.0%		75.1%	0.0%	24.9%	0.0%		0.0%	95.9%	4.1%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
Total %	0.9%	47.6%	0.0%	0.0%	48.5%	2.0%	0.0%	0.7%	0.0%	2.7%	0.0%	46.8%	2.0%	0.0%	48.8%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 07:45 to 08:45																						
Peak Hour For Entire Intersection Begins at 07:45																						
7:45	2	164	0	0	166	12	0	2	0	14	0	361	2	0	363	0	0	0	0	0	543	
8:00	2	159	0	0	161	6	0	1	0	7	0	347	6	0	353	0	0	0	0	0	521	
8:15	3	191	0	0	194	3	0	3	0	6	0	358	5	0	363	0	0	0	0	0	563	
8:30	3	244	0	0	247	10	0	4	0	14	0	302	12	0	314	0	0	0	0	0	575	
Total Volume	10	758	0	0	768	31	0	10	0	41	0	1368	25	0	1393	0	0	0	0	0	2202	
% App Total	1.3%	98.7%	0.0%	0.0%		75.6%	0.0%	24.4%	0.0%		0.0%	98.2%	1.8%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
PHF	.833	.777	.000	.000	.777	.646	.000	.625	.000	.732	.000	.947	.521	.000	.959	.000	.000	.000	.000	.000	.957	

PM PEAK HOUR	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	6	347	0	0	353	17	0	4	0	21	0	241	14	0	255	0	0	0	0	0	629	
17:45	6	344	0	0	350	14	0	3	0	17	0	269	14	0	283	0	0	0	0	0	650	
18:00	9	310	0	0	319	13	0	7	0	20	0	282	19	0	301	0	0	0	0	0	640	
18:15	9	323	0	0	332	13	0	2	0	15	0	246	16	0	262	0	0	0	0	0	609	
Total Volume	30	1324	0	0	1354	57	0	16	0	73	0	1038	63	0	1101	0	0	0	0	0	2528	
% App Total	2.2%	97.8%	0.0%	0.0%		78.1%	0.0%	21.9%	0.0%		0.0%	94.3%	5.7%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.833	.954	.000	.000	.959	.838	.000	.571	.000	.869	.000	.920	.829	.000	.914	.000	.000	.000	.000	.000	.972	

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-008
Date : 5/13/2025

All Bikes and Peds

	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound					Total	Peds Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	6
8:30	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	2	5
15:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
15:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	1	2	1	0	4	0	0	4	0	0	0	0	0	5	2
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	3	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	4	0	0	4	0	0	0	0	0	4	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	1
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	3	1
18:00	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	1	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	1	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	7	0	0	2	0	0	2	0	0	0	0	0	2	7
Grand Total	0	5	0	0	5	0	0	1	23	1	0	13	0	0	13	0	0	0	0	0	19	23
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	26.3%	0.0%		26.3%	0.0%	0.0%	5.3%		5.3%	0.0%	68.4%	0.0%		68.4%	0.0%	0.0%	0.0%		0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	4
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.750	.000		.750	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.500

PM PEAK HOUR	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	4	0	0	3	0	0	3	0	0	0	0	0	4
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.250	.000		.250	.000	.000	.000		.000	.000	.750	.000		.750	.000	.000	.000		.000	.500

Comment 3:
Comment 4:

Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26			
7:30 AM	6	0	0	0	0	0	0	0	9	0	0	0	0	0	0	37			
7:45 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	34			
8:00 AM	4	4	0	0	1	0	0	0	3	0	0	0	0	0	0	42			
8:15 AM	4	4	0	0	0	0	0	0	7	0	0	0	0	0	0	47			
8:30 AM	9	0	0	0	0	0	0	0	3	0	0	0	0	0	0	43			
8:45 AM	6	0	0	0	0	0	0	0	5	0	0	0	0	0	0	31			
9:00 AM	7	0	0	0	0	0	0	0	6	0	0	0	0	0	0	20			
9:15 AM	6	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	3	3	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	10			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22			
3:00 PM	7	7	0	0	0	0	0	0	2	1	0	0	0	0	0	28			
3:15 PM	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	25			
3:30 PM	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	27			
3:45 PM	4	4	0	0	0	0	0	0	2	0	0	0	0	0	0	26			
4:00 PM	4	4	0	0	0	0	0	0	2	0	0	0	0	0	0	25			
4:15 PM	3	0	0	0	0	0	0	0	4	4	0	0	0	0	0	19			
4:30 PM	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	13			
4:45 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	9			
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5			
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	9			
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	12			
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	12			
6:00 PM	3	3	0	0	0	0	0	0	2	0	0	0	0	0	0	12			
6:15 PM	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	7			
6:30 PM	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3			
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-008
Date : 5/13/2025

All HT & Uturns

START TIME	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	0
7:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0
8:00	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8	0
8:15	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	0
Total	0	14	0	0	14	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	37	0
8:30	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12	0
8:45	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11	0
9:00	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13	0
9:15	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0
Total	0	28	0	0	28	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	43	0
15:00	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	10	0
15:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
15:30	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7	0
15:45	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	0
Total	0	19	0	0	19	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	28	0
16:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	0
16:15	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	0
16:30	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	0
16:45	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0
Total	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25	0
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	0
18:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
18:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	0
18:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
18:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12	0
Grand Total	0	83	0	0	83	2	0	0	0	2	0	64	1	0	65	0	0	0	0	0	150	0
Apprch %	0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	98.5%	1.5%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.0%	55.3%	0.0%	0.0%	55.3%	1.3%	0.0%	0.0%	0.0%	1.3%	0.0%	42.7%	0.7%	0.0%	43.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:00	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
8:15	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
8:30	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	12
Total Volume	0	17	0	0	17	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	34
% App Total	0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.472	.000	.000	.472	.250	.000	.000	.000	.250	.000	.571	.000	.000	.571	.000	.000	.000	.000	.000	.708

PM PEAK HOUR	Alma St Southbound					Alma Village Cir Westbound					Alma St Northbound					Alma Village Cir Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
18:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
18:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
Total Volume	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12	
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.600	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W/E Meadow Dr
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-009
Date: 5/13/2025

Data - Total

NS/EW Streets:	Park Blvd				Park Blvd				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	2	0	4	0	0	0	2	0	0	54	1	0	0	61	14	0	138
7:45 AM	2	0	8	0	0	0	3	0	0	100	4	0	0	67	14	0	198
8:00 AM	2	0	5	0	0	0	5	0	0	82	2	0	0	67	24	0	187
8:15 AM	4	0	7	0	0	0	1	0	0	97	0	0	0	85	27	0	221
8:30 AM	0	0	5	0	0	0	1	0	0	96	3	0	0	128	31	0	264
8:45 AM	2	0	6	0	0	0	4	0	0	88	0	0	0	124	24	0	248
9:00 AM	0	0	6	0	0	0	0	0	0	108	2	0	0	78	15	0	209
9:15 AM	1	0	2	1	0	0	2	0	0	70	3	0	0	66	14	0	159
TOTAL VOLUMES :	13	0	43	1	0	0	18	0	0	695	15	0	0	676	163	0	1624
APPROACH %'s :	22.81%	0.00%	75.44%	1.75%	0.00%	0.00%	100.00%	0.00%	0.00%	97.89%	2.11%	0.00%	0.00%	80.57%	19.43%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	6	0	24	0	0	0	6	0	0	389	5	0	0	415	97	0	942
PEAK HR FACTOR :	0.375	0.000	0.857	0.000	0.000	0.000	0.375	0.000	0.000	0.900	0.417	0.000	0.000	0.811	0.782	0.000	0.892
	0.682				0.375				0.895				0.805				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	3	0	0	0	1	0	0	81	1	0	0	61	20	0	167
3:15 PM	2	0	3	0	0	0	2	0	0	76	0	0	0	79	24	0	186
3:30 PM	1	0	4	0	0	0	3	0	0	83	0	0	0	90	19	0	200
3:45 PM	0	0	6	0	0	0	2	0	0	87	3	0	0	80	16	0	194
4:00 PM	0	0	2	0	0	0	5	0	0	67	2	0	0	89	16	0	181
4:15 PM	2	0	6	0	0	0	3	0	1	80	2	0	0	83	16	0	193
4:30 PM	1	0	5	0	0	0	0	0	0	102	4	0	0	66	14	0	192
4:45 PM	1	0	2	0	0	0	3	0	0	93	1	0	0	85	11	0	196
5:00 PM	2	0	6	0	0	0	4	0	0	76	2	0	0	83	12	0	185
5:15 PM	1	0	3	0	0	0	4	0	0	79	0	0	0	78	24	0	189
5:30 PM	2	0	3	0	0	0	3	0	0	95	3	0	0	95	25	0	226
5:45 PM	3	0	8	0	0	0	2	0	0	70	6	0	0	97	28	0	214
6:00 PM	0	0	5	0	0	0	2	0	0	85	3	0	0	78	30	0	203
6:15 PM	2	0	2	0	0	0	2	0	0	75	2	0	0	91	24	0	198
6:30 PM	0	0	4	0	0	0	4	0	0	68	4	0	0	68	28	0	176
6:45 PM	3	0	1	0	0	0	5	0	0	76	0	0	0	65	21	0	171
TOTAL VOLUMES :	20	0	63	0	0	0	45	0	1	1293	33	0	0	1288	328	0	3071
APPROACH %'s :	24.10%	0.00%	75.90%	0.00%	0.00%	0.00%	100.00%	0.00%	0.08%	97.44%	2.49%	0.00%	0.00%	79.70%	20.30%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	7	0	18	0	0	0	9	0	0	325	14	0	0	361	107	0	841
PEAK HR FACTOR :	0.583	0.000	0.563	0.000	0.000	0.000	0.750	0.000	0.000	0.855	0.583	0.000	0.000	0.930	0.892	0.000	0.930
	0.568				0.750				0.865				0.936				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W/E Meadow Dr
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-009
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Park Blvd				Park Blvd				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	2	0	4	0	0	0	2	0	0	52	0	0	0	59	13	0	132
7:45 AM	2	0	8	0	0	0	3	0	0	99	4	0	0	66	14	0	196
8:00 AM	2	0	5	0	0	0	5	0	0	82	2	0	0	65	22	0	183
8:15 AM	4	0	7	0	0	0	1	0	0	96	0	0	0	83	26	0	217
8:30 AM	0	0	5	0	0	0	1	0	0	96	2	0	0	124	31	0	259
8:45 AM	1	0	6	0	0	0	4	0	0	87	0	0	0	124	24	0	246
9:00 AM	0	0	6	0	0	0	0	0	0	108	2	0	0	75	15	0	206
9:15 AM	1	0	2	1	0	0	1	0	0	66	3	0	0	64	12	0	150
TOTAL VOLUMES :	12	0	43	1	0	0	17	0	0	686	13	0	0	660	157	0	1589
APPROACH %'s :	21.43%	0.00%	76.79%	1.79%	0.00%	0.00%	100.00%	0.00%	0.00%	98.14%	1.86%	0.00%	0.00%	80.78%	19.22%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	5	0	24	0	0	0	6	0	0	387	4	0	0	406	96	0	928
PEAK HR FACTOR :	0.313	0.000	0.857	0.000	0.000	0.000	0.375	0.000	0.000	0.896	0.500	0.000	0.000	0.819	0.774	0.000	0.896
	0.659				0.375				0.889				0.810				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	3	0	0	0	1	0	0	81	1	0	0	60	20	0	166
3:15 PM	2	0	3	0	0	0	2	0	0	74	0	0	0	79	24	0	184
3:30 PM	1	0	4	0	0	0	2	0	0	83	0	0	0	89	18	0	197
3:45 PM	0	0	6	0	0	0	2	0	0	87	3	0	0	79	16	0	193
4:00 PM	0	0	2	0	0	0	4	0	0	64	2	0	0	87	16	0	175
4:15 PM	2	0	6	0	0	0	3	0	1	78	1	0	0	81	15	0	187
4:30 PM	1	0	4	0	0	0	0	0	0	99	4	0	0	66	14	0	188
4:45 PM	1	0	2	0	0	0	3	0	0	92	1	0	0	85	11	0	195
5:00 PM	2	0	6	0	0	0	4	0	0	76	1	0	0	83	12	0	184
5:15 PM	1	0	3	0	0	0	4	0	0	79	0	0	0	78	24	0	189
5:30 PM	2	0	3	0	0	0	3	0	0	95	3	0	0	95	25	0	226
5:45 PM	3	0	8	0	0	0	2	0	0	70	6	0	0	97	28	0	214
6:00 PM	0	0	5	0	0	0	2	0	0	85	3	0	0	78	30	0	203
6:15 PM	2	0	2	0	0	0	2	0	0	75	2	0	0	90	24	0	197
6:30 PM	0	0	4	0	0	0	4	0	0	67	4	0	0	68	28	0	175
6:45 PM	3	0	1	0	0	0	5	0	0	76	0	0	0	64	21	0	170
TOTAL VOLUMES :	20	0	62	0	0	0	43	0	1	1281	31	0	0	1279	326	0	3043
APPROACH %'s :	24.39%	0.00%	75.61%	0.00%	0.00%	0.00%	100.00%	0.00%	0.08%	97.56%	2.36%	0.00%	0.00%	79.69%	20.31%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	7	0	18	0	0	0	9	0	0	325	14	0	0	360	107	0	840
PEAK HR FACTOR :	0.583	0.000	0.563	0.000	0.000	0.000	0.750	0.000	0.000	0.855	0.583	0.000	0.000	0.928	0.892	0.000	0.929
	0.568				0.750				0.865				0.934				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W/E Meadow Dr
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-009
Date: 5/13/2025

Data - HT

NS/EW Streets:	Park Blvd				Park Blvd				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	2	1	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
8:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:15 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	2	2	0	9
TOTAL VOLUMES :	1	0	0	0	0	0	1	0	0	9	2	0	0	16	6	0	35
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	81.82%	18.18%	0.00%	0.00%	72.73%	27.27%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM				0	0	0	0	0	2	1	0	0	9	1	0	14
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	2	1	0	0	9	1	0	14
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.563	0.250	0.000	0.700
	0.250								0.750				0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:00 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	2	1	0	6
4:30 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	1	0	0	0	2	0	0	12	2	0	0	9	2	0	28
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	85.71%	14.29%	0.00%	0.00%	81.82%	18.18%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM				0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
													0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W/E Meadow Dr
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-009
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Park Blvd				Park Blvd				W/E Meadow Dr				W/E Meadow Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	4	1	0	2	2	0	0	1	1	0	0	0	10	1	0	22
7:45 AM	0	2	0	0	5	1	1	0	0	0	0	0	0	7	4	0	20
8:00 AM	1	2	1	0	5	0	4	0	1	7	0	0	0	7	4	0	32
8:15 AM	0	2	0	0	6	2	0	0	1	7	0	0	0	5	6	0	29
8:30 AM	0	2	0	0	3	2	1	0	1	2	0	0	0	58	3	0	72
8:45 AM	0	5	0	0	3	0	2	0	0	6	0	0	0	64	5	0	85
9:00 AM	0	8	0	0	0	2	1	0	0	2	0	0	0	9	3	0	25
9:15 AM	0	5	0	0	1	0	0	0	0	2	0	0	0	5	7	0	20
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	30	2	0	25	9	9	0	4	27	0	0	0	165	33	0	305
	3.03%	90.91%	6.06%	0.00%	58.14%	20.93%	20.93%	0.00%	12.90%	87.10%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	0	17	0	0	12	6	4	0	2	17	0	0	0	136	17	0	211
PEAK HR FACTOR :	0.000	0.531	0.000	0.000	0.500	0.750	0.500	0.000	0.500	0.607	0.000	0.000	0.000	0.531	0.708	0.000	0.621
	0.531				0.688				0.594				0.554				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	1	2	0	1	0	0	0	1	0	0	0	0	2	3	0	10
3:15 PM	0	1	0	0	0	0	0	0	1	5	0	0	0	5	4	0	16
3:30 PM	0	1	5	0	3	1	1	0	1	2	0	0	0	12	3	0	29
3:45 PM	0	1	0	0	1	1	1	0	0	8	0	0	0	0	1	0	13
4:00 PM	0	0	0	0	1	0	1	0	0	15	1	0	0	2	1	0	21
4:15 PM	0	2	3	0	3	2	2	0	2	88	0	0	0	4	2	0	108
4:30 PM	0	1	0	0	0	1	3	0	1	30	0	0	1	3	3	0	43
4:45 PM	0	4	1	0	3	7	0	0	0	10	0	0	0	6	3	0	34
5:00 PM	0	0	0	0	1	4	0	0	1	5	0	0	1	3	4	0	19
5:15 PM	0	1	1	0	4	3	2	0	0	9	0	0	1	4	4	0	29
5:30 PM	0	2	2	0	1	4	2	0	0	4	0	0	1	4	4	0	24
5:45 PM	0	1	0	0	3	5	0	0	0	12	0	0	0	4	2	0	27
6:00 PM	0	1	2	0	1	9	2	0	0	8	0	0	0	2	1	0	26
6:15 PM	0	1	0	0	4	3	1	0	0	3	0	0	0	5	3	0	20
6:30 PM	1	1	1	0	3	4	1	0	0	7	0	0	0	1	3	0	22
6:45 PM	0	0	0	0	2	4	1	0	0	5	0	0	0	2	1	0	15
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	18	17	0	31	48	17	0	7	211	1	0	4	59	42	0	456
	2.78%	50.00%	47.22%	0.00%	32.29%	50.00%	17.71%	0.00%	3.20%	96.35%	0.46%	0.00%	3.81%	56.19%	40.00%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	5	4	0	9	21	5	0	0	27	0	0	1	15	10	0	97
PEAK HR FACTOR :	0.000	0.625	0.500	0.000	0.563	0.583	0.625	0.000	0.000	0.563	0.000	0.000	0.250	0.750	0.625	0.000	0.898
	0.563				0.729				0.563				0.722				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W/E Meadow Dr
City: Palo

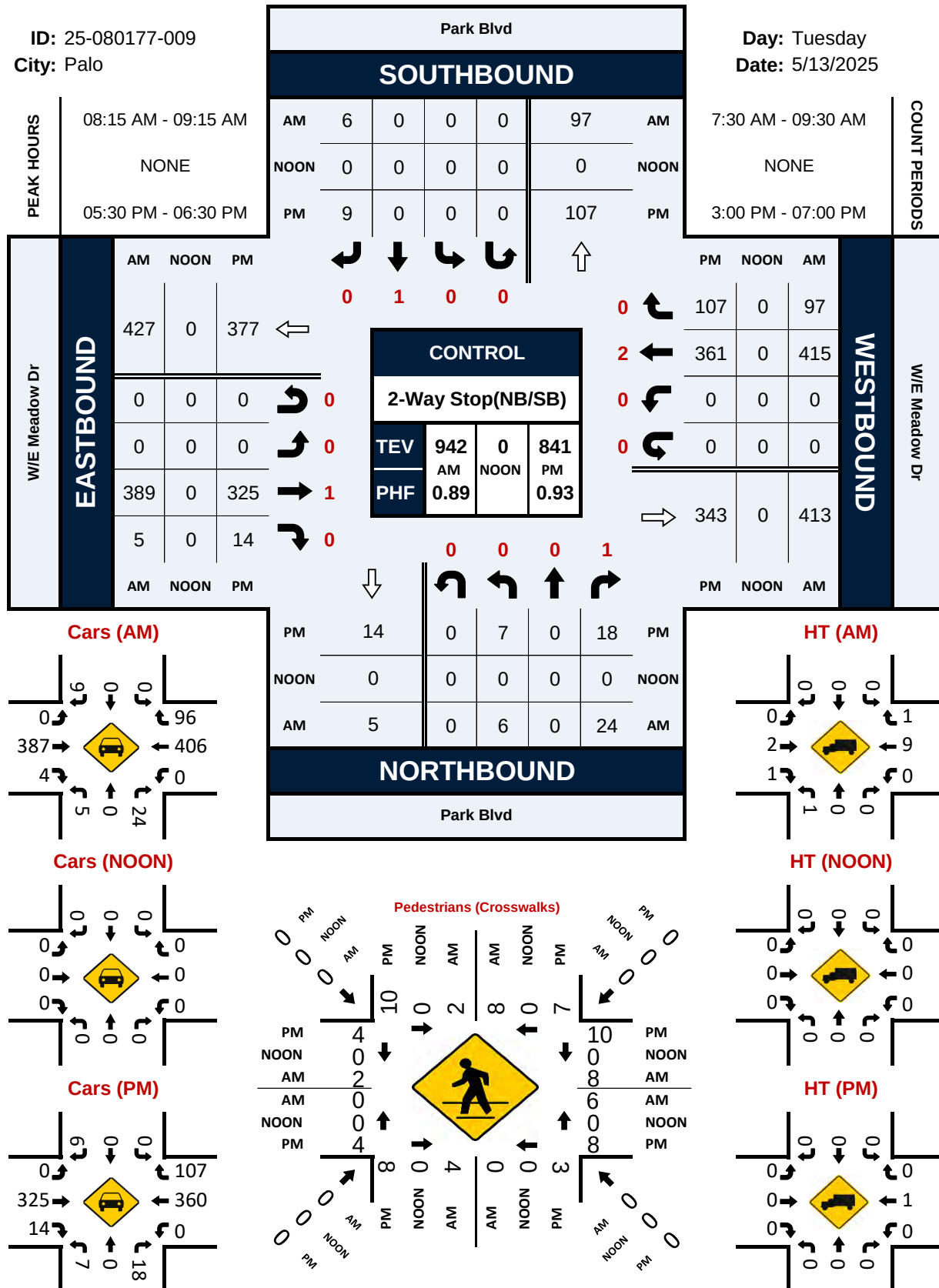
Project ID: 25-080177-009
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Park Blvd		Park Blvd		W/E Meadow Dr		W/E Meadow Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	2	1	1	1	0	1	8
8:00 AM	3	0	1	1	1	1	0	0	7
8:15 AM	1	4	2	0	3	1	0	0	11
8:30 AM	0	1	1	0	1	3	0	0	6
8:45 AM	1	2	0	0	2	2	0	2	9
9:00 AM	0	1	1	0	0	2	0	0	4
9:15 AM	0	3	1	3	1	3	1	0	12
TOTAL VOLUMES :	EB 5	WB 13	EB 8	WB 5	NB 9	SB 13	NB 1	SB 3	TOTAL 57
APPROACH %'s :	27.78%	72.22%	61.54%	38.46%	40.91%	59.09%	25.00%	75.00%	
PEAK HR :	08:15 AM - 09:15 AM								TOTAL
PEAK HR VOL :	2	8	4	0	6	8	0	2	30
PEAK HR FACTOR :	0.500	0.500	0.500		0.500	0.667		0.250	0.682
	0.500		0.500		0.875		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	2	1	1	0	0	0	0	0	4
3:15 PM	1	1	0	1	0	1	0	0	4
3:30 PM	1	0	2	0	2	0	0	0	5
3:45 PM	0	1	2	0	0	0	0	0	3
4:00 PM	0	0	0	2	0	2	0	0	4
4:15 PM	3	1	2	3	0	5	0	2	16
4:30 PM	3	1	0	1	5	1	1	0	12
4:45 PM	0	2	3	1	1	1	0	0	8
5:00 PM	0	0	0	0	3	2	1	1	7
5:15 PM	1	2	0	1	3	2	0	0	9
5:30 PM	0	4	1	0	1	3	2	2	13
5:45 PM	0	0	1	2	2	2	0	2	9
6:00 PM	5	3	5	1	3	3	2	0	22
6:15 PM	5	0	1	0	2	2	0	0	10
6:30 PM	1	2	0	2	3	4	1	0	13
6:45 PM	2	0	0	0	2	7	0	1	12
TOTAL VOLUMES :	EB 24	WB 18	EB 18	WB 14	NB 27	SB 35	NB 7	SB 8	TOTAL 151
APPROACH %'s :	57.14%	42.86%	56.25%	43.75%	43.55%	56.45%	46.67%	53.33%	
PEAK HR :	05:30 PM - 06:30 PM								TOTAL
PEAK HR VOL :	10	7	8	3	8	10	4	4	54
PEAK HR FACTOR :	0.500	0.438	0.400	0.375	0.667	0.833	0.500	0.500	0.614
	0.531		0.458		0.750		0.500		

Day: Tuesday
Date: 5/13/2025



Comment 4:

Comment 4

Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	336			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	523			
7:30 AM	0	0	2	0	0	61	14	0	2	0	4	0	0	54	1	0			
7:45 AM	0	3	0	0	0	67	14	0	2	8	0	0	0	100	4	0			
8:00 AM	0	5	0	0	0	67	24	0	5	82	2	0	0	82	2	0			
8:15 AM	0	1	0	0	0	85	27	0	4	0	7	0	0	97	0	0			
8:30 AM	0	1	0	0	0	128	31	0	0	0	5	0	0	96	3	0			
8:45 AM	0	4	0	0	0	124	24	0	2	6	0	0	0	96	0	0			
9:00 AM	0	0	0	0	0	78	15	0	0	0	0	0	0	108	2	0			
9:15 AM	0	2	0	0	0	66	14	0	1	0	2	1	0	70	3	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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	167			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	353			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	553			
3:00 PM	0	1	0	0	0	61	20	0	0	3	0	0	0	81	0	0			
3:15 PM	0	2	0	0	0	78	24	0	2	0	0	0	0	76	0	0			
3:30 PM	0	3	0	0	0	90	19	0	1	0	4	0	0	83	0	0			
3:45 PM	0	2	0	0	0	80	16	0	0	0	6	0	0	87	3	0			
4:00 PM	0	5	0	0	0	89	16	0	0	2	0	0	0	67	2	0			
4:15 PM	0	3	0	0	0	83	16	0	2	0	0	0	0	80	2	0			
4:30 PM	0	0	0	0	0	66	14	0	1	0	5	0	0	102	4	0			
4:45 PM	0	3	0	0	0	85	11	0	1	0	2	0	0	93	1	0			
5:00 PM	0	4	0	0	0	83	12	0	2	0	6	0	0	76	2	0			
5:15 PM	0	4	0	0	0	78	24	0	1	0	3	0	0	79	7	0			
5:30 PM	0	3	0	0	0	95	25	0	2	0	3	0	0	95	3	0			
5:45 PM	0	2	0	0	0	97	28	0	3	0	8	0	0	70	6	0			
6:00 PM	0	2	0	0	0	78	30	0	0	0	5	0	0	85	3	0			
6:15 PM	0	0	0	0	0	91	24	0	2	0	0	0	0	75	7	0			
6:30 PM	0	4	0	0	0	68	28	0	0	0	4	0	0	68	4	0			
6:45 PM	0	5	0	0	0	65	21	0	3	0	1	0	0	76	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-009

Date : 5/13/2025

All Vehicles & Uturns

START TIME	Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	2	0	2	0	61	14	0	75	2	0	4	0	6	0	54	1	0	55	138	0
7:45	0	0	3	0	3	0	67	14	0	81	2	0	8	0	10	0	100	4	0	104	198	0
8:00	0	0	5	0	5	0	67	24	0	91	2	0	5	0	7	0	82	2	0	84	187	0
8:15	0	0	1	0	1	0	85	27	0	112	4	0	7	0	11	0	97	0	0	97	221	0
Total	0	0	11	0	11	0	280	79	0	359	10	0	24	0	34	0	333	7	0	340	744	0
8:30	0	0	1	0	1	0	128	31	0	159	0	0	5	0	5	0	96	3	0	99	264	0
8:45	0	0	4	0	4	0	124	24	0	148	2	0	6	0	8	0	88	0	0	88	248	0
9:00	0	0	0	0	0	0	78	15	0	93	0	0	6	0	6	0	108	2	0	110	209	0
9:15	0	0	2	0	2	0	66	14	0	80	1	0	2	1	4	0	70	3	0	73	159	1
Total	0	0	7	0	7	0	396	84	0	480	3	0	19	1	23	0	362	8	0	370	880	1

15:00	0	0	1	0	1	0	61	20	0	81	0	0	3	0	3	0	81	1	0	82	167	0
15:15	0	0	2	0	2	0	79	24	0	103	2	0	3	0	5	0	76	0	0	76	186	0
15:30	0	0	3	0	3	0	90	19	0	109	1	0	4	0	5	0	83	0	0	83	200	0
15:45	0	0	2	0	2	0	80	16	0	96	0	0	6	0	6	0	87	3	0	90	194	0
Total	0	0	8	0	8	0	310	79	0	389	3	0	16	0	19	0	327	4	0	331	747	0

16:00	0	0	5	0	5	0	89	16	0	105	0	0	2	0	2	0	67	2	0	69	181	0
16:15	0	0	3	0	3	0	83	16	0	99	2	0	6	0	8	1	80	2	0	83	193	0
16:30	0	0	0	0	0	0	66	14	0	80	1	0	5	0	6	0	102	4	0	106	192	0
16:45	0	0	3	0	3	0	85	11	0	96	1	0	2	0	3	0	93	1	0	94	196	0
Total	0	0	11	0	11	0	323	57	0	380	4	0	15	0	19	1	342	9	0	352	762	0

17:00	0	0	4	0	4	0	83	12	0	95	2	0	6	0	8	0	76	2	0	78	185	0
17:15	0	0	4	0	4	0	78	24	0	102	1	0	3	0	4	0	79	0	0	79	189	0
17:30	0	0	3	0	3	0	95	25	0	120	2	0	3	0	5	0	95	3	0	98	226	0
17:45	0	0	2	0	2	0	97	28	0	125	3	0	8	0	11	0	70	6	0	76	214	0
Total	0	0	13	0	13	0	353	89	0	442	8	0	20	0	28	0	320	11	0	331	814	0

18:00	0	0	2	0	2	0	78	30	0	108	0	0	5	0	5	0	85	3	0	88	203	0
18:15	0	0	2	0	2	0	91	24	0	115	2	0	2	0	4	0	75	2	0	77	198	0
18:30	0	0	4	0	4	0	68	28	0	96	0	0	4	0	4	0	68	4	0	72	176	0
18:45	0	0	5	0	5	0	65	21	0	86	3	0	1	0	4	0	76	0	0	76	171	0
Total	0	0	13	0	13	0	302	103	0	405	5	0	12	0	17	0	304	9	0	313	748	0

Grand Total	0	0	63	0	63	0	1964	491	0	2455	33	0	106	1	140	1	1988	48	0	2037	4695	1
Apprch %	0.0%	0.0%	100.0%	0.0%		0.0%	80.0%	20.0%	0.0%		23.6%	0.0%	75.7%	0.7%		0.0%	97.6%	2.4%	0.0%			
Total %	0.0%	0.0%	1.3%	0.0%	1.3%	0.0%	41.8%	10.5%	0.0%	52.3%	0.7%	0.0%	2.3%	0.0%	3.0%	0.0%	42.3%	1.0%	0.0%	43.4%	100.0%	

AM PEAK HOUR	Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	1	0	1	0	85	27	0	112	4	0	7	0	11	0	97	0	0	97	221
8:30	0	0	1	0	1	0	128	31	0	159	0	0	5	0	5	0	96	3	0	99	264
8:45	0	0	4	0	4	0	124	24	0	148	2	0	6	0	8	0	88	0	0	88	248
9:00	0	0	0	0	0	0	78	15	0	93	0	0	6	0	6	0	108	2	0	110	209
Total Volume	0	0	6	0	6	0	415	97	0	512	6	0	24	0	30	0	389	5	0	394	942
% App Total	0.0%	0.0%	100.0%	0.0%		0.0%	81.1%	18.9%	0.0%		20.0%	0.0%	80.0%	0.0%		0.0%	98.7%	1.3%	0.0%		
PHF	.000	.000	.375	.000	.375	.000	.811	.782	.000	.805	.375	.000	.857	.000	.682	.000	.900	.417	.000	.895	.892

PM PEAK HOUR	Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound					Total	
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	0	0	3	0	3	0	95	25	0	120	2	0	3	0	5	0	95	3	0	98	226	
17:45	0	0	2	0	2	0	97	28	0	125	3	0	8	0	11	0	70	6	0	76	214	
18:00	0	0	2	0	2	0	78	30	0	108	0	0	5	0	5	0	85	3	0	88	203	
18:15	0	0	2	0	2	0	91	24	0	115	2	0	2	0	4	0	75	2	0	77	198	
Total Volume	0	0	9	0	9	0	361	107	0	468	7	0	18	0	25	0	325	14	0	339	841	
% App Total	0.0%	0.0%	100.0%	0.0%		0.0%	77.1%	22.9%	0.0%		28.0%	0.0%	72.0%	0.0%		0.0%	95.9%	4.1%	0.0%			
PHF	.000	.000	.750	.000	.750	.000	.930	.892	.000	.936	.583	.000	.563	.000	.568	.000	.855	.583	.000	.865	.930	

Comment 3:

Park Blvd Southbound				W/E Meadow Dr Westbound				Park Blvd Northbound				W/E Meadow Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
7:30 AM	2	2	0	0	0	10	1	0	0	4	1	0	1	1	0	103
7:45 AM	5	1	1	2	0	7	4	2	0	2	3	0	0	0	1	153
8:00 AM	0	4	3	0	0	5	7	2	1	2	1	7	7	0	0	218
8:15 AM	6	2	0	5	0	5	6	4	0	2	0	2	1	7	0	211
8:30 AM	3	2	1	1	0	58	3	4	0	2	0	1	1	2	0	202
8:45 AM	3	0	2	3	0	64	5	4	0	5	0	0	6	0	2	130
9:00 AM	2	1	1	1	0	9	1	2	8	8	2	2	2	0	0	45
9:15 AM	1	0	0	3	0	5	7	4	0	5	0	4	0	2	0	20
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	10
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
3:00 PM	1	3	3	0	0	2	3	0	0	1	2	0	1	1	0	68
3:15 PM	0	0	0	2	0	4	5	1	0	1	1	1	5	0	0	79
3:30 PM	3	1	1	1	0	12	3	2	0	1	5	2	1	2	0	171
3:45 PM	1	1	1	1	0	0	1	0	0	1	0	2	0	8	0	185
4:00 PM	1	0	1	0	0	2	1	2	0	0	0	2	0	15	1	206
4:15 PM	3	2	2	4	0	4	5	0	0	3	3	88	0	0	0	204
4:30 PM	0	1	3	4	1	3	3	6	0	1	0	1	1	30	0	125
4:45 PM	3	7	0	2	0	6	3	2	0	4	1	4	0	10	0	106
5:00 PM	1	4	0	0	1	3	4	5	0	0	0	1	5	0	2	99
5:15 PM	3	2	3	1	0	1	4	5	1	1	1	9	9	0	0	106
5:30 PM	1	4	2	4	1	4	4	4	0	2	2	1	0	4	0	97
5:45 PM	3	5	0	0	0	4	2	4	0	1	0	3	0	12	0	2
6:00 PM	1	9	2	8	0	2	1	6	0	1	2	6	0	8	0	2
6:15 PM	4	3	1	5	0	5	3	4	0	1	0	3	3	0	0	57
6:30 PM	3	4	1	3	0	5	7	1	1	1	2	0	7	0	1	37
6:45 PM	2	4	1	2	0	2	1	9	0	0	0	0	5	0	1	15
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-009
Date : 5/13/2025

All Bikes and Peds

START TIME	Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	2	2	0	0	4	0	10	1	0	11	0	4	1	0	5	1	1	0	0	2	22	0
7:45	5	1	1	2	7	0	7	4	2	11	0	2	0	3	2	0	0	0	1	0	20	8
8:00	5	0	4	3	9	0	7	4	2	11	1	2	1	2	4	1	7	0	0	8	32	7
8:15	6	2	0	5	8	0	5	6	4	11	0	2	0	2	2	1	7	0	0	8	29	11
Total	18	5	5	10	28	0	29	15	8	44	1	10	2	7	13	3	15	0	1	18	103	26
8:30	3	2	1	1	6	0	58	3	4	61	0	2	0	1	2	1	2	0	0	3	72	6
8:45	3	0	2	3	5	0	64	5	4	69	0	5	0	0	5	0	6	0	2	6	85	9
9:00	0	2	1	1	3	0	9	3	2	12	0	8	0	1	8	0	2	0	0	2	25	4
9:15	1	0	0	3	1	0	5	7	4	12	0	5	0	4	5	0	2	0	1	2	20	12
Total	7	4	4	8	15	0	136	18	14	154	0	20	0	6	20	1	12	0	3	13	202	31
15:00	1	0	0	3	1	0	2	3	0	5	0	1	2	1	3	1	0	0	0	1	10	4
15:15	0	0	0	2	0	0	5	4	1	9	0	1	0	1	1	1	5	0	0	6	16	4
15:30	3	1	1	1	5	0	12	3	2	15	0	1	5	2	6	1	2	0	0	3	29	5
15:45	1	1	1	1	3	0	0	1	0	1	0	1	0	2	1	0	8	0	0	8	13	3
Total	5	2	2	7	9	0	19	11	3	30	0	4	7	6	11	3	15	0	0	18	68	16
16:00	1	0	1	0	2	0	2	1	2	3	0	0	0	2	0	0	15	1	0	16	21	4
16:15	3	2	2	4	7	0	4	2	5	6	0	2	3	5	5	2	88	0	2	90	108	16
16:30	0	1	3	4	4	1	3	3	6	7	0	1	0	1	1	1	30	0	1	31	43	12
16:45	3	7	0	2	10	0	6	3	2	9	0	4	1	4	5	0	10	0	0	10	34	8
Total	7	10	6	10	23	1	15	9	15	25	0	7	4	12	11	3	143	1	3	147	206	40
17:00	1	4	0	0	5	1	3	4	5	8	0	0	0	0	0	1	5	0	2	6	19	7
17:15	4	3	2	3	9	1	4	4	5	9	0	1	1	1	2	0	9	0	0	9	29	9
17:30	1	4	2	4	7	1	4	4	4	9	0	2	2	1	4	0	4	0	4	4	24	13
17:45	3	5	0	0	8	0	4	2	4	6	0	1	0	3	1	0	12	0	2	12	27	9
Total	9	16	4	7	29	3	15	14	18	32	0	4	3	5	7	1	30	0	8	31	99	38
18:00	1	9	2	8	12	0	2	1	6	3	0	1	2	6	3	0	8	0	2	8	26	22
18:15	4	3	1	5	8	0	5	3	4	8	0	1	0	1	1	0	3	0	0	3	20	10
18:30	3	4	1	3	8	0	1	3	7	4	1	1	1	2	3	0	7	0	1	7	22	13
18:45	2	4	1	2	7	0	2	1	9	3	0	0	0	0	0	0	5	0	1	5	15	12
Total	10	20	5	18	35	0	10	8	26	18	1	3	3	9	7	0	23	0	4	23	83	57
Grand Total	56	57	26	60	139	4	224	75	84	303	2	48	19	45	69	11	238	1	19	250	761	208
Apprch %	40.3%	41.0%	18.7%			1.3%	73.9%	24.8%			2.9%	69.6%	27.5%			4.4%	95.2%	0.4%				
Total %	7.4%	7.5%	3.4%		18.3%	0.5%	29.4%	9.9%		39.8%	0.3%	6.3%	2.5%		9.1%	1.4%	31.3%	0.1%		32.9%	100.0%	

AM PEAK HOUR	Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	6	2	0	5	8	0	5	6	4	11	0	2	0	2	2	1	7	0	0	8	29
8:30	3	2	1	1	6	0	58	3	4	61	0	2	0	1	2	1	2	0	0	3	72
8:45	3	0	2	3	5	0	64	5	4	69	0	5	0	0	5	0	6	0	2	6	85
9:00	0	2	1	1	3	0	9	3	2	12	0	8	0	1	8	0	2	0	0	2	25
Total Volume	12	6	4	10	22	0	136	17	14	153	0	17	0	4	17	2	17	0	2	19	211
% App Total	54.5%	27.3%	18.2%			0.0%	88.9%	11.1%			0.0%	100.0%	0.0%			10.5%	89.5%	0.0%			
PHF	.500	.750	.500		.688	.000	.531	.708		.554	.000	.531	.000		.531	.500	.607	.000		.594	.621

PM PEAK HOUR	Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound					Total	
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	1	4	2	4	7	1	4	4	4	9	0	2	2	1	4	0	4	0	4	4	24	
17:45	3	5	0	0	8	0	4	2	4	6	0	1	0	3	1	0	12	0	2	12	27	
18:00	1	9	2	8	12	0	2	1	6	3	0	1	2	6	3	0	8	0	2	8	26	
18:15	4	3	1	5	8	0	5	3	4	8	0	1	0	1	1	0	3	0	0	3	20	
Total Volume	9	21	5	17	35	1	15	10	18	26	0	5	4	11	9	0	27	0	8	27	97	
% App Total	25.7%	60.0%	14.3%			3.8%	57.7%	38.5%			0.0%	55.6%	44.4%			0.0%	100.0%	0.0%				
PHF	.563	.583	.625		.729	.250	.750	.625		.722	.000	.625	.500		.563	.000	.563	.000		.563	.898	

Comment 4:

[illegible]

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-009
Date : 5/13/2025

AM PEAK HOUR	Park Blvd Southbound					W/E Meadow Dr Westbound					Park Blvd Northbound					W/E Meadow Dr Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
8:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	5
8:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
9:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	9	1	0	10	1	0	0	0	1	0	2	1	0	3	14
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	90.0%	10.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	66.7%	33.3%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.563	.250	.000	.625	.250	.000	.000	.000	.250	.000	.500	.250	.000	.750	.700

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Lindero Dr
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-010
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				Lindero Dr				Lindero Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:30 AM	0	314	1	0	4	104	0	0	0	0	0	0	0	0	9	0	432
7:45 AM	0	335	7	0	10	138	0	0	0	0	0	0	0	0	5	0	495
8:00 AM	0	345	9	0	1	116	0	0	0	0	0	0	1	0	12	0	484
8:15 AM	0	277	3	0	3	185	0	0	0	0	0	0	0	0	11	0	479
8:30 AM	0	329	1	0	4	196	0	0	0	0	0	0	0	0	10	0	540
8:45 AM	0	271	1	0	5	175	0	0	0	0	0	0	1	0	4	0	457
9:00 AM	0	226	1	0	4	135	0	1	0	0	0	0	0	0	2	0	369
9:15 AM	0	187	0	0	3	141	0	0	0	0	0	0	0	0	4	0	335
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2284	23	0	34	1190	0	1	0	0	0	0	2	0	57	0	3591
PEAK HR :	07:45 AM - 08:45 AM				18	635	0	0	0	0	0	0	1	0	38	0	1998
PEAK HR VOL :	0	1286	20	0	0.450	0.810	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.792	0.000	0.925
PEAK HR FACTOR :	0.000	0.932	0.556	0.000	0.816				0.750				0.922				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	186	1	0	5	266	0	0	0	0	0	0	0	0	3	0	461
3:15 PM	0	189	0	0	4	274	0	0	0	0	0	0	0	0	1	0	468
3:30 PM	0	206	0	0	8	261	0	0	0	0	0	0	0	0	8	0	483
3:45 PM	0	194	1	0	10	230	0	0	0	0	0	0	0	0	3	0	438
4:00 PM	0	178	1	0	4	267	0	0	0	0	0	0	1	0	7	0	458
4:15 PM	0	225	0	0	8	288	0	0	0	0	0	0	0	0	7	0	528
4:30 PM	0	203	2	0	4	263	0	0	0	0	0	0	0	0	11	0	483
4:45 PM	0	202	1	0	6	269	0	0	0	0	0	0	0	0	6	0	484
5:00 PM	0	208	3	0	8	323	0	0	0	0	0	0	0	0	13	0	555
5:15 PM	0	194	3	0	7	280	0	0	0	0	0	0	1	0	4	0	489
5:30 PM	0	222	1	0	4	333	0	0	0	0	0	0	0	0	14	0	574
5:45 PM	0	227	3	0	7	269	0	0	0	0	0	0	0	0	14	0	520
6:00 PM	0	255	1	0	9	304	0	0	0	0	0	0	0	0	11	0	580
6:15 PM	0	234	2	0	5	270	0	0	0	0	0	0	0	0	6	0	517
6:30 PM	0	250	1	0	5	248	0	0	0	0	0	0	0	0	2	0	506
6:45 PM	0	251	2	0	1	275	0	0	0	0	0	0	0	0	4	0	533
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3424	22	0	95	4420	0	0	0	0	0	0	2	0	114	0	8077
PEAK HR :	05:30 PM - 06:30 PM				25	1176	0	0	0	0	0	0	0	0	45	0	2191
PEAK HR VOL :	0	938	7	0	0.694	0.883	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.804	0.000	0.944
PEAK HR FACTOR :	0.000	0.920	0.583	0.000	0.891				0.804				0.923				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Lindero Dr
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-010
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				Lindero Dr				Lindero Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	1 WR	0 WU	
7:30 AM	0	309	1	0	4	99	0	0	0	0	0	0	0	0	9	0	422
7:45 AM	0	331	7	0	10	138	0	0	0	0	0	0	0	0	5	0	491
8:00 AM	0	341	9	0	1	113	0	0	0	0	0	0	1	0	12	0	477
8:15 AM	0	269	3	0	3	183	0	0	0	0	0	0	0	0	11	0	469
8:30 AM	0	327	1	0	4	190	0	0	0	0	0	0	0	0	10	0	532
8:45 AM	0	265	1	0	4	168	0	0	0	0	0	0	1	0	4	0	443
9:00 AM	0	220	1	0	4	128	0	1	0	0	0	0	0	0	2	0	356
9:15 AM	0	186	0	0	3	137	0	0	0	0	0	0	0	0	4	0	330
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2248	23	0	33	1156	0	1	0	0	0	0	2	0	57	0	3520
PEAK HR :	07:45 AM - 08:45 AM				18	624	0	0	0	0	0	0	1	0	38	0	TOTAL
PEAK HR VOL :	0	1268	20	0	0.450	0.821	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.792	0.000	1969
PEAK HR FACTOR :	0.000	0.930	0.556	0.000	0.827				0.750				0.925				0.925
	0.920																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	1 WR	0 WU	
3:00 PM	0	185	1	0	5	261	0	0	0	0	0	0	0	0	3	0	455
3:15 PM	0	188	0	0	4	270	0	0	0	0	0	0	0	0	1	0	463
3:30 PM	0	206	0	0	8	257	0	0	0	0	0	0	0	0	7	0	478
3:45 PM	0	190	1	0	10	226	0	0	0	0	0	0	0	0	3	0	430
4:00 PM	0	176	1	0	4	263	0	0	0	0	0	0	1	0	7	0	452
4:15 PM	0	223	0	0	8	286	0	0	0	0	0	0	0	0	4	0	521
4:30 PM	0	202	2	0	4	260	0	0	0	0	0	0	0	0	11	0	479
4:45 PM	0	202	1	0	6	266	0	0	0	0	0	0	0	0	6	0	481
5:00 PM	0	207	3	0	8	323	0	0	0	0	0	0	0	0	13	0	554
5:15 PM	0	194	3	0	7	280	0	0	0	0	0	0	1	0	4	0	489
5:30 PM	0	221	1	0	4	332	0	0	0	0	0	0	0	0	14	0	572
5:45 PM	0	226	3	0	7	269	0	0	0	0	0	0	0	0	14	0	519
6:00 PM	0	253	1	0	9	301	0	0	0	0	0	0	0	0	11	0	575
6:15 PM	0	232	2	0	5	269	0	0	0	0	0	0	0	0	6	0	514
6:30 PM	0	250	1	0	5	246	0	0	0	0	0	0	0	0	2	0	504
6:45 PM	0	251	2	0	1	275	0	0	0	0	0	0	0	0	4	0	533
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3406	22	0	95	4384	0	0	0	0	0	0	2	0	110	0	8019
PEAK HR :	05:30 PM - 06:30 PM				25	1171	0	0	0	0	0	0	0	0	45	0	TOTAL
PEAK HR VOL :	0	932	7	0	0.694	0.882	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.804	0.000	2180
PEAK HR FACTOR :	0.000	0.921	0.583	0.000	0.890				0.804				0.948				0.948
	0.924																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Lindero Dr
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-010
Date: 5/13/2025

Data - HT

NS/EW Streets:		Alma St				Alma St				Lindero Dr				Lindero Dr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	2	0	0	1	2	0	0	0	0	0	0	0	1	0		
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
	7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:00 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
	8:15 AM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10
	8:30 AM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8
	8:45 AM	0	6	0	0	1	7	0	0	0	0	0	0	0	0	0	0	14
	9:00 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
	9:15 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	36	0	0	1	34	0	0	0	0	0	0	0	0	0	0	71
		0.00%	100.00%	0.00%	0.00%	2.86%	97.14%	0.00%	0.00%									
PEAK HR :		07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :		0	18	0	0	0	11	0	0	0	0	0	0	0	0	0	0	29
PEAK HR FACTOR :		0.000	0.563	0.000	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.725
		0.563				0.458												

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	2	0	0	1	2	0	0	0	0	0	0	0	1	0		
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	3:00 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
	3:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
	3:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	5
	3:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
	4:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	3	0	7
	4:30 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
	4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
	6:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	18	0	0	0	36	0	0	0	0	0	0	0	0	4	0	58
		0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :		05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :		0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11
PEAK HR FACTOR :		0.000	0.750	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550
		0.750				0.417												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Lindero Dr
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-010
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				Lindero Dr				Lindero Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	1 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	4
8:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0.00%	0.00%	100.00%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	11
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	2	1	0	0	0	3	1	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.375	0.250	0.000	0.563
							0.250				0.375				0.500		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	14
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.375
											0.250				0.500		

National Data & Surveying Services
Intersection Turning Movement Count

Location: Alma St & Lindero Dr
City: Palo

Project ID: 25-080177-010
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		Lindero Dr		Lindero Dr			
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL	
	EB	WB	EB	WB	NB	SB	NB	SB		
	7:30 AM	0	0	0	0	1	0	0		0
	7:45 AM	0	0	0	0	0	0	0		0
	8:00 AM	0	0	0	0	1	0	0		1
	8:15 AM	0	0	0	0	0	0	0		0
	8:30 AM	0	0	0	0	0	0	0		0
	8:45 AM	0	0	0	0	0	0	0		0
	9:00 AM	0	0	0	0	0	1	0		1
	9:15 AM	0	0	0	0	0	0	0		0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL	
APPROACH %'s :	0	0	0	0	2	1	0	0	3	
PEAK HR :	07:45 AM - 08:45 AM				66.67%	33.33%				
PEAK HR VOL :	0		0		1	0	0		1	
PEAK HR FACTOR :					0.250	0.250			0.250	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	2	0	0	0	2
6:45 PM	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 4 66.67%	SB 2 33.33%	NB 0	SB 0	TOTAL 6
PEAK HR :	05:30 PM - 06:30 PM								TOTAL
PEAK HR VOL :	0		0		0		0		0
PEAK HR FACTOR :									

Comment 3:
Comment 4:

Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	4	104	0	0	0	0	9	0	0	345	1	0	0	0	0	0			
7:45 AM	10	138	0	0	5	0	10	0	5	335	7	0	0	0	0	0			
8:00 AM	1	116	0	0	0	1	12	0	0	314	9	0	0	0	0	0			
8:15 AM	3	185	0	0	0	0	11	0	0	277	3	0	0	0	0	0			
8:30 AM	4	196	0	0	0	0	10	0	0	329	1	0	0	0	0	0			
8:45 AM	5	175	0	0	1	4	4	0	4	271	1	0	0	0	0	0			
9:00 AM	4	135	0	1	0	0	2	0	0	226	1	0	0	0	0	0			
9:15 AM	3	141	0	0	0	0	4	0	0	187	0	0	0	0	0	0			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	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			
3:00 PM	5	266	0	0	3	0	3	1	0	188	0	0	0	0	0	0			
3:30 PM	4	274	0	0	0	1	0	0	0	189	0	0	0	0	0	0			
3:45 PM	8	261	0	0	0	8	0	0	0	206	0	0	0	0	0	0			
4:00 PM	10	230	0	0	0	3	0	0	0	194	1	0	0	0	0	0			
4:15 PM	4	267	0	0	7	1	7	0	0	178	1	0	0	0	0	0			
4:30 PM	8	288	0	0	0	7	0	0	0	225	0	0	0	0	0	0			
4:45 PM	4	263	0	0	0	11	0	0	0	203	2	0	0	0	0	0			
5:00 PM	6	269	0	0	0	6	0	0	0	202	1	0	0	0	0	0			
5:15 PM	8	323	0	0	0	13	0	0	0	208	3	0	0	0	0	0			
5:30 PM	7	280	0	0	4	1	0	0	0	194	3	0	0	0	0	0			
5:45 PM	4	333	0	0	0	14	0	0	0	222	1	0	0	0	0	0			
6:00 PM	7	269	0	0	0	14	0	0	0	227	3	0	0	0	0	0			
6:15 PM	9	304	0	0	11	1	0	0	0	255	1	0	0	0	0	0			
6:30 PM	5	270	0	0	6	0	0	0	0	234	2	0	0	0	0	0			
6:45 PM	5	248	0	0	0	2	0	0	0	250	1	0	0	0	0	0			
7:00 PM	1	275	0	0	0	0	4	0	0	251	2	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-010

Date : 5/13/2025

All Vehicles & Uturns

START TIME	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	4	104	0	0	108	0	0	9	0	9	0	314	1	0	315	0	0	0	0	0	432	0
7:45	10	138	0	0	148	0	0	5	0	5	0	335	7	0	342	0	0	0	0	0	495	0
8:00	1	116	0	0	117	1	0	12	0	13	0	345	9	0	354	0	0	0	0	0	484	0
8:15	3	185	0	0	188	0	0	11	0	11	0	277	3	0	280	0	0	0	0	0	479	0
Total	18	543	0	0	561	1	0	37	0	38	0	1271	20	0	1291	0	0	0	0	0	1890	0
8:30	4	196	0	0	200	0	0	10	0	10	0	329	1	0	330	0	0	0	0	0	540	0
8:45	5	175	0	0	180	1	0	4	0	5	0	271	1	0	272	0	0	0	0	0	457	0
9:00	4	135	0	1	140	0	0	2	0	2	0	226	1	0	227	0	0	0	0	0	369	1
9:15	3	141	0	0	144	0	0	4	0	4	0	187	0	0	187	0	0	0	0	0	335	0
Total	16	647	0	1	664	1	0	20	0	21	0	1013	3	0	1016	0	0	0	0	0	1701	1
15:00	5	266	0	0	271	0	0	3	0	3	0	186	1	0	187	0	0	0	0	0	461	0
15:15	4	274	0	0	278	0	0	1	0	1	0	189	0	0	189	0	0	0	0	0	468	0
15:30	8	261	0	0	269	0	0	8	0	8	0	206	0	0	206	0	0	0	0	0	483	0
15:45	10	230	0	0	240	0	0	3	0	3	0	194	1	0	195	0	0	0	0	0	438	0
Total	27	1031	0	0	1058	0	0	15	0	15	0	775	2	0	777	0	0	0	0	0	1850	0
16:00	4	267	0	0	271	1	0	7	0	8	0	178	1	0	179	0	0	0	0	0	458	0
16:15	8	288	0	0	296	0	0	7	0	7	0	225	0	0	225	0	0	0	0	0	528	0
16:30	4	263	0	0	267	0	0	11	0	11	0	203	2	0	205	0	0	0	0	0	483	0
16:45	6	269	0	0	275	0	0	6	0	6	0	202	1	0	203	0	0	0	0	0	484	0
Total	22	1087	0	0	1109	1	0	31	0	32	0	808	4	0	812	0	0	0	0	0	1953	0
17:00	8	323	0	0	331	0	0	13	0	13	0	208	3	0	211	0	0	0	0	0	555	0
17:15	7	280	0	0	287	1	0	4	0	5	0	194	3	0	197	0	0	0	0	0	489	0
17:30	4	333	0	0	337	0	0	14	0	14	0	222	1	0	223	0	0	0	0	0	574	0
17:45	7	269	0	0	276	0	0	14	0	14	0	227	3	0	230	0	0	0	0	0	520	0
Total	26	1205	0	0	1231	1	0	45	0	46	0	851	10	0	861	0	0	0	0	0	2138	0
18:00	9	304	0	0	313	0	0	11	0	11	0	255	1	0	256	0	0	0	0	0	580	0
18:15	5	270	0	0	275	0	0	6	0	6	0	234	2	0	236	0	0	0	0	0	517	0
18:30	5	248	0	0	253	0	0	2	0	2	0	250	1	0	251	0	0	0	0	0	506	0
18:45	1	275	0	0	276	0	0	4	0	4	0	251	2	0	253	0	0	0	0	0	533	0
Total	20	1097	0	0	1117	0	0	23	0	23	0	990	6	0	996	0	0	0	0	0	2136	0
Grand Total	129	5610	0	1	5740	4	0	171	0	175	0	5708	45	0	5753	0	0	0	0	0	11668	1
Apprch %	2.2%	97.7%	0.0%	0.0%		2.3%	0.0%	97.7%	0.0%		0.0%	99.2%	0.8%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
Total %	1.1%	48.1%	0.0%	0.0%	49.2%	0.0%	0.0%	1.5%	0.0%	1.5%	0.0%	48.9%	0.4%	0.0%	49.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 07:45 to 08:45																						
Peak Hour For Entire Intersection Begins at 07:45																						
7:45	10	138	0	0	148	0	0	5	0	5	0	335	7	0	342	0	0	0	0	0	495	
8:00	1	116	0	0	117	1	0	12	0	13	0	345	9	0	354	0	0	0	0	0	484	
8:15	3	185	0	0	188	0	0	11	0	11	0	277	3	0	280	0	0	0	0	0	479	
8:30	4	196	0	0	200	0	0	10	0	10	0	329	1	0	330	0	0	0	0	0	540	
Total Volume	18	635	0	0	653	1	0	38	0	39	0	1286	20	0	1306	0	0	0	0	0	1998	
% App Total	2.8%	97.2%	0.0%	0.0%		2.6%	0.0%	97.4%	0.0%		0.0%	98.5%	1.5%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.450	.810	.000	.000	.816	.250	.000	.792	.000	.750	.000	.932	.556	.000	.922	.000	.000	.000	.000	.000	.925	

PM PEAK HOUR	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	4	333	0	0	337	0	0	14	0	14	0	222	1	0	223	0	0	0	0	0	574	
17:45	7	269	0	0	276	0	0	14	0	14	0	227	3	0	230	0	0	0	0	0	520	
18:00	9	304	0	0	313	0	0	11	0	11	0	255	1	0	256	0	0	0	0	0	580	
18:15	5	270	0	0	275	0	0	6	0	6	0	234	2	0	236	0	0	0	0	0	517	
Total Volume	25	1176	0	0	1201	0	0	45	0	45	0	938	7	0	945	0	0	0	0	0	2191	
% App Total	2.1%	97.9%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	99.3%	0.7%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.694	.883	.000	.000	.891	.000	.000	.804	.000	.804	.000	.920	.583	.000	.923	.000	.000	.000	.000	.000	.944	

Comment 4:

[illegible]

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-010
Date : 5/13/2025

All Bikes and Peds

	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound					Total	Peds Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	2	0	2	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	4	1
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3	0
Total	0	0	2	0	2	0	1	1	2	2	0	0	0	0	0	2	1	0	0	3	7	2
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
9:00	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	2	0	1	2	0	0	0	0	0	1	0	0	0	1	4	1
15:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
15:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	0
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	1
Total	0	0	0	0	0	0	3	0	1	3	0	0	0	0	0	0	1	0	0	1	4	1
17:00	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	1	2
17:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	2	0	2	2	0	0	0	0	0	0	1	0	0	1	4	2
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	2	3
Grand Total	0	0	5	0	5	0	12	1	9	13	0	0	0	0	0	3	4	0	0	7	25	9
Apprch %	0.0%	0.0%	100.0%			0.0%	92.3%	7.7%			0.0%	0.0%	0.0%			42.9%	57.1%	0.0%				
Total %	0.0%	0.0%	20.0%		20.0%	0.0%	48.0%	4.0%		52.0%	0.0%	0.0%	0.0%		0.0%	12.0%	16.0%	0.0%		28.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	2	0	2	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	4
8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	2	0	2	0	3	1	1	4	0	0	0	0	0	2	1	0	0	3	9
% App Total	0.0%	0.0%	100.0%			0.0%	75.0%	25.0%			0.0%	0.0%	0.0%			66.7%	33.3%	0.0%			
PHF	.000	.000	.250		.250	.000	.375	.250		.500	.000	.000	.000		.000	.500	.250	.000		.375	.563

PM PEAK HOUR	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.500	.000		.500	.000	.000	.000		.000	.000	.250	.000		.250	.375

Comment 4:

Comment 4:

Alma St Southbound				Linder Dr Westbound				Alma St Northbound				Linder Dr Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:30 AM	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	31
7:45 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	29
8:00 AM	0	3	0	0	0	0	0	0	4	0	0	0	0	0	0	39
8:15 AM	0	2	0	0	0	0	0	0	8	0	0	0	0	0	0	45
8:30 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	40
8:45 AM	1	7	0	0	0	0	0	0	6	0	0	0	0	0	0	32
9:00 AM	0	7	0	0	0	0	0	0	6	0	0	0	0	0	0	18
9:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
3:00 PM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	24
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24
3:30 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	26
3:45 PM	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	25
4:00 PM	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	20
4:15 PM	0	2	0	0	0	0	3	0	2	0	0	0	0	0	0	15
4:30 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	8
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	11
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	11
6:00 PM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	10
6:15 PM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	5
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-010
Date : 5/13/2025

All HT & Uturns

	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	0
7:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	0
8:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	0
8:15	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10	0
Total	0	10	0	0	10	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	31	0
8:30	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	0
8:45	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14	0
9:00	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13	0
9:15	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0
Total	1	24	0	0	25	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	40	0
15:00	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	0
15:15	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0
15:30	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0
15:45	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	0
Total	0	17	0	0	17	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	24	0
16:00	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	0
16:15	0	2	0	0	2	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	7	0
16:30	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0
16:45	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	12	0	0	12	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	20	0
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	0
18:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
18:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
18:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	0
Grand Total	1	70	0	0	71	0	0	4	0	4	0	54	0	0	54	0	0	0	0	0	129	0
Apprch %	1.4%	98.6%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.8%	54.3%	0.0%	0.0%	55.0%	0.0%	0.0%	3.1%	0.0%	3.1%	0.0%	41.9%	0.0%	0.0%	41.9%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:00	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
8:15	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
8:30	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Total Volume	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	29
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.458	.000	.000	.458	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.000	.000	.000	.000	.000	.725

PM PEAK HOUR	Alma St Southbound					Lindero Dr Westbound					Alma St Northbound					Lindero Dr Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:00	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
18:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.550

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Ely Pl
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-011
Date: 5/13/2025

Data - Total

NS/EW Streets:	Alma St				Alma St				Ely Pl				Ely Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	388	5	0	0	108	0	0	0	0	0	0	0	0	3	0	504
7:45 AM	0	405	3	0	0	157	0	0	0	0	0	0	1	0	3	0	569
8:00 AM	0	403	5	0	0	125	0	0	0	0	0	0	2	0	1	0	536
8:15 AM	0	336	1	0	2	201	0	1	0	0	0	0	1	0	2	0	544
8:30 AM	0	392	1	0	0	226	0	0	0	0	0	0	0	0	0	0	619
8:45 AM	0	329	0	0	4	177	0	0	0	0	0	0	1	0	2	0	513
9:00 AM	0	282	4	0	0	130	0	0	0	0	0	0	0	0	0	0	416
9:15 AM	0	218	3	0	1	139	0	0	0	0	0	0	0	0	4	0	365
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2753	22	0	7	1263	0	1	0	0	0	0	5	0	15	0	4066
	0.00%	99.21%	0.79%	0.00%	0.55%	99.37%	0.00%	0.08%					25.00%	0.00%	75.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1536	10	0	2	709	0	1	0	0	0	0	4	0	6	0	2268
PEAK HR FACTOR :	0.000	0.948	0.500	0.000	0.250	0.784	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.916
	0.947				0.788								0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	197	3	0	2	266	0	0	0	0	0	0	0	0	0	0	468
3:15 PM	0	221	6	0	0	288	0	0	0	0	0	0	1	0	1	0	517
3:30 PM	0	198	4	0	0	298	0	0	0	0	0	0	3	0	0	0	503
3:45 PM	0	216	6	0	1	248	0	0	0	0	0	0	2	0	0	0	473
4:00 PM	0	189	7	0	0	281	0	0	0	0	0	0	1	0	0	0	478
4:15 PM	0	244	11	0	2	316	0	0	0	0	0	0	1	0	0	0	574
4:30 PM	0	207	4	0	0	282	0	0	0	0	0	0	3	0	0	0	496
4:45 PM	0	201	8	0	0	291	0	0	0	0	0	0	3	0	0	0	503
5:00 PM	0	217	9	0	0	376	0	0	0	0	0	0	3	0	2	0	607
5:15 PM	0	174	8	0	1	305	0	0	0	0	0	0	2	0	0	0	490
5:30 PM	0	218	3	0	1	360	0	0	0	0	0	0	0	0	1	0	583
5:45 PM	0	202	10	0	0	326	0	0	0	0	0	0	2	0	0	0	540
6:00 PM	0	231	9	0	0	330	0	0	0	0	0	0	4	0	0	0	574
6:15 PM	0	251	11	0	1	310	0	0	0	0	0	0	1	0	0	0	574
6:30 PM	0	250	3	0	0	261	0	0	0	0	0	0	1	0	3	0	518
6:45 PM	0	234	1	0	1	278	0	0	0	0	0	0	0	0	0	0	514
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3450	103	0	9	4816	0	0	0	0	0	0	27	0	7	0	8412
	0.00%	97.10%	2.90%	0.00%	0.19%	99.81%	0.00%	0.00%					79.41%	0.00%	20.59%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	902	33	0	2	1326	0	0	0	0	0	0	7	0	1	0	2271
PEAK HR FACTOR :	0.000	0.898	0.750	0.000	0.500	0.921	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.250	0.000	0.974
	0.892				0.920								0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Ely Pl
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-011
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Alma St				Alma St				Ely Pl				Ely Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:30 AM	0	385	5	0	0	104	0	0	0	0	0	0	0	0	3	0	497
7:45 AM	0	400	3	0	0	155	0	0	0	0	0	0	1	0	3	0	562
8:00 AM	0	396	5	0	0	121	0	0	0	0	0	0	2	0	1	0	525
8:15 AM	0	329	1	0	2	199	0	1	0	0	0	0	1	0	2	0	535
8:30 AM	0	392	1	0	0	218	0	0	0	0	0	0	0	0	0	0	611
8:45 AM	0	324	0	0	3	172	0	0	0	0	0	0	1	0	2	0	502
9:00 AM	0	278	3	0	0	126	0	0	0	0	0	0	0	0	0	0	407
9:15 AM	0	215	2	0	1	132	0	0	0	0	0	0	0	0	2	0	352
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2719	20	0	6	1227	0	1	0	0	0	0	5	0	13	0	3991
	0.00%	99.27%	0.73%	0.00%	0.49%	99.43%	0.00%	0.08%	0	0	0	0	27.78%	0.00%	72.22%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1517	10	0	2	693	0	1	0	0	0	0	4	0	6	0	2233
PEAK HR FACTOR :	0.000	0.948	0.500	0.000	0.250	0.795	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.914
	0.947				0.798								0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	194	3	0	2	264	0	0	0	0	0	0	0	0	0	0	463
3:15 PM	0	221	6	0	0	284	0	0	0	0	0	0	1	0	1	0	513
3:30 PM	0	197	3	0	0	295	0	0	0	0	0	0	3	0	0	0	498
3:45 PM	0	212	6	0	1	246	0	0	0	0	0	0	2	0	0	0	467
4:00 PM	0	185	6	0	0	279	0	0	0	0	0	0	1	0	0	0	471
4:15 PM	0	243	11	0	2	312	0	0	0	0	0	0	1	0	0	0	569
4:30 PM	0	207	4	0	0	279	0	0	0	0	0	0	3	0	0	0	493
4:45 PM	0	200	8	0	0	288	0	0	0	0	0	0	3	0	0	0	499
5:00 PM	0	217	9	0	0	376	0	0	0	0	0	0	3	0	2	0	607
5:15 PM	0	174	8	0	1	305	0	0	0	0	0	0	2	0	0	0	490
5:30 PM	0	217	3	0	1	358	0	0	0	0	0	0	0	0	1	0	580
5:45 PM	0	200	10	0	0	326	0	0	0	0	0	0	2	0	0	0	538
6:00 PM	0	230	9	0	0	327	0	0	0	0	0	0	4	0	0	0	570
6:15 PM	0	249	11	0	1	309	0	0	0	0	0	0	1	0	0	0	571
6:30 PM	0	249	3	0	0	260	0	0	0	0	0	0	1	0	3	0	516
6:45 PM	0	234	1	0	1	278	0	0	0	0	0	0	0	0	0	0	514
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3429	101	0	9	4786	0	0	0	0	0	0	27	0	7	0	8359
	0.00%	97.14%	2.86%	0.00%	0.19%	99.81%	0.00%	0.00%	0	0	0	0	79.41%	0.00%	20.59%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	896	33	0	2	1320	0	0	0	0	0	0	7	0	1	0	2259
PEAK HR FACTOR :	0.000	0.900	0.750	0.000	0.500	0.922	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.250	0.000	0.974
	0.893				0.921								0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Ely Pl
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-011
Date: 5/13/2025

Data - HT

NS/EW Streets:	Alma St				Alma St				Ely Pl				Ely Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:30 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
8:15 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	5	0	0	1	5	0	0	0	0	0	0	0	0	0	0	11
9:00 AM	0	4	1	0	0	4	0	0	0	0	0	0	0	0	0	0	9
9:15 AM	0	3	1	0	0	7	0	0	0	0	0	0	0	0	2	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	34	2	0	1	36	0	0	0	0	0	0	0	0	2	0	75
	0.00%	94.44%	5.56%	0.00%	2.70%	97.30%	0.00%	0.00%	0	0	0	0	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	19	0	0	0	16	0	0	0	0	0	0	0	0	0	0	35
PEAK HR FACTOR :	0.000	0.679	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.795
	0.679				0.500												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	21	2	0	0	30	0	0	0	0	0	0	0	0	0	0	53
	0.00%	91.30%	8.70%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.750				0.500												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Alma St & Ely Pl
City: Palo
Control: 1-Way Stop(WB)

Project ID: 25-080177-011
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Alma St				Alma St				Ely Pl				Ely Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.333	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.417																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	8	0	0	0	7	0	0	0	0	0	0	0	0	1	0	16
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.500				0.500												

National Data & Surveying Services
Intersection Turning Movement Count

Location: Alma St & Ely Pl
City: Palo

Project ID: 25-080177-011
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Alma St		Alma St		Ely Pl		Ely Pl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

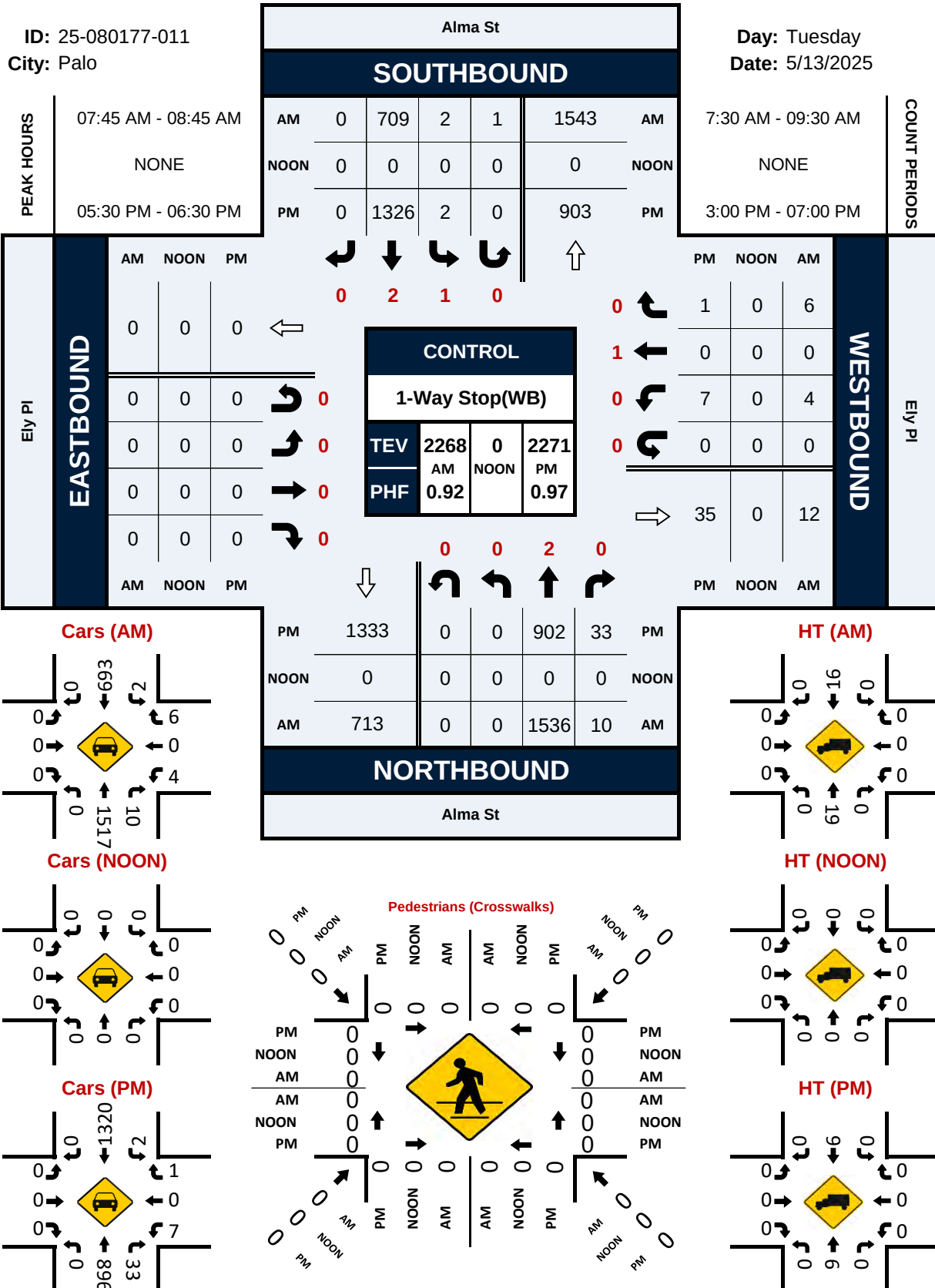
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	05:30 PM - 06:30 PM								TOTAL
PEAK HR VOL :	0		0		0		0		0
PEAK HR FACTOR :									

Alma St & Ely Pl

Peak Hour Turning Movement Count

ID: 25-080177-011
City: Palo

Day: Tuesday
Date: 5/13/2025



Comment 4:

[illegible]

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-011

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	108	0	0	108	0	0	3	0	3	0	388	5	0	393	0	0	0	0	0	504	0
7:45	0	157	0	0	157	1	0	3	0	4	0	405	3	0	408	0	0	0	0	0	569	0
8:00	0	125	0	0	125	2	0	1	0	3	0	403	5	0	408	0	0	0	0	0	536	0
8:15	2	201	0	1	204	1	0	2	0	3	0	336	1	0	337	0	0	0	0	0	544	1
Total	2	591	0	1	594	4	0	9	0	13	0	1532	14	0	1546	0	0	0	0	0	2153	1
8:30	0	226	0	0	226	0	0	0	0	0	0	392	1	0	393	0	0	0	0	0	619	0
8:45	4	177	0	0	181	1	0	2	0	3	0	329	0	0	329	0	0	0	0	0	513	0
9:00	0	130	0	0	130	0	0	0	0	0	0	282	4	0	286	0	0	0	0	0	416	0
9:15	1	139	0	0	140	0	0	4	0	4	0	218	3	0	221	0	0	0	0	0	365	0
Total	5	672	0	0	677	1	0	6	0	7	0	1221	8	0	1229	0	0	0	0	0	1913	0
15:00	2	266	0	0	268	0	0	0	0	0	0	197	3	0	200	0	0	0	0	0	468	0
15:15	0	288	0	0	288	1	0	1	0	2	0	221	6	0	227	0	0	0	0	0	517	0
15:30	0	298	0	0	298	3	0	0	0	3	0	198	4	0	202	0	0	0	0	0	503	0
15:45	1	248	0	0	249	2	0	0	0	2	0	216	6	0	222	0	0	0	0	0	473	0
Total	3	1100	0	0	1103	6	0	1	0	7	0	832	19	0	851	0	0	0	0	0	1961	0
16:00	0	281	0	0	281	1	0	0	0	1	0	189	7	0	196	0	0	0	0	0	478	0
16:15	2	316	0	0	318	1	0	0	0	1	0	244	11	0	255	0	0	0	0	0	574	0
16:30	0	282	0	0	282	3	0	0	0	3	0	207	4	0	211	0	0	0	0	0	496	0
16:45	0	291	0	0	291	3	0	0	0	3	0	201	8	0	209	0	0	0	0	0	503	0
Total	2	1170	0	0	1172	8	0	0	0	8	0	841	30	0	871	0	0	0	0	0	2051	0
17:00	0	376	0	0	376	3	0	2	0	5	0	217	9	0	226	0	0	0	0	0	607	0
17:15	1	305	0	0	306	2	0	0	0	2	0	174	8	0	182	0	0	0	0	0	490	0
17:30	1	360	0	0	361	0	0	1	0	1	0	218	3	0	221	0	0	0	0	0	583	0
17:45	0	326	0	0	326	2	0	0	0	2	0	202	10	0	212	0	0	0	0	0	540	0
Total	2	1367	0	0	1369	7	0	3	0	10	0	811	30	0	841	0	0	0	0	0	2220	0
18:00	0	330	0	0	330	4	0	0	0	4	0	231	9	0	240	0	0	0	0	0	574	0
18:15	1	310	0	0	311	1	0	0	0	1	0	251	11	0	262	0	0	0	0	0	574	0
18:30	0	261	0	0	261	1	0	3	0	4	0	250	3	0	253	0	0	0	0	0	518	0
18:45	1	278	0	0	279	0	0	0	0	0	0	234	1	0	235	0	0	0	0	0	514	0
Total	2	1179	0	0	1181	6	0	3	0	9	0	966	24	0	990	0	0	0	0	0	2180	0
Grand Total	16	6079	0	1	6096	32	0	22	0	54	0	6203	125	0	6328	0	0	0	0	0	12478	1
Apprch %	0.3%	99.7%	0.0%	0.0%		59.3%	0.0%	40.7%	0.0%		0.0%	98.0%	2.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
Total %	0.1%	48.7%	0.0%	0.0%	48.9%	0.3%	0.0%	0.2%	0.0%	0.4%	0.0%	49.7%	1.0%	0.0%	50.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 07:45 to 08:45																						
Peak Hour For Entire Intersection Begins at 07:45																						
7:45	0	157	0	0	157	1	0	3	0	4	0	405	3	0	408	0	0	0	0	0	569	
8:00	0	125	0	0	125	2	0	1	0	3	0	403	5	0	408	0	0	0	0	0	536	
8:15	2	201	0	1	204	1	0	2	0	3	0	336	1	0	337	0	0	0	0	0	544	
8:30	0	226	0	0	226	0	0	0	0	0	0	392	1	0	393	0	0	0	0	0	619	
Total Volume	2	709	0	1	712	4	0	6	0	10	0	1536	10	0	1546	0	0	0	0	0	2268	
% App Total	0.3%	99.6%	0.0%	0.1%		40.0%	0.0%	60.0%	0.0%		0.0%	99.4%	0.6%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.250	.784	.000	.250	.788	.500	.000	.500	.000	.625	.000	.948	.500	.000	.947	.000	.000	.000	.000	.000	.916	

PM PEAK HOUR	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:30 to 18:30																						
Peak Hour For Entire Intersection Begins at 17:30																						
17:30	1	360	0	0	361	0	0	1	0	1	0	218	3	0	221	0	0	0	0	0	583	
17:45	0	326	0	0	326	2	0	0	0	2	0	202	10	0	212	0	0	0	0	0	540	
18:00	0	330	0	0	330	4	0	0	0	4	0	231	9	0	240	0	0	0	0	0	574	
18:15	1	310	0	0	311	1	0	0	0	1	0	251	11	0	262	0	0	0	0	0	574	
Total Volume	2	1326	0	0	1328	7	0	1	0	8	0	902	33	0	935	0	0	0	0	0	2271	
% App Total	0.2%	99.8%	0.0%	0.0%		87.5%	0.0%	12.5%	0.0%		0.0%	96.5%	3.5%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.500	.921	.000	.000	.920	.438	.000	.250	.000	.500	.000	.898	.750	.000	.892	.000	.000	.000	.000	.000	.974	

Comment 4:

Comment 4

	Alma St Southbound				Ely Pl Westbound				Alma St Northbound				Ely Pl Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9
4:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-011
Date : 5/13/2025

All Bikes and Peds

	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound					Total	Peds Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4	0
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0
16:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0
16:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	0
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	0
Grand Total	0	7	0	0	7	0	0	1	0	1	0	12	1	0	13	0	0	0	0	0	21	0
Apprch %	0.0%	100.0%	0.0%			0.0%	0.0%	100.0%			0.0%	92.3%	7.7%			0.0%	0.0%	0.0%				
Total %	0.0%	33.3%	0.0%		33.3%	0.0%	0.0%	4.8%		4.8%	0.0%	57.1%	4.8%		61.9%	0.0%	0.0%	0.0%		0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	5
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	80.0%	20.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.333	.250		.417	.000	.000	.000		.000	.417

PM PEAK HOUR	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.500	.000		.500	.000	.000	.000		.000	.000	.500	.000		.500	.000	.000	.000		.000	.500

Alma St. Gertrude

	Alma St Southbound				Ely Pl Westbound				Alma St Northbound				Ely Pl Eastbound			
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:30 AM	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	34
7:45 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	35
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39
8:15 AM	0	2	0	0	0	0	0	0	0	7	0	0	0	0	0	37
8:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	41
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33
9:00 AM	0	4	0	0	0	0	0	0	0	4	1	0	0	0	0	22
9:15 AM	0	7	0	0	0	2	0	0	0	3	1	0	0	0	0	13
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
3:00 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	20
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
3:30 PM	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	23
3:45 PM	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	21
4:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	19
4:15 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	12
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	12
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11
6:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	9
6:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	5
6:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-011
Date : 5/13/2025

All HT & Uturns

	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	0
7:45	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	0
8:00	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	0
8:15	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	0
Total	0	12	0	0	12	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	34	0
8:30	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
8:45	1	5	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11	0
9:00	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	9	0
9:15	0	7	0	0	7	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	13	0
Total	1	24	0	0	25	0	0	2	0	2	0	12	2	0	14	0	0	0	0	0	41	0
15:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	0
15:15	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:30	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5	0
15:45	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	0
Total	0	11	0	0	11	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	20	0
16:00	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	7	0
16:15	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	0
16:30	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
16:45	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0
Total	0	12	0	0	12	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	19	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	0
18:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0
18:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
18:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	0
Grand Total	1	66	0	0	67	0	0	2	0	2	0	55	4	0	59	0	0	0	0	0	128	0
Apprch %	1.5%	98.5%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	93.2%	6.8%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	0.8%	51.6%	0.0%	0.0%	52.3%	0.0%	0.0%	1.6%	0.0%	1.6%	0.0%	43.0%	3.1%	0.0%	46.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
8:00	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
8:15	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
8:30	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total Volume	0	16	0	0	16	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	35
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.679	.000	.000	.679	.000	.000	.000	.000	.000	.795

PM PEAK HOUR	Alma St Southbound					Ely Pl Westbound					Alma St Northbound					Ely Pl Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
18:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
18:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.750

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carlson Ct & E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-012
Date: 5/13/2025

Data - Total

NS/EW Streets:	Carlson Ct				Carlson Ct				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	1	1	5	0	8	0	0	0	0	69	0	0	2	69	5	0	160
7:45 AM	0	1	8	0	22	2	0	0	0	103	0	0	1	51	9	0	197
8:00 AM	3	3	2	0	15	0	2	0	3	104	0	0	1	63	22	0	218
8:15 AM	3	0	5	0	16	2	7	0	1	100	0	0	2	90	13	0	239
8:30 AM	3	0	3	0	19	0	3	0	3	124	0	0	4	81	10	0	250
8:45 AM	0	0	6	0	12	0	1	0	1	114	0	0	2	61	4	0	201
9:00 AM	2	0	5	0	17	1	1	0	1	125	0	0	2	62	6	0	222
9:15 AM	0	0	3	0	8	0	2	0	0	76	1	0	3	63	7	0	163
TOTAL VOLUMES :	12	5	37	0	117	5	16	0	9	815	1	0	17	540	76	0	1650
APPROACH %'s :	22.22%	9.26%	68.52%	0.00%	84.78%	3.62%	11.59%	0.00%	1.09%	98.79%	0.12%	0.00%	2.69%	85.31%	12.01%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	8	0	19	0	64	3	12	0	6	463	0	0	10	294	33	0	912
PEAK HR FACTOR :	0.667	0.000	0.792	0.000	0.842	0.375	0.429	0.000	0.500	0.926	0.000	0.000	0.625	0.817	0.635	0.000	0.912
	0.844				0.790				0.923				0.802				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	2	0	9	3	0	0	2	82	0	0	3	70	8	0	180
3:15 PM	0	0	4	0	9	1	3	0	0	89	0	0	5	87	8	1	207
3:30 PM	1	1	7	0	14	1	2	0	1	105	1	0	8	88	15	0	244
3:45 PM	2	1	2	0	16	1	2	0	2	101	2	0	2	85	6	0	222
4:00 PM	0	1	4	0	12	2	1	0	2	86	1	0	0	92	10	0	211
4:15 PM	2	2	7	0	11	2	1	0	2	97	0	0	3	94	20	0	241
4:30 PM	1	0	8	0	11	0	2	0	1	107	1	0	4	79	16	0	230
4:45 PM	0	4	5	0	10	1	2	0	2	113	0	0	3	95	21	0	256
5:00 PM	0	2	2	0	14	2	3	0	0	70	0	0	3	97	14	0	207
5:15 PM	2	0	6	0	11	0	2	0	0	120	0	0	7	111	15	0	274
5:30 PM	1	1	5	0	17	1	5	0	1	64	0	0	2	129	19	0	245
5:45 PM	0	3	3	0	8	1	2	0	3	87	0	0	3	116	23	0	249
6:00 PM	0	4	3	0	9	2	0	0	1	66	2	0	5	115	23	0	230
6:15 PM	2	3	4	0	8	0	1	0	1	86	1	0	3	80	7	0	196
6:30 PM	0	0	1	0	7	0	0	0	1	64	1	0	2	79	8	0	163
6:45 PM	1	0	3	0	8	1	0	0	1	90	0	0	2	60	7	0	173
TOTAL VOLUMES :	13	22	66	0	174	18	26	0	20	1427	9	0	55	1477	220	1	3528
APPROACH %'s :	12.87%	21.78%	65.35%	0.00%	79.82%	8.26%	11.93%	0.00%	1.37%	98.01%	0.62%	0.00%	3.14%	84.26%	12.55%	0.06%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	3	8	17	0	45	4	9	0	5	337	2	0	17	471	90	0	998
PEAK HR FACTOR :	0.375	0.500	0.708	0.000	0.662	0.500	0.450	0.000	0.417	0.702	0.250	0.000	0.607	0.913	0.870	0.000	0.911
	0.875				0.630				0.717				0.947				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carlson Ct & E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-012
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Carlson Ct				Carlson Ct				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	1	1	5	0	8	0	0	0	0	68	0	0	2	66	5	0	156
7:45 AM	0	1	8	0	22	2	0	0	0	102	0	0	1	49	7	0	192
8:00 AM	3	3	2	0	15	0	2	0	3	103	0	0	1	63	21	0	216
8:15 AM	3	0	5	0	16	2	7	0	1	99	0	0	2	88	13	0	236
8:30 AM	3	0	3	0	19	0	2	0	3	122	0	0	4	78	10	0	244
8:45 AM	0	0	6	0	12	0	1	0	1	108	0	0	2	59	4	0	193
9:00 AM	2	0	4	0	16	0	1	0	1	124	0	0	1	57	4	0	210
9:15 AM	0	0	3	0	7	0	2	0	0	75	1	0	3	61	6	0	158
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12	5	36	0	115	4	15	0	9	801	1	0	16	521	70	0	1605
PEAK HR :	08:15 AM - 09:15 AM				63	2	11	0	6	453	0	0	9	282	31	0	TOTAL
PEAK HR VOL :	8	0	18	0	0.829	0.250	0.393	0.000	0.500	0.913	0.000	0.000	0.563	0.801	0.596	0.000	883
PEAK HR FACTOR :	0.667	0.000	0.750	0.000	0.760				0.918				0.782				0.905
0.813																	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	2	0	9	3	0	0	2	78	0	0	3	68	8	0	174
3:15 PM	0	0	3	0	9	1	3	0	0	84	0	0	4	87	8	0	199
3:30 PM	1	1	7	0	13	1	2	0	1	102	1	0	8	87	14	0	238
3:45 PM	2	1	2	0	16	1	2	0	2	99	2	0	2	85	6	0	220
4:00 PM	0	1	4	0	12	2	1	0	2	86	1	0	0	92	10	0	211
4:15 PM	1	0	6	0	11	2	1	0	2	97	0	0	3	91	20	0	234
4:30 PM	1	0	8	0	11	0	2	0	0	105	1	0	4	78	16	0	226
4:45 PM	0	4	5	0	10	1	2	0	2	112	0	0	3	95	21	0	255
5:00 PM	0	2	2	0	14	2	3	0	0	70	0	0	3	96	14	0	206
5:15 PM	2	0	6	0	11	0	2	0	0	120	0	0	7	111	15	0	274
5:30 PM	1	1	5	0	17	1	5	0	1	64	0	0	2	129	19	0	245
5:45 PM	0	3	3	0	8	1	2	0	3	87	0	0	3	115	23	0	248
6:00 PM	0	4	3	0	9	2	0	0	1	65	2	0	5	115	23	0	229
6:15 PM	2	3	4	0	7	0	1	0	1	86	1	0	3	80	7	0	195
6:30 PM	0	0	1	0	7	0	0	0	1	63	1	0	2	79	8	0	162
6:45 PM	1	0	3	0	8	1	0	0	1	89	0	0	2	60	7	0	172
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12	20	64	0	172	18	26	0	19	1407	9	0	54	1468	219	0	3488
PEAK HR :	05:15 PM - 06:15 PM				45	4	9	0	5	336	2	0	17	470	80	0	TOTAL
PEAK HR VOL :	3	8	17	0	0.662	0.500	0.450	0.000	0.417	0.700	0.250	0.000	0.607	0.911	0.870	0.000	996
PEAK HR FACTOR :	0.375	0.500	0.708	0.000	0.630				0.715				0.945				0.909
0.875																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carlson Ct & E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-012
Date: 5/13/2025

Data - HT

NS/EW Streets:	Carlson Ct				Carlson Ct				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
9:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	1	5	2	0	12
9:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	2	1	0	5
TOTAL VOLUMES:	NL 0	NT 0	NR 1	NU 0	SL 2	ST 1	SR 1	SU 0	EL 0	ET 14	ER 0	EU 0	WL 1	WT 19	WR 6	WU 0	TOTAL 45
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%	50.00%	25.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	3.85%	73.08%	23.08%	0.00%	
PEAK HR:	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL:	0	0	1	0	1	1	1	0	0	10	0	0	1	12	2	0	29
PEAK HR FACTOR:	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.417	0.000	0.000	0.250	0.600	0.250	0.000	0.604
	0.250				0.375				0.417				0.469				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
3:15 PM	0	0	1	0	0	0	0	0	0	5	0	0	1	0	0	1	8
3:30 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	1	1	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	NL 1	NT 2	NR 2	NU 0	SL 2	ST 0	SR 0	SU 0	EL 1	ET 20	ER 0	EU 0	WL 1	WT 9	WR 1	WU 1	TOTAL 40
APPROACH %'s:	20.00%	40.00%	40.00%	0.00%	100.00%	0.00%	0.00%	0.00%	4.76%	95.24%	0.00%	0.00%	8.33%	75.00%	8.33%	8.33%	
PEAK HR:	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carlson Ct & E Charleston Rd
City: Palo
Control: Signalized

Project ID: 25-080177-012
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Carlson Ct				Carlson Ct				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	1	1	0	0	0	5	0	0	0	3	0	0	10
7:45 AM	1	1	3	0	0	2	1	0	0	2	0	0	0	3	0	0	13
8:00 AM	1	2	26	0	5	0	0	0	0	2	0	0	0	6	1	0	43
8:15 AM	0	0	33	0	6	5	0	0	0	5	0	0	4	8	2	1	64
8:30 AM	0	4	1	0	1	2	1	0	0	8	0	0	0	28	1	0	46
8:45 AM	1	4	0	0	1	1	0	0	0	2	0	0	0	18	0	0	27
9:00 AM	0	3	1	0	0	0	0	0	0	3	0	0	1	8	2	0	18
9:15 AM	1	1	0	0	0	2	0	0	0	1	0	0	0	2	0	1	8
TOTAL VOLUMES:	NL 4	NT 15	NR 64	NU 0	SL 14	ST 13	SR 2	SU 0	EL 0	ET 28	ER 0	EU 0	WL 5	WT 76	WR 6	WU 2	TOTAL 229
APPROACH %'s:	4.82%	18.07%	77.11%	0.00%	48.28%	44.83%	6.90%	0.00%	0.00%	100.00%	0.00%	0.00%	5.62%	85.39%	6.74%	2.25%	
PEAK HR:	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL:	1	11	35	0	8	8	1	0	0	18	0	0	5	62	5	1	155
PEAK HR FACTOR:	0.250	0.688	0.265	0.000	0.333	0.400	0.250	0.000	0.000	0.563	0.000	0.000	0.313	0.554	0.625	0.250	0.605
	0.356				0.386				0.563				0.629				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0.5 NT	0.5 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	2	1	0	6
3:15 PM	0	0	0	0	0	1	0	0	0	3	0	0	26	6	6	1	43
3:30 PM	0	3	2	0	1	0	0	0	0	1	0	0	11	3	2	0	23
3:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	6	3	2	0	13
4:00 PM	0	3	0	0	0	2	0	0	0	5	0	0	3	1	2	0	16
4:15 PM	0	1	4	0	0	4	0	0	0	18	1	0	4	3	2	0	37
4:30 PM	0	1	0	0	0	4	0	0	0	13	0	0	1	2	0	0	21
4:45 PM	0	0	0	0	0	1	0	0	0	4	0	0	5	3	1	0	14
5:00 PM	0	3	1	0	1	2	0	0	0	2	1	0	0	3	2	0	15
5:15 PM	1	1	3	0	0	1	0	0	0	6	1	0	1	2	1	0	17
5:30 PM	0	0	1	0	2	3	0	0	0	5	2	0	1	6	1	0	21
5:45 PM	0	1	3	0	0	0	0	0	0	3	0	0	2	3	0	0	12
6:00 PM	0	0	3	0	1	1	0	0	0	4	0	0	0	2	3	0	14
6:15 PM	0	1	0	0	3	0	0	0	0	7	0	0	3	2	1	0	17
6:30 PM	0	1	0	0	1	2	0	0	0	1	0	0	0	6	1	0	12
6:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	13	1	2	0	18
TOTAL VOLUMES:	NL 1	NT 15	NR 19	NU 0	SL 9	ST 23	SR 0	SU 0	EL 0	ET 74	ER 6	EU 0	WL 76	WT 48	WR 27	WU 1	TOTAL 299
APPROACH %'s:	2.86%	42.86%	54.29%	0.00%	28.13%	71.88%	0.00%	0.00%	0.00%	92.50%	7.50%	0.00%	50.00%	31.58%	17.76%	0.66%	
PEAK HR:	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL:	1	2	10	0	3	5	0	0	0	18	3	0	4	13	5	0	64
PEAK HR FACTOR:	0.250	0.500	0.833	0.000	0.375	0.417	0.000	0.000	0.000	0.750	0.375	0.000	0.500	0.542	0.417	0.000	0.762
	0.650				0.400				0.750				0.688				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carlson Ct & E Charleston Rd
City: Palo

Project ID: 25-080177-012
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Carlson Ct		Carlson Ct		E Charleston Rd		E Charleston Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	1	1	0	0	1	0	0	0	3
7:45 AM	0	0	0	2	3	0	0	1	6
8:00 AM	0	0	0	1	9	0	0	0	10
8:15 AM	0	0	1	0	1	1	0	0	3
8:30 AM	0	4	0	0	2	1	0	1	8
8:45 AM	2	2	1	0	2	2	2	0	11
9:00 AM	0	0	2	0	0	0	0	0	2
9:15 AM	0	0	1	0	1	2	0	0	4
TOTAL VOLUMES :	EB 3	WB 7	EB 5	WB 3	NB 19	SB 6	NB 2	SB 2	TOTAL 47
APPROACH %'s :	30.00%	70.00%	62.50%	37.50%	76.00%	24.00%	50.00%	50.00%	
PEAK HR :	08:15 AM - 09:15 AM								TOTAL
PEAK HR VOL :	2	6	4	0	5	4	2	1	24
PEAK HR FACTOR :	0.250	0.375	0.500		0.625	0.500	0.250	0.250	0.545
		0.500		0.500		0.563		0.375	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	4	1	0	6
3:30 PM	0	0	0	1	0	2	0	1	4
3:45 PM	0	1	0	0	1	0	0	0	2
4:00 PM	0	0	2	1	0	2	1	1	7
4:15 PM	2	2	3	0	0	1	1	3	12
4:30 PM	2	0	1	0	3	0	0	0	6
4:45 PM	1	1	1	0	2	2	0	0	7
5:00 PM	1	0	0	0	0	1	0	0	2
5:15 PM	1	1	1	0	1	2	3	0	9
5:30 PM	1	0	1	0	1	0	0	0	3
5:45 PM	2	2	0	0	3	3	0	0	10
6:00 PM	0	3	0	0	3	0	2	1	9
6:15 PM	0	4	1	1	3	1	0	0	10
6:30 PM	1	2	2	1	2	0	2	1	11
6:45 PM	1	2	1	2	0	3	0	0	9
TOTAL VOLUMES :	EB 12	WB 18	EB 14	WB 6	NB 19	SB 21	NB 10	SB 7	TOTAL 107
APPROACH %'s :	40.00%	60.00%	70.00%	30.00%	47.50%	52.50%	58.82%	41.18%	
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	4	6	2	0	8	5	5	1	31
PEAK HR FACTOR :	0.500	0.500	0.500		0.667	0.417	0.417	0.250	0.775
		0.625		0.500		0.542		0.500	

PEAK HOURS

08:15 AM - 09:15 AM
NONE
05:15 PM - 06:15 PM

COUNT PERIODS

7:30 AM - 09:30 AM
NONE
3:00 PM - 07:00 PM

EASTBOUND

AM NOON PM

314 0 483

0 0 0

6 0 5

463 0 337

0 0 2

AM NOON PM

CONTROL

Signalized

TEV 912 AM 0 NOON 998 PM

PHF 0.91 AM 0.91 PM

WESTBOUND

PM NOON AM

80 0 33

471 0 294

17 0 10

0 0 0

399 0 546

PM NOON AM

NORTHBOUND

PM 23 0 3 8 17 PM

NOON 0 0 0 0 0 NOON

AM 13 0 8 0 19 AM

Carlson Ct

Cars (AM)

HT (AM)

Cars (NOON)

HT (NOON)

Cars (PM)

HT (PM)

Pedestrians (Crosswalks)

Comment 4:

Comment 4.

Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	357			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575			
7:30 AM	8	0	0	0	2	69	5	0	1	1	5	0	0	69	0	814			
7:45 AM	22	2	0	0	1	51	9	0	0	1	8	0	0	103	0	904			
8:00 AM	15	2	0	0	1	63	22	0	3	3	2	104	0	104	0	908			
8:15 AM	16	2	7	0	2	90	13	0	3	0	5	0	1	100	0	912			
8:30 AM	19	0	3	0	4	81	10	0	3	0	3	0	3	124	0	836			
8:45 AM	12	0	1	0	2	61	4	0	0	6	0	1	114	0	0	586			
9:00 AM	17	1	1	0	6	82	2	0	2	5	125	0	0	0	0	385			
9:15 AM	8	0	2	0	3	63	7	0	0	0	3	0	0	76	1	163			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386			
3:00 PM	9	3	0	0	3	70	8	0	1	0	2	0	2	82	0	630			
3:15 PM	9	1	3	0	8	57	15	0	1	0	0	0	2	89	0	852			
3:30 PM	14	1	2	0	8	88	15	0	1	1	7	0	1	105	1	918			
3:45 PM	16	1	2	0	2	85	6	0	2	1	2	0	2	101	2	904			
4:00 PM	12	2	1	0	0	92	10	0	0	1	4	0	2	86	1	938			
4:15 PM	11	2	1	0	0	94	20	0	0	2	7	0	1	97	0	934			
4:30 AM	11	0	2	0	4	79	16	0	1	0	8	0	1	107	1	967			
4:45 PM	10	1	2	0	3	95	21	0	0	4	5	0	2	113	0	982			
5:00 PM	14	2	3	0	3	97	14	0	0	2	2	0	0	110	0	975			
5:15 PM	11	2	2	0	7	111	15	0	2	0	6	120	0	120	0	998			
5:30 PM	17	1	5	0	2	129	19	0	1	1	5	0	1	164	0	920			
5:45 PM	8	1	2	0	3	116	23	0	0	3	3	0	3	87	0	838			
6:00 PM	9	2	0	0	5	115	23	0	0	4	3	0	1	66	2	762			
6:15 PM	8	1	1	0	7	80	7	0	2	2	4	0	1	86	1	535			
6:30 PM	7	0	0	0	2	79	8	0	0	1	0	1	1	64	1	336			
6:45 PM	8	1	0	0	2	60	7	0	1	0	3	0	1	90	0	173			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-012

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	8	0	0	0	8	2	69	5	0	76	1	1	5	0	7	0	69	0	0	69	160	0
7:45	22	2	0	0	24	1	51	9	0	61	0	1	8	0	9	0	103	0	0	103	197	0
8:00	15	0	2	0	17	1	63	22	0	86	3	3	2	0	8	3	104	0	0	107	218	0
8:15	16	2	7	0	25	2	90	13	0	105	3	0	5	0	8	1	100	0	0	101	239	0
Total	61	4	9	0	74	6	273	49	0	328	7	5	20	0	32	4	376	0	0	380	814	0
8:30	19	0	3	0	22	4	81	10	0	95	3	0	3	0	6	3	124	0	0	127	250	0
8:45	12	0	1	0	13	2	61	4	0	67	0	0	6	0	6	1	114	0	0	115	201	0
9:00	17	1	1	0	19	2	62	6	0	70	2	0	5	0	7	1	125	0	0	126	222	0
9:15	8	0	2	0	10	3	63	7	0	73	0	0	3	0	3	0	76	1	0	77	163	0
Total	56	1	7	0	64	11	267	27	0	305	5	0	17	0	22	5	439	1	0	445	836	0

15:00	9	3	0	0	12	3	70	8	0	81	1	0	2	0	3	2	82	0	0	84	180	0
15:15	9	1	3	0	13	5	87	8	1	101	0	0	4	0	4	0	89	0	0	89	207	1
15:30	14	1	2	0	17	8	88	15	0	111	1	1	7	0	9	1	105	1	0	107	244	0
15:45	16	1	2	0	19	2	85	6	0	93	2	1	2	0	5	2	101	2	0	105	222	0
Total	48	6	7	0	61	18	330	37	1	386	4	2	15	0	21	5	377	3	0	385	853	1
16:00	12	2	1	0	15	0	92	10	0	102	0	1	4	0	5	2	86	1	0	89	211	0
16:15	11	2	1	0	14	3	94	20	0	117	2	2	7	0	11	2	97	0	0	99	241	0
16:30	11	0	2	0	13	4	79	16	0	99	1	0	8	0	9	1	107	1	0	109	230	0
16:45	10	1	2	0	13	3	95	21	0	119	0	4	5	0	9	2	113	0	0	115	256	0
Total	44	5	6	0	55	10	360	67	0	437	3	7	24	0	34	7	403	2	0	412	938	0
17:00	14	2	3	0	19	3	97	14	0	114	0	2	2	0	4	0	70	0	0	70	207	0
17:15	11	0	2	0	13	7	111	15	0	133	2	0	6	0	8	0	120	0	0	120	274	0
17:30	17	1	5	0	23	2	129	19	0	150	1	1	5	0	7	1	64	0	0	65	245	0
17:45	8	1	2	0	11	3	116	23	0	142	0	3	3	0	6	3	87	0	0	90	249	0
Total	50	4	12	0	66	15	453	71	0	539	3	6	16	0	25	4	341	0	0	345	975	0
18:00	9	2	0	0	11	5	115	23	0	143	0	4	3	0	7	1	66	2	0	69	230	0
18:15	8	0	1	0	9	3	80	7	0	90	2	3	4	0	9	1	86	1	0	88	196	0
18:30	7	0	0	0	7	2	79	8	0	89	0	0	1	0	1	1	64	1	0	66	163	0
18:45	8	1	0	0	9	2	60	7	0	69	1	0	3	0	4	1	90	0	0	91	173	0
Total	32	3	1	0	36	12	334	45	0	391	3	7	11	0	21	4	306	4	0	314	762	0
Grand Total	291	23	42	0	356	72	2017	296	1	2386	25	27	103	0	155	29	2242	10	0	2281	5178	1
Apprch %	81.7%	6.5%	11.8%	0.0%		3.0%	84.5%	12.4%	0.0%		16.1%	17.4%	66.5%	0.0%		1.3%	98.3%	0.4%	0.0%			
Total %	5.6%	0.4%	0.8%	0.0%	6.9%	1.4%	39.0%	5.7%	0.0%	46.1%	0.5%	0.5%	2.0%	0.0%	3.0%	0.6%	43.3%	0.2%	0.0%	44.1%	100.0%	

AM PEAK HOUR	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 08:15 to 09:15																						
Peak Hour For Entire Intersection Begins at 08:15																						
8:15	16	2	7	0	25	2	90	13	0	105	3	0	5	0	8	1	100	0	0	101	239	
8:30	19	0	3	0	22	4	81	10	0	95	3	0	3	0	6	3	124	0	0	127	250	
8:45	12	0	1	0	13	2	61	4	0	67	0	0	6	0	6	1	114	0	0	115	201	
9:00	17	1	1	0	19	2	62	6	0	70	2	0	5	0	7	1	125	0	0	126	222	
Total Volume	64	3	12	0	79	10	294	33	0	337	8	0	19	0	27	6	463	0	0	469	912	
% App Total	81.0%	3.8%	15.2%	0.0%		3.0%	87.2%	9.8%	0.0%		29.6%	0.0%	70.4%	0.0%		1.3%	98.7%	0.0%	0.0%			
PHF	.842	.375	.429	.000	.790	.625	.817	.635	.000	.802	.667	.000	.792	.000	.844	.500	.926	.000	.000	.923	.912	

PM PEAK HOUR	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:15 to 18:15																						
Peak Hour For Entire Intersection Begins at 17:15																						
17:15	11	0	2	0	13	7	111	15	0	133	2	0	6	0	8	0	120	0	0	120	274	
17:30	17	1	5	0	23	2	129	19	0	150	1	1	5	0	7	1	64	0	0	65	245	
17:45	8	1	2	0	11	3	116	23	0	142	0	3	3	0	6	3	87	0	0	90	249	
18:00	9	2	0	0	11	5	115	23	0	143	0	4	3	0	7	1	66	2	0	69	230	
Total Volume	45	4	9	0	58	17	471	80	0	568	3	8	17	0	28	5	337	2	0	344	998	
% App Total	77.6%	6.9%	15.5%	0.0%		3.0%	82.9%	14.1%	0.0%		10.7%	28.6%	60.7%	0.0%		1.5%	98.0%	0.6%	0.0%			
PHF	.662	.500	.450	.000	.630	.607	.913	.870	.000	.947	.375	.500	.708	.000	.875	.417	.702	.250	.000	.717	.911	

Comment 4:

[illegible]

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-012
Date : 5/13/2025

All Bikes and Peds

	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound					Total	Peds Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	1	1	0	2	2	0	3	0	1	3	0	0	0	0	0	0	5	0	0	5	10	3
7:45	0	2	1	0	3	0	3	0	3	3	1	1	3	2	5	0	2	0	1	2	13	6
8:00	5	0	0	0	5	0	6	1	9	7	1	2	26	1	29	0	2	0	0	2	43	10
8:15	6	5	0	0	11	4	8	2	2	14	0	0	33	1	33	0	5	0	0	5	63	3
Total	12	8	1	2	21	4	20	3	15	27	2	3	62	4	67	0	14	0	1	14	129	22
8:30	1	2	1	4	4	0	28	1	3	29	0	4	1	0	5	0	8	0	1	8	46	8
8:45	1	1	0	4	2	0	18	0	4	18	1	4	0	1	5	0	2	0	2	2	27	11
9:00	0	0	0	0	0	1	8	2	0	11	0	3	1	2	4	0	3	0	0	3	18	2
9:15	0	2	0	0	2	0	2	0	3	2	1	1	0	1	2	0	1	0	0	1	7	4
Total	2	5	1	8	8	1	56	3	10	60	2	12	2	4	16	0	14	0	3	14	98	25
15:00	0	2	0	0	2	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	6	0
15:15	0	1	0	0	1	26	6	6	4	38	0	0	0	1	0	0	3	0	1	3	42	6
15:30	1	0	0	0	1	11	3	2	2	16	0	3	2	1	5	0	1	0	1	1	23	4
15:45	0	0	0	1	0	6	3	2	1	11	0	0	1	0	1	0	1	0	0	1	13	2
Total	1	3	0	1	4	43	14	11	7	68	0	3	4	2	7	0	5	0	2	5	84	12
16:00	0	2	0	0	2	3	1	2	2	6	0	3	0	3	3	0	5	0	2	5	16	7
16:15	0	4	0	4	4	4	3	2	1	9	0	1	4	3	5	0	18	1	4	19	37	12
16:30	0	4	0	2	4	1	2	0	3	3	0	1	0	1	1	0	13	0	0	13	21	6
16:45	0	1	0	2	1	5	3	1	4	9	0	0	0	1	0	0	4	0	0	4	14	7
Total	0	11	0	8	11	13	9	5	10	27	0	5	4	8	9	0	40	1	6	41	88	32
17:00	1	2	0	1	3	0	3	2	1	5	0	3	1	0	4	0	2	1	0	3	15	2
17:15	0	1	0	2	1	1	2	1	3	4	1	1	3	1	5	0	6	1	3	7	17	9
17:30	2	3	0	1	5	1	6	1	1	8	0	0	1	1	1	0	5	2	0	7	21	3
17:45	0	0	0	4	0	2	3	0	6	5	0	1	3	0	4	0	3	0	0	3	12	10
Total	3	6	0	8	9	4	14	4	11	22	1	5	8	2	14	0	16	4	3	20	65	24
18:00	1	1	0	3	2	0	2	3	3	5	0	0	3	0	3	0	4	0	3	4	14	9
18:15	3	0	0	4	3	3	2	1	4	6	0	1	0	2	1	0	7	0	0	7	17	10
18:30	1	2	0	3	3	0	6	1	2	7	0	1	0	3	1	0	1	0	3	1	12	11
18:45	0	0	0	3	0	13	1	2	3	16	0	0	0	3	0	0	1	1	0	2	18	9
Total	5	3	0	13	8	16	11	7	12	34	0	2	3	8	5	0	13	1	6	14	61	39
Grand Total	23	36	2	40	61	81	124	33	65	238	5	30	83	28	118	0	102	6	21	108	525	154
Apprch %	37.7%	59.0%	3.3%			34.0%	52.1%	13.9%			4.2%	25.4%	70.3%			0.0%	94.4%	5.6%				
Total %	4.4%	6.9%	0.4%		11.6%	15.4%	23.6%	6.3%		45.3%	1.0%	5.7%	15.8%		22.5%	0.0%	19.4%	1.1%		20.6%	100.0%	

AM PEAK HOUR	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	6	5	0	0	11	4	8	2	2	14	0	0	33	1	33	0	5	0	0	5	63
8:30	1	2	1	4	4	0	28	1	3	29	0	4	1	0	5	0	8	0	1	8	46
8:45	1	1	0	4	2	0	18	0	4	18	1	4	0	1	5	0	2	0	2	2	27
9:00	0	0	0	0	0	1	8	2	0	11	0	3	1	2	4	0	3	0	0	3	18
Total Volume	8	8	1	8	17	5	62	5	9	72	1	11	35	4	47	0	18	0	3	18	154
% App Total	47.1%	47.1%	5.9%			6.9%	86.1%	6.9%			2.1%	23.4%	74.5%			0.0%	100.0%	0.0%			
PHF	.333	.400	.250		.386	.313	.554	.625		.621	.250	.688	.265		.356	.000	.563	.000		.563	.611

PM PEAK HOUR	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	1	0	2	1	1	2	1	3	4	1	1	3	1	5	0	6	1	3	7	17
17:30	2	3	0	1	5	1	6	1	1	8	0	0	1	1	1	0	5	2	0	7	21
17:45	0	0	0	4	0	2	3	0	6	5	0	1	3	0	4	0	3	0	0	3	12
18:00	1	1	0	3	2	0	2	3	3	5	0	0	3	0	3	0	4	0	3	4	14
Total Volume	3	5	0	10	8	4	13	5	13	22	1	2	10	2	13	0	18	3	6	21	64
% App Total	37.5%	62.5%	0.0%			18.2%	59.1%	22.7%			7.7%	15.4%	76.9%			0.0%	85.7%	14.3%			
PHF	.375	.417	.000		.400	.500	.542	.417		.688	.250	.500	.833		.650	.000	.750	.375		.750	.762

Comment 4:

[illegible]

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-012
Date : 5/13/2025

All HT & Uturns

START TIME	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
7:45	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5	0
8:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	0	4	0	0	4	14	0
8:30	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	0
8:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	0
9:00	1	1	0	0	2	1	5	2	0	8	0	0	1	0	1	0	1	0	0	1	12	0
9:15	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	5	0
Total	2	1	1	0	4	1	12	3	0	16	0	0	1	0	1	0	10	0	0	10	31	0
15:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	0
15:15	0	0	0	0	0	1	0	0	1	2	0	0	1	0	1	0	5	0	0	5	8	1
15:30	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	6	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
Total	1	0	0	0	1	1	3	1	1	6	0	0	1	0	1	0	14	0	0	14	22	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	3	0	0	3	1	2	1	0	4	0	0	0	0	0	7	0
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	4	0	0	4	1	2	1	0	4	1	3	0	0	4	12	0
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
18:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	0
Grand Total	4	1	1	0	6	2	28	7	1	38	1	2	3	0	6	1	34	0	0	35	85	1
Apprch %	66.7%	16.7%	16.7%	0.0%		5.3%	73.7%	18.4%	2.6%		16.7%	33.3%	50.0%	0.0%		2.9%	97.1%	0.0%	0.0%			
Total %	4.7%	1.2%	1.2%	0.0%	7.1%	2.4%	32.9%	8.2%	1.2%	44.7%	1.2%	2.4%	3.5%	0.0%	7.1%	1.2%	40.0%	0.0%	0.0%	41.2%	100.0%	

AM PEAK HOUR	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:30	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
8:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
9:00	1	1	0	0	2	1	5	2	0	8	0	0	1	0	1	0	1	0	0	1	12
Total Volume	1	1	1	0	3	1	12	2	0	15	0	0	1	0	1	0	10	0	0	10	29
% App Total	33.3%	33.3%	33.3%	0.0%		6.7%	80.0%	13.3%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.250	.250	.250	.000	.375	.250	.600	.250	.000	.469	.000	.000	.250	.000	.250	.000	.417	.000	.000	.417	.604

PM PEAK HOUR	Carlson Ct Southbound					E Charleston Rd Westbound					Carlson Ct Northbound					E Charleston Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mumford Pl & E Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-013
Date: 5/13/2025

Data - Total

NS/EW Streets:	Mumford Pl				Mumford Pl				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	2	0	0	0	0	0	0	67	0	0	0	69	0	0	138
7:45 AM	2	0	2	0	0	0	0	0	0	109	0	0	0	48	0	0	161
8:00 AM	4	0	2	0	0	0	0	0	0	97	0	0	0	68	0	0	171
8:15 AM	2	0	0	0	0	0	0	0	0	100	2	0	1	97	0	1	203
8:30 AM	1	0	1	0	0	0	0	0	0	126	4	0	2	89	0	0	223
8:45 AM	1	0	2	0	0	0	0	0	0	117	1	0	1	61	0	0	183
9:00 AM	1	0	2	0	0	0	0	0	0	127	1	0	1	65	0	0	197
9:15 AM	2	0	2	0	0	0	0	0	0	68	0	0	2	58	0	0	132
TOTAL VOLUMES :	13	0	13	0	0	0	0	0	0	811	8	0	7	555	0	1	1408
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	99.02%	0.98%	0.00%	1.24%	98.58%	0.00%	0.18%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	5	0	5	0	0	0	0	0	0	470	8	0	5	312	0	1	806
PEAK HR FACTOR :	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.925	0.500	0.000	0.625	0.804	0.000	0.250	0.904
	0.833									0.919				0.803			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	3	0	0	0	0	0	0	82	1	1	0	73	0	0	161
3:15 PM	2	0	5	0	0	0	0	0	0	85	2	0	0	87	0	1	182
3:30 PM	2	0	4	0	0	0	0	0	0	100	0	0	2	82	0	1	191
3:45 PM	4	0	5	0	0	0	0	0	0	101	0	0	2	88	0	0	200
4:00 PM	3	0	2	0	0	0	0	0	0	90	0	0	0	99	0	1	195
4:15 PM	3	0	5	0	0	0	0	0	0	88	3	0	0	94	0	3	196
4:30 PM	0	0	1	0	0	0	0	0	0	118	3	0	1	81	0	0	204
4:45 PM	3	0	4	0	0	0	0	0	0	101	3	0	1	92	0	1	205
5:00 PM	3	0	2	0	0	0	0	0	0	72	1	0	1	101	0	0	180
5:15 PM	0	0	5	0	0	0	0	0	0	119	0	1	4	109	0	0	238
5:30 PM	2	0	2	0	0	0	0	0	0	56	3	0	4	134	0	0	201
5:45 PM	3	0	5	0	0	0	0	0	0	85	2	0	2	115	0	0	212
6:00 PM	3	0	5	0	0	0	0	0	0	67	3	0	2	113	0	0	193
6:15 PM	3	0	3	0	0	0	0	0	0	79	2	1	1	81	0	2	172
6:30 PM	1	0	1	0	0	0	0	0	0	67	1	0	3	75	0	0	148
6:45 PM	0	0	1	0	0	0	0	0	0	89	2	0	1	59	0	1	153
TOTAL VOLUMES :	33	0	53	0	0	0	0	0	0	1399	26	3	24	1483	0	10	3031
APPROACH %'s :	38.37%	0.00%	61.63%	0.00%					0.00%	97.97%	1.82%	0.21%	1.58%	97.76%	0.00%	0.66%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	8	0	17	0	0	0	0	0	0	327	8	1	12	471	0	0	844
PEAK HR FACTOR :	0.667	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.687	0.667	0.250	0.750	0.879	0.000	0.000	0.887
	0.781									0.700				0.875			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mumford Pl & E Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-013
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Mumford Pl				Mumford Pl				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	2	0	0	0	0	0	0	66	0	0	0	66	0	0	134
7:45 AM	2	0	2	0	0	0	0	0	0	108	0	0	0	46	0	0	158
8:00 AM	4	0	2	0	0	0	0	0	0	96	0	0	0	68	0	0	170
8:15 AM	2	0	0	0	0	0	0	0	0	99	2	0	1	95	0	1	200
8:30 AM	1	0	1	0	0	0	0	0	0	124	4	0	2	85	0	0	217
8:45 AM	1	0	2	0	0	0	0	0	0	111	1	0	1	59	0	0	175
9:00 AM	1	0	2	0	0	0	0	0	0	126	1	0	1	60	0	0	191
9:15 AM	2	0	1	0	0	0	0	0	0	68	0	0	2	56	0	0	129
TOTAL VOLUMES :	13	0	12	0	0	0	0	0	0	798	8	0	7	535	0	1	1374
APPROACH %'s :	52.00%	0.00%	48.00%	0.00%					0.00%	99.01%	0.99%	0.00%	1.29%	98.53%	0.00%	0.18%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	5	0	5	0	0	0	0	0	0	460	8	0	5	299	0	1	783
PEAK HR FACTOR :	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.913	0.500	0.000	0.625	0.787	0.000	0.250	0.902
	0.833									0.914				0.786			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	1	0	3	0	0	0	0	0	0	78	1	1	0	71	0	0	155
3:15 PM	2	0	5	0	0	0	0	0	0	80	2	0	0	87	0	1	177
3:30 PM	1	0	4	0	0	0	0	0	0	97	0	0	2	81	0	1	186
3:45 PM	4	0	5	0	0	0	0	0	0	99	0	0	2	88	0	0	198
4:00 PM	3	0	2	0	0	0	0	0	0	90	0	0	0	99	0	1	195
4:15 PM	3	0	5	0	0	0	0	0	0	88	3	0	0	90	0	3	192
4:30 PM	0	0	1	0	0	0	0	0	0	115	3	0	1	80	0	0	200
4:45 PM	3	0	4	0	0	0	0	0	0	100	3	0	1	92	0	1	204
5:00 PM	3	0	2	0	0	0	0	0	0	72	1	0	1	100	0	0	179
5:15 PM	0	0	5	0	0	0	0	0	0	119	0	1	4	109	0	0	238
5:30 PM	2	0	2	0	0	0	0	0	0	56	3	0	4	134	0	0	201
5:45 PM	3	0	5	0	0	0	0	0	0	85	2	0	2	114	0	0	211
6:00 PM	3	0	5	0	0	0	0	0	0	66	3	0	2	113	0	0	192
6:15 PM	3	0	3	0	0	0	0	0	0	79	2	1	1	81	0	2	172
6:30 PM	1	0	1	0	0	0	0	0	0	66	1	0	3	75	0	0	147
6:45 PM	0	0	1	0	0	0	0	0	0	88	2	0	1	59	0	1	152
TOTAL VOLUMES :	32	0	53	0	0	0	0	0	0	1378	26	3	24	1473	0	10	2999
APPROACH %'s :	37.65%	0.00%	62.35%	0.00%					0.00%	97.94%	1.85%	0.21%	1.59%	97.74%	0.00%	0.66%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	8	0	17	0	0	0	0	0	0	326	8	1	12	470	0	0	842
PEAK HR FACTOR :	0.667	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.685	0.667	0.250	0.750	0.877	0.000	0.000	0.884
	0.781									0.698				0.873			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mumford Pl & E Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-013
Date: 5/13/2025

Data - HT

NS/EW Streets:	Mumford Pl				Mumford Pl				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	34
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.650	0.000	0.000	0.719
									0.417				0.650				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
3:30 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	0	0	0	0	0	21	0	0	0	10	0	0	32
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mumford Pl & E Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-013
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Mumford Pl				Mumford Pl				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:30 AM	1	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	10
7:45 AM	2	0	0	0	0	0	0	0	0	1	1	0	0	5	0	0	9
8:00 AM	1	0	0	0	0	0	0	0	0	2	1	0	0	7	0	0	11
8:15 AM	2	0	1	0	0	0	0	0	0	5	2	0	0	7	0	0	17
8:30 AM	15	0	0	0	0	0	0	0	0	8	0	0	0	30	0	0	53
8:45 AM	10	0	0	0	0	0	0	0	0	2	3	0	0	17	0	0	32
9:00 AM	3	0	0	0	0	0	0	0	0	4	0	0	0	9	0	0	16
9:15 AM	3	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	8
TOTAL VOLUMES :	NL 37	NT 0	NR 1	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 29	ER 8	EU 0	WL 0	WT 81	WR 0	WU 0	TOTAL 156
APPROACH %'s :	97.37%	0.00%	2.63%	0.00%					0.00%	78.38%	21.62%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL 118
PEAK HR VOL :	30	0	1	0	0	0	0	0	0	19	5	0	0	63	0	0	
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.417	0.000	0.000	0.525	0.000	0.000	0.557
	0.517									0.750				0.525			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
3:45 PM	2	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	5	2	0	0	2	0	0	9
4:15 PM	1	0	0	0	0	0	0	0	0	20	6	0	0	3	0	0	30
4:30 PM	0	0	0	0	0	0	0	0	0	13	8	0	0	2	0	0	23
4:45 PM	0	0	0	0	0	0	0	0	0	4	2	0	0	2	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
5:15 PM	1	0	0	0	0	0	0	0	0	5	4	0	0	3	0	0	13
5:30 PM	1	0	0	0	0	0	0	0	0	6	3	0	0	6	0	0	16
5:45 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	2	0	0	6
6:00 PM	1	0	0	0	0	0	0	0	0	4	2	0	0	3	0	0	10
6:15 PM	0	0	0	0	0	0	0	0	0	7	4	0	0	2	0	0	13
6:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
TOTAL VOLUMES :	NL 7	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 80	ER 33	EU 0	WL 0	WT 48	WR 0	WU 0	TOTAL 168
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	70.80%	29.20%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL 45
PEAK HR VOL :	3	0	0	0	0	0	0	0	0	18	10	0	0	14	0	0	
PEAK HR FACTOR :	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.625	0.000	0.000	0.583	0.000	0.000	0.703
	0.750									0.778				0.583			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mumford Pl & E Charleston Rd
City: Palo

Project ID: 25-080177-013
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Mumford Pl		Mumford Pl		E Charleston Rd		E Charleston Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	2	0	0	0	0	2
8:15 AM	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	1	0	0	1	0	2
8:45 AM	0	0	2	0	0	0	0	0	2
9:00 AM	0	0	3	1	0	0	0	0	4
9:15 AM	0	0	3	0	0	0	0	0	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	9	5	0	0	1	0	15
			64.29%	35.71%			100.00%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM								TOTAL
PEAK HR VOL :	0	0	6	2	0	0	1	0	9
PEAK HR FACTOR :			0.500	0.500			0.250	0.250	0.563
				0.500					

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	0	1
4:00 PM	0	0	1	1	0	0	0	1	3
4:15 PM	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
6:00 PM	0	0	0	1	0	0	0	0	1
6:15 PM	0	0	2	1	0	0	0	2	5
6:30 PM	0	0	2	2	0	0	0	0	4
6:45 PM	0	0	1	1	0	0	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	15	6	0	0	0	4	25
			71.43%	28.57%			0.00%	100.00%	
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	0	0	3	1	0	0	0	0	4
PEAK HR FACTOR :			0.750	0.250					1.000
				1.000					

Comment 4.

Start Time	Mumukshu Pt Southbound				E Cheltenham Rd Westbound				Mumukshu Pt Northbound				E Cheltenham Rd Eastbound			
	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	470
7:30 AM	0	0	0	0	0	69	0	0	0	2	87	0	0	0	0	672
7:45 AM	0	0	0	0	0	68	0	0	2	2	98	0	0	0	0	757
8:00 AM	0	0	0	0	0	68	0	0	4	0	2	97	0	0	0	779
8:15 AM	0	0	0	0	1	97	0	1	2	0	0	0	0	100	2	805
8:30 AM	0	0	0	0	2	89	0	0	1	1	0	0	126	4	0	785
8:45 AM	0	0	0	0	0	61	0	1	1	2	0	0	117	1	0	512
9:00 AM	0	0	0	0	1	65	0	0	1	0	2	0	127	1	0	329
9:15 AM	0	0	0	0	2	58	0	0	2	0	2	0	68	0	0	132
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	160
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	341
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	531
3:00 PM	0	0	0	0	0	73	0	1	0	3	1	0	82	1	0	731
3:15 PM	0	0	0	0	0	87	0	1	2	0	5	0	85	2	0	765
3:30 PM	0	0	0	0	2	82	0	1	2	0	4	0	100	0	0	777
3:45 PM	0	0	0	0	2	88	0	0	4	0	5	0	101	0	0	791
4:00 PM	0	0	0	0	0	99	0	1	3	0	2	90	0	0	0	795
4:15 PM	0	0	0	0	0	94	0	3	3	0	5	0	88	3	0	781
4:30 PM	0	0	0	0	1	81	0	0	0	0	1	0	118	3	0	825
4:45 PM	0	0	0	0	1	92	0	1	3	0	4	0	101	3	0	822
5:00 PM	0	0	0	0	1	101	0	0	3	0	2	72	0	1	0	830
5:15 PM	0	0	0	0	4	109	0	0	0	0	5	0	119	0	1	843
5:30 PM	0	0	0	0	4	134	0	0	2	0	2	0	56	3	0	775
5:45 PM	0	0	0	0	2	115	0	0	3	0	5	0	85	2	0	722
6:00 PM	0	0	0	0	2	113	0	0	3	0	5	0	67	2	0	662
6:15 PM	0	0	0	0	1	81	0	2	3	0	3	0	79	2	1	468
6:30 PM	0	0	0	0	3	75	0	0	1	0	1	0	67	1	0	300
6:45 PM	0	0	0	0	1	59	0	1	0	0	1	0	89	2	0	152
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-013

Date : 5/13/2025

All Vehicles & Uturns

START TIME	Mumford Pl Southbound					E Charleston Rd Westbound					Mumford Pl Northbound					E Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	69	0	0	69	0	0	2	0	2	0	67	0	0	67	138	0
7:45	0	0	0	0	0	0	48	0	0	48	2	0	2	0	4	0	109	0	0	109	161	0
8:00	0	0	0	0	0	0	68	0	0	68	4	0	2	0	6	0	97	0	0	97	171	0
8:15	0	0	0	0	0	1	97	0	1	99	2	0	0	0	2	0	100	2	0	102	203	1
Total	0	0	0	0	0	1	282	0	1	284	8	0	6	0	14	0	373	2	0	375	673	1
8:30	0	0	0	0	0	2	89	0	0	91	1	0	1	0	2	0	126	4	0	130	223	0
8:45	0	0	0	0	0	1	61	0	0	62	1	0	2	0	3	0	117	1	0	118	183	0
9:00	0	0	0	0	0	1	65	0	0	66	1	0	2	0	3	0	127	1	0	128	197	0
9:15	0	0	0	0	0	2	58	0	0	60	2	0	2	0	4	0	68	0	0	68	132	0
Total	0	0	0	0	0	6	273	0	0	279	5	0	7	0	12	0	438	6	0	444	735	0

15:00	0	0	0	0	0	0	73	0	0	73	1	0	3	0	4	0	82	1	1	84	161	1
15:15	0	0	0	0	0	0	87	0	1	88	2	0	5	0	7	0	85	2	0	87	182	1
15:30	0	0	0	0	0	2	82	0	1	85	2	0	4	0	6	0	100	0	0	100	191	1
15:45	0	0	0	0	0	2	88	0	0	90	4	0	5	0	9	0	101	0	0	101	200	0
Total	0	0	0	0	0	4	330	0	2	336	9	0	17	0	26	0	368	3	1	372	734	3

16:00	0	0	0	0	0	0	99	0	1	100	3	0	2	0	5	0	90	0	0	90	195	1
16:15	0	0	0	0	0	0	94	0	3	97	3	0	5	0	8	0	88	3	0	91	196	3
16:30	0	0	0	0	0	1	81	0	0	82	0	0	1	0	1	0	118	3	0	121	204	0
16:45	0	0	0	0	0	1	92	0	1	94	3	0	4	0	7	0	101	3	0	104	205	1
Total	0	0	0	0	0	2	366	0	5	373	9	0	12	0	21	0	397	9	0	406	800	5

17:00	0	0	0	0	0	1	101	0	0	102	3	0	2	0	5	0	72	1	0	73	180	0
17:15	0	0	0	0	0	4	109	0	0	113	0	0	5	0	5	0	119	0	1	120	238	1
17:30	0	0	0	0	0	4	134	0	0	138	2	0	2	0	4	0	56	3	0	59	201	0
17:45	0	0	0	0	0	2	115	0	0	117	3	0	5	0	8	0	85	2	0	87	212	0
Total	0	0	0	0	0	11	459	0	0	470	8	0	14	0	22	0	332	6	1	339	831	1

18:00	0	0	0	0	0	2	113	0	0	115	3	0	5	0	8	0	67	3	0	70	193	0
18:15	0	0	0	0	0	1	81	0	2	84	3	0	3	0	6	0	79	2	1	82	172	3
18:30	0	0	0	0	0	3	75	0	0	78	1	0	1	0	2	0	67	1	0	68	148	0
18:45	0	0	0	0	0	1	59	0	1	61	0	0	1	0	1	0	89	2	0	91	153	1
Total	0	0	0	0	0	7	328	0	3	338	7	0	10	0	17	0	302	8	1	311	666	4

Grand Total	0	0	0	0	0	31	2038	0	11	2080	46	0	66	0	112	0	2210	34	3	2247	4439	14
Apprch %	0.0%	0.0%	0.0%	0.0%		1.5%	98.0%	0.0%	0.5%		41.1%	0.0%	58.9%	0.0%		0.0%	98.4%	1.5%	0.1%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	45.9%	0.0%	0.2%	46.9%	1.0%	0.0%	1.5%	0.0%	2.5%	0.0%	49.8%	0.8%	0.1%	50.6%	100.0%	

AM PEAK HOUR	Mumford Pl Southbound					E Charleston Rd Westbound					Mumford Pl Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	0	0	0	1	97	0	1	99	2	0	0	0	2	0	100	2	0	102	203
8:30	0	0	0	0	0	2	89	0	0	91	1	0	1	0	2	0	126	4	0	130	223
8:45	0	0	0	0	0	1	61	0	0	62	1	0	2	0	3	0	117	1	0	118	183
9:00	0	0	0	0	0	1	65	0	0	66	1	0	2	0	3	0	127	1	0	128	197
Total Volume	0	0	0	0	0	5	312	0	1	318	5	0	5	0	10	0	470	8	0	478	806
% App Total	0.0%	0.0%	0.0%	0.0%		1.6%	98.1%	0.0%	0.3%		50.0%	0.0%	50.0%	0.0%		0.0%	98.3%	1.7%	0.0%		
PHF	.000	.000	.000	.000	.000	.625	.804	.000	.250	.803	.625	.000	.625	.000	.833	.000	.925	.500	.000	.919	.904

PM PEAK HOUR	Mumford Pl Southbound					E Charleston Rd Westbound					Mumford Pl Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	4	109	0	0	113	0	0	5	0	5	0	119	0	1	120	238
17:30	0	0	0	0	0	4	134	0	0	138	2	0	2	0	4	0	56	3	0	59	201
17:45	0	0	0	0	0	2	115	0	0	117	3	0	5	0	8	0	85	2	0	87	212
18:00	0	0	0	0	0	2	113	0	0	115	3	0	5	0	8	0	67	3	0	70	193
Total Volume	0	0	0	0	0	12	471	0	0	483	8	0	17	0	25	0	327	8	1	336	844
% App Total	0.0%	0.0%	0.0%	0.0%		2.5%	97.5%	0.0%	0.0%		32.0%	0.0%	68.0%	0.0%		0.0%	97.3%	2.4%	0.3%		
PHF	.000	.000	.000	.000	.000	.750	.879	.000	.000	.875	.667	.000	.850	.000	.781	.000	.687	.667	.250	.700	.887

Comment 4:

Comment 4

Mumford Pt Southbound					E Charleston Rd Westbound					Mumford Pt Northbound					E Charleston Rd Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30			
7:30 AM	0	0	0	0	0	3	0	0	1	0	0	0	0	6	0	47			
7:45 AM	0	0	0	0	0	5	0	0	2	0	0	1	0	1	1	90			
8:00 AM	0	0	0	0	0	7	1	0	0	0	2	2	1	0	0	113			
8:15 AM	0	0	0	0	0	7	0	0	2	0	1	1	0	5	2	118			
8:30 AM	0	0	0	0	0	30	0	0	15	0	0	1	0	8	0	1	109		
8:45 AM	0	0	0	0	0	17	0	0	10	0	2	0	2	3	0	96			
9:00 AM	0	0	0	0	0	9	3	0	9	3	0	4	4	0	0	24			
9:15 AM	0	0	0	0	0	3	0	0	3	0	3	0	1	1	1	8			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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	2			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46			
3:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	20			
3:15 PM	0	0	0	0	0	6	0	0	0	0	1	0	3	0	0	27			
3:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	48			
3:45 PM	0	0	0	0	0	1	0	0	2	0	0	1	0	1	1	67			
4:00 PM	0	0	0	0	0	2	0	0	0	0	2	0	5	2	1	70			
4:15 PM	0	0	0	0	0	3	1	0	0	0	0	20	0	0	0	70			
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	13	8	0	53			
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	4	2	1	46			
5:00 PM	0	0	0	0	0	4	0	0	0	0	1	0	5	0	0	44			
5:15 PM	0	0	0	0	0	3	1	0	0	0	0	5	4	0	0	45			
5:30 PM	0	0	0	0	0	6	0	0	1	0	0	1	0	6	3	45			
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	3	1	37			
6:00 PM	0	0	0	0	0	3	0	0	1	0	0	1	0	4	2	0	34		
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	7	4	0	24			
6:30 PM	0	0	0	0	0	6	0	0	1	0	0	4	0	1	0	11			
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	2	0	3			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-013
Date : 5/13/2025

All Bikes and Peds

START TIME	Mumford PI Southbound					E Charleston Rd Westbound					Mumford PI Northbound					E Charleston Rd Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	10	0
7:45	0	0	0	0	0	0	5	0	0	5	2	0	0	1	2	0	1	1	0	2	9	1
8:00	0	0	0	0	0	0	7	0	0	7	1	0	0	2	1	0	2	1	0	3	11	2
8:15	0	0	0	0	0	0	7	0	0	7	2	0	1	1	3	0	5	2	0	7	17	1
Total	0	0	0	0	0	0	22	0	0	22	6	0	1	4	7	0	14	4	0	18	47	4
8:30	0	0	0	0	0	0	30	0	0	30	15	0	0	1	15	0	8	0	1	8	53	2
8:45	0	0	0	0	0	0	17	0	0	17	10	0	0	2	10	0	2	3	0	5	32	2
9:00	0	0	0	0	0	0	9	0	0	9	3	0	0	4	3	0	4	0	0	4	16	4
9:15	0	0	0	0	0	0	3	0	0	3	3	0	0	3	3	0	1	1	0	2	8	3
Total	0	0	0	0	0	0	59	0	0	59	31	0	0	10	31	0	15	4	1	19	109	11
15:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
15:15	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	0	3	0	0	3	9	1
15:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
15:45	0	0	0	0	0	0	1	0	0	1	2	0	0	1	2	0	1	1	0	2	5	1
Total	0	0	0	0	0	0	12	0	0	12	2	0	0	2	2	0	5	1	0	6	20	2
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	0	5	2	1	7	9	3
16:15	0	0	0	0	0	0	3	0	0	3	1	0	0	2	1	0	20	6	0	26	30	2
16:30	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	13	8	0	21	23	1
16:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	2	1	6	8	1
Total	0	0	0	0	0	0	9	0	0	9	1	0	0	5	1	0	42	18	2	60	70	7
17:00	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	0	5	0	0	5	9	1
17:15	0	0	0	0	0	0	3	0	0	3	1	0	0	1	1	0	5	4	0	9	13	1
17:30	0	0	0	0	0	0	6	0	0	6	1	0	0	1	1	0	6	3	0	9	16	1
17:45	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	3	1	0	4	6	1
Total	0	0	0	0	0	0	15	0	0	15	2	0	0	4	2	0	19	8	0	27	44	4
18:00	0	0	0	0	0	0	3	0	0	3	1	0	0	1	1	0	4	2	0	6	10	1
18:15	0	0	0	0	0	0	2	0	0	2	0	0	0	3	0	0	7	4	2	11	13	5
18:30	0	0	0	0	0	0	6	0	0	6	1	0	0	4	1	0	1	0	0	1	8	4
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	2	0	0	2	3	2
Total	0	0	0	0	0	0	12	0	0	12	2	0	0	10	2	0	14	6	2	20	34	12
Grand Total	0	0	0	0	0	0	129	0	0	129	44	0	1	35	45	0	109	41	5	150	324	40
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			97.8%	0.0%	2.2%			0.0%	72.7%	27.3%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	39.8%	0.0%		39.8%	13.6%	0.0%	0.3%		13.9%	0.0%	33.6%	12.7%		46.3%	100.0%	

AM PEAK HOUR	Mumford PI Southbound					E Charleston Rd Westbound					Mumford PI Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	0	0	0	0	7	0	0	7	2	0	1	1	3	0	5	2	0	7	17
8:30	0	0	0	0	0	0	30	0	0	30	15	0	0	1	15	0	8	0	1	8	53
8:45	0	0	0	0	0	0	17	0	0	17	10	0	0	2	10	0	2	3	0	5	32
9:00	0	0	0	0	0	0	9	0	0	9	3	0	0	4	3	0	4	0	0	4	16
Total Volume	0	0	0	0	0	0	63	0	0	63	30	0	1	8	31	0	19	5	1	24	118
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			96.8%	0.0%	3.2%			0.0%	79.2%	20.8%			
PHF	.000	.000	.000		.000		.525	.000		.525	.500	.000	.250		.517	.000	.594	.417		.750	.557

PM PEAK HOUR	Mumford PI Southbound					E Charleston Rd Westbound					Mumford PI Northbound					E Charleston Rd Eastbound					Total	
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
Peak Hour Analysis From 17:15 to 18:15																						
Peak Hour For Entire Intersection Begins at 17:15																						
17:15	0	0	0	0	0	0	3	0	0	3	1	0	0	1	1	0	5	4	0	9	13	
17:30	0	0	0	0	0	0	6	0	0	6	1	0	0	1	1	0	6	3	0	9	16	
17:45	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	0	3	1	0	4	6	
18:00	0	0	0	0	0	0	3	0	0	3	1	0	0	1	1	0	4	2	0	6	10	
Total Volume	0	0	0	0	0	0	14	0	0	14	3	0	0	4	3	0	18	10	0	28	45	
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			0.0%	64.3%	35.7%				
PHF	.000	.000	.000		.000	.000	.583	.000		.583	.750	.000	.000		.750	.000	.750	.625		.778	.703	

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-013
Date : 5/13/2025

All HT & Uturns

START TIME	Mumford PI Southbound					E Charleston Rd Westbound					Mumford PI Northbound					E Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
7:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11	0
8:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	0
8:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	0
9:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	0
9:15	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3	0
Total	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	0	9	0	0	9	23	0
15:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0
15:30	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
Total	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	14	0	0	14	18	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	0
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
Grand Total	0	0	0	0	0	0	30	0	0	30	1	0	1	0	2	0	34	0	0	34	66	0
Apprch %	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		50.0%	0.0%	50.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.5%	0.0%	0.0%	45.5%	1.5%	0.0%	1.5%	0.0%	3.0%	0.0%	51.5%	0.0%	0.0%	51.5%	100.0%	

AM PEAK HOUR	Mumford PI Southbound					E Charleston Rd Westbound					Mumford PI Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
8:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
9:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total Volume	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	23
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.650	.000	.000	.650	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.719

PM PEAK HOUR	Mumford Pl Southbound					E Charleston Rd Westbound					Mumford Pl Northbound					E Charleston Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wright Pl & E Charleston Rd
City: Palo
Control: 1-Way Stop(SB)

Project ID: 25-080177-014
Date: 5/13/2025

Data - Total

NS/EW Streets:	Wright Pl				Wright Pl				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	2	0	3	0	2	65	0	1	0	65	3	0	141
7:45 AM	0	0	0	0	2	0	5	0	1	113	0	0	0	48	1	0	170
8:00 AM	0	0	0	0	3	0	3	0	3	89	0	0	0	63	13	0	174
8:15 AM	0	0	0	0	0	0	2	0	1	103	0	1	0	89	8	1	205
8:30 AM	0	0	0	0	2	0	1	0	1	124	0	0	0	86	4	0	218
8:45 AM	0	0	0	0	1	0	5	0	1	116	0	1	0	58	3	0	185
9:00 AM	0	0	0	0	0	0	2	0	4	130	0	0	0	62	3	0	201
9:15 AM	0	0	0	0	2	0	1	0	0	66	0	0	0	57	2	0	128
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	12	0	22	0	13	806	0	3	0	528	37	1	1422
					35.29%	0.00%	64.71%	0.00%	1.58%	98.05%	0.00%	0.36%	0.00%	93.29%	6.54%	0.18%	
PEAK HR :	08:15 AM - 09:15 AM				3	0	10	0	7	473	0	2	0	295	18	1	TOTAL
PEAK HR VOL :	0	0	0	0	0.375	0.000	0.500	0.000	0.438	0.910	0.000	0.500	0.000	0.829	0.563	0.250	809
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.542			0.899				0.801			0.928

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	2	0	1	0	1	74	0	0	0	65	4	0	147
3:15 PM	0	0	0	0	1	0	6	0	3	88	0	0	0	89	2	0	189
3:30 PM	0	0	0	0	3	0	8	0	3	94	0	0	0	77	3	0	188
3:45 PM	0	0	0	0	1	0	3	0	3	106	0	0	0	89	4	0	206
4:00 PM	0	0	0	0	1	0	3	0	2	92	0	1	0	99	4	0	202
4:15 PM	0	0	0	0	0	0	6	0	8	89	0	0	0	94	5	0	202
4:30 PM	0	0	0	0	3	0	3	0	4	119	0	1	0	78	4	0	212
4:45 PM	0	0	0	0	2	0	2	0	1	99	0	0	0	89	4	0	197
5:00 PM	0	0	0	0	4	0	2	0	1	74	0	1	0	97	8	1	188
5:15 PM	0	0	0	0	3	0	0	0	2	111	0	0	0	104	3	0	223
5:30 PM	0	0	0	0	0	0	1	0	3	59	0	0	0	123	10	0	196
5:45 PM	0	0	0	0	3	0	3	0	1	84	0	1	0	109	6	1	208
6:00 PM	0	0	0	0	2	0	5	0	1	70	0	0	0	108	11	0	197
6:15 PM	0	0	0	0	2	0	3	0	2	80	0	0	0	84	4	0	175
6:30 PM	0	0	0	0	1	0	0	0	2	70	0	0	0	74	1	0	148
6:45 PM	0	0	0	0	1	0	1	0	2	86	0	1	0	56	2	0	149
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	29	0	47	0	39	1395	0	5	0	1435	75	2	3027
					38.16%	0.00%	61.84%	0.00%	2.71%	96.94%	0.00%	0.35%	0.00%	94.91%	4.96%	0.13%	
PEAK HR :	05:15 PM - 06:15 PM				8	0	9	0	7	324	0	1	0	444	30	1	TOTAL
PEAK HR VOL :	0	0	0	0	0.667	0.000	0.450	0.000	0.583	0.730	0.000	0.250	0.000	0.902	0.682	0.250	824
PEAK HR FACTOR :	0.000	0.000	0.000	0.000			0.607			0.735				0.893			0.924

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wright Pl & E Charleston Rd
City: Palo
Control: 1-Way Stop(SB)

Project ID: 25-080177-014
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Wright Pl				Wright Pl				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	2	0	3	0	2	64	0	1	0	62	3	0	137
7:45 AM	0	0	0	0	2	0	5	0	1	112	0	0	0	46	1	0	167
8:00 AM	0	0	0	0	3	0	3	0	3	88	0	0	0	63	13	0	173
8:15 AM	0	0	0	0	0	0	2	0	1	102	0	1	0	87	8	1	202
8:30 AM	0	0	0	0	2	0	1	0	1	122	0	0	0	82	4	0	212
8:45 AM	0	0	0	0	0	0	5	0	1	111	0	0	0	56	3	0	176
9:00 AM	0	0	0	0	0	0	2	0	4	129	0	0	0	57	3	0	195
9:15 AM	0	0	0	0	2	0	1	0	0	66	0	0	0	55	2	0	126
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	11	0	22	0	13	794	0	2	0	508	37	1	1388
					33.33%	0.00%	66.67%	0.00%	1.61%	98.15%	0.00%	0.25%	0.00%	93.04%	6.78%	0.18%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	10	0	7	464	0	1	0	282	18	1	785
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.438	0.899	0.000	0.250	0.000	0.810	0.563	0.250	0.926
							0.600				0.887				0.784		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	2	0	1	0	1	69	0	0	0	64	4	0	141
3:15 PM	0	0	0	0	1	0	6	0	3	84	0	0	0	88	2	0	184
3:30 PM	0	0	0	0	3	0	8	0	3	91	0	0	0	76	2	0	183
3:45 PM	0	0	0	0	1	0	3	0	3	104	0	0	0	89	4	0	204
4:00 PM	0	0	0	0	1	0	3	0	2	92	0	1	0	99	4	0	202
4:15 PM	0	0	0	0	0	0	6	0	8	89	0	0	0	91	4	0	198
4:30 PM	0	0	0	0	3	0	3	0	4	116	0	1	0	77	4	0	208
4:45 PM	0	0	0	0	2	0	2	0	1	98	0	0	0	89	4	0	196
5:00 PM	0	0	0	0	4	0	2	0	1	74	0	1	0	96	8	1	187
5:15 PM	0	0	0	0	3	0	0	0	2	111	0	0	0	104	3	0	223
5:30 PM	0	0	0	0	0	0	1	0	3	59	0	0	0	123	10	0	196
5:45 PM	0	0	0	0	3	0	3	0	1	84	0	1	0	108	6	1	207
6:00 PM	0	0	0	0	2	0	5	0	1	69	0	0	0	108	11	0	196
6:15 PM	0	0	0	0	2	0	3	0	2	80	0	0	0	84	4	0	175
6:30 PM	0	0	0	0	1	0	0	0	2	69	0	0	0	74	1	0	147
6:45 PM	0	0	0	0	1	0	1	0	2	85	0	1	0	56	2	0	148
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	29	0	47	0	39	1374	0	5	0	1426	73	2	2995
					38.16%	0.00%	61.84%	0.00%	2.75%	96.90%	0.00%	0.35%	0.00%	95.00%	4.86%	0.13%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	9	0	7	323	0	1	0	443	30	1	822
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.667	0.000	0.450	0.000	0.583	0.727	0.000	0.250	0.000	0.900	0.682	0.250	0.922
							0.607				0.732				0.891		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wright PI & E Charleston Rd
City: Palo
Control: 1-Way Stop(SB)

Project ID: 25-080177-014
Date: 5/13/2025

Data - HT

NS/EW Streets:	Wright PI				Wright PI				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
8:45 AM	0	0	0	0	1	0	0	0	0	5	0	1	0	2	0	0	9
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	12	0	1	0	20	0	0	34
					100.00%	0.00%	0.00%	0.00%	0.00%	92.31%	0.00%	7.69%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	9	0	1	0	13	0	0	24
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.450	0.000	0.250	0.000	0.650	0.000	0.000	0.667
								0.250				0.417				0.650	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
3:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	21	0	0	0	9	2	0	32
									0.00%	100.00%	0.00%	0.00%	0.00%	81.82%	18.18%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
												0.250				0.250	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wright PI & E Charleston Rd
City: Palo
Control: 1-Way Stop(SB)

Project ID: 25-080177-014
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Wright PI				Wright PI				E Charleston Rd				E Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	10
8:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	7	0	0	10
8:15 AM	1	0	0	0	1	0	0	0	0	8	0	0	0	10	0	0	20
8:30 AM	0	0	0	0	0	0	2	0	0	7	0	0	0	39	1	0	49
8:45 AM	0	0	0	0	0	0	5	0	0	3	0	0	0	32	0	0	40
9:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	10	1	0	16
9:15 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	5	0	0	9
TOTAL VOLUMES :	1	0	0	0	2	0	10	0	0	34	0	0	0	114	2	0	163
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	16.67%	0.00%	83.33%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	98.28%	1.72%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	1	0	0	0	1	0	7	0	0	23	0	0	0	91	2	0	125
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.250	0.000	0.350	0.000	0.000	0.719	0.000	0.000	0.000	0.583	0.500	0.000	0.638
	0.250				0.400				0.719				0.581				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	9
3:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8
4:15 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	4	0	0	29
4:30 PM	0	0	0	0	0	0	0	0	1	21	0	0	0	2	0	0	24
4:45 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	3	0	0	11
5:00 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	4	0	0	11
5:15 PM	0	0	0	0	0	0	2	0	2	8	0	0	0	2	1	0	15
5:30 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	0	16
5:45 PM	0	0	0	0	0	0	2	0	2	4	0	0	0	3	0	0	11
6:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11
6:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	2	0	0	13
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
TOTAL VOLUMES :	0	0	0	0	0	0	5	0	7	115	0	0	0	4	4	0	182
APPROACH %'s :	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	5.74%	94.26%	0.00%	0.00%	0.00%	92.73%	7.27%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	4	0	4	28	0	0	0	16	1	0	53
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.778	0.000	0.000	0.000	0.571	0.250	0.000	0.828
					0.500				0.800				0.607				

National Data & Surveying Services
Intersection Turning Movement Count

Location: Wright Pl & E Charleston Rd
City: Palo

Project ID: 25-080177-014
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Wright Pl		Wright Pl		E Charleston Rd		E Charleston Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:30 AM	1	1	0	0	0	1	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	4	0	0	1	0	0	1	6
8:45 AM	1	2	0	0	0	1	0	0	4
9:00 AM	0	2	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	2	10	0	0	2	2	0	1	17
	16.67%	83.33%			50.00%	50.00%	0.00%	100.00%	
PEAK HR :	08:15 AM - 09:15 AM								TOTAL
PEAK HR VOL :	1	8	0	0	1	1	0	1	12
PEAK HR FACTOR :	0.250	0.500			0.250	0.250		0.250	0.500
	0.563				0.500		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	1	0	0	0	0	0	0	1
3:15 PM	0	1	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	1	1	0	0	0	1	0	0	3
4:00 PM	2	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	2
4:45 PM	1	0	0	0	0	0	0	0	1
5:00 PM	2	0	0	0	2	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	2	0	0	0	2
6:00 PM	0	2	0	0	1	0	0	0	3
6:15 PM	0	3	0	0	0	2	0	0	5
6:30 PM	0	1	0	0	0	0	0	0	1
6:45 PM	1	2	0	0	0	2	0	0	5
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	7	14	0	0	6	5	0	0	32
	33.33%	66.67%			54.55%	45.45%			
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	0	3	0	0	3	0	0	0	6
PEAK HR FACTOR :		0.375			0.375				0.500
	0.375				0.375				

Comment 4:

Comment 4

Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound				
Start Time	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	2	0	3	0	0	65	3	0	0	0	0	0	2	65	0	1			
7:45 AM	2	0	5	0	1	48	1	0	0	0	0	0	1	113	0	687			
8:00 AM	3	3	3	0	3	13	3	0	0	0	0	0	3	89	0	779			
8:15 AM	0	0	2	0	0	89	8	1	0	0	0	0	1	103	0	1			
8:30 AM	2	0	1	0	0	86	4	0	0	0	0	0	1	124	0	721			
8:45 AM	1	0	5	0	0	56	3	0	0	0	0	0	1	116	0	1			
9:00 AM	0	2	2	0	0	3	62	0	0	0	0	0	4	130	0	1			
9:15 AM	2	0	1	0	0	57	2	0	0	0	0	0	0	66	0	128			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	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			
12:30 PM	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			
1:00 PM	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			
1:30 PM	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			
2:00 PM	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			
2:30 PM	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			
3:00 PM	2	0	1	0	0	65	4	0	0	0	0	0	1	74	0	0			
3:15 PM	1	1	6	0	0	89	2	0	0	0	0	0	3	88	0	0			
3:30 PM	3	0	8	0	0	77	3	0	0	0	0	0	3	94	0	0			
3:45 PM	1	0	3	0	0	89	4	0	0	0	0	0	3	106	0	0			
4:00 PM	1	0	3	0	0	99	4	0	0	0	0	0	2	92	0	1			
4:15 PM	0	6	6	0	0	94	5	0	0	0	0	0	4	89	0	0			
4:30 PM	3	0	3	0	0	78	4	0	0	0	0	0	4	119	0	1			
4:45 PM	2	0	2	0	0	89	4	0	0	0	0	0	1	99	0	0			
5:00 PM	4	0	2	0	0	97	8	1	0	0	0	0	1	74	0	1			
5:15 PM	3	0	0	0	0	104	3	0	0	0	0	0	2	111	0	1			
5:30 PM	0	0	1	0	0	123	10	0	0	0	0	0	3	59	0	0			
5:45 PM	3	0	3	0	0	109	6	1	0	0	0	0	1	84	0	1			
6:00 PM	2	0	5	0	0	108	11	0	0	0	0	0	1	70	0	0			
6:15 PM	2	0	3	0	0	84	4	0	0	0	0	0	2	86	0	0			
6:30 PM	1	0	0	0	0	74	1	0	0	0	0	0	2	70	0	0			
6:45 PM	1	0	1	0	0	56	2	0	0	0	0	0	2	86	0	1			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-014

Date : 5/13/2025

All Vehicles & UtURNS

START TIME	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					Total	UtURNS Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	2	0	3	0	5	0	65	3	0	68	0	0	0	0	0	2	65	0	1	68	141	1
7:45	2	0	5	0	7	0	48	1	0	49	0	0	0	0	0	1	113	0	0	114	170	0
8:00	3	0	3	0	6	0	63	13	0	76	0	0	0	0	0	3	89	0	0	92	174	0
8:15	0	0	2	0	2	0	89	8	1	98	0	0	0	0	0	1	103	0	1	105	205	2
Total	7	0	13	0	20	0	265	25	1	291	0	0	0	0	0	7	370	0	2	379	690	3
8:30	2	0	1	0	3	0	86	4	0	90	0	0	0	0	0	1	124	0	0	125	218	0
8:45	1	0	5	0	6	0	58	3	0	61	0	0	0	0	0	1	116	0	1	118	185	1
9:00	0	0	2	0	2	0	62	3	0	65	0	0	0	0	0	4	130	0	0	134	201	0
9:15	2	0	1	0	3	0	57	2	0	59	0	0	0	0	0	0	66	0	0	66	128	0
Total	5	0	9	0	14	0	263	12	0	275	0	0	0	0	0	6	436	0	1	443	732	1
15:00	2	0	1	0	3	0	65	4	0	69	0	0	0	0	0	1	74	0	0	75	147	0
15:15	1	0	6	0	7	0	89	2	0	91	0	0	0	0	0	3	88	0	0	91	189	0
15:30	3	0	8	0	11	0	77	3	0	80	0	0	0	0	0	3	94	0	0	97	188	0
15:45	1	0	3	0	4	0	89	4	0	93	0	0	0	0	0	3	106	0	0	109	206	0
Total	7	0	18	0	25	0	320	13	0	333	0	0	0	0	0	10	362	0	0	372	730	0
16:00	1	0	3	0	4	0	99	4	0	103	0	0	0	0	0	2	92	0	1	95	202	1
16:15	0	0	6	0	6	0	94	5	0	99	0	0	0	0	0	8	89	0	0	97	202	0
16:30	3	0	3	0	6	0	78	4	0	82	0	0	0	0	0	4	119	0	1	124	212	1
16:45	2	0	2	0	4	0	89	4	0	93	0	0	0	0	0	1	99	0	0	100	197	0
Total	6	0	14	0	20	0	360	17	0	377	0	0	0	0	0	15	399	0	2	416	813	2
17:00	4	0	2	0	6	0	97	8	1	106	0	0	0	0	0	1	74	0	1	76	188	2
17:15	3	0	0	0	3	0	104	3	0	107	0	0	0	0	0	2	111	0	0	113	223	0
17:30	0	0	1	0	1	0	123	10	0	133	0	0	0	0	0	3	59	0	0	62	196	0
17:45	3	0	3	0	6	0	109	6	1	116	0	0	0	0	0	1	84	0	1	86	208	2
Total	10	0	6	0	16	0	433	27	2	462	0	0	0	0	0	7	328	0	2	337	815	4
18:00	2	0	5	0	7	0	108	11	0	119	0	0	0	0	0	1	70	0	0	71	197	0
18:15	2	0	3	0	5	0	84	4	0	88	0	0	0	0	0	2	80	0	0	82	175	0
18:30	1	0	0	0	1	0	74	1	0	75	0	0	0	0	0	2	70	0	0	72	148	0
18:45	1	0	1	0	2	0	56	2	0	58	0	0	0	0	0	2	86	0	1	89	149	1
Total	6	0	9	0	15	0	322	18	0	340	0	0	0	0	0	7	306	0	1	314	669	1
Grand Total	41	0	69	0	110	0	1963	112	3	2078	0	0	0	0	0	52	2201	0	8	2261	4449	11
Apprch %	37.3%	0.0%	62.7%	0.0%		0.0%	94.5%	5.4%	0.1%		0.0%	0.0%	0.0%	0.0%		2.3%	97.3%	0.0%	0.4%			
Total %	0.9%	0.0%	1.6%	0.0%	2.5%	0.0%	44.1%	2.5%	0.1%	46.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	49.5%	0.0%	0.2%	50.8%	100.0%	

AM PEAK HOUR	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	2	0	2	0	89	8	1	98	0	0	0	0	0	1	103	0	1	105	205
8:30	2	0	1	0	3	0	86	4	0	90	0	0	0	0	0	1	124	0	0	125	218
8:45	1	0	5	0	6	0	58	3	0	61	0	0	0	0	0	1	116	0	1	118	185
9:00	0	0	2	0	2	0	62	3	0	65	0	0	0	0	0	4	130	0	0	134	201
Total Volume	3	0	10	0	13	0	295	18	1	314	0	0	0	0	0	7	473	0	2	482	809
% App Total	23.1%	0.0%	76.9%	0.0%		0.0%	93.9%	5.7%	0.3%		0.0%	0.0%	0.0%	0.0%		1.5%	98.1%	0.0%	0.4%		
PHF	.375	.000	.500	.000	.542	.000	.829	.563	.250	.801	.000	.000	.000	.000	.000	.438	.910	.000	.500	.899	.928

PM PEAK HOUR	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 17:15 to 18:15																						
Peak Hour For Entire Intersection Begins at 17:15																						
17:15	3	0	0	0	3	0	104	3	0	107	0	0	0	0	0	2	111	0	0	113	223	
17:30	0	0	1	0	1	0	123	10	0	133	0	0	0	0	0	3	59	0	0	62	196	
17:45	3	0	3	0	6	0	109	6	1	116	0	0	0	0	0	1	84	0	1	86	208	
18:00	2	0	5	0	7	0	108	11	0	119	0	0	0	0	0	1	70	0	0	71	197	
Total Volume	8	0	9	0	17	0	444	30	1	475	0	0	0	0	0	7	324	0	1	332	824	
% App Total	47.1%	0.0%	52.9%	0.0%		0.0%	93.5%	6.3%	0.2%		0.0%	0.0%	0.0%	0.0%		2.1%	97.6%	0.0%	0.3%			
PHF	.667	.000	.450	.000	.607	.000	.902	.682	.250	.893	.000	.000	.000	.000	.000	.583	.730	.000	.250	.735	.924	

Comment 4:

Comment 4

Wright Pl Southbound				E Charleston Rd Westbound				Wright Pl Northbound				E Charleston Rd Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
7:30 AM	0	0	0	2	0	3	0	1	0	0	0	0	0	6	0	0
7:45 AM	0	0	0	0	0	8	0	0	0	0	0	0	2	2	0	49
8:00 AM	1	0	1	0	0	7	0	1	0	0	0	0	0	0	0	119
8:15 AM	1	0	0	0	0	10	0	0	1	0	0	0	0	8	0	125
8:30 AM	0	0	2	4	0	39	1	1	0	0	0	0	0	7	7	1
8:45 AM	0	0	5	3	0	32	0	1	0	0	0	0	3	0	0	0
9:00 AM	0	0	2	1	0	10	0	0	0	0	0	0	3	0	0	05
9:15 AM	0	0	3	0	0	5	0	0	0	0	0	0	1	1	0	9
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
3:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	22
3:15 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	3	0	28
3:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	48
3:45 PM	0	0	0	2	0	3	0	1	0	0	0	0	0	3	0	67
4:00 PM	0	0	0	2	0	1	0	0	0	0	0	0	0	7	0	72
4:15 PM	0	0	1	0	0	4	0	0	0	0	0	0	0	25	0	75
4:30 PM	0	0	0	1	0	2	0	1	0	0	0	0	1	21	0	61
4:45 PM	0	0	1	1	0	3	0	0	0	0	0	0	0	7	0	53
5:00 PM	0	0	0	2	0	4	0	2	0	0	0	0	1	6	0	53
5:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	2	8	0	53
5:30 PM	0	0	0	1	0	7	0	0	0	0	0	0	0	9	0	51
5:45 PM	0	0	2	0	0	3	0	2	0	0	0	0	2	4	0	43
6:00 PM	0	0	0	2	0	4	0	1	0	0	0	0	0	7	0	35
6:15 PM	0	0	0	3	0	2	0	2	0	0	0	0	11	11	0	26
6:30 PM	0	0	0	1	0	7	0	0	0	0	0	0	1	1	0	11
6:45 PM	0	0	0	3	0	1	0	2	0	0	0	0	0	2	0	3
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-014
Date : 5/13/2025

All Bikes and Peds

START TIME	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	2	0	0	3	0	1	3	0	0	0	0	0	0	6	0	0	6	9	3
7:45	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	10	0
8:00	1	0	0	1	1	0	7	0	1	7	0	0	0	0	0	0	2	0	0	2	10	2
8:15	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	0	8	0	0	8	20	0
Total	2	0	0	3	2	0	28	0	2	28	1	0	0	0	1	0	18	0	0	18	49	5
8:30	0	0	2	4	2	0	39	1	1	40	0	0	0	0	0	0	7	0	1	7	49	6
8:45	0	0	5	3	5	0	32	0	1	32	0	0	0	0	0	0	3	0	0	3	40	4
9:00	0	0	0	2	0	0	10	1	0	11	0	0	0	0	0	0	5	0	0	5	16	2
9:15	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	9	0
Total	0	0	10	9	10	0	86	2	2	88	0	0	0	0	0	0	16	0	1	16	114	12
15:00	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	1
15:15	0	0	0	1	0	0	3	3	0	6	0	0	0	0	0	0	3	0	0	3	9	1
15:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5	0
15:45	0	0	0	2	0	0	3	0	1	3	0	0	0	0	0	0	3	0	0	3	6	3
Total	0	0	0	4	0	0	11	3	1	14	0	0	0	0	0	1	7	0	0	8	22	5
16:00	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8	2
16:15	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	25	0	0	25	29	1
16:30	0	0	0	1	0	0	2	0	1	2	0	0	0	0	0	1	21	0	0	22	24	2
16:45	0	0	1	1	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	11	1
Total	0	0	1	5	1	0	10	0	1	10	0	0	0	0	0	1	60	0	0	61	72	6
17:00	0	0	0	2	0	0	4	0	2	4	0	0	0	0	0	1	6	0	0	7	11	4
17:15	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	2	8	0	0	10	15	0
17:30	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16	1
17:45	0	0	2	0	2	0	3	0	2	3	0	0	0	0	0	2	4	0	0	6	11	2
Total	0	0	4	3	4	0	16	1	4	17	0	0	0	0	0	5	27	0	0	32	53	7
18:00	0	0	0	2	0	0	4	0	1	4	0	0	0	0	0	0	7	0	0	7	11	3
18:15	0	0	0	3	0	0	2	0	2	2	0	0	0	0	0	0	11	0	0	11	13	5
18:30	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8	1
18:45	0	0	0	3	0	0	1	0	2	1	0	0	0	0	0	0	2	0	0	2	3	5
Total	0	0	0	9	0	0	14	0	5	14	0	0	0	0	0	0	21	0	0	21	35	14
Grand Total	2	0	15	33	17	0	165	6	15	171	1	0	0	0	1	7	149	0	1	156	345	49
Apprch %	11.8%	0.0%	88.2%			0.0%	96.5%	3.5%			100.0%	0.0%	0.0%			4.5%	95.5%	0.0%				
Total %	0.6%	0.0%	4.3%		4.9%	0.0%	47.8%	1.7%		49.6%	0.3%	0.0%	0.0%		0.3%	2.0%	43.2%	0.0%		45.2%	100.0%	

AM PEAK HOUR	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	0	8	0	0	8	20
8:30	0	0	2	4	2	0	39	1	1	40	0	0	0	0	0	0	7	0	1	7	49
8:45	0	0	5	3	5	0	32	0	1	32	0	0	0	0	0	0	3	0	0	3	40
9:00	0	0	0	2	0	0	10	1	0	11	0	0	0	0	0	0	5	0	0	5	16
Total Volume	1	0	7	9	8	0	91	2	2	93	1	0	0	0	1	0	23	0	1	23	125
% App Total	12.5%	0.0%	87.5%			0.0%	97.8%	2.2%			100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.350		.400	.000	.583	.500		.581	.250	.000	.000		.250	.000	.719	.000		.719	.638

PM PEAK HOUR	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	2	8	0	0	10	15
17:30	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16
17:45	0	0	2	0	2	0	3	0	2	3	0	0	0	0	0	2	4	0	0	6	11
18:00	0	0	0	2	0	0	4	0	1	4	0	0	0	0	0	0	7	0	0	7	11
Total Volume	0	0	4	3	4	0	16	1	3	17	0	0	0	0	0	4	28	0	0	32	53
% App Total	0.0%	0.0%	100.0%			0.0%	94.1%	5.9%			0.0%	0.0%	0.0%			12.5%	87.5%	0.0%			
PHF	.000	.000	.500		.500	.000	.571	.250		.607	.000	.000	.000		.000	.500	.778	.000		.800	.828

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-014
Date : 5/13/2025

All HT & Uturns

	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					Total	Uturns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
7:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11	0
8:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	0
8:45	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	1	6	9	1
9:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	0
9:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Total	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	8	0	1	9	23	1
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	0
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
15:30	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
Total	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	14	0	0	14	18	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	4	0
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	9	0
17:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
Grand Total	1	0	0	0	1	0	29	2	0	31	0	0	0	0	0	0	33	0	1	34	66	1
Apprch %	100.0%	0.0%	0.0%	0.0%		0.0%	93.5%	6.5%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	97.1%	0.0%	2.9%			
Total %	1.5%	0.0%	0.0%	0.0%	1.5%	0.0%	43.9%	3.0%	0.0%	47.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	1.5%	51.5%	100.0%	

AM PEAK HOUR	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
8:45	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	1	6	9
9:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total Volume	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	9	0	1	10	24
% App Total	100.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	90.0%	0.0%	10.0%		
PHF	.250	.000	.000	.000	.250	.000	.650	.000	.000	.650	.000	.000	.000	.000	.000	.000	.450	.000	.250	.417	.667

PM PEAK HOUR	Wright Pl Southbound					E Charleston Rd Westbound					Wright Pl Northbound					E Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W Charleston Rd
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-015
Date: 5/13/2025

Data - Total

NS/EW Streets:	Park Blvd				Park Blvd				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	1	0	5	0	2	1	1	0	1	92	0	0	2	132	8	0	245
7:45 AM	0	2	5	0	4	0	1	0	0	131	0	0	2	97	4	0	246
8:00 AM	1	0	7	0	3	0	1	0	2	127	2	0	3	162	9	0	317
8:15 AM	0	1	4	0	1	0	2	0	1	134	0	0	1	145	4	0	293
8:30 AM	0	0	5	0	1	0	0	1	1	160	0	0	2	147	6	0	323
8:45 AM	0	0	4	0	0	1	2	0	2	151	0	0	3	163	6	0	332
9:00 AM	0	0	5	0	3	0	4	0	4	160	2	0	3	104	6	0	291
9:15 AM	1	0	6	0	2	0	3	0	4	78	0	0	2	94	7	0	197
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	1	41	0	16	2	14	1	15	1033	4	0	18	1044	50	0	2244
PEAK HR :	08:00 AM - 09:00 AM				5	1	5	1	6	572	2	0	9	617	25	0	1265
PEAK HR VOL :	1	1	20	0	0.417	0.250	0.625	0.250	0.750	0.894	0.250	0.000	0.750	0.946	0.694	0.000	0.953
PEAK HR FACTOR :	0.250	0.250	0.714	0.000	0.688				0.901				0.935				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	3	0	3	0	1	0	1	119	3	0	3	102	5	0	240
3:15 PM	0	0	3	0	2	0	0	0	2	132	2	0	2	119	7	0	269
3:30 PM	0	0	3	0	0	0	1	0	1	147	0	0	5	100	6	0	263
3:45 PM	1	1	4	0	4	0	2	0	1	173	1	0	4	124	5	0	320
4:00 PM	1	1	6	0	1	0	1	0	0	146	0	0	5	109	5	0	275
4:15 PM	0	0	4	0	1	0	0	0	1	134	0	0	2	145	5	0	292
4:30 PM	1	1	5	0	1	0	3	0	1	187	1	0	2	109	5	0	316
4:45 PM	0	1	1	0	3	0	1	0	1	145	0	0	0	113	6	0	271
5:00 PM	0	0	3	0	4	1	4	0	1	114	1	0	4	101	10	0	243
5:15 PM	0	0	8	0	4	0	0	0	0	174	1	0	3	101	4	0	296
5:30 PM	1	0	4	0	6	0	3	0	3	121	2	0	5	137	7	0	289
5:45 PM	0	0	2	0	6	0	3	0	1	171	1	0	6	110	10	0	310
6:00 PM	1	1	2	0	2	1	0	0	1	144	1	0	5	110	8	0	276
6:15 PM	1	0	5	0	3	0	3	0	3	122	0	0	3	124	7	0	271
6:30 PM	1	0	1	0	2	0	0	0	3	105	0	0	1	110	4	0	227
6:45 PM	0	0	10	0	1	0	2	0	0	113	2	0	6	79	6	1	220
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7	6	64	0	43	2	24	0	20	2247	15	0	56	1793	100	1	4378
PEAK HR :	03:45 PM - 04:45 PM				7	0	6	0	3	640	2	0	13	497	20	0	1203
PEAK HR VOL :	3	3	19	0	0.438	0.000	0.500	0.000	0.750	0.856	0.500	0.000	0.650	0.840	1.000	0.000	0.940
PEAK HR FACTOR :	0.750	0.750	0.792	0.000	0.781				0.853				0.855				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W Charleston Rd
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-015
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Park Blvd				Park Blvd				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	1	0	5	0	2	0	1	0	1	92	0	0	2	127	8	0	239
7:45 AM	0	2	4	0	4	0	1	0	0	129	0	0	2	95	4	0	241
8:00 AM	1	0	7	0	3	0	1	0	2	126	2	0	3	160	9	0	314
8:15 AM	0	1	4	0	1	0	2	0	1	133	0	0	1	143	4	0	290
8:30 AM	0	0	5	0	1	0	0	1	1	156	0	0	2	145	6	0	317
8:45 AM	0	0	4	0	0	1	2	0	2	146	0	0	3	162	6	0	326
9:00 AM	0	0	5	0	3	0	4	0	4	159	2	0	3	100	6	0	286
9:15 AM	1	0	6	0	2	0	3	0	4	77	0	0	2	92	7	0	194
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	1	40	0	16	1	14	1	15	1018	4	0	18	1024	50	0	2207
PEAK HR :	08:00 AM - 09:00 AM				5	1	5	1	6	561	2	0	9	610	25	0	1247
PEAK HR VOL :	1	1	20	0	0.417	0.250	0.625	0.250	0.750	0.899	0.250	0.000	0.750	0.941	0.694	0.000	0.956
PEAK HR FACTOR :	0.250	0.250	0.714	0.000	0.688				0.906				0.936				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	3	0	3	0	1	0	1	116	2	0	3	98	5	0	232
3:15 PM	0	0	3	0	2	0	0	0	2	129	1	0	2	118	7	0	264
3:30 PM	0	0	3	0	0	0	1	0	1	145	0	0	5	99	6	0	260
3:45 PM	1	1	4	0	4	0	2	0	1	172	1	0	4	123	5	0	318
4:00 PM	1	1	6	0	1	0	1	0	0	146	0	0	5	107	5	0	273
4:15 PM	0	0	4	0	1	0	0	0	1	134	0	0	2	144	5	0	291
4:30 PM	1	1	5	0	1	0	3	0	1	184	1	0	2	109	5	0	313
4:45 PM	0	1	1	0	3	0	1	0	1	145	0	0	0	111	6	0	269
5:00 PM	0	0	3	0	4	1	4	0	1	114	1	0	4	101	10	0	243
5:15 PM	0	1	8	0	4	0	0	0	0	174	1	0	3	101	4	0	296
5:30 PM	1	0	4	0	6	0	3	0	3	120	2	0	5	137	7	0	288
5:45 PM	0	0	2	0	6	0	2	0	1	171	1	0	6	110	10	0	309
6:00 PM	1	0	2	0	2	1	0	0	1	143	1	0	5	109	8	0	273
6:15 PM	1	0	5	0	3	0	2	0	3	122	0	0	3	124	7	0	270
6:30 PM	1	0	1	0	2	0	0	0	3	105	0	0	1	109	4	0	226
6:45 PM	0	0	9	0	1	0	2	0	0	113	2	0	6	79	6	1	219
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7	5	63	0	43	2	22	0	20	2233	13	0	56	1779	100	1	4344
PEAK HR :	03:45 PM - 04:45 PM				7	0	6	0	3	636	2	0	13	493	20	0	1195
PEAK HR VOL :	3	3	19	0	0.438	0.000	0.500	0.000	0.750	0.864	0.500	0.000	0.650	0.839	1.000	0.000	0.939
PEAK HR FACTOR :	0.750	0.750	0.792	0.000	0.781				0.862				0.854				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W Charleston Rd
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-015
Date: 5/13/2025

Data - HT

NS/EW Streets:	Park Blvd				Park Blvd				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	6
7:45 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
TOTAL VOLUMES :	0	0	1	0	0	1	0	0	0	15	0	0	0	20	0	0	37
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	11	0	0	0	7	0	0	18
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.875	0.000	0.000	0.750
										0.550				0.875			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	8
3:15 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	5
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	1	1	0	0	0	2	0	0	14	2	0	0	14	0	0	34
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	87.50%	12.50%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.500	0.000	0.000	0.667
										0.333				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W Charleston Rd
City: Palo
Control: 2-Way Stop(NB/SB)

Project ID: 25-080177-015
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Park Blvd				Park Blvd				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	1	1	0	1	0	1	0	0	4	0	0	1	1	1	0	11
7:45 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	2	4	0	9
8:00 AM	0	0	1	0	0	0	0	0	1	1	0	0	1	4	2	0	10
8:15 AM	1	1	0	0	2	0	0	0	0	5	0	0	0	10	2	0	21
8:30 AM	0	0	1	0	2	0	0	0	0	5	0	0	0	12	11	0	31
8:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	35	18	0	56
9:00 AM	0	0	0	0	2	0	1	0	0	3	0	0	0	9	5	0	20
9:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	4	0	9
TOTAL VOLUMES :	NL 1	NT 3	NR 3	NU 0	SL 7	ST 0	SR 3	SU 0	EL 2	ET 23	ER 0	EU 0	WL 2	WT 76	WR 47	WU 0	TOTAL 167
APPROACH %'s :	14.29%	42.86%	42.86%	0.00%	70.00%	0.00%	30.00%	0.00%	8.00%	92.00%	0.00%	0.00%	1.60%	60.80%	37.60%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL 118
PEAK HR VOL :	1	2	2	0	4	0	0	0	1	13	0	0	1	61	33	0	
PEAK HR FACTOR :	0.250	0.500	0.500	0.000	0.500	0.000	0.000	0.000	0.250	0.650	0.000	0.000	0.250	0.436	0.458	0.000	0.527
	0.625				0.500				0.700				0.448				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	0	6
3:30 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	3	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
4:00 PM	0	0	0	0	1	0	1	0	0	6	0	0	0	2	1	0	11
4:15 PM	0	0	1	0	1	2	0	0	1	32	0	0	0	3	1	0	41
4:30 PM	0	0	1	0	3	0	0	0	0	10	1	0	1	0	2	0	18
4:45 PM	0	0	0	0	2	0	2	0	0	5	2	0	0	1	2	0	14
5:00 PM	0	0	1	0	2	0	0	0	0	5	0	0	0	2	1	0	11
5:15 PM	0	0	1	0	2	0	1	0	0	7	1	0	0	1	2	0	15
5:30 PM	0	1	0	0	0	2	0	0	0	7	0	0	0	6	1	0	17
5:45 PM	0	0	0	0	2	1	0	0	0	4	0	0	1	6	0	0	14
6:00 PM	0	0	0	0	3	1	0	0	0	8	1	0	0	4	0	0	17
6:15 PM	0	0	0	0	3	2	1	0	0	7	0	0	0	1	0	0	14
6:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	7	2	0	11
6:45 PM	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	4
TOTAL VOLUMES :	NL 0	NT 2	NR 4	NU 0	SL 21	ST 9	SR 6	SU 0	EL 1	ET 99	ER 5	EU 0	WL 2	WT 40	WR 14	WU 0	TOTAL 203
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	58.33%	25.00%	16.67%	0.00%	0.95%	94.29%	4.76%	0.00%	3.57%	71.43%	25.00%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL 73
PEAK HR VOL :	0	0	2	0	5	2	1	0	1	50	1	0	1	5	5	0	
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.417	0.250	0.250	0.000	0.250	0.391	0.250	0.000	0.250	0.417	0.625	0.000	0.445
	0.500				0.667				0.394				0.688				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Park Blvd & W Charleston Rd
City: Palo

Project ID: 25-080177-015
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Park Blvd		Park Blvd		W Charleston Rd		W Charleston Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	1	1	0	0	0	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	1	0	0	1	0	0	0	0	2
8:15 AM	0	1	2	1	0	0	0	0	4
8:30 AM	0	1	0	0	0	0	0	0	1
8:45 AM	1	1	2	0	0	1	0	0	5
9:00 AM	0	2	1	0	0	0	0	0	3
9:15 AM	0	0	3	0	0	0	0	0	3
TOTAL VOLUMES :	EB 2	WB 6	EB 10	WB 2	NB 0	SB 1	NB 0	SB 0	TOTAL 21
APPROACH %'s :	25.00%	75.00%	83.33%	16.67%	0.00%	100.00%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	2	3	4	2	0	1	0	0	12
PEAK HR FACTOR :	0.500	0.750	0.500	0.500	0.250	0.250			0.600
	0.625		0.500		0.250				

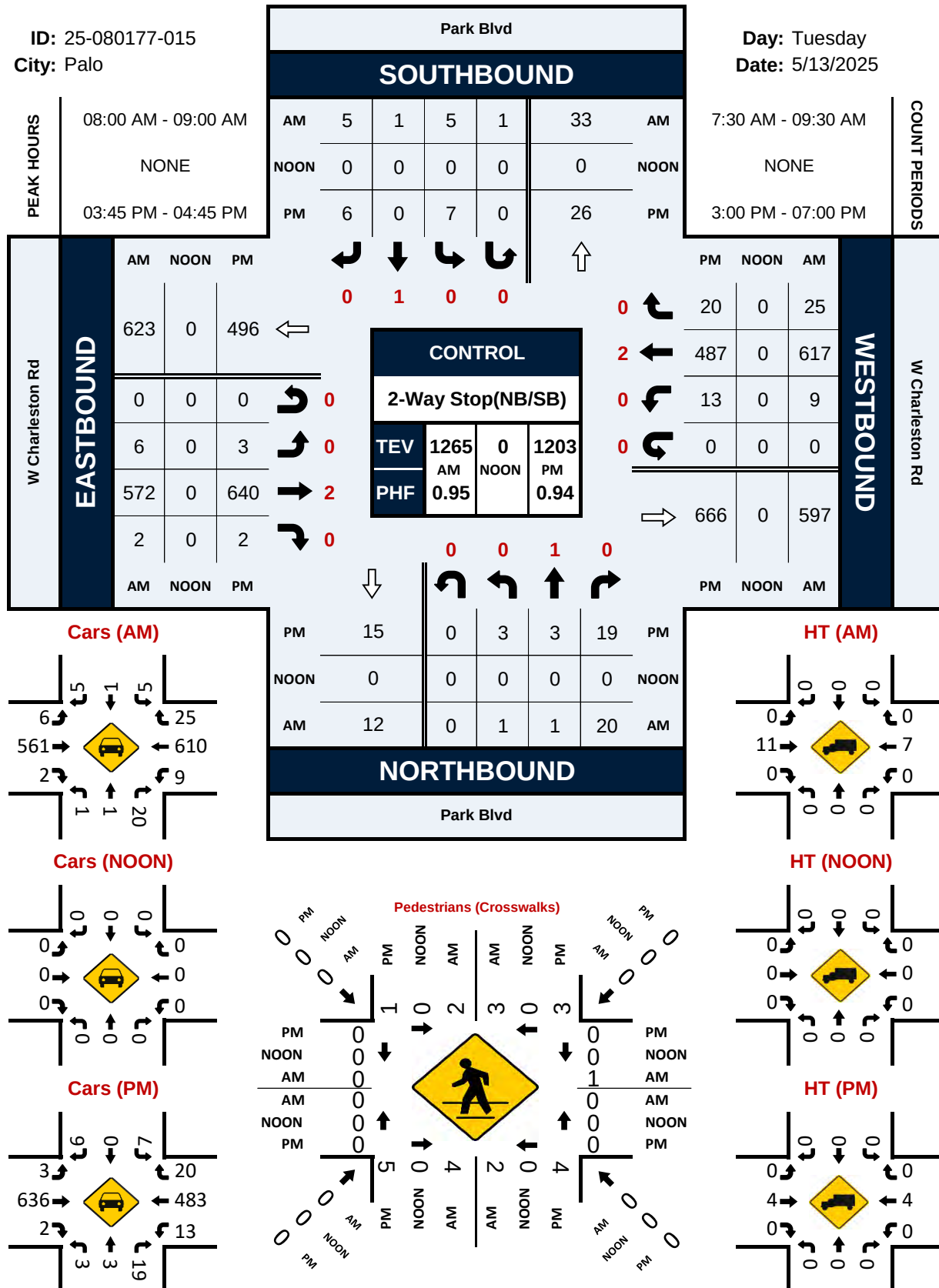
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	2	1	1	0	0	0	0	0	4
3:30 PM	0	1	0	1	0	0	0	0	2
3:45 PM	1	1	1	1	0	0	0	0	4
4:00 PM	0	0	1	2	0	0	0	0	3
4:15 PM	0	2	2	1	0	0	0	0	5
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	1	0	1	0	0	1	0	1	4
5:00 PM	1	0	1	0	1	0	1	0	4
5:15 PM	1	0	1	0	0	0	0	0	2
5:30 PM	0	1	1	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	0	0	0	1
6:00 PM	0	1	1	2	0	1	0	0	5
6:15 PM	0	2	3	0	0	0	0	0	5
6:30 PM	0	0	1	4	0	0	0	0	5
6:45 PM	1	1	0	1	0	2	0	0	5
TOTAL VOLUMES :	EB 8	WB 10	EB 15	WB 12	NB 1	SB 4	NB 1	SB 1	TOTAL 52
APPROACH %'s :	44.44%	55.56%	55.56%	44.44%	20.00%	80.00%	50.00%	50.00%	
PEAK HR :	03:45 PM - 04:45 PM								TOTAL
PEAK HR VOL :	1	3	5	4	0	0	0	0	13
PEAK HR FACTOR :	0.250	0.375	0.625	0.500					0.650
	0.500		0.750						

Park Blvd & W Charleston Rd

Peak Hour Turning Movement Count

ID: 25-080177-015
City: Palo

Day: Tuesday
Date: 5/13/2025



Comment 3:
Comment 4:

Start Time	Park Blvd Southbound				W. Charleston Rd Westbound				Park Blvd Northbound				W. Charleston Rd Eastbound				
	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	808
7:30 AM	2	1	1	0	2	132	8	0	1	0	5	0	1	92	0	0	1101
7:45 AM	4	1	1	0	4	97	4	0	2	5	131	0	0	133	0	0	1178
8:00 AM	3	0	1	0	3	162	8	0	1	0	7	0	2	127	2	0	1264
8:15 AM	1	0	2	0	1	145	4	0	0	1	4	0	1	134	0	0	1238
8:30 AM	1	0	0	1	2	147	6	0	0	0	5	0	1	160	0	0	1142
8:45 AM	1	0	2	0	3	163	6	0	0	0	4	0	2	151	0	0	820
9:00 AM	3	0	4	0	3	104	6	0	0	0	5	0	4	160	2	0	488
9:15 AM	2	0	3	0	2	94	7	0	1	0	6	0	4	78	0	0	197
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	240
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	509
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	772
3:00 PM	3	1	1	0	3	102	3	0	0	3	1	119	3	0	0	0	1092
3:15 PM	2	0	0	0	2	119	7	0	0	0	3	0	2	132	2	0	1127
3:30 PM	0	0	1	0	5	100	6	0	0	0	3	0	1	147	0	0	1150
3:45 PM	4	0	2	0	4	124	5	0	1	1	4	0	1	173	1	0	1203
4:00 PM	1	1	1	0	5	109	5	0	1	1	6	0	1	146	0	0	1154
4:15 PM	1	0	0	0	2	145	5	0	0	0	4	0	1	134	0	0	1122
4:30 PM	1	0	3	0	2	109	5	0	1	1	5	0	1	187	1	0	1126
4:45 PM	3	0	1	0	0	113	6	0	0	1	1	0	1	145	0	0	1099
5:00 PM	4	1	4	0	4	101	10	0	0	3	1	0	3	114	1	0	1138
5:15 PM	4	0	0	0	4	101	4	0	0	1	8	0	0	174	1	0	1171
5:30 PM	6	0	3	0	5	137	7	0	1	0	4	0	3	121	2	0	1146
5:45 PM	6	0	3	0	6	110	10	0	0	0	2	0	1	171	1	0	1084
6:00 PM	2	0	0	0	5	100	8	0	1	1	2	0	1	144	1	0	993
6:15 PM	3	0	3	0	3	124	7	0	0	1	0	0	3	122	0	0	717
6:30 PM	2	0	0	0	1	110	4	0	1	0	1	0	3	105	0	0	446
6:45 PM	1	0	2	0	6	79	6	1	0	0	10	0	1	113	2	0	219
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-015

Date : 5/13/2025

All Vehicles & Uturns

START TIME	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	2	1	1	0	4	2	132	8	0	142	1	0	5	0	6	1	92	0	0	93	245	0
7:45	4	0	1	0	5	2	97	4	0	103	0	2	5	0	7	0	131	0	0	131	246	0
8:00	3	0	1	0	4	3	162	9	0	174	1	0	7	0	8	2	127	2	0	131	317	0
8:15	1	0	2	0	3	1	145	4	0	150	0	1	4	0	5	1	134	0	0	135	293	0
Total	10	1	5	0	16	8	536	25	0	569	2	3	21	0	26	4	484	2	0	490	1101	0
8:30	1	0	0	1	2	2	147	6	0	155	0	0	5	0	5	1	160	0	0	161	323	1
8:45	0	1	2	0	3	3	163	6	0	172	0	0	4	0	4	2	151	0	0	153	332	0
9:00	3	0	4	0	7	3	104	6	0	113	0	0	5	0	5	4	160	2	0	166	291	0
9:15	2	0	3	0	5	2	94	7	0	103	1	0	6	0	7	4	78	0	0	82	197	0
Total	6	1	9	1	17	10	508	25	0	543	1	0	20	0	21	11	549	2	0	562	1143	1
15:00	3	0	1	0	4	3	102	5	0	110	0	0	3	0	3	1	119	3	0	123	240	0
15:15	2	0	0	0	2	2	119	7	0	128	0	0	3	0	3	2	132	2	0	136	269	0
15:30	0	0	1	0	1	5	100	6	0	111	0	0	3	0	3	1	147	0	0	148	263	0
15:45	4	0	2	0	6	4	124	5	0	133	1	1	4	0	6	1	173	1	0	175	320	0
Total	9	0	4	0	13	14	445	23	0	482	1	1	13	0	15	5	571	6	0	582	1092	0
16:00	1	0	1	0	2	5	109	5	0	119	1	1	6	0	8	0	146	0	0	146	275	0
16:15	1	0	0	0	1	2	145	5	0	152	0	0	4	0	4	1	134	0	0	135	292	0
16:30	1	0	3	0	4	2	109	5	0	116	1	1	5	0	7	1	187	1	0	189	316	0
16:45	3	0	1	0	4	0	113	6	0	119	0	1	1	0	2	1	145	0	0	146	271	0
Total	6	0	5	0	11	9	476	21	0	506	2	3	16	0	21	3	612	1	0	616	1154	0
17:00	4	1	4	0	9	4	101	10	0	115	0	0	3	0	3	1	114	1	0	116	243	0
17:15	4	0	0	0	4	3	101	4	0	108	0	1	8	0	9	0	174	1	0	175	296	0
17:30	6	0	3	0	9	5	137	7	0	149	1	0	4	0	5	3	121	2	0	126	289	0
17:45	6	0	3	0	9	6	110	10	0	126	0	0	2	0	2	1	171	1	0	173	310	0
Total	20	1	10	0	31	18	449	31	0	498	1	1	17	0	19	5	580	5	0	590	1138	0
18:00	2	1	0	0	3	5	110	8	0	123	1	1	2	0	4	1	144	1	0	146	276	0
18:15	3	0	3	0	6	3	124	7	0	134	1	0	5	0	6	3	122	0	0	125	271	0
18:30	2	0	0	0	2	1	110	4	0	115	1	0	1	0	2	3	105	0	0	108	227	0
18:45	1	0	2	0	3	6	79	6	1	92	0	0	10	0	10	0	113	2	0	115	220	1
Total	8	1	5	0	14	15	423	25	1	464	3	1	18	0	22	7	484	3	0	494	994	1
Grand Total	59	4	38	1	102	74	2837	150	1	3062	10	9	105	0	124	35	3280	19	0	3334	6622	2
Apprch %	57.8%	3.9%	37.3%	1.0%		2.4%	92.7%	4.9%	0.0%		8.1%	7.3%	84.7%	0.0%		1.0%	98.4%	0.6%	0.0%			
Total %	0.9%	0.1%	0.6%	0.0%	1.5%	1.1%	42.8%	2.3%	0.0%	46.2%	0.2%	0.1%	1.6%	0.0%	1.9%	0.5%	49.5%	0.3%	0.0%	50.3%	100.0%	

AM PEAK HOUR	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	3	0	1	0	4	3	162	9	0	174	1	0	7	0	8	2	127	2	0	131	317
8:15	1	0	2	0	3	1	145	4	0	150	0	1	4	0	5	1	134	0	0	135	293
8:30	1	0	0	1	2	2	147	6	0	155	0	0	5	0	5	1	160	0	0	161	323
8:45	0	1	2	0	3	3	163	6	0	172	0	0	4	0	4	2	151	0	0	153	332
Total Volume	5	1	5	1	12	9	617	25	0	651	1	1	20	0	22	6	572	2	0	580	1265
% App Total	41.7%	8.3%	41.7%	8.3%		1.4%	94.8%	3.8%	0.0%		4.5%	4.5%	90.9%	0.0%		1.0%	98.6%	0.3%	0.0%		
PHF	.417	.250	.625	.250	.750	.750	.946	.694	.000	.935	.250	.250	.714	.000	.688	.750	.894	.250	.000	.901	.953

PM PEAK HOUR	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	
Peak Hour Analysis From 15:45 to 16:45																						
Peak Hour For Entire Intersection Begins at 15:45																						
15:45	4	0	2	0	6	4	124	5	0	133	1	1	4	0	6	1	173	1	0	175	320	
16:00	1	0	1	0	2	5	109	5	0	119	1	1	6	0	8	0	146	0	0	146	275	
16:15	1	0	0	0	1	2	145	5	0	152	0	0	4	0	4	1	134	0	0	135	292	
16:30	1	0	3	0	4	2	109	5	0	116	1	1	5	0	7	1	187	1	0	189	316	
Total Volume	7	0	6	0	13	13	487	20	0	520	3	3	19	0	25	3	640	2	0	645	1203	
% App Total	53.8%	0.0%	46.2%	0.0%		2.5%	93.7%	3.8%	0.0%		12.0%	12.0%	76.0%	0.0%		0.5%	99.2%	0.3%	0.0%			
PHF	.438	.000	.500	.000	.542	.650	.840	1.000	.000	.855	.750	.750	.792	.000	.781	.750	.856	.500	.000	.853	.940	

Comment 4:

Park Blvd Southbound				W Charleston Rd Westbound				Park Blvd Northbound				W Charleston Rd Eastbound					
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:30 AM	1	0	1	1	1	1	1	0	0	1	1	1	1	0	4	0	0
7:45 AM	0	0	1	0	0	2	4	0	0	0	1	0	1	2	0	0	71
8:00 AM	0	1	0	1	2	4	1	0	0	0	1	1	0	1	1	0	118
8:15 AM	2	0	0	1	0	10	2	0	1	1	0	3	0	5	0	0	128
8:30 AM	2	0	0	1	0	12	11	0	0	0	1	0	0	5	0	0	116
8:45 AM	0	0	0	2	0	35	18	1	0	1	0	2	0	2	0	0	85
9:00 AM	2	1	1	2	0	5	9	0	0	0	0	3	3	0	0	0	29
9:15 AM	0	0	0	0	0	3	4	0	0	0	0	3	1	1	0	0	9
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	2	1	0	0	0	0	1	0	3	0	0	26
3:30 PM	1	0	1	1	0	3	0	0	0	0	0	1	0	1	0	0	61
3:45 PM	0	0	0	2	0	0	1	0	0	0	0	2	0	2	0	0	73
4:00 PM	1	0	1	0	0	2	1	0	0	0	0	3	0	6	0	0	84
4:15 PM	1	0	2	0	1	3	1	0	0	0	0	1	0	32	0	0	84
4:30 PM	3	0	0	0	1	0	2	0	0	0	1	1	0	10	1	0	58
4:45 PM	2	0	2	1	0	1	2	1	0	0	0	1	0	5	2	1	57
5:00 PM	2	0	0	1	0	2	1	1	0	0	0	1	1	0	5	0	57
5:15 PM	2	1	1	1	0	2	1	1	0	0	0	1	7	1	1	0	63
5:30 PM	0	2	0	1	0	6	1	0	0	1	0	1	0	7	0	0	62
5:45 PM	2	1	0	1	1	6	0	0	0	0	0	0	0	4	0	0	56
6:00 PM	3	1	0	1	0	4	0	1	0	0	0	3	0	8	1	0	46
6:15 PM	3	2	1	2	0	1	0	0	0	0	0	7	7	0	0	0	29
6:30 PM	0	0	0	0	0	7	2	0	0	1	0	5	0	1	0	0	15
6:45 PM	1	1	0	2	0	1	0	2	0	0	0	1	0	1	0	0	4
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-015
Date : 5/13/2025

All Bikes and Peds

	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					Total	Peds Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	1	0	1	1	2	1	1	1	0	3	0	1	1	1	2	0	4	0	0	4	11	2
7:45	0	0	1	0	1	0	2	4	0	6	0	0	0	1	0	0	2	0	0	2	9	1
8:00	0	0	0	1	0	1	4	2	0	7	0	0	1	1	1	1	1	0	0	2	10	2
8:15	2	0	0	1	2	0	10	2	0	12	1	1	0	3	2	0	5	0	0	5	21	4
Total	3	0	2	3	5	2	17	9	0	28	1	2	2	6	5	1	12	0	0	13	51	9
8:30	2	0	0	1	2	0	12	11	0	23	0	0	1	0	1	0	5	0	0	5	31	1
8:45	0	0	0	2	0	0	35	18	1	53	0	1	0	2	1	0	2	0	0	2	56	5
9:00	2	0	1	2	3	0	9	5	0	14	0	0	0	1	0	0	3	0	0	3	20	3
9:15	0	0	0	0	0	0	3	4	0	7	0	0	0	3	0	1	1	0	0	2	9	3
Total	4	0	1	5	5	0	59	38	1	97	0	1	1	6	2	1	11	0	0	12	116	12
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
15:15	0	0	0	3	0	0	2	1	0	3	0	0	0	1	0	0	3	0	0	3	6	4
15:30	1	0	1	1	2	0	3	0	0	3	0	0	0	1	0	0	1	0	0	1	6	2
15:45	0	0	0	2	0	0	0	1	0	1	0	0	0	2	0	0	2	0	0	2	3	4
Total	1	0	1	6	2	0	6	2	0	8	0	0	0	4	0	0	6	0	0	6	16	10
16:00	1	0	1	0	2	0	2	1	0	3	0	0	0	3	0	0	6	0	0	6	11	3
16:15	1	2	0	2	3	0	3	1	0	4	0	0	1	3	1	1	32	0	0	33	41	5
16:30	3	0	0	0	3	1	0	2	0	3	0	0	1	1	1	0	10	1	0	11	18	1
16:45	2	0	2	1	4	0	1	2	1	3	0	0	0	1	0	0	5	2	1	7	14	4
Total	7	2	3	3	12	1	6	6	1	13	0	0	2	8	2	1	53	3	1	57	84	13
17:00	2	0	0	1	2	0	2	1	1	3	0	0	1	1	1	0	5	0	1	5	11	4
17:15	2	0	1	1	3	0	1	2	0	3	0	0	1	1	1	0	7	1	0	8	15	2
17:30	0	2	0	1	2	0	6	1	0	7	0	1	0	1	1	0	7	0	0	7	17	2
17:45	2	1	0	1	3	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	14	1
Total	6	3	1	4	10	1	15	4	1	20	0	1	2	3	3	0	23	1	1	24	57	9
18:00	3	1	0	1	4	0	4	0	1	4	0	0	0	3	0	0	8	1	0	9	17	5
18:15	3	2	1	2	6	0	1	0	0	1	0	0	0	3	0	0	7	0	0	7	14	5
18:30	0	0	0	0	0	0	7	2	0	9	0	1	0	5	1	0	1	0	0	1	11	5
18:45	1	1	0	2	2	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	4	5
Total	7	4	1	5	12	0	13	2	3	15	0	1	0	12	1	0	17	1	0	18	46	20
Grand Total	28	9	9	26	46	4	116	61	6	181	1	5	7	39	13	3	122	5	2	130	370	73
Apprch %	60.9%	19.6%	19.6%			2.2%	64.1%	33.7%			7.7%	38.5%	53.8%			2.3%	93.8%	3.8%				
Total %	7.6%	2.4%	2.4%		12.4%	1.1%	31.4%	16.5%		48.9%	0.3%	1.4%	1.9%		3.5%	0.8%	33.0%	1.4%		35.1%	100.0%	

AM PEAK HOUR	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	1	0	1	4	2	0	7	0	0	1	1	1	1	1	0	0	2	10
8:15	2	0	0	1	2	0	10	2	0	12	1	1	0	3	2	0	5	0	0	5	21
8:30	2	0	0	1	2	0	12	11	0	23	0	0	1	0	1	0	5	0	0	5	31
8:45	0	0	0	2	0	0	35	18	1	53	0	1	0	2	1	0	2	0	0	2	56
Total Volume	4	0	0	5	4	1	61	33	1	95	1	2	2	6	5	1	13	0	0	14	118
% App Total	100.0%	0.0%	0.0%			1.1%	64.2%	34.7%			20.0%	40.0%	40.0%			7.1%	92.9%	0.0%			
PHF	.500	.000	.000		.500	.250	.436	.458		.448	.250	.500	.500		.625	.250	.650	.000		.700	.527

PM PEAK HOUR	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	
Peak Hour Analysis From 15:45 to 16:45																					
Peak Hour For Entire Intersection Begins at 15:45																					
15:45	0	0	0	2	0	0	0	1	0	1	0	0	0	2	0	0	2	0	0	2	3
16:00	1	0	1	0	2	0	2	1	0	3	0	0	0	3	0	0	6	0	0	6	11
16:15	1	2	0	2	3	0	3	1	0	4	0	0	1	3	1	1	32	0	0	33	41
16:30	3	0	0	0	3	1	0	2	0	3	0	0	1	1	1	0	10	1	0	11	18
Total Volume	5	2	1	4	8	1	5	5	0	11	0	0	2	9	2	1	50	1	0	52	73
% App Total	62.5%	25.0%	12.5%			9.1%	45.5%	45.5%			0.0%	0.0%	100.0%			1.9%	96.2%	1.9%			
PHF	.417	.250	.250		.667	.250	.417	.625		.688	.000	.000	.500		.500	.250	.391	.250		.394	.445

Comment 3:
Comment 4:

Worksheet: 4

Start Time	Park Blvd Southbound				W Charleston Rd Westbound				Park Blvd Northbound				W Charleston Rd Eastbound				
	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:30 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	17
7:45 AM	0	0	0	0	0	2	0	1	0	0	0	0	0	2	0	0	17
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	18
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	20
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	20
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	14
9:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	8
9:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	8
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
3:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	1	0	18
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	12
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	8
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	8
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	5
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	6
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-015
Date : 5/13/2025

All HT & Uturns

START TIME	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6	0
7:45	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5	0
8:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	1	0	0	1	0	11	0	0	11	0	0	1	0	1	0	4	0	0	4	17	0
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	0
8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	0
9:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	0
9:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	20	0
15:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	8	0
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5	0
15:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
15:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	2	0	11	18	0
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
16:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
17:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
18:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	0
18:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
Total	0	0	1	0	1	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	6	0
Grand Total	0	1	2	0	3	0	34	0	0	34	0	1	2	0	3	0	29	2	0	31	71	0
Apprch %	0.0%	33.3%	66.7%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	33.3%	66.7%	0.0%		0.0%	93.5%	6.5%	0.0%			
Total %	0.0%	1.4%	2.8%	0.0%	4.2%	0.0%	47.9%	0.0%	0.0%	47.9%	0.0%	1.4%	2.8%	0.0%	4.2%	0.0%	40.8%	2.8%	0.0%	43.7%	100.0%	

AM PEAK HOUR	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	18
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.000	.000	.000	.000	.000	.000	.550	.000	.000	.550	.750

PM PEAK HOUR	Park Blvd Southbound					W Charleston Rd Westbound					Park Blvd Northbound					W Charleston Rd Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 15:45 to 16:45																						
Peak Hour For Entire Intersection Begins at 15:45																						
15:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.667	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ruthelma Ave & W Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-016
Date: 5/13/2025

Data - Total

NS/EW Streets:	Ruthelma Ave				Ruthelma Ave				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	1	0	0	0	0	0	0	97	1	0	0	130	0	0	229
7:45 AM	1	0	2	0	0	0	0	0	0	134	0	0	0	102	0	0	239
8:00 AM	0	0	0	0	0	0	0	0	0	125	0	0	1	162	0	0	288
8:15 AM	0	0	4	0	0	0	0	0	0	138	1	0	1	140	0	0	284
8:30 AM	1	0	0	0	0	0	0	0	0	163	0	0	2	146	0	0	312
8:45 AM	1	0	3	0	0	0	0	0	0	162	0	0	2	171	0	0	339
9:00 AM	1	0	2	0	0	0	0	0	0	147	2	0	0	107	0	0	259
9:15 AM	1	0	3	0	0	0	0	0	0	96	0	0	0	98	0	0	198
TOTAL VOLUMES :	NL 5	NT 0	NR 15	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1062	ER 4	EU 0	WL 6	WT 1056	WR 0	WU 0	TOTAL 2148
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					0.00%	99.62%	0.38%	0.00%	0.56%	99.44%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL 1223
PEAK HR VOL :	2	0	7	0	0	0	0	0	0	588	1	0	6	619	0	0	
PEAK HR FACTOR :	0.500	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.902	0.250	0.000	0.750	0.905	0.000	0.000	0.902
	0.563									0.903				0.903			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	1	0	0	0	0	0	0	123	0	0	2	103	0	1	230
3:15 PM	0	0	1	0	0	0	0	0	0	134	1	0	0	119	0	0	255
3:30 PM	1	0	1	0	0	0	0	0	0	145	1	0	0	102	0	0	250
3:45 PM	0	0	3	0	0	0	0	0	0	172	1	0	1	126	0	0	303
4:00 PM	0	0	1	0	0	0	0	0	0	155	2	0	1	110	0	0	269
4:15 PM	1	0	0	0	0	0	0	0	0	146	0	0	3	142	0	0	292
4:30 PM	0	0	1	0	0	0	0	0	0	178	2	0	2	109	0	0	292
4:45 PM	0	0	3	0	0	0	0	0	0	154	0	0	1	116	0	0	274
5:00 PM	0	0	3	0	0	0	0	0	0	95	0	0	3	103	0	0	204
5:15 PM	0	0	1	0	0	0	0	0	0	162	0	0	1	99	0	0	263
5:30 PM	1	0	2	0	0	0	0	0	0	148	0	0	3	134	0	0	288
5:45 PM	1	0	2	0	0	0	0	0	0	143	1	0	3	115	0	0	265
6:00 PM	0	0	1	0	0	0	0	0	0	156	0	0	2	109	0	0	268
6:15 PM	0	0	2	0	0	0	0	0	0	110	0	0	3	125	0	0	240
6:30 PM	2	0	0	0	0	0	0	0	0	105	1	0	2	110	0	0	220
6:45 PM	1	0	1	0	0	0	0	0	0	124	0	0	1	78	0	0	205
TOTAL VOLUMES :	NL 7	NT 0	NR 23	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 2250	ER 9	EU 0	WL 28	WT 1800	WR 0	WU 1	TOTAL 4118
APPROACH %'s :	23.33%	0.00%	76.67%	0.00%					0.00%	99.60%	0.40%	0.00%	1.53%	98.41%	0.00%	0.05%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL 1156
PEAK HR VOL :	1	0	5	0	0	0	0	0	0	651	5	0	7	497	0	0	
PEAK HR FACTOR :	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.914	0.625	0.000	0.583	0.857	0.000	0.000	0.954
	0.500									0.911				0.852			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ruthelma Ave & W Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-016
Date: 5/13/2025

Data - Cars

NS/EW Streets:	Ruthelma Ave				Ruthelma Ave				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	1	0	0	0	0	0	0	97	1	0	0	125	0	0	224
7:45 AM	1	0	2	0	0	0	0	0	0	132	0	0	0	100	0	0	235
8:00 AM	0	0	0	0	0	0	0	0	0	124	0	0	1	160	0	0	285
8:15 AM	0	0	4	0	0	0	0	0	0	137	1	0	1	138	0	0	281
8:30 AM	1	0	0	0	0	0	0	0	0	156	0	0	2	144	0	0	303
8:45 AM	1	0	3	0	0	0	0	0	0	159	0	0	2	170	0	0	335
9:00 AM	1	0	2	0	0	0	0	0	0	147	2	0	0	103	0	0	255
9:15 AM	1	0	3	0	0	0	0	0	0	94	0	0	0	96	0	0	194
TOTAL VOLUMES :	5	0	15	0	0	0	0	0	0	1046	4	0	6	1036	0	0	2112
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					0.00%	99.62%	0.38%	0.00%	0.58%	99.42%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	0	7	0	0	0	0	0	0	576	1	0	6	612	0	0	1204
PEAK HR FACTOR :	0.500	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.906	0.250	0.000	0.750	0.900	0.000	0.000	0.899
	0.563									0.907				0.898			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	1	0	0	0	0	0	0	117	0	0	1	100	0	1	220
3:15 PM	0	0	1	0	0	0	0	0	0	132	1	0	0	118	0	0	252
3:30 PM	1	0	1	0	0	0	0	0	0	143	1	0	0	101	0	0	247
3:45 PM	0	0	3	0	0	0	0	0	0	171	1	0	1	125	0	0	301
4:00 PM	0	0	1	0	0	0	0	0	0	155	2	0	1	108	0	0	267
4:15 PM	1	0	0	0	0	0	0	0	0	146	0	0	3	141	0	0	291
4:30 PM	0	0	1	0	0	0	0	0	0	175	2	0	2	109	0	0	289
4:45 PM	0	0	3	0	0	0	0	0	0	154	0	0	1	114	0	0	272
5:00 PM	0	0	3	0	0	0	0	0	0	95	0	0	3	103	0	0	204
5:15 PM	0	0	1	0	0	0	0	0	0	162	0	0	1	99	0	0	263
5:30 PM	1	0	2	0	0	0	0	0	0	147	0	0	3	134	0	0	287
5:45 PM	1	0	2	0	0	0	0	0	0	143	1	0	3	114	0	0	264
6:00 PM	0	0	1	0	0	0	0	0	0	155	0	0	2	108	0	0	266
6:15 PM	0	0	2	0	0	0	0	0	0	110	0	0	3	125	0	0	240
6:30 PM	1	0	0	0	0	0	0	0	0	105	1	0	1	109	0	0	217
6:45 PM	1	0	1	0	0	0	0	0	0	124	0	0	1	78	0	0	205
TOTAL VOLUMES :	6	0	23	0	0	0	0	0	0	2234	9	0	26	1786	0	1	4085
APPROACH %'s :	20.69%	0.00%	79.31%	0.00%					0.00%	99.60%	0.40%	0.00%	1.43%	98.51%	0.00%	0.06%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	1	0	5	0	0	0	0	0	0	647	5	0	7	493	0	0	1148
PEAK HR FACTOR :	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.625	0.000	0.583	0.856	0.000	0.000	0.953
	0.500									0.921				0.851			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ruthelma Ave & W Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-016
Date: 5/13/2025

Data - HT

NS/EW Streets:	Ruthelma Ave				Ruthelma Ave				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
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	0	16	0	0	0	20	0	0	36
									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM								0	12	0	0	0	7	0	0	19
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.429	0.000	0.000	0	0.875	0.000	0.000	0.528
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.429	0.000	0.000	0.000	0.875	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	3	0	0	10
3:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	0	0	0	0	0	16	0	0	2	14	0	0	33
	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM								0	4	0	0	0	4	0	0	8
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.333	0.000	0.000	0	0.500	0.000	0.000	0.667
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.500	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ruthelma Ave & W Charleston Rd
City: Palo
Control: 1-Way Stop(NB)

Project ID: 25-080177-016
Date: 5/13/2025

Data - Bikes

NS/EW Streets:	Ruthelma Ave				Ruthelma Ave				W Charleston Rd				W Charleston Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
8:15 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	11	0	0	17
8:30 AM	1	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	19
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	36	0	0	38
9:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0	0	13
9:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
TOTAL VOLUMES :	2	0	0	0	0	0	0	0	0	26	0	0	2	81	0	0	111
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0	0	0	0	0.00%	100.00%	0.00%	0.00%	2.41%	97.59%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	14	0	0	0	65	0	0	81
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.451	0.000	0.000	0.533
	0.500								0.700				0.451				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	2	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	3	0	0	37
4:30 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	1	1	0	0	10
5:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	3	3	0	0	13
5:45 PM	0	0	0	0	0	0	0	0	0	4	1	0	1	5	0	0	11
6:00 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	5	0	0	14
6:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	1	0	0	9
6:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	7	0	0	9
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	104	3	0	7	38	0	0	152
APPROACH %'s :									0.00%	97.20%	2.80%	0.00%	15.56%	84.44%	0.00%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	54	0	0	1	5	0	0	60
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.397	0.000	0.000	0.250	0.417	0.000	0.000	0.405
									0.397				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ruthelma Ave & W Charleston Rd
City: Palo

Project ID: 25-080177-016
Date: 5/13/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ruthelma Ave		Ruthelma Ave		W Charleston Rd		W Charleston Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:30 AM	0	2	1	0	0	0	0	0	3
7:45 AM	0	1	2	0	0	0	0	0	3
8:00 AM	1	0	0	1	0	0	0	0	2
8:15 AM	0	1	4	1	0	0	0	0	6
8:30 AM	1	1	1	0	0	1	0	0	4
8:45 AM	1	1	1	1	0	0	0	0	4
9:00 AM	0	2	1	1	0	0	0	0	4
9:15 AM	0	1	4	0	1	1	0	0	7
TOTAL VOLUMES :	EB 3	WB 9	EB 14	WB 4	NB 1	SB 2	NB 0	SB 0	TOTAL 33
APPROACH %'s :	25.00%	75.00%	77.78%	22.22%	33.33%	66.67%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	3	3	6	3	0	1	0	0	16
PEAK HR FACTOR :	0.750	0.750	0.375	0.750		0.250			0.667
		0.750		0.450		0.250			

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	2	0	1	0	0	1	0	0	4
3:30 PM	0	1	0	1	0	0	0	0	2
3:45 PM	1	0	1	1	0	0	0	0	3
4:00 PM	0	0	1	1	0	0	0	0	2
4:15 PM	0	1	2	0	0	0	0	0	3
4:30 PM	1	0	1	0	0	0	0	0	2
4:45 PM	2	0	1	0	0	0	0	0	3
5:00 PM	0	0	1	0	1	1	0	0	3
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	1	1	0	0	0	0	0	2
5:45 PM	1	0	1	0	0	0	0	0	2
6:00 PM	0	0	3	2	0	0	0	0	5
6:15 PM	1	3	1	0	0	0	0	0	5
6:30 PM	1	0	2	3	0	0	0	0	6
6:45 PM	1	2	0	0	0	0	0	1	4
TOTAL VOLUMES :	EB 10	WB 8	EB 17	WB 8	NB 1	SB 2	NB 0	SB 1	TOTAL 47
APPROACH %'s :	55.56%	44.44%	68.00%	32.00%	33.33%	66.67%	0.00%	100.00%	
PEAK HR :	03:45 PM - 04:45 PM								TOTAL
PEAK HR VOL :	2	1	5	2	0	0	0	0	10
PEAK HR FACTOR :	0.500	0.250	0.625	0.500					0.833
		0.750		0.875					

Comment 3:
Comment 4:

Start Time	Rutledge Ave Southbound						W Charleston Rd Westbound						Rutledge Ave Northbound						W Charleston Rd Eastbound					
	THRU			RIGHT			THRU			RIGHT			THRU			RIGHT			THRU			RIGHT		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	130	0	0	0	1	0	0	97	1	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	102	0	0	2	134	0	0	124	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	1	162	0	0	0	0	0	0	0	135	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	1	140	0	0	0	4	0	0	0	130	1	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	2	146	0	0	1	0	0	0	0	163	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	2	171	0	0	1	3	0	0	0	162	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	107	0	0	1	2	0	0	0	147	2	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	98	0	0	1	3	0	0	0	96	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
3:00 PM	0	0	0	0	2	103	0	1	0	1	0	0	122	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	119	0	0	0	1	0	0	0	134	1	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	102	0	0	1	0	1	0	0	145	1	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	1	126	0	0	0	3	0	0	0	172	1	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	1	110	0	0	1	0	0	0	1	156	2	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	3	142	0	0	1	0	0	0	0	146	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	2	109	0	0	0	0	1	0	0	178	2	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	1	116	0	0	0	0	3	0	0	154	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	3	103	0	0	0	3	96	0	0	100	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	1	99	0	0	0	1	0	0	0	162	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	3	134	0	0	1	0	2	0	0	148	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	3	115	0	0	1	0	2	0	0	143	1	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	2	109	0	0	0	1	156	0	0	156	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	3	125	0	0	0	2	0	0	0	110	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	2	110	0	0	2	0	0	0	0	105	1	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	1	78	0	0	1	0	1	0	0	124	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM																								

ALL TRAFFIC DATA

City of Palo

(916) 771-8700

orders@atdtraffic.com

File Name : 25-080177-016

Date : 5/13/2025

All Vehicles & Uturns

START TIME	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	130	0	0	130	0	0	1	0	1	0	97	1	0	98	229	0
7:45	0	0	0	0	0	0	102	0	0	102	1	0	2	0	3	0	134	0	0	134	239	0
8:00	0	0	0	0	0	1	162	0	0	163	0	0	0	0	0	0	125	0	0	125	288	0
8:15	0	0	0	0	0	1	140	0	0	141	0	0	4	0	4	0	138	1	0	139	284	0
Total	0	0	0	0	0	2	534	0	0	536	1	0	7	0	8	0	494	2	0	496	1040	0
8:30	0	0	0	0	0	2	146	0	0	148	1	0	0	0	1	0	163	0	0	163	312	0
8:45	0	0	0	0	0	2	171	0	0	173	0	0	3	0	4	0	162	0	0	162	339	0
9:00	0	0	0	0	0	0	107	0	0	107	1	0	2	0	3	0	147	2	0	149	259	0
9:15	0	0	0	0	0	0	98	0	0	98	1	0	3	0	4	0	96	0	0	96	198	0
Total	0	0	0	0	0	4	522	0	0	526	4	0	8	0	12	0	568	2	0	570	1108	0
15:00	0	0	0	0	0	2	103	0	1	106	0	0	1	0	1	0	123	0	0	123	230	1
15:15	0	0	0	0	0	0	119	0	0	119	0	0	1	0	1	0	134	1	0	135	255	0
15:30	0	0	0	0	0	0	102	0	0	102	1	0	1	0	2	0	145	1	0	146	250	0
15:45	0	0	0	0	0	1	126	0	0	127	0	0	3	0	3	0	172	1	0	173	303	0
Total	0	0	0	0	0	3	450	0	1	454	1	0	6	0	7	0	574	3	0	577	1038	1
16:00	0	0	0	0	0	1	110	0	0	111	0	0	1	0	1	0	155	2	0	157	269	0
16:15	0	0	0	0	0	3	142	0	0	145	1	0	0	0	1	0	146	0	0	146	292	0
16:30	0	0	0	0	0	2	109	0	0	111	0	0	1	0	1	0	178	2	0	180	292	0
16:45	0	0	0	0	0	1	116	0	0	117	0	0	3	0	3	0	154	0	0	154	274	0
Total	0	0	0	0	0	7	477	0	0	484	1	0	5	0	6	0	633	4	0	637	1127	0
17:00	0	0	0	0	0	3	103	0	0	106	0	0	3	0	3	0	95	0	0	95	204	0
17:15	0	0	0	0	0	1	99	0	0	100	0	0	1	0	1	0	162	0	0	162	263	0
17:30	0	0	0	0	0	3	134	0	0	137	1	0	2	0	3	0	148	0	0	148	288	0
17:45	0	0	0	0	0	3	115	0	0	118	1	0	2	0	3	0	143	1	0	144	265	0
Total	0	0	0	0	0	10	451	0	0	461	2	0	8	0	10	0	548	1	0	549	1020	0
18:00	0	0	0	0	0	2	109	0	0	111	0	0	1	0	1	0	156	0	0	156	268	0
18:15	0	0	0	0	0	3	125	0	0	128	0	0	2	0	2	0	110	0	0	110	240	0
18:30	0	0	0	0	0	2	110	0	0	112	2	0	0	0	2	0	105	1	0	106	220	0
18:45	0	0	0	0	0	1	78	0	0	79	1	0	1	0	2	0	124	0	0	124	205	0
Total	0	0	0	0	0	8	422	0	0	430	3	0	4	0	7	0	495	1	0	496	933	0
Grand Total	0	0	0	0	0	34	2856	0	1	2891	12	0	38	0	50	0	3312	13	0	3325	6266	1
Apprch %	0.0%	0.0%	0.0%	0.0%		1.2%	98.8%	0.0%	0.0%		24.0%	0.0%	76.0%	0.0%		0.0%	99.6%	0.4%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	45.6%	0.0%	0.0%	46.1%	0.2%	0.0%	0.6%	0.0%	0.8%	0.0%	52.9%	0.2%	0.0%	53.1%	100.0%	

AM PEAK HOUR	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	1	162	0	0	163	0	0	0	0	0	0	125	0	0	125	288
8:15	0	0	0	0	0	1	140	0	0	141	0	0	4	0	4	0	138	1	0	139	284
8:30	0	0	0	0	0	2	146	0	0	148	1	0	0	0	1	0	163	0	0	163	312
8:45	0	0	0	0	0	2	171	0	0	173	1	0	3	0	4	0	162	0	0	162	339
Total Volume	0	0	0	0	0	6	619	0	0	625	2	0	7	0	9	0	588	1	0	589	1223
% App Total	0.0%	0.0%	0.0%	0.0%		1.0%	99.0%	0.0%	0.0%		22.2%	0.0%	77.8%	0.0%		0.0%	99.8%	0.2%	0.0%		
PHF	.000	.000	.000	.000	.000	.750	.905	.000	.000	.903	.500	.000	.438	.000	.563	.000	.902	.250	.000	.903	.902

PM PEAK HOUR	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 15:45 to 16:45																					
Peak Hour For Entire Intersection Begins at 15:45																					
15:45	0	0	0	0	0	1	126	0	0	127	0	0	3	0	3	0	172	1	0	173	303
16:00	0	0	0	0	0	1	110	0	0	111	0	0	1	0	1	0	155	2	0	157	269
16:15	0	0	0	0	0	3	142	0	0	145	1	0	0	0	1	0	146	0	0	146	292
16:30	0	0	0	0	0	2	109	0	0	111	0	0	1	0	1	0	178	2	0	180	292
Total Volume	0	0	0	0	0	7	487	0	0	494	1	0	5	0	6	0	651	5	0	656	1156
% App Total	0.0%	0.0%	0.0%	0.0%		1.4%	98.6%	0.0%	0.0%		16.7%	0.0%	83.3%	0.0%		0.0%	99.2%	0.8%	0.0%		
PHF	.000	.000	.000	.000	.000	.583	.857	.000	.000	.852	.250	.000	.417	.000	.500	.000	.914	.625	.000	.911	.954

Comment 4:

Comment 4

Rutheima Ave Southbound				W Charleston Rd Westbound				Rutheima Ave Northbound				W Charleston Rd Eastbound				
Start Time	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS	LEFT	THRU	RIGHT	PEDS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
7:45 AM	0	0	0	2	1	1	0	0	0	0	1	0	4	0	0	35
8:00 AM	0	0	1	0	1	2	0	0	0	0	2	0	2	0	0	48
8:15 AM	0	0	1	0	11	0	0	1	0	0	5	0	5	0	0	81
8:30 AM	0	0	2	0	13	0	1	1	0	0	1	0	5	0	0	76
8:45 AM	0	0	2	0	36	0	0	0	0	2	0	2	0	0	0	57
9:00 AM	0	0	2	0	10	0	3	3	0	2	0	3	3	0	0	19
9:15 AM	0	0	1	0	3	0	2	0	0	4	0	3	0	0	0	6
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12
3:15 PM	0	0	2	0	2	1	0	0	0	1	0	3	0	0	0	20
3:30 PM	0	0	1	0	3	0	0	0	0	0	1	0	1	0	0	52
3:45 PM	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	60
4:00 PM	0	0	0	1	2	0	0	0	0	2	0	6	0	0	0	65
4:15 PM	0	0	1	0	3	0	0	0	0	0	34	0	0	0	0	63
4:30 PM	0	0	1	0	0	0	0	0	0	1	0	12	0	0	0	36
4:45 PM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	0	37
5:00 PM	0	0	0	0	0	2	0	2	0	0	1	0	5	0	0	41
5:15 PM	0	0	0	0	1	1	0	0	0	0	8	0	8	0	0	48
5:30 PM	0	0	1	3	3	0	0	0	0	0	1	0	7	0	0	47
5:45 PM	0	0	1	1	5	0	0	0	0	0	1	0	4	1	0	43
6:00 PM	0	0	0	0	5	0	0	0	0	0	5	0	8	1	0	34
6:15 PM	0	0	4	1	1	0	0	0	0	0	1	7	7	0	0	20
6:30 PM	0	0	1	0	0	0	0	0	0	0	5	0	1	1	0	11
6:45 PM	0	0	3	0	1	0	0	0	0	0	0	0	1	0	1	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-016
Date : 5/13/2025

All Bikes and Peds

START TIME	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					Total	Peds Total
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL		
7:30	0	0	0	2	0	1	1	0	0	2	0	0	0	1	0	0	4	0	0	4	6	3
7:45	0	0	0	1	0	1	2	0	0	3	0	0	0	2	0	0	2	0	0	2	5	3
8:00	0	0	0	1	0	0	5	0	0	5	0	0	0	1	0	0	2	0	0	2	7	2
8:15	0	0	0	1	0	0	11	0	0	11	1	0	0	5	1	0	5	0	0	5	17	6
Total	0	0	0	5	0	2	19	0	0	21	1	0	0	9	1	0	13	0	0	13	35	14
8:30	0	0	0	2	0	0	13	0	1	13	1	0	0	1	1	0	5	0	0	5	19	4
8:45	0	0	0	2	0	0	36	0	0	36	0	0	0	2	0	0	2	0	0	2	38	4
9:00	0	0	0	2	0	0	10	0	0	10	0	0	0	2	0	0	3	0	0	3	13	4
9:15	0	0	0	1	0	0	3	0	2	3	0	0	0	4	0	0	3	0	0	3	6	7
Total	0	0	0	7	0	0	62	0	3	62	1	0	0	9	1	0	13	0	0	13	76	19
15:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
15:15	0	0	0	2	0	0	2	0	1	2	0	0	0	1	0	0	3	0	0	3	5	4
15:30	0	0	0	1	0	0	3	0	0	3	0	0	0	1	0	0	1	0	0	1	4	2
15:45	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	3
Total	0	0	0	4	0	0	6	0	1	6	0	0	0	4	0	0	6	0	0	6	12	9
16:00	0	0	0	0	0	1	2	0	0	3	0	0	0	2	0	0	6	0	0	6	9	2
16:15	0	0	0	1	0	0	3	0	0	3	0	0	0	2	0	0	34	0	0	34	37	3
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	12	0	0	12	12	2
16:45	0	0	0	2	0	0	2	0	0	2	0	0	0	1	0	0	5	0	0	5	7	3
Total	0	0	0	4	0	1	7	0	0	8	0	0	0	6	0	0	57	0	0	57	65	10
17:00	0	0	0	0	0	0	2	0	2	2	0	0	0	1	0	0	5	0	0	5	7	3
17:15	0	0	0	0	0	1	1	0	0	2	0	0	0	1	0	0	8	0	0	8	10	1
17:30	0	0	0	1	0	3	3	0	0	6	0	0	0	1	0	0	7	0	0	7	13	2
17:45	0	0	0	1	0	1	5	0	0	6	0	0	0	1	0	0	4	1	0	5	11	2
Total	0	0	0	2	0	5	11	0	2	16	0	0	0	4	0	0	24	1	0	25	41	8
18:00	0	0	0	0	0	0	5	0	0	5	0	0	0	5	0	0	8	1	0	9	14	5
18:15	0	0	0	4	0	1	1	0	0	2	0	0	0	1	0	0	7	0	0	7	9	5
18:30	0	0	0	1	0	0	7	0	0	7	0	0	0	5	0	0	1	1	0	2	9	6
18:45	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	1	2	4
Total	0	0	0	8	0	1	14	0	0	15	0	0	0	11	0	0	17	2	1	19	34	20
Grand Total	0	0	0	30	0	9	119	0	6	128	2	0	0	43	2	0	130	3	1	133	263	80
Apprch %	0.0%	0.0%	0.0%			7.0%	93.0%	0.0%			100.0%	0.0%	0.0%			0.0%	97.7%	2.3%				
Total %	0.0%	0.0%	0.0%	0.0%		3.4%	45.2%	0.0%	48.7%		0.8%	0.0%	0.0%	0.8%		0.0%	49.4%	1.1%	50.6%		100.0%	

AM PEAK HOUR	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	1	0	0	5	0	0	5	0	0	0	1	0	0	2	0	0	2	7
8:15	0	0	0	1	0	0	11	0	0	11	1	0	0	5	1	0	5	0	0	5	17
8:30	0	0	0	2	0	0	13	0	1	13	1	0	0	1	1	0	5	0	0	5	19
8:45	0	0	0	2	0	0	36	0	0	36	0	0	0	2	0	0	2	0	0	2	38
Total Volume	0	0	0	6	0	0	65	0	1	65	2	0	0	9	2	0	14	0	0	14	81
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000		.451	.000	.451		.500	.000	.000	.500		.000	.700	.000	.700		.533

PM PEAK HOUR	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 15:45 to 16:45																					
Peak Hour For Entire Intersection Begins at 15:45																					
15:45	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2
16:00	0	0	0	0	0	1	2	0	0	3	0	0	0	2	0	0	6	0	0	6	9
16:15	0	0	0	1	0	0	3	0	0	3	0	0	0	2	0	0	34	0	0	34	37
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	12	0	0	12	12
Total Volume	0	0	0	3	0	1	5	0	0	6	0	0	0	7	0	0	54	0	0	54	60
% App Total	0.0%	0.0%	0.0%			16.7%	83.3%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.250	.417	.000		.500	.000	.000	.000		.000	.397	.000		.397		.405

Comment 4:

Comment 4.

Start Time	Rutheling Ave Southbound				W Charleston Rd Westbound				Rutheling Ave Northbound				W Charleston Rd Eastbound			
	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS	LEFT	THRU	RIGHT	UTURNS
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	15
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	19
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	19
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	20
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	7	0	0	21
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	12
9:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	8
9:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	4
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	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
12:30 PM	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
1:00 PM	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
1:30 PM	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
2:00 PM	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	10
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
3:00 PM	0	0	0	0	1	3	0	0	0	0	0	0	6	0	0	18
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0	10
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	8
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	8
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	5
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL TRAFFIC DATA

City of Palo

(916) 771-8700
orders@atdtraffic.com

File Name : 25-080177-016
Date : 5/13/2025

All HT & Turns

	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					Total	Turns Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0
7:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	0
8:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	15	0
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	0
8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
9:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
9:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	0
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	21	0
15:00	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	10	0
15:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
15:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
15:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
Total	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	11	0	0	11	18	0
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
16:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	3	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	5	0
Grand Total	0	0	0	0	0	2	34	0	0	36	1	0	0	0	1	0	32	0	0	32	69	0
Apprch %	0.0%	0.0%	0.0%	0.0%		5.6%	94.4%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	49.3%	0.0%	0.0%	52.2%	1.4%	0.0%	0.0%	0.0%	1.4%	0.0%	46.4%	0.0%	0.0%	46.4%	100.0%	

AM PEAK HOUR	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
8:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total Volume	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.000	.000	.000	.000	.000	.000	.429	.000	.000	.429	.528

PM PEAK HOUR	Ruthelma Ave Southbound					W Charleston Rd Westbound					Ruthelma Ave Northbound					W Charleston Rd Eastbound					Total
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 15:45 to 16:45																					
Peak Hour For Entire Intersection Begins at 15:45																					
15:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.667

Station : 5006 - 980 ATC V76 Test Controller 2 (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	6	0	0	0	0	6	5	0	0	0	0	0	0	0	0
Ped Clearance	0	12	0	0	0	0	19	16	0	0	0	0	0	0	0	0
Min Green	4	12	0	6	10	10	6	6	0	0	0	0	0	0	0	0
Gap Ext	3	5	0	3	3	6	3	3	0	0	0	0	0	0	0	0
Max1	20	70	0	25	50	70	28	35	0	0	0	0	0	0	0	0
Max2	50	50	50	50	50	50	50	50	0	0	0	0	0	0	0	0
Yellow Clr	3.5	4.1	0	3.5	3.5	4.1	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	2	0	1.5	1	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	5	5	0	5	5	5	5	5	0	0	0	0	0	0	0	0
Added Initial	0	2.5	0	0	0	2.5	0	0	0	0	0	0	0	0	0	0
Max Initial	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry		ON				ON										
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON	ON	ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall	ON	ON			ON	ON	ON	ON								
Max Recall																
Ped Recall									ON							
Soft Recall																
Dual Entry		ON		ON		ON	ON									
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 5006 - 980 ATC V76 Test Controller 2 (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Off	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	10	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
146								

Port Parameters [6.2]

[illegible]

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases					Modifier Phases					Type	Green	Yellow	Red
Overlap 1	5	8	3								NORMAL		3.5	1.5
Overlap 2	8	3									NORMAL	3	3.5	1.5
Overlap 3											NORMAL		3.5	1.5
Overlap 4											NORMAL		3.5	1.5
Overlap 5											NORMAL		3.5	1.5
Overlap 6											NORMAL		3.5	1.5
Overlap 7											NORMAL		3.5	1.5
Overlap 8											NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

[illegible]

Detector, Vehicle Parameters 1-16 [5.1]

[illegible]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Station : 5006 - 980 ATC V76 Test Controller 2 (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	7	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [Channel Parm]/[IO Parm]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		USER	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1								1			1	1			
2				1				1			1	1			
3															
4			1							1					
5				1				1							
6				1											
7			1												
8	1						1	1							
9				1			1								
10	1														
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac	Detector								MMU DIAG							
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
Dev Present	ON	ON															ON
Peer to Peer																	

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Alarms, Enable Events

[1.6.1]

Alarms, Enable Alarms

[1.6.4]

Preemption Times[3.1]/Phases [3.2]/Options[3.3]

Auto Flash Parameter

Alarms, Phases/Overlaps [1.4.2]

[illegible]

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Coordination, Modes, + [2.1]

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Off	Coord Easy Float	Yield Value	Coord NTICIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	NO RECYCLE	OFF	OFF	ON	OFF	OFF	0	+	OFF

Coordination, Pattern 1-16 [2.1]

Coordination, Pattern 17-32 [2.1]

[illegible]

Coordination, Splits [2.7.1]

[illegible]

6/2/2025 10:44:03 AM

[illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

[illegible][illegible][illegible][illegible][illegible][illegible][illegible]

City of Palo Alto, CA Timing Sheet

Timing Sheet 6/2/2025 10:44:03 AM

6/2/2025 10:44:03 AM

Station : 5006 - 980 ATC V76 Test Controller 2 (Standard File)

[illegible][illegible][illegible][illegible][illegible][illegible]

Station : 5006 - 980 ATC V76 Test Controller 2 (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13					0	0						
14					0	0						
15					0	0						
16					0	0						
17					0	0						
18					0	0						
19					0	0						
20					0	0						
21					0	0						
22					0	0						
23					0	0						
24					0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54	254				0	0						
55	255				0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100					0	0						

Station : 102 - Alma @ E. Meadow (Standard File)

Phase	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7 (ST)	8 (NT)	9	10	11	12	13	14	15	16
Walk		5					5	5								
Ped Clearance		17					20	18								
Min Green	5	10			5	10	8	8								
Gap Ext	1.5	4			3	4	1.5	5								
Max1	19	58			19	58	30	28								
Max2	50	50			50	50	50	50								
Yellow Clr	4	4			4	4	3	3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2			2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial		2				2										
Max Initial		16				16										
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By		0.1				0.1										
Min Gap	1.5	3.5			1.5	3.5	1.5	1.5								
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON			ON	ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON								ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable	ON	ON			ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt	ON					
Flash in Dwell		ON				
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green	18					
Min Dwell						
Max Presence						
Track Veh 1	8					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2					
Dwell Cyc Veh 2	6					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	2				
Exit 2	6	6				
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Coordination

[illegible]

Station : 102 - Alma @ E. Meadow (Standard File)

Split 16	
Split 15	
Split 14	
Split 13	
Split 12	
Split 11	
Split 10	
Split 9	
Split 8	
Split 7	
Split 6	
Split 5	
Split 4	
Split 3	
Split 2	
Split 1	
Dwell	
Long	
Short	
Seque	
Split	
Offset	
Cycle	
Pattern	
Action	
Minute	
Hour	

Day Plan 4

Easy

Scheduler

[illegible]

User Comments:

Station : 103 - Alma @ East Charleston (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7 (ST)	8 (NT)	9	10	11	12	13	14	15	16
Walk	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0
Ped Clearance	0	21	0	0	0	0	23	23	0	0	0	0	0	0	0	0
Min Green	6	10	0	5	6	10	10	8	0	0	0	0	0	0	0	0
Gap Ext	1.5	4	0	0	3	4	3	1.5	0	0	0	0	0	0	0	0
Max1	15	60	0	0	25	50	30	50	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.1	4.1	3.5	3.5	4.1	4.1	3.6	3.6	0	0	0	0	0	0	0	0
Red Clr	2	2	0	0	2	2	1.5	1.5	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	2.5	0	0	0	2.5	0	0	0	0	0	0	0	0	0	0
Max Initial	0	12	0	0	50	30	31	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0
Min Gap	1.5	3.5	0	0	1.5	3.5	1.5	1.5	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry		ON				ON										
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Calls							ON									
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7 (ST)	8 (NT)	9	10	11	12	13	14	15	16
Enable	ON	ON			ON	ON	ON	ON								
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Unit Parameters [1.2.1]

COMM, General Comm Parameters [6.1]

Port Parameters [6.2]

Overlap General Parameters [1.5.1]

Overlap Program Parameters [1.5.2.1]

Overlap Conflict Parameters+ [1.5.2.2]

Detector, Vehicle Parameters 1-16 [5.1]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Station : 103 - Alma @ East Charleston (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7 (ST1)	8 (NT1)	9 (NT2)	10 (NT3)	11 (NT4)	12 (NT5)	13 (NT6)	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2			5	6	7	8	1	2	3	4	2	7		8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2

Channel/SDLC, Permissive [1.3.7]

SDLC Device Term/Fac

Detector

MMU DIAG

BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8

Station : 103 - Alma @ East Charleston (Standard File)

Alarms, Enable Events
[1.6.1]

Event#	Event Enable

Alarms, Enable Alarms
[1.6.4]

Alarm#	Alarm Enable

Preemption Times[3.1]/Phases
[3.2]/Options[3.3]

Channel	1	2	3	4	5	6

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12

Station : 103 - Alma @ East Charleston (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

City of Palo Alto, CA

Timing Sheet

2/27/2025 4:03:07 PM

Station : 103 - Alma @ East Charleston (Standard File)

Coordination, Splits [2.7.1]

Station : 103 - Alma @ East Charleston (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month							1							2							3										
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan

TB Coor, Day Plan [4.4]

Station : 103 - Alma @ East Charleston (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8

Station : 119 - Alma @ Alma Commons (Standard File)

Phase	1 (EL)	2 (WT)	3	4	5	6 (ET)	7	8 (SL)	9	10	11	12	13	14	15	16
Walk		5														
Ped Clearance		13														
Min Green	8	10				10		8								
Gap Ext	1.5	3				3		3								
Max1	30	30				40		25								
Max2	50	85				85		50								
Yellow Clr	4	4	3.5	3.5	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	2	1.5	1.5	1.5	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial								2								
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap	1.5	5				5		3								
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON				ON		ON								
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall																
Ped Recall																
Soft Recall		ON				ON										
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service	ON															
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON		ON	ON	ON	ON
Flash in Dwell		ON				
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		2		1	8
Dwell Cyc Veh 2	6				6	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	2	2		2	2
Exit 2	6	6	6		6	6
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Coordination

[illegible]

Station : 119 - Alma @ Alma Commons (Standard File)

Split 16	
Split 15	
Split 14	
Split 13	
Split 12	
Split 11	
Split 10	
Split 9	
Split 8	
Split 7	
Split 6	
Split 5	
Split 4	
Split 3	
Split 2	
Split 1	
Dwell	
Long	
Short	
Seqnc	
Split	
Offset	
Cycle	
Pattern	
Action	
Minute	
Hour	

Day Plan 4

Easy

Scheduler

[illegible]

User Comments:

Station : 111 - Charleston @ Carlson (Standard File)

Phase [1.1.1]

	1	2	3	4 (ET)	5	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	12	0	15	0	12	0	15	0	0	0	0	0	0	0	0
Min Green	6	8	8	8	6	8	8	8	0	0	0	0	0	0	0	0
Gap Ext	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
Max1	16	60	16	23	16	60	16	23	0	0	0	0	0	0	0	0
Max2	20	75	20	30	20	75	20	30	0	0	0	0	0	0	0	0
Yellow Clr	3.5	3.5	3.5	3.5	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1.5	1	1	1	1.5	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls									ON	ON	ON	ON	ON	ON	ON	ON
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4 (ET)	5	6 (ST)	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Unit Parameters [1.2.1]

COMM, General Comm Parameters [6.1]

Port Parameters [6.2]

Overlap General Parameters [1.5.1]

Overlap Program Parameters [1.5.2.1]

Overlap Conflict Parameters+ [1.5.2.2]

Detector, Vehicle Parameters 1-16 [5.1]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Station : 111 - Charleston @ Carlson (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6 (NT1)	7 (ST1)	8	9	10	11 (WT1)	12 (ET1)	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8

Station : 111 - Charleston @ Carlson (Standard File)

Alarms, Enable Events
[1.6.1]

Event#	Event Enable

Alarms, Enable Alarms
[1.6.4]

Alarm#	Alarm Enable

Preemption Times[3.1]/Phases
[3.2]/Options[3.3]

Channel	1	2	3	4	5	6

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12

Station : 111 - Charleston @ Carlson (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

City of Palo Alto, CA

Timing Sheet

6/2/2025 10:40:05 AM

Station : 111 - Charleston @ Carlson (Standard File)

Coordination, Splits [2.7.1]

Station : 111 - Charleston @ Carlson (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month							1							2							3										
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan

TB Coor, Day Plan [4.4]

Station : 111 - Charleston @ Carlson (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix B. Existing Conditions SimTraffic Simulation Outputs

SimTraffic Performance Report
Existing AM - Churchill Ave

1: Alma St & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.2	0.2	3.2	0	0	0		0	0	0
Total Del/Veh (s)	28	30.5	4.1	73.6	74.6	32.2	78.4	23.3	17.9		28.3	17.4	30
Vehicles Exited	68	43	159	38	68	3	214	1215	23	0	542	144	2517
Hourly Exit Rate	68	43	159	38	68	3	214	1215	23	0	542	144	2517
Input Volume	72	40	160	41	67	2	216	1217	24	1	550	139	2529
% of Volume	94	108	99	93	101	150	99	100	96	0	99	104	100

4: Alma St & Kellogg Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.1	0	0	0.3	0.1	0.1
Total Del/Veh (s)	27.8	16.9	3	2.4	16	0.8	3.1
Vehicles Exited	46	33	1276	8	4	638	2005
Hourly Exit Rate	46	33	1276	8	4	638	2005
Input Volume	48	33	1284	8	4	635	2012
% of Volume	96	100	99	100	100	100	100

5: Alma St & Coleridge Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.3	0	0	0.2
Total Del/Veh (s)	45.2	14.8	2.8	1.6	9.8	2.1	2.6
Vehicles Exited	4	7	1445	44	4	743	2247
Hourly Exit Rate	4	7	1445	44	4	743	2247
Input Volume	5	5	1451	44	5	750	2260
% of Volume	80	140	100	100	80	99	99

6: Mariposa Ave & Churchill Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	2.5	0.2	2.8	0.6	8.9	4.8	1.4
Vehicles Exited	240	1	2	428	3	28	702
Hourly Exit Rate	240	1	2	428	3	28	702
Input Volume	244	1	3	419	3	29	699
% of Volume	98	100	67	102	100	97	100

SimTraffic Performance Report
Existing AM - Churchill Ave

7: Castilleja Ave/Paly Rd & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0	0	0	0.1		0.1	0.2	2.8	0.2
Total Del/Veh (s)	6.8	1.9	1.2	3.1	2	1.1	6.8		4.5	11.4	4.9	3.2
Vehicles Exited	51	158	4	14	312	104	3	0	19	62	22	749
Hourly Exit Rate	51	158	4	14	312	104	3	0	19	62	22	749
Input Volume	48	162	4	15	307	100	3	1	18	64	24	746
% of Volume	106	98	100	93	102	104	100	0	106	97	92	100

1001: Rail & Churchill Ave Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.1	0.1	0
Total Del/Veh (s)	17.8	1.1	53.4	46.5	8.1
Vehicles Exited	270	431	4	5	710
Hourly Exit Rate	270	431	4	5	710
Input Volume	273	426	4	4	707
% of Volume	99	101	100	125	100

SimTraffic Performance Report
Existing PM - Churchill Ave

1: Alma St & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.2	0.2	3.3	0	0	0	0	0	0	0
Total Del/Veh (s)	23.7	30.7	7	147.7	148.8	131.6	114.7	22.2	15.7	137.6	35.3	38.9	39.7
Vehicles Exited	68	68	271	48	98	4	211	1061	12	4	992	119	2956
Hourly Exit Rate	68	68	271	48	98	4	211	1061	12	4	992	119	2956
Input Volume	69	65	271	47	91	3	215	1051	12	6	985	117	2932
% of Volume	99	105	100	102	108	133	98	101	100	67	101	102	101

4: Alma St & Kellogg Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.3	0.2	0.1
Total Del/Veh (s)	43.1	12.3	2.4	1.9	13.9	3.1	2.9
Vehicles Exited	4	13	1131	12	6	1113	2279
Hourly Exit Rate	4	13	1131	12	6	1113	2279
Input Volume	5	13	1123	10	7	1103	2261
% of Volume	80	100	101	120	86	101	101

5: Alma St & Coleridge Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.3		0	0.1
Total Del/Veh (s)	49.9	22.9	6.9	4		2.6	5.1
Vehicles Exited	19	4	1277	22	0	1314	2636
Hourly Exit Rate	19	4	1277	22	0	1314	2636
Input Volume	19	3	1275	21	1	1307	2626
% of Volume	100	133	100	105	0	101	100

6: Mariposa Ave & Churchill Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0
Total Del/Veh (s)	16.1	12.9	3.2	0.7	30.1	8.5
Vehicles Exited	383	1	2	425	20	831
Hourly Exit Rate	383	1	2	425	20	831
Input Volume	384	1	3	420	21	829
% of Volume	100	100	67	101	95	100

SimTraffic Performance Report
Existing PM - Churchill Ave

7: Castilleja Ave/Paly Rd & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.3	0.3	0	0	0	0.2	0.1	0.2	0.1	2.7	0.2
Total Del/Veh (s)	13.4	9.8	11.6	4.1	1.8	1	20.6	19.1	34.7	34.5	5.3	6.8
Vehicles Exited	20	343	2	19	378	28	3	13	26	1	29	862
Hourly Exit Rate	20	343	2	19	378	28	3	13	26	1	29	862
Input Volume	21	343	2	18	371	31	4	12	29	1	27	859
% of Volume	95	100	100	106	102	90	75	108	90	100	107	100

1001: Rail & Churchill Ave Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.1	0.1	0
Total Del/Veh (s)	33.9	2	34.5	47.9	17.8
Vehicles Exited	405	427	3	5	840
Hourly Exit Rate	405	427	3	5	840
Input Volume	404	423	4	4	835
% of Volume	100	101	75	125	101

Queuing and Blocking Report
Existing AM - Churchill Ave

Intersection: 1: Alma St & Churchill Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (ft)	87	81	257	41	355	415	411	19	280	291	135
Average Queue (ft)	46	39	111	3	221	270	259	1	152	152	83
95th Queue (ft)	70	67	209	22	367	435	425	12	253	264	162
Link Distance (ft)	2	2	1618			394	394		392	392	
Upstream Blk Time (%)	51	14				2	1				
Queuing Penalty (veh)	69	18				14	9				
Storage Bay Dist (ft)				30	330			80			110
Storage Blk Time (%)			69	1	3	4			29	17	3
Queuing Penalty (veh)			1	1	17	9			0	24	7

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	NB	SB	SB
Directions Served	LR	T	LT	T
Maximum Queue (ft)	120	11	90	13
Average Queue (ft)	46	0	6	0
95th Queue (ft)	89	7	44	13
Link Distance (ft)	513	392	1377	1377
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Alma St & Coleridge Ave

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	44	165	124	57	8
Average Queue (ft)	11	18	11	4	0
95th Queue (ft)	37	98	75	29	7
Link Distance (ft)	523	1332	1332	394	394
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing AM - Churchill Ave

Intersection: 6: Mariposa Ave & Churchill Ave

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	117	50	22	47
Average Queue (ft)	11	5	1	21
95th Queue (ft)	70	34	13	47
Link Distance (ft)	184		123	753
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)		50		
Storage Blk Time (%)	2	0		
Queuing Penalty (veh)	2	0		

Intersection: 7: Castilleja Ave/Paly Rd & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	100	85	41	94	73
Average Queue (ft)	21	7	17	38	19
95th Queue (ft)	69	41	43	76	54
Link Distance (ft)	1137	184	704	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				2	0
Queuing Penalty (veh)				0	0

Intersection: 1001: Rail & Churchill Ave

Movement	EB	EB	WB	NB	SB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	136	126	74	32	35
Average Queue (ft)	63	30	43	4	5
95th Queue (ft)	136	98	67	22	24
Link Distance (ft)	123	123	2	678	660
Upstream Blk Time (%)	5	1	8		
Queuing Penalty (veh)	7	1	35		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing PM - Churchill Ave

Intersection: 1: Alma St & Churchill Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (ft)	70	66	448	50	354	416	413	56	410	410	135
Average Queue (ft)	42	43	234	4	244	257	243	8	290	290	75
95th Queue (ft)	68	70	425	25	386	457	431	34	472	472	162
Link Distance (ft)	2	2	1618			394	394		392	392	
Upstream Blk Time (%)	54	31				6	2		4	4	
Queuing Penalty (veh)	110	62				41	14		22	21	
Storage Bay Dist (ft)				30	330			80			110
Storage Blk Time (%)			83	0	10	4			38	33	7
Queuing Penalty (veh)			2	0	54	9			2	39	34

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	NB	SB	SB
Directions Served	LR	T	LT	T
Maximum Queue (ft)	50	5	194	193
Average Queue (ft)	14	0	34	25
95th Queue (ft)	40	5	123	108
Link Distance (ft)	513	392	1377	1377
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Alma St & Coleridge Ave

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	73	504	457	24	10
Average Queue (ft)	25	56	43	1	0
95th Queue (ft)	62	334	302	15	10
Link Distance (ft)	523	1332	1332	394	394
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing PM - Churchill Ave

Intersection: 6: Mariposa Ave & Churchill Ave

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	196	75	77	61
Average Queue (ft)	80	37	4	18
95th Queue (ft)	219	93	40	49
Link Distance (ft)	184		123	753
Upstream Blk Time (%)	9		0	
Queuing Penalty (veh)	34		1	
Storage Bay Dist (ft)		50		
Storage Blk Time (%)	13	15		
Queuing Penalty (veh)	24	28		

Intersection: 7: Castilleja Ave/Paly Rd & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	331	140	47	86	74
Average Queue (ft)	58	19	14	24	23
95th Queue (ft)	246	77	41	66	56
Link Distance (ft)	1137	184	704	550	
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		1			
Storage Bay Dist (ft)					70
Storage Blk Time (%)				3	0
Queuing Penalty (veh)				1	0

Intersection: 1001: Rail & Churchill Ave

Movement	EB	EB	WB	NB	SB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	139	142	46	30	37
Average Queue (ft)	92	87	34	2	5
95th Queue (ft)	161	166	64	15	24
Link Distance (ft)	123	123	2	678	660
Upstream Blk Time (%)	20	17	16		
Queuing Penalty (veh)	40	34	69		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Performance Report
Existing AM - Meadow Dr & Charleston Rd

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Del/Veh (s)	18.1	28.4	12.1	67.7	68.1	44.3	144	39.4	37.2	93.3	29.1	21.5	41.7
Vehicles Exited	161	144	95	60	199	71	110	1108	51	72	561	204	2836
Hourly Exit Rate	161	144	95	60	199	71	110	1108	51	72	561	204	2836
Input Volume	164	137	91	61	203	76	113	1100	51	74	543	198	2811
% of Volume	98	105	104	98	98	93	97	101	100	97	103	103	101

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.3	0.1	0.5	0	0	0	0	0	0	0
Total Del/Veh (s)	12.5	16.8	7.1	69.6	76.6	67.7	157	46.4	45	106.1	48.6	16.9	57.2
Vehicles Exited	107	355	151	31	233	60	362	1088	35	64	586	60	3132
Hourly Exit Rate	107	355	151	31	233	60	362	1088	35	64	586	60	3132
Input Volume	103	353	156	32	228	52	376	1084	35	64	559	59	3101
% of Volume	104	101	97	97	102	115	96	100	100	100	105	102	101

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.2	0.2	0.1
Total Del/Veh (s)	17.1	9.2	7.2	7.7	19	4.6	6.4
Vehicles Exited	25	13	1327	27	10	812	2214
Hourly Exit Rate	25	13	1327	27	10	812	2214
Input Volume	25	11	1326	27	10	789	2188
% of Volume	100	118	100	100	100	103	101

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.3	0.3	0	0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	9.6	11.4	0.9	0.6	15.4	21.2	5.2	5.1
Vehicles Exited	376	7	415	106	7	22	12	945
Hourly Exit Rate	376	7	415	106	7	22	12	945
Input Volume	369	5	413	106	8	23	11	935
% of Volume	102	140	100	100	88	96	109	101

SimTraffic Performance Report
Existing AM - Meadow Dr & Charleston Rd

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	15	5.3	5.5	18.9	1.7	4.3
Vehicles Exited	38	1252	14	10	709	2023
Hourly Exit Rate	38	1252	14	10	709	2023
Input Volume	39	1235	14	13	683	1984
% of Volume	97	101	100	77	104	102

11: Alma St & Ely Pl Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.4	0.3		0	0	0.2
Total Del/Veh (s)	20	11	6.6	5		17.6	3.1	5.5
Vehicles Exited	3	7	1480	8	0	4	765	2267
Hourly Exit Rate	3	7	1480	8	0	4	765	2267
Input Volume	4	5	1489	7	1	6	740	2252
% of Volume	75	140	99	114	0	67	103	101

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3	0.3	0.3	4.2	0.1	0.1	4	0.4	0.2	0.5
Total Del/Veh (s)	29	7.7	22.6	6.8	7.8	20.7	22.6	18.9	17.3	20.4	12.7	8.9
Vehicles Exited	9	445	9	302	50	10	3	16	60	2	13	919
Hourly Exit Rate	9	445	9	302	50	10	3	16	60	2	13	919
Input Volume	8	442	9	300	49	9	3	16	62	2	13	913
% of Volume	112	101	100	101	102	111	100	100	97	100	100	101

SimTraffic Performance Report
Existing AM - Meadow Dr & Charleston Rd

13: Mumford Pl & Charleston Rd Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	1.8	1.9	1.1	7.7	1.2	14.6	7.7	1.8
Vehicles Exited	448	7	1	4	322	8	5	795
Hourly Exit Rate	448	7	1	4	322	8	5	795
Input Volume	444	7	1	4	321	8	5	790
% of Volume	101	100	100	100	100	100	100	101

14: Charleston Rd & Wright Pl Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	3.7	2	0.7	0.6	15.2	4.6	1.6
Vehicles Exited	5	449	304	30	7	14	809
Hourly Exit Rate	5	449	304	30	7	14	809
Input Volume	8	444	299	29	7	13	800
% of Volume	62	101	102	103	100	108	101

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0.1	0.2	0.1	0.1	0.1	0.1	0
Total Del/Veh (s)	16.5	13.9	1.9	3.4	0.5	0.4	13.6	16.6	38.6	27.5	13.5	5.4	7.5
Vehicles Exited	6	587	2	8	628	27	1	1	22	5	1	5	1293
Hourly Exit Rate	6	587	2	8	628	27	1	1	22	5	1	5	1293
Input Volume	6	587	2	9	633	25	1	1	20	5	1	5	1295
% of Volume	100	100	100	89	99	108	100	100	110	100	100	100	100

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.2	0	0	0.1	0.1	0.1
Total Del/Veh (s)	0.8	0.5	4.6	0.5	10.3	4.3	0.7
Vehicles Exited	590	2	4	630	1	6	1233
Hourly Exit Rate	590	2	4	630	1	6	1233
Input Volume	588	1	6	626	2	7	1230
% of Volume	100	200	67	101	50	86	100

SimTraffic Performance Report
Existing AM - Meadow Dr & Charleston Rd

1002: Rail & Meadow Dr Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	43.7	1.9	45.5	47.4	20.4
Vehicles Exited	400	515	4	2	921
Hourly Exit Rate	400	515	4	2	921
Input Volume	393	517	4	4	918
% of Volume	102	100	100	50	100

1003: Rail & Charleston Rd Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.1	0	0
Total Del/Veh (s)	38.3	1.3	60.2	59	19.5
Vehicles Exited	613	656	4	2	1275
Hourly Exit Rate	613	656	4	2	1275
Input Volume	612	660	4	4	1280
% of Volume	100	99	100	50	100

SimTraffic Performance Report
Existing PM - Meadow Dr & Charleston Rd

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.7	0.1	0.2	0	0	0	0	0	0	0	0	0	0
Total Del/Veh (s)	19.4	28.6	14.1	89.5	80.5	54.6	87.9	29.1	26.9	106.7	91.1	80	62.6
Vehicles Exited	138	164	55	58	200	126	73	819	51	126	1002	163	2975
Hourly Exit Rate	138	164	55	58	200	126	73	819	51	126	1002	163	2975
Input Volume	134	170	56	67	202	124	74	823	50	136	1109	179	3124
% of Volume	103	96	98	87	99	102	99	100	102	93	90	91	95

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	1	0	0	0	0	0	0	0	0	0	0	0.1
Total Del/Veh (s)	14.6	16.7	7.7	70	81.2	73.1	79	39.9	36.2	249.3	216.2	177.1	106.4
Vehicles Exited	155	281	224	43	288	124	180	631	15	50	966	42	2999
Hourly Exit Rate	155	281	224	43	288	124	180	631	15	50	966	42	2999
Input Volume	154	278	225	42	290	127	186	630	16	59	1098	48	3153
% of Volume	101	101	100	102	99	98	97	100	94	85	88	88	95

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0	0	0.4	0.3	0.1
Total Del/Veh (s)	39.3	22.9	9.2	8.3	96.4	104	61.9
Vehicles Exited	58	16	1015	60	24	1244	2417
Hourly Exit Rate	58	16	1015	60	24	1244	2417
Input Volume	57	15	1019	62	28	1367	2548
% of Volume	102	107	100	97	86	91	95

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.3	0.3	0	0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.1	3.6	0.8	0.6	11.5	13.7	4.5	2.5
Vehicles Exited	329	12	343	107	5	19	12	827
Hourly Exit Rate	329	12	343	107	5	19	12	827
Input Volume	337	12	362	107	6	19	11	854
% of Volume	98	100	95	100	83	100	109	97

SimTraffic Performance Report
Existing PM - Meadow Dr & Charleston Rd

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	9.1	1.9	1.9	101.3	121	66.4
Vehicles Exited	43	902	10	21	1058	2034
Hourly Exit Rate	43	902	10	21	1058	2034
Input Volume	44	903	8	27	1205	2187
% of Volume	98	100	125	78	88	93

11: Alma St & Ely PI Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0	0	0.1
Total Del/Veh (s)	19.8	5	2.2	2	9.5	2.7	2.5
Vehicles Exited	7	1	822	30	1	1230	2091
Hourly Exit Rate	7	1	822	30	1	1230	2091
Input Volume	8	1	831	30	2	1363	2235
% of Volume	88	100	99	100	50	90	94

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	3.1	0.5	0.5	4.2	0.1	0.1	4.1	0.2	0.2	0.5
Total Del/Veh (s)	26.5	6.9	6.6	21.5	8.1	7.8	12.9	18.9	19.4	17.7	11.9	11.1	8.7
Vehicles Exited	6	334	3	15	473	82	2	8	17	42	5	10	997
Hourly Exit Rate	6	334	3	15	473	82	2	8	17	42	5	10	997
Input Volume	5	342	2	17	471	80	3	8	17	45	4	9	1003
% of Volume	120	98	150	88	100	102	67	100	100	93	125	111	99

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	5.8	1	0.8	4.8	1.6	9.8	5.6	1.6
Vehicles Exited	1	325	8	12	473	8	18	845
Hourly Exit Rate	1	325	8	12	473	8	18	845
Input Volume	1	332	8	12	471	8	17	849
% of Volume	100	98	100	100	100	100	106	100

SimTraffic Performance Report
Existing PM - Meadow Dr & Charleston Rd

14: Charleston Rd & Wright Pl Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	6	0.6	4.5	3.4	39.2	32	3.7
Vehicles Exited	6	326	449	31	9	10	831
Hourly Exit Rate	6	326	449	31	9	10	831
Input Volume	8	332	449	31	9	10	839
% of Volume	75	98	100	100	100	100	99

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0
Total Del/Veh (s)	7.8	8	6.7	3.5	0.6	0.2	7.5	24.4	23.3	38.6	15.6	10	5.4
Vehicles Exited	5	616	6	19	472	32	1	3	15	16	1	6	1192
Hourly Exit Rate	5	616	6	19	472	32	1	3	15	16	1	6	1192
Input Volume	5	610	5	19	486	29	2	2	16	18	1	6	1199
% of Volume	100	101	120	100	97	110	50	150	94	89	100	100	99

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.2	0	0	0.1	0.1	0.1
Total Del/Veh (s)	0.8	0.7	4.5	0.5	10.6	4.1	0.7
Vehicles Exited	620	1	8	462	2	6	1099
Hourly Exit Rate	620	1	8	462	2	6	1099
Input Volume	614	1	9	475	2	6	1107
% of Volume	101	100	89	97	100	100	99

1002: Rail & Meadow Dr Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0.2	0	0	0.1	0.1
Total Del/Veh (s)	40.9	1.7	48.9	43.6	19.4
Vehicles Exited	353	450	4	4	811
Hourly Exit Rate	353	450	4	4	811
Input Volume	360	469	4	4	837
% of Volume	98	96	100	100	97

SimTraffic Performance Report
Existing PM - Meadow Dr & Charleston Rd

1003: Rail & Charleston Rd Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0.4	0	0.1	0	0.2
Total Del/Veh (s)	33.3	1	61.3	52.6	19.3
Vehicles Exited	659	521	4	4	1188
Hourly Exit Rate	659	521	4	4	1188
Input Volume	655	534	4	4	1197
% of Volume	101	98	100	100	99

Queuing and Blocking Report
Existing AM - Meadow Dr & Charleston Rd

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	82	73	217	208	266	235	638	643	162	291	332	125
Average Queue (ft)	52	50	150	127	44	165	343	355	80	146	171	99
95th Queue (ft)	68	66	223	195	179	276	644	657	156	253	297	161
Link Distance (ft)	3	3	141	141	1303		723	723		586	586	
Upstream Blk Time (%)	62	52	23	13			0	0				
Queuing Penalty (veh)	121	101	0	0			1	1				
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						12	19			20		6
Queuing Penalty (veh)						64	21			39		17

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	78	78	186	206	121	142	329	345	646	638	244	374	385	235
Average Queue (ft)	46	47	129	156	15	29	231	294	433	413	95	209	222	74
95th Queue (ft)	67	66	198	207	70	99	360	414	697	649	203	340	356	220
Link Distance (ft)	1	1	109	109	135	135			657	657		828	828	
Upstream Blk Time (%)	56	55	26	45	0	1			7	1				
Queuing Penalty (veh)	171	167	40	70	0	1			49	5				
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)							0	14	14		0	12	16	0
Queuing Penalty (veh)							2	78	52		0	8	10	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	79	241	263	39	170	208
Average Queue (ft)	27	72	84	9	34	45
95th Queue (ft)	62	198	223	33	144	171
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Existing AM - Meadow Dr & Charleston Rd

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	314	103	48	65	20
Average Queue (ft)	67	7	3	22	6
95th Queue (ft)	230	47	24	53	21
Link Distance (ft)	1033	129	129	529	604
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	L
Maximum Queue (ft)	47	63	60	39
Average Queue (ft)	10	3	3	6
95th Queue (ft)	29	46	45	28
Link Distance (ft)	658	828	828	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	UL
Maximum Queue (ft)	37	389	395	35
Average Queue (ft)	9	53	37	4
95th Queue (ft)	32	282	245	22
Link Distance (ft)	348	2738	2738	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				120
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing AM - Meadow Dr & Charleston Rd

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	55	371	60	196	40	47	74	49
Average Queue (ft)	9	112	9	79	9	13	33	10
95th Queue (ft)	37	279	37	160	32	39	60	36
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		1						
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		6		8	0	1	1	
Queuing Penalty (veh)		0		1	0	0	0	

Intersection: 13: Mumford Pl & Charleston Rd

Movement	EB	WB	NB
Directions Served	T	UL	LR
Maximum Queue (ft)	39	30	36
Average Queue (ft)	2	2	10
95th Queue (ft)	28	13	31
Link Distance (ft)	405		430
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 14: Charleston Rd & Wright Pl

Movement	EB	EB	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	112	139	8	41	50
Average Queue (ft)	19	33	0	2	15
95th Queue (ft)	72	100	5	17	42
Link Distance (ft)	135	135		405	386
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	1			
Storage Bay Dist (ft)			340		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing AM - Meadow Dr & Charleston Rd

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	234	242	35	32	61	14
Average Queue (ft)	62	69	3	1	18	2
95th Queue (ft)	187	203	18	16	50	9
Link Distance (ft)	334	334	149	149	484	478
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	LT	T	LR
Maximum Queue (ft)	3	14	54	20	29
Average Queue (ft)	0	0	4	1	6
95th Queue (ft)	3	11	26	15	25
Link Distance (ft)	1304	1304	334	334	670
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 20: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	40	31
Average Queue (ft)	2	1
95th Queue (ft)	19	12
Link Distance (ft)	141	141
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing AM - Meadow Dr & Charleston Rd

Intersection: 1002: Rail & Meadow Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	167	168	70	80	29	24
Average Queue (ft)	129	100	21	44	4	2
95th Queue (ft)	187	182	65	75	19	12
Link Distance (ft)	129	129	3	3	794	673
Upstream Blk Time (%)	25	12	4	9		
Queuing Penalty (veh)	48	24	11	24		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1003: Rail & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	179	187	9	74	30	29
Average Queue (ft)	146	148	0	42	5	2
95th Queue (ft)	190	191	6	83	23	15
Link Distance (ft)	149	149	1	1	637	793
Upstream Blk Time (%)	24	27	1	5		
Queuing Penalty (veh)	74	84	2	18		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Existing PM - Meadow Dr & Charleston Rd

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	78	85	212	213	673	233	390	400	553	584	589	125
Average Queue (ft)	52	50	160	156	184	90	202	220	196	482	493	95
95th Queue (ft)	69	70	229	230	688	198	360	373	457	733	727	171
Link Distance (ft)	3	3	141	141	1303		723	723		586	586	
Upstream Blk Time (%)	61	52	38	28	2				0	19	22	
Queuing Penalty (veh)	109	93	0	0	0				0	138	157	
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						1	9		0	19	59	4
Queuing Penalty (veh)						2	7		0	26	106	24

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	55	69	180	180	159	166	157	232	323	326	245	928	928	235
Average Queue (ft)	45	47	165	176	62	90	74	105	190	202	113	920	922	94
95th Queue (ft)	56	60	208	194	160	179	135	173	283	295	267	975	968	270
Link Distance (ft)	1	1	109	109	135	135			657	657		828	828	
Upstream Blk Time (%)	60	59	50	69	4	11						73	80	
Queuing Penalty (veh)	195	189	115	158	10	24						438	482	
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)									0		0	69	72	0
Queuing Penalty (veh)									1		0	41	34	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	134	284	300	252	1617	1639
Average Queue (ft)	53	88	107	55	604	620
95th Queue (ft)	106	221	243	208	1663	1675
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250		
Storage Blk Time (%)					35	
Queuing Penalty (veh)					10	

Queuing and Blocking Report
Existing PM - Meadow Dr & Charleston Rd

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	182	80	49	53	22
Average Queue (ft)	32	7	3	17	7
95th Queue (ft)	123	43	24	46	23
Link Distance (ft)	1033	129	129	529	604
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	SB	SB	SB
Directions Served	R	L	T	T
Maximum Queue (ft)	43	117	692	713
Average Queue (ft)	9	49	582	591
95th Queue (ft)	27	145	995	997
Link Distance (ft)	658		723	723
Upstream Blk Time (%)			8	9
Queuing Penalty (veh)			51	58
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0	75	
Queuing Penalty (veh)		0	20	

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	36	4	18	5
Average Queue (ft)	7	0	1	0
95th Queue (ft)	29	4	9	5
Link Distance (ft)	348	2738		657
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			120	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing PM - Meadow Dr & Charleston Rd

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	56	264	62	248	25	51	64	31
Average Queue (ft)	7	84	13	113	2	17	27	9
95th Queue (ft)	34	193	44	208	14	46	55	30
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		5		13	0	1	1	
Queuing Penalty (veh)		0		2	0	0	0	

Intersection: 13: Mumford Pl & Charleston Rd

Movement	EB	WB	NB
Directions Served	UT	L	LR
Maximum Queue (ft)	30	30	41
Average Queue (ft)	1	4	15
95th Queue (ft)	15	21	38
Link Distance (ft)	405		430
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 14: Charleston Rd & Wright Pl

Movement	EB	EB	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	44	49	82	153	62
Average Queue (ft)	5	5	11	26	18
95th Queue (ft)	26	27	64	114	58
Link Distance (ft)	135	135		405	386
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			340		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing PM - Meadow Dr & Charleston Rd

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	154	208	61	29	66	45
Average Queue (ft)	36	51	5	1	16	8
95th Queue (ft)	114	151	29	16	45	32
Link Distance (ft)	334	334	149	149	484	478
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	WB	WB	NB
Directions Served	TR	LT	T	LR
Maximum Queue (ft)	3	44	7	32
Average Queue (ft)	0	5	0	7
95th Queue (ft)	3	25	7	27
Link Distance (ft)	1304	334	334	670
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	50	78
Average Queue (ft)	4	4
95th Queue (ft)	25	45
Link Distance (ft)	141	141
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing PM - Meadow Dr & Charleston Rd

Intersection: 1002: Rail & Meadow Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	163	158	56	50	30	29
Average Queue (ft)	120	88	15	30	4	4
95th Queue (ft)	179	162	54	69	19	18
Link Distance (ft)	129	129	3	3	794	673
Upstream Blk Time (%)	18	5	4	8		
Queuing Penalty (veh)	32	10	8	17		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1003: Rail & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	187	182	3	56	35	35
Average Queue (ft)	145	148	0	27	5	4
95th Queue (ft)	195	192	3	72	24	22
Link Distance (ft)	149	149	1	1	637	793
Upstream Blk Time (%)	19	23	0	1		
Queuing Penalty (veh)	61	74	0	2		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix C. Existing Plus Project SimTraffic Simulation Outputs

SimTraffic Performance Report
Existing Plus Project AM - Churchill Ave - No Rail (Hybrid)

1: Alma St & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.2	0.2	2	0	0	0		0	0	0
Total Del/Veh (s)	38.2	37.7	5.4	39.6	39.9	23.4	45.6	25.2	21.6		28.2	8.8	26.6
Vehicles Exited	76	40	163	39	67	4	216	1216	25	0	538	139	2523
Hourly Exit Rate	76	40	163	39	67	4	216	1216	25	0	538	139	2523
Input Volume	72	41	160	41	67	2	216	1217	24	1	550	139	2530
% of Volume	106	98	102	95	100	200	100	100	104	0	98	100	100

4: Alma St & Kellogg Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0	0	0.2	0.1	0
Total Del/Veh (s)	25.3	15.1	3.3	3.1	10.8	0.8	3.2
Vehicles Exited	42	32	1289	8	4	629	2004
Hourly Exit Rate	42	32	1289	8	4	629	2004
Input Volume	48	33	1284	8	4	635	2012
% of Volume	88	97	100	100	100	99	100

5: Alma St & Coleridge Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.3	0	0	0.2
Total Del/Veh (s)	41.8	15.3	2.2	1.2	26.7	2.4	2.4
Vehicles Exited	3	4	1453	42	3	748	2253
Hourly Exit Rate	3	4	1453	42	3	748	2253
Input Volume	5	5	1451	44	5	750	2260
% of Volume	60	80	100	95	60	100	100

6: Mariposa Ave & Churchill Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.2	0.1	0
Total Del/Veh (s)	0.8	0.3	2.5	0.9	8.6	3.6	1
Vehicles Exited	248	2	2	424	2	29	707
Hourly Exit Rate	248	2	2	424	2	29	707
Input Volume	244	1	3	423	3	29	703
% of Volume	102	200	67	100	67	100	101

SimTraffic Performance Report
Existing Plus Project AM - Churchill Ave - No Rail (Hybrid)

7: Castilleja Ave/Paly Rd & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0	0	0	0.1	0.1	0.1	0.2	2.9	0.2
Total Del/Veh (s)	5	1.4	1.1	2.8	1.5	0.8	10.3	14.6	4.7	9	4.2	2.5
Vehicles Exited	48	160	4	14	309	103	3	1	20	68	24	754
Hourly Exit Rate	48	160	4	14	309	103	3	1	20	68	24	754
Input Volume	48	162	4	15	307	100	3	1	18	64	24	746
% of Volume	100	99	100	93	101	103	100	100	111	106	100	101

SimTraffic Performance Report
Existing Plus Project PM - Churchill Ave - No Rail (Hybrid)

1: Alma St & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.2	0.2	2	0	0	0	0	0	0	0
Total Del/Veh (s)	43.7	43.5	14.9	44.4	45.7	27.1	63.7	22.4	14.3	81.8	34.3	16.2	30.7
Vehicles Exited	68	67	275	44	93	2	219	1028	14	6	980	119	2915
Hourly Exit Rate	68	67	275	44	93	2	219	1028	14	6	980	119	2915
Input Volume	69	65	271	47	91	3	215	1051	12	6	985	117	2932
% of Volume	99	103	101	94	102	67	102	98	117	100	99	102	99

4: Alma St & Kellogg Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.3	0.2	0.1
Total Del/Veh (s)	34.6	10.1	2.8	2.2	9.1	1.8	2.4
Vehicles Exited	3	11	1097	10	6	1112	2239
Hourly Exit Rate	3	11	1097	10	6	1112	2239
Input Volume	5	13	1123	10	7	1103	2261
% of Volume	60	85	98	100	86	101	99

5: Alma St & Coleridge Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.2	0	0	0.1
Total Del/Veh (s)	48.2	17.4	1.6	0.8	16	3	2.7
Vehicles Exited	20	3	1266	18	1	1306	2614
Hourly Exit Rate	20	3	1266	18	1	1306	2614
Input Volume	19	3	1275	21	1	1307	2626
% of Volume	105	100	99	86	100	100	100

6: Mariposa Ave & Churchill Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0
Total Del/Veh (s)	1	0.4	3.8	1.4	4.9	1.3
Vehicles Exited	386	1	2	429	21	839
Hourly Exit Rate	386	1	2	429	21	839
Input Volume	384	1	3	420	21	829
% of Volume	101	100	67	102	100	101

SimTraffic Performance Report
Existing Plus Project PM - Churchill Ave - No Rail (Hybrid)

7: Castilleja Ave/Paly Rd & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.3	0.2	0	0	0	0.1	0.1	0.2	0.4	2.7	0.2
Total Del/Veh (s)	4.8	1.3	0.5	3.2	1.1	0.6	10.9	4.9	9.6	9.7	4	1.8
Vehicles Exited	22	343	3	18	378	34	3	12	31	1	28	873
Hourly Exit Rate	22	343	3	18	378	34	3	12	31	1	28	873
Input Volume	21	343	2	18	371	31	4	12	29	1	27	859
% of Volume	105	100	150	100	102	110	75	100	107	100	104	102

Queuing and Blocking Report
Existing Plus Project AM - Churchill Ave - No Rail (Hybrid)

Intersection: 1: Alma St & Churchill Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (ft)	167	101	165	44	333	391	400	6	264	266	135
Average Queue (ft)	80	41	75	5	153	252	253	0	146	140	69
95th Queue (ft)	145	75	140	28	273	375	377	5	226	226	146
Link Distance (ft)	177	177	1618			395	395		392	392	
Upstream Blk Time (%)	0					0	0				
Queuing Penalty (veh)	0					3	3				
Storage Bay Dist (ft)				30	330			80			110
Storage Blk Time (%)			53	1	0	2			28	14	0
Queuing Penalty (veh)			1	1	0	5			0	20	0

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	118	8	69
Average Queue (ft)	42	0	5
95th Queue (ft)	86	6	36
Link Distance (ft)	513	392	1377
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Alma St & Coleridge Ave

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	38	69	43	76	62
Average Queue (ft)	8	5	2	6	3
95th Queue (ft)	30	35	21	42	37
Link Distance (ft)	523	1332	1332	395	395
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing Plus Project AM - Churchill Ave - No Rail (Hybrid)

Intersection: 6: Mariposa Ave & Churchill Ave

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	11	8	14	44
Average Queue (ft)	0	0	1	21
95th Queue (ft)	9	7	9	46
Link Distance (ft)	184		177	753
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		50		
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 7: Castilleja Ave/Paly Rd & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	86	73	45	109	72
Average Queue (ft)	17	7	18	40	21
95th Queue (ft)	55	43	45	82	56
Link Distance (ft)	1137	184	704	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				2	0
Queuing Penalty (veh)				0	0

Queuing and Blocking Report
Existing Plus Project PM - Churchill Ave - No Rail (Hybrid)

Intersection: 1: Alma St & Churchill Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (ft)	169	171	209	45	305	359	339	88	402	398	135
Average Queue (ft)	90	89	104	3	168	210	210	9	273	274	80
95th Queue (ft)	154	157	179	23	281	325	323	45	391	394	172
Link Distance (ft)	177	177	1618			395	395		392	392	
Upstream Blk Time (%)	1	0				0	0		1	1	
Queuing Penalty (veh)	1	1				1	0		3	3	
Storage Bay Dist (ft)				30	330			80			110
Storage Blk Time (%)			61	0	1	1			44	36	0
Queuing Penalty (veh)			2	0	3	1			3	43	0

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	SB	SB
Directions Served	LR	LT	T
Maximum Queue (ft)	44	125	116
Average Queue (ft)	11	11	6
95th Queue (ft)	36	62	48
Link Distance (ft)	513	1377	1377
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Alma St & Coleridge Ave

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	77	13	14	65	35
Average Queue (ft)	24	1	0	3	1
95th Queue (ft)	62	14	14	29	20
Link Distance (ft)	523	1332	1332	395	395
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing Plus Project PM - Churchill Ave - No Rail (Hybrid)

Intersection: 6: Mariposa Ave & Churchill Ave

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	31	36	35	40
Average Queue (ft)	1	2	2	16
95th Queue (ft)	14	18	26	43
Link Distance (ft)	184		177	753
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		50		
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 7: Castilleja Ave/Paly Rd & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	94	89	38	55	47
Average Queue (ft)	12	14	13	24	20
95th Queue (ft)	52	57	38	50	46
Link Distance (ft)	1137	184	704	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				0	0
Queuing Penalty (veh)				0	0

SimTraffic Performance Report
Existing Plus Project AM - Churchill Ave - Underpass (1-Lane)

1: Alma St Performance by movement

Movement	EBL	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0
Total Del/Veh (s)	26.4	4.9	16	13.3	8.2	12.9
Vehicles Exited	89	182	214	534	140	1159
Hourly Exit Rate	89	182	214	534	140	1159
Input Volume	92	180	216	549	139	1176
% of Volume	97	101	99	97	101	99

4: Alma St & Kellogg Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	21.4	1.8	1	2.3
Vehicles Exited	34	1284	8	1326
Hourly Exit Rate	34	1284	8	1326
Input Volume	33	1284	8	1325
% of Volume	103	100	100	100

5: Alma St & Coleridge Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	23.4	1.1	0.2	1.2
Vehicles Exited	5	1237	46	1288
Hourly Exit Rate	5	1237	46	1288
Input Volume	5	1241	44	1290
% of Volume	100	100	105	100

7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0	0	0	0.1	0.1	0.1	0.2	3.2	0.2
Total Del/Veh (s)	3.9	1.1	0.2	0.5	3.2	1.7	1.2	7.5	9.1	4.6	7.1	3.1	2.5
Vehicles Exited	43	156	1	5	17	240	100	5	1	50	65	26	709
Hourly Exit Rate	43	156	1	5	17	240	100	5	1	50	65	26	709
Input Volume	48	161	1	4	18	239	100	6	1	47	64	24	713
% of Volume	90	97	100	125	94	100	100	83	100	106	102	108	99

SimTraffic Performance Report
Existing Plus Project AM - Churchill Ave - Underpass (1-Lane)

101: Alma St & Churchill Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	32.3	2.4	1.2	4.1
Vehicles Exited	70	1219	24	1313
Hourly Exit Rate	70	1219	24	1313
Input Volume	69	1221	24	1314
% of Volume	101	100	100	100

104: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.1	0
Total Del/Veh (s)	0.7	1.1	0.4	0.6
Vehicles Exited	1319	92	668	2079
Hourly Exit Rate	1319	92	668	2079
Input Volume	1315	95	682	2094
% of Volume	100	97	98	99

105: Alma St Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.4	0.4	0	0.3
Total Del/Veh (s)	1.7	6	2	4.3
Vehicles Exited	215	1282	728	2225
Hourly Exit Rate	215	1282	728	2225
Input Volume	216	1284	734	2234
% of Volume	100	100	99	100

SimTraffic Performance Report
Existing Plus Project PM - Churchill Ave - Underpass (1-Lane)

1: Alma St Performance by movement

Movement	EBL	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0
Total Del/Veh (s)	30.2	9.6	20.9	15	11.1	15.4
Vehicles Exited	97	309	214	979	119	1718
Hourly Exit Rate	97	309	214	979	119	1718
Input Volume	101	303	215	985	117	1722
% of Volume	96	102	100	99	102	100

4: Alma St & Kellogg Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	12.8	1.4	0.6	1.5
Vehicles Exited	13	1139	10	1162
Hourly Exit Rate	13	1139	10	1162
Input Volume	13	1120	10	1143
% of Volume	100	102	100	102

5: Alma St & Coleridge Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	6.5	0.6	0	0.6
Vehicles Exited	4	1047	20	1071
Hourly Exit Rate	4	1047	20	1071
Input Volume	3	1038	21	1062
% of Volume	133	101	95	101

7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBR	SBL2	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.3	0.2	0.4	0	0	0	0.1	0.1	0.2	0.3	2.7	0.2
Total Del/Veh (s)	3.6	1.3	0.9	0.7	4	1.4	1	15.5	5.7	8.5	10.3	3.6	2.1
Vehicles Exited	24	345	1	2	22	284	30	4	30	29	2	26	799
Hourly Exit Rate	24	345	1	2	22	284	30	4	30	29	2	26	799
Input Volume	21	342	1	2	21	283	31	4	33	29	1	27	795
% of Volume	114	101	100	100	105	100	97	100	91	100	200	96	101

SimTraffic Performance Report
Existing Plus Project PM - Churchill Ave - Underpass (1-Lane)

101: Alma St & Churchill Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0	0	0
Total Del/Veh (s)	17.9	1.6	0.8	3.1
Vehicles Exited	105	1037	11	1153
Hourly Exit Rate	105	1037	11	1153
Input Volume	94	1029	12	1135
% of Volume	112	101	92	102

104: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.2	0.1
Total Del/Veh (s)	0.5	1.1	0.8	0.7
Vehicles Exited	1152	97	1098	2347
Hourly Exit Rate	1152	97	1098	2347
Input Volume	1126	101	1102	2329
% of Volume	102	96	100	101

105: Alma St Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.4	0.3	0	0.2
Total Del/Veh (s)	1.2	3.6	2.5	2.8
Vehicles Exited	214	1067	1291	2572
Hourly Exit Rate	214	1067	1291	2572
Input Volume	215	1059	1291	2565
% of Volume	100	101	100	100

Queuing and Blocking Report
Existing Plus Project AM - Churchill Ave - Underpass (1-Lane)

Intersection: 1: Alma St

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	145	135	155	163	178
Average Queue (ft)	56	48	78	90	94
95th Queue (ft)	105	91	132	140	153
Link Distance (ft)	411		550	626	626
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		140			
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	1	0			

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	79	13
Average Queue (ft)	26	0
95th Queue (ft)	59	10
Link Distance (ft)	475	407
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Alma St & Coleridge Ave

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	32	5
Average Queue (ft)	6	0
95th Queue (ft)	25	5
Link Distance (ft)	470	90
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing Plus Project AM - Churchill Ave - Underpass (1-Lane)

Intersection: 7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR>	LTR	LTR	<T	R
Maximum Queue (ft)	72	60	57	82	71
Average Queue (ft)	14	7	28	37	23
95th Queue (ft)	47	32	51	71	56
Link Distance (ft)	1137	411	700	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				1	0
Queuing Penalty (veh)				0	0

Intersection: 101: Alma St & Churchill Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	127
Average Queue (ft)	50
95th Queue (ft)	100
Link Distance (ft)	1385
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 104: Alma St

Movement	WB
Directions Served	R
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	172
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project AM - Churchill Ave - Underpass (1-Lane)

Intersection: 105: Alma St

Movement	NB
Directions Served	R
Maximum Queue (ft)	20
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	1690
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project PM - Churchill Ave - Underpass (1-Lane)

Intersection: 1: Alma St

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	148	153	157	228	232
Average Queue (ft)	62	82	89	138	140
95th Queue (ft)	114	134	146	199	210
Link Distance (ft)	411		550	626	626
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		140			
Storage Blk Time (%)	0	1			
Queuing Penalty (veh)	1	1			

Intersection: 4: Alma St & Kellogg Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	45
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	475
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Alma St & Coleridge Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	470
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project PM - Churchill Ave - Underpass (1-Lane)

Intersection: 7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR>	LTR	LTR	<T	R
Maximum Queue (ft)	79	82	50	57	48
Average Queue (ft)	11	11	23	22	19
95th Queue (ft)	48	45	48	52	47
Link Distance (ft)	1137	411	700	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				0	0
Queuing Penalty (veh)				0	0

Intersection: 101: Alma St & Churchill Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	116
Average Queue (ft)	53
95th Queue (ft)	95
Link Distance (ft)	1385
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 104: Alma St

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project PM - Churchill Ave - Underpass (1-Lane)

Intersection: 105: Alma St

Movement	NB
Directions Served	R
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	1690
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0	0	0	0	0	0	0	0	0	0	0	0
Total Del/Veh (s)	52.9	51.4	31.1	51.8	49.8	35.7	88	24.7	25.5	67.6	30.4	12.8	34.6
Vehicles Exited	166	139	101	62	199	73	116	1086	53	71	536	196	2798
Hourly Exit Rate	166	139	101	62	199	73	116	1086	53	71	536	196	2798
Input Volume	164	138	91	61	203	76	113	1100	51	74	543	198	2812
% of Volume	101	101	111	102	98	96	103	99	104	96	99	99	100

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.4	0	0	0	0	0	0	0
Total Del/Veh (s)	49.6	49.6	41.2	47.9	49.8	39.8	45.3	38.1	32.4	61.2	38.3	10.3	41.8
Vehicles Exited	105	350	153	30	229	56	369	1093	37	66	580	58	3126
Hourly Exit Rate	105	350	153	30	229	56	369	1093	37	66	580	58	3126
Input Volume	103	353	156	32	228	52	376	1084	35	64	559	59	3101
% of Volume	102	99	98	94	100	108	98	101	106	103	104	98	101

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.3	0.2	0.1
Total Del/Veh (s)	33.1	18.6	3.7	3.7	42.8	4.1	4.4
Vehicles Exited	24	12	1315	26	9	789	2175
Hourly Exit Rate	24	12	1315	26	9	789	2175
Input Volume	25	11	1326	27	10	789	2188
% of Volume	96	109	99	96	90	100	99

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.3	0.3	0	0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.4	1.2	1.7	1.4	13.2	5.4	5.3	1.8
Vehicles Exited	376	5	408	103	7	25	11	935
Hourly Exit Rate	376	5	408	103	7	25	11	935
Input Volume	369	5	410	106	8	23	11	932
% of Volume	102	100	100	97	88	109	100	100

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	12.9	5.3	5.4	10	1.8	4.2
Vehicles Exited	37	1235	16	13	693	1994
Hourly Exit Rate	37	1235	16	13	693	1994
Input Volume	39	1235	14	13	683	1984
% of Volume	95	100	114	100	101	101

11: Alma St & Ely PI Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.4	0.2	0	0	0	0.2
Total Del/Veh (s)	28	10.1	3.7	4.2	10.3	13.9	3.3	3.6
Vehicles Exited	3	5	1483	6	1	6	758	2262
Hourly Exit Rate	3	5	1483	6	1	6	758	2262
Input Volume	4	5	1489	7	1	6	740	2252
% of Volume	75	100	100	86	100	100	102	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3.6	0.3	0.4	4.1	0.1	0.1	4	0.3	0.2	0.5
Total Del/Veh (s)	25.2	10.5	19.9	7.2	7.5	19.2	15.6	13.5	13.7	9.9	9.8	9.8
Vehicles Exited	8	445	8	302	49	9	3	16	60	1	15	916
Hourly Exit Rate	8	445	8	302	49	9	3	16	60	1	15	916
Input Volume	8	442	9	300	49	9	3	16	62	2	13	913
% of Volume	100	101	89	101	100	100	100	100	97	50	115	100

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0		0	0	0.1	0.1	0
Total Del/Veh (s)	1.7	1.4		7.3	1.2	15.4	8.3	1.7
Vehicles Exited	449	6	0	4	325	8	6	798
Hourly Exit Rate	449	6	0	4	325	8	6	798
Input Volume	444	7	1	4	321	8	5	790
% of Volume	101	86	0	100	101	100	120	101

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

14: Charleston Rd & Wright PI Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	5.8	2	0.6	0.5	18.3	4.7	1.7
Vehicles Exited	6	448	306	29	7	15	811
Hourly Exit Rate	6	448	306	29	7	15	811
Input Volume	8	444	299	29	7	13	800
% of Volume	75	101	102	100	100	115	101

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0		0.1	0.1	0.1		0.1	0
Total Del/Veh (s)	3.8	3.3	0.3	4.2	1.7	1.7		18.2	14.2	17.9		4.3	2.7
Vehicles Exited	3	579	2	8	622	27	0	1	19	4	0	6	1271
Hourly Exit Rate	3	579	2	8	622	27	0	1	19	4	0	6	1271
Input Volume	6	587	2	9	633	25	1	1	20	5	1	5	1295
% of Volume	50	99	100	89	98	108	0	100	95	80	0	120	98

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.3	0	0	0.1	0.1	0.1
Total Del/Veh (s)	0.7	0.1	5.3	0.6	7.1	4.2	0.7
Vehicles Exited	578	2	6	623	2	6	1217
Hourly Exit Rate	578	2	6	623	2	6	1217
Input Volume	588	1	6	626	2	7	1230
% of Volume	98	200	100	100	100	86	99

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Del/Veh (s)	50.5	46.9	31.5	54.6	50.8	32.5	68.3	36	31.2	51.9	33.2	20.8	37.9
Vehicles Exited	135	173	60	66	194	126	80	836	53	134	1113	174	3144
Hourly Exit Rate	135	173	60	66	194	126	80	836	53	134	1113	174	3144
Input Volume	134	166	56	67	202	124	74	823	50	136	1109	179	3120
% of Volume	101	104	107	99	96	102	108	102	106	99	100	97	101

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0	0	0	0	0	0	0	0	0	0
Total Del/Veh (s)	52.8	54.4	49.1	47.4	49.3	40.8	96.9	33.5	29.2	108.1	57.4	35.4	52.9
Vehicles Exited	156	262	238	46	287	129	193	638	16	60	1099	46	3170
Hourly Exit Rate	156	262	238	46	287	129	193	638	16	60	1099	46	3170
Input Volume	154	267	225	42	290	127	186	630	16	59	1098	48	3142
% of Volume	101	98	106	110	99	102	104	101	100	102	100	96	101

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.4	0.3	0.1
Total Del/Veh (s)	44.1	19.4	7	5.9	59.3	7.7	8.9
Vehicles Exited	58	16	1028	62	30	1368	2562
Hourly Exit Rate	58	16	1028	62	30	1368	2562
Input Volume	57	15	1019	62	28	1367	2548
% of Volume	102	107	101	100	107	100	101

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.3	0.2	0	0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1	0.6	1.5	1.3	10.5	4.4	4.5	1.4
Vehicles Exited	341	12	349	101	5	22	11	841
Hourly Exit Rate	341	12	349	101	5	22	11	841
Input Volume	337	12	348	107	6	19	11	840
% of Volume	101	100	100	94	83	116	100	100

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	9.9	2	2.1	13.2	4.5	3.7
Vehicles Exited	44	920	8	27	1202	2201
Hourly Exit Rate	44	920	8	27	1202	2201
Input Volume	44	903	8	27	1205	2187
% of Volume	100	102	100	100	100	101

11: Alma St & Ely PI Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0	0	0.1
Total Del/Veh (s)	19.6	3.4	2.3	2.7	8.4	2.5	2.5
Vehicles Exited	8	2	848	31	2	1393	2284
Hourly Exit Rate	8	2	848	31	2	1393	2284
Input Volume	8	1	831	30	2	1363	2235
% of Volume	100	200	102	103	100	102	102

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	3	0.5	0.5	3.6	0.1	0.1	4.1	0.2	0.2	0.5
Total Del/Veh (s)	19.8	7.7	7.6	19.3	8.7	8.1	17.3	16.5	14.5	16.7	9.3	9.3	9.1
Vehicles Exited	5	340	2	17	465	84	2	9	17	46	4	10	1001
Hourly Exit Rate	5	340	2	17	465	84	2	9	17	46	4	10	1001
Input Volume	5	342	2	17	471	80	3	8	17	45	4	9	1003
% of Volume	100	99	100	100	99	105	67	112	100	102	100	111	100

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)		0	0	0	0	0.1	0.1	0
Total Del/Veh (s)		1.3	0.8	5.9	1.6	15.4	6.4	1.7
Vehicles Exited	0	325	8	11	466	7	18	835
Hourly Exit Rate	0	325	8	11	466	7	18	835
Input Volume	1	332	8	12	471	8	17	849
% of Volume	0	98	100	92	99	88	106	98

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

14: Charleston Rd & Wright PI Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	4.9	0.8	0.8	0.6	13.6	6.2	1
Vehicles Exited	6	324	443	29	8	9	819
Hourly Exit Rate	6	324	443	29	8	9	819
Input Volume	8	332	449	31	9	10	839
% of Volume	75	98	99	94	89	90	98

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0
Total Del/Veh (s)	8.5	4.7	3.6	4.3	1.5	1.5	18.6	41.8	20.2	26.3	17.9	5.1	4
Vehicles Exited	5	620	5	18	480	28	1	2	19	16	1	7	1202
Hourly Exit Rate	5	620	5	18	480	28	1	2	19	16	1	7	1202
Input Volume	5	610	5	19	476	29	2	2	16	18	1	6	1189
% of Volume	100	102	100	95	101	97	50	100	119	89	100	117	101

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.1	0	0	0.1	0.1	0.1
Total Del/Veh (s)	0.7	0.9	3.7	0.5	16.6	3.6	0.7
Vehicles Exited	624	1	9	479	2	6	1121
Hourly Exit Rate	624	1	9	479	2	6	1121
Input Volume	614	1	9	475	2	6	1107
% of Volume	102	100	100	101	100	100	101

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	233	228	204	201	137	233	525	538	150	274	320	125
Average Queue (ft)	156	122	129	116	10	112	182	199	69	147	163	91
95th Queue (ft)	231	207	195	189	65	207	389	407	130	236	276	162
Link Distance (ft)	204	204	141	141	1303		724	724		586	586	
Upstream Blk Time (%)	4	1	10	6			0	0				
Queuing Penalty (veh)	9	3	0	0			0	0				
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						1	6			21		0
Queuing Penalty (veh)						4	7			42		1

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	236	239	172	191	18	76	196	344	534	537	244	347	372	234
Average Queue (ft)	186	192	100	129	1	7	106	190	315	330	79	204	214	73
95th Queue (ft)	249	250	159	191	13	41	172	358	475	478	180	317	331	218
Link Distance (ft)	209	209	109	109	135	135			657	657		826	826	
Upstream Blk Time (%)	9	11	9	22		0								
Queuing Penalty (veh)	26	35	14	35		0								
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)								0	7		0	6	9	0
Queuing Penalty (veh)								0	25		0	4	6	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	80	95	135	50	87	112
Average Queue (ft)	30	18	23	10	23	33
95th Queue (ft)	63	64	84	35	70	90
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	102	118	87	54	22
Average Queue (ft)	10	10	6	21	6
95th Queue (ft)	54	60	39	48	21
Link Distance (ft)	1033	204	204	529	604
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	L
Maximum Queue (ft)	42	24	26	35
Average Queue (ft)	9	1	1	6
95th Queue (ft)	26	16	19	26
Link Distance (ft)	658	826	826	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	UL
Maximum Queue (ft)	41	228	252	41
Average Queue (ft)	7	10	10	6
95th Queue (ft)	29	197	203	26
Link Distance (ft)	348	2738	2738	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				120
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	64	348	48	189	36	48	70	38
Average Queue (ft)	10	143	8	78	8	14	31	10
95th Queue (ft)	42	296	34	151	30	38	59	32
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		11		8	0	1	1	
Queuing Penalty (veh)		1		1	0	0	0	

Intersection: 13: Mumford PI & Charleston Rd

Movement	WB	NB
Directions Served	UL	LR
Maximum Queue (ft)	33	35
Average Queue (ft)	2	10
95th Queue (ft)	14	32
Link Distance (ft)		430
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	90	

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	222	208	207	210	135	234	423	438	246	488	512	125
Average Queue (ft)	140	110	134	131	13	108	261	280	105	303	324	77
95th Queue (ft)	210	183	196	199	68	237	391	405	190	449	473	163
Link Distance (ft)	204	204	141	141	1303		724	724		586	586	
Upstream Blk Time (%)	2	1	12	11						0	0	
Queuing Penalty (veh)	3	1	0	0						0	0	
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						0	12			0	36	0
Queuing Penalty (veh)						0	9			0	65	1

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	232	236	180	180	101	131	185	231	290	304	238	746	764	235
Average Queue (ft)	192	199	128	160	10	31	92	117	171	182	92	365	387	61
95th Queue (ft)	248	249	192	203	58	96	165	192	263	277	220	738	769	206
Link Distance (ft)	209	209	109	109	135	135			657	657		826	826	
Upstream Blk Time (%)	12	16	19	41	0	0						1	2	
Queuing Penalty (veh)	37	51	43	94	0	1						7	10	
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)									0		0	26	30	0
Queuing Penalty (veh)									0		0	15	14	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	127	291	300	96	188	200
Average Queue (ft)	55	36	51	30	66	81
95th Queue (ft)	106	170	195	73	147	171
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)		0	0			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (ft)				250		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	46	88	65	42	24
Average Queue (ft)	3	8	5	18	6
95th Queue (ft)	22	46	31	42	22
Link Distance (ft)	1033	204	204	529	604
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB	SB	SB
Directions Served	R	TR	L	T	T
Maximum Queue (ft)	44	3	62	16	28
Average Queue (ft)	10	0	15	1	1
95th Queue (ft)	28	3	46	11	16
Link Distance (ft)	658	826		724	724
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)			0	0	
Queuing Penalty (veh)			0	0	

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	L
Maximum Queue (ft)	43	68	94	21
Average Queue (ft)	9	4	5	1
95th Queue (ft)	32	87	106	11
Link Distance (ft)	348	2738	2738	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				120
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	65	288	72	286	29	53	62	36
Average Queue (ft)	6	91	16	114	2	18	27	8
95th Queue (ft)	32	221	48	222	13	45	55	30
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		6		13		1	0	
Queuing Penalty (veh)		0		2		0	0	

Intersection: 13: Mumford PI & Charleston Rd

Movement	EB	WB	NB
Directions Served	UT	L	LR
Maximum Queue (ft)	9	31	41
Average Queue (ft)	0	4	15
95th Queue (ft)	9	19	37
Link Distance (ft)	405		430
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 14: Charleston Rd & Wright PI

Movement	EB	EB	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	52	65	7	18	36
Average Queue (ft)	5	9	0	1	14
95th Queue (ft)	29	39	5	14	39
Link Distance (ft)	135	135		405	386
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			340		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	120	152	44	23	80	39
Average Queue (ft)	23	31	6	1	19	6
95th Queue (ft)	86	110	26	11	58	22
Link Distance (ft)	334	334	209	209	485	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	51	29
Average Queue (ft)	5	7
95th Queue (ft)	28	27
Link Distance (ft)	334	670
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	62	39
Average Queue (ft)	5	2
95th Queue (ft)	33	18
Link Distance (ft)	141	141
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	11.3	6.6	12.9	9.3	9.9
Vehicles Exited	298	203	128	308	937
Hourly Exit Rate	298	203	128	308	937
Input Volume	301	205	125	311	945
% of Volume	99	99	102	99	99

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0	0	0	0	0
Total Del/Veh (s)	27.8	17.2	15.5	6.5	33.7	5.1	13.5
Vehicles Exited	72	164	1077	417	130	424	2284
Hourly Exit Rate	72	164	1077	417	130	424	2284
Input Volume	66	155	1084	418	129	431	2286
% of Volume	109	106	99	100	101	98	100

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0	0	0	0.2	0.1	0.2	0.1
Total Del/Veh (s)	21.4	10	16.1	2.9	0.8	25.6	8.2	3.8	5.5
Vehicles Exited	26	12	168	1325	28	10	540	264	2373
Hourly Exit Rate	26	12	168	1325	28	10	540	264	2373
Input Volume	25	11	164	1313	27	10	548	272	2370
% of Volume	104	109	102	101	104	100	99	97	100

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0	0	0.1	0.1
Total Del/Veh (s)	0.7	1.2	0.8	4.7	1
Vehicles Exited	298	410	105	12	825
Hourly Exit Rate	298	410	105	12	825
Input Volume	301	411	106	11	829
% of Volume	99	100	99	109	100

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	11.7	3.5	3.2	13.7	1.2	3.1
Vehicles Exited	42	1236	15	12	555	1860
Hourly Exit Rate	42	1236	15	12	555	1860
Input Volume	39	1234	14	13	560	1860
% of Volume	108	100	107	92	99	100

11: Alma St & On-Ramp fr Charleston Rd/Ely PI Performance by movement

Movement	EBR	WBR	NBT	SBU	SBT	All
Denied Del/Veh (s)	0	0.1	0.3		0	0.2
Total Del/Veh (s)	2.5	0.8	3.4		1.4	2.8
Vehicles Exited	245	4	1492	0	496	2237
Hourly Exit Rate	245	4	1492	0	496	2237
Input Volume	247	5	1496	1	496	2245
% of Volume	99	80	100	0	100	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3.3	0.3	0.3	4.5	0.1	0.1	3.9	0.2	0.3	0.5
Total Del/Veh (s)	21	7.5	23.6	7.9	7.1	22	11.2	15.8	16	10.2	10.9	8.9
Vehicles Exited	8	431	9	280	78	9	2	15	66	2	58	958
Hourly Exit Rate	8	431	9	280	78	9	2	15	66	2	58	958
Input Volume	8	441	9	271	78	9	3	16	69	2	54	960
% of Volume	100	98	100	103	100	100	67	94	96	100	107	100

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0		0	0	0.1	0.1	0
Total Del/Veh (s)	0.6	0.4		5.4	1.8	19.6	7.7	1.4
Vehicles Exited	434	20	0	4	346	11	4	819
Hourly Exit Rate	434	20	0	4	346	11	4	819
Input Volume	443	20	1	4	333	12	5	818
% of Volume	98	100	0	100	104	92	80	100

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	2	1.2	0.9	8.7	3.6
Vehicles Exited	443	678	232	555	1908
Hourly Exit Rate	443	678	232	555	1908
Input Volume	456	661	221	547	1893
% of Volume	97	103	105	101	101

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.3	0	1.1	0	0.7
Vehicles Exited	688	2	699	5	1394
Hourly Exit Rate	688	2	699	5	1394
Input Volume	703	2	673	6	1384
% of Volume	98	100	104	83	101

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.1	0	0	0.1	0.1	0.1
Total Del/Veh (s)	1.7	0.1	4.7	0.4	28.8	7.5	1.3
Vehicles Exited	664	1	16	674	2	26	1383
Hourly Exit Rate	664	1	16	674	2	26	1383
Input Volume	678	1	16	650	3	27	1375
% of Volume	98	100	100	104	67	96	101

18: Charleston Rd Performance by movement

Movement	EBU	EBT	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	2	2.5	3.8	2.7
Vehicles Exited	549	455	359	1363
Hourly Exit Rate	549	455	359	1363
Input Volume	540	468	344	1352
% of Volume	102	97	104	101

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	0.8	3.4	1.3	2.5
Vehicles Exited	242	1288	568	2098
Hourly Exit Rate	242	1288	568	2098
Input Volume	240	1276	573	2092
% of Volume	101	101	99	100

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.2	0.2	0.1
Total Del/Veh (s)	2.2	1.3	2.8	1.7	2
Vehicles Exited	163	263	202	75	703
Hourly Exit Rate	163	263	202	75	703
Input Volume	164	263	203	76	706
% of Volume	99	100	100	99	100

103: On-Ramp fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.4	1.1	0.7	1
Vehicles Exited	443	245	686	1374
Hourly Exit Rate	443	245	686	1374
Input Volume	456	247	667	1370
% of Volume	97	99	103	100

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	9.7	7.1	13	9.8	9.8
Vehicles Exited	289	204	180	258	931
Hourly Exit Rate	289	204	180	258	931
Input Volume	300	202	186	253	941
% of Volume	96	101	97	102	99

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0	0	0	0	0
Total Del/Veh (s)	26.6	17	13.9	4.3	31.3	8.7	12.4
Vehicles Exited	84	288	627	234	112	979	2324
Hourly Exit Rate	84	288	627	234	112	979	2324
Input Volume	83	281	630	232	109	1007	2342
% of Volume	101	102	100	101	103	97	99

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0	0	0	0.3	0.2	0.3	0.1
Total Del/Veh (s)	22.3	11.4	22.6	4	1.6	29.4	12	7.2	9.1
Vehicles Exited	56	15	124	1019	63	27	1060	315	2679
Hourly Exit Rate	56	15	124	1019	63	27	1060	315	2679
Input Volume	57	15	124	1019	62	28	1086	315	2706
% of Volume	98	100	100	100	102	96	98	100	99

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.2	0	0	0.1	0.1
Total Del/Veh (s)	0.6	1.2	0.8	4.3	0.9
Vehicles Exited	288	356	107	10	761
Hourly Exit Rate	288	356	107	10	761
Input Volume	300	348	107	11	766
% of Volume	96	102	100	91	99

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	8.4	2.4	2.5	10.4	2	2.4
Vehicles Exited	45	907	8	27	1090	2077
Hourly Exit Rate	45	907	8	27	1090	2077
Input Volume	44	903	8	27	1116	2098
% of Volume	102	100	100	100	98	99

11: Alma St & On-Ramp fr Charleston Rd/Ely PI Performance by movement

Movement	EBR	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0.1	0.2	0	0.1
Total Del/Veh (s)	7.4	1	1.8	2.2	2.7
Vehicles Exited	282	1	858	1063	2204
Hourly Exit Rate	282	1	858	1063	2204
Input Volume	281	1	861	1090	2233
% of Volume	100	100	100	98	99

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	2.8	0.5	0.5	4	0.1	0.1	4	0.3	0.3	0.5
Total Del/Veh (s)	25.3	6.8	5.4	26.7	9.4	8.2	22.8	18.8	18	21.5	12.8	13.3	9.9
Vehicles Exited	6	351	2	18	448	107	3	9	18	56	4	49	1071
Hourly Exit Rate	6	351	2	18	448	107	3	9	18	56	4	49	1071
Input Volume	5	340	2	17	440	111	3	8	17	54	4	51	1052
% of Volume	120	103	100	106	102	96	100	112	106	104	100	96	102

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	5.7	0.5	0.3	5.4	2.3	21.1	5.6	1.9
Vehicles Exited	1	340	41	11	490	15	18	916
Hourly Exit Rate	1	340	41	11	490	15	18	916
Input Volume	1	330	40	12	482	16	17	898
% of Volume	100	103	102	92	102	94	106	102

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	1.8	1.1	0.9	5.3	2.1
Vehicles Exited	426	524	373	346	1669
Hourly Exit Rate	426	524	373	346	1669
Input Volume	419	524	364	341	1648
% of Volume	102	100	102	101	101

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.3	0	0.8	0	0.5
Vehicles Exited	710	4	523	7	1244
Hourly Exit Rate	710	4	523	7	1244
Input Volume	700	5	524	7	1236
% of Volume	101	80	100	100	101

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.1	0	0	0.1	0.1	0.2
Total Del/Veh (s)	1.7	0.3	5	0.5	20.5	7.9	1.5
Vehicles Exited	691	2	27	502	3	23	1248
Hourly Exit Rate	691	2	27	502	3	23	1248
Input Volume	683	1	29	502	4	22	1241
% of Volume	101	200	93	100	75	105	101

18: Charleston Rd Performance by movement

Movement	EBU	EBT	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.9	2.6	3.7	2.8
Vehicles Exited	391	382	506	1279
Hourly Exit Rate	391	382	506	1279
Input Volume	389	371	499	1259
% of Volume	101	103	101	102

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1	2.5	1.6	1.9
Vehicles Exited	254	951	1117	2322
Hourly Exit Rate	254	951	1117	2322
Input Volume	258	947	1143	2348
% of Volume	98	100	98	99

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.3	0.3	0.1
Total Del/Veh (s)	2.1	1.1	3.2	2	1.9
Vehicles Exited	130	339	204	125	798
Hourly Exit Rate	130	339	204	125	798
Input Volume	134	352	202	124	812
% of Volume	97	96	101	101	98

103: On-Ramp fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.5	1.2	0.6	1
Vehicles Exited	426	282	523	1231
Hourly Exit Rate	426	282	523	1231
Input Volume	419	281	524	1224
% of Volume	102	100	100	101

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	176	66	243
Average Queue (ft)	86	46	124
95th Queue (ft)	145	68	205
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	0	10	
Queuing Penalty (veh)	1	21	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	>	L	T	T
Maximum Queue (ft)	220	285	288	180	167	148	123
Average Queue (ft)	111	151	159	76	79	34	45
95th Queue (ft)	191	239	248	131	140	91	97
Link Distance (ft)	401	616	616	616		849	849
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					160		
Storage Blk Time (%)					1	0	
Queuing Penalty (veh)					2	0	

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	59	132	155	166	122	30	164	166	59
Average Queue (ft)	22	69	65	76	14	9	55	48	8
95th Queue (ft)	48	115	151	167	69	29	117	123	34
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		1	2	3	0				
Queuing Penalty (veh)		4	6	12	2				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	16	38
Average Queue (ft)	1	10
95th Queue (ft)	9	33
Link Distance (ft)	1033	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	L
Maximum Queue (ft)	47	3	2	42
Average Queue (ft)	12	0	0	8
95th Queue (ft)	31	3	2	31
Link Distance (ft)	658	849	849	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Alma St & On-Ramp fr Charleston Rd/Ely Pl

Movement	EB	NB	NB	SB
Directions Served	R	T	T	UT
Maximum Queue (ft)	106	15	25	4
Average Queue (ft)	42	0	1	0
95th Queue (ft)	86	9	11	3
Link Distance (ft)	635	2771	2771	616
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	40	219	54	190	36	39	76	74
Average Queue (ft)	7	97	9	82	8	12	34	28
95th Queue (ft)	30	178	35	149	29	36	65	61
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		7	0	9	0	0	1	0
Queuing Penalty (veh)		1	0	1	0	0	1	0

Intersection: 13: Mumford PI & Charleston Rd

Movement	WB	WB	NB
Directions Served	UL	T	LR
Maximum Queue (ft)	33	32	44
Average Queue (ft)	3	1	12
95th Queue (ft)	17	16	37
Link Distance (ft)		422	439
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement	EB	NB	B104
Directions Served	T	R	T
Maximum Queue (ft)	5	319	37
Average Queue (ft)	0	139	1
95th Queue (ft)	5	255	18
Link Distance (ft)	508	336	22
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		2	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	28	83
Average Queue (ft)	1	4
95th Queue (ft)	15	37
Link Distance (ft)	69	486
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	WB	NB
Directions Served	T	LT	LR
Maximum Queue (ft)	68	115	55
Average Queue (ft)	5	19	19
95th Queue (ft)	35	73	45
Link Distance (ft)	1304	69	670
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Charleston Rd

Movement	EB	WB
Directions Served	UT	T
Maximum Queue (ft)	2	103
Average Queue (ft)	0	31
95th Queue (ft)	2	72
Link Distance (ft)	104	99
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	41	28	122	122
Average Queue (ft)	4	1	8	11
95th Queue (ft)	22	14	57	63
Link Distance (ft)	449		1260	1260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		380		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	61	95
Average Queue (ft)	30	21
95th Queue (ft)	67	67
Link Distance (ft)	45	1302
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	9	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: On-Ramp fr Charleston Rd & Charleston Rd

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	159	61	240
Average Queue (ft)	75	48	123
95th Queue (ft)	130	67	202
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	0	11	
Queuing Penalty (veh)	0	22	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	>	L	T	T
Maximum Queue (ft)	327	178	188	103	145	199	207
Average Queue (ft)	145	91	97	48	66	92	106
95th Queue (ft)	258	147	157	81	119	172	183
Link Distance (ft)	401	616	616	616		849	849
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	1						
Storage Bay Dist (ft)					160		
Storage Blk Time (%)					0	1	
Queuing Penalty (veh)					1	1	

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	83	118	143	157	142	51	254	266	103
Average Queue (ft)	33	58	69	83	26	20	92	98	11
95th Queue (ft)	65	99	142	153	95	47	212	233	56
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		1	1	2	1				
Queuing Penalty (veh)		2	4	7	2				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)							0	0	0
Queuing Penalty (veh)							0	1	0

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	3	5	29
Average Queue (ft)	0	0	9
95th Queue (ft)	4	5	30
Link Distance (ft)	1033	185	620
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB
Directions Served	R	TR	L
Maximum Queue (ft)	41	2	47
Average Queue (ft)	11	0	14
95th Queue (ft)	28	3	42
Link Distance (ft)	658	849	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Alma St & On-Ramp fr Charleston Rd/Ely Pl

Movement	EB
Directions Served	R
Maximum Queue (ft)	162
Average Queue (ft)	74
95th Queue (ft)	131
Link Distance (ft)	635
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	46	161	65	267	29	54	68	68
Average Queue (ft)	6	74	17	124	3	18	32	26
95th Queue (ft)	31	134	52	226	17	47	60	59
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		4	0	15		1	1	1
Queuing Penalty (veh)		0	1	2		0	1	0

Intersection: 13: Mumford PI & Charleston Rd

Movement	EB	WB	WB	NB
Directions Served	UTR	L	T	LR
Maximum Queue (ft)	37	43	65	59
Average Queue (ft)	2	5	3	23
95th Queue (ft)	18	27	29	51
Link Distance (ft)	99		422	439
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		90		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement	WB	NB
Directions Served	TR	R
Maximum Queue (ft)	10	179
Average Queue (ft)	0	81
95th Queue (ft)	7	150
Link Distance (ft)	104	336
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	28	19
Average Queue (ft)	1	1
95th Queue (ft)	13	13
Link Distance (ft)	69	486
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	37	2	95	46
Average Queue (ft)	2	0	23	18
95th Queue (ft)	21	2	74	43
Link Distance (ft)	1304	1304	69	670
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			2	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Charleston Rd

Movement	WB
Directions Served	T
Maximum Queue (ft)	108
Average Queue (ft)	33
95th Queue (ft)	77
Link Distance (ft)	99
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	59	3	27	51
Average Queue (ft)	10	0	1	3
95th Queue (ft)	38	3	14	22
Link Distance (ft)	449		1260	1260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		380		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	62	104
Average Queue (ft)	28	23
95th Queue (ft)	66	73
Link Distance (ft)	45	1302
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	8	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: On-Ramp fr Charleston Rd & Charleston Rd

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	11.2	7	14.4	10.6	10.5
Vehicles Exited	304	204	129	326	963
Hourly Exit Rate	304	204	129	326	963
Input Volume	301	205	125	311	945
% of Volume	101	100	103	105	102

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0	0	0	0	0
Total Del/Veh (s)	27.5	16	11.9	8.3	30.2	4.9	12.3
Vehicles Exited	64	158	1107	46	126	427	1928
Hourly Exit Rate	64	158	1107	46	126	427	1928
Input Volume	66	155	1096	42	129	431	1922
% of Volume	97	102	101	110	98	99	100

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0	0	0	0.3	0.1	0.2	0.1
Total Del/Veh (s)	21.1	9.3	15.9	2.8	0.8	26.1	8.4	4.1	5.5
Vehicles Exited	24	12	174	1333	28	10	545	278	2404
Hourly Exit Rate	24	12	174	1333	28	10	545	278	2404
Input Volume	25	11	164	1313	27	10	548	272	2370
% of Volume	96	109	106	102	104	100	99	102	101

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0	0	0.1	0.1
Total Del/Veh (s)	0.8	1.3	0.9	4.3	1.1
Vehicles Exited	304	420	112	12	848
Hourly Exit Rate	304	420	112	12	848
Input Volume	301	411	106	11	829
% of Volume	101	102	106	109	102

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	12.4	3.4	3.4	14.5	1.2	3
Vehicles Exited	40	1245	16	14	554	1869
Hourly Exit Rate	40	1245	16	14	554	1869
Input Volume	39	1234	14	13	560	1860
% of Volume	103	101	114	108	99	100

11: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.3	0	0.2
Total Del/Veh (s)	8.5	3.5	0.6	2.6
Vehicles Exited	6	1508	734	2248
Hourly Exit Rate	6	1508	734	2248
Input Volume	5	1497	746	2248
% of Volume	120	101	98	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3.1	0.3	0.3	4.1	0.1	0.2	3.9	0.3	0.3	0.5
Total Del/Veh (s)	18.4	8.4	17.3	7.9	6.6	19.3	17.8	12.3	15.4	10.4	8.9	9
Vehicles Exited	8	448	9	268	80	9	3	18	67	2	55	967
Hourly Exit Rate	8	448	9	268	80	9	3	18	67	2	55	967
Input Volume	8	441	9	271	78	9	3	16	69	2	54	960
% of Volume	100	102	100	99	103	100	100	112	97	100	102	101

13: Mumford Pl & Charleston Rd Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0		0	0	0.1	0.2	0
Total Del/Veh (s)	4.1	1.2	0.9		6.6	1.4	15.8	6.7	1.9
Vehicles Exited	154	449	20	0	3	332	12	4	974
Hourly Exit Rate	154	449	20	0	3	332	12	4	974
Input Volume	164	445	20	1	4	333	12	5	984
% of Volume	94	101	100	0	75	100	100	80	99

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	1.6	0.8	0.6	0.8	1.1
Vehicles Exited	449	283	217	174	1123
Hourly Exit Rate	449	283	217	174	1123
Input Volume	456	287	221	171	1136
% of Volume	98	99	98	102	99

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.3	0	1.5	0	0.9
Vehicles Exited	691	4	673	5	1373
Hourly Exit Rate	691	4	673	5	1373
Input Volume	703	2	670	6	1381
% of Volume	98	200	100	83	99

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.2	0	0	0.1	0.1	0.1
Total Del/Veh (s)	1.8	0.1	4	0.4	17.1	8.3	1.3
Vehicles Exited	666	1	18	651	3	29	1368
Hourly Exit Rate	666	1	18	651	3	29	1368
Input Volume	678	1	16	650	3	27	1375
% of Volume	98	100	112	100	100	107	99

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	0.8	3.2	1.3	2.5
Vehicles Exited	250	1298	568	2116
Hourly Exit Rate	250	1298	568	2116
Input Volume	240	1276	573	2092
% of Volume	104	102	99	101

SimTraffic Performance Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.2	0.2	0.1
Total Del/Veh (s)	2.2	1.3	3.3	1.8	2.1
Vehicles Exited	169	264	202	78	713
Hourly Exit Rate	169	264	202	78	713
Input Volume	164	263	203	76	706
% of Volume	103	100	100	103	101

103: Charleston Rd Ramp & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	10.3	8.3	6.6	15.3	10.6
Vehicles Exited	450	240	286	376	1352
Hourly Exit Rate	450	240	286	376	1352
Input Volume	456	247	287	376	1370
% of Volume	99	97	100	100	99

111: Alma St & Charleston Rd Ramp Performance by movement

Movement	EBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	0.3	0.6	0.4	5	0.9
Vehicles Exited	492	372	1141	240	2245
Hourly Exit Rate	492	372	1141	240	2245
Input Volume	497	376	1126	247	2246
% of Volume	99	99	101	97	100

301: Alma St Performance by movement

Movement	WBT	WBR	SBT	All
Denied Del/Veh (s)	0.5	0	0	0
Total Del/Veh (s)	1.2	2.4	0.9	1.9
Vehicles Exited	13	1142	492	1647
Hourly Exit Rate	13	1142	492	1647
Input Volume	12	1126	497	1635
% of Volume	108	101	99	101

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	10.9	7.2	13.2	9.7	10.2
Vehicles Exited	303	208	180	254	945
Hourly Exit Rate	303	208	180	254	945
Input Volume	300	202	186	253	941
% of Volume	101	103	97	100	100

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0	0	0	0	0
Total Del/Veh (s)	25.5	16.3	12	8	31.5	8.6	12.4
Vehicles Exited	86	285	636	46	112	1010	2175
Hourly Exit Rate	86	285	636	46	112	1010	2175
Input Volume	83	281	644	46	109	1007	2170
% of Volume	104	101	99	100	103	100	100

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0	0	0	0.3	0.2	0.3	0.1
Total Del/Veh (s)	21.9	10.7	25	4.1	1.2	28.6	12	7.1	9.2
Vehicles Exited	58	15	120	1013	60	28	1092	315	2701
Hourly Exit Rate	58	15	120	1013	60	28	1092	315	2701
Input Volume	57	15	124	1019	62	28	1086	315	2706
% of Volume	102	100	97	99	97	100	101	100	100

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0	0	0.1	0.1
Total Del/Veh (s)	0.7	1.2	0.8	3.8	1
Vehicles Exited	302	349	113	9	773
Hourly Exit Rate	302	349	113	9	773
Input Volume	300	348	107	11	766
% of Volume	101	100	106	82	101

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	8.7	2.2	2.1	10.2	2	2.4
Vehicles Exited	45	889	8	29	1123	2094
Hourly Exit Rate	45	889	8	29	1123	2094
Input Volume	44	903	8	27	1116	2098
% of Volume	102	98	100	107	101	100

11: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.2	0	0.1
Total Del/Veh (s)	4.3	1.9	0.7	1.1
Vehicles Exited	1	845	1427	2273
Hourly Exit Rate	1	845	1427	2273
Input Volume	1	861	1410	2272
% of Volume	100	98	101	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	2.7	0.5	0.5	3.9	0.2	0.1	4	0.3	0.2	0.5
Total Del/Veh (s)	26.6	7.7	7.8	23.1	10.2	9.2	21.5	15.6	16.7	17.8	11.4	10.2	10.1
Vehicles Exited	4	342	3	18	438	114	3	6	16	50	4	52	1050
Hourly Exit Rate	4	342	3	18	438	114	3	6	16	50	4	52	1050
Input Volume	5	340	2	17	440	111	3	8	17	54	4	51	1052
% of Volume	80	101	150	106	100	103	100	75	94	93	100	102	100

13: Mumford Pl & Charleston Rd Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	6.3	1.1	0.7	4.7	1.7	22	7	2.8
Vehicles Exited	208	332	40	10	484	17	17	1108
Hourly Exit Rate	208	332	40	10	484	17	17	1108
Input Volume	204	330	40	12	482	16	17	1101
% of Volume	102	101	100	83	100	106	100	101

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	1.3	1.2	0.9	0.8	1.1
Vehicles Exited	422	338	372	158	1290
Hourly Exit Rate	422	338	372	158	1290
Input Volume	419	338	364	155	1276
% of Volume	101	100	102	102	101

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.3	0	1.5	0	0.8
Vehicles Exited	708	6	530	8	1252
Hourly Exit Rate	708	6	530	8	1252
Input Volume	700	5	528	7	1240
% of Volume	101	120	100	114	101

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.1	0	0	0.1	0.1	0.2
Total Del/Veh (s)	1.9	0.1	6	0.7	22.2	8.5	1.7
Vehicles Exited	694	1	28	506	4	20	1253
Hourly Exit Rate	694	1	28	506	4	20	1253
Input Volume	683	1	29	502	4	22	1241
% of Volume	102	100	97	101	100	91	101

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1	2.4	1.6	1.9
Vehicles Exited	261	933	1150	2344
Hourly Exit Rate	261	933	1150	2344
Input Volume	258	947	1143	2348
% of Volume	101	99	101	100

SimTraffic Performance Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.3	0.3	0.1
Total Del/Veh (s)	2.1	1.1	3.1	1.9	1.9
Vehicles Exited	133	350	209	128	820
Hourly Exit Rate	133	350	209	128	820
Input Volume	134	352	202	124	812
% of Volume	99	99	103	103	101

103: Charleston Rd Ramp & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	6.6	5.2	4.3	15.1	7
Vehicles Exited	422	288	337	191	1238
Hourly Exit Rate	422	288	337	191	1238
Input Volume	419	281	338	186	1226
% of Volume	101	102	100	103	101

111: Alma St & Charleston Rd Ramp Performance by movement

Movement	EBT	EBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.5	0	0	0	0	0
Total Del/Veh (s)	0.7	0.7	0.4	0.2	9.2	1.6
Vehicles Exited	10	1096	189	664	292	2251
Hourly Exit Rate	10	1096	189	664	292	2251
Input Volume	11	1090	195	676	287	2259
% of Volume	91	101	97	98	102	100

301: Alma St Performance by movement

Movement	WBR	SBT	All
Denied Del/Veh (s)	0	0	0
Total Del/Veh (s)	1	1.5	1.3
Vehicles Exited	671	1120	1791
Hourly Exit Rate	671	1120	1791
Input Volume	676	1112	1795
% of Volume	99	101	100

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	177	65	289
Average Queue (ft)	86	47	138
95th Queue (ft)	146	69	232
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	0	11	
Queuing Penalty (veh)	1	23	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T>	L	T	T
Maximum Queue (ft)	216	173	168	158	111	110
Average Queue (ft)	99	132	138	72	32	43
95th Queue (ft)	174	183	182	126	84	94
Link Distance (ft)	401	143	143		849	849
Upstream Blk Time (%)		7	9			
Queuing Penalty (veh)		38	51			
Storage Bay Dist (ft)				160		
Storage Blk Time (%)				0		
Queuing Penalty (veh)				1		

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	60	132	154	167	152	42	114	112	73
Average Queue (ft)	20	70	64	73	16	8	53	47	10
95th Queue (ft)	46	114	148	167	80	30	95	94	40
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		1	1	3	1				
Queuing Penalty (veh)		3	5	11	2				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	23	29
Average Queue (ft)	1	9
95th Queue (ft)	14	31
Link Distance (ft)	1033	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB
Directions Served	R	TR	L
Maximum Queue (ft)	45	8	45
Average Queue (ft)	11	0	10
95th Queue (ft)	29	7	35
Link Distance (ft)	658	849	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Alma St

Movement	WB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	33	88	161
Average Queue (ft)	6	5	9
95th Queue (ft)	25	40	69
Link Distance (ft)	296	2602	2602
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	67	240	48	166	40	47	80	73
Average Queue (ft)	8	104	9	81	8	13	35	27
95th Queue (ft)	37	196	34	144	31	39	63	58
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		8		8	0	0	1	0
Queuing Penalty (veh)		1		1	0	0	1	0

Intersection: 13: Mumford Pl & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	U	TR	UL	T	LR
Maximum Queue (ft)	122	56	30	5	41
Average Queue (ft)	40	3	2	0	13
95th Queue (ft)	89	36	14	4	38
Link Distance (ft)	368	368		422	438
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)			90		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	14	26
Average Queue (ft)	1	1
95th Queue (ft)	9	17
Link Distance (ft)	69	478
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	90	5	93	55
Average Queue (ft)	5	0	17	21
95th Queue (ft)	42	5	66	47
Link Distance (ft)	1304	1304	69	670
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			2	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	60	23	67	81
Average Queue (ft)	6	1	4	8
95th Queue (ft)	33	11	33	42
Link Distance (ft)	449		1260	1260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		380		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	61	112
Average Queue (ft)	32	26
95th Queue (ft)	70	78
Link Distance (ft)	45	1302
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	9	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: Charleston Rd Ramp & Charleston Rd

Movement	EB	WB	NB
Directions Served	TR	T	L
Maximum Queue (ft)	296	144	236
Average Queue (ft)	154	67	122
95th Queue (ft)	255	122	193
Link Distance (ft)	478	506	530
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 111: Alma St & Charleston Rd Ramp

Movement	NB	SB
Directions Served	R	T
Maximum Queue (ft)	9	84
Average Queue (ft)	0	36
95th Queue (ft)	6	70
Link Distance (ft)	115	530
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 301: Alma St

Movement	WB	WB	B302	B302
Directions Served	R	R	T	T
Maximum Queue (ft)	126	152	5	16
Average Queue (ft)	30	42	0	1
95th Queue (ft)	95	116	3	8
Link Distance (ft)	99	99	177	177
Upstream Blk Time (%)	1	1		
Queuing Penalty (veh)	4	8		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	173	58	232
Average Queue (ft)	84	48	125
95th Queue (ft)	147	65	200
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	0	11	
Queuing Penalty (veh)	1	23	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T>	L	T	T
Maximum Queue (ft)	295	148	162	145	194	202
Average Queue (ft)	145	97	102	66	90	106
95th Queue (ft)	252	148	153	121	166	185
Link Distance (ft)	401	143	143		849	849
Upstream Blk Time (%)		1	1			
Queuing Penalty (veh)		3	3			
Storage Bay Dist (ft)				160		
Storage Blk Time (%)				0	1	
Queuing Penalty (veh)				1	1	

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	94	121	144	147	132	56	183	205	157
Average Queue (ft)	34	60	68	79	21	20	92	97	14
95th Queue (ft)	72	105	135	143	79	49	162	169	77
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		1	1	2	0				
Queuing Penalty (veh)		3	3	5	1				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)							0	1	0
Queuing Penalty (veh)							0	2	0

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	19	8	38
Average Queue (ft)	1	0	7
95th Queue (ft)	15	6	29
Link Distance (ft)	1033	185	620
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Alma St & Lindero Dr

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	35	47
Average Queue (ft)	10	15
95th Queue (ft)	25	42
Link Distance (ft)	658	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Alma St

Movement	WB	NB	NB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	24	6	10	18
Average Queue (ft)	1	0	1	1
95th Queue (ft)	11	8	13	9
Link Distance (ft)	296	2602	2602	115
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	55	189	83	297	26	48	65	64
Average Queue (ft)	5	81	19	126	3	16	29	26
95th Queue (ft)	30	152	62	242	17	43	58	55
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		5	0	16		1	1	0
Queuing Penalty (veh)		0	0	3		0	0	0

Intersection: 13: Mumford Pl & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	U	TR	L	T	LR
Maximum Queue (ft)	121	32	31	9	56
Average Queue (ft)	55	2	3	0	23
95th Queue (ft)	97	19	19	4	52
Link Distance (ft)	368	368		422	438
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			90		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	6	64
Average Queue (ft)	0	4
95th Queue (ft)	4	30
Link Distance (ft)	69	478
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	63	3	113	42
Average Queue (ft)	3	0	28	18
95th Queue (ft)	29	3	88	43
Link Distance (ft)	1304	1304	69	670
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			4	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	62	7	12	39	2
Average Queue (ft)	9	0	0	2	0
95th Queue (ft)	38	9	7	18	2
Link Distance (ft)	449		1260	1260	118
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		380			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	56	98
Average Queue (ft)	26	25
95th Queue (ft)	63	74
Link Distance (ft)	45	1302
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	8	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: Charleston Rd Ramp & Charleston Rd

Movement	EB	WB	NB
Directions Served	TR	T	L
Maximum Queue (ft)	242	153	148
Average Queue (ft)	113	59	73
95th Queue (ft)	201	117	124
Link Distance (ft)	478	506	530
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 111: Alma St & Charleston Rd Ramp

Movement	EB	NB	SB
Directions Served	R	R	T
Maximum Queue (ft)	7	5	146
Average Queue (ft)	0	0	69
95th Queue (ft)	5	5	122
Link Distance (ft)	329	115	530
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
Existing Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 301: Alma St

Movement	WB	WB
Directions Served	R	R
Maximum Queue (ft)	46	35
Average Queue (ft)	3	3
95th Queue (ft)	25	18
Link Distance (ft)	99	99
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix D. Grade Crossing Alternative Preliminary Concepts

Please visit the City website for the latest grade crossing alternative preliminary plans and renderings at www.PaloAlto.gov/GradeSeparation.



**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix E. Travel Demand Model Segment Volume Calculations

AM Peak Hour - Travel Demand Model Segment Volume Growth

EB/WB Facilities

Street Name		2015 Peak Hour Volume			2040 Peak Hour Volume			Delta	Growth	
		EB	WB	Total	EB	WB	Total		Per Year	%
Surrounding Facilities										
Embarcadero Rd	W of Alma	596	922	1,518	809	1,258	2,067	549	21.96	1.4%
Embarcadero Rd	E of Alma	573	909	1,482	785	1,193	1,978	496	19.84	1.3%
Oregon Expwy	W of Alma	788	2,112	2,900	1,160	2,391	3,551	651	26.04	0.9%
Oregon Expwy	E of Alma	824	1,834	2,658	1,145	2,012	3,157	499	19.96	0.8%
San Antonio Rd	W of Alma	1,256	863	2,119	1,549	1,187	2,736	617	24.68	1.2%
San Antonio Rd	E of Alma	1,059	812	1,871	1,270	1,032	2,302	431	17.24	0.9%
Total		5,096	7,452	12,548	6,718	9,073	15,791	3,243	129.72	1.0%
Study Area Facilities										
Churchill Ave	W of Alma	304	519	823	370	570	940	117	4.68	0.6%
Churchill Ave	E of Alma	32	118	150	71	270	341	191	7.64	5.1%
Meadow Dr	W of Alma	665	675	1,340	721	721	1,442	102	4.08	0.3%
Meadow Dr	E of Alma	191	232	423	216	254	470	47	1.88	0.4%
Charleston Rd	W of Alma	959	953	1,912	1,102	1,100	2,202	290	11.60	0.6%
Charleston Rd	E of Alma	1,000	884	1,884	1,010	861	1,871	-13	-0.52	0.0%
Total		3,151	3,381	6,532	3,490	3,776	7,266	734	29.36	0.4%
EB/WB Total		8,247	10,833	19,080	10,208	12,849	23,057	3,977	159.08	0.8%

NB/SB Facilities

Street Name		2015 Peak Hour Volume			2040 Peak Hour Volume			Delta	Growth	
		NB	SB	Total	NB	SB	Total		Per Year	%
Surrounding Facilities										
El Camino Real	N of Churchill	999	1,058	2,057	1,537	1,308	2,845	788	31.52	1.5%
El Camino Real	S of Churchill	1,252	1,466	2,718	1,713	1,675	3,388	670	26.80	1.0%
El Camino Real	N of El Camino Way	1,960	1,555	3,515	2,160	1,747	3,907	392	15.68	0.4%
El Camino Real	S of Charleston	1,867	1,702	3,569	2,576	2,112	4,688	1,119	44.76	1.3%
Middlefield Rd	N of Oregon Expwy	481	1,127	1,608	1,328	1,269	2,597	989	39.56	2.5%
Middlefield Rd	N of Meadow	241	534	775	849	775	1,624	849	33.96	4.4%
Middlefield Rd	S of Charleston	1,007	1,025	2,032	1,290	1,242	2,532	500	20.00	1.0%
Total		7,807	8,467	16,274	11,453	10,128	21,581	5,307	212.28	1.3%
Study Area Facilities										
Alma St	N of Churchill	1,408	1,362	2,770	1,712	1,526	3,238	468	18.72	0.7%
Alma St	S of Churchill	1,274	1,100	2,374	1,646	1,458	3,104	730	29.20	1.2%
Alma St	N of Oregon Expwy	1,300	1,216	2,516	1,663	1,619	3,282	766	30.64	1.2%
Alma St	S of Oregon Expwy	1,544	1,146	2,690	1,950	1,541	3,491	801	32.04	1.2%
Alma St	N of Meadow	1,438	1,246	2,684	1,822	1,568	3,390	706	28.24	1.1%
Alma St	S of Charleston	1,692	1,421	3,113	2,148	1,784	3,932	819	32.76	1.1%
Total		8,656	7,491	16,147	10,941	9,496	20,437	4,290	171.60	1.1%
NB/SB Total		16,463	15,958	32,421	22,394	19,624	42,018	9,597	383.88	1.2%
All Facilities Total		24,710	26,791	51,501	32,602	32,473	65,075	13,574	542.96	1.1%

PM Peak Hour - Travel Demand Model Segment Volume Growth

EB/WB Facilities

Street Name		2015 Peak Hour Volume			2040 Peak Hour Volume			Delta	Growth	
		EB	WB	Total	EB	WB	Total		Per Year	%
Surrounding Facilities										
Embarcadero Rd	W of Alma	1,063	757	1,820	1,316	855	2,171	351	14.04	0.8%
Embarcadero Rd	E of Alma	1,030	766	1,796	1,239	853	2,092	296	11.84	0.7%
Oregon Expwy	W of Alma	1,998	1,158	3,156	2,264	1,528	3,792	636	25.44	0.8%
Oregon Expwy	E of Alma	1,844	961	2,805	2,110	1,443	3,553	748	29.92	1.1%
San Antonio Rd	W of Alma	933	1,166	2,099	1,065	1,463	2,528	429	17.16	0.8%
San Antonio Rd	E of Alma	876	1,061	1,937	1,033	1,277	2,310	373	14.92	0.8%
Total		7,744	5,869	13,613	9,027	7,419	16,446	2,833	113.32	0.8%
Study Area Facilities										
Churchill Ave	W of Alma	502	329	831	580	384	964	133	5.32	0.6%
Churchill Ave	E of Alma	78	111	189	161	123	284	95	3.80	2.0%
Meadow Dr	W of Alma	650	601	1,251	692	663	1,355	104	4.16	0.3%
Meadow Dr	E of Alma	225	173	398	210	191	401	3	0.12	0.0%
Charleston Rd	W of Alma	851	854	1,705	996	986	1,982	277	11.08	0.6%
Charleston Rd	E of Alma	733	970	1,703	737	962	1,699	-4	-0.16	0.0%
Total		3,039	3,038	6,077	3,376	3,309	6,685	608	24.32	0.4%
EB/WB Total		10,783	8,907	19,690	12,403	10,728	23,131	3,441	137.64	0.7%

NB/SB Facilities

Street Name		2015 Peak Hour Volume			2040 Peak Hour Volume			Delta	Growth	
		NB	SB	Total	NB	SB	Total		Per Year	%
Surrounding Facilities										
El Camino Real	N of Churchill	1,335	1,124	2,459	1,556	1,631	3,187	728	29.12	1.2%
El Camino Real	S of Churchill	1,672	1,342	3,014	1,922	1,803	3,725	711	28.44	0.9%
El Camino Real	N of El Camino Way	1,678	1,916	3,594	1,851	2,082	3,933	339	13.56	0.4%
El Camino Real	S of Charleston	1,918	1,970	3,888	2,326	2,565	4,891	1,003	40.12	1.0%
Middlefield Rd	N of Oregon Expwy	1,324	623	1,947	1,366	1,339	2,705	758	30.32	1.6%
Middlefield Rd	N of Meadow	652	290	942	874	772	1,646	704	28.16	3.0%
Middlefield Rd	S of Charleston	1,192	907	2,099	1,316	1,243	2,559	460	18.40	0.9%
Total		9,771	8,172	17,943	11,211	11,435	22,646	4,703	188.12	1.0%
Study Area Facilities										
Alma St	N of Churchill	1,488	1,510	2,998	1,642	1,737	3,379	381	15.24	0.5%
Alma St	S of Churchill	1,258	1,486	2,744	1,467	1,720	3,187	443	17.72	0.6%
Alma St	N of Oregon Expwy	1,326	1,503	2,829	1,534	1,733	3,267	438	17.52	0.6%
Alma St	S of Oregon Expwy	1,438	1,571	3,009	1,731	1,999	3,730	721	28.84	1.0%
Alma St	N of Meadow	1,481	1,414	2,895	1,768	1,770	3,538	643	25.72	0.9%
Alma St	S of Charleston	1,559	1,723	3,282	1,870	2,117	3,987	705	28.20	0.9%
Total		8,550	9,207	17,757	10,012	11,076	21,088	3,331	133.24	0.8%
NB/SB Total		18,321	17,379	35,700	21,223	22,511	43,734	8,034	321.36	0.9%
All Facilities Total		29,104	26,286	55,390	33,626	33,239	66,865	11,475	459.00	0.8%

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix F. Future (2040) No Build SimTraffic Simulation Outputs

SimTraffic Performance Report
Future No Build AM - Churchill Ave

1: Alma St & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0	0	0.2	0.2	4.3	0	0	0		0	0.2	0
Total Del/Veh (s)	29.4	27.9	4.6	85.8	86.2	36.9	87.6	24.4	20.1		33.9	21.3	33.3
Vehicles Exited	83	48	194	50	79	2	248	1400	32	0	624	165	2925
Hourly Exit Rate	83	48	194	50	79	2	248	1400	32	0	624	165	2925
Input Volume	83	47	184	47	77	2	248	1400	28	1	634	160	2911
% of Volume	100	102	105	106	103	100	100	100	114	0	98	103	100

4: Alma St & Kellogg Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.1	0	0	0.2	0.2	0.1
Total Del/Veh (s)	47.8	27.4	3.1	2.5	17.6	1.3	4.1
Vehicles Exited	56	38	1479	10	6	729	2318
Hourly Exit Rate	56	38	1479	10	6	729	2318
Input Volume	55	38	1477	9	5	731	2315
% of Volume	102	100	100	111	120	100	100

5: Alma St & Coleridge Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.4	0.5	0	0	0.3
Total Del/Veh (s)	57.6	20.4	4.9	3.1	25.1	2.4	4.2
Vehicles Exited	6	6	1672	51	3	876	2614
Hourly Exit Rate	6	6	1672	51	3	876	2614
Input Volume	6	6	1669	51	6	862	2600
% of Volume	100	100	100	100	50	102	101

6: Mariposa Ave & Churchill Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	3.7	1.4	2.8	0.6	14.4	9.9	2.1
Vehicles Exited	287	1	2	493	3	33	819
Hourly Exit Rate	287	1	2	493	3	33	819
Input Volume	282	1	3	482	3	33	804
% of Volume	102	100	67	102	100	100	102

SimTraffic Performance Report
Future No Build AM - Churchill Ave

7: Castilleja Ave/Paly Rd & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.3	0	0	0	0.1	0.1	0.1	0.3	2.8	0.2
Total Del/Veh (s)	8.3	3	2.7	3.3	2.1	1.4	21.2	28.1	5.1	15	5.4	3.9
Vehicles Exited	55	193	8	16	364	116	1	1	23	70	31	878
Hourly Exit Rate	55	193	8	16	364	116	1	1	23	70	31	878
Input Volume	55	186	5	17	353	115	3	1	21	74	28	858
% of Volume	100	104	160	94	103	101	33	100	110	95	111	102

1001: Rail & Churchill Ave Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0.1	0	0.1	0.1	0
Total Del/Veh (s)	21.1	1	51.9	68.7	9.5
Vehicles Exited	325	496	4	4	829
Hourly Exit Rate	325	496	4	4	829
Input Volume	315	488	4	4	811
% of Volume	103	102	100	100	102

SimTraffic Performance Report
Future No Build PM - Churchill Ave

1: Alma St & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.2	0.2	4	0	0	0	0	0	0	0
Total Del/Veh (s)	28.4	26.1	7.6	226.5	218.8	206.3	132.6	25.2	21	155.5	42.7	52.4	48.5
Vehicles Exited	74	73	310	54	98	4	246	1228	16	8	1138	134	3383
Hourly Exit Rate	74	73	310	54	98	4	246	1228	16	8	1138	134	3383
Input Volume	79	74	312	54	105	3	247	1210	14	7	1133	135	3373
% of Volume	94	99	99	100	93	133	100	101	114	114	100	99	100

4: Alma St & Kellogg Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.4	0.2	0.1
Total Del/Veh (s)	124.2	66.5	2.7	2.2	14.6	10.5	7.2
Vehicles Exited	5	16	1308	12	8	1265	2614
Hourly Exit Rate	5	16	1308	12	8	1265	2614
Input Volume	6	15	1292	12	8	1269	2602
% of Volume	83	107	101	100	100	100	100

5: Alma St & Coleridge Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.3		0	0.2
Total Del/Veh (s)	160.4	183	17.7	9.9		2.8	11.4
Vehicles Exited	19	3	1476	22	0	1504	3024
Hourly Exit Rate	19	3	1476	22	0	1504	3024
Input Volume	22	3	1468	24	1	1503	3021
% of Volume	86	100	101	92	0	100	100

6: Mariposa Ave & Churchill Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0
Total Del/Veh (s)	19.5	5.9	7.2	1.1	55.1	11.1
Vehicles Exited	434	1	2	477	24	938
Hourly Exit Rate	434	1	2	477	24	938
Input Volume	441	1	3	484	24	953
% of Volume	98	100	67	99	100	98

SimTraffic Performance Report
Future No Build PM - Churchill Ave

7: Castilleja Ave/Paly Rd & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.5	0	0	0	0.1	0.1	0.2	0.1	2.9	0.3
Total Del/Veh (s)	17.3	14.9	9.5	6.2	2.2	1.5	20.3	22.3	50.1	7.9	14.6	10.1
Vehicles Exited	25	390	1	19	425	35	4	14	31	1	34	979
Hourly Exit Rate	25	390	1	19	425	35	4	14	31	1	34	979
Input Volume	24	395	2	21	428	36	5	14	33	1	31	990
% of Volume	104	99	50	90	99	97	80	100	94	100	110	99

1001: Rail & Churchill Ave Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	37.6	1.9	47	44	19.6
Vehicles Exited	457	478	4	4	943
Hourly Exit Rate	457	478	4	4	943
Input Volume	466	488	4	4	962
% of Volume	98	98	100	100	98

Queuing and Blocking Report
Future No Build AM - Churchill Ave

Intersection: 1: Alma St & Churchill Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (ft)	74	86	279	36	355	432	423	16	379	376	135
Average Queue (ft)	46	43	140	3	264	313	300	1	203	204	89
95th Queue (ft)	65	74	253	20	403	489	481	12	345	350	170
Link Distance (ft)	2	2	1618			394	394		392	392	
Upstream Blk Time (%)	58	18				5	3		0	0	
Queuing Penalty (veh)	91	28				44	24		1	1	
Storage Bay Dist (ft)				30	330			80			110
Storage Blk Time (%)			73	0	7	9			35	26	2
Queuing Penalty (veh)			1	0	47	22			0	41	7

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	SB	SB
Directions Served	LR	LT	T
Maximum Queue (ft)	161	107	70
Average Queue (ft)	63	12	5
95th Queue (ft)	127	66	44
Link Distance (ft)	513	1377	1377
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Alma St & Coleridge Ave

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	44	309	279	94	65
Average Queue (ft)	12	56	43	8	5
95th Queue (ft)	39	210	183	52	50
Link Distance (ft)	523	1332	1332	394	394
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future No Build AM - Churchill Ave

Intersection: 6: Mariposa Ave & Churchill Ave

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	144	74	29	64
Average Queue (ft)	18	10	1	24
95th Queue (ft)	85	49	16	54
Link Distance (ft)	184		123	753
Upstream Blk Time (%)	0		0	
Queuing Penalty (veh)	1		0	
Storage Bay Dist (ft)		50		
Storage Blk Time (%)	4	1		
Queuing Penalty (veh)	6	1		

Intersection: 7: Castilleja Ave/Paly Rd & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	140	75	46	124	90
Average Queue (ft)	30	9	19	45	26
95th Queue (ft)	93	45	45	95	65
Link Distance (ft)	1137	184	704	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				4	0
Queuing Penalty (veh)				1	0

Intersection: 1001: Rail & Churchill Ave

Movement	EB	EB	WB	NB	SB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	139	134	68	30	37
Average Queue (ft)	81	38	40	4	5
95th Queue (ft)	151	113	68	21	24
Link Distance (ft)	123	123	2	678	660
Upstream Blk Time (%)	9	2	8		
Queuing Penalty (veh)	14	3	40		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future No Build PM - Churchill Ave

Intersection: 1: Alma St & Churchill Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (ft)	61	72	584	49	355	432	420	78	410	420	135
Average Queue (ft)	42	44	329	4	290	321	293	13	334	337	81
95th Queue (ft)	65	71	663	25	411	516	493	47	503	506	170
Link Distance (ft)	2	2	1618			394	394		392	392	
Upstream Blk Time (%)	58	37				19	6		13	13	
Queuing Penalty (veh)	135	86				139	41		82	83	
Storage Bay Dist (ft)				30	330			80			110
Storage Blk Time (%)			84	1	21	10		0	44	39	9
Queuing Penalty (veh)			3	1	124	25		0	3	53	53

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	NB	SB	SB
Directions Served	LR	TR	LT	T
Maximum Queue (ft)	75	7	383	370
Average Queue (ft)	24	0	115	104
95th Queue (ft)	86	7	335	318
Link Distance (ft)	513	392	1377	1377
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Alma St & Coleridge Ave

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	110	659	619	35	31
Average Queue (ft)	40	180	150	2	2
95th Queue (ft)	118	634	581	30	26
Link Distance (ft)	523	1332	1332	394	394
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future No Build PM - Churchill Ave

Intersection: 6: Mariposa Ave & Churchill Ave

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	201	75	153	82
Average Queue (ft)	101	46	10	25
95th Queue (ft)	238	99	75	67
Link Distance (ft)	184		123	753
Upstream Blk Time (%)	15		1	
Queuing Penalty (veh)	67		4	
Storage Bay Dist (ft)		50		
Storage Blk Time (%)	16	20		
Queuing Penalty (veh)	35	44		

Intersection: 7: Castilleja Ave/Paly Rd & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	376	166	57	111	72
Average Queue (ft)	92	24	16	34	24
95th Queue (ft)	300	104	48	101	60
Link Distance (ft)	1137	184	704	550	
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		2			
Storage Bay Dist (ft)					70
Storage Blk Time (%)				5	0
Queuing Penalty (veh)				2	0

Intersection: 1001: Rail & Churchill Ave

Movement	EB	EB	WB	NB	SB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	141	143	50	30	33
Average Queue (ft)	105	104	32	4	4
95th Queue (ft)	165	172	65	18	19
Link Distance (ft)	123	123	2	678	660
Upstream Blk Time (%)	28	21	16		
Queuing Penalty (veh)	66	50	79		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

SimTraffic Performance Report
Future No Build AM - Meadow Dr & Charleston Rd

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0	0	0.1	0	0	0	0
Total Del/Veh (s)	17.8	30.3	11.6	71.8	72.3	44.8	196.6	52.2	51	98.7	30.7	25.7	50.3
Vehicles Exited	190	153	107	68	231	86	123	1186	61	78	617	234	3134
Hourly Exit Rate	190	153	107	68	231	86	123	1186	61	78	617	234	3134
Input Volume	189	158	105	70	233	87	130	1266	59	85	625	228	3235
% of Volume	101	97	102	97	99	99	95	94	103	92	99	103	97

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	4.1	2.4	2.1	0	0	0	0	0	0	0.3
Total Del/Veh (s)	12.2	15.5	6.2	70.5	88.5	88.1	251.8	74.3	71.3	136.7	53.7	20.6	81.9
Vehicles Exited	115	401	169	34	271	63	402	1170	40	73	646	69	3453
Hourly Exit Rate	115	401	169	34	271	63	402	1170	40	73	646	69	3453
Input Volume	118	407	179	37	262	60	432	1248	40	74	643	68	3568
% of Volume	97	99	94	92	103	105	93	94	100	99	100	101	97

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.3	0.2	0.1
Total Del/Veh (s)	18.1	7.2	7.6	7.2	22.4	4.9	6.8
Vehicles Exited	27	13	1448	30	12	901	2431
Hourly Exit Rate	27	13	1448	30	12	901	2431
Input Volume	29	13	1524	31	12	908	2517
% of Volume	93	100	95	97	100	99	97

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.4	0.4	0	0	0.2	0.1	0.1	0.2
Total Del/Veh (s)	31.2	24.2	1	0.6	88.9	123.5	5.4	17.1
Vehicles Exited	419	6	475	124	8	29	12	1073
Hourly Exit Rate	419	6	475	124	8	29	12	1073
Input Volume	426	6	476	122	9	26	13	1078
% of Volume	98	100	100	102	89	112	92	100

SimTraffic Performance Report
Future No Build AM - Meadow Dr & Charleston Rd

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	48.2	9.2	7.8	22.4	1.7	7.4
Vehicles Exited	47	1340	17	11	786	2201
Hourly Exit Rate	47	1340	17	11	786	2201
Input Volume	45	1421	16	15	787	2284
% of Volume	104	94	106	73	100	96

11: Alma St & Ely PI Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	11.9	14.2		0	0	7.9
Total Del/Veh (s)	45.6	33.8	157.7	130.5		39	3.3	106.6
Vehicles Exited	4	6	1603	8	0	6	845	2472
Hourly Exit Rate	4	6	1603	8	0	6	845	2472
Input Volume	5	6	1712	8	1	7	852	2591
% of Volume	80	100	94	100	0	86	99	95

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3.1	0.4	0.4	3.9	0.1	0.1	4	0.3	0.3	0.5
Total Del/Veh (s)	33	8.7	22.7	7.8	8.1	25.2	20.1	19.9	19.9	19.5	15.3	9.9
Vehicles Exited	10	506	9	349	60	9	3	17	62	2	16	1043
Hourly Exit Rate	10	506	9	349	60	9	3	17	62	2	16	1043
Input Volume	9	510	10	346	56	10	3	18	71	2	15	1050
% of Volume	111	99	90	101	107	90	100	94	87	100	107	99

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0		0	0	0.1	0.1	0
Total Del/Veh (s)	2	1.8		11.3	1.3	19.8	10.9	1.9
Vehicles Exited	507	6	0	5	371	6	7	902
Hourly Exit Rate	507	6	0	5	371	6	7	902
Input Volume	512	8	1	5	369	9	6	910
% of Volume	99	75	0	100	101	67	117	99

SimTraffic Performance Report
Future No Build AM - Meadow Dr & Charleston Rd

14: Charleston Rd & Wright Pl Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	6.5	2.6	5.9	5.5	25.9	14.2	4.4
Vehicles Exited	9	505	348	33	8	16	919
Hourly Exit Rate	9	505	348	33	8	16	919
Input Volume	9	512	344	33	8	15	921
% of Volume	100	99	101	100	100	107	100

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0
Total Del/Veh (s)	21.9	17.8	12.4	2.3	0.5	0.3	9.8	34.2	44	60.2	23.1	5.9	9.5
Vehicles Exited	6	658	2	8	716	28	1	1	23	5	1	6	1455
Hourly Exit Rate	6	658	2	8	716	28	1	1	23	5	1	6	1455
Input Volume	7	675	2	10	728	29	1	1	23	6	1	6	1489
% of Volume	86	97	100	80	98	97	100	100	100	83	100	100	98

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.2	0	0	0.1	0.1	0.1
Total Del/Veh (s)	1	0.5	4.9	0.5	15.7	4.1	0.8
Vehicles Exited	656	2	5	718	1	9	1391
Hourly Exit Rate	656	2	5	718	1	9	1391
Input Volume	676	1	7	720	2	8	1414
% of Volume	97	200	71	100	50	112	98

1002: Rail & Meadow Dr Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	55.8	1.7	41.1	43.5	25.4
Vehicles Exited	450	591	4	3	1048
Hourly Exit Rate	450	591	4	3	1048
Input Volume	452	594	4	4	1054
% of Volume	100	99	100	75	99

SimTraffic Performance Report
Future No Build AM - Meadow Dr & Charleston Rd

1003: Rail & Charleston Rd Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.1	0	0
Total Del/Veh (s)	39	1.3	52.1	47.3	19.6
Vehicles Exited	685	743	4	3	1435
Hourly Exit Rate	685	743	4	3	1435
Input Volume	704	760	4	4	1472
% of Volume	97	98	100	75	97

SimTraffic Performance Report
Future No Build PM - Meadow Dr & Charleston Rd

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.6	0.4	0	0	0	0	0	0	0	0	0	0.1
Total Del/Veh (s)	20	29.2	14.5	120.7	106.5	70.6	94.4	32.3	29.7	131.1	139.3	115.2	81.4
Vehicles Exited	169	190	62	69	201	129	75	937	54	120	919	143	3068
Hourly Exit Rate	169	190	62	69	201	129	75	937	54	120	919	143	3068
Input Volume	154	196	64	77	232	143	85	947	58	156	1276	206	3594
% of Volume	110	97	97	90	87	90	88	99	93	77	72	69	85

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	1.5	0	0	0	0	0	0	0	0	0	0	0.2
Total Del/Veh (s)	12.1	16.8	7.7	84.8	98.4	86.2	89.6	44.9	40.7	264.2	226.9	182.8	108.5
Vehicles Exited	177	322	256	44	315	144	212	704	15	51	940	37	3217
Hourly Exit Rate	177	322	256	44	315	144	212	704	15	51	940	37	3217
Input Volume	177	320	259	48	334	146	214	725	18	68	1263	55	3627
% of Volume	100	101	99	92	94	99	99	97	83	75	74	67	89

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.2	0	0	120	122.6	67.4
Total Del/Veh (s)	51.7	35.1	11.2	10.1	535.4	555.4	297.6
Vehicles Exited	66	18	1162	67	22	1111	2446
Hourly Exit Rate	66	18	1162	67	22	1111	2446
Input Volume	66	17	1173	71	32	1572	2931
% of Volume	100	106	99	94	69	71	83

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.4	0.5	0	0	0.1	7.3	0.1	0.3
Total Del/Veh (s)	53.1	60.3	0.8	0.7	433	532.2	4.8	41.3
Vehicles Exited	398	14	338	97	5	16	12	880
Hourly Exit Rate	398	14	338	97	5	16	12	880
Input Volume	388	14	416	123	7	22	13	983
% of Volume	103	100	81	79	71	73	92	90

SimTraffic Performance Report
Future No Build PM - Meadow Dr & Charleston Rd

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	11.6	2	1.9	132.1	163.7	83.6
Vehicles Exited	48	1014	11	18	1032	2123
Hourly Exit Rate	48	1014	11	18	1032	2123
Input Volume	51	1039	9	31	1386	2516
% of Volume	94	98	122	58	74	84

11: Alma St & Ely PI Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0	0	0.1
Total Del/Veh (s)	25.3	5.6	2.5	1.9	10.8	2.7	2.7
Vehicles Exited	8	1	937	36	1	1239	2222
Hourly Exit Rate	8	1	937	36	1	1239	2222
Input Volume	9	1	956	35	2	1568	2571
% of Volume	89	100	98	103	50	79	86

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	2.8	0.6	0.6	3.4	0.1	0.1	4.1	0.2	0.2	0.6
Total Del/Veh (s)	30.6	8.6	13.4	35.7	13.1	11.8	21.8	24.3	24.6	23	17.1	17.4	12.8
Vehicles Exited	5	368	2	19	546	90	2	9	23	51	6	9	1130
Hourly Exit Rate	5	368	2	19	546	90	2	9	23	51	6	9	1130
Input Volume	6	395	2	20	544	92	3	9	20	52	5	10	1158
% of Volume	83	93	100	95	100	98	67	100	115	98	120	90	98

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	1.1	1	14	11.9	70.6	45.1	9
Vehicles Exited	357	8	14	539	9	19	946
Hourly Exit Rate	357	8	14	539	9	19	946
Input Volume	383	9	14	543	9	20	978
% of Volume	93	89	100	99	100	95	97

SimTraffic Performance Report
Future No Build PM - Meadow Dr & Charleston Rd

14: Charleston Rd & Wright Pl Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	2.3	0.1	0
Total Del/Veh (s)	3.4	0.6	70.1	83.4	526.4	679.6	55.6
Vehicles Exited	9	362	498	38	5	7	919
Hourly Exit Rate	9	362	498	38	5	7	919
Input Volume	9	382	516	36	10	12	965
% of Volume	100	95	97	106	50	58	95

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0
Total Del/Veh (s)	36.9	31.5	28.9	4.3	0.6	0.2	130.2	124	250.4	262.6	306.8	168.1	26.3
Vehicles Exited	5	700	6	21	527	29	1	2	17	20	1	6	1335
Hourly Exit Rate	5	700	6	21	527	29	1	2	17	20	1	6	1335
Input Volume	6	702	6	22	560	33	2	2	18	21	1	7	1380
% of Volume	83	100	100	95	94	88	50	100	94	95	100	86	97

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.4	0	0	0.2	0.1	0.1
Total Del/Veh (s)	3.5	0.8	4.4	0.5	22.4	30.7	2.4
Vehicles Exited	706	1	9	513	1	6	1236
Hourly Exit Rate	706	1	9	513	1	6	1236
Input Volume	707	1	10	547	2	7	1274
% of Volume	100	100	90	94	50	86	97

1002: Rail & Meadow Dr Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	0.4	0	0	0.1	0.2
Total Del/Veh (s)	67.2	1.4	40.8	36.1	34
Vehicles Exited	417	436	4	3	860
Hourly Exit Rate	417	436	4	3	860
Input Volume	414	539	4	4	961
% of Volume	101	81	100	75	89

SimTraffic Performance Report
Future No Build PM - Meadow Dr & Charleston Rd

1003: Rail & Charleston Rd Performance by movement

Movement	EBT	WBT	NBT	SBT	All
Denied Del/Veh (s)	2.8	0	0.1	0	1.6
Total Del/Veh (s)	43.7	0.9	56.5	62.9	25.4
Vehicles Exited	751	577	4	3	1335
Hourly Exit Rate	751	577	4	3	1335
Input Volume	754	615	4	4	1377
% of Volume	100	94	100	75	97

Queuing and Blocking Report
Future No Build AM - Meadow Dr & Charleston Rd

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	78	80	222	212	538	235	706	722	212	338	377	125
Average Queue (ft)	52	51	164	140	128	187	441	452	90	168	205	106
95th Queue (ft)	68	67	232	211	420	292	784	796	177	292	348	161
Link Distance (ft)	3	3	141	141	1303		723	723		586	586	
Upstream Blk Time (%)	66	58	34	19			2	3				
Queuing Penalty (veh)	149	132	0	0			17	22				
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						28	21			22		8
Queuing Penalty (veh)						175	28			51		26

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	68	81	188	202	145	157	332	345	691	710	244	443	459	235
Average Queue (ft)	46	47	154	170	42	66	306	338	657	606	123	247	258	96
95th Queue (ft)	62	67	214	208	133	158	372	368	726	849	247	413	425	252
Link Distance (ft)	1	1	109	109	135	135			657	657		828	828	
Upstream Blk Time (%)	57	56	45	64	5	9			40	18				
Queuing Penalty (veh)	200	199	81	113	9	16			344	152				
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)							6	54	18		3	18	22	0
Queuing Penalty (veh)							39	337	78		10	13	15	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	75	240	259	42	111	142
Average Queue (ft)	28	73	88	11	31	42
95th Queue (ft)	62	191	221	36	85	110
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Future No Build AM - Meadow Dr & Charleston Rd

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	501	92	68	160	24
Average Queue (ft)	186	8	5	50	6
95th Queue (ft)	468	50	33	141	22
Link Distance (ft)	1033	129	129	529	604
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	L
Maximum Queue (ft)	86	212	229	45
Average Queue (ft)	22	38	39	8
95th Queue (ft)	88	206	207	31
Link Distance (ft)	658	828	828	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	UL	T	T
Maximum Queue (ft)	39	1882	1857	42	7	11
Average Queue (ft)	10	1232	1198	7	0	0
95th Queue (ft)	34	2803	2786	28	7	11
Link Distance (ft)	348	2738	2738		657	657
Upstream Blk Time (%)		12	8			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (ft)				120		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Future No Build AM - Meadow Dr & Charleston Rd

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	69	377	50	228	39	52	77	71
Average Queue (ft)	10	131	8	92	8	15	33	14
95th Queue (ft)	41	303	33	177	30	44	65	47
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		1						
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		7	0	10	0	1	2	0
Queuing Penalty (veh)		1	0	1	0	0	0	0

Intersection: 13: Mumford Pl & Charleston Rd

Movement	EB	WB	NB
Directions Served	T	UL	LR
Maximum Queue (ft)	25	25	36
Average Queue (ft)	1	2	9
95th Queue (ft)	19	15	31
Link Distance (ft)	405		430
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 14: Charleston Rd & Wright Pl

Movement	EB	EB	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	124	153	109	146	70
Average Queue (ft)	26	42	13	22	20
95th Queue (ft)	82	118	83	112	53
Link Distance (ft)	135	135		405	386
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	1			
Storage Bay Dist (ft)			340		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future No Build AM - Meadow Dr & Charleston Rd

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	293	307	27	9	63	20
Average Queue (ft)	87	98	2	0	20	3
95th Queue (ft)	232	247	13	6	51	12
Link Distance (ft)	334	334	149	149	484	478
Upstream Blk Time (%)	0	1				
Queuing Penalty (veh)	1	2				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	LT	T	LR
Maximum Queue (ft)	35	44	51	35	30
Average Queue (ft)	2	2	3	1	8
95th Queue (ft)	20	26	22	16	30
Link Distance (ft)	1304	1304	334	334	670
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 20: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	28	16
Average Queue (ft)	1	1
95th Queue (ft)	17	10
Link Distance (ft)	141	141
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future No Build AM - Meadow Dr & Charleston Rd

Intersection: 1002: Rail & Meadow Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	167	169	79	80	30	29
Average Queue (ft)	147	116	26	47	3	3
95th Queue (ft)	184	188	73	75	18	16
Link Distance (ft)	129	129	3	3	794	673
Upstream Blk Time (%)	48	22	5	9		
Queuing Penalty (veh)	108	50	15	27		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1003: Rail & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	188	188	6	77	37	30
Average Queue (ft)	155	155	0	46	4	3
95th Queue (ft)	187	181	6	83	23	17
Link Distance (ft)	149	149	1	1	637	793
Upstream Blk Time (%)	31	35	0	6		
Queuing Penalty (veh)	110	121	0	24		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Future No Build PM - Meadow Dr & Charleston Rd

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	70	79	212	213	1194	234	440	448	585	613	609	125
Average Queue (ft)	51	51	185	175	692	106	245	267	251	591	591	98
95th Queue (ft)	65	66	232	244	1462	224	422	434	591	607	604	178
Link Distance (ft)	3	3	141	141	1303		723	723		586	586	
Upstream Blk Time (%)	68	65	62	46	18				0	35	39	
Queuing Penalty (veh)	140	133	0	0	0				0	290	319	
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						0	14		0	35	75	2
Queuing Penalty (veh)						2	12		1	55	155	12

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	69	66	180	180	174	178	196	316	385	391	244	928	928	235
Average Queue (ft)	46	47	177	179	125	135	100	136	230	246	119	928	928	84
95th Queue (ft)	61	59	196	187	201	189	175	239	344	356	275	931	928	254
Link Distance (ft)	1	1	109	109	135	135			657	657		828	828	
Upstream Blk Time (%)	64	63	77	87	43	51						81	86	
Queuing Penalty (veh)	237	235	203	229	114	135						561	595	
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)									2		0	70	72	0
Queuing Penalty (veh)									3		0	48	40	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	155	319	336	275	3820	3820
Average Queue (ft)	66	114	134	86	2944	2943
95th Queue (ft)	125	248	269	280	4781	4765
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)					47	46
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)				250		
Storage Blk Time (%)				0	77	
Queuing Penalty (veh)				0	24	

Queuing and Blocking Report
Future No Build PM - Meadow Dr & Charleston Rd

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	544	74	53	204	29
Average Queue (ft)	250	6	3	100	7
95th Queue (ft)	608	41	24	326	23
Link Distance (ft)	1033	129	129	529	604
Upstream Blk Time (%)		0	0	1	
Queuing Penalty (veh)		0	0	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB	SB	SB
Directions Served	R	T	L	T	T
Maximum Queue (ft)	44	4	125	745	779
Average Queue (ft)	11	0	52	725	731
95th Queue (ft)	30	4	150	747	763
Link Distance (ft)	658	828		723	723
Upstream Blk Time (%)				16	18
Queuing Penalty (veh)				114	130
Storage Bay Dist (ft)			100		
Storage Blk Time (%)			0	91	
Queuing Penalty (veh)			0	28	

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	L
Maximum Queue (ft)	36	11	21	18
Average Queue (ft)	8	0	1	1
95th Queue (ft)	31	8	20	8
Link Distance (ft)	348	2738	2738	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				120
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Future No Build PM - Meadow Dr & Charleston Rd

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	41	310	85	458	20	63	72	34
Average Queue (ft)	6	107	20	166	2	22	31	9
95th Queue (ft)	27	239	58	354	13	51	62	30
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		7	0	21		2	1	
Queuing Penalty (veh)		0	1	4		0	0	

Intersection: 13: Mumford PI & Charleston Rd

Movement	WB	WB	NB
Directions Served	L	T	LR
Maximum Queue (ft)	58	199	88
Average Queue (ft)	7	80	25
95th Queue (ft)	38	318	81
Link Distance (ft)		422	430
Upstream Blk Time (%)		2	
Queuing Penalty (veh)		14	
Storage Bay Dist (ft)	90		
Storage Blk Time (%)		11	
Queuing Penalty (veh)		1	

Intersection: 14: Charleston Rd & Wright PI

Movement	EB	EB	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	41	62	316	369	227
Average Queue (ft)	4	7	170	214	90
95th Queue (ft)	24	34	425	482	261
Link Distance (ft)	135	135		405	386
Upstream Blk Time (%)				12	1
Queuing Penalty (veh)				65	0
Storage Bay Dist (ft)			340		
Storage Blk Time (%)			2	18	
Queuing Penalty (veh)			7	47	

Queuing and Blocking Report
Future No Build PM - Meadow Dr & Charleston Rd

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	274	296	57	46	137	148
Average Queue (ft)	133	154	6	2	47	46
95th Queue (ft)	282	300	30	22	151	150
Link Distance (ft)	334	334	149	149	484	478
Upstream Blk Time (%)	2	2				
Queuing Penalty (veh)	7	9				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	75	89	50	34
Average Queue (ft)	12	14	5	7
95th Queue (ft)	111	123	28	29
Link Distance (ft)	1304	1304	334	670
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	55	137
Average Queue (ft)	4	7
95th Queue (ft)	29	66
Link Distance (ft)	141	141
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future No Build PM - Meadow Dr & Charleston Rd

Intersection: 1002: Rail & Meadow Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	174	169	56	50	25	31
Average Queue (ft)	151	127	13	25	3	3
95th Queue (ft)	184	191	50	65	16	17
Link Distance (ft)	129	129	3	3	794	673
Upstream Blk Time (%)	55	29	2	5		
Queuing Penalty (veh)	113	59	4	13		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1003: Rail & Charleston Rd

Movement	EB	EB	WB	NB	SB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	200	197	56	28	33
Average Queue (ft)	162	161	25	5	4
95th Queue (ft)	186	183	70	22	20
Link Distance (ft)	149	149	1	637	793
Upstream Blk Time (%)	44	46	0		
Queuing Penalty (veh)	162	172	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix G. Future (2040) Plus Project SimTraffic Simulation Outputs

SimTraffic Performance Report
Future Plus Project AM - Churchill Ave - Underpass (1-Lane)

1: Alma St Performance by movement

Movement	EBL	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0
Total Del/Veh (s)	27.7	5.6	17.4	15	9.5	14.4
Vehicles Exited	107	208	246	617	159	1337
Hourly Exit Rate	107	208	246	617	159	1337
Input Volume	106	207	248	633	160	1355
% of Volume	101	100	99	97	99	99

4: Alma St & Kellogg Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	74.5	2.4	1.2	4.2
Vehicles Exited	38	1470	9	1517
Hourly Exit Rate	38	1470	9	1517
Input Volume	38	1477	9	1524
% of Volume	100	100	100	100

5: Alma St & Coleridge Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	126.2	1.8	0.4	2.2
Vehicles Exited	5	1427	53	1485
Hourly Exit Rate	5	1427	53	1485
Input Volume	6	1427	51	1484
% of Volume	83	100	104	100

7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.2	0	0	0	0.1	0.1	0.1	0.2	2.9	0.2
Total Del/Veh (s)	5.2	1.5	0.8	0.7	2.9	1.9	1.3	8.4	11.3	4.6	8.7	3.5	2.9
Vehicles Exited	54	187	1	5	16	275	114	6	1	54	74	32	819
Hourly Exit Rate	54	187	1	5	16	275	114	6	1	54	74	32	819
Input Volume	55	185	1	5	17	277	115	6	1	54	74	28	818
% of Volume	98	101	100	100	94	99	99	100	100	100	100	114	100

SimTraffic Performance Report
Future Plus Project AM - Churchill Ave - Underpass (1-Lane)

101: Alma St & Churchill Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0	0	0
Total Del/Veh (s)	154.7	3.6	2.3	11.5
Vehicles Exited	74	1404	27	1505
Hourly Exit Rate	74	1404	27	1505
Input Volume	79	1405	28	1512
% of Volume	94	100	96	100

104: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.1	0
Total Del/Veh (s)	0.8	1	0.5	0.7
Vehicles Exited	1511	110	765	2386
Hourly Exit Rate	1511	110	765	2386
Input Volume	1513	109	785	2409
% of Volume	100	101	97	99

105: Alma St Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.5	0.5	0	0.3
Total Del/Veh (s)	3.8	11.1	2.1	7.5
Vehicles Exited	246	1480	834	2560
Hourly Exit Rate	246	1480	834	2560
Input Volume	248	1478	844	2570
% of Volume	99	100	99	100

SimTraffic Performance Report
Future Plus Project PM - Churchill Ave - Underpass (1-Lane)

1: Alma St Performance by movement

Movement	EBL	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0
Total Del/Veh (s)	42.7	13.5	26.2	17.4	13.6	19.1
Vehicles Exited	116	352	254	1134	136	1992
Hourly Exit Rate	116	352	254	1134	136	1992
Input Volume	116	349	247	1133	135	1980
% of Volume	100	101	103	100	101	101

4: Alma St & Kellogg Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	16.7	1.7	0.9	1.9
Vehicles Exited	14	1291	13	1318
Hourly Exit Rate	14	1291	13	1318
Input Volume	15	1289	12	1316
% of Volume	93	100	108	100

5: Alma St & Coleridge Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.1	0	0	0
Total Del/Veh (s)	13.3	0.7	0.1	0.7
Vehicles Exited	3	1197	24	1224
Hourly Exit Rate	3	1197	24	1224
Input Volume	3	1195	24	1222
% of Volume	100	100	100	100

7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave Performance by movement

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBR	SBL2	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.4	0.1	0.2	0	0	0	0.1	0.1	0.2	0.3	2.9	0.3
Total Del/Veh (s)	4.3	1.5	0.9	1.3	4.7	2	1.4	12.2	5.6	10.5	13.3	3.7	2.5
Vehicles Exited	24	394	1	2	27	324	41	5	39	34	1	32	924
Hourly Exit Rate	24	394	1	2	27	324	41	5	39	34	1	32	924
Input Volume	24	394	1	2	24	325	36	5	38	33	1	31	914
% of Volume	100	100	100	100	112	100	114	100	103	103	100	103	101

SimTraffic Performance Report
Future Plus Project PM - Churchill Ave - Underpass (1-Lane)

101: Alma St & Churchill Ave Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0	0	0
Total Del/Veh (s)	34.7	2	0.9	4.7
Vehicles Exited	107	1186	13	1306
Hourly Exit Rate	107	1186	13	1306
Input Volume	108	1184	14	1306
% of Volume	99	100	93	100

104: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0.2	0.1
Total Del/Veh (s)	0.6	1.2	1	0.8
Vehicles Exited	1305	116	1272	2693
Hourly Exit Rate	1305	116	1272	2693
Input Volume	1295	116	1268	2679
% of Volume	101	100	100	101

105: Alma St Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.4	0.4	0	0.2
Total Del/Veh (s)	1.8	4.9	2.7	3.5
Vehicles Exited	254	1220	1490	2964
Hourly Exit Rate	254	1220	1490	2964
Input Volume	247	1219	1485	2951
% of Volume	103	100	100	100

Queuing and Blocking Report
Future Plus Project AM - Churchill Ave - Underpass (1-Lane)

Intersection: 1: Alma St

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	137	129	176	193	190
Average Queue (ft)	63	52	92	108	115
95th Queue (ft)	110	97	149	165	176
Link Distance (ft)	411		550	626	626
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		140			
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 4: Alma St & Kellogg Ave

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	117	3
Average Queue (ft)	42	0
95th Queue (ft)	106	4
Link Distance (ft)	475	407
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Alma St & Coleridge Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	45
Average Queue (ft)	9
95th Queue (ft)	38
Link Distance (ft)	470
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project AM - Churchill Ave - Underpass (1-Lane)

Intersection: 7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR>	LTR	LTR	<T	R
Maximum Queue (ft)	89	61	55	94	76
Average Queue (ft)	22	6	29	42	27
95th Queue (ft)	68	32	50	75	63
Link Distance (ft)	1137	411	700	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				1	0
Queuing Penalty (veh)				0	0

Intersection: 101: Alma St & Churchill Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	281
Average Queue (ft)	115
95th Queue (ft)	262
Link Distance (ft)	1385
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 104: Alma St

Movement	WB
Directions Served	R
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	172
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project AM - Churchill Ave - Underpass (1-Lane)

Intersection: 105: Alma St

Movement	NB	NB
Directions Served	T	R
Maximum Queue (ft)	270	274
Average Queue (ft)	10	18
95th Queue (ft)	180	204
Link Distance (ft)	1690	1690
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future Plus Project PM - Churchill Ave - Underpass (1-Lane)

Intersection: 1: Alma St

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	229	164	220	281	289
Average Queue (ft)	85	108	117	180	183
95th Queue (ft)	165	168	185	258	264
Link Distance (ft)	411		550	626	626
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		140			
Storage Blk Time (%)	2	3			
Queuing Penalty (veh)	6	4			

Intersection: 4: Alma St & Kellogg Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	38
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	475
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Alma St & Coleridge Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	470
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project PM - Churchill Ave - Underpass (1-Lane)

Intersection: 7: Castilleja Ave/Paly Rd & Mariposa Ave & Churchill Ave

Movement	EB	WB	NB	SB	SB
Directions Served	LTR>	LTR	LTR	<T	R
Maximum Queue (ft)	99	117	50	60	53
Average Queue (ft)	13	22	25	25	22
95th Queue (ft)	55	75	49	53	49
Link Distance (ft)	1137	411	700	550	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					70
Storage Blk Time (%)				0	0
Queuing Penalty (veh)				0	0

Intersection: 101: Alma St & Churchill Ave

Movement	WB
Directions Served	R
Maximum Queue (ft)	177
Average Queue (ft)	66
95th Queue (ft)	137
Link Distance (ft)	1385
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 104: Alma St

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project PM - Churchill Ave - Underpass (1-Lane)

Intersection: 105: Alma St

Movement	NB	NB
Directions Served	T	R
Maximum Queue (ft)	26	22
Average Queue (ft)	1	1
95th Queue (ft)	21	11
Link Distance (ft)	1690	1690
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0	0	0.1	0	0	0	0
Total Del/Veh (s)	66.6	64.9	43.5	54.1	52.2	43.2	91.6	26.6	26.8	134	31.7	16.5	40.4
Vehicles Exited	188	157	104	70	230	82	133	1261	61	86	627	224	3223
Hourly Exit Rate	188	157	104	70	230	82	133	1261	61	86	627	224	3223
Input Volume	189	158	105	70	233	87	130	1266	59	85	625	228	3235
% of Volume	99	99	99	100	99	94	102	100	103	101	100	98	100

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.2	0	0	0	0	0	0	0
Total Del/Veh (s)	68.4	72	61.7	52.1	53.1	44.9	51.3	43.2	41	84.6	43.9	15.7	50.4
Vehicles Exited	111	407	185	37	265	62	438	1245	38	75	650	72	3585
Hourly Exit Rate	111	407	185	37	265	62	438	1245	38	75	650	72	3585
Input Volume	118	407	179	37	262	60	432	1248	40	74	643	68	3568
% of Volume	94	100	103	100	101	103	101	100	95	101	101	106	100

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.3	0.2	0.1
Total Del/Veh (s)	53.5	24.2	3.7	3.6	78.8	4.9	5.3
Vehicles Exited	29	14	1508	30	13	907	2501
Hourly Exit Rate	29	14	1508	30	13	907	2501
Input Volume	29	13	1524	31	12	908	2517
% of Volume	100	108	99	97	108	100	99

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.3	0.3	0	0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5	2.7	2	1.5	15.1	10.1	6.9	3.5
Vehicles Exited	423	5	468	124	9	28	13	1070
Hourly Exit Rate	423	5	468	124	9	28	13	1070
Input Volume	426	6	473	122	9	26	13	1075
% of Volume	99	83	99	102	100	108	100	100

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	18.3	6.3	5.8	13.2	1.7	5
Vehicles Exited	44	1413	18	13	789	2277
Hourly Exit Rate	44	1413	18	13	789	2277
Input Volume	45	1421	16	15	787	2284
% of Volume	98	99	112	87	100	100

11: Alma St & Ely PI Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.4	0.4		0	0	0.3
Total Del/Veh (s)	35.4	13.5	4.8	3.2		22.1	3.6	4.5
Vehicles Exited	4	8	1698	9	0	7	865	2591
Hourly Exit Rate	4	8	1698	9	0	7	865	2591
Input Volume	5	6	1712	8	1	7	852	2591
% of Volume	80	133	99	112	0	100	102	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3.1	0.4	0.4	4	0.1	0.1	4.1	0.5	0.2	0.5
Total Del/Veh (s)	21.3	11	20.3	8.2	7.9	18.2	21.6	16.5	15.2	11	9.8	10.4
Vehicles Exited	9	502	9	357	63	10	3	16	66	2	14	1051
Hourly Exit Rate	9	502	9	357	63	10	3	16	66	2	14	1051
Input Volume	9	510	10	346	56	10	3	18	71	2	15	1050
% of Volume	100	98	90	103	112	100	100	89	93	100	93	100

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0		0	0	0.1	0.1	0
Total Del/Veh (s)	1.8	1.6		8.8	1.4	14.5	7.6	1.8
Vehicles Exited	501	8	0	5	379	9	6	908
Hourly Exit Rate	501	8	0	5	379	9	6	908
Input Volume	512	8	1	5	369	9	6	910
% of Volume	98	100	0	100	103	100	100	100

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

14: Charleston Rd & Wright PI Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.2	0.1	0
Total Del/Veh (s)	4.6	2.4	0.7	0.6	15.5	5.2	1.8
Vehicles Exited	7	504	356	34	6	14	921
Hourly Exit Rate	7	504	356	34	6	14	921
Input Volume	9	512	344	33	8	15	921
% of Volume	78	98	103	103	75	93	100

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0		0.1	0.1	0.1		0.1	0
Total Del/Veh (s)	23.8	26.2	21.3	7.1	1.9	1.9		37.2	103.5	164.5		32.8	15.3
Vehicles Exited	8	672	1	8	743	36	0	1	23	3	0	6	1501
Hourly Exit Rate	8	672	1	8	743	36	0	1	23	3	0	6	1501
Input Volume	7	675	2	10	727	29	1	1	23	6	1	6	1488
% of Volume	114	100	50	80	102	124	0	100	100	50	0	100	101

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.2	0	0	0.1	0.1	0.1
Total Del/Veh (s)	1	0.6	4.6	0.7	12.1	5	0.9
Vehicles Exited	677	2	6	750	2	9	1446
Hourly Exit Rate	677	2	6	750	2	9	1446
Input Volume	676	1	7	720	2	8	1414
% of Volume	100	200	86	104	100	112	102

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

2: Alma St & Meadow Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Del/Veh (s)	68.2	68.3	47.7	60.9	60.8	44.5	65.3	26.2	27.3	80.8	57.9	44.7	49.8
Vehicles Exited	150	188	63	76	223	148	89	948	64	150	1238	199	3536
Hourly Exit Rate	150	188	63	76	223	148	89	948	64	150	1238	199	3536
Input Volume	154	192	64	77	232	143	85	947	58	156	1276	206	3590
% of Volume	97	98	98	99	96	103	105	100	110	96	97	97	98

3: Alma St & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0	0	0	0	0	0	0	0	0	0
Total Del/Veh (s)	57.2	58.8	47.8	60.2	63.5	61.7	166	48.5	44.7	176.3	162.2	134.3	101.3
Vehicles Exited	176	295	264	47	332	154	222	734	19	63	1162	46	3514
Hourly Exit Rate	176	295	264	47	332	154	222	734	19	63	1162	46	3514
Input Volume	177	307	259	48	334	146	214	725	18	68	1263	55	3614
% of Volume	99	96	102	98	99	105	104	101	106	93	92	84	97

8: Alma St & Alma Village Cir Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0	0	0.4	0.3	0.2
Total Del/Veh (s)	35.9	17.7	8.2	7.5	61.6	33.1	22.8
Vehicles Exited	66	19	1171	71	29	1514	2870
Hourly Exit Rate	66	19	1171	71	29	1514	2870
Input Volume	66	17	1173	71	32	1572	2931
% of Volume	100	112	100	100	91	96	98

9: Park Blvd & Meadow Dr Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.4	0.3	0	0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	2.4	1.3	1.5	1.3	14.3	7.3	4.7	2.1
Vehicles Exited	385	15	388	123	6	23	13	953
Hourly Exit Rate	385	15	388	123	6	23	13	953
Input Volume	388	14	400	123	7	22	13	967
% of Volume	99	107	97	100	86	105	100	99

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	13	2.1	1.7	58.9	67.3	38.3
Vehicles Exited	50	1044	12	28	1299	2433
Hourly Exit Rate	50	1044	12	28	1299	2433
Input Volume	51	1039	9	31	1386	2516
% of Volume	98	100	133	90	94	97

11: Alma St & Ely PI Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0	0	0.1
Total Del/Veh (s)	34.1	7.2	2.7	1.8	6.5	2.5	2.7
Vehicles Exited	8	2	962	36	2	1466	2476
Hourly Exit Rate	8	2	962	36	2	1466	2476
Input Volume	9	1	956	35	2	1568	2571
% of Volume	89	200	101	103	100	93	96

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	2.9	0.6	0.6	4.8	0.1	0.1	4.1	0.2	0.2	0.6
Total Del/Veh (s)	30.9	8.6	6.2	23.7	9.6	9.8	24.6	20.5	18.9	18.3	12.3	11.2	10.3
Vehicles Exited	5	391	3	21	534	90	2	7	20	49	4	10	1136
Hourly Exit Rate	5	391	3	21	534	90	2	7	20	49	4	10	1136
Input Volume	6	395	2	20	544	92	3	9	20	52	5	10	1158
% of Volume	83	99	150	105	98	98	67	78	100	94	80	100	98

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	1.3	1	6.4	1.7	17.9	6.4	1.8
Vehicles Exited	376	9	13	534	7	20	959
Hourly Exit Rate	376	9	13	534	7	20	959
Input Volume	383	9	14	543	9	20	978
% of Volume	98	100	93	98	78	100	98

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

14: Charleston Rd & Wright Pl Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	5.4	0.9	2.2	2.4	17.1	10.4	2
Vehicles Exited	7	372	506	36	10	13	944
Hourly Exit Rate	7	372	506	36	10	13	944
Input Volume	9	382	516	36	10	12	965
% of Volume	78	97	98	100	100	108	98

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0
Total Del/Veh (s)	12.6	11.4	11.5	5.3	1.6	1.7	12.3	41.5	29.9	58.7	27.9	16.5	8.2
Vehicles Exited	6	700	6	21	547	32	2	2	17	21	1	8	1363
Hourly Exit Rate	6	700	6	21	547	32	2	2	17	21	1	8	1363
Input Volume	6	702	6	22	548	33	2	2	18	21	1	7	1368
% of Volume	100	100	100	95	100	97	100	100	94	100	100	114	100

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.2	0.1	0	0	0.1	0.1	0.1
Total Del/Veh (s)	0.9	0.4	5.5	0.6	10.7	4.7	0.8
Vehicles Exited	703	1	9	542	2	8	1265
Hourly Exit Rate	703	1	9	542	2	8	1265
Input Volume	707	1	10	547	2	7	1274
% of Volume	99	100	90	99	100	114	99

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	236	235	216	211	160	228	456	471	237	330	380	125
Average Queue (ft)	191	154	152	132	26	131	188	207	120	179	208	100
95th Queue (ft)	254	239	219	196	109	215	384	403	230	279	335	164
Link Distance (ft)	204	204	141	141	1303		724	724		586	586	
Upstream Blk Time (%)	17	6	17	11			0	0				
Queuing Penalty (veh)	38	15	0	0			1	1				
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						1	7			25		1
Queuing Penalty (veh)						9	9			57		2

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	248	249	179	194	47	94	253	345	638	630	244	404	418	235
Average Queue (ft)	216	216	120	149	2	14	132	258	404	413	112	262	279	108
95th Queue (ft)	243	242	181	203	23	58	214	420	583	580	238	368	384	272
Link Distance (ft)	209	209	109	109	135	135			657	657		826	826	
Upstream Blk Time (%)	40	46	17	33		0			0	0				
Queuing Penalty (veh)	141	163	31	59		0			1	1				
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)							0	0	14		0	14	19	0
Queuing Penalty (veh)							0	1	63		1	10	13	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	89	112	133	56	183	229
Average Queue (ft)	38	24	30	16	33	45
95th Queue (ft)	78	74	97	45	139	177
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	244	136	86	64	24
Average Queue (ft)	44	15	8	23	7
95th Queue (ft)	178	73	47	51	22
Link Distance (ft)	1033	204	204	529	604
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	L
Maximum Queue (ft)	45	59	71	50
Average Queue (ft)	11	4	5	9
95th Queue (ft)	30	63	63	34
Link Distance (ft)	658	826	826	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	UL
Maximum Queue (ft)	43	258	272	45
Average Queue (ft)	12	18	19	7
95th Queue (ft)	37	211	216	29
Link Distance (ft)	348	2738	2738	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				120
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	82	365	59	216	35	46	69	34
Average Queue (ft)	11	157	9	97	9	15	34	9
95th Queue (ft)	47	316	37	185	31	40	62	30
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		12	0	11	0	1	1	0
Queuing Penalty (veh)		1	0	1	0	0	0	0

Intersection: 13: Mumford PI & Charleston Rd

Movement	EB	WB	NB
Directions Served	T	UL	LR
Maximum Queue (ft)	10	31	33
Average Queue (ft)	0	2	11
95th Queue (ft)	7	16	32
Link Distance (ft)	405		430
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 14: Charleston Rd & Wright PI

Movement	EB	EB	B49	B49	WB	WB	SB
Directions Served	L	T	T	T	T	TR	LTR
Maximum Queue (ft)	114	145	6	6	3	18	52
Average Queue (ft)	28	49	0	0	0	1	16
95th Queue (ft)	84	119	5	6	3	8	45
Link Distance (ft)	135	135	109	109		405	386
Upstream Blk Time (%)	0	0					
Queuing Penalty (veh)	0	1					
Storage Bay Dist (ft)					340		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	261	272	76	54	118	25
Average Queue (ft)	119	132	5	3	30	5
95th Queue (ft)	271	289	35	33	94	26
Link Distance (ft)	334	334	209	209	485	478
Upstream Blk Time (%)	0	1				
Queuing Penalty (veh)	2	3				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	LT	T	LR
Maximum Queue (ft)	23	23	46	26	34
Average Queue (ft)	2	2	4	1	9
95th Queue (ft)	22	27	26	14	31
Link Distance (ft)	1304	1304	334	334	670
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 20: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	31	19
Average Queue (ft)	2	1
95th Queue (ft)	17	10
Link Distance (ft)	141	141
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 2: Alma St & Meadow Dr

Movement	EB	EB	WB	WB	B20	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	L	T	TR	L	T	T	R
Maximum Queue (ft)	239	229	212	213	289	231	402	424	524	601	606	125
Average Queue (ft)	181	153	159	162	69	91	187	202	179	478	491	77
95th Queue (ft)	248	228	223	227	218	188	328	343	390	664	669	168
Link Distance (ft)	204	204	141	141	1303		724	724		586	586	
Upstream Blk Time (%)	11	4	24	25					0	8	10	
Queuing Penalty (veh)	23	8	0	0					0	67	79	
Storage Bay Dist (ft)						210			600			100
Storage Blk Time (%)						0	8		0	8	50	0
Queuing Penalty (veh)						1	6		0	13	102	1

Intersection: 3: Alma St & Charleston Rd

Movement	EB	EB	WB	WB	B49	B49	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	LT	TR	T	T	L	L	T	TR	L	T	T	R
Maximum Queue (ft)	241	235	180	180	157	168	271	331	452	440	245	926	926	235
Average Queue (ft)	211	213	165	175	60	87	156	192	265	270	103	910	914	81
95th Queue (ft)	245	235	209	195	155	177	280	334	430	416	255	1033	1026	254
Link Distance (ft)	209	209	109	109	135	135			657	657		826	826	
Upstream Blk Time (%)	25	31	45	63	2	7			0			57	65	
Queuing Penalty (veh)	92	114	118	167	6	18			0			398	452	
Storage Bay Dist (ft)							320	320			220			210
Storage Blk Time (%)							0	5	3		0	61	62	0
Queuing Penalty (veh)							1	16	6		0	41	34	0

Intersection: 8: Alma St & Alma Village Cir

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	119	251	253	211	916	926
Average Queue (ft)	56	93	112	37	276	293
95th Queue (ft)	99	218	235	126	901	916
Link Distance (ft)	397	586	586		3805	3805
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250		
Storage Blk Time (%)					12	
Queuing Penalty (veh)					4	

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 9: Park Blvd & Meadow Dr

Movement	EB	WB	WB	NB	SB
Directions Served	TR	T	R	LTR	R
Maximum Queue (ft)	151	100	76	42	22
Average Queue (ft)	21	11	7	20	7
95th Queue (ft)	88	53	40	44	22
Link Distance (ft)	1033	204	204	529	604
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB	SB	SB
Directions Served	R	TR	L	T	T
Maximum Queue (ft)	50	5	125	742	750
Average Queue (ft)	12	0	50	522	532
95th Queue (ft)	33	5	141	923	921
Link Distance (ft)	658	826		724	724
Upstream Blk Time (%)				2	2
Queuing Penalty (veh)				11	14
Storage Bay Dist (ft)			100		
Storage Blk Time (%)			0	56	
Queuing Penalty (veh)			0	18	

Intersection: 11: Alma St & Ely Pl

Movement	WB	NB	SB
Directions Served	LR	T	L
Maximum Queue (ft)	40	12	18
Average Queue (ft)	9	0	1
95th Queue (ft)	32	10	10
Link Distance (ft)	348	2738	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			120
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	49	335	91	338	26	55	69	36
Average Queue (ft)	6	108	19	134	2	19	29	9
95th Queue (ft)	31	255	55	265	15	47	58	30
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		7	0	17		2	1	
Queuing Penalty (veh)		0	1	3		0	0	

Intersection: 13: Mumford PI & Charleston Rd

Movement	EB	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	9	37	45
Average Queue (ft)	0	4	16
95th Queue (ft)	6	22	39
Link Distance (ft)	405		430
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Charleston Rd & Wright PI

Movement	EB	EB	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	50	66	64	136	44
Average Queue (ft)	6	10	4	17	17
95th Queue (ft)	30	42	33	81	43
Link Distance (ft)	135	135		405	386
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			340		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - No Rail (Hybrid)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	192	228	69	51	54	71
Average Queue (ft)	63	85	8	3	17	13
95th Queue (ft)	163	200	36	27	44	45
Link Distance (ft)	334	334	209	209	485	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	LT	T	LR
Maximum Queue (ft)	8	8	57	12	31
Average Queue (ft)	0	0	6	0	8
95th Queue (ft)	6	8	32	10	30
Link Distance (ft)	1304	1304	334	334	670
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 20: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	68	46
Average Queue (ft)	6	2
95th Queue (ft)	36	20
Link Distance (ft)	141	141
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	13.4	7.3	15.4	12.1	11.9
Vehicles Exited	348	243	139	366	1096
Hourly Exit Rate	348	243	139	366	1096
Input Volume	347	235	144	358	1088
% of Volume	100	103	97	102	101

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0	0	0	0	0
Total Del/Veh (s)	31.3	19.4	19.1	10.7	38.2	5.8	16.5
Vehicles Exited	79	187	1241	478	150	501	2636
Hourly Exit Rate	79	187	1241	478	150	501	2636
Input Volume	77	178	1247	480	149	495	2628
% of Volume	103	105	100	100	101	101	100

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0	0	0	0.3	0.2	0.2	0.1
Total Del/Veh (s)	22.5	12	17.6	3.7	1.1	25.9	9.6	4.9	6.5
Vehicles Exited	30	15	185	1518	30	10	637	315	2740
Hourly Exit Rate	30	15	185	1518	30	10	637	315	2740
Input Volume	29	13	189	1511	31	12	630	313	2728
% of Volume	103	115	98	100	97	83	101	101	100

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0	0	0.1	0.1
Total Del/Veh (s)	0.9	1.3	0.9	6.1	1.2
Vehicles Exited	347	485	129	12	973
Hourly Exit Rate	347	485	129	12	973
Input Volume	347	474	122	13	956
% of Volume	100	102	106	92	102

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	15.1	4	3.7	14.8	1.5	3.6
Vehicles Exited	47	1427	16	15	652	2157
Hourly Exit Rate	47	1427	16	15	652	2157
Input Volume	45	1420	16	15	645	2141
% of Volume	104	100	100	100	101	101

11: Alma St & On-Ramp fr Charleston Rd/Ely PI Performance by movement

Movement	EBR	WBR	NBT	SBU	SBT	All
Denied Del/Veh (s)	0	0.1	0.3		0	0.2
Total Del/Veh (s)	3.2	0.8	4.1		1.5	3.4
Vehicles Exited	290	4	1713	0	579	2586
Hourly Exit Rate	290	4	1713	0	579	2586
Input Volume	284	6	1720	1	571	2582
% of Volume	102	67	100	0	101	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3.2	0.3	0.3	3.9	0.1	0.2	3.9	0.1	0.3	0.5
Total Del/Veh (s)	23.3	8.2	19.9	8.4	7.7	19.7	14.1	17	18.1	11.9	10.8	9.6
Vehicles Exited	8	519	9	303	87	10	3	18	78	2	68	1105
Hourly Exit Rate	8	519	9	303	87	10	3	18	78	2	68	1105
Input Volume	9	511	10	313	89	10	3	18	79	2	65	1109
% of Volume	89	102	90	97	98	100	100	100	99	100	105	100

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0		0	0	0.1	0.1	0
Total Del/Veh (s)	0.7	0.6		8.4	1.9	18.9	5.6	1.5
Vehicles Exited	520	23	0	3	380	15	6	947
Hourly Exit Rate	520	23	0	3	380	15	6	947
Input Volume	514	23	1	5	386	14	6	949
% of Volume	101	100	0	60	98	107	100	100

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBT	NBR	All
Denied Del/Veh (s)	0	0	0	87.5	0	0.4
Total Del/Veh (s)	2.3	1.5	1.1	10.4	18.2	6.5
Vehicles Exited	519	745	263	11	628	2166
Hourly Exit Rate	519	745	263	11	628	2166
Input Volume	525	759	255	10	629	2178
% of Volume	99	98	103	110	100	99

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.3	0	1.3	0	0.8
Vehicles Exited	807	2	771	7	1587
Hourly Exit Rate	807	2	771	7	1587
Input Volume	809	2	774	7	1592
% of Volume	100	100	100	100	100

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.1	0	0	0.1	0.1	0.2
Total Del/Veh (s)	2.2	0.1	5.7	0.6	33.9	10.3	1.7
Vehicles Exited	779	2	18	745	2	30	1576
Hourly Exit Rate	779	2	18	745	2	30	1576
Input Volume	780	1	18	749	3	31	1582
% of Volume	100	200	100	99	67	97	100

18: Charleston Rd Performance by movement

Movement	EBU	EBT	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	2.2	2.6	4	2.8
Vehicles Exited	610	543	397	1550
Hourly Exit Rate	610	543	397	1550
Input Volume	618	543	399	1560
% of Volume	99	100	99	99

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.1	4.2	1.4	3.1
Vehicles Exited	274	1475	667	2416
Hourly Exit Rate	274	1475	667	2416
Input Volume	276	1467	659	2406
% of Volume	99	101	101	100

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.3	0.3	0.1
Total Del/Veh (s)	2.3	1.4	4.2	2.2	2.5
Vehicles Exited	182	307	242	88	819
Hourly Exit Rate	182	307	242	88	819
Input Volume	189	305	233	87	814
% of Volume	96	101	104	101	101

103: On-Ramp fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.7	1.3	0.7	1.2
Vehicles Exited	519	290	754	1563
Hourly Exit Rate	519	290	754	1563
Input Volume	526	284	767	1577
% of Volume	99	102	98	99

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	15.4	8.6	15.1	11.9	12.9
Vehicles Exited	351	235	216	300	1102
Hourly Exit Rate	351	235	216	300	1102
Input Volume	346	232	214	291	1083
% of Volume	101	101	101	103	102

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0	0	0	0	0
Total Del/Veh (s)	33.7	25.3	14.8	4.8	35.5	9.8	14.6
Vehicles Exited	95	333	731	268	123	1157	2707
Hourly Exit Rate	95	333	731	268	123	1157	2707
Input Volume	95	323	725	267	125	1159	2694
% of Volume	100	103	101	100	98	100	100

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0	0	0	0.4	0.3	0.3	0.2
Total Del/Veh (s)	25.2	12.6	25.8	5.1	1.7	32	15	9.2	11.2
Vehicles Exited	63	17	146	1184	73	33	1247	369	3132
Hourly Exit Rate	63	17	146	1184	73	33	1247	369	3132
Input Volume	66	17	143	1173	71	32	1249	362	3113
% of Volume	95	100	102	101	103	103	100	102	101

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0	0	0.1	0.1
Total Del/Veh (s)	1.2	1.4	0.8	4.8	1.3
Vehicles Exited	351	408	126	12	897
Hourly Exit Rate	351	408	126	12	897
Input Volume	346	400	123	13	882
% of Volume	101	102	102	92	102

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	10.3	2.6	2.2	12.6	2.3	2.7
Vehicles Exited	54	1053	10	34	1279	2430
Hourly Exit Rate	54	1053	10	34	1279	2430
Input Volume	51	1039	9	31	1284	2414
% of Volume	106	101	111	110	100	101

11: Alma St & On-Ramp fr Charleston Rd/Ely PI Performance by movement

Movement	EBR	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0.1	0.2	0	0.1
Total Del/Veh (s)	11	0.6	2.1	2.4	3.4
Vehicles Exited	325	1	999	1253	2578
Hourly Exit Rate	325	1	999	1253	2578
Input Volume	323	1	991	1254	2569
% of Volume	101	100	101	100	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	2.9	0.6	0.6	5.1	0.1	0.1	3.9	0.4	0.3	0.6
Total Del/Veh (s)	26.6	7.6	6.9	28.9	11.4	10.4	36	18.6	18.3	22.1	15.6	13.7	11.3
Vehicles Exited	5	394	3	20	512	138	2	10	21	63	6	63	1237
Hourly Exit Rate	5	394	3	20	512	138	2	10	21	63	6	63	1237
Input Volume	6	394	2	20	508	128	3	9	20	62	5	60	1217
% of Volume	83	100	150	100	101	108	67	111	105	102	120	105	102

13: Mumford PI & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	0.6	0.4	5.7	2.5	27.6	8.6	2.3
Vehicles Exited	383	49	10	566	19	20	1047
Hourly Exit Rate	383	49	10	566	19	20	1047
Input Volume	382	46	14	557	18	20	1037
% of Volume	100	107	71	102	106	100	101

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	2	1.5	1.1	7.8	2.9
Vehicles Exited	485	603	427	392	1907
Hourly Exit Rate	485	603	427	392	1907
Input Volume	482	603	418	392	1895
% of Volume	101	100	102	100	101

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.3	0	1.2	0	0.7
Vehicles Exited	811	7	604	7	1429
Hourly Exit Rate	811	7	604	7	1429
Input Volume	805	6	603	8	1422
% of Volume	101	117	100	88	100

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.4	0	0	0.1	0.1	0.2
Total Del/Veh (s)	2.2	0.7	6.7	0.8	34.5	11.5	2
Vehicles Exited	790	1	29	583	4	28	1435
Hourly Exit Rate	790	1	29	583	4	28	1435
Input Volume	786	1	33	578	4	25	1427
% of Volume	101	100	88	101	100	112	101

18: Charleston Rd Performance by movement

Movement	EBU	EBT	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	2	2.6	4	3
Vehicles Exited	445	432	585	1462
Hourly Exit Rate	445	432	585	1462
Input Volume	446	428	575	1449
% of Volume	100	101	102	101

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.2	3.2	1.9	2.3
Vehicles Exited	299	1107	1311	2717
Hourly Exit Rate	299	1107	1311	2717
Input Volume	297	1090	1315	2702
% of Volume	101	102	100	101

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.3	0.3	0.1
Total Del/Veh (s)	2.2	1.2	5.2	2.7	2.6
Vehicles Exited	155	414	236	144	949
Hourly Exit Rate	155	414	236	144	949
Input Volume	154	406	232	143	935
% of Volume	101	102	102	101	101

103: On-Ramp fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.7	1.4	0.7	1.2
Vehicles Exited	484	326	604	1414
Hourly Exit Rate	484	326	604	1414
Input Volume	482	323	603	1408
% of Volume	100	101	100	100

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	185	62	301
Average Queue (ft)	102	50	152
95th Queue (ft)	170	65	249
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	1	15	
Queuing Penalty (veh)	2	36	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	>	L	T	T
Maximum Queue (ft)	241	349	369	253	171	147	126
Average Queue (ft)	128	189	204	104	93	45	54
95th Queue (ft)	213	317	339	229	154	107	109
Link Distance (ft)	401	616	616	616		849	849
Upstream Blk Time (%)		0	0	0			
Queuing Penalty (veh)		1	1	0			
Storage Bay Dist (ft)					160		
Storage Blk Time (%)					2	0	
Queuing Penalty (veh)					5	0	

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	68	138	164	166	160	34	135	133	94
Average Queue (ft)	23	74	82	97	29	8	62	56	15
95th Queue (ft)	52	121	171	189	113	29	108	108	57
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		2	3	6	1				
Queuing Penalty (veh)		9	15	27	6				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)							0	0	
Queuing Penalty (veh)							0	0	

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	43	38
Average Queue (ft)	2	10
95th Queue (ft)	20	33
Link Distance (ft)	1033	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB
Directions Served	R	TR	L
Maximum Queue (ft)	46	2	43
Average Queue (ft)	13	0	10
95th Queue (ft)	33	2	34
Link Distance (ft)	658	849	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Alma St & On-Ramp fr Charleston Rd/Ely Pl

Movement	EB	NB	NB	SB	SB
Directions Served	R	T	T	UT	T
Maximum Queue (ft)	135	27	41	6	3
Average Queue (ft)	53	1	2	0	0
95th Queue (ft)	103	14	19	6	3
Link Distance (ft)	635	2771	2771	616	616
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	55	244	53	205	39	47	84	93
Average Queue (ft)	9	110	10	91	9	15	40	32
95th Queue (ft)	37	195	37	161	31	41	73	71
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		9	0	10	0	1	2	1
Queuing Penalty (veh)		1	0	1	0	0	2	1

Intersection: 13: Mumford Pl & Charleston Rd

Movement	EB	WB	WB	NB
Directions Served	TR	UL	T	LR
Maximum Queue (ft)	3	27	45	43
Average Queue (ft)	0	2	2	16
95th Queue (ft)	3	15	21	42
Link Distance (ft)	99		422	439
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement	NB	B104
Directions Served	R	T
Maximum Queue (ft)	382	65
Average Queue (ft)	220	10
95th Queue (ft)	382	50
Link Distance (ft)	336	22
Upstream Blk Time (%)	8	4
Queuing Penalty (veh)	47	27
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	27	118
Average Queue (ft)	1	7
95th Queue (ft)	13	58
Link Distance (ft)	69	486
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	84	8	114	52
Average Queue (ft)	8	0	23	23
95th Queue (ft)	45	8	83	49
Link Distance (ft)	1304	1304	69	670
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			6	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Charleston Rd

Movement	EB	WB
Directions Served	UT	T
Maximum Queue (ft)	12	97
Average Queue (ft)	0	34
95th Queue (ft)	12	76
Link Distance (ft)	104	99
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	64	21	137	146
Average Queue (ft)	8	1	14	20
95th Queue (ft)	38	13	72	86
Link Distance (ft)	449		1260	1260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		380		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	62	140
Average Queue (ft)	37	37
95th Queue (ft)	72	100
Link Distance (ft)	45	1302
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	13	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: On-Ramp fr Charleston Rd & Charleston Rd

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	193	67	314
Average Queue (ft)	109	50	152
95th Queue (ft)	178	67	254
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	1	17	
Queuing Penalty (veh)	5	40	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	>	L	T	T
Maximum Queue (ft)	392	186	195	116	171	233	243
Average Queue (ft)	194	106	114	53	79	115	131
95th Queue (ft)	343	166	177	88	139	204	217
Link Distance (ft)	401	616	616	616		849	849
Upstream Blk Time (%)	1						
Queuing Penalty (veh)	5						
Storage Bay Dist (ft)					160		
Storage Blk Time (%)					0	2	
Queuing Penalty (veh)					1	2	

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	91	128	154	166	153	64	217	256	185
Average Queue (ft)	38	67	87	102	35	23	123	126	40
95th Queue (ft)	74	110	153	169	112	54	201	214	146
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		1	3	5	1				
Queuing Penalty (veh)		4	9	19	5				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)							0	2	0
Queuing Penalty (veh)							0	8	0

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	60	16	38
Average Queue (ft)	4	1	10
95th Queue (ft)	38	10	33
Link Distance (ft)	1033	185	620
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB	SB
Directions Served	R	TR	L	T
Maximum Queue (ft)	53	5	60	2
Average Queue (ft)	13	0	20	0
95th Queue (ft)	33	3	50	2
Link Distance (ft)	658	849		1260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 11: Alma St & On-Ramp fr Charleston Rd/Ely Pl

Movement	EB
Directions Served	R
Maximum Queue (ft)	215
Average Queue (ft)	103
95th Queue (ft)	176
Link Distance (ft)	635
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	31	195	94	339	26	61	79	86
Average Queue (ft)	5	91	20	155	3	21	37	33
95th Queue (ft)	23	164	61	273	16	50	69	68
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		6	0	19		2	2	1
Queuing Penalty (veh)		0	0	4		0	1	1

Intersection: 13: Mumford PI & Charleston Rd

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	2	31	52	73
Average Queue (ft)	0	5	3	26
95th Queue (ft)	2	22	26	57
Link Distance (ft)	99		422	439
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement	WB	NB	B104
Directions Served	TR	R	T
Maximum Queue (ft)	35	234	6
Average Queue (ft)	3	105	0
95th Queue (ft)	35	191	7
Link Distance (ft)	104	336	22
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	3	1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	18	116
Average Queue (ft)	1	7
95th Queue (ft)	10	63
Link Distance (ft)	69	486
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	44	8	113	61
Average Queue (ft)	3	0	31	23
95th Queue (ft)	22	8	95	50
Link Distance (ft)	1304	1304	69	670
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			8	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Charleston Rd

Movement	WB
Directions Served	T
Maximum Queue (ft)	118
Average Queue (ft)	41
95th Queue (ft)	91
Link Distance (ft)	99
Upstream Blk Time (%)	0
Queuing Penalty (veh)	2
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (1-Lane RAB)

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	76	17	85	91	5
Average Queue (ft)	15	1	6	10	0
95th Queue (ft)	51	9	44	51	5
Link Distance (ft)	449		1260	1260	118
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		380			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	57	156
Average Queue (ft)	34	43
95th Queue (ft)	72	117
Link Distance (ft)	45	1302
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	15	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: On-Ramp fr Charleston Rd & Charleston Rd

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	14.5	7.6	17.1	12.9	12.9
Vehicles Exited	346	234	149	370	1099
Hourly Exit Rate	346	234	149	370	1099
Input Volume	347	235	144	358	1088
% of Volume	100	100	103	103	101

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0.1	0	0	0	0.1
Total Del/Veh (s)	31.8	20.2	14.3	10.6	34.9	5.7	14.9
Vehicles Exited	80	198	1260	49	153	496	2236
Hourly Exit Rate	80	198	1260	49	153	496	2236
Input Volume	77	178	1261	48	149	495	2210
% of Volume	104	111	100	102	103	100	101

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0	0	0	0.2	0.2	0.2	0.1
Total Del/Veh (s)	21.3	13.6	18.5	3.4	0.9	26.6	9.7	4.9	6.4
Vehicles Exited	25	13	199	1521	33	11	639	317	2758
Hourly Exit Rate	25	13	199	1521	33	11	639	317	2758
Input Volume	29	13	189	1511	31	12	630	313	2728
% of Volume	86	100	105	101	106	92	101	101	101

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0	0	0.1	0.1
Total Del/Veh (s)	0.9	1.4	0.8	4.9	1.2
Vehicles Exited	346	485	125	12	968
Hourly Exit Rate	346	485	125	12	968
Input Volume	347	474	122	13	956
% of Volume	100	102	102	92	101

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	15.2	3.8	3.5	16.1	1.4	3.4
Vehicles Exited	45	1434	18	18	648	2163
Hourly Exit Rate	45	1434	18	18	648	2163
Input Volume	45	1420	16	15	645	2141
% of Volume	100	101	112	120	100	101

11: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.3	0	0.2
Total Del/Veh (s)	11.4	4.1	0.6	3
Vehicles Exited	6	1711	860	2577
Hourly Exit Rate	6	1711	860	2577
Input Volume	6	1721	859	2586
% of Volume	100	99	100	100

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	3.4	0.4	0.4	3.9	0.1	0.1	3.9	0.1	0.3	0.5
Total Del/Veh (s)	27	8.3	24.5	8.7	8	20.5	18.6	19.5	19.6	13.6	14	10.1
Vehicles Exited	10	523	9	326	90	10	3	18	80	1	68	1138
Hourly Exit Rate	10	523	9	326	90	10	3	18	80	1	68	1138
Input Volume	9	511	10	313	89	10	3	18	79	2	65	1109
% of Volume	111	102	90	104	101	100	100	100	101	50	105	103

13: Mumford Pl & Charleston Rd Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0		0	0	0.1	0.1	0
Total Del/Veh (s)	5.3	1.4	1.1		7.5	1.4	22.1	8.5	2.3
Vehicles Exited	188	526	24	0	4	402	13	6	1163
Hourly Exit Rate	188	526	24	0	4	402	13	6	1163
Input Volume	186	516	23	1	5	386	14	6	1137
% of Volume	101	102	104	0	80	104	93	100	102

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	1.7	1	0.7	0.9	1.2
Vehicles Exited	532	331	276	204	1343
Hourly Exit Rate	532	331	276	204	1343
Input Volume	525	330	255	197	1309
% of Volume	101	100	108	104	103

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.4	0	2	0	1.2
Vehicles Exited	814	2	768	6	1590
Hourly Exit Rate	814	2	768	6	1590
Input Volume	809	2	770	7	1588
% of Volume	101	100	100	86	100

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.3	0	0	0.1	0.1	0.2
Total Del/Veh (s)	2.4	1.3	6.6	0.7	40.1	12	1.9
Vehicles Exited	784	1	17	746	2	32	1582
Hourly Exit Rate	784	1	17	746	2	32	1582
Input Volume	780	1	18	749	3	31	1582
% of Volume	101	100	94	100	67	103	100

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	0.9	3.9	1.5	2.9
Vehicles Exited	279	1484	664	2427
Hourly Exit Rate	279	1484	664	2427
Input Volume	276	1467	659	2406
% of Volume	101	101	101	101

SimTraffic Performance Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.3	0.3	0.1
Total Del/Veh (s)	2.3	1.4	4.2	2.3	2.5
Vehicles Exited	189	308	232	87	816
Hourly Exit Rate	189	308	232	87	816
Input Volume	189	305	233	87	814
% of Volume	100	101	100	100	100

103: Charleston Rd Ramp & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	14.1	11.7	7.8	19.6	13.8
Vehicles Exited	531	283	334	423	1571
Hourly Exit Rate	531	283	334	423	1571
Input Volume	526	284	330	432	1577
% of Volume	101	100	101	98	100

111: Alma St & Charleston Rd Ramp Performance by movement

Movement	EBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	0.4	0.7	0.5	5.5	1.1
Vehicles Exited	574	418	1298	282	2572
Hourly Exit Rate	574	418	1298	282	2572
Input Volume	572	432	1295	284	2583
% of Volume	100	97	100	99	100

301: Alma St Performance by movement

Movement	WBT	WBR	SBT	All
Denied Del/Veh (s)	3	0	0	0
Total Del/Veh (s)	1.5	4.4	1	3.4
Vehicles Exited	12	1296	575	1883
Hourly Exit Rate	12	1296	575	1883
Input Volume	13	1295	572	1880
% of Volume	92	100	101	100

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

2: Meadow Dr & Off-Ramp to Meadow Dr Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	13.2	7.5	16.5	12.7	12.5
Vehicles Exited	350	228	211	299	1088
Hourly Exit Rate	350	228	211	299	1088
Input Volume	346	232	214	291	1083
% of Volume	101	98	99	103	100

3: Alma St & OFF to Charleston Rd & On fr Charleston Rd Performance by movement

Movement	WBL	WBR	NBT	NBR2	SBL	SBT	All
Denied Del/Veh (s)	0	0	0.1	0	0	0	0
Total Del/Veh (s)	35.2	26.5	13.1	9.2	34.7	10	15.2
Vehicles Exited	96	330	764	52	118	1166	2526
Hourly Exit Rate	96	330	764	52	118	1166	2526
Input Volume	95	323	741	53	125	1159	2496
% of Volume	101	102	103	98	94	101	101

8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0	0	0	0.4	0.3	0.3	0.2
Total Del/Veh (s)	22.6	11.3	26.9	5.2	1.6	30.6	14.9	9.1	11.2
Vehicles Exited	67	16	143	1188	73	34	1254	367	3142
Hourly Exit Rate	67	16	143	1188	73	34	1254	367	3142
Input Volume	66	17	143	1173	71	32	1249	362	3113
% of Volume	102	94	100	101	103	106	100	101	101

9: Meadow Dr & Park Blvd Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.3	0	0	0.1	0.1
Total Del/Veh (s)	0.9	1.3	0.8	3.9	1.1
Vehicles Exited	349	402	125	13	889
Hourly Exit Rate	349	402	125	13	889
Input Volume	346	400	123	13	882
% of Volume	101	100	102	100	101

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

10: Alma St & Lindero Dr Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0	0	0	0	0
Total Del/Veh (s)	10.6	2.5	1.9	12.2	2.3	2.7
Vehicles Exited	49	1060	10	33	1285	2437
Hourly Exit Rate	49	1060	10	33	1285	2437
Input Volume	51	1039	9	31	1284	2414
% of Volume	96	102	111	106	100	101

11: Alma St Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.2	0	0.1
Total Del/Veh (s)	6.1	2.2	0.7	1.3
Vehicles Exited	1	1007	1637	2645
Hourly Exit Rate	1	1007	1637	2645
Input Volume	1	991	1621	2613
% of Volume	100	102	101	101

12: Carlson Ct & Charleston Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0	0	0	2.9	0.6	0.6	4.1	0.1	0.1	3.9	0.4	0.3	0.6
Total Del/Veh (s)	33.4	8.1	5.4	31	10.8	9.7	30.6	23.4	23.1	23.3	16.8	15.3	11.5
Vehicles Exited	6	388	2	20	508	130	3	9	20	58	6	62	1212
Hourly Exit Rate	6	388	2	20	508	130	3	9	20	58	6	62	1212
Input Volume	6	394	2	20	508	128	3	9	20	62	5	60	1217
% of Volume	100	98	100	100	100	102	100	100	100	94	120	103	100

13: Mumford Pl & Charleston Rd Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0	0	0	0	0	0.1	0.1	0
Total Del/Veh (s)	8.4	1.2	0.8	5.9	1.9	38.4	8.6	3.5
Vehicles Exited	236	376	47	14	560	16	22	1271
Hourly Exit Rate	236	376	47	14	560	16	22	1271
Input Volume	232	382	46	14	557	18	20	1269
% of Volume	102	98	102	100	101	89	110	100

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd Performance by movement

Movement	EBT	WBT	WBR	NBR	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	1.4	1.8	1.4	0.8	1.4
Vehicles Exited	489	384	429	170	1472
Hourly Exit Rate	489	384	429	170	1472
Input Volume	482	389	418	178	1467
% of Volume	101	99	103	96	100

15: Park Blvd & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	SBR	All
Denied Del/Veh (s)	0	0	0	0.1	0
Total Del/Veh (s)	0.3	0	1.6	0	0.9
Vehicles Exited	810	6	606	9	1431
Hourly Exit Rate	810	6	606	9	1431
Input Volume	805	6	607	8	1426
% of Volume	101	100	100	112	100

16: Ruthelma Ave & Charleston Rd Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.2	0	0	0.1	0.1	0.2
Total Del/Veh (s)	2.2	0.6	6	0.7	22.5	10.6	1.9
Vehicles Exited	793	2	32	581	4	23	1435
Hourly Exit Rate	793	2	32	581	4	23	1435
Input Volume	786	1	33	578	4	25	1427
% of Volume	101	200	97	101	100	92	101

19: Alma St & On-Ramp fr Meadow Dr Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0	0	0	0
Total Del/Veh (s)	1.2	3.1	1.9	2.3
Vehicles Exited	300	1107	1322	2729
Hourly Exit Rate	300	1107	1322	2729
Input Volume	297	1090	1315	2702
% of Volume	101	102	101	101

SimTraffic Performance Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

21: Meadow Dr & On-Ramp fr Meadow Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0	0	0.3	0.4	0.1
Total Del/Veh (s)	2.2	1.2	3.9	2.2	2.2
Vehicles Exited	159	402	228	140	929
Hourly Exit Rate	159	402	228	140	929
Input Volume	154	406	232	143	935
% of Volume	103	99	98	98	99

103: Charleston Rd Ramp & Charleston Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0	0	0	0	0
Total Del/Veh (s)	7.3	6.1	4.6	16.5	7.7
Vehicles Exited	489	322	383	218	1412
Hourly Exit Rate	489	322	383	218	1412
Input Volume	482	323	389	214	1410
% of Volume	101	100	98	102	100

111: Alma St & Charleston Rd Ramp Performance by movement

Movement	EBT	EBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.6	0	0	0	0	0
Total Del/Veh (s)	0.8	0.8	0.5	0.2	11.7	2
Vehicles Exited	12	1264	224	793	329	2622
Hourly Exit Rate	12	1264	224	793	329	2622
Input Volume	13	1254	224	778	329	2598
% of Volume	92	101	100	102	100	101

301: Alma St Performance by movement

Movement	WBR	SBT	All
Denied Del/Veh (s)	0	0	0
Total Del/Veh (s)	1.4	1.6	1.5
Vehicles Exited	800	1290	2090
Hourly Exit Rate	800	1290	2090
Input Volume	778	1279	2065
% of Volume	103	101	101

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	190	62	354
Average Queue (ft)	103	50	164
95th Queue (ft)	171	65	289
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	1	15	
Queuing Penalty (veh)	3	35	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T>	L	T	T
Maximum Queue (ft)	268	180	177	167	139	146
Average Queue (ft)	133	148	152	91	42	55
95th Queue (ft)	221	180	176	146	102	113
Link Distance (ft)	401	143	143		849	849
Upstream Blk Time (%)		15	18			
Queuing Penalty (veh)		96	116			
Storage Bay Dist (ft)				160		
Storage Blk Time (%)				1	0	
Queuing Penalty (veh)				2	0	

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	66	144	158	167	164	40	132	134	81
Average Queue (ft)	22	78	75	87	29	10	66	59	13
95th Queue (ft)	50	126	161	180	116	32	113	106	47
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		2	3	5	1				
Queuing Penalty (veh)		8	13	23	5				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	56	6	31
Average Queue (ft)	4	0	10
95th Queue (ft)	29	4	32
Link Distance (ft)	1033	185	620
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	NB	SB
Directions Served	R	T	TR	L
Maximum Queue (ft)	52	13	6	41
Average Queue (ft)	13	0	0	11
95th Queue (ft)	34	8	4	36
Link Distance (ft)	658	849	849	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Alma St

Movement	WB	NB	NB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	31	94	154	10
Average Queue (ft)	5	5	9	0
95th Queue (ft)	24	47	78	8
Link Distance (ft)	296	2602	2602	115
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	65	269	54	203	33	57	84	104
Average Queue (ft)	10	123	9	101	9	16	41	34
95th Queue (ft)	39	227	35	175	30	44	72	76
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		10		11	0	1	2	1
Queuing Penalty (veh)		1		1	0	0	1	1

Intersection: 13: Mumford PI & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	U	TR	UL	T	LR
Maximum Queue (ft)	115	74	29	7	49
Average Queue (ft)	49	3	3	0	16
95th Queue (ft)	93	44	16	4	44
Link Distance (ft)	368	368		422	438
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			90		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	30	135
Average Queue (ft)	1	10
95th Queue (ft)	16	67
Link Distance (ft)	69	478
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	114	18	114	53
Average Queue (ft)	11	1	26	23
95th Queue (ft)	62	12	91	49
Link Distance (ft)	1304	1304	69	670
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			7	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	62	27	121	122
Average Queue (ft)	8	2	12	17
95th Queue (ft)	37	16	63	72
Link Distance (ft)	449		1260	1260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		380		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	61	130
Average Queue (ft)	36	38
95th Queue (ft)	73	99
Link Distance (ft)	45	1302
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	14	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: Charleston Rd Ramp & Charleston Rd

Movement	EB	WB	NB
Directions Served	TR	T	L
Maximum Queue (ft)	420	198	285
Average Queue (ft)	214	86	157
95th Queue (ft)	361	157	249
Link Distance (ft)	478	506	530
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 111: Alma St & Charleston Rd Ramp

Movement	NB	SB
Directions Served	R	T
Maximum Queue (ft)	4	100
Average Queue (ft)	0	43
95th Queue (ft)	4	83
Link Distance (ft)	115	530
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future Plus Project AM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 301: Alma St

Movement	WB	WB	B302	B302
Directions Served	R	R	T	T
Maximum Queue (ft)	165	170	51	78
Average Queue (ft)	66	84	3	8
95th Queue (ft)	153	174	33	46
Link Distance (ft)	99	99	177	177
Upstream Blk Time (%)	4	6	0	0
Queuing Penalty (veh)	24	40	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 2: Meadow Dr & Off-Ramp to Meadow Dr

Movement	EB	WB	SB
Directions Served	T	T	LR
Maximum Queue (ft)	186	64	313
Average Queue (ft)	100	49	154
95th Queue (ft)	161	66	257
Link Distance (ft)	185	45	646
Upstream Blk Time (%)	0	14	
Queuing Penalty (veh)	1	31	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Alma St & OFF to Charleston Rd & On fr Charleston Rd

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T>	L	T	T
Maximum Queue (ft)	414	163	165	168	217	230
Average Queue (ft)	196	112	119	76	114	133
95th Queue (ft)	352	163	168	133	203	219
Link Distance (ft)	401	143	143		849	849
Upstream Blk Time (%)	2	3	3			
Queuing Penalty (veh)	7	10	13			
Storage Bay Dist (ft)				160		
Storage Blk Time (%)				0	2	
Queuing Penalty (veh)				1	2	

Intersection: 8: Alma St & Off-Ramp to Meadow Dr/Alma Village Cir

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	89	128	158	166	146	87	246	262	184
Average Queue (ft)	38	68	88	101	38	25	116	119	26
95th Queue (ft)	72	113	156	167	119	64	201	207	113
Link Distance (ft)	390	118	118	118	118		3796	3796	
Upstream Blk Time (%)		2	3	5	1				
Queuing Penalty (veh)		6	10	18	4				
Storage Bay Dist (ft)						250			160
Storage Blk Time (%)							0	2	0
Queuing Penalty (veh)							0	7	0

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 9: Meadow Dr & Park Blvd

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	24	34
Average Queue (ft)	1	10
95th Queue (ft)	13	33
Link Distance (ft)	1033	620
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Alma St & Lindero Dr

Movement	WB	NB	SB	SB
Directions Served	R	T	L	T
Maximum Queue (ft)	41	5	55	5
Average Queue (ft)	12	0	18	0
95th Queue (ft)	29	5	47	5
Link Distance (ft)	658	849		1260
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Alma St

Movement	WB	NB	NB	SB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	21	15	24	5	10
Average Queue (ft)	1	1	1	0	0
95th Queue (ft)	10	11	21	5	7
Link Distance (ft)	296	2602	2602	115	115
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 12: Carlson Ct & Charleston Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	42	216	94	364	28	57	77	85
Average Queue (ft)	6	93	21	151	3	20	35	31
95th Queue (ft)	28	178	66	276	18	49	66	67
Link Distance (ft)		422		946		315		562
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		70		50		70	
Storage Blk Time (%)		7	0	18	0	2	2	1
Queuing Penalty (veh)		0	2	4	0	0	1	1

Intersection: 13: Mumford PI & Charleston Rd

Movement	EB	EB	WB	WB	NB
Directions Served	U	TR	L	T	LR
Maximum Queue (ft)	150	32	36	14	77
Average Queue (ft)	66	2	6	1	27
95th Queue (ft)	118	18	27	10	59
Link Distance (ft)	368	368		422	438
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			90		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 14: OFF to Charleston Rd/On fr Charleston Rd & Charleston Rd

Movement	WB
Directions Served	TR
Maximum Queue (ft)	90
Average Queue (ft)	6
95th Queue (ft)	69
Link Distance (ft)	368
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 15: Park Blvd & Charleston Rd

Movement	EB	WB
Directions Served	T	T
Maximum Queue (ft)	22	79
Average Queue (ft)	1	5
95th Queue (ft)	10	36
Link Distance (ft)	69	478
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Ruthelma Ave & Charleston Rd

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	58	16	113	51
Average Queue (ft)	5	1	32	18
95th Queue (ft)	37	13	96	44
Link Distance (ft)	1304	1304	69	670
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			6	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: Alma St & On-Ramp fr Meadow Dr

Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	68	12	94	106	3
Average Queue (ft)	13	1	5	9	0
95th Queue (ft)	48	8	41	52	3
Link Distance (ft)	449		1260	1260	118
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		380			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 21: Meadow Dr & On-Ramp fr Meadow Dr

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	56	123
Average Queue (ft)	33	33
95th Queue (ft)	71	89
Link Distance (ft)	45	1302
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	13	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: Charleston Rd Ramp & Charleston Rd

Movement	EB	WB	NB
Directions Served	TR	T	L
Maximum Queue (ft)	271	147	164
Average Queue (ft)	132	68	84
95th Queue (ft)	228	122	138
Link Distance (ft)	478	506	530
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 111: Alma St & Charleston Rd Ramp

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	5	199
Average Queue (ft)	0	86
95th Queue (ft)	5	157
Link Distance (ft)	329	530
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Future Plus Project PM - Meadow Dr & Charleston Rd - Underpass (DAR)

Intersection: 301: Alma St

Movement	WB	WB	B302	B302
Directions Served	R	R	T	T
Maximum Queue (ft)	77	86	2	5
Average Queue (ft)	7	10	0	0
95th Queue (ft)	39	48	2	3
Link Distance (ft)	99	99	177	177
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**CITY OF PALO ALTO PROJECT FOR
GRADE SEPARATION: CHURCHILL AVENUE,
MEADOW DRIVE, AND CHARLESTON ROAD**



Appendix H. Additional Alternative Analysis Summaries

Existing Plus Project - Churchill Ave - Underpass (2-Lane)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																	
				Total	Northbound				Southbound				Eastbound					Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	R2	U	L	T	R
1	Alma St (Lower) & Churchill Ave	Signal	Delay LOS	12.9 B	- -	14.3 B	- -	- -	- -	- -	13.9 B	8.5 A	- -	26.3 C	- -	4.8 A	- -	- -	- -	- -	- -
4	Alma St & Kellogg Ave	SSSC (W)	Delay LOS	7.0 A	- -	- -	0.6 A	0.5 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	7.0 A
5	Alma St & Coleridge Ave	SSSC (W)	Delay LOS	4.6 A	- -	- -	0.3 A	0.1 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4.6 A
7	Churchill Ave & Paly Rd/Castilleja Ave	SSSC (N/S)	Delay LOS	12.7 B	- -	8.5 A	12.7 B	4.4 A	- -	- -	- -	3.1 A	- -	3.9 A	1.1 A	1.3 A	1.0 A	- -	2.8 A	1.6 A	1.1 A
17	Alma St (Upper) & Churchill Ave	SSSC (W)	Delay LOS	6.5 A	- -	- -	0.6 A	0.4 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	6.5 A

Notes: LOS results are based on an average of 10 SimTraffic simulations runs. R2 turns from EB Churchill Ave onto Mariposa Ave at Intersection #7.

Kimley»Horn

Existing Plus Project - Churchill Ave - Underpass (2-Lane)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																	
				Total	Northbound				Southbound				Eastbound					Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	R2	U	L	T	R
1	Alma St (Lower) & Churchill Ave	Signal	Delay LOS	15.2 B	- -	20.3 C	- -	- -	- -	- -	14.9 B	11.1 B	- -	30.6 C	- -	9.2 A	- -	- -	- -	- -	- -
4	Alma St & Kellogg Ave	SSSC (W)	Delay LOS	5.1 A	- -	- -	0.5 A	0.3 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5.1 A
5	Alma St & Coleridge Ave	SSSC (W)	Delay LOS	3.8 A	- -	- -	0.2 A	0.0 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	3.8 A
7	Churchill Ave & Paly Rd/Castilleja Ave	SSSC (N/S)	Delay LOS	12.9 B	- -	8.5 A	- -	5.2 A	- -	- -	12.9 B	3.5 A	- -	3.6 A	1.3 A	0.8 A	0.7 A	- -	4.3 A	1.4 A	0.9 A
17	Alma St (Upper) & Churchill Ave	SSSC (W)	Delay LOS	5.8 A	- -	- -	0.5 A	0.2 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5.8 A

Notes: LOS results are based on an average of 10 SimTraffic simulations runs. R2 turns from EB Churchill Ave onto Mariposa Ave at Intersection #7.

Kimley»Horn

Existing Plus Project - Churchill Ave - Underpass (2-Lane)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
1	Alma St (Lower) & Churchill Ave*	EBL	420	58	103	63	121
		EBR	140	46	81	80	132
		NBLT	580	76	125	86	140
		SBT	840	94	144	137	205
		SBTR	840	96	153	141	212
4	Alma St & Kellogg Ave	WBR	510	25	54	10	33
		NBT	400	0	0	0	0
		NBTR	400	0	2	0	0
5	Alma St & Coleridge Ave	WBR	520	5	24	4	20
		NBT	120	1	8	0	0
		NBTR	120	0	0	0	0
7	Churchill Ave & Paly Rd/Castilleja Ave	EBLTR	310	16	49	10	42
		WBLTR	420	5	31	12	50
		NBLTR	210	29	50	24	48
		SBLT	250	38	75	20	47
		SBR	70	23	59	21	48
17	Alma St (Upper) & Churchill Ave*	WBR	500	35	63	40	68
		NBT	400	0	0	0	0
		NBTR	400	0	0	0	0

Note: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #1 and #17 include queue spillback into adjacent unsignalized intersections.

Existing Plus Project - Meadow Dr & Charleston Rd - Underpass (2-Lane RAB)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection AM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	13.1 B	- -	- -	14.9 B	6.5 A	- -	31.5 C	5.1 A	- -	- -	- -	- -	- -	27.1 C	- -	16.9 B	
8	Alma St & Alma Village Cir	Signal	Delay LOS	5.4 A	- -	16.4 B	3.0 A	0.7 A	- -	25.2 C	7.8 A	4.0 A	- -	- -	- -	- -	19.9 B	- -	9.2 A	
9	Meadow Dr & Park Blvd	SSSC (S)	Delay LOS	4.4 A	- -	- -	- -	- -	- -	- -	- -	4.4 A	- -	- -	0.7 A	- -	- -	1.3 A	0.8 A	
10	Alma St & Lindero Dr	SSSC (W)	Delay LOS	13.1 B	- -	- -	3.4 A	3.2 A	- -	13.1 B	1.2 A	- -	- -	- -	- -	- -	- -	- -	10.7 B	
11	Alma St & Ely Pl	SSSC (W)	Delay LOS	3.4 A	- -	- -	3.4 A	- -	0.0 A	- -	1.3 A	- -	- -	- -	- A	2.5 A	- -	- -	0.8 A	
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	8.7 A	- -	20.9 C	18.7 B	16.3 B	- -	17.0 B	17.5 B	10.4 B	- -	20.5 C	7.4 A	- -	- B	7.4 A	7.0 A	
13	Charleston Rd & Mumford Pl	SSSC (N)	Delay LOS	18.4 C	- -	18.4 C	- -	4.8 A	- -	- -	- -	- -	- -	- -	0.3 A	0.2 A	0.0 A	5.8 A	1.9 A	
16	Charleston Rd & Ruthelma Ave	SSSC (N)	Delay LOS	20.7 C	- -	20.7 C	- -	9.0 A	- -	- -	- -	- -	- -	- -	1.8 A	0.0 A	- -	4.6 A	0.4 A	
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	10.1 B	- -	- -	- -	- -	- -	13.7 B	- -	10.1 B	- -	- -	10.8 B	- -	- -	- A	- -	
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	3.3 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	2.2 A	1.3 A	- -	- -	- A	1.7 A	
20	Charleston Rd & Alma Ramps (Lower)	Free	Delay LOS	1.4 A	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1.4 A	1.1 A	- -	- A	- -	
21*	Charleston Rd & Alma Ramps (Upper)	Free	Delay LOS	2.2 A	- -	- -	- A	0.7 A	- -	- -	- -	- -	- -	- -	2.2 A	- -	- -	- A	0.7 A	
22	Charleston Roundabout	RAB	Delay LOS	2.8 A	- -	- -	- -	- -	- -	- -	- -	- -	1.8 A	- -	2.7 A	- -	- -	- A	- -	

Notes: LOS results are based on an average of 10 SimTraffic simulations runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

Existing Plus Project - Meadow Dr & Charleston Rd - Underpass (2-Lane RAB)

#	Intersection	Control	Delay (s) / LOS	SimTraffic Intersection PM Peak Hour LOS Summary																
				Total	Northbound				Southbound				Eastbound				Westbound			
					U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
3	Alma St & Charleston Rd	Signal	Delay LOS	12.0 B	-	-	13.2 B	4.2 A	-	31.9 C	8.6 A	-	-	-	-	-	-	26.5 C	-	16.3 B
8	Alma St & Alma Village Cir	Signal	Delay LOS	9.1 A	-	23.0 C	4.0 A	1.2 A	-	29.9 C	11.9 B	6.9 A	-	-	-	-	-	22.7 C	-	11.2 B
9	Meadow Dr & Park Blvd	SSSC (S)	Delay LOS	4.1 A	-	-	-	-	-	-	-	4.1 A	-	-	0.6 A	-	-	-	1.3 A	0.8 A
10	Alma St & Lindero Dr	SSSC (W)	Delay LOS	10.4 B	-	-	2.3 A	2.2 A	-	10.4 B	2.0 A	-	-	-	-	-	-	-	-	7.9 A
11	Alma St & Ely Pl	SSSC (W)	Delay LOS	7.9 A	-	-	1.8 A	-	-	-	2.2 A	-	-	-	-	7.9 A	-	-	-	0.7 A
12	Charleston Rd & Carlson Ct	Signal	Delay LOS	9.8 A	-	24.4 C	21.7 C	20.5 C	-	20.8 C	15.0 B	12.2 B	-	23.5 C	7.0 A	8.5 A	-	25.8 C	9.1 A	8.3 A
13	Charleston Rd & Mumford Pl	SSSC (N)	Delay LOS	20.6 C	-	20.6 C	-	5.6 A	-	-	-	-	0.0 A	-	0.3 A	0.1 A	-	6.5 A	2.3 A	-
16	Charleston Rd & Ruthelma Ave	SSSC (N)	Delay LOS	18.9 C	-	18.9 C	-	8.3 A	-	-	-	-	-	-	1.8 A	0.4 A	-	4.7 A	0.5 A	-
18	Meadow Dr & SB Alma Ramp	Signal	Delay LOS	10.0 A	-	-	-	-	-	13.5 B	-	9.7 A	-	-	10.1 B	-	-	-	7.1 A	-
19	Meadow Dr & NB Alma Ramp	Free	Delay LOS	3.4 A	-	-	-	-	-	-	-	-	-	2.0 A	1.1 A	-	-	-	3.4 A	2.1 A
20	Charleston Rd & Alma Ramps (Lower)	Free	Delay LOS	1.5 A	-	-	-	-	-	-	-	-	-	-	1.5 A	1.2 A	-	-	0.6 A	-
21*	Charleston Rd & Alma Ramps (Upper)	Free	Delay LOS	2.0 A	-	-	-	0.5 A	-	-	-	-	-	-	2.0 A	-	-	-	0.9 A	1.1 A
22	Charleston Roundabout	RAB	Delay LOS	2.8 A	-	-	-	-	-	-	-	-	1.6 A	-	2.4 A	-	-	-	2.8 A	-

Notes: LOS results are based on an average of 10 SimTraffic simulations runs.

*At Intersection #21, NBR = Alma St to EB Charleston Rd, WBT = WB Charleston Rd to Underpass, WBR = WB Charleston Rd to Alma St.

Existing Plus Project - Meadow Dr & Charleston Rd - Underpass (2-Lane RAB)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
3	Alma St & Charleston Rd*	WBLR	420	106	183	145	250
		NBT	670	157	242	92	149
		NBR	670	80	137	48	86
		SBL	160	78	133	64	112
		SBT	730	44	95	109	190
8	Alma St & Alma Village Cir	WBLTR	90	19	44	34	65
		NBL	500	67	113	59	100
		NBT	1450	76	175	81	143
		NBR	140	18	86	20	78
		SBL	250	7	27	20	47
		SBT	940	50	92	93	163
		SBR	220	12	48	14	74
9	Meadow Dr & Park Blvd	EBLT	200	1	8	0	8
		WBTR	210	0	0	0	4
		SBLR	620	10	33	10	32
10	Alma St & Lindero Dr	WBR	340	11	29	10	25
		NBT	740	0	0	0	0
		NBTR	740	0	4	0	0
		SBL	100	9	32	16	45
		SBT	1600	0	0	0	0
11	Alma St & Ely Pl	EBR	520	42	87	76	134
		WBR	670	0	0	0	0
		NBT	490	0	6	0	0
		SBT	670	0	0	0	0
12	Charleston Rd & Carlson Ct	EBL	90	6	32	5	23
		EBTR	420	98	180	77	144
		WBL	70	6	26	16	51
		WBTR	1100	81	144	125	221
		NBL	50	6	26	3	19
		NBTR	205	13	39	18	47
		SBL	70	36	67	31	62
		SBTR	330	29	63	29	58
13	Charleston Rd & Mumford Pl	EBUTR	130	0	0	0	7
		WBL	90	2	13	6	25
		WBT	430	2	20	0	0
		NBLR	200	12	37	24	50
16	Charleston Rd & Ruthelma Ave	EBT	340	5	41	2	21
		EBTR	340	0	4	0	0
		WBLT	90	16	66	23	77
		WBT	90	0	0	0	0
		NBLR	680	20	46	17	42

Existing Plus Project - Meadow Dr & Charleston Rd - Underpass (2-Lane RAB)

#	Intersection	Movement/ Lane Group	Storage Capacity (feet)	Queue Summary			
				AM Peak		PM Peak	
				Average	95th Percentile	Average	95th Percentile
18	Meadow Dr & SB Alma Ramp*	EBT	210	82	139	78	128
		WBT	70	72	126	71	123
		SBLR	600	133	226	125	206
19	Meadow Dr & NB Alma Ramp	EBLT	70	33	69	26	64
		WBTR	260	27	81	26	78
20	Charleston Rd & Alma St Ramps (Lower)	EBTR	550	0	0	0	0
		WBT	460	0	0	0	0
21	Charleston Rd & Alma St Ramps (Upper)	EBT	420	2	14	0	4
		WBT	130	7	44	9	52
		WBR	130	11	53	16	63
		NBR**	370	5	32	0	2
22	Charleston Roundabout	EBU	180	25	86	11	48
		EBT	180	27	93	11	45
		WBT	120	0	0	0	0

Note: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue exceeds storage capacity.

*Queues at the primary signalized intersections #3 & #18 include queue spillback into adjacent unsignalized intersections.

**At Intersection #21, NBR = Alma St to EB Charleston Rd.