

**Appendix I:
Traffic Study**

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TRAFFIC IMPACT ANALYSIS

FOR

MERCED GATEWAY

Merced, CA

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Merced Gateway TIA 6-22-16.rpt

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**TRAFFIC IMPACT ANALYSIS FOR
MERCED GATEWAY**

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**TRAFFIC IMPACT ANALYSIS FOR
MERCED GATEWAY**
Merced, California

EXECUTIVE SUMMARY

Project Description

The Merced Gateway project is a 600 ksf retail center proposed within the City of Merced. The project will occupy two sites comprising roughly 78± acres located along both side of Campus Parkway in the area east of its intersection with Coffee Street.

Location / Access. The overall project site is bounded by Gerard Avenue on the north, Coffee Street on the west and Mission Avenue on the south. The project proposed changes to the General Plan Circulation Element to facilitate site access.

The Circulation Element envisions the extension of Parsons Avenue and Pluim Drive through the site as public collector streets, with access to Campus Parkway available at a signalized intersection at Pluim Drive and at a partial signal at Coffee Street.

The project proposes that Parsons Avenue continues through the site and that the Pluim Drive extension be eliminated. Access to Campus Parkway will be available at a full access Coffee Street intersection and at two right-turn-only connections on the project site on both sides of the expressway.

Trip Generation. Based on approved trip generation rates that account for the specific land uses included in the project, the project is expected to generate approximately 26,643 new daily trips, with 1,283 new trips generated in the a.m. peak hour, 2,229 new trips occurring in the weekday p.m. peak hour and 3,200 new trips generated during the peak hour of Saturday.

Improvements. The project is assumed to complete frontage improvements on Coffee Street, Gerard Avenue and Mission Avenue. The Coffee Street / Parsons Avenue intersection is assumed to provide separate left turn lanes on the northbound and westbound approaches and to be controlled by an all-way stop. Separate right turn acceleration and deceleration lanes are assumed at the Campus Parkway access points, and the westbound acceleration lane from the central access is assumed to continue to Coffee Street.

Study Scope

This analysis addresses traffic conditions occurring on weekday a.m. and p.m. commute periods, as well as during the midday peak period on a Saturday.

The analysis addresses the operation of 13 existing intersection in the south Merced area that were identified during the scoping process in consultation with City staff.

1. Childs Avenue / Parsons Avenue –Traffic Signal
2. Childs Avenue / Coffee Street – Traffic Signal
3. Gerard Avenue / Coffee Street – All-Way Stop
4. Gerard Avenue / Pluim Drive – SB Stop Sign
5. Gerard Avenue / Campus Parkway – Traffic Signal
6. Coffee Street / Pioneer ES North – EB Stop
7. Coffee Street / Pioneer ES Middle – EB Stop
8. Coffee Street / Pioneer ES South – EB Stop
9. Coffee Street / Parsons Avenue – All-Way Stop
10. Mission Avenue / SB SR 99 ramps – Traffic Signal
11. Mission Avenue / NB SR 99 ramps – Traffic Signal
12. Campus Parkway / Coffee Street – All-Way Stop
13. Coffee Street / Mission Avenue – WB Stop

The analysis also addresses conditions on SR 99, Campus Parkway and Coffee Street based on daily traffic volumes.

At City of Merced direction, the traffic study considers the following scenarios:

- Existing Conditions
- Existing Conditions Plus Project Build Out with Circulation as proposed
- Existing Conditions Plus Project Build Out with General Plan Circulation System
- Existing Plus Approved Projects (EPAP) Conditions without the proposed Project
- EPAP Conditions with Project Build Out with Circulation as proposed
- Year 2035 Cumulative Conditions with Project Build Out and Circulation as proposed
- Year 2035 Cumulative Conditions with Project Build Out and General Plan Circulation System.

To account for the effects of closely spaced intersections, Synchro–*Simtraffic* simulation was employed to evaluate traffic conditions with the proposed project, with approved projects and under cumulative year 2035 conditions.

Existing Traffic Conditions

The City establishes Level of Service (LOS) D as the acceptable standard for intersections and roadways.

Traffic counts were conducted in 2015 to established existing conditions. All study intersections operate at LOS D or better during the study hours. No un-signalized study intersections carry traffic volumes that reach the level that satisfy peak hour traffic signal warrants. All roadway segments carry daily traffic volumes that are indicative of LOS D or better conditions.

Existing Plus Approved Projects Conditions

The analysis of short term future conditions assumes development of projects identified by the City of Merced, including:

- Walmart Distribution Center
- Steiner Retail GPA – North & South
- Towne Place Suites Hotel
- 830 single family residences located in the area generally north of the project

With development of Approved projects, all but one intersection will continue to operate at LOS D or better. The **Childs Avenue / Parsons Avenue intersection** is projected to operate at LOS E in the a.m. peak hour.

The **Campus Parkway / Coffee Street intersection** is projected to carry traffic volumes that satisfy peak hour warrants during the Saturday peak hour.

The daily traffic volumes on study area roadways will continue to be indicative of LOS D or better conditions.

Recommendations for Improvements Under EPAP No Project Conditions. A traffic signal is recommended for the Campus Parkway / Coffee Street intersection. The approved Steiner GPS is conditioned to contribute ½ of the cost of a traffic signal at this location.

Existing Plus Merced Gateway with Access As Proposed

The impacts of Merced Gateway were identified by superimposing project trips onto the current background traffic volume levels. The directional distribution of project trips was identified using the Merced County Association of Governments (MCAG) regional traffic model, and that analysis tool indicated that the majority of project trips will arrive and depart via SR 99 under short term future conditions.

Impacts. The analysis of Plus Project conditions addresses 13 existing intersections and 7 points of project access. If no improvements to the area circulation system are made and Merced Gateway is fully built out with access as proposed, then the All-Way Stop controlled Campus Parkway / Coffee Street intersection will operate at LOS F and queueing associated with this intersection will result in conditions in excess of LOS D at other locations. Eight (8) intersections or project driveways will operate at LOS E or F. Five locations would carry traffic volumes that satisfy traffic signal warrants, but in some cases these are right-turn-only locations where traffic signals not justified.

While most study area roadways would carry daily traffic volumes that are indicative of LOS D or better conditions, the two-lane section of Coffee Street from Parsons Avenue to Campus Parkway will operate at LOS F.

Mitigation for Existing Plus Project with Access as Proposed. Table A1 identifies the improvements needed for Existing Plus project conditions with access as proposed. These improvements include signalizing the Coffee Street / Parsons Avenue intersection based on traffic signal warrants, adding lanes to the ramps at the SR 99 interchange and widening and signalizing the Campus Parkway / Coffee Street intersection. An enhanced pedestrian crossing will be needed at the Coffee Street / Gerard Street intersection. Coffee Street will be widened to four lanes from Campus Parkway to Parsons Avenue.

With these improvements all study intersections and roadway segments will operate at LOS D or better with three exceptions. The **Campus Parkway / Coffee Street intersection** will operate at LOS E in the Saturday peak hour, the southbound approach to the project's **Central Access on Campus Parkway** will operate at LOS E on Saturday, and the westbound approach to the **Project Access on Coffee Street** south of Campus Parkway will operate at LOS F.

**TABLE A1
MITIGATIONS FOR EXISTING PLUS PROJECT CONDITIONS**

#	Intersection	Improvements	
		Access As Proposed	General Plan Circulation Alternative
3	Coffee Street / Gerard Street	Enhance Pedestrian Crossing	Enhance Pedestrian Crossing
9	Coffee Street / Parsons Avenue	Signalize when warranted	none
10	Mission Avenue / SB SR 99 ramps	Add 2 nd SB left turn lane	Reconfigure SB right turn lane to allow dual left turns
11	Mission Avenue / NB SR 99 ramps	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane “free”	Make NB right turn lane and WB right turn lane “free”
12	Campus Parkway / Coffee Street	Traffic signal and add third EB Thru lane, 2 nd EB left turn lane; 2 nd WB left turn lane, 3 rd WB thru lane and WB right turn lane; 2 nd NB left turn lane; separate SB left turn and thru lanes, with overlap phase on SB right turn. Widen Coffee Street to receive dual left turns from Campus Parkway.	Add Traffic Signal, 2 nd EB left turn lane; 3 rd WB thru lane. Widen Coffee Street to receive dual left turns from Campus Parkway.
17	Campus Parkway / Plum Drive	None	Add traffic signal and 2 nd EB left turn lane; add second NB left turn lane;
18	Mission Avenue / Central Access	None	All-Way Stop
	Coffee Street from Parsons Street to Campus Parkway	Four lanes	None

Existing Plus Merced Gateway with General Plan Circulation

The impacts of Merced Gateway were identified under this scenario by superimposing project trips onto modified current background traffic volumes that account for the General Plan Circulation system. Coffee Street north of Parsons Avenue was assumed to remain closed, but the Campus Parkway / Coffee Street intersection was limited (i.e., no North-South cross traffic or left turns). These movements were redistributed to the assumed extensions of Parsons Avenue and Plum Drive.

Assumed Improvements. Under this scenario it is assumed that the Campus Parkway / Plum Drive intersection will be created with separate left turn, right turn and through lanes on each new approach and that traffic will be controlled by northbound and southbound stop signs.

Impacts. If no improvements to the area circulation system are made and Merced Gateway is fully built out with General Plan Circulation, then the All-Way Stop controlled Campus Parkway / Coffee Street intersection and Campus Parkway / Plum Drive intersection will operate at LOS F and queueing associated with these intersections will result in conditions in excess of LOS D at other locations. Six (6) intersections or project driveways will operate at LOS E or F. Three locations would carry traffic volumes that satisfy traffic signal warrants.

All study area roadways would carry daily traffic volumes that are indicative of LOS D or better conditions.

Mitigation. Table A1 identifies the improvements needed for Existing Plus Project conditions with General Plan Circulation. These improvements include signalizing the Coffee Street / Parsons Avenue intersection, reconfiguring the ramps at the SR 99 interchange and widening and signalizing the Campus Parkway / Coffee Street and Campus Parkway / Plum Drive intersections.

With these improvements all study intersections will operate at LOS D or better with one exception.

EPAP Plus Merced Gateway with Access As Proposed

The impacts of Merced Gateway were identified by superimposing project trips onto the EPAP background traffic volumes.

Impacts. If no improvements to the area circulation system are made and Merced Gateway and identified approved projects are fully built out with access as proposed, then the All-Way Stop controlled Campus Parkway / Coffee Street intersection will operate at LOS F and queueing associated with this intersection will result in conditions in excess of LOS D at other locations. Nine (9) intersections or project driveways will operate at LOS E or F. Five locations would carry traffic volumes that satisfy traffic signal warrants, but in some cases these are right-turn-only locations where traffic signals are not justified.

With two exceptions all study area roadways would carry daily traffic volumes that are indicative of LOS D or better conditions. The segments of **Coffee Street north and south of Campus Parkway** would operate at LOS F and LOS E, respectively.

Mitigation for EPAP Plus Project with Access as Proposed. Table A2 identifies the improvements needed for EPAP Plus Project conditions in comparison to those already identified for Existing Plus Project conditions with access as proposed. The additional improvements include reconfiguring Mission Avenue at the SB SR 99 ramp intersection and widening Coffee Street south of Campus Parkway to provide a four lane section.

With these improvements all study intersections and roadway segments will operate at LOS D or better with these exceptions.

The **Childs Avenue / Parsons Avenue intersection** will continue to exceed LOS D in the a.m. peak hour and Saturday peak hour, as no feasible mitigation is available that will address these conditions.

The **Mission Avenue / SR 99 SB ramps** and **Mission Avenue / SR 99 NB ramps** and **Campus Parkway / Coffee Street intersections** will operate at LOS E-F during p.m. and Saturday time periods.

The two **Coffee Street / Project Access intersections** immediately north and south of Campus Parkway will operate at LOS F during at least one time period.

The project's **Central Access on Campus Parkway** will operate at LOS F.

**TABLE A2
MITIGATIONS FOR EPAP PLUS PROJECT CONDITIONS**

#	Intersection	Existing Plus Project	EPAP Plus Project
9	Coffee Street / Parsons Avenue	Traffic Signal	No additional mitigation
10	Mission Avenue / SB SR 99 ramps	Add 2 nd SB left turn lane	Add 3 rd EB thru lane and make WB right turn lane "free"
11	Mission Avenue / NB SR 99 ramps	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane "free"	No additional mitigation
12	Campus Parkway / Coffee Street	Traffic signal and add 3 rd EB Thru lane, 2 nd EB left turn lane; 2 nd WB left turn lane, 3 rd WB thru lane and WB right turn lane; 2 nd NB eft turn lane; separate SB left turn and thru lanes, with overlap phase on SB right turn	No additional mitigation
	Coffee Street from Parsons Avenue to Campus Parkway	Four lanes	No additional mitigation
	Coffee Street from Campus Parkway to Mission Avenue	none	Four lanes

Year 2035 Cumulative Plus Merced Gateway with Access As Proposed Conditions

Basis for Traffic Volumes. The Merced County Association of Governments (MCAG) travel demand forecast model was refined and used to develop background traffic volume projections that assume the Merced Gateway Project is developed as proposed. Volume forecasts at control intersections west (SR 99) and north (Campus Parkway / Gerard Avenue) were created and balanced to project driveway volumes that reflected alternative distribution assumptions accounting for the extension of Campus Parkway to Yosemite Avenue. Under this condition roughly ¼ of the project trips use Campus Parkway to the north.

Assumed Improvements. For this cumulative analysis Campus Parkway is assumed to extend to Yosemite Avenue, and the Campus Parkway / Coffee Street intersection was assumed to be signalized.

Impacts. If Merced Gateway and other Merced area development proceeds as anticipated by the Year 2035, but no additional improvements are made, then the Campus Parkway / Coffee Street intersection will remain a constraint even if a traffic signal is installed. As was indicated under other scenarios, queuing from this intersection will extend to other locations and ten (10) study intersections or project driveways will operate with Levels of Service that exceed LOS D. Four locations would carry volumes that satisfy traffic signal warrants, but three are right-turn only locations where signals are not justified.

The daily traffic volume on Campus Parkway between SR 99 and Coffee Street would exceed the LOS D threshold for a four lane Expressway and would operate at LOS F. The daily traffic volumes on Coffee Street from Parsons Avenue to Mission Avenue would be indicative of LOS F for a two lane collector.

Mitigations. With one exception, the improvements needed for Cumulative Plus Project conditions are the same as those noted for EPAP Plus Project condition. At the Childs Avenue / Parsons Avenue intersection the three-lane eastbound approach would need to be reconfigured to provide a left turn, left+thru and right turn lanes.

With these improvements six locations would continue to exceed the LOS D minimum standard. The **Mission Avenue / SR 99 SB ramps** and **Mission Avenue / SR 99 NB ramps and Campus Parkway / Coffee Street intersections** will operate at LOS E-F during at least one time period.

The two **Coffee Street / Project Access intersections** immediately north and south of Campus Parkway will operate at LOS F during at least one time period. The project's **Central Access on Campus Parkway** would operate at LOS F.

The prescribed improvements to Campus Parkway would yield three through lanes in each direction, which would yield LOS C conditions in the area between SR 99 and Coffee Street under General Plan thresholds. The same Coffee Street widening prescribed for EPAP plus Project conditions would yield LOS D or better.

To provide additional perspective, the Arterial segment Level of Service on Campus Parkway has been identified using simulation results based on average travel speed and thresholds established in the Highway Capacity Manual. As shown in Table A4, eastbound Mission Avenue / Campus Parkway is projected to operate at LOS F/E during the a.m. and p.m. peak hours, while LOS D is expected in the Saturday peak hour. Westbound, the expressway is projected to operate at LOS D in the a.m. peak hour and LOS E in the p.m. and Saturday, respectively.

Year 2035 Cumulative Plus Merced Gateway with General Plan Circulation

Assumed Improvements. For this cumulative analysis Campus Parkway is assumed to extend to Yosemite Avenue, and the Campus Parkway / Coffee Street and Campus Parkway / Plum Drive intersections were assumed to be signalized with full and partial access, respectively.

Impacts. If Merced Gateway and other Merced area development proceed under General Plan Circulation, six (6) study intersections or project driveways will operate with Levels of Service that exceed LOS D. Two locations would carry volumes that satisfy traffic signal warrants, and one is a right-turn only location where signals are not justified. The daily traffic volume on Campus Parkway between SR 99 and Coffee Street would exceed the LOS D threshold for a four lane Expressway and would operate at LOS F.

Mitigations. With one exception, the intersection improvements needed for Cumulative Plus Project with General Plan Circulation conditions are the same as those noted for conditions with proposed access. At the Campus Parkway / Plum Drive intersection dual left turn lanes are needed on each approach. However, some lanes needed at Campus Parkway / Coffee Street intersection with proposed access are not required (i.e., westbound right turn lane and second westbound left turn lane).

With these improvements two locations would continue to exceed the LOS D minimum standard. The **Mission Avenue / SR 99 NB ramps** will operate at LOS E during the Saturday peak hour.

Coffee Street / Project Access intersection immediately north of Campus Parkway will operate at LOS F during at least one time period.

The prescribed improvements to Campus Parkway would yield three through lanes in each direction, which would yield LOS C conditions in the area between SR 99 and Coffee Street under General Plan thresholds.

The arterial segment Level of Service on Campus Parkway has again been identified based on average travel speed and thresholds established in the Highway Capacity Manual. As shown, Eastbound Mission Avenue / Campus Parkway is projected to operate at LOS D or better during all time periods. Westbound, the expressway is projected to operate at LOS E in the a.m. peak hour and p.m. and LOS F on Saturday.

**TABLE A3
MITIGATIONS FOR CUMULATIVE PLUS PROJECT CONDITIONS**

#	Intersection	Improvements	
		Cumulative Plus Merced Gateway Access as Proposed	Cumulative Plus Merced Gateway General Plan Access
1	Childs Avenue / Parsons Avenue	Reconfigure EB through lane to thru+left turn	Reconfigure EB through lane to thru+left turn
9	Coffee Street / Parsons Avenue	Traffic signal	Traffic Signal
10	Mission Avenue / SB SR 99 ramps	Add 2 nd SB left turn lane, 3 rd EB thru lane and “free” WB right turn lane	Add 2 nd SB left turn lane and 3 rd EB thru lane and “free WB right turn lane
11	Mission Avenue / NB SR 99 ramps	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane “free”	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane “free”
12	Campus Parkway / Coffee Street	Traffic signal and add third EB thru lane, 2 nd EB left turn lane; 2 nd WB left turn lane, 3 rd WB thru lane and WB right turn lane; 2 nd NB left turn lane; separate SB left turn and thru lanes, with overlap phase on SB right turn, Widen Coffee Street to receive dual left turn lanes	Traffic signal and add third EB thru lane, 2 nd EB left turn lane; 3 rd WB thru lane, with overlap phase on SB right turn. Widen Coffee Street to receive dual left turn lanes
17	Campus Parkway / Pluim Drive	None	Add 2 nd EB left turn lane, 2 nd WB left turn lane, 2 nd NB left turn lane and 2 nd SB left turn lane
	Campus Parkway from SR 99 to Coffee Street	6 lane section	6 lane section
	Coffee Street between Parsons Avenue and Campus Parkway	Four lanes	None
	Coffee Street between Campus Parkway and Mission Avenue	Four lanes	None
	Parsons Avenue from Coffee Street to boundary	Provide adequate truck turning radii and roadway structural section	

**TABLE A4
CUMULATIVE PLUS PROJECT AVERAGE ARTERIAL TRAVEL SPEED**

Street	Location	Direction	Average Travel Speed (MPH)					
			AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Proposed Access	General Plan Access	Proposed Access	General Plan Access	Proposed Access	General Plan Access
Mission Ave	SB ramps to NB ramps	EB	6	24	9	20	8	20
	NB ramps to Coffee Street		6	29	7	25	10	32
Campus Pkwy	Coffee Street to Central Access		31	40	29	37	33	29
	Coffee Street to Pluim Drive		47	19	45	17	43	17
	Pluim Drive to Gerard Avenue		41	34	37	33	37	38
	Average Speed		15	29	16	26	22	29
	Level of Service		F	C	E	D	F	C
Campus Pkwy	Gerard Ave to Pluim Drive	WB	43	24	43	27	41	10
	Pluim Drive to Central Access		43	26	26	31	21	5
	Central Access to Coffee Street		9	15	4	11	3	4
Mission Ave	Coffee Street to NB ramps		19	21	16	12	13	10
	NB ramps to SB ramps		27	30	22	23	20	20
	Average		25	20	14	21	16	8
	Level of Service		D	E	F	E	F	F

**TRAFFIC IMPACT ANALYSIS FOR
MERCED GATEWAY**
Merced, California

INTRODUCTION

Project Description

The Merced Gateway project is a proposed commercial development that will occupy 78 acres abutting Campus Parkway in the area immediately east of its intersection with Coffee Street, as noted in Figure 1. The project is within the City of Merced. As noted in Figure 2 (site plan), the project site is bounded by Coffee Street to the west, Gerard Avenue to the north and Mission Avenue to the south. The proposed development plans includes roughly 600,000 sf of retail commercial uses, as well as 178 multiple family dwellings, a transit center and fire station.

Access to the site is a primary consideration of this traffic study, as the project proposed changes to the General Plan circulation element. As presented in Figure 3, the adopted circulation element notes that collector streets would be extended through the site to link the area with a new signalized intersection on Campus Parkway at its intersection with Plum Drive. Under this plan a “partial” traffic signal would eventually be installed at the Campus Parkway / Coffee Street intersection.

The project proposal as shown in Figure 4, would eliminate the extension of Plum Drive south of Gerard Avenue. The signalized Plum Drive intersection on Campus Parkway would be eliminated. Site access to the expressway would occur via two “right-turn only” intersections, and a full access signaled intersection would be created at the Campus Parkway / Coffee Street intersection. The extension of Parsons Avenue through the project would remain.

Traffic Study Scope

This analysis is intended to evaluate the relative traffic impacts of the project within a range of relevant scenarios as required under City of Merced guidelines. The analysis considers traffic conditions occurring during weekday a.m. and p.m. peak hours, as well as midday peak conditions on Saturdays.

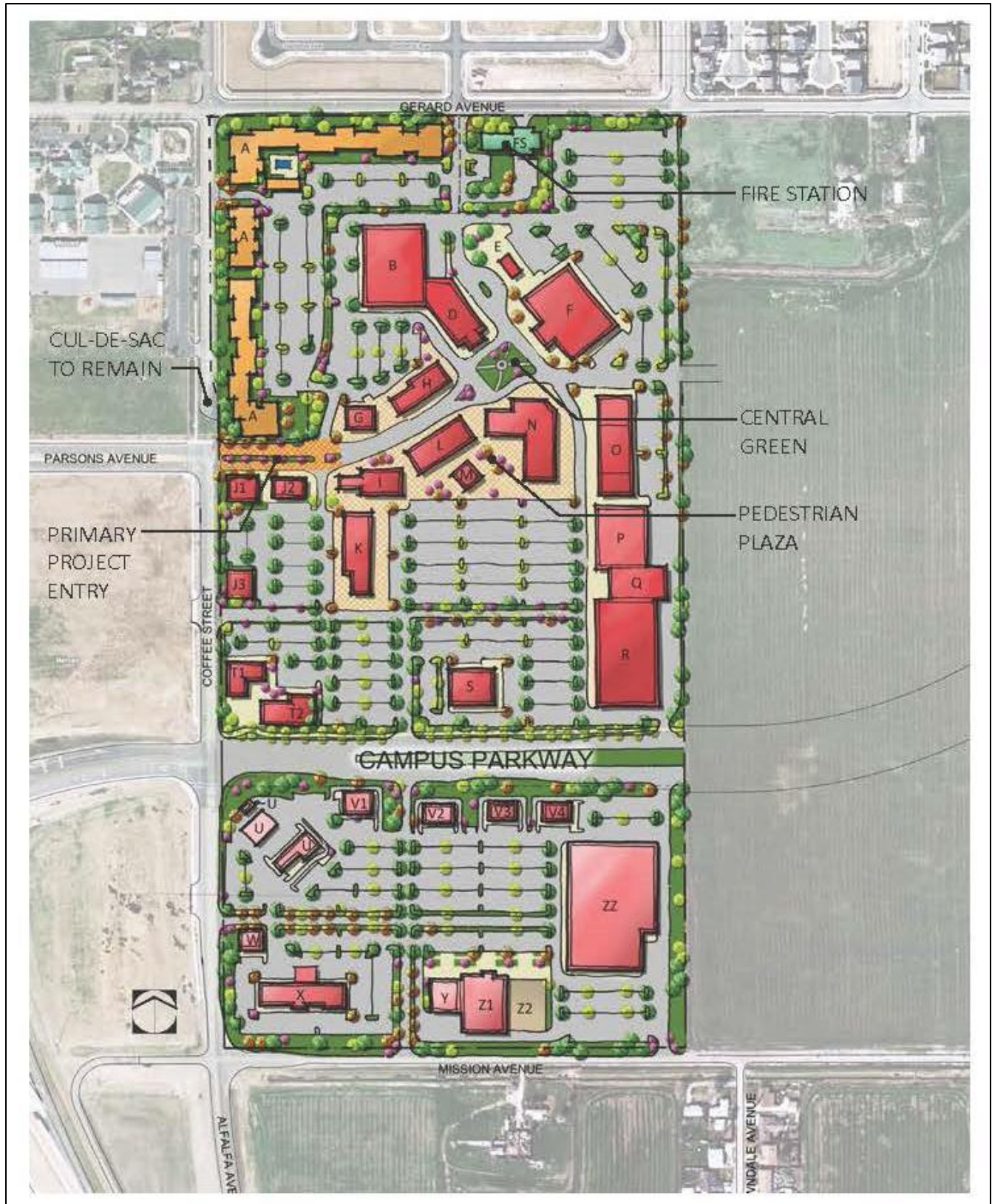
At City of Merced direction, the traffic study considers the following scenarios:

- Existing Conditions
- Existing Conditions Plus Project Build Out with Circulation as proposed
- Existing Conditions Plus Project Build Out with General Plan Circulation System
- Existing Plus Approved Projects (EPAP) Conditions without the proposed Project
- EPAP Conditions with Project Build Out with Circulation as proposed
- Year 2035 Cumulative Conditions with Project Build Out and Circulation as proposed
- Year 2035 Cumulative Conditions with Project Build Out and General Plan Circulation System.

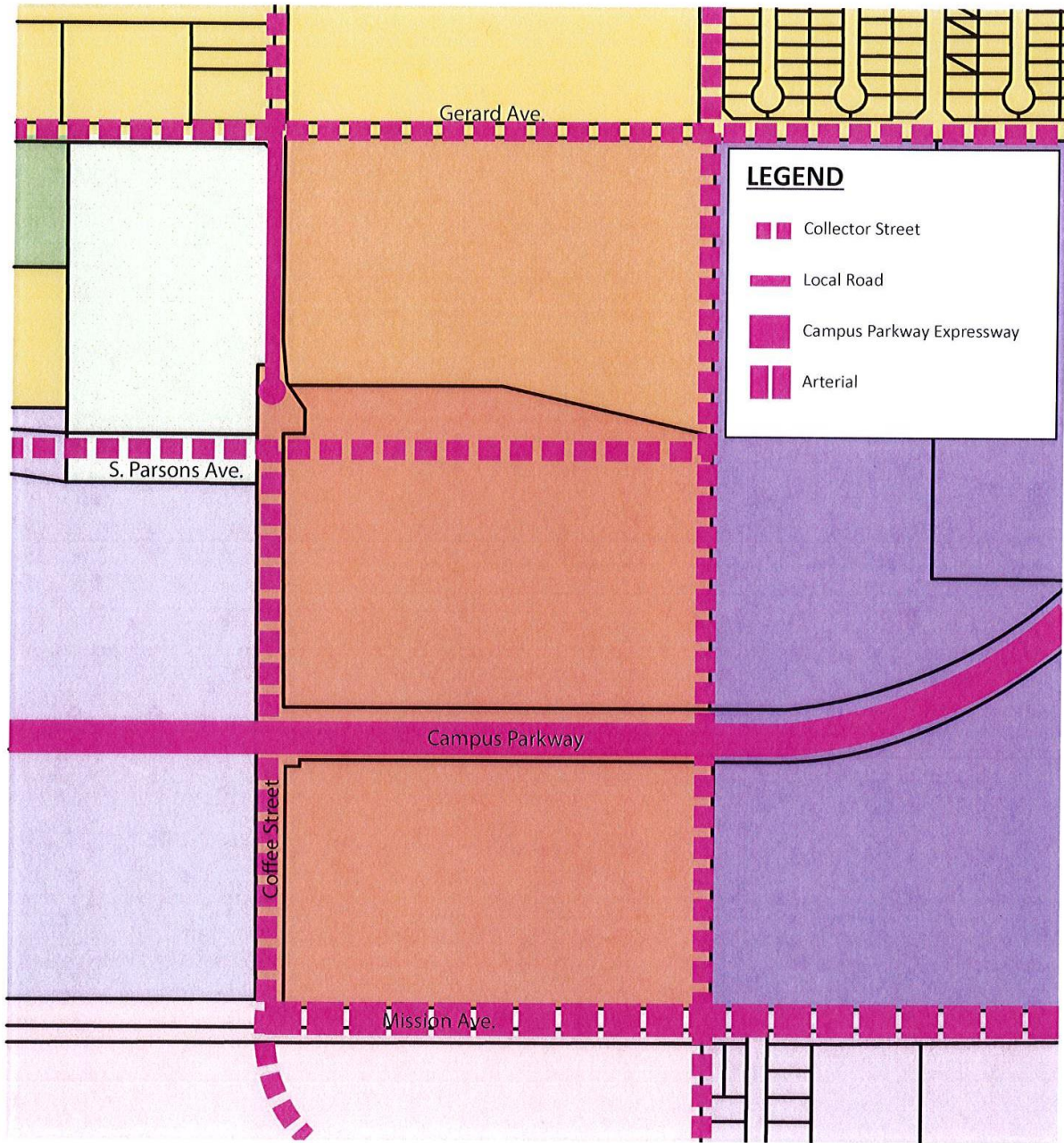
The traffic analysis also addresses project impacts to alternative transportation modes, including evaluation of relative impacts to circulation in the vicinity of Pioneer ES and truck access.



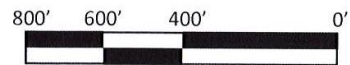
**PROJECT
LOCATION**



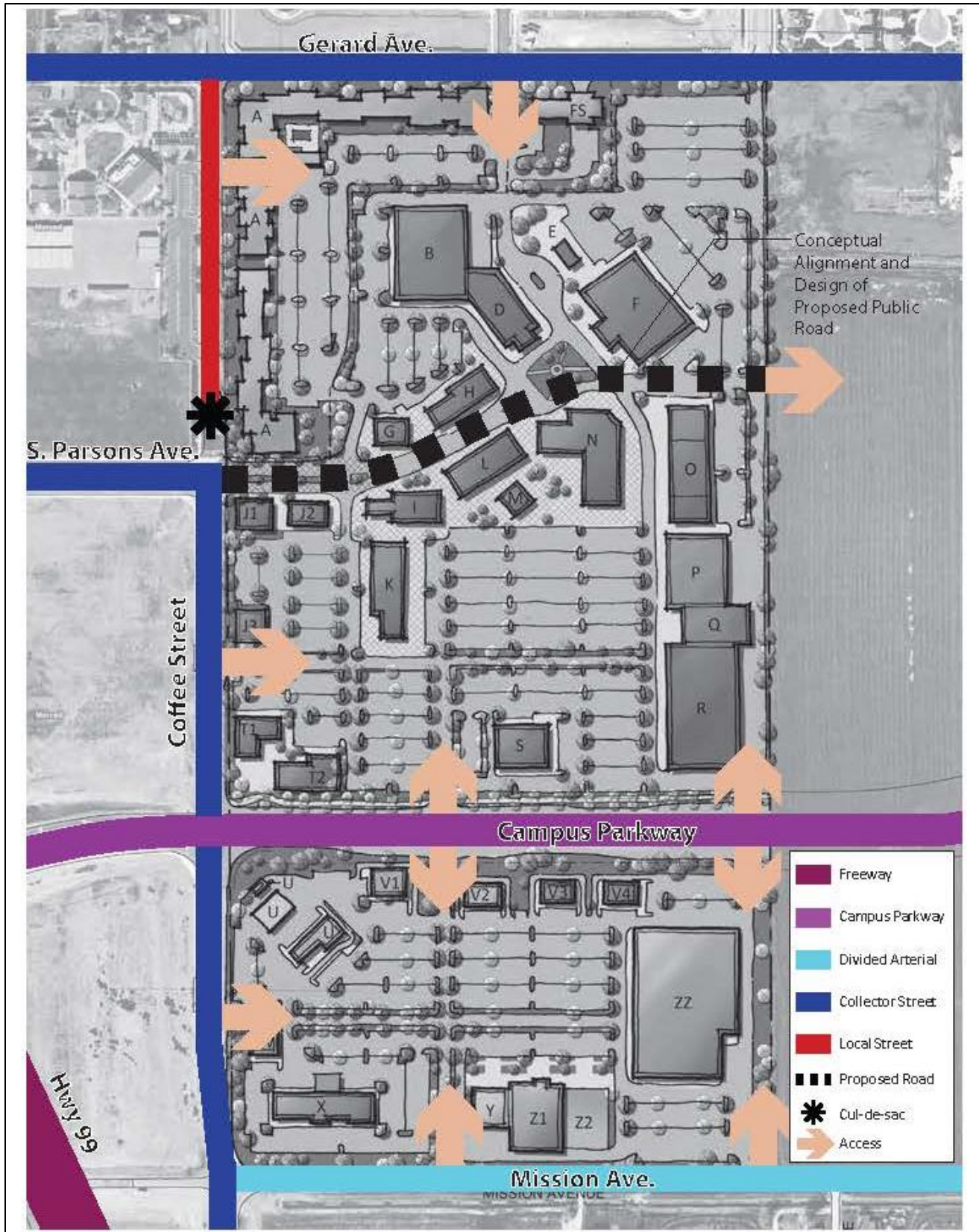
SITE PLAN



APPLICANT: Gateway Park Development Partners, LLC
MAP TITLE: Existing Circulation Element
DATE: August 14th, 2015
SCALE: 1" = 400'



MERCED GATEWAY - APPLICATION PACKAGE | **FIGURE 8**



EXISTING SETTING

This portion of this traffic impact study presents a description of the existing transportation system in the vicinity of the proposed project site.

Study Area - Roadways

The following is a description of roadways that provide access to the proposed Merced Gateway project.

State Route 99 (SR 99). SR 99 is the primary north-south route through the San Joaquin Valley and the major point of access to the City of Merced. SR 99 is generally a controlled access freeway with local connections limited to grade separated interchanges. SR 99 has 4 to 6 mainline travel lanes at various locations in Merced County. In the south Merced area of the project, relatively recent construction has provided a 6-lane facility at the Mission Avenue – Campus Parkway intersection. The speed limit on SR 99 is posted at 65 mph.

The most recent traffic volume counts published by Caltrans reveal an *Annual Average Daily Traffic (AADT)* volume of 40,000 vehicles per day in the area of the project. Trucks comprise roughly 27% of the daily traffic volume on SR 99 in this area.

Campus Parkway. Campus Parkway is a north-south expressway that is being incrementally constructed to link SR 99 in south Merced with Yosemite Avenue in the area of the UC-Merced campus. Today Campus Parkway extends from the Mission Avenue interchange on SR 99 to its interim terminus at Childs Avenue. This portion of Campus Parkway is a 4-lane facility with a wide median. The posted speed limit on Campus Parkway is 55 mph.

Mission Avenue. Mission Avenue is an east-west street that traverses southern Merced. Mission Avenue begins at the SR 59 / Dickenson Ferry Road intersection and continues easterly to its interchange on SR 99. East of the freeway Mission Avenue continues easterly from an intersection on Marino Way into rural Merced County. Mission Avenue is designated an Arterial Street in the General Plan Circulation Element. Today the portion of Mission Avenue adjoining the project is a two-lane street with a speed limit of 55 mph.

Coffee Street. Coffee Street is a north-south Collector street that extends from an intersection on Baker Drive south of SR 140 to Campus Parkway. However, the route is discontinuous as the portion of Coffee Street between Gerard Avenue and Parsons Avenue is closed to through traffic and only provides access to Pioneer ES. Coffee Street is generally a two-lane street, but the segment from Campus Parkway to Parsons Avenue has a continuous Two-Way Left Turn lane. The posted speed limit on Coffee Street is 35 mph.

Marino Way. Marino Way is the southerly extension of Coffee Street beyond Mission Avenue. This two lane street continues south along SR 99 to an intersection on Arboleda Drive near the Le Grand Road / SR 99 interchange.

Gerard Avenue. Gerard Avenue is an east-west Collector street that extends across southern Merced but is bisected by SR 99. The eastern portion begins at an intersection on Parsons Avenue and continues to an intersection on Campus Parkway before reaching its eastern terminus near Planada. Gerard Avenue is a two-lane roadway with a posted speed limit of 45 mph, but a 25 mph school zone exists near Pioneer ES.

Childs Avenue. Childs Avenue is an east-west Arterial street that extends from an intersection on SR 59 across SR 99 to an eastern terminus near Planada. Childs Avenue is generally a two-lane road with a posted speed limit of 40 mph. 25 mph school zones exist on Childs Avenue in the vicinity of Weaver MS and near Golden Valley HS.

Parsons Avenue. Parsons Avenue is a north-south Collector-Arterial street that links southern Merced with the downtown area. Today Parsons Avenue is discontinuous. The southern portion begins at an intersection on SR 140 and continues south along Golden Valley HS and across Childs Avenue before following SR 99 to an intersection on Coffee Street near the project. In the area of the project west of Coffee Street, Parsons Avenue is a divided four lane road, and the route transitions to a two lane facility west of its intersection with Alfarata Blvd. The speed limit on Parsons Avenue is a posted at 45 mph.

Pluim Drive. Pluim Drive is a north-south Collector street in the residential neighborhood north of the project site. Under the General Plan, Pluim Drive will be extended southerly across Gerard Avenue to a signalized intersection on Campus Parkway and south to an intersection on Marino Way.

Study Area - Intersections

The quality of traffic flow is typically governed by the operation of major intersections. Based on direction from City staff thirteen (13) existing intersections were analyzed for this traffic study. The locations of the study intersections are shown on Figure 5. The study area will also include another seven (7) project access intersections that do not exist today.

1. Childs Avenue / Parsons Avenue –Traffic Signal
2. Childs Avenue / Coffee Street – Traffic Signal
3. Gerard Avenue / Coffee Street – All-Way Stop
4. Gerard Avenue / Pluim Drive – SB Stop Sign
5. Gerard Avenue / Campus Parkway – Traffic Signal
6. Coffee Street / Pioneer ES North – EB Stop
7. Coffee Street / Pioneer ES Middle – EB Stop
8. Coffee Street / Pioneer ES South – EB Stop
9. Coffee Street / Parsons Avenue – All-Way Stop
10. Mission Avenue / SB SR 99 ramps – Traffic Signal
11. Mission Avenue / NB SR 99 ramps – Traffic Signal
12. Campus Parkway / Coffee Street – All-Way Stop

13. Coffee Street / Mission Avenue – WB Stop
14. Gerard Avenue / Project Access – NB Stop
15. Coffee Street / Central Access – WB Stop
16. Campus Parkway / Central Access – NB/SB Stop
17. Campus Parkway / Pluim Drive – NB/SB Stop
18. Coffee Street / South Access – WB Stop
19. Mission Avenue / Central Access – SB Stop
20. Mission Avenue / Pluim Drive – SB Stop

The **Childs Avenue / Parsons Avenue intersection** is controlled by a traffic signal. The intersection is configured with separate left turn lanes on each approach, and the north, east and west legs of the intersection have separate right turn lanes as well. Crosswalks are striped across each leg of the intersection.

The **Childs Avenue / Coffee Street intersection** is controlled by a traffic signal. The intersection is configured with separate left turn lanes on each approach, and crosswalks are striped across each leg of the intersection.

The **Gerard Avenue / Coffee Street intersection** is controlled by an all-way stop. The intersection itself is slightly off-center since improvements have been made to opposite sides of Gerard Avenue east and west of the intersection. Crosswalks are striped on the west and north legs of the intersection.

The **Gerard Avenue / Pluim Drive intersection** is a “tee” controlled by a stop sign on the southbound Pluim Drive approach. Each approach has a single lane.

The **Gerard Avenue / Campus Parkway intersection** is controlled by a traffic signal. Each approach has dual left turn lanes and a free right turn lane. Crosswalks are striped across each leg of the intersection.

The **Pioneer Elementary School driveways on Coffee Street** are “tee” intersections that are controlled by stop signs on the school exits. Each approach is a single lane. The current traffic pattern employed before and after school features inbound only traffic at the northern driveway and outbound traffic at the middle and southern driveways.

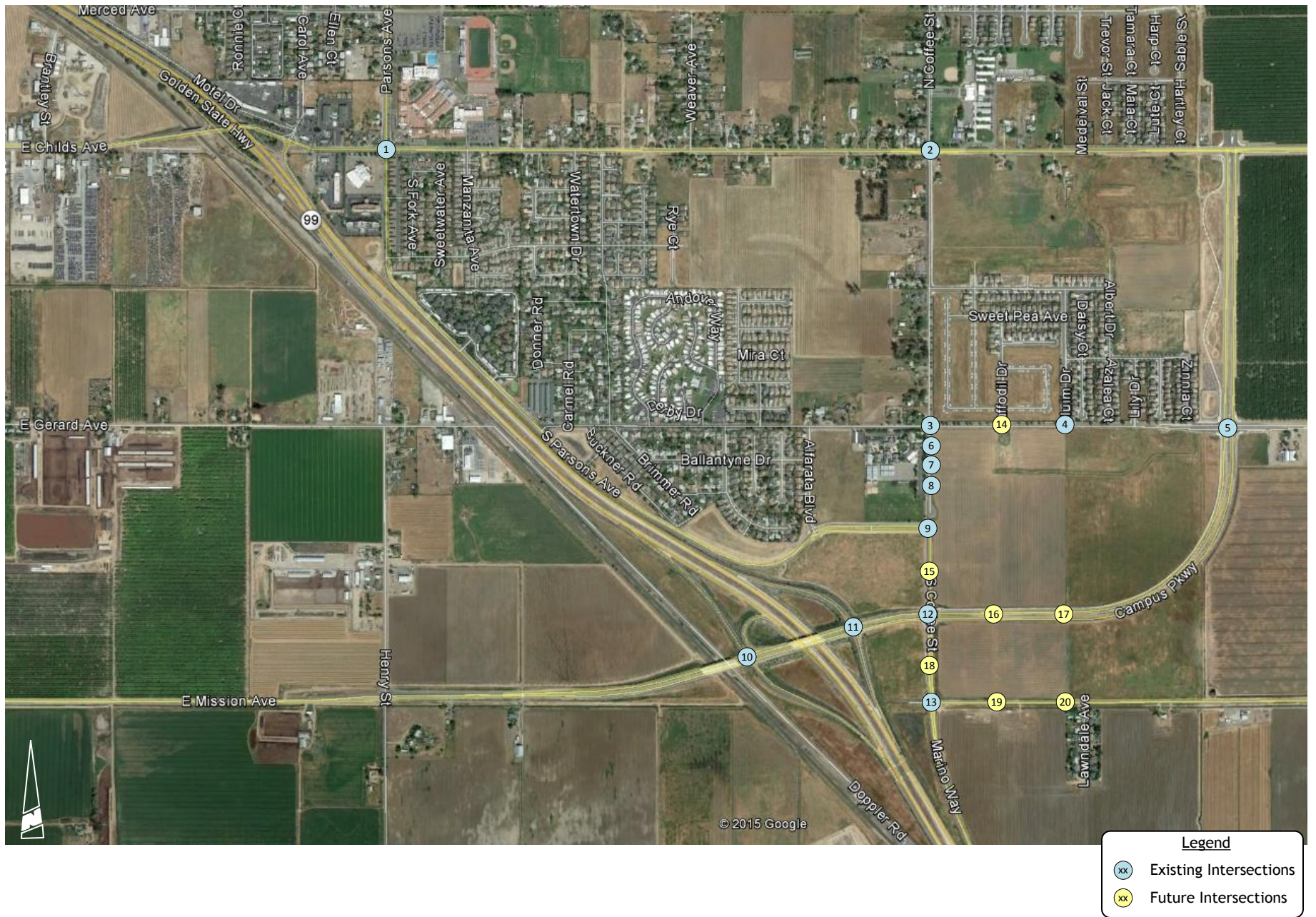
Only two legs of the **Coffee Street / Parsons Avenue intersection** are in operation today. Each approach has a single lane, and the intersection is controlled by an all-way stop. A crosswalk is striped on the western leg of the intersection.

The **Mission Avenue / SB SR 99 ramps intersection** is controlled by a traffic signal. The two-lane off ramp is configured as separate right turn and left turn lanes. A separate westbound right turn lane accommodates traffic headed to southbound SR 99. There are two through lanes in each direction on Mission Avenue. There are no crosswalks at this intersection.

The **Mission Avenue / NB SR 99 ramps intersection** is controlled by a traffic signal. The off ramp has separate left turn and right turn lanes. A separate westbound right turn lane leads to northbound SR 99 as does an eastbound left turn lane. A crosswalk is striped on the south leg of the intersection.

The **Campus Parkway / Coffee Street intersection** is controlled by an all-way stop. The intersection is configured with two through lanes in each direction on Campus Parkway, and the exiting wide median is striped with a single left turn lane. The northbound Coffee Street approach has two lanes configured as left turn and thru+right turn lanes. The southbound approach is a single lane. A crosswalk is striped on the south leg of the intersection.

The **Mission Avenue / Coffee Street / Marino Way intersection** is a “tee” controlled by a stop sign on the westbound Mission Avenue approach. A southbound left turn lane exists, and there are no crosswalks.



STUDY INTERSECTIONS

figure 5

Level of Service Analysis Procedures

Level of Service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project traffic impacts. Level of Service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS for intersections are presented in Table 1.

TABLE 1 LEVEL OF SERVICE DEFINITIONS		
Level of Service	Signalized Intersection	Unsignalized Intersection
A	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/vehicle
B	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/vehicle and ≤ 15 sec/vehicle
C	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/vehicle and ≤ 25 sec/vehicle
D	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/vehicle and ≤ 35 sec/vehicle
E	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/vehicle and ≤ 50 sec/vehicle
F	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/vehicle

Source: Transportation Research Board 2010.

Intersection Level of Service Methodology. Intersection Level of Service was calculated for this traffic impact study using two methodologies.

Because current traffic volumes are low, existing conditions were evaluated using the methodology contained in the *Highway Capacity Manual 2010* (Transportation Research Board 2010) using Synchro 8.0 software. HCM techniques generally treat each intersection as an isolated location, which is applicable today. In each case, HCM techniques identify the average length of delays and use that information to determine the operating Level of Service. An overall average delay and Level of Service is determined for intersections controlled by traffic signals or all-way stops. At locations controlled by side street stops, delays can be determined for each movement that must yield the right of way, and the “worst case” delay is employed for analysis.

Under future conditions traffic volumes will increase and a more sophisticated approach has been taken in order to account for the effects of intersection spacing. *Simtraffic* simulation was employed to identify the magnitude of delays occurring at each location, including assessment of the effects of spillover queuing to adjoining intersections. *Simtraffic* is a stochastic model, i.e. randomness is present when running simulations, and the results will vary within each scenario and between scenarios. The simulation results contained herein reflect the average of the mean 10 one-hour simulation runs selected from a 20 run sample. Each run employed a 10 minute seeding period.

Roadway Segment Level of Service Methodology. The Merced General Plan presents daily traffic volume Level of Service thresholds that can be employed on a planning level basis (GP Table 4.3), and these values are presented in Table 2.

TABLE 2 LEVEL OF SERVICE THRESHOLDS FOR ROADWAY SEGMENTS					
Roadway Type	Daily Roadway Segment Level of Service Thresholds				
	LOS A	LOS B	LOS C	LOS D	LOS E
6 lane Freeway	25,900	42,600	57,800	68,400	76,000
4 lane Freeway	40,000	65,800	89,200	105,600	117,400
2 lane Expressway	-	-	16,800	23,200	24,400
4 lane Expressway	-	3,000	27,800	36,000	37,800
6 lane Expressway	-	5,900	38,900	48,900	51,300
2 lane Arterial	-	-	11,600	16,000	16,800
4 lane Arterial	-	4,100	26,800	33,700	35,400
2 lane Collector	-	-	4,800	10,300	13,200
4 lane Collector	-	-	11,300	22,200	26,400

Travel Speed on Campus Parkway. For this analysis the overall travel speed on Campus Parkway through the study area under cumulative conditions has also been identified from *Simtraffic* simulation to evaluate the difference between the General Plan and proposed circulation systems after mitigations are in place.

Standards of Significance. The methods employed to determine the significance of Level of Service are noted in the General Plan and in Merced’s traffic study guidelines.

Implementing Action T-1.8.b of the *Merced Vision 2030 General Plan* (City of Merced 2010) establishes an acceptable LOS of D for intersections and roadways. Action T-1.8.b states:

“1.8.b Use peak-hour Level of Service “D” (“Tolerable Delays”) as the design standard for new streets and intersections in new growth areas.

“The preferred LOS levels are typically “C” and “D,” particularly for larger roads and major intersections. With LOS C the road provides stable operation but is still underutilized to some degree. LOS D represents a fine balance between the relatively large number of vehicles served and the generally acceptable level of service provided. It is the intent of the City’s standards and policies for new and most upgraded intersections and road segments to be designed and built so as not to drop below LOS D (“tolerable delay”) during peak traffic periods.”

Therefore, in this traffic impact study, LOS A through D are considered acceptable for signalized intersections, while LOS E and F are unacceptable.

At two-way stop-sign-controlled intersections (or one-way stop T intersections), Level of Service can be calculated for each movement where motorists yield the right of way, as well as for the intersection as a whole. Significance is based on the length of the average delay experienced by motorists on the worst case movement, which is typically a left turn made from the stop-sign-controlled approach to the intersection. It should be noted that overall intersection average LOS at unsignalized intersections is better, often much better, than LOS on the worst single movement.

Under City of Merced guidelines, however, a poor “worst case” LOS is not necessarily significant unless the intersection also carries traffic volumes which satisfy **peak hour traffic signal warrant** requirements. Traffic signal warrants are a series of several standards which provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously-uncontrolled major street, and may increase the occurrence of particular types of accidents.

Consistent with the California Environmental Quality Act (CEQA), the City will use the traffic study to determine the project’s impact to two broad CEQA checklist topics: (1) substantial increases in traffic; and (2) changes to level-of-service. Each of these broad categories have distinct thresholds of significance (described below) and are to be utilized in the traffic study.

1. Topic: Substantial Increase in Traffic Levels

A. Arterial Level Road: The threshold of significance is a project ADT contribution equal or greater than 5% of the current ADT for an “arterial roadway” that is, or will be, operating at an unacceptable LOS “E” or “F”.

B. Collector Level Road: The threshold of significance is an amount where the Project contributes more than 20% of the current ADT on roads carrying at least 3,000 ADT. Thus, a significant impact would occur if a Project adds 601 ADT to a collector road that currently has 3,000 ADT. $[3,000(.20)]$

2. Topic: Change in Level of Service (LOS) Rating

Merced Vision 2015 General Plan Policy T-1.8 states: Use A Minimum Peak Hour Level of Service (LOS) “D” As a Design Objective for All New Streets in New Growth Areas and for Most Existing City Streets Except Under Special Circumstances. To implement this Policy, the City focuses on four different street system categories, each described in greater detail below: (A) roadways; (B) signalized intersections; (C) unsignalized intersections; and (D) roads within established neighborhoods.

A. Roadways and Signalized Intersections: *Merced Vision 2015 General Plan, Implementing Action T-1.8.b, establishes an acceptable LOS of “D” for intersection and roadway operations.*

1.8.b Use peak-hour Level of Service “D” (“Tolerable Delays”) as the design standard for new streets and intersections in new growth areas.

The preferred LOS levels are typically “C” and “D,” particularly for larger roads and major intersections. With LOS C the road provides stable operation but is still underutilized to some degree. LOS D represents a fine balance between the relatively large number of vehicles served and the generally acceptable level of service provided. It is the intent of the City’s standards and policies for new and most upgraded intersections and road segments to be designed and built so as not to drop below LOS D (“tolerable delay”) during peak traffic periods.

Existing Traffic Conditions and Levels of Service

Traffic count data for the a.m. peak hour, p.m. peak hour and Saturday midday peak periods were collected for this traffic impact study at the existing study intersections on August 26, 2015 and August 29, 2015. Weekday counts were conducted when local schools were in session. Count data were collected in 15-minute intervals for the period from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. on weekdays and from noon to 2:00 p.m. on Saturdays. The contiguous one-hour period within each period with the highest volumes was used in this traffic impact study as the peak hour. Figure 6 presents the existing lane configurations and existing a.m., p.m. and Saturday peak hour traffic volumes at the existing study intersections.

The extent to which traffic within the hour was concentrated into any particular 15 minute period was determined based on the *Peak Hour Factor (PHF)* at each intersection. The PHF was incorporated into the LOS analysis to address the specific peaking characteristics of traffic near area schools.

Intersection Levels of Service. Table 3 presents existing a.m. peak hour, p.m. peak hour and Saturday peak hour LOS at the existing study intersections. The worksheets presenting the calculation of LOS and signal warrants under all development conditions including Existing Conditions are included in the Appendix.

As indicated, all intersections operate at acceptable LOS (i.e., LOS D or better) during all three time periods. It is important to note that traffic conditions in the immediate vicinity of schools can include congestion that may not appear to be consistent with Level of Service calculation. Delays created by the operation of a school's drop-off and loading areas that result in queuing back onto public streets is not reflected in intersection Level of Service calculation.

Roadway Segment Level of Service. Table 4 identifies current daily traffic volumes on study area roads and compares those volumes to the General Plan LOS thresholds presented in Table 2. As indicated, all segments operate at LOS C or better, which satisfies the City's minimum LOS D standard.

Traffic Signal Warrants. Table 5 summarizes the results of review of current peak hour traffic volumes in comparison to MUTCD peak hour warrant requirements. As indicated, no unsignalized location carries traffic volumes that reach the level that would satisfy traffic signal warrants.

Alternative Transportation Modes

The section which follows describes existing and planned facilities for pedestrians, bicyclists and transit riders in the area of the proposed project.

Pedestrians. Sidewalks are generally absent along rural Merced County roads but are constructed as properties are annexed into the City of Merced and developed. The text which follows notes the availability of pedestrian facilities in the study area.

Mission Avenue: South side from a point ¼ miles west of the SR 99 interchange to the northbound ramps intersection.

Campus Parkway: South side from the northbound ramps intersection to Coffee Street
North – West side Trails from Coffee Street to Childs Avenue

Coffee Street: West side from Campus Parkway to Gerard Avenue
East side from Gerard Avenue to Childs Avenue

Gerard Avenue: Both sides from Parsons Avenue to Alfarata Blvd
South side from Alfarata Blvd to Coffee Street
North side from Coffee Street to Campus Parkway

Bicycles. The City of Merced General Plan includes the Bicycle Master Plan which identifies existing and planned facilities. Bicycle facilities are divided into three classes:

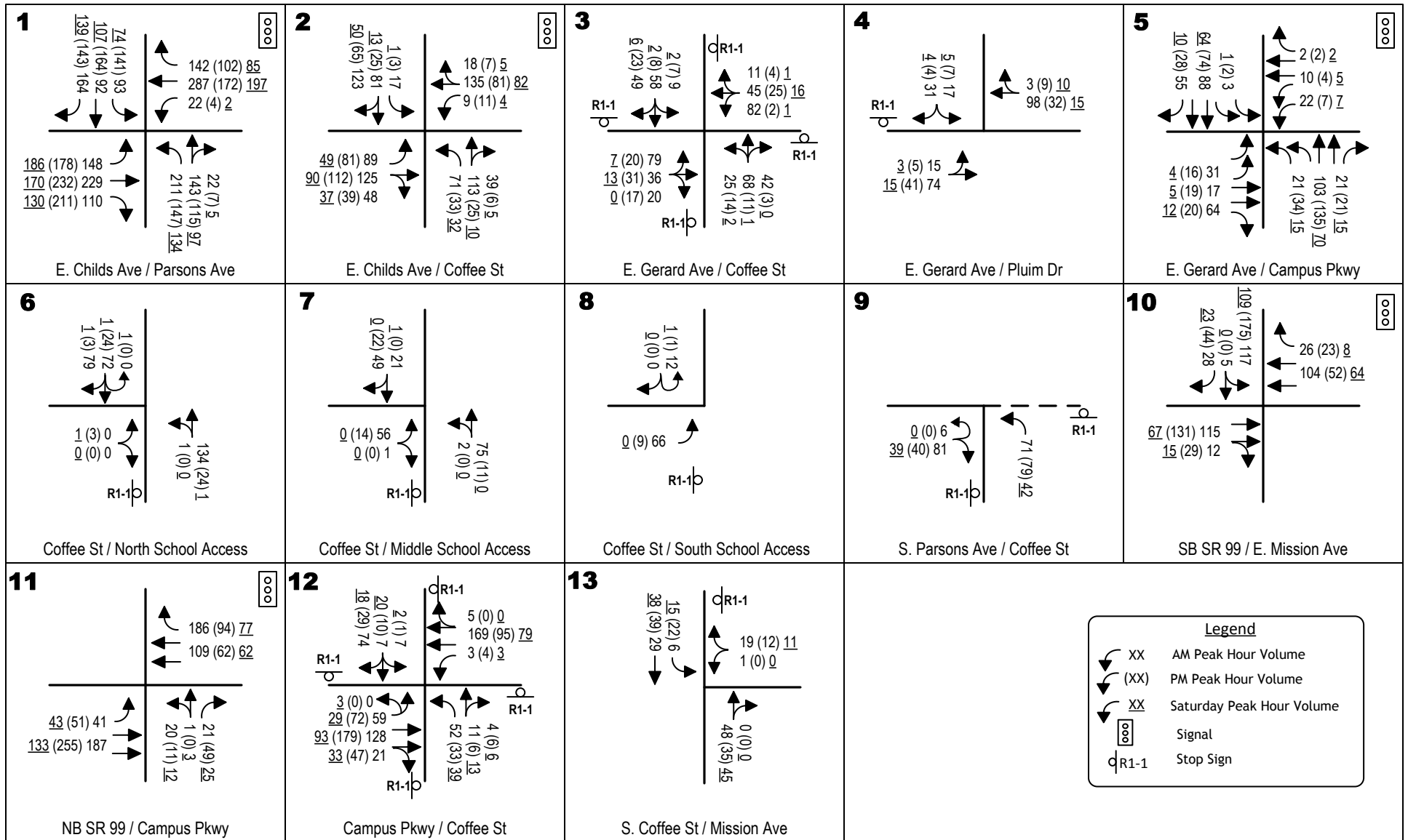
- Class I (Bike Paths or Trails) which are a completely separate right-of way designated for the exclusive use of bicycles and pedestrians
- Class II (Bike Lanes) which provide restricted right-of-way on the street for the exclusive or semi-exclusive use of bicycles.
- Class II (Bike Routes) where bicycles are encouraged but bike lanes are not provided and motor vehicles and bicyclists share the right of way.

Today Class I facilities exist along the north side of Campus Parkway.

Class II lanes exist along Parsons Avenue and are planned along Gerard Avenue, Childs Avenue and on Coffee Street north of Gerard Avenue.

Transit. The City of Merced is served by a local public bus system, inter-regional private bus companies, and private taxi-cabs, as well as rail and air passenger services that are both dealt with under separate headings. The public bus system, created in 1974, served the community as the Merced Transit System (MTS)/City Shuttle for more than two decades. Its primary goal over time remained to serve senior citizens, low-income people and the disabled, even as the system expanded. Originally created solely as a demand responsive Dial-A-Ride operation, the service extended as time passed to include a number of fixed routes within the City.

Today route M5 – Merced South-East serves the area of the proposed project. This route originates at the downtown Transportation Center on 16th Street and extends east on 2nd Street to the SR 140 Parsons Avenue intersection (refer to map in Appendix). From that point the route continues south on Parsons Avenue to Childs Avenue where it begins a counterclockwise loop incorporating Childs Avenue, Campus Parkway and Gerard Avenue that take the route along the project site on Gerard Avenue. Route M5 runs from 6:30 a.m. to 11:00 p.m. Monday thru Friday on roughly 1 hour headways. The route runs from 8:00 a.m. to 6:00 p.m. Saturday and Sunday.



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

**TABLE 3
EXISTING PEAK HOUR LEVELS OF SERVICE**

#	Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	26.2	C	20.3	C	19.7	B
2	Childs Avenue / Coffee Street	Signal	16.2	B	13.5	B	12.4	B
3	Gerard Avenue / Coffee Street	AWS	10.8	B	7.3	A	7.1	A
4	Gerard Avenue / Plum Drive SB approach EB left turn	SB Stop	10.0	B	8.9	A	8.7	A
			7.6	A	7.3	A	7.3	A
5	Gerard Avenue / Campus Parkway	Signal	13.7	B	10.9	B	9.7	A
6	Coffee Street / North School Access EB approach NB left turn	EB Stop	0.0	-	8.9	A	8.5	A
			7.8	A	0.0	-	0.0	-
7	Coffee Street / Central School Access EB approach NB left turn	EB Stop	10.7	B	8.7	A	0.0	-
			7.5	A	0.0	-	0.0	-
8	Coffee Street / South School Access EB approach	EB Stop	0.0	-	0.0	-	0.0	-
9	Coffee Street / Parsons Avenue	AWS	7.8	A	7.4	A	7.1	A
10	Mission Avenue / SB SR 99 ramps	Signal	6.5	A	6.8	A	6.3	A
11	Mission Avenue / NB SR 99 ramps	Signal	7.1	A	6.7	A	6.9	A
12	Campus Parkway / Coffee Street	AWS	10.0	A	8.5	A	8.0	A
13	Coffee Street / E. Mission Avenue WB approach SB left turn	WB Stop	8.6	A	8.5	A	8.6	A
			7.3	A	7.3	A	7.3	A

BOLD values are Levels of Service in excess of LOS D.

Roadway Segments. Table 4 identifies current daily traffic volumes on study area roadways as well as the applicable Level of Service based on General Plan thresholds. All roadways carry traffic volumes that indicate LOS C or better conditions.

TABLE 4 EXISTING ROADWAY SEGMENTS VOLUMES AND LEVELS OF SERVICE					
Street	from	To	Classification	Daily Volume	LOS
Campus Parkway	SR 99	Coffee Street	4 lane Expressway	5,385	C
	Coffee Street	Gerard Avenue	4 lane Expressway	3,490	C
	Gerard Avenue	Childs Avenue	4 lane Expressway	2,998	B
Coffee Street	Childs Avenue	Gerard Avenue	2 lane Collector	2,182	C
	Parsons Avenue	Campus Parkway	2 lane Collector	1,230	C
	Campus Parkway	Mission Ave	2 lane Collector	1,060	C
SR 99	Childs Avenue	Mission Avenue	6 lane Freeway	40,000	B
	Mission Avenue	South	6 lane Freeway	40,000	B

Traffic Signal Warrants. Table 5 summarizes assessment of the status of peak hour traffic signal warrants at study area intersections. No location carries volumes that reach the level that satisfies warrants.

TABLE 5 EXISTING TRAFFIC SIGNAL WARRANTS STATUS				
#	Intersection	Peak Hour Warrant Satisfied?		
		AM	PM	Saturday
3	Gerard Avenue / Coffee Street	No	No	No
4	Gerard Avenue / Plum Drive	No	No	No
12	Campus Pkwy/ Coffee Street	No	No	No
13	Coffee Street / Mission Avenue	No	No	No

EXISTING PLUS APPROVED PROJECTS (EPAP)

The analysis of the near term conditions is intended to consider the impact of the project within the context of the “Existing Plus Approved Projects” (EPAP) conditions. The City’s traffic impact protocols assume all existing improvement and development commitments in the project vicinity are completed.

Land Use Assumptions. Approved projects in the vicinity of the project site were identified by City staff. These projects are listed in Table 6 along with their respective trip generation estimates.

For those projects that were the subject of a prior traffic analysis, the trip generation estimates made previously were employed again. Institute of Transportation Engineers (ITE) trip generation rates were employed for those projects without a traffic study. In the case of retail uses, the net new trips associated with that project are noted.

As indicated, the identified approved projects would be expected to generate 20,143 daily trips, with 1,344 trips generated in the a.m. peak hour, 2,557 trips occurring in the p.m. peak hour, and 2,313 trips generated in the peak Saturday hour.

**TABLE 6
APPROVED PROJECTS AND TRIP GENERATION**

Name	Description	Location	Trip Generation			
			Daily	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Towne Place Suites	97 unit hotel	Parsons Ave south of Childs Ave	776	58	52	61
(30) Sierra Vista Sub	74 vacant lots	North of Childs Ave east of Coffee St	704	56	704	69
(31) Renaissance II	158 vacant lots	North of Childs Ave east of Coffee St	1,504	119	158	147
(32) The Crossings at River Oaks	277 vacant lots	South of Childs Ave and east of Coffee St	2,637	208	277	258
(33) Hartley Crossings	22 vacant lots	South of Childs Ave and west of Coffee St	209	17	22	20
(36) Tuscany East	47 vacant lots	North of Childs Ave and east of Coffee St	447	35	47	44
(64) Summerfield	252 vacant lots	South of Childs Ave and west of Coffee St	2,399	189	252	234
Walmart Distribution Center (1)		North of Gerard Ave and east of Campus Pkwy	2,399	143	328	328(*)
Steiner GPA – North (2)	19.5 acre retail center	West of Coffee St and south of Parsons Ave	7,507	321	609	867
Steiner GPA – South (2)	7.8 acre retail center	West of Coffee St and south of Campus Pkwy	2,337	198	108	285
Total			20,919	1,344	2,557	2,313

(*) Saturday peak hour assumed to be equal to weekday p.m. peak hour
 (1) trip generation estimate from Walmart DEIR Traffic Impact Analysis
 (2) trip generation estimate from Initial Study

Trip Distribution Assumptions. The trips associated with approved projects were assigned to the study area street system, as indicated in Tables 7 thru 10 which follow. The distribution assumptions made for the Walmart Distribution center were taken from the project’s DEIR. The assumptions made for the Steiner GPA and approved residential were taken from review of MCAG regional travel demand model select zone analysis based on daily volumes.

TABLE 7 WALMART DISTRIBUTION CENTER TRIP DISTRIBUTION ASSUMPTIONS		
Direction	Percent of Total Trips	
	Auto’s	Trucks
North via SR 99	40%	31%
East via SR 140	10%	0%
West via SR 140	3%	10%
West via SR 152	0%	27%
South via SR 99	20%	32%
North via E. 16 th Street	5%	0%
North on Santa Fe / E. 21 st Street	5%	0%
North on Kibby Road	10%	0%
East on Childs Avenue	2%	0%
West on Childs Avenue	5%	0%
Source: Walmart Distribution Center DEIR		

TABLE 8 STEINER GPA TRIP DISTRIBUTION ASSUMPTIONS		
Direction	Percent of Total Trips	
	North	South
North on SR 99	45%	45%
South on SR 99	22%	22%
West on Mission Avenue	8%	8%
West on Childs Avenue	3%	4%
North on Parsons Avenue	4%	5%
North on Coffee Street	2%	0%
East of Childs Avenue	4%	4%
East on Gerard Avenue	1%	1%
Residential Areas south of SR 140 and east of SR 99	9%	9%
East on Mission Avenue	1%	1%
South on Marino Way	1%	1%
	100.00%	100.00%

**TABLE 9
TOWNE PLACE SUITES HOTEL
TRIP DISTRIBUTION ASSUMPTIONS**

Direction	Percent of Total Trips
North on SR 99	45%
South on SR 99	24%
West on Mission Avenue	8%
West on Childs Avenue	4%
North on Parsons Avenue	5%
East of Childs Avenue	4%
East on Gerard Avenue	1%
Residential Areas south of SR 140 and east of SR 99	9%
	100.00%

**TABLE 10
RESIDENTIAL DEVELOPMENT
TRIP DISTRIBUTION ASSUMPTIONS**

Direction	Percent of Total Trips	
	AM Peak Hour	PM and Saturday
North on SR 99	4%	4%
South on SR 99	44%	64%
West on Mission Avenue	3%	3%
West on Childs Avenue	5%	5%
North on Parsons Avenue	14%	8%
North on Coffee Street	12%	2%
East of Childs Avenue	4%	4%
East on Gerard Avenue	1%	1%
Areas south of SR 140 and east of SR 99	8%	9%
Pioneer ES	5%	0%
East on Mission Avenue	0%	0%
South on Marino Way	0%	0%
	100.00%	100.00%

The assignment of trips from approved projects assumes access as noted in the respective project traffic studies. In the case of the Steiner GPA projects, the South Center has one point of access on Coffee Street midway between the Campus Parkway intersection and Mission Avenue. To provide a consistent basis for comparison with and without the Merced Gateway project, this

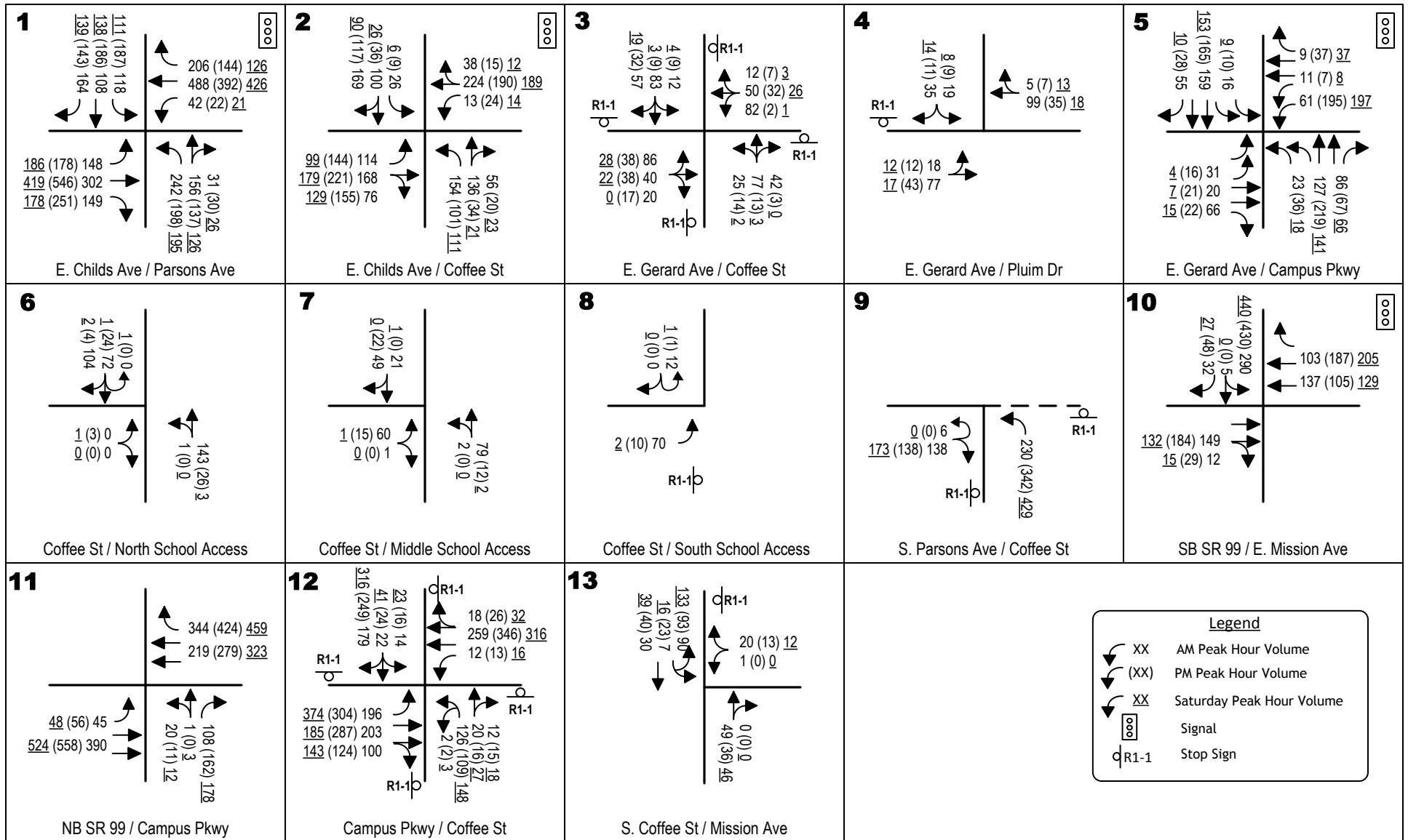
access has been assumed to be right turn only, which is the same assumption made for the corresponding Merced Gateway access on the east side of the street. Outbound trips associated with the South Center are assumed to turn right and then make a u-turn back to Campus Parkway.

Similarly, the Steiner GPA's North Center has mid-block access on Coffee Street between Campus Parkway and Parsons Avenue, as well as a Parsons Avenue access. The Coffee Street access is assumed to be right-turns only to provide a consistent basis for evaluating the impacts of the proposed project.

EPAP Intersection Levels of Service. Figure 7 presents "Existing Plus Approved Projects" traffic volumes under weekday a.m. and p.m. peak hour conditions, as well as under Saturday midday peak hour conditions.

Table 11 displays the a.m., p.m., and Saturday peak hour Levels of Service at each study intersection in the Existing Plus Approved Projects (EPAP) conditions assuming no improvements are made to the study area circulation system. As shown, with one exception, all intersections are projected to operate within City LOS standards, operating at LOS D or better.

The **Childs Avenue / Parsons Avenue intersection** is projected to operate at LOS E in the a.m. peak hour.



EXISTING PLUS APPROVED PROJECTS (EPAP)
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.

Transportation Engineers

3260-02 LT 6/21/2016

**TABLE 11
PEAK HOUR INTERSECTION LEVELS OF SERVICE
EXISTING PLUS APPROVED PROJECT (EPAP) CONDITIONS**

#	Intersection	Control	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	61	E	31	C	28	C
2	Childs Avenue / Coffee Street	Signal	21	B	19	C	16	B
3	Gerard Avenue / Coffee Street	AWS	6	A	4	A	3	A
4	Gerard Avenue / Pluim Drive SB approach EB left turn	SB Stop	4	B	4	A	3	A
			3	A	3	A	1	A
5	Gerard Avenue / Campus Parkway	Signal	9	A	12	B	10	B
6	Coffee Street / North School Access EB approach NB left turn	EB Stop	0	A	4	A	3	A
			0	-	0	-	0	-
7	Coffee Street / Central School Access EB approach NB left turn	EB Stop	4	A	4	A	3	A
			2	A	0	-	0	-
8	Coffee Street / South School Access EB approach	EB Stop	4	A	4	A	4	A
9	Coffee Street / Parsons Avenue	AWS	5	A	5	A	6	A
10	Mission Avenue / SB SR 99 ramps	Signal	7	A	8	A	8	A
11	Mission Avenue / NB SR 99 ramps	Signal	6	A	6	A	6	A
12	Campus Parkway / Coffee Street	AWS	10	B	16	B	26	D
13	Coffee Street / E. Mission Avenue WB approach SB left turn	WB Stop	3	A	3	A	3	A
			2	A	3	A	2	A

Roadway Segment Traffic Volumes and Levels of Service. Table 12 compares existing traffic volumes with the sum of current volumes and the trips associated with Approved Projects (i.e., Existing Plus Approved Projects Conditions). As indicated, all streets will carry volumes that are indicative of LOS C or D conditions, which satisfy the City’s minimum LOS D standard.

Traffic Signal Warrants. Table 13 summarizes the results of review of Existing Plus Approved Projects peak hour traffic volumes in comparison to MUTCD peak hour warrant requirements. As indicated, in the Saturday peak hour the **Campus Parkway / Coffee Street intersection** will carry traffic volumes that reach the level that would satisfy traffic signal warrants.

**TABLE 12
EXISTING PLUS APPROVED PROJECTS
DAILY TRAFFIC VOLUMES AND LEVEL OF SERVICE**

Street	From	To	Classification	Existing Conditions		Existing Plus Approved Projects		
				Daily Volume	LOS	Daily Volume		LOS
						Added	Total	
Campus Parkway	SR 99	Coffee Street	4 lane Expressway	5,385	C	10,000	15,385	C
	Coffee Street	Gerard Avenue	4 lane Expressway	3,490	C	3,475	6,965	C
	Gerard Avenue	Childs Avenue	4 lane Expressway	2,998	B	1,925	4,923	C
Coffee Street	Childs Avenue	Gerard Avenue	2 lane Collector	2,182	C	2,240	4,422	C
	Parsons Avenue	Campus Parkway	2 lane Collector	1,230	C	6,550	7,780	D
	Campus Parkway	Mission Avenue	2 lane Collector	1,060	C	2,550	3,610	C
SR 99	Childs Avenue	Mission Avenue	6 lane Freeway	40,000	B	6,600	46,600	C
	Mission Avenue	South	6 lane Freeway	40,000	B	2,500	42,500	C

**TABLE 13
EXISTING PLUS APPROVED PROJECTS
TRAFFIC SIGNAL WARRANTS STATUS**

#	Intersection	Peak Hour Warrant Satisfied?		
		AM	PM	Saturday
3	E Gerard Avenue / Coffee Street	No	No	No
4	E Gerard Avenue / Pluim Drive	No	No	No
12	Campus Pkwy/ Coffee Street	No	No	Yes
13	S Coffee Street / Mission Avenue	No	No	No

PROJECT CHARACTERISTICS

Project Use / Access Characteristics

The Merced Gateway plan includes a variety of specific land uses located north and south of Campus Parkway. The development plan includes eleven points of access that are also evaluated in this analysis.

Trip Generation Rates. The number of vehicle trips that are expected to be generated by development of the proposed project has been estimated using trip generation rates based on the nature and size of project land uses. Data compiled by the Institute of Transportation Engineers (ITE) and presented in the publication *Trip Generation, 9th Edition* (Institute of Transportation Engineers 2012) is the source of trip generation rates for the uses within the proposed project. The trip generation rates used in this analysis are presented in Table 14.

A conservative approach has been taken to estimate project trip generation which yields a “worst case” assessment. As indicated, available rates have been employed for those areas with a specific land use designation, including those areas designated for food services, gasoline sales, supermarket and Movie Theater. Those areas broadly designated as “retail” have been assigned trip generation rates based on the ITE “Shopping Center” designation and use of the regression equations accompanying land use category 820.

Trip Generation Forecasts. Table 15 identifies the results of applying the identified trip generation rates to the land use inventory. As indicated, build out of the plan would result in a “gross” total of 39,460 daily trips, with 2,146 trips occurring in the a.m. peak hour and 3,250 trips expected in the weekday p.m. peak hour and 4,768 trips occurring in the Saturday peak hour.

A portion of these trips would likely be made between uses on the site, a 5% of the gross trips have been assumed to be “internal”.

Similarly, many of the trips associated with retail uses are typically drawn from the stream of background traffic passing the site as part of another trip. Because existing traffic volumes in the area of the project are relatively small, these “pass-by” trips would represent a very minor share of the project’s total trip generation under “Existing Plus Project” conditions. However, Table 15 identifies the typical share of the trips associated with various retail uses when background conditions are more favorable, as would be the case under long term Year 2035 conditions. Under Year 2035 conditions after discount for “pass-by” trips the project could be expected to result in 26,643 net new trips on a daily basis, with 1,283 new trips in the a.m. peak hour, 2,229 new trips in the p.m. peak hour and 3,200 new trips in the peak Saturday hour.

**TABLE 14
MERCED GATEWAY
TRIP GENERATION RATES**

Code	Description	Unit	Trip Generation Rates per unit									
			Daily	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
220	Multiple Family Residential	Dwelling Unit	6.65	20%	80%	0.51	65%	35%	0.62	50%	50%	0.52
-	Fire Station	Firefighter	4.34	50%	50%	2.00	50%	50%	2.00	5%	50%	0.50
-	Transit Center	each	20	50%	50%	2.00	50%	50%	2.00	-	-	-
934	Fast Food Restaurant with drive-thru	ksf	496.12	51%	49%	45.42	52%	48%	32.65	51%	49%	59.00
946	Gasoline Sales with C-store	Fueling Position	152.84	51%	49%	11.84	51%	49%	13.86	50%	50%	19.46
932	Sit Down Restaurant	ksf	127.15	55%	45%	10.81	60%	40%	9.95	53%	47%	14.07
850	Supermarket	ksf	102.24	62%	38%	3.40	51%	49%	9.48	51%	49%	10.65
861	Sporting Goods Superstore	ksf	18.40	62%	38%	0.91	48%	52%	1.84	51%	49%	3.84
810	Tractor Supply Store	ksf	14.00	62%	38%	0.91	47%	53%	1.40	49%	51%	3.17
820	SC Retail (400 ksf+)	ksf	41.80	62%	38%	0.91	48%	52%	3.79	52%	48%	5.38
445	Movie Theater	ksf	62.65	-	-	-	62%	38%	4.91	75%	25%	4.70
310	Motel / Hotel	room	8.17	59%	41%	0.53	51%	49%	0.60	56%	44%	0.72

**TABLE 15
MERCED GATEWAY TRIP GENERATION FORECASTS**

Area	Description	Quantity	Trip Generation Rates per unit									
			Daily	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
North	Multiple Family Residential	178 du	1,183	18	73	91	72	38	110	46	47	93
	Fire Station	4 fire fighters	17	4	4	8	4	4	8	1	1	2
	Transit Center	1	20	1	1	2	1	1	2	0	0	0
	Sit-Down Restaurants (5)	26.62 ksf	3,385	158	130	288	149	100	249	199	176	375
	Movie Theater	38.77 ksf	2,429	0	0	0	118	72	190	137	45	182
	Supermarket	54.18 ksf	5,540	114	70	184	262	252	514	294	283	577
	Retail	242.61 ksf	10,141	137	84	221	441	478	919	679	626	1,305
Total			22,715	432	362	794	1,047	945	1,992	1,356	1,178	2,534
South	Fast Food Restaurant with drive-thru (4)	21.45 sf	10,642	497	477	974	364	336	700	645	621	1,266
	Gasoline Sales with C-store	12 Fueling Position	1,834	72	70	142	85	81	166	117	117	234
	Sit Down Restaurant (1)	4.33 ksf	551	26	21	47	25	16	41	32	29	61
	Sporting Good Superstore	131.19 ksf	2,414	74	45	119	116	125	241	257	247	504
	Tractor Supply Store	21.28 ksf	298	12	7	19	14	16	30	33	34	67
	SC Retail (400 ksf+)	8.24 ksf	344	5	3	8	15	16	31	23	21	44
	Hotel	81 rooms	662	25	18	43	25	24	49	33	25	58
Total			16,745	711	641	1352	644	614	1,258	1,140	1,094	2,234
Total Project Trips - Gross			39,460	1,143	1,003	2,146	1,691	1,559	3,250	2,496	2,272	4,768
Less Internal Trips (5%)			1,973	57	50	107	85	78	163	125	114	239
External Trips			37,487	1,086	953	2,039	1,606	1,481	3,087	2,371	2,158	4,529
Pass-By Trips												
Fast Food Restaurants (50% of external)			4,789	236	227	463	173	160	333	306	295	601
Gasolines sales (50% of external)			871	34	33	67	40	38	78	56	56	112
Sit Down Restaurants (35% of external)			1,309	61	50	111	58	39	97	77	68	145
Supermarket (36% of external)			1,994	39	24	63	90	86	176	101	97	198
All other Retail (15% of external)			1,881	32	20	52	79	90	174	141	132	274
Total Pass-By			10,844	402	354	756	440	413	858	681	648	1330
Total Net New External Trips			26,643	684	599	1,283	1,166	1,068	2,229	1,690	1,510	3,200

Trip Distribution. The geographic distribution of vehicle trips associated with the proposed project has been determined from review of select zone analysis results from the MCAG regional travel demand forecasting model, consideration of the nature of land uses in each area and consideration of current travel patterns. For example, many of the south area uses are “convenience oriented” retail uses that will be more likely to draw traffic from SR 99 than would the community oriented uses in the northern area. Thus the share of trips oriented south on SR 99 is greater for the south area than for the north.

Because the eventual extension of Campus Parkway will have a tangible effect on circulation choices select zone analysis was conducted for a model Year 2010 scenario which reflects Campus Parkway’s current terminus at Childs Avenue and for a Year 2035 condition that assumes Campus Parkway is extended to Yosemite Avenue.

Direction	Percent of Total Trips			
	North Area		South Area	
	EPAP	Year 2035	EPAP	Year 2035
North on SR 99	54%	29%	48%	27%
South on SR 99	12%	22%	23%	31%
West on Mission Avenue	7%	10%	6%	8%
West on Childs Avenue	3%	5%	3%	4%
North on Parsons Avenue	4%	2%	4%	2%
North on Coffee Street	2%	2%	0%	1%
North on Campus Parkway	0%	21%	0%	19%
East of Childs Avenue	4%	1%	3%	1%
East on Gerard Avenue	1%	1%	1%	1%
Residential Areas South of SR 140 and East of SR 99	8%	5%	5%	4%
East on Mission Avenue	0%	1%	1%	1%
South on Marino Way	0%	1%	1%	1%
Internal	5%	0%	5%	0%
	100.00%	100.00%	100.00%	100.00%

Trip Assignment. Figures 8 and 9 illustrate “project only” trips through study area intersections and at project driveways under the short term future condition (i.e., Existing Plus Project and EPAP Plus Project conditions with the project access as proposed).

Figures 10 and 11 present “project only” trips under a short term condition that assumes the project was re-configured to be consistent with the General Plan Circulation Element. Under this alternative the proposed Central Access on Campus Parkway would be closed and full access would be created at the Campus Parkway / Plum Drive intersection.

Project Improvements – Proposed Circulation. The project will install frontage improvements along Gerard Avenue, Coffee Street and Mission Avenue. The proposed project includes development of right turn only access to Campus Parkway at two locations on the north and south sides of the street. The conceptual plan indicates that the Campus Parkway access will be accompanied by right turn acceleration and deceleration lanes, and that the westbound acceleration will continue into a separate westbound right turn lane at the Campus Parkway / Coffee Street intersection.

The project will reconstruct the Coffee Street / Parsons Avenue intersection, and given the current roadway width, this analysis assumes that the intersection will have separate left turn lanes on each approach and will be controlled by an all-way stop.

No additional improvements that would alter existing roadway geometry have been assumed under the “Access as Proposed” alternative.

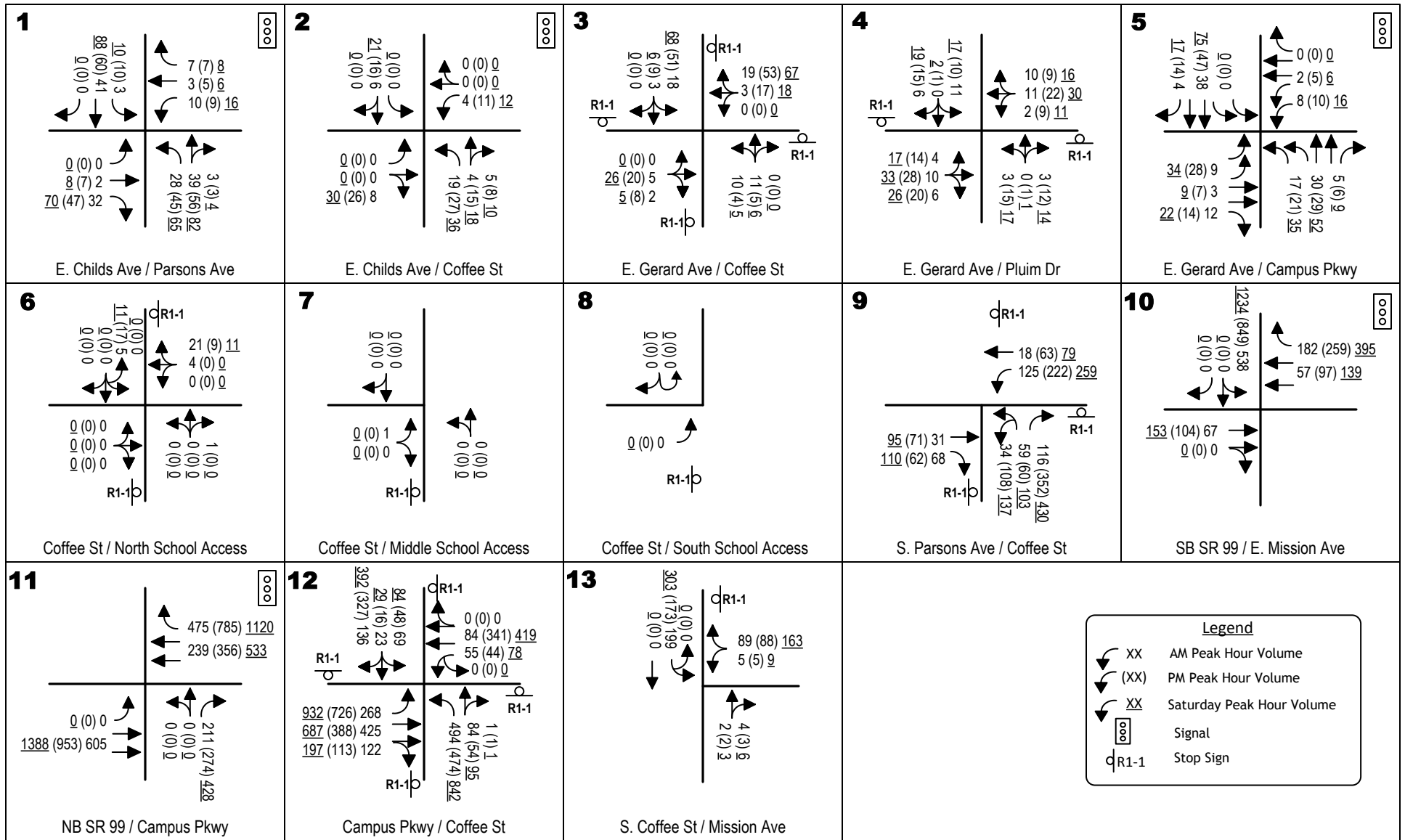
Project Improvements – GP Circulation Access Alternative. Alternative improvements have been assumed under the General Plan circulation system access alternative. Based on City of Merced direction, the Campus Parkway / Plum Drive intersection is assumed to be configured with separate left turn and right turn lanes on each approach, and the intersection is assumed to be controlled by stop signs on the Plum Drive approaches. Separate left turn lanes have again been assumed at the Coffee Street / Parsons Avenue intersection.

The Campus Parkway / Coffee Street would be reconfigured to limit the northbound and southbound Coffee Street approaches to right turn only, while eastbound and westbound left turns from Campus Parkway will occur.

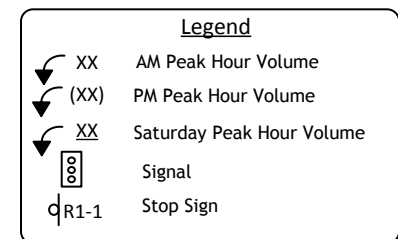
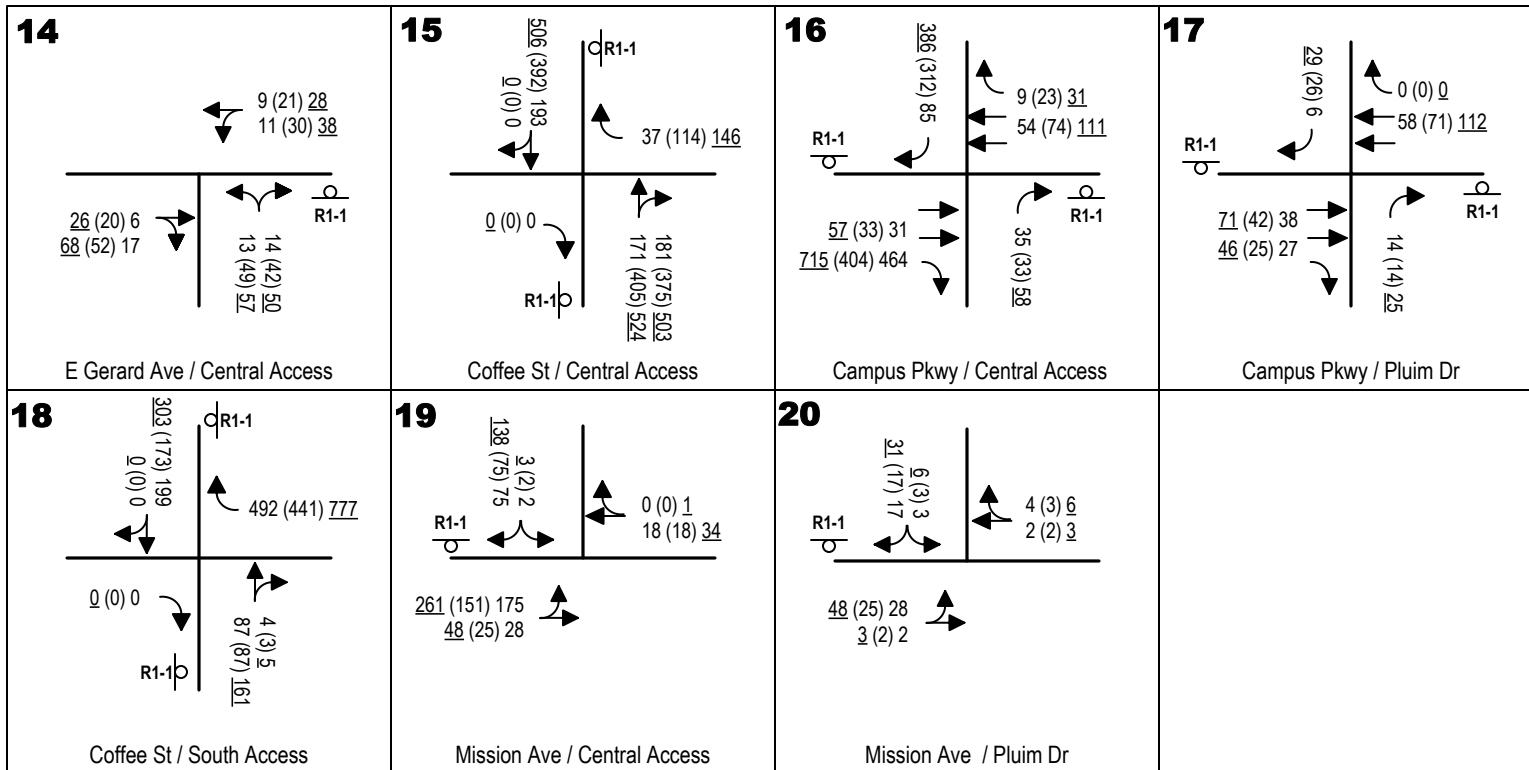
Truck Access – Proposed Project. Retail businesses attract truck traffic to stock stores and supply restaurants. Truck access to the rear of some of the major stores is identified in the conceptual site plan. In the south area inbound truck traffic would occur for the assumed Sporting Goods Superstore via the eastern right-turn-only connection to Campus Parkway or via Mission Avenue, and exiting truck traffic would likely use Mission Avenue to Coffee Street. The trucks destined for fast food restaurants and gasolines sales in this area would follow a similar travel pattern.

The rear of the supermarket illustrated in the northern commercial area is accessible from the Parsons Avenue extension, via the eastern connection to Campus Parkway, and to a lesser extent via the eastern connection to Gerard Avenue opposite Plum Drive. Outbound truck traffic could use the Parsons Avenue extension, or the connections to Campus Parkway.

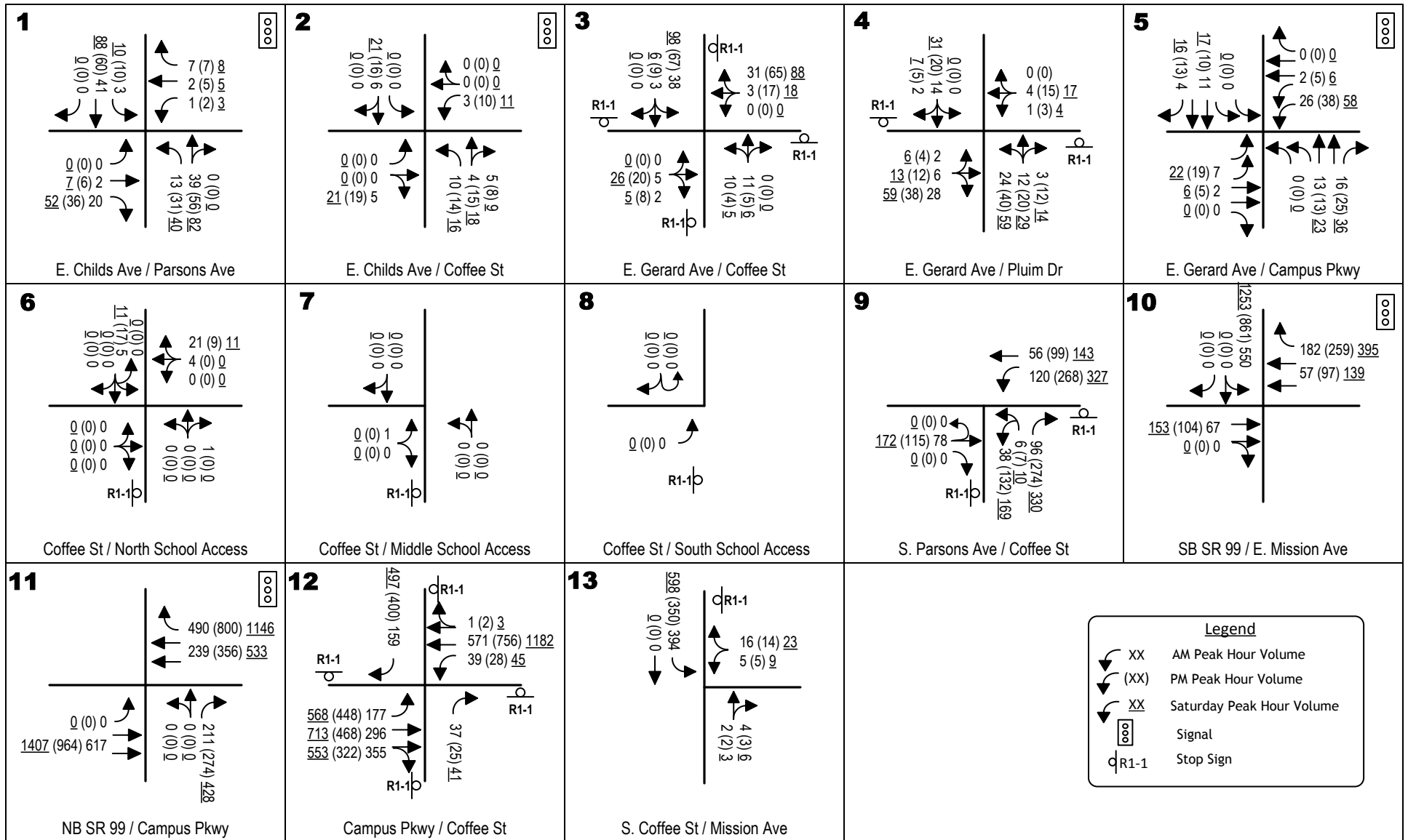
Truck Access – GP Circulation. It is likely that the site would be reconfigured if developed under the General Plan alternatives with a public road along the eastern project boundary leading to a signalized intersection on Campus Parkway. Building orientations may change. However, it is possible that major stores with truck access requirements would be positioned to allow loading docks ready access to the Plum Drive extension, and full access would be available at the signalized Campus Parkway / Plum Drive intersection.



PROJECT ONLY / ACCESS AS PROPOSED
 TRAFFIC VOLUMES AND LANE CONFIGURATIONS



PROJECT ONLY/ ACCESS AS PROPOSED
 TRAFFIC VOLUMES AND LANE CONFIGURATIONS

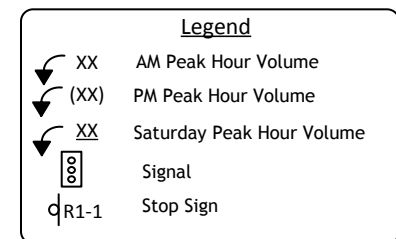
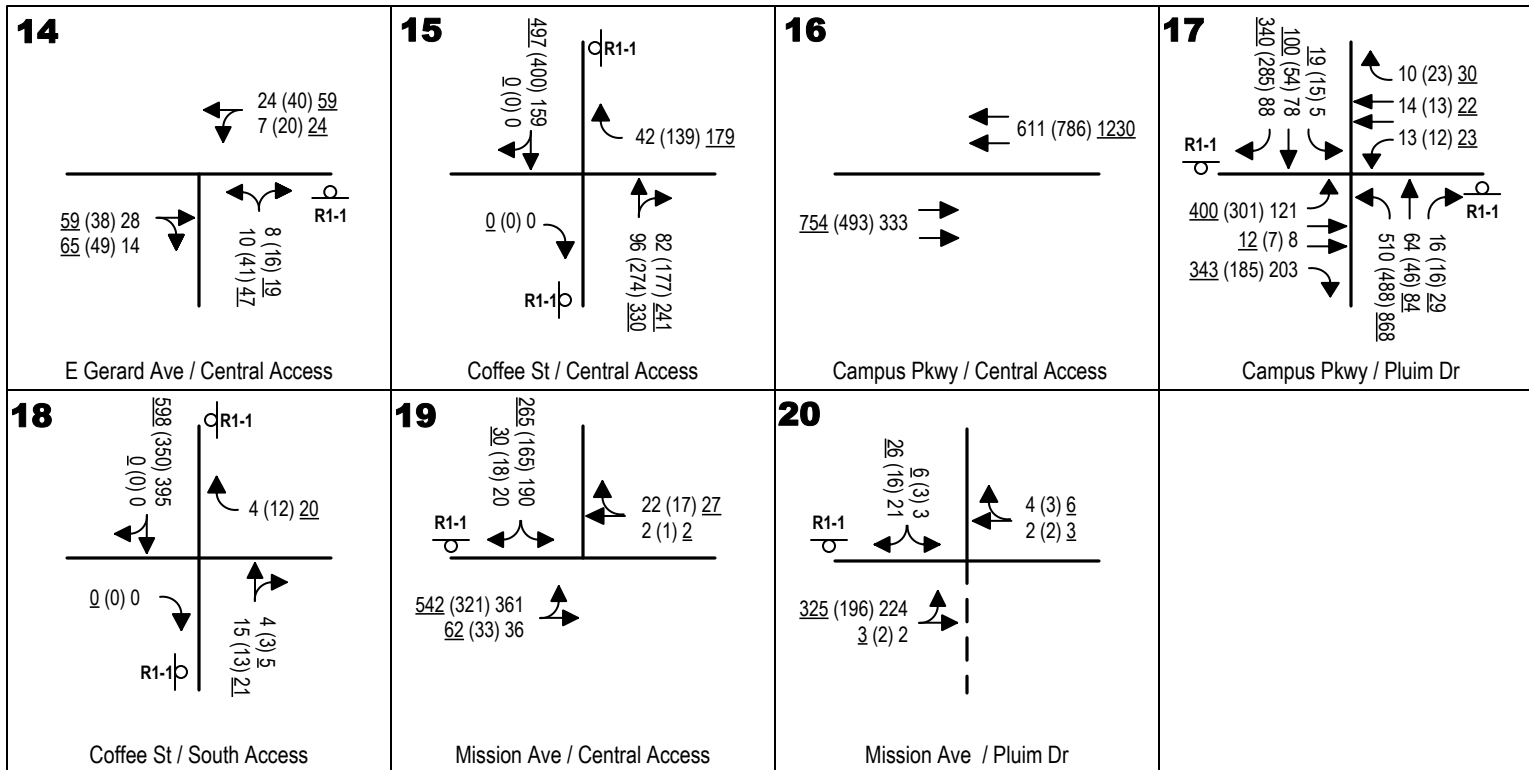


PROJECT ONLY WITH GENERAL PLAN STREETS
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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PROJECT ONLY WITH GENERAL PLAN STREETS
 TRAFFIC VOLUMES AND LANE CONFIGURATIONS

EXISTING PLUS MERCED GATEWAY CONDITIONS

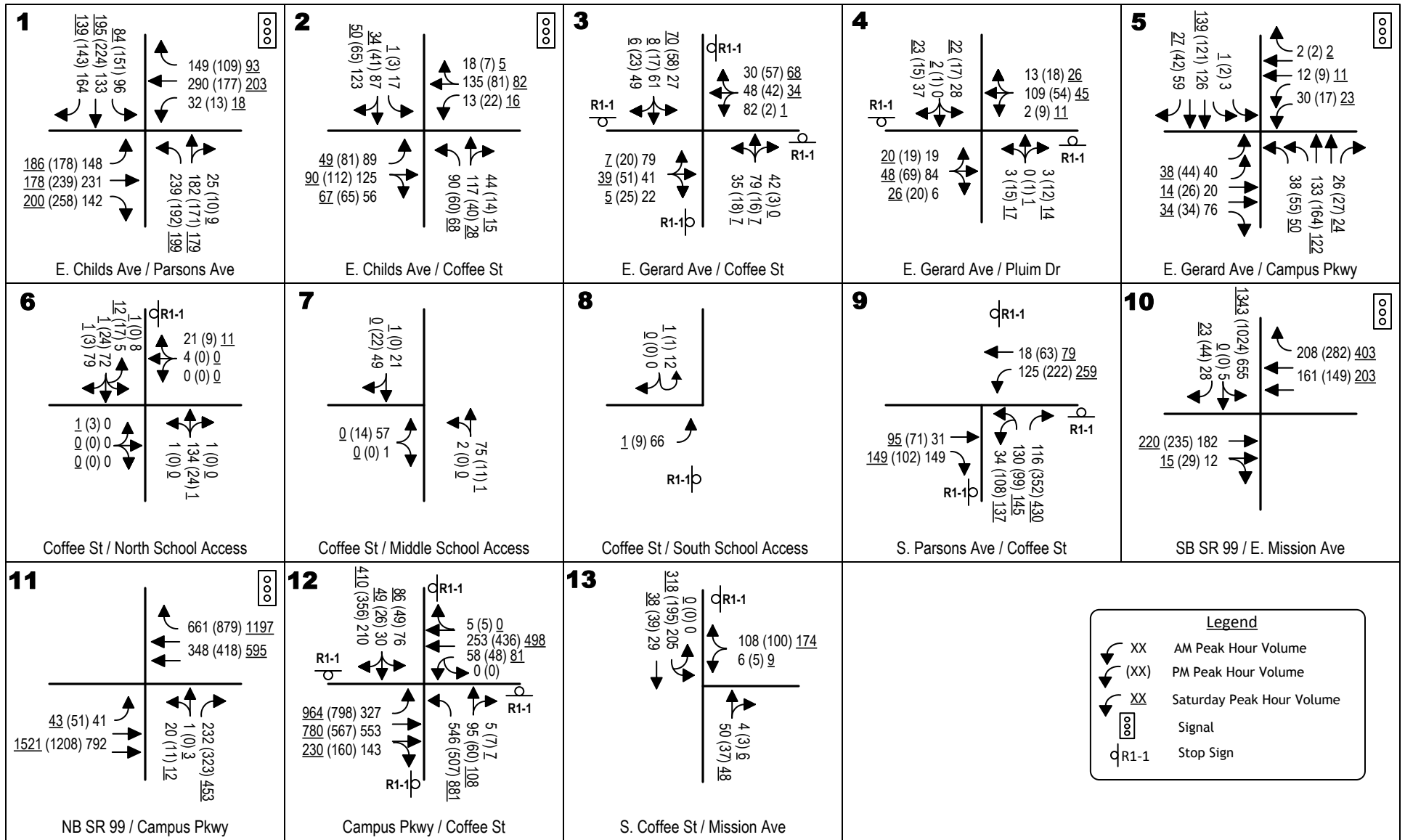
This analysis scenario assumes that the Merced Gateway project precedes the other Approved Projects and is fully built out.

Traffic Volumes

Traffic Diversions. Under the General Plan Circulation Alternative traffic that today turns left onto Campus Parkway at Coffee Street or continues across the expressway would be diverted, primarily to the Campus Parkway / Pluim Drive intersection. The diverted hourly volumes are tabulated in Table 17.

TABLE 17 SHORT TERM TRAFFIC DIVERSION			
Movements	Hourly Volume Diverted		
	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Northbound Coffee Street Diversion to Pluim Drive under GP Circulation Alternative	63 vph	39 vph	52 vph
Southbound Coffee Street Diversion to Pluim Drive under GP Circulation Alternative	14 vph	11 vph	22 vph

Existing Plus Project Traffic Volumes. Figures 12 and 13 present resulting a.m., p.m. and Saturday peak hour volumes assuming the project is built out with access as proposed. Figures 14 and 15 illustrate corresponding volume assuming the project proceeds with the adopted General Plan Circulation layout and Coffee Street remains closed north of Parsons Avenue.

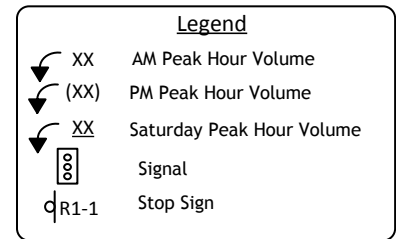
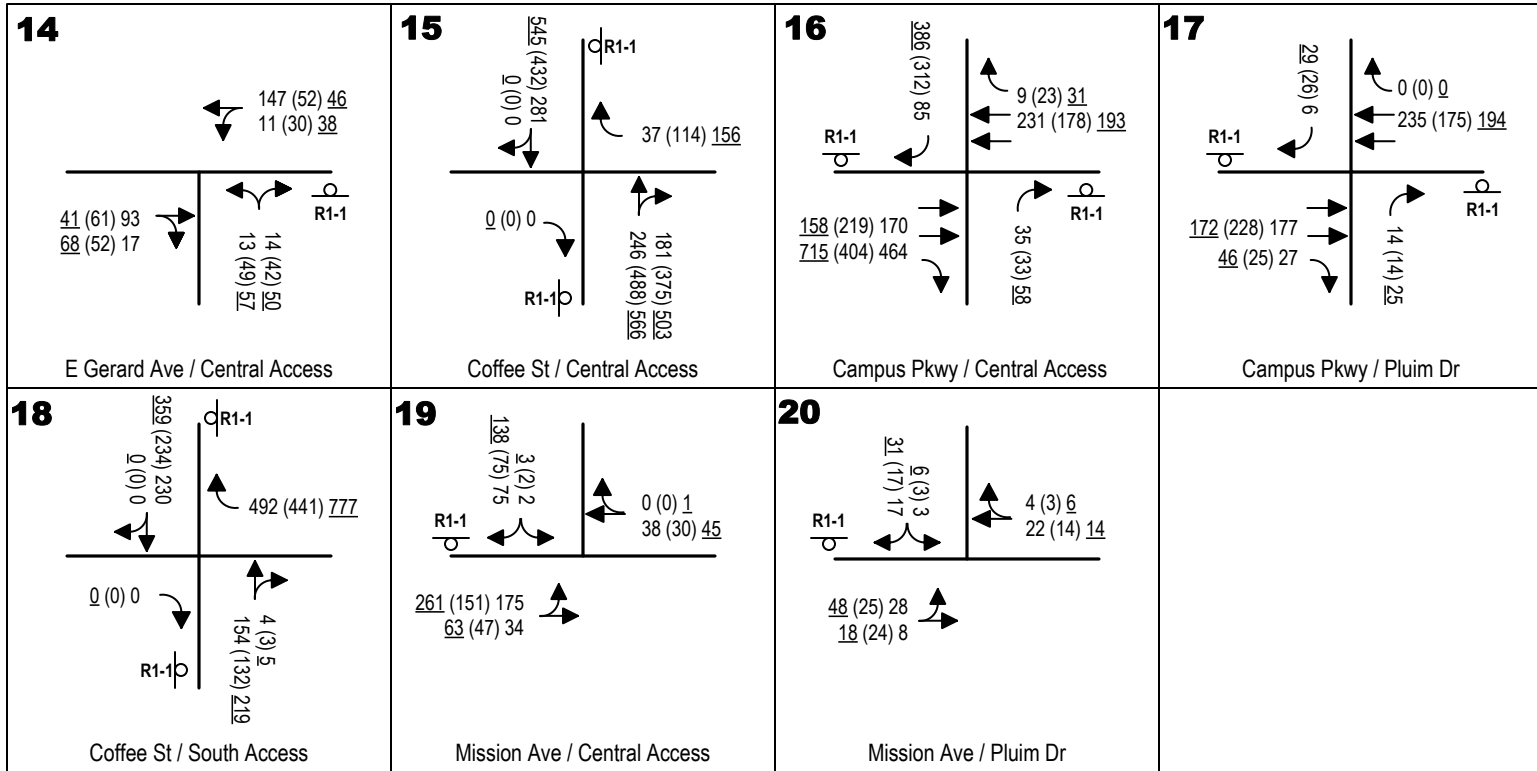


EXISTING PLUS PROJECT / ACCESS AS PROPOSED
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

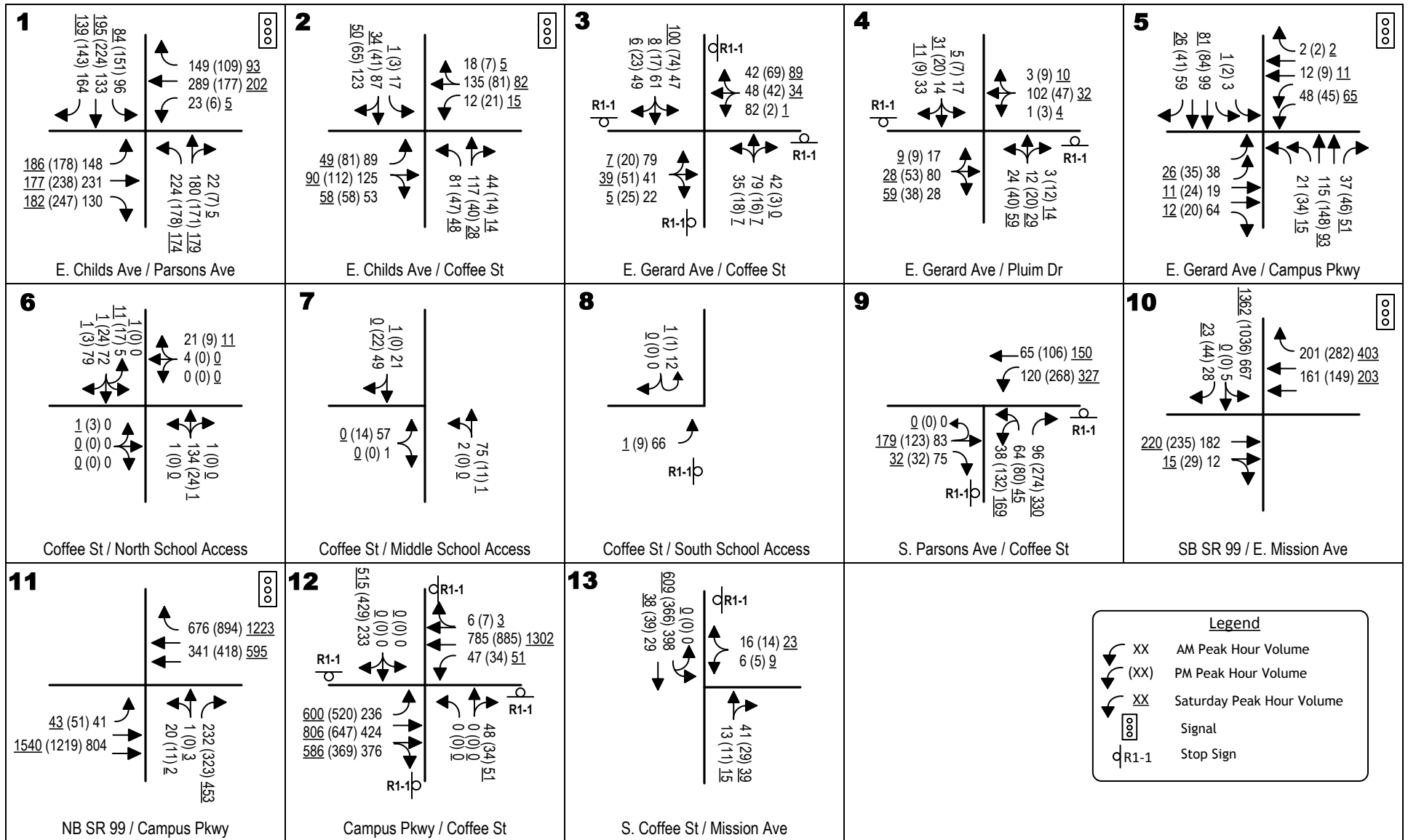
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EXISTING PLUS PROJECT / ACCESS AS PROPOSED
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

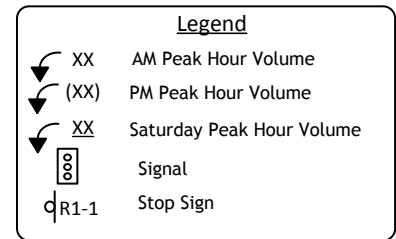
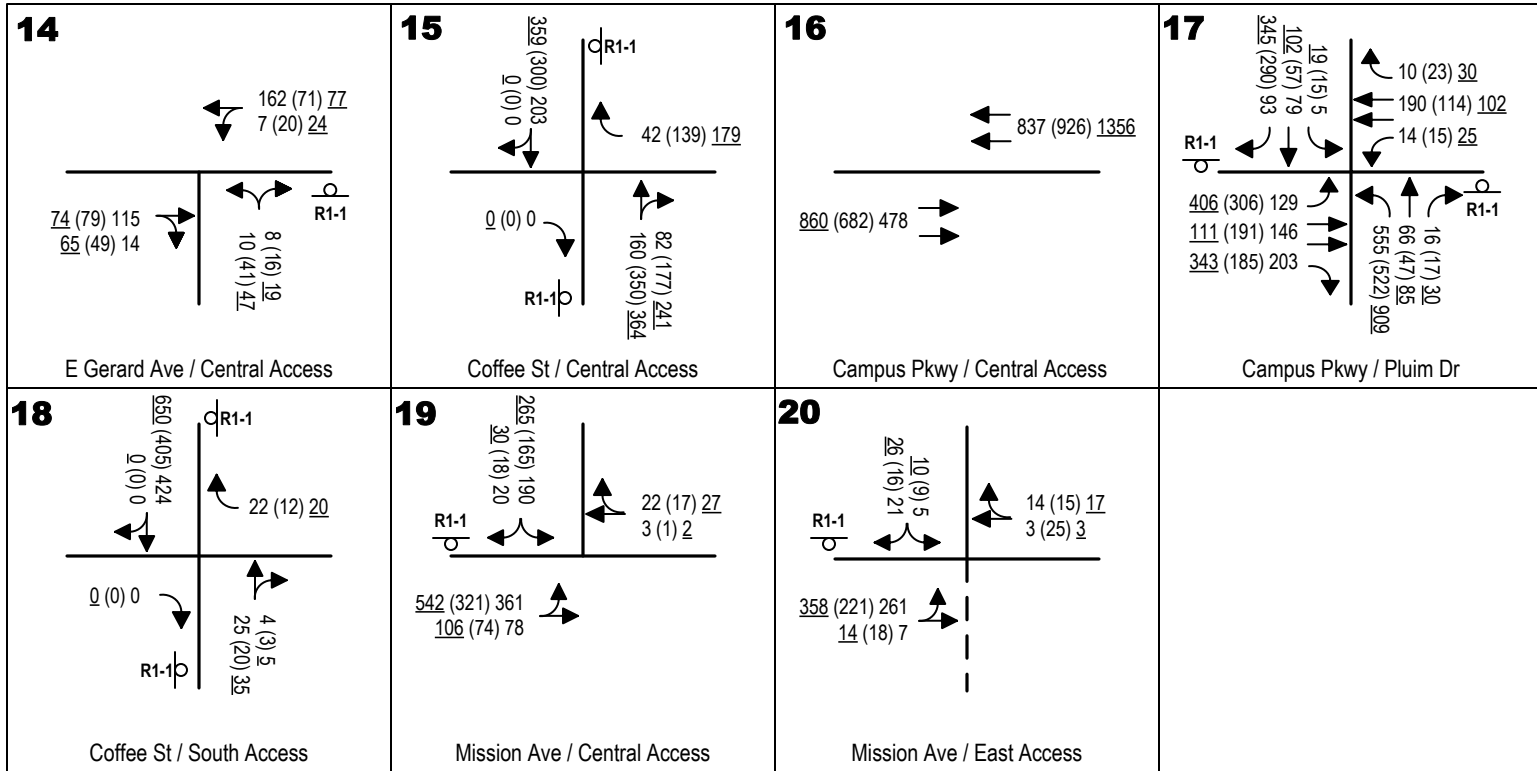


EXISTING PLUS PROJECT WITH GENERAL PLAN STREETS
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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EXISTING PLUS PROJECT WITH GENERAL PLAN STREETS
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Intersection Level of Service

Tables 18, 19 and 20 present the a.m., p.m. and Saturday peak hour Level of Service at each study intersection under Existing Plus Project conditions under both access scenarios (i.e., Access as Proposed and with adopted General Plan Circulation).

**TABLE 18
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR**

#	Intersection	Control	AM Peak Hour					
			Existing		Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	26.2	C	27	C	25	C
2	Childs Avenue / Coffee Street	Signal	16.2	B	18	B	18	C
3	Gerard Avenue / Coffee Street	AWS	10.8	B	7	A	7	A
4	Gerard Avenue / Plum Drive	NB/SB Stop	10.0	B	3	A	6	A
	SB approach		-	-	3	A	5	A
	NB approach		7.6	A	1	A	1	A
	EB left turn		-	-	1	A	1	A
4	WB left turn							
5	Gerard Avenue / Campus Parkway	Signal	13.7	B	7	A	7	A
6	Coffee Street / North School Access	EB/WB Stop	0.0	-	0	-	-	A
	EB approach		-	-	3	A	3	A
	WB approach		7.8	A	2	A	2	A
	NB left turn		-	-	3	A	3	A
6	SB left turn							
7	Coffee Street / Central School Access	EB Stop	10.7	B	5	A	5	A
	EB approach		7.5	A	0	A	0	-
7	NB left turn							
8	Coffee Street / South School Access	EB Stop	0.0	-	5	A	5	A
8	EB approach							
9	Coffee Street / Parsons Avenue	AWS	7.8	A	4	A	5	A
10	Mission Avenue / SB SR 99 ramps	Signal	6.5	A	76	F	12	B
11	Mission Avenue / NB SR 99 ramps	Signal	7.1	A	74	F	8	A
12	Campus Parkway / Coffee Street	AWS	10.0	A	108	F	13	B
13	Coffee Street / E. Mission Avenue	WB Stop	8.6	A	30	D	4	A
	WB approach		7.3	A	1	A	2	A
13	SB left turn							

TABLE 18 (continued)
EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

#	Intersection	Control	AM Peak Hour					
			Existing		Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach WB left	NB Stop	-	-	3 1	A A	3 1	A A
15	Coffee Street / Central Access EB approach	WB Stop	-	-	3	A	3	A
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	-	-	2 2	A A	-	-
17	Campus Parkway / Pluim Drive NB approach SB approach EB left turn WB left turn	NB/SB Stop	-	-	1 2	A A	265 20 3 4	F C A A
18	Coffee Street / South Access WB approach	WB Stop	-	-	160	F	2	A
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	-	-	5 2	A A	14 2	B A
20	Mission Avenue / Pluim Drive SB approach EB left turn	SB Stop	-	-	1 1	A A	2 45	A E

**TABLE 19
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR**

#	Intersection	Control	PM Peak Hour					
			Existing		Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	20.3	C	24	C	24	C
2	Childs Avenue / Coffee Street	Signal	13.5	B	12	B	12	B
3	Gerard Avenue / Coffee Street	AWS	7.3	B	5	A	6	A
4	Gerard Avenue / Plum Drive	NB/SB Stop	-	-	2	A	5	A
	SB approach		-	-	2	A	5	A
	NB approach		8.9	A	3	A	6	A
	EB left turn		7.3	A	1	A	1	A
	WB left turn	-	-	1	A	1	A	
5	Gerard Avenue / Campus Parkway	Signal	10.9	B	7	A	7	A
6	Coffee Street / North School Access	EB/WB Stop	-	-	5	A	5	A
	EB approach		-	-	4	A	1	A
	WB approach		8.9	A	0	-	0	-
	NB left turn		-	-	3	A	2	A
	SB left turn	-	-	3	A	2	A	
7	Coffee Street / Central School Access	EB Stop	8.7	A	4	A	4	A
	EB approach		0.0	-	0	-	0	-
	NB left turn	-	-	0	-	0	-	
8	Coffee Street / South School Access	EB Stop	0.0	-	4	A	4	A
9	Coffee Street / Parsons Avenue	AWS	7.4	A	94	F	6	A
10	Mission Avenue / SB SR 99 ramps	Signal	6.8	A	713	F	32	C
11	Mission Avenue / NB SR 99 ramps	Signal	6.7	A	128	F	14	B
12	Campus Parkway / Coffee Street	AWS	8.5	A	154	F	32	D
13	Coffee Street / E. Mission Avenue	WB Stop	8.5	A	941	F	5	A
	WB approach		7.3	A	1	A	7	B
	SB left turn	-	-	-	-	-	-	

TABLE 19 (continued)
EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

#	Intersection	Control	PM Peak Hour					
			Existing		Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach WB left	NB Stop	-	-	3 1	A A	3 1	A A
15	Coffee Street / Central Access EB approach	WB Stop	-	-	15	A	4	A
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	-	-	2 75	A F	-	-
17	Campus Parkway / Pluim Drive NB approach SB approach EB left turn WB left turn	NB/SB Stop	-	-	1 2 0 0	A A - -	519 19 4 4	F C A A
18	Coffee Street / South Access WB approach	WB Stop	-	-	187	F	2	A
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	-	-	24 2	C A	127 21	F C
20	Mission Avenue / Pluim Drive SB approach EB left turn	SB Stop	-	-	1 1	A A	2 399	A F

**TABLE 20
EXISTING PLUS PROJECT CONDITIONS – SATURDAY PEAK HOUR**

#	Intersection	Control	Saturday Peak Hour					
			Existing		Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	19.7	B	23	C	22	B
2	Childs Avenue / Coffee Street	Signal	12.4	B	12	B	10	B
3	Gerard Avenue / Coffee Street	AWS	7.1	A	4	A	5	A
4	Gerard Avenue / Plum Drive	NB/SB Stop	-	-	3	A	6	A
	SB approach		-	-	3	A	6	A
	NB approach		8.7	A	2	A	6	A
	EB left turn		7.3	A	1	A	1	A
	WB left turn	-	-	1	A	1	A	
5	Gerard Avenue / Campus Parkway	Signal	9.7	A	7	A	6	A
6	Coffee Street / North School Access	EB/WB Stop	-	-	-	-	-	-
	EB approach		8.5	A	0	-	0	-
	WB approach		-	-	1	A	1	A
	NB left turn		-	-	0	-	0	-
	SB left turn	-	-	3	A	3	A	
7	Coffee Street / Central School Access	EB Stop	-	-	-	-	-	-
	EB approach		0.0	-	0	-	0	-
	NB left turn	0.0	-	0	-	0	-	
8	Coffee Street / South School Access	EB Stop	-	-	-	-	-	-
	EB approach	0.0	-	0	A	0	A	
9	Coffee Street / Parsons Avenue	AWS	7.1	A	266	F	8	A
10	Mission Avenue / SB SR 99 ramps	Signal	6.3	A	748	F	115	F
11	Mission Avenue / NB SR 99 ramps	Signal	6.9	A	142	F	95	F
12	Campus Parkway / Coffee Street	AWS	8.0	A	163	F	63	F
13	Coffee Street / E. Mission Avenue	WB Stop	-	-	-	-	-	-
	WB approach		8.6	A	163	F	4	A
	SB left turn	7.3	A	1	A	25	D	

TABLE 20 (continued)
EXISTING PLUS PROJECT CONDITIONS – SATURDAY PEAK HOUR

#	Intersection	Control	Saturday Peak Hour					
			Existing		Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach WB left	NB Stop	-	-	4 2	A A	3 2	A A
15	Coffee Street / Central Access EB approach	WB Stop	-	-	28	D	4	A
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	-	-	2 136	A F	-	-
17	Campus Parkway / Plum Drive NB approach SB approach EB left turn WB left turn	NB/SB Stop	-	-	1 2 - -	A A - -	541 48 4 5	F E A A
18	Coffee Street / South Access WB approach	WB Stop	-	-	292	F	2	A
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	-	-	72 2	F A	279 44	F E
20	Mission Avenue / Plum Drive SB approach EB left turn	SB Stop	-	-	1 1	A A	2 538	A F

Conditions with Access as Proposed. If the project is developed with access as proposed and no additional improvements are made, then the following eight intersections are projected to operate with Levels of Service that exceed the minimum LOS D standard, as noted in Table 21. As indicated, nine intersections or driveways will operate with Level of Service that exceeds the LOS D minimum.

It is important to note that the conditions at many locations are not the result of traffic volumes in excess of intersection capacity. Instead, simulation results indicate that queueing from adjoining major intersections that operate poorly extends to many locations and results in overall delays that are in excess of standard. The primary factor in this regard is the capacity of the all-way stop control at the Campus Parkway / Coffee Street intersection. Peak period queues from this intersection extend in all directions and result in deficient Level of Service at the SR 99 ramp intersections, at the Gerard Avenue / Coffee Street intersection and at the Coffee Street / Mission Avenue intersection.

**TABLE 21
SUMMARY OF LOS DEFICIENCIES
EXISTING PLUS PROJECT CONDITIONS**

#	Intersection	LOS in Excess of LOS D					
		Access as Proposed			General Plan Circulation		
		AM	PM	Saturday	AM	PM	Saturday
9	Coffee St / Parsons Ave	-	Yes	Yes	-	-	-
10	Mission Ave / SB SR 99	Yes	Yes	Yes	-	-	Yes
11	Mission Ave / NB SR 99	Yes	Yes	Yes	-	-	Yes
12	Campus Pkwy / Coffee St	Yes	Yes	Yes	-	-	Yes
13	Coffee St / Mission Ave	-	Yes	Yes	-	-	-
16	Campus Pkwy / Central Access	-	Yes	Yes			
17	Campus Pkwy / Pluim Dr	-	-	-	Yes	Yes	Yes
18	Coffee St / South Access	Yes	Yes	Yes	-	-	-
19	Mission Ave / Central Access	-	-	Yes	-	Yes	Yes
20	Mission Ave / Pluim Dr	-	-	-	Yes	Yes	Yes

General Plan Circulation Plan Access. Table 22 also summarizes the locations with Level of Service in excess of LOS D if the project is built out with circulation that is consistent with the General Plan Circulation Element. Six intersections or driveways would have a deficient Level of Service. In the case, queueing would be less of an issue at the Coffee Street / Campus Parkway intersection, but would now result at the side-street stop controlled Campus Parkway / Pluim Drive intersection. The Mission Avenue / SR 99 ramps intersections would be affected on Saturday, and queueing from Campus Parkway would extend to the driveways on Mission Avenue.

Roadway Segment Level of Service

Table 23 compares existing daily traffic volumes with the volumes occurring if the proposed project is built out with access as proposed, and if General Plan Circulation diagram is implemented. As indicated, in either case the daily traffic volume on Campus Parkway between SR 99 and Coffee Street would be indicative of LOS D or better conditions under the General Plan LOS thresholds.

If the proposed project is built out, then the daily traffic volume on **Coffee Road between Parsons Avenue and Campus Parkway would operate at LOS F** under the General Plan LOS thresholds. All other segments would operate at LOS D or better,

If the project proceeds with the General Plan Circulation system, all remaining segments would operate at LOS C or D.

**TABLE 22
EXISTING PLUS MERCED GATEWAY WITH ACCESS AS PROPOSED
DAILY TRAFFIC VOLUMES AND LEVEL OF SERVICE**

Street	From	To	Classification	Existing Conditions		Existing Plus Project Access as Proposed		LOS
				Daily Volume	LOS	Daily Volume		
						Added	Total	
Campus Parkway	SR 99	Coffee Street	4 lane Expressway	5,385	C	28,600	33,985	D
	Coffee Street	Central Access	4 lane Expressway	3,490	C	10,000	13,490	C
	Central Access	Pluim Drive	4 lane Expressway	3,490	C	2,050	5,540	C
	Pluim Drive	Gerard Avenue	4 lane Expressway	3,490	C	1,600	5,090	C
	Gerard Avenue	Childs Avenue	4 lane Expressway	2,998	B	1,450	4,448	C
Coffee Street	Childs Avenue	Gerard Avenue	2 lane Collector	2,182	C	1,200	3,382	C
	Parson Avenue	Campus Parkway	2 lane Collector	1,230	C	13,400	14,630	F
	Campus Parkway	Mission Avenue	2 lane Collector	1,060	C	9,400	10,460	D
SR 99	Childs Avenue	Mission Avenue	6 lane Freeway	40,000	B	19,750	59,750	C
	Mission Avenue	south	6 lane Freeway	40,000	B	6,600	46,600	C

**TABLE 23
EXISTING PLUS MERCED GATEWAY WITH GENERAL PLAN ACCESS
DAILY TRAFFIC VOLUMES AND LEVEL OF SERVICE**

Street	From	To	Classification	Existing Conditions		Existing Plus Project Access as Proposed		LOS
				Daily Volume	LOS	Daily Volume		
						Added	Total	
Campus Parkway	SR 99	Coffee Street	4 lane Expressway	5,385	C	28,960	34,345	D
	Coffee Street	Central Access	4 lane Expressway	3,490	C	15,940	19,430	C
	Central Access	Pluim Drive	4 lane Expressway	3,490	C	15,940	19,430	C
	Pluim Drive	Gerard Avenue	4 lane Expressway	3,490	C	1,050	4,540	C
	Gerard Avenue	Childs Avenue	4 lane Expressway	2,998	B	700	3,698	C
Coffee Street	Childs Avenue	Gerard Avenue	2 lane Collector	2,182	C	1,725	3,907	C
	Parson Avenue	Campus Parkway	2 lane Collector	1,230	C	9,600	10,830	D
	Campus Parkway	Mission Avenue	2 lane Collector	1,060	C	4,875	6,035	D
SR 99	Childs Avenue	Mission Avenue	6 lane Freeway	40,000	B	19,950	59,990	C
	Mission Avenue	south	6 lane Freeway	40,000	B	6,600	46,600	C

Traffic Signal Warrants

Table 24 summarizes the results of peak hour signal warrant evaluation for Existing Plus Project volumes. As shown, with access as proposed, the volume of traffic at five (5) locations would reach the level that satisfied warrants during at least one time period. However, three of those locations are “right turn only” driveways where traffic signals would not normally be anticipated.

If the project is developed with General Plan access, then three locations would carry traffic volumes that satisfied traffic signal warrants.

TABLE 24 EXISTING PLUS PROJECT TRAFFIC SIGNAL WARRANTS STATUS										
#	Intersection	Peak Hour Warrant Satisfied?								
		Existing			Ex Plus Project			Ex Plus Project General Plan Streets		
		AM	PM	Sat	AM	PM	Sat	AM	PM	Sat
3	Gerard Ave/ Coffee St	N	N	N	N	N	N	N	N	N
4	Gerard Ave/ Pluim Dr	N	N	N	N	N	N	N	N	N
9	Coffee Street / Parsons Ave	N	N	N	N	Yes	Yes	N	Yes	Yes
12	Campus Pkwy/ Coffee St	N	N	N	Yes	Yes	Yes	Yes	Yes	Yes
13	Coffee St / Mission Ave	N	N	N	N	N	N	N	N	N
14	Gerard Ave / Central Access				N	N	N	N	N	N
15	Coffee St / Central Access				N	N	Yes	N	N	N
16	Campus Pkwy / Central Access				N	N	Yes	N	N	N
17	Campus Pkwy / Pluim Drive				N	N	N	Yes	Yes	Yes
18	Coffee St / South Access				N	N	Yes	N	N	N
19	Mission Ave / Central Access				N	N	N	N	N	N
20	Mission Ave / East Access				N	N	N	N	N	N

Impacts to Alternative Transportation Modes

Pedestrians. The project could attract pedestrians from the neighborhoods to the north and west of the site. However, the project would be accompanied by standard City of Merced street frontage improvements that include sidewalks. As sidewalks already exist on the streets adjoining the project, pedestrian access to the site is adequate.

With access as proposed the project will increase the volume of traffic on Gerard Avenue in the vicinity of Pioneer ES, and additional conflicts may occur between motor vehicles and school age pedestrians during the time periods before and after the school day. As the residential areas surrounding the school build out, the need for specific traffic controls at the Coffee Street /

Gerard Avenue intersection may become more acute. The volume of traffic at this intersection is not projected to reach the level that satisfies traffic signal warrants, however some form of enhanced pedestrian crossing may eventually be needed. The project proponents, City and School District should work to monitor conditions in this area and implement such measures when justified.

Bicycles. The project can be expected to attract bicyclists from various south Merced neighborhoods. As noted in the Setting, bicycle facilities already exist along Campus Parkway and have been installed on Coffee Street between Campus Parkway and Parsons Avenue and on Parsons Avenue west of Coffee Street. Class II bike lanes are planned on Childs Avenue, Gerard Avenue and on Coffee Street north of Gerard Avenue. Bicycle lanes would be installed as part of the project's frontage improvements on those streets. However, under the Circulation Element bicycles are expected to mix with motor vehicles on other streets.

If the project proceeds with access as proposed and Coffee Street remains closed, the volume of traffic on the segment of Coffee Street south of Gerard Avenue will not increase appreciably, and bicycle lanes will not be needed on Coffee Street adjoining Pioneer ES.

Transit. The project will likely attract persons from throughout the Merced area who may wish to use public transit. Route M5 passes the site hourly on Gerard Avenue, and it is reasonable to expect that the transit center included in the project will be incorporated into that route as a regular designated stop.

Truck Access

Access as Proposed. The turning requirements of full-size trucks is a consideration with regards to the feasibility of access via collector streets. Because truck turns are made slowly and cover a broad area driveways are widened and on street parking is typically prohibited where trucks take access. In the case of the proposed access layout, when the actual site plan is finalized, it will be necessary to design intersections along truck routes to accommodate the turning requirements of trucks. This may involve the route from Coffee Street into the site via the Parsons Avenue extension, as well as the projects two access driveways n Gerard Avenue.

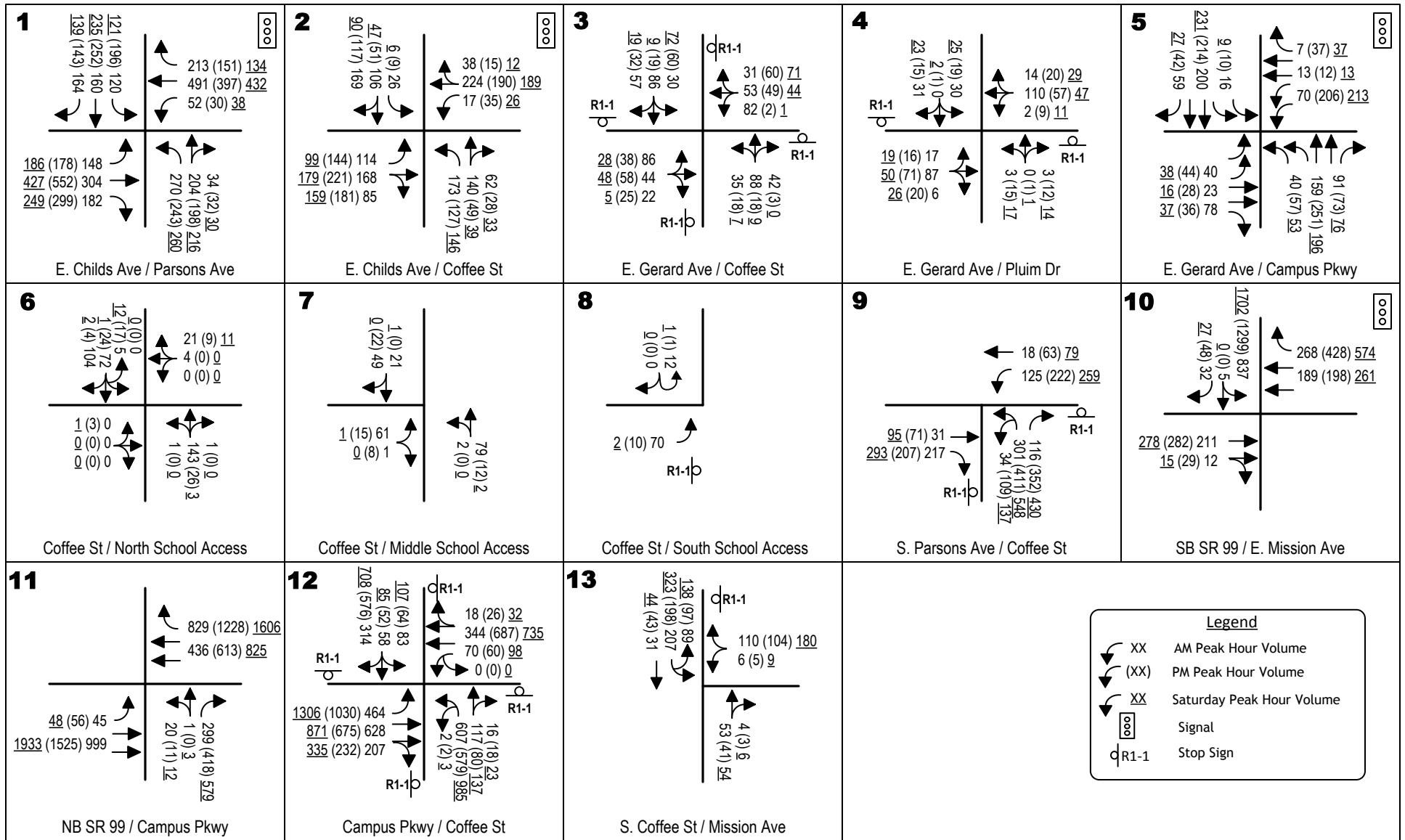
The issues associated with truck access design are similar under the General Plan circulation alternative. Trucks would need to be accommodated the new Pluim Drive intersections , and the site's access to Parsons Avenue and Pluim Drive will still need to accommodate trucks.

EPAP PLUS PROJECT CONDITIONS

This analysis considers the impacts of the project within the context of the short term future traffic volumes accompanying other approved projects, as was described previously.

Traffic Volumes

EPAP plus Project traffic volumes were created by superimposing project traffic onto the EPAP baseline condition identified earlier. Figures 16 and 17 identify resulting a.m., p.m. and Saturday traffic volumes.



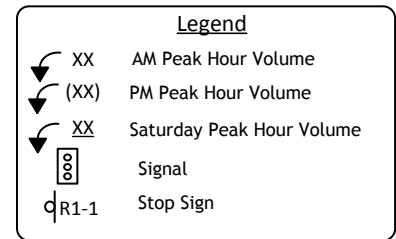
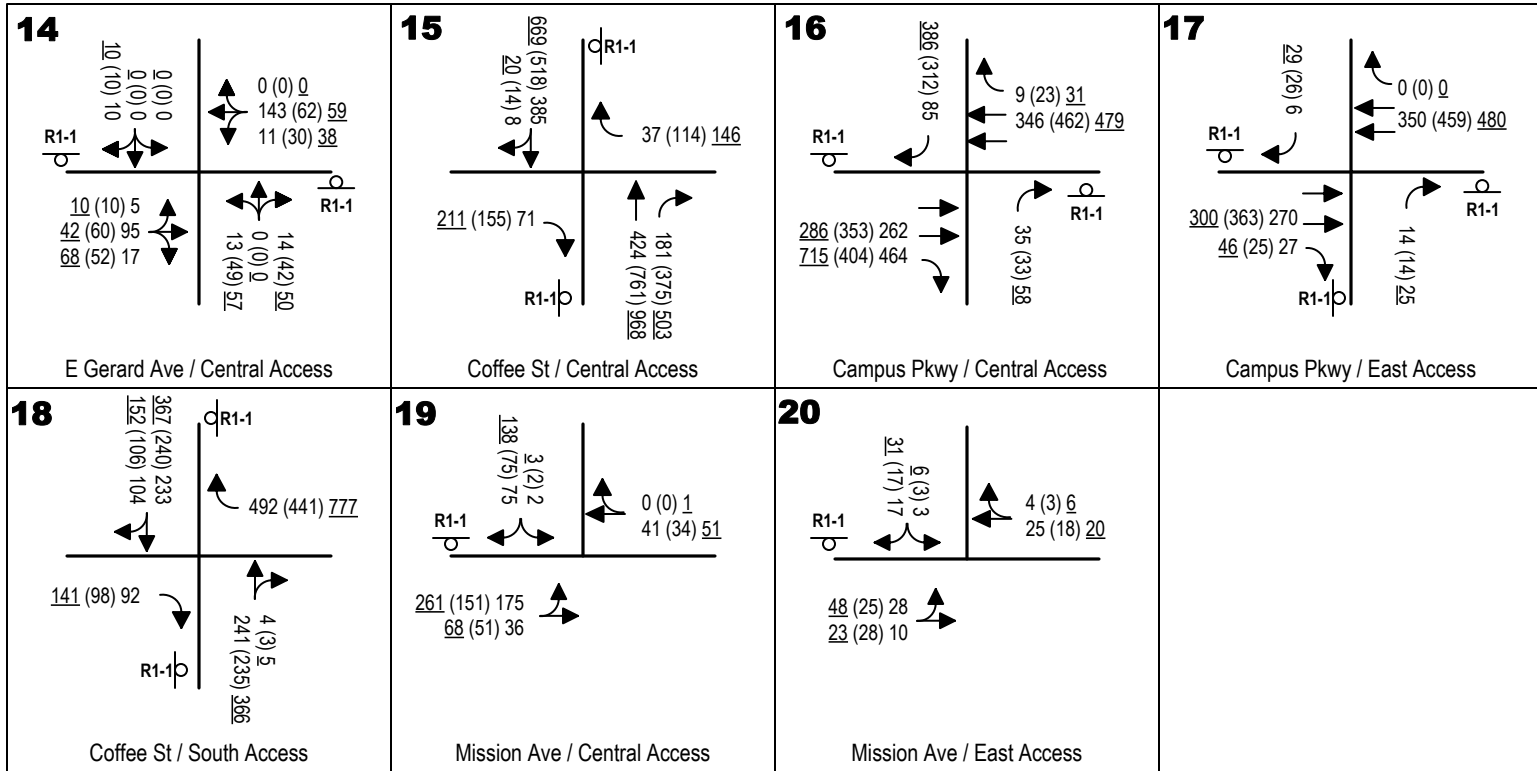
EPAP PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.

Transportation Engineers

3260-02 LT 6/21/2016

figure 16



EPAP PLUS PROJECT
 TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Intersection Levels of Service

Peak hour Levels of Service were calculated using *Simtraffic* simulation, and Tables 25, 26 and 27 compare EPAP conditions with and without the proposed project with access as proposed.

TABLE 25 EPAP PLUS PROJECT CONDITIONS – AM PEAK HOUR						
#	Intersection	Control	AM Peak Hour			
			Existing Plus Approved Projects		EPAP Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	61	F	101	F
2	Childs Avenue / Coffee Street	Signal	21	C	23	C
3	Gerard Avenue / Coffee Street	AWS	6	A	6	A
4	Gerard Avenue / Plum Drive	NB/SB Stop				
	SB approach		4	A	5	A
	NB approach		2	A	4	A
	EB left turn		3	A	1	A
	WB left turn	0	A	2	A	
5	Gerard Avenue / Campus Parkway	Signal	9	A	9	A
6	Coffee Street / North School Access	EB/WB Stop				
	EB approach		0	-	0	-
	WB approach		-	A	4	A
	NB left turn		0	-	0	-
	SB left turn	-	A	3	A	
7	Coffee Street / Central School Access	EB Stop				
	EB approach		4	A	4	A
	NB left turn	2	A	3	A	
8	Coffee Street / South School Access	EB Stop	4	A	4	A
9	Coffee Street / Parsons Avenue	AWS	5	A	125	F
10	Mission Avenue / SB SR 99 ramps	Signal	7	A	149	F
11	Mission Avenue / NB SR 99 ramps	Signal	6	A	128	F
12	Campus Parkway / Coffee Street	AWS	10	B	140	F
13	Coffee Street / E. Mission Avenue	WB Stop				
	WB approach		3	A	3	A
	SB left turn	2	A	2	A	

TABLE 25 (continued)
EPAP PLUS PROJECT CONDITIONS – AM PEAK HOUR

#	Intersection	Control	AM Peak Hour			
			Existing Plus Approved Projects		EPAP Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop			4	A
	NB approach		-	-	3	A
	SB approach				3	A
	EB left WB left				1	A
15	Coffee Street / Central Access WB approach EB approach	EB/WB Stop	-	-	89 404	FA F
16	Campus Parkway / Central Access	NB/SB Stop			1	A
	NB approach SB approach		-	-	3	A
17	Campus Parkway / Pluim Drive	NB/SB Stop			1	A
	NB approach SB approach		-	-	3	A
18	Coffee Street / South Access EB approach WB approach	EB/WB Stop	-	-	5 218	A F
19	Mission Avenue / Central Access	SB Stop			1	A
	SB approach EB left turn		-	-	2	A
20	Mission Avenue / Pluim Drive	SB Stop			2	A
	SB approach EB left turn		-	-	2	A

**TABLE 26
EPAP PLUS PROJECT CONDITIONS – PM PEAK HOUR**

#	Intersection	Control	PM Peak Hour			
			Existing Plus Approved Projects		EPAP Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	31	C	57	E
2	Childs Avenue / Coffee Street	Signal	19	B	21	C
3	Gerard Avenue / Coffee Street	AWS	4	A	4	A
4	Gerard Avenue / Pluim Drive	NB/SB Stop	NB approach	-	4	A
	SB approach		4	A	4	A
	EB left turn		3	A	1	A
	WB left turn		-	-	1	A
5	Gerard Avenue / Campus Parkway	Signal	12	B	20	B
6	Coffee Street / North School Access	EB/SB Stop	EB approach	4	5	A
	WB approach		-	-	2	A
	NB left turn		0	-	0	-
	SB left turn		-	-	2	A
7	Coffee Street / Central School Access	EB Stop	EB approach	4	4	A
	NB left turn		0	-	0	-
8	Coffee Street / South School Access	EB Stop	4	A	4	A
9	Coffee Street / Parsons Avenue	AWS	5	A	397	F
10	Mission Avenue / SB SR 99 ramps	Signal	8	A	888	F
11	Mission Avenue / NB SR 99 ramps	Signal	6	A	151	F
12	Campus Parkway / Coffee Street	AWS	16	C	194	F
13	Coffee Street / E. Mission Avenue	WB Stop	WB approach	3	3	A
	SB left turn		3	A	2	A

**TABLE 26 (continued)
EPAP PLUS PROJECT CONDITIONS – PM PEAK HOUR**

#	Intersection	Control	PM Peak Hour			
			Existing Plus Approved Projects		EPAP Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach SB approach EB left turn WB left	NB Stop	-	-	4 2 4 A	A A A A
15	Coffee Street / Central Access EB Approach WB approach	EB/WB Stop	-	-	596 372	F F
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	-	-	1 160	A F
17	Campus Parkway / Plum Drive NB approach SB approach	NB/SB Stop	-	-	2 14	A B
18	Coffee Street / South Access WB approach	WB Stop	-	-	203	F
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	-	-	1 2	A C
20	Mission Avenue / Plum Drive SB approach EB left turn	SB Stop	-	-	0 4	A A

**TABLE 27
EPAP PLUS PROJECT CONDITIONS – SATURDAY PEAK HOUR**

#	Intersection	Control	Saturday Peak Hour			
			Existing Plus Approved Projects		EPAP Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	28	C	59	E
2	Childs Avenue / Coffee Street	Signal	16	B	18	B
3	Gerard Avenue / Coffee Street	AWS	3	A	4	A
4	Gerard Avenue / Pluim Drive NB Approach SB approach EB left turn WB left turn	NB/SB Stop	- 3 1 -	- A A -	2 4 1 1	A A A A
5	Gerard Avenue / Campus Parkway	Signal	10	B	29	C
6	Coffee Street / North School Access EB Approach WB Approach NB left turn SB left turn	EB/WB Stop	3 - 0 -	A - - -	0 3 0 3	- A - A
7	Coffee Street / Central School Access EB Approach NB left turn	EB Stop	3 0	A -	4 0	- -
8	Coffee Street / South School Access EB Approach	EB Stop	4	A	4	A
9	Coffee Street / Parsons Avenue	AWS	6	A	701	F
10	Mission Avenue / SB SR 99 ramps	Signal	8	A	973	F
11	Mission Avenue / NB SR 99 ramps	Signal	6	A	164	F
12	Campus Parkway / Coffee Street	AWS	26	D	201	F
13	Coffee Street / E. Mission Avenue WB approach SB left turn	WB Stop	3 1	A A	21 12	C B

TABLE 27 (continued) EPAP PLUS PROJECT CONDITIONS – SATURDAY PEAK HOUR						
#	Intersection	Control	Saturday Peak Hour			
			Existing Plus Approved Projects		EPAP Plus Project	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach SB approach EB left turn WB left turn	NB/SB Stop	-	-	4 3 3 2	A A A A
15	Coffee Street / Central Access EB approach WB approach	EB/WB Stop	-	-	821 269	F F
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	-	-	1 232	A F
17	Campus Parkway / Pluim Drive NB approach SB approach	NB/SB Stop	-	-	1 126	A F
18	Coffee Street / South Access WB approach	WB Stop	-	-	289	F
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	-	-	1 2	A A
20	Mission Avenue / Pluim Drive SB approach EB left turn	SB Stop	-	-	2 2	A A

Table 28 summarizes the results of intersection Level of Service analysis in terms of locations where projected Level of Service will exceed the City's minimum LOS D standard. As indicated, nine (9) locations will operate at the Level of Service that does not satisfy the City's LOS D minimum, compared to one location which is deficient under the baseline condition.

As was noted in the discussion of Existing Plus Project conditions, the majority of these deficiencies relate to queuing that extends back from the all-way stop controlled Campus Parkway / Coffee Street intersection, as opposed to intersection traffic volumes which exceed the capacity of the actual intersection.

**TABLE 28
SUMMARY OF LOS DEFICIENCIES
EPAP PLUS PROJECT CONDITIONS**

#	Intersection	LOS in Excess of LOS D?					
		Existing Plus Approved Projects			EPAP Plus Project with Access as Proposed		
		AM	PM	Saturday	AM	PM	Saturday
1	Childs Ave / Parsons Ave	Yes	-	-	Yes	Yes	Yes
2	Childs Ave / Coffee St	-	-	-	-	-	-
3	Gerard Ave / Coffee St	-	-	-	-	-	-
4	Gerard Ave / Pluim Dr	-	-	-	-	-	-
6	Coffee St / North Pioneer ES	-	-	-	-	-	-
7	Coffee St / Central Pioneer ES	-	-	-	-	-	-
8	Coffee St / South Pioneer ES	-	-	-	-	-	-
9	Coffee St / Parsons Ave	-	-	-	Yes	Yes	Yes
10	Mission Ave / SB SR 99	-	-	-	Yes	Yes	Yes
11	Mission Ave / NB SR 99	-	-	-	Yes	Yes	Yes
12	Campus Pkwy / Coffee St	-	-	-	Yes	Yes	Yes
14	Gerard Ave / Central Access				-	-	-
15	Coffee St / Central Access				Yes	Yes	Yes
16	Campus Pkwy / Central Access				-	Yes	Yes
17	Campus Parkway / Pluim Drive				-	-	Yes
18	Coffee St / South Access				Yes	Yes	Yes

Traffic Signal Warrants. Table 29 summarizes the results of peak hour warrant evaluation at un-signalized study area intersections. Under EPAP plus Project conditions, five (5) locations carry volumes that reach the level that satisfy signal warrants. However, three are “right turn only” locations that would not normally require signalization.

**TABLE 29
EXISTING PLUS APPROVED PROJECTS PLUS
PROJECT TRAFFIC SIGNAL WARRANTS STATUS**

#	Intersection	Peak Hour Warrant Satisfied?					
		Existing Plus Approved Projects			EPAP Plus Project		
		AM	PM	Saturday	AM	PM	Saturday
3	Gerard Ave/ Coffee St	N	N	N	N	N	N
4	Gerard Ave/ Pluim Dr	N	N	N	N	N	N
9	Parsons Ave / Coffee St	N	N	N	N	Yes	Yes
12	Campus Pkwy/ Coffee St	N	N	Yes	Yes	Yes	Yes
13	S Coffee St / Mission Ave	N	N	N	N	N	N
14	Gerard Ave / Central Access				N	N	N
15	Coffee St / Central Access				N	Yes	Yes
16	Campus Pkwy / Central Access				N	Yes	Yes
17	Campus Pkwy / East Access				N	N	N
18	Coffee St / South Access				Yes	Yes	Yes
19	Mission Ave / Central Access				N	N	N
20	Mission Ave / East Access				N	N	N

Roadway Segments

Table 30 identifies daily traffic volumes on study area roadways under Existing Plus Approved Projects (EPAP) and EPAP plus Project conditions. As indicated, three segments will operate with Levels of Service in excess of the LOS D standard.

The four lane segment of **Campus Parkway from SR 99 to Coffee Street** will operate at LOS F. The two lane segment of **Coffee Street from Parsons Avenue to Campus Parkway** will operate at LOS F. The two lane segment of **Coffee Street from Campus Parkway to Mission Avenue** will operate at LOS E.

All segments will operate at LOS C.

**TABLE 30
EPAP PLUS PROJECT
DAILY TRAFFIC VOLUMES AND LEVEL OF SERVICE**

Street	From	To	Classification	EPAP Conditions		EPAP Plus Proposed Project		
				Daily Volume	LOS	Daily Volume		LOS
						Added	Total	
Campus Parkway	SR 99	Coffee Street	4 lane Expressway	15,385	C	29,920	45,415	F
	Coffee Street	Central Access	4 lane Expressway	6,965	C	9,220	15,110	C
	Central Access	Pluim Drive	4 lane Expressway	6,965	C	1,200	7,090	C
	Pluim Drive	Gerard Avenue	4 lane Expressway	6,965	C	1,230	7,120	C
	Gerard Avenue	Childs Avenue	4 lane Expressway	4,923	C	1,875	4,873	C
Coffee Street	Childs Avenue	Gerard Avenue	2 lane Collector	4,422	C	2,230	6,652	C
	Parsons Avenue	Campus Parkway	2 lane Collector	7,780	D	13,400	21,180	F
	Campus Parkway	Mission Avenue	2 lane Collector	3,610	C	9,400	13,010	E
SR 99	Childs Avenue	Mission Avenue	6 lane Freeway	46,400	C	19,750	66,150	C
	Mission Avenue	South	6 lane Freeway	43,200	C	7,780	50,980	C

LONG TERM YEAR 2035 CUMULATIVE CONDITIONS

Overview

The cumulative Year 2035 analysis presented herein is intended to evaluate the relative difference in long term traffic conditions under the two access alternatives assuming implementation of long term circulation system improvements and continuing development in the Merced area. The Merced County Association of Governments (MCAG) regional travel demand forecasting model is the tool employed for this analysis. However, the model was refined for the south Merced area to reflect local access and circulation.

The MCAG Year 2035 model land use set was employed for the south Merced Area. However, because the model is relatively “coarse” the traffic model’s *Traffic Analysis Zones* and *link network* were modified to better reflect actual conditions on the ground today as well as anticipated conditions in the future. New TAZ’s were created north and south of Campus Parkway to reflect the project, as well as the adjoining approved retail uses.

The MCAG model reflects implementation of Tier I improvements noted in the 2014 Regional Transportation Plan. In addition, at the direction of City of Merced staff the model was refined to reflect the extension of Campus Parkway beyond SR 140 to Yosemite Avenue and to include the Parsons Avenue Extension.

Land Use. MCAG Year 2010 and Year 2035 land use sets were compared to identify the level of development anticipated in the study area. Based on this review it was determined that the project site was not developed in the MCGA model. Land Use (i.e., retail employees) generating daily traffic volumes equal to the project’s net new trip estimate was added to the model. Similarly, land use was added to new TAZ’s that represent the retail areas west of Coffee Street.

Approach to Developing Traffic Volume Forecasts. To provide the level of detail needed to address project driveways under long term cumulative conditions a three step process was developed to generate cumulative traffic volumes for both access scenarios.

For the study intersections on Childs Avenue and incremental approach was taken to producing future traffic volumes that is intended to address the relative difference between baseline model forecasts and actual traffic counts. This approach follows these steps:

- Run the refined models for baseline and future conditions under daily and peak hour formats.
- Compare baseline model forecasts with future forecasts to identify the incremental change in peak hour or daily approach volume at each intersection and on each roadway segment.
- Add that increment to the existing approach or segment volumes counted in 2015 to create “adjusted future” volumes.

- Compare existing and adjusted future volumes to identify the growth rate on each approach or segment.
- Multiply each intersection approach by the growth rate and adjust the results to balance using the “Furness” techniques from the Transportation Research Board’s (TRB) NCHRP Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*.

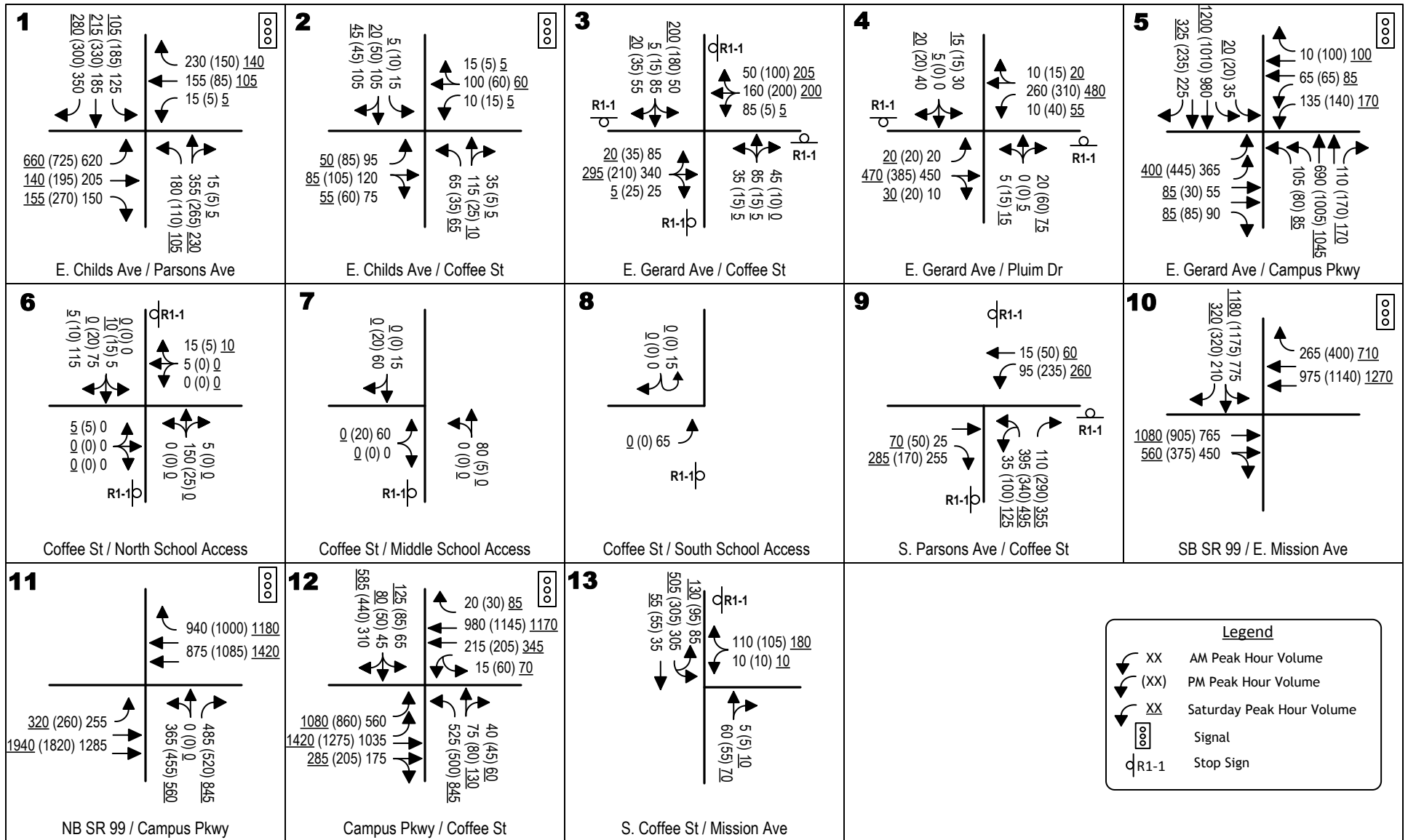
An alternative approach was taken to create forecasts for intersections on Campus Parkway as current volumes are too low to serve as the basis for projections. In this case the share of daily traffic occurring in each of the three analysis hours was assumed, along with the directionality relative to SR 99. A.m. peak hour volumes were assumed to be 8% of the daily volume, with this traffic split 55% towards SR 99 and 45% to the north. The p.m. peak hour was assumed to contain 10% of the daily traffic with the directionality weighted away from SR 99. Saturday peak hour traffic was assumed to be 11% of the weekday daily total, with the directionality split 50%/50% with regards to the freeway.

The factors were applied to model daily turning movements at the control locations (i.e., SR 99 interchange and Gerard Avenue intersection) on either end of the study area. Project trips were then assigned based on the cumulative distribution assumptions noted earlier and the results were balanced versus entering and exiting volumes on Campus Parkway and on connecting streets.

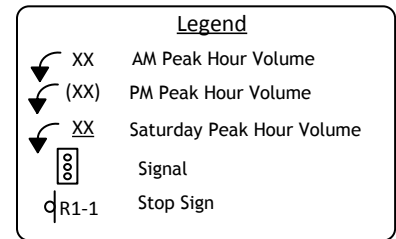
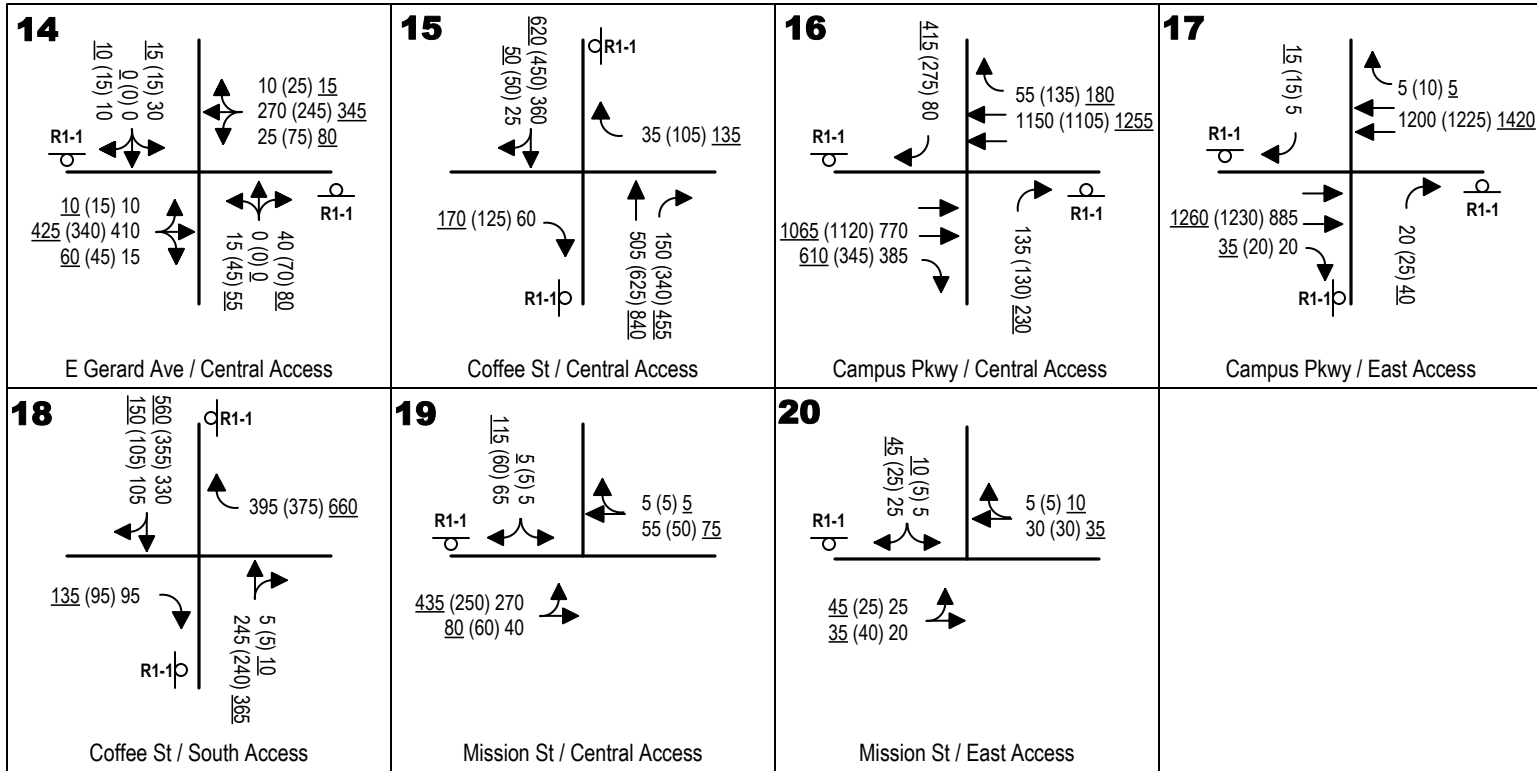
Traffic Volumes / Intersection Improvements. Resulting Year 2035 Plus Project traffic volumes under each of the two access alternatives are presented in Figures 18 thru 21. These figures also identify assumed improvements to two intersections. Traffic signals are assumed at the Campus Parkway / Coffee Street intersection under the proposed project access scenario, and the spaced reserved today for a second eastbound left turn lane has been used for that purpose. Under the access per General Plan Circulation Element scenario the Campus Parkway / Coffee Street intersection is signalized but configured so as to prohibit outbound left turns and cross traffic, and the Campus Parkway / Plum Drive intersection is signalized.

Intersection Level of Service

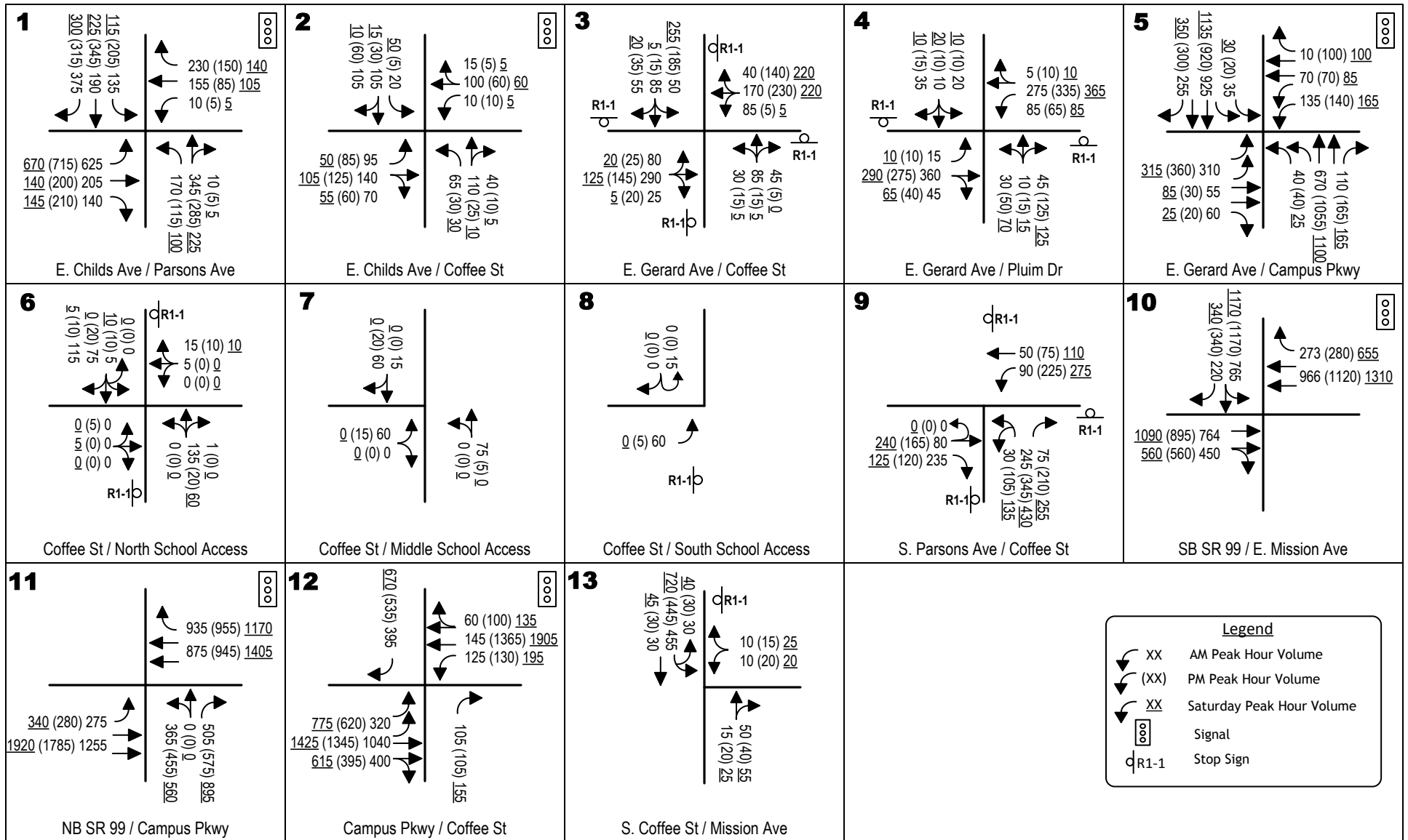
Tables 31, 32 and 33 display the a.m., p.m. and Saturday peak hour Levels of Service at each study intersection under future year Cumulative conditions under the two access alternatives.



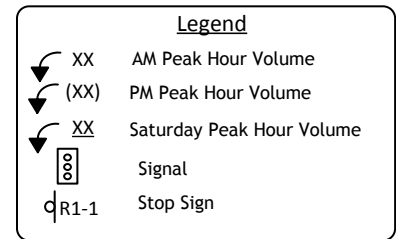
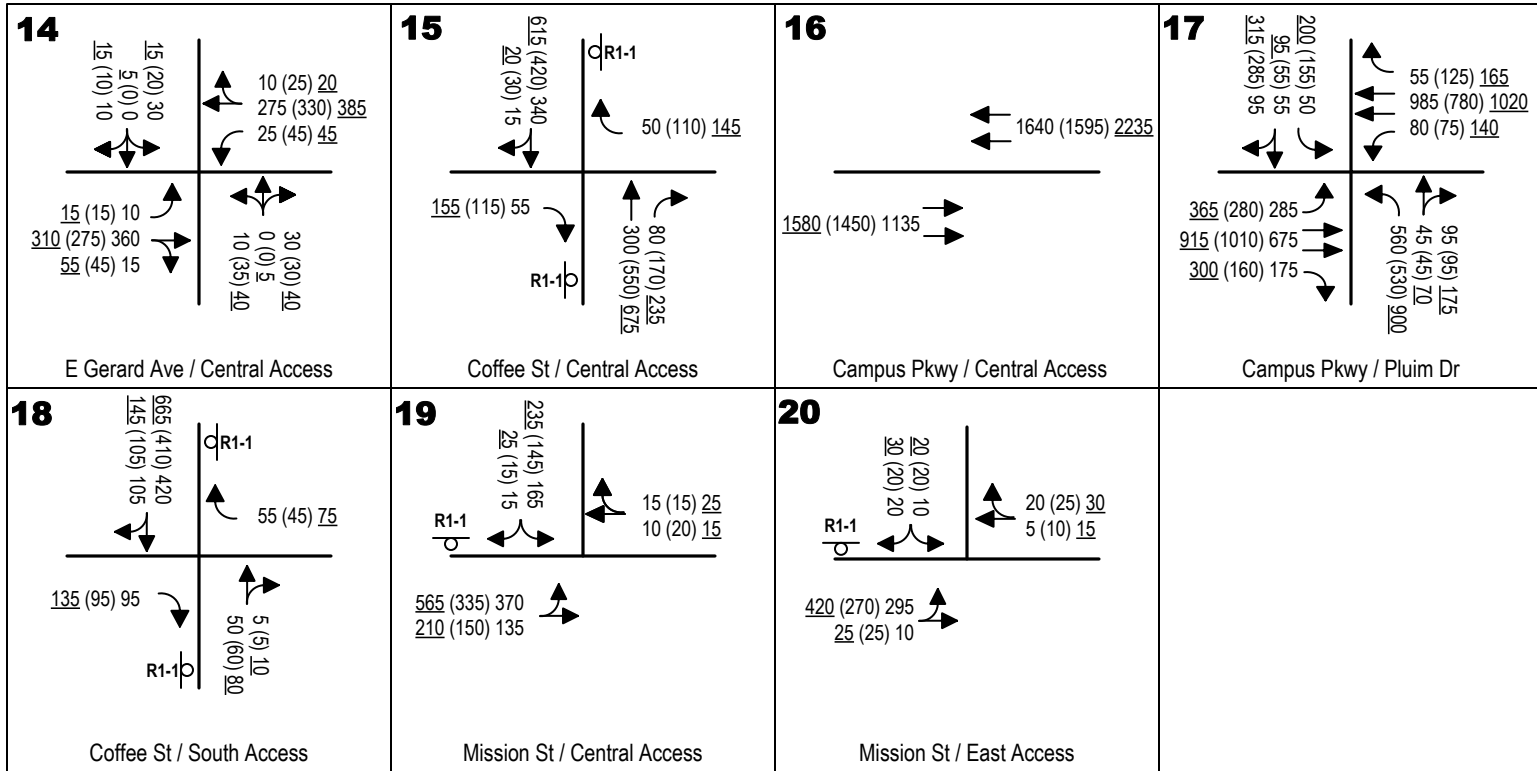
CUMULATIVE PLUS PROJECT / ACCESS AS PROPOSED
TRAFFIC VOLUMES AND LANE CONFIGURATIONS



CUMULATIVE PLUS PROJECT / ACCESS AS PROPOSED
 TRAFFIC VOLUMES AND LANE CONFIGURATIONS



CUMULATIVE PLUS PROJECT WITH GENERAL PLAN STREETS
 TRAFFIC VOLUMES AND LANE CONFIGURATIONS



CUMULATIVE PLUS PROJECT WITH GENERAL PLAN STREETS
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

**TABLE 31
CUMULATIVE (YEAR 2035) PLUS PROJECT CONDITIONS – AM PEAK HOUR**

#	Intersection	Control	AM Peak Hour			
			Cumulative Plus Project Proposed Circulation		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	188	F	115	F
2	Childs Avenue / Coffee Street	Signal	12	B	16	B
3	Gerard Avenue / Coffee Street	AWS	15	C	15	C
4	Gerard Avenue / Pluim Drive	NB/SB Stop	7	A	9	A
	SB approach		6	A	8	A
	NB approach		2	A	2	A
	EB left turn		4	A	3	A
	WB left turn					
5	Gerard Avenue / Campus Parkway	Signal	80	E	21	B
6	Coffee Street / North School Access	EB/WB Stop	-	-	-	A
	EB approach		4	A	4	A
	WB approach		0	-	0	-
	NB left turn		3	A	3	A
	SB left turn					
7	Coffee Street / Central School Access	EB Stop	5	A	5	A
	EB approach		0	A	0	-
	NB left turn					
8	Coffee Street / South School Access	EB Stop	5	A	5	A
	EB approach					
9	Coffee Street / Parsons Avenue	AWS	11	B	7	A
10	Mission Avenue / SB SR 99 ramps	Signal	251	F	43	D
11	Mission Avenue / NB SR 99 ramps	Signal	99	F	43	D
12	Campus Parkway / Coffee Street	Signal	148	F	21	B
13	Coffee Street / E. Mission Avenue	WB Stop	4	A	5	A
	WB approach		3	A	3	A
	SB left turn					

TABLE 31 (continued)						
CUMULATIVE (YEAR 2035) PLUS PROJECT CONDITIONS – AM PEAK HOUR						
#	Intersection	Control	AM Peak Hour			
			Cumulative Plus Project Proposed Circulation		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop				
	NB approach		6	A	6	A
	SB approach		8	A	8	A
	EB left turn		6	A	5	A
	WB left turn		3	A	2	A
15	Coffee Street / Central Access	EB/WB Stop				
	EB approach		137	F	5	A
	WB approach		6	A	4	A
16	Campus Parkway / Central Access	NB/SB Stop				
	NB approach		2	A	-	-
	SB approach		>999	F		
17	Campus Parkway / Pluim Drive	NB/SB Stop				
	NB approach		2	A		
	SB approach	474	F			
		Signal			63	E
18	Coffee Street / South Access	EB/WB Stop				
	EB approach		5	A	5	A
	WB approach		64	F	2	A
19	Mission Avenue / Central Access	SB Stop				
	SB approach		1	A	1	A
	EB left turn		3	A	3	A
20	Mission Avenue / Pluim Drive	SB Stop				
	SB approach		3	A	1	A
	EB left turn		2	A	3	A

**TABLE 32
CUMULATIVE YEAR 2035 PLUS PROJECT CONDITIONS – PM PEAK HOUR**

#	Intersection	Control	PM Peak Hour				
			Cumulative Plus Project		Cumulative Plus Project GP Circulation		
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	
1	Childs Avenue / Parsons Avenue	Signal	137	F	133	F	
2	Childs Avenue / Coffee Street	Signal	9	A	8	A	
3	Gerard Avenue / Coffee Street	AWS	9	A	9	A	
4	Gerard Avenue / Pluim Drive	NB/SB Stop	NB approach	17	C	8	A
	SB approach		9	A	7	A	
	EB left turn		5	A	2	A	
	WB left turn		3	A	2	A	
5	Gerard Avenue / Campus Parkway	Signal	86	F	26	C	
6	Coffee Street / North School Access	EB/SB Stop	EB approach	4	A	4	A
	WB approach		2	A	1	A	
	NB left turn		0	-	0	-	
	SB left turn		2	A	2	A	
7	Coffee Street / Central School Access	EB Stop	EB approach	4	A	4	A
	NB left turn		0	-	0	-	
8	Coffee Street / South School Access	EB Stop	4	A	4	A	
9	Coffee Street / Parsons Avenue	AWS	75	F	13	B	
10	Mission Avenue / SB SR 99 ramps	Signal	279	F	228	F	
11	Mission Avenue / NB SR 99 ramps	Signal	76	F	43	D	
12	Campus Parkway / Coffee Street	Signal	138	F	26	C	
13	Coffee Street / E. Mission Avenue	WB Stop	WB approach	4	A	8	A
	SB left turn		3	A	3	B	

TABLE 32 (continued)
CUMULATIVE YEAR 2035 PLUS PROJECT CONDITIONS – PM PEAK HOUR

#	Intersection	Control	PM Peak Hour			
			Cumulative Plus Project		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop				
	NB approach		10	B	6	A
	SB approach		9	A	6	A
	EB left turn		5	A	4	A
	WB left turn		3	A	2	A
15	Coffee Street / Central Access	WB Stop	>999	F	21	C
	EB approach		137	F	5	A
16	Campus Parkway / Central Access	NB/SB Stop	2	A	-	-
	NB approach		>999	F		
17	Campus Parkway / Plum Drive	NB/SB Stop	3	A		
	NB approach		49	E		
		Signal			60	E
18	Coffee Street / South Access	EB/WB Stop	5	A	4	A
	EB approach		121	F	2	A
19	Mission Avenue / Central Access	SB Stop	1	C	12	B
	SB approach		2	A	3	A
20	Mission Avenue / Plum Dr	SB Stop	0	A	2	A
	SB approach		5	A	3	A
	EB left turn					

**TABLE 33
CUMULATIVE PLUS PROJECT CONDITIONS – SATURDAY PEAK HOUR**

#	Intersection	Control	Saturday Peak Hour			
			Cumulative Plus Project		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	153	F	68	E
2	Childs Avenue / Coffee Street	Signal	7	A	7	A
3	Gerard Avenue / Coffee Street	AWS	9	A	9	A
4	Gerard Avenue / Pluim Drive	NB/SB Stop	NB approach	D	10	B
	SB approach		B	10	B	
	EB left turn		A	2	A	
	WB left turn		A	3	A	
5	Gerard Avenue / Campus Parkway	Signal	117	F	83	F
6	Coffee Street / North School Access	EB/WB Stop	EB approach	A	4	-
	WB approach		A	1	A	
	NB left turn		-	0	-	
	SB left turn		A	2	A	
7	Coffee Street / Central School Access	EB Stop	EB approach	-	0	-
	NB left turn		-	0	-	
8	Coffee Street / South School Access	EB Stop	0	A	0	A
9	Coffee Street / Parsons Avenue	AWS	372	F	21	C
10	Mission Avenue / SB SR 99 ramps	Signal	473	F	271	F
11	Mission Avenue / NB SR 99 ramps	Signal	95	F	62	E
12	Campus Parkway / Coffee Street	Signal	154	F	32	C
13	Coffee Street / E. Mission Avenue	WB Stop	WB approach	A	11	B
	SB left turn		A	4	D	

TABLE 33 (continued)
CUMULATIVE PLUS PROJECT CONDITIONS – SATURDAY PEAK HOUR

#	Intersection	Control	Saturday Peak Hour			
			Cumulative Plus Project		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop				
	NB approach		11	B	7	A
	SB approach		9	A	7	A
	EB left turn		5	A	5	A
	WB left turn		4	A	2	A
15	Coffee Street / Central Access	EB/WB Stop	>999	F	468	F
	EB approach		589	F	15	C
	WB approach					
16	Campus Parkway / Central Access	NB/SB Stop	2	A	-	-
	NB approach		>999	F		
17	Campus Parkway / Pluim Drive	NB/SB Stop	3	A		
	NB approach		433	F		
		Signal			95	F
18	Coffee Street / South Access	EB/WB Stop	5	A	7	A
	EB approach		142	F	3	A
	WB approach					
19	Mission Avenue / Central Access	SB Stop	1	A	2	A
	SB approach		3	A	3	A
	EB left turn					
20	Mission Avenue / Pluim Dr	SB Stop	0	A	1	A
	SB approach		5	A	4	A
	EB left turn					

As indicated in Tables 31 thru 33 and summarized in Table 34, with development of the project with access as proposed, ten (10) locations will operate with Level of Service in excess of LOS D.

Under the General Plan Circulation alternative the Level of Service at six (6) intersections would be deficient.

TABLE 34 SUMMARY OF LOS DEFICIENCIES YEAR 2035 PLUS PROJECT CONDITIONS							
#	Intersection	LOS in Excess of LOS D?					
		Year 2035 Plus Projects with Proposed Access			Year 20325 Plus Project with General Plan Access		
		AM	PM	Saturday	AM	PM	Saturday
1	Childs Ave / Parsons Ave	Yes	Yes	Yes	Yes	Yes	Yes
5	Campus Parkway / Gerard Street	Yes	Yes	Yes	-	-	Yes
9	Coffee St / Parsons Ave	-	Yes	Yes	-	-	-
10	Mission Ave / SB SR 99	Yes	Yes	Yes	-	Yes	Yes
11	Mission Ave / NB SR 99	Yes	Yes	Yes	-	-	Yes
12	Campus Pkwy / Coffee St	Yes	Yes	Yes	-	-	-
15	Coffee St / Central Access	Yes	Yes	Yes	-	-	Yes
16	Campus Pkwy / Central Access	Yes	Yes	Yes			
17	Campus Pkwy / Pluim Dr	Yes	Yes	Yes	Yes	Yes	Yes
18	Coffee St / South Access	Yes	Yes	Yes	-	-	-

Cumulative Truck Circulation

Under Cumulative Conditions the choice of project access alternative would have an impact on truck circulation.

Sources of Truck Traffic. The Walmart Distribution Center on Gerard Avenue east of Campus Parkway will add truck traffic to the area circulation system. However, most truck traffic will make use of Campus Parkway to reach SR 99 to the south and to reach Childs Avenue and eventually SR 140 to the north. The choice of project access alternative would not have an appreciable effect on the truck traffic associated with the Walmart Distribution Center.

The parcel immediately east of the project site is designated **Business Park (BP)** in the Merced General Plan. No development has been approved on this site. The types of uses permitted under this designation typically range from light industrial to office to limited retail uses. Under the General Plan Circulation alternative this area would have direct access to Pluim Drive in the area between Gerard Avenue and Campus Parkway, as well as access possible to Gerard Avenue.

Access at Campus Parkway is possible but may not be desirable for trucks due to the curve in the expressway alignment.

If the project proceeds with access as proposed, then access to the BP parcel will be changed. The parcel would have direct access to Gerard Avenue, and the routes to Campus Parkway could include Gerard Avenue east to the Campus Parkway or the Parsons Avenue extension west to Coffee Street to Campus Parkway. Because of the availability of these routes the BP uses would not be expected to add appreciable truck traffic to Gerard Avenue west of Plum Drive.

The turning requirements of full-size trucks are a consideration with regards to the feasibility of access via collector streets. If the proposed access is pursued, then the Parsons Drive extension will need to be designed to accommodate truck traffic through the site. In addition to consideration of the turning requirements of trucks, the structure section of Parsons Avenue will need to reflect the possibility of future truck traffic created if the adjoining parcel is developed.

Traffic Signal Warrants

Table 35 summarizes the results of peak hour warrant evaluation at un-signalized study area intersections. Under Year 2035 plus Project with access as proposed conditions, four (4) locations carry volumes that reach the level that satisfy signal warrants. However, three are “right turn only” locations that would not normally require signalization. If the General Plan Circulation System is implemented, two un-signalized locations would warrant a signal.

TABLE 35 CUMULATIVE YEAR 2035 PLUS PROJECT TRAFFIC SIGNAL WARRANTS STATUS							
#	Intersection	Peak Hour Warrant Satisfied?					
		Cumulative Plus Project			Cumulative Plus Project General Plan Streets		
		AM	PM	Sat	AM	PM	Sat
3	E Gerard Ave/ Coffee St	N	N	N	N	N	N
4	E Gerard Ave/ Plum Dr	N	N	N	N	N	N
9	Coffee Street / Parsons Avenue	N	Yes	Yes	N	Yes	Yes
13	S Coffee St/ Mission Ave	N	N	N	N	N	N
14	Gerard Ave/ Central Access	N	N	N	N	N	N
15	Coffee St/ Central Access	N	Yes	Yes	N	N	Yes
16	Campus Pkwy/ Central Access	N	Yes	Yes	-	-	-
17	Campus Pkwy/ East Access	N	N	N	-		
18	Coffee St/Access	Yes	Yes	Yes	N	N	N
19	Mission Ave/ Central Access	N	N	N	N	N	N
20	Mission Ave/East Access	N	N	N	N	N	N

Roadway Segments

Table 36 identifies Year 2025 daily traffic volumes on study area roadways if the Merced Gateway project is developed with access as proposed and if the project is developed with the General Plan circulation system.

Three segments will operate with Level of Service that exceeds the LOS D standard if the project is developed with access as proposed. The four lane segment of **Campus Parkway from SR 99 to Coffee Street** will operate at LOS F. The two lane segment of **Coffee Street from Parsons Avenue to Campus Parkway** will operate at LOS F. The two lane segment of **Coffee Street from Campus Parkway to Mission Avenue** will operate at LOS E.

As shown, if the project is developed with General Plan Circulation then with one exception, all segments would operate at LOS D or better. The segment of **Campus Parkway from SR 99 to Coffee Street** is projected to carry volumes that are indicative of LOS F on a 4 lane expressway.

**TABLE 36
YEAR 2035 PLUS PROJECT
DAILY TRAFFIC VOLUMES AND LEVEL OF SERVICE**

Street	From	To	Classification	Year 2035 Plus Project			
				Proposed Access		General Plan Access Alternative	
				Daily Volume	LOS	Daily Volume	LOS
Campus Parkway	SR 99	Coffee Street	4 lane Expressway	42,075	F	42,000	F
	Coffee Street	Central Access	4 lane Expressway	27,700	C	30,450	C
	Central Access	Pluim Drive	4 lane Expressway	22,700	C	30,450	C
	Pluim Drive	Gerard Avenue	4 lane Expressway	22,950	C	23,400	C
	Gerard Avenue	Childs Avenue	4 lane Expressway	28,480	C	28,480	C
Coffee Street	Childs Avenue	Gerard Avenue	2 lane Collector	3,800	C	4,150	C
	Parsons Avenue	Campus Parkway	2 lane Collector	16,400	F	13,200	D
	Campus Parkway	Mission Avenue	2 lane Collector	13,800	E	8,000	D
SR 99	Childs Avenue	Mission Avenue	6 lane Freeway	68,600	D	68,450	D
	Mission Avenue	South	6 lane Freeway	60,700	C	60,950	C

IMPROVEMENTS / MITIGATION

The preceding analysis has identified impacts on traffic operations that would occur without roadway improvements or mitigation. The text that follows identifies measures for improving traffic operations with the goal of achieving the City's LOS D minimum standard.

Existing Conditions

All study intersections and roadways currently operate at LOS D or better, which satisfies the City's minimum LOS D threshold. No specific improvements are required.

Existing plus Approved Projects (EPAP) Conditions

With one exception, all intersections will operate at LOS D or better when identified background projects are occupied. The **Childs Avenue / Parsons Avenue intersection** will operate at LOS E during the a.m. peak hour.

Recommended Improvements. Because the area around the intersection is generally built out alternatives for increasing the capacity of the intersection are limited. Reconfiguring the eastbound approach to allow left turns from the through lane is an option but would not appreciably improve conditions during this time period.

All study area roadway segments carry daily traffic volumes that are indicative of LOS C conditions, and no improvements are needed to address the Level of Service on roadway segments.

Existing Plus Merced Gateway Build Out with Access as Proposed

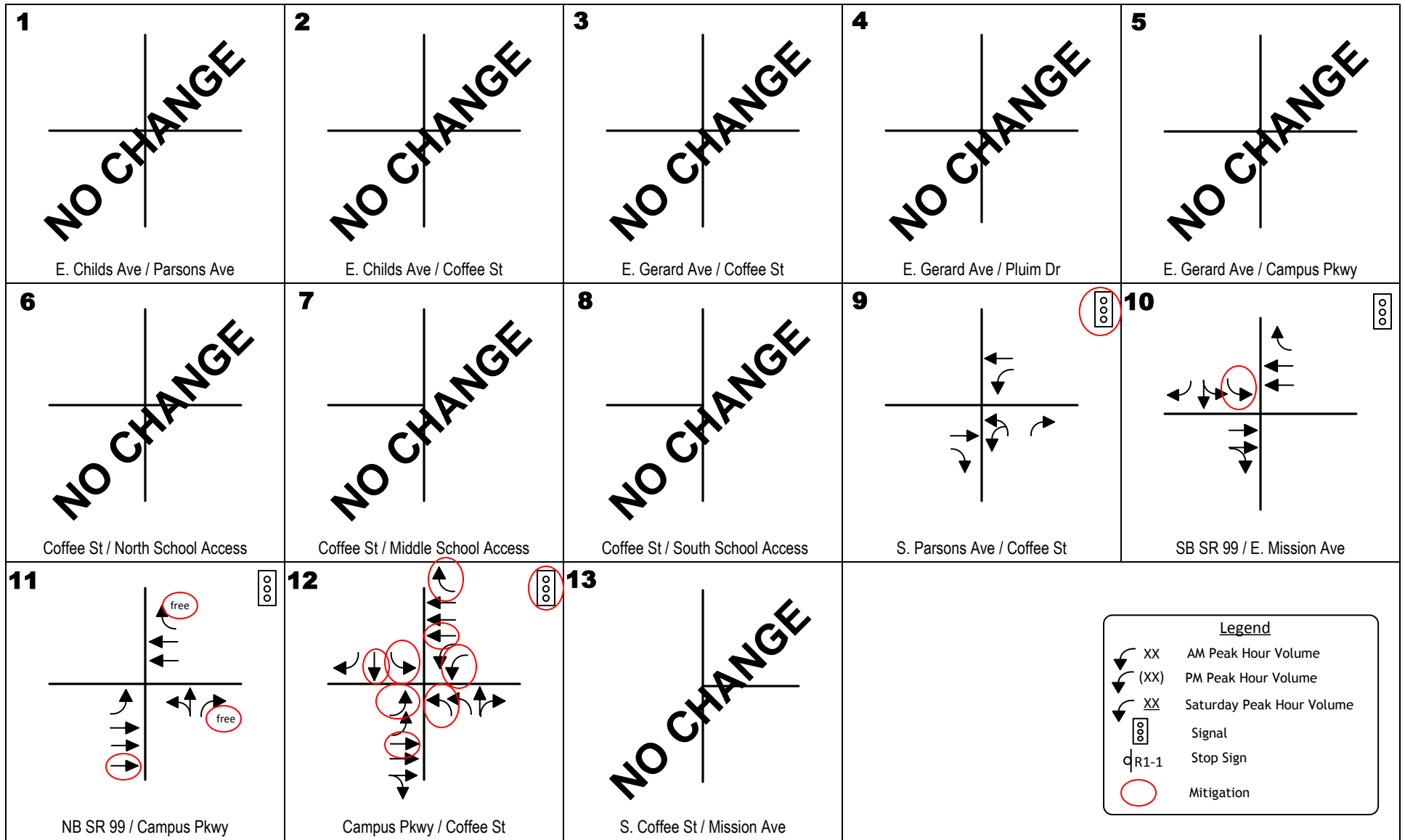
Level of Service Impacts. The traffic impact analysis concludes that without improvements eight (8) intersections will operate with Levels of Service that exceed the minimum LOS D standard during some time period. Table 37 and Figures 22 and 23 identified mitigations needed under Existing Plus Project conditions. As summarized in Tables 38, 39 and 40 these mitigations would deliver the LOS D standard under a.m. and p.m. peak hour conditions.

Two locations would operate with Level of service in excess of LOS D in the Saturday peak hour. These improvements would yield LOS E at the **Campus Parkway / Coffee Street intersection (12)** on Saturday peak hour, and further improvement does not appear feasible. The **Campus Parkway / Central Access intersection (16)** is projected to operate at LOS E. Review of simulation results indicate that these conditions relate to the delay experienced by motorists waiting for a gap in traffic in order to cross through traffic to reach the westbound left turn lane at the Coffee Street intersection. While it is likely that some motorists could elect to use the eastern access rather than wait at this location and that diversion would improve the Level of service, no physical improvement to deliver LOS D is feasible. The **project access on south Coffee Street (18)** would operate at LOS F, even though this location is limited to right turns

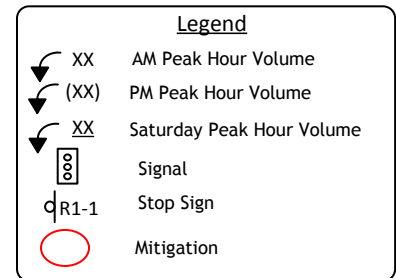
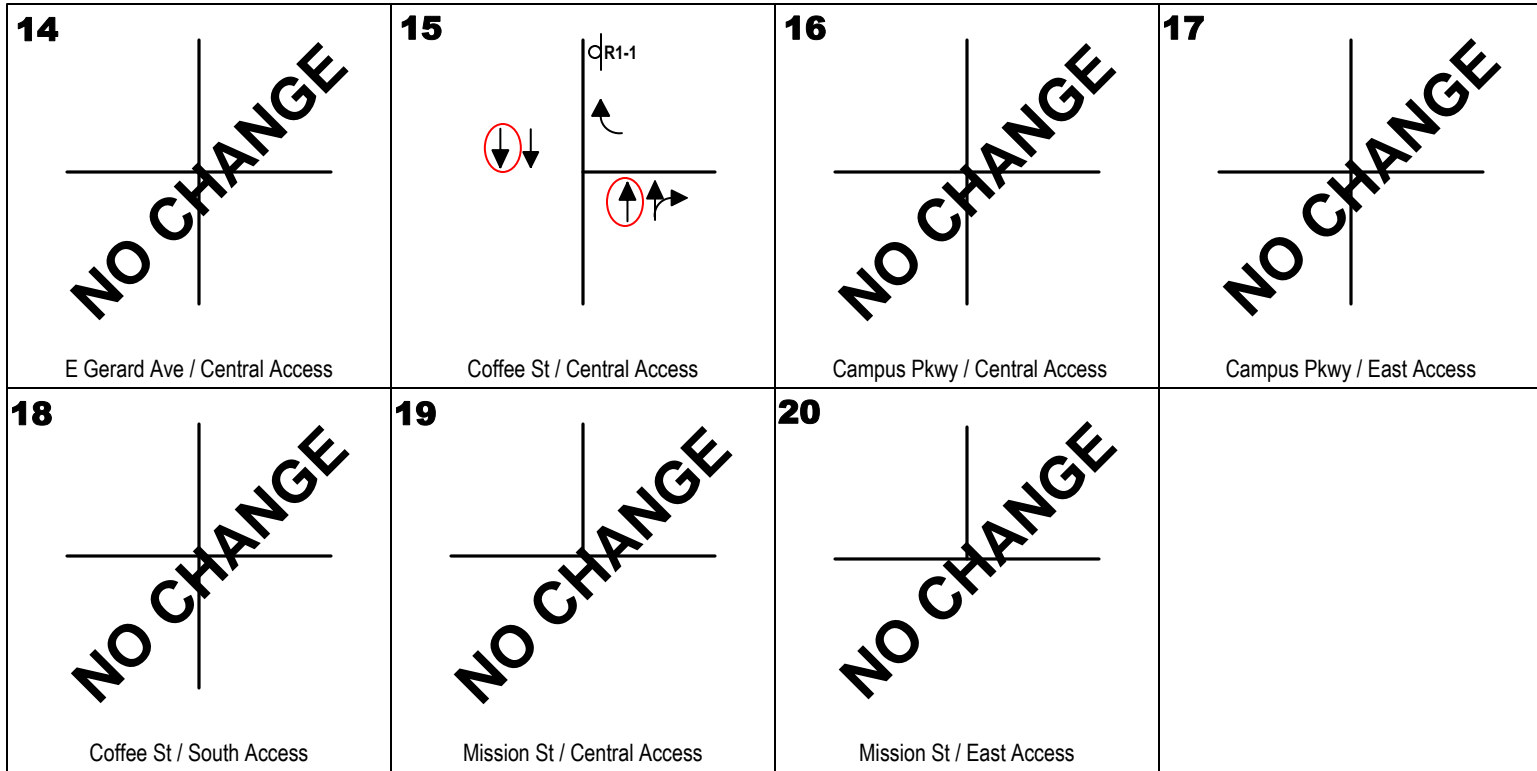
only. Measures to reduce delay at this driveway would involve traffic controls on northbound Coffee Street, such as traffic signals, which are not feasible at this location.

Roadway Segment Impacts. The segment of **Coffee Road from Parsons Avenue to Campus Parkway** will need to be improved to a four lane section to deliver LOS D or better conditions and to accommodate the intersection geometry prescribed for the Campus Parkway /Coffee Street and Coffee Street / Parsons Avenue intersections.

Pedestrian Safety. While a traffic signal would not be warranted at the Coffee Street / Gerard Street intersection based on traffic volume, an *enhanced pedestrian crossing* should be installed to call attention to school pedestrian activity.



MITIGATIONS
EXISTING PLUS PROJECT / ACCESS AS PROPOSED
LANE CONFIGURATIONS



MITIGATIONS
EXISTING PLUS PROJECT / ACCESS AS PROPOSED
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

**TABLE 37
MITIGATIONS FOR EXISTING PLUS PROJECT CONDITIONS**

#	Intersection	Improvements	
		Access As Proposed	General Plan Circulation Alternative
1	Childs Avenue / Parsons Avenue	None	None
2	Childs Avenue / Coffee Street	None	None
3	Gerard Avenue / Coffee Street	Enhance Pedestrian Crossing	Enhanced Pedestrian Crossing
4	Gerard Avenue / Pluim Drive	None	None
5	Gerard Avenue / Campus Parkway	None	None
6	Coffee Street / North School Access	None	None
7	Coffee Street / Central School Access	None	None
8	Coffee Street / South School Access	None	None
9	Coffee Street / Parsons Avenue	Traffic signal based on warrants	None
10	Mission Avenue / SB SR 99 ramps	Add 2 nd SB left turn lane	Reconfigure SB right turn lane to allow left turns
11	Mission Avenue / NB SR 99 ramps	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane “free”	Make NB right turn lane and WB right turn lane “free”
12	Campus Pkwy / Coffee Street	Traffic signal and add third EB Thru lane, 2 nd EB and WB left turn lanes; 3 rd WB thru lane and WB right turn lane; 2 nd NB left turn lane; separate SB left turn and thru lanes, with overlap phase on SB right turn. Widen Coffee Street north and south of Campus Pkwy to provide two receiving lanes for left turns from Campus Pkwy.	Add Traffic Signal, 2 nd EB left turn lane; 3 rd WB thru lane. Widen Coffee Street north of Campus Parkway to provide two receiving lanes for left turns.
13	Coffee Street / E. Mission Avenue	None	None
14	Gerard Avenue / Project Access	None	None
15	Coffee Street / Central Access	None	None
16	Campus Parkway / Central Access	None	-
17	Campus Parkway / Pluim Drive	None	Add traffic signal and 2 nd EB left turn lane; add second NB left turn lane;
18	Coffee Street / South Access	None	None
19	Mission Avenue / Central Access	None	All-Way Stop
20	Mission Avenue / Pluim Drive	None	None
	Coffee Road from Parsons Avenue to Campus Parkway	4 lane section	None

**TABLE 38
MITIGATED EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR**

#	Intersection	Control	AM Peak Hour			
			Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	27	C	25	C
2	Childs Avenue / Coffee Street	Signal	17	B	17	C
3	Gerard Avenue / Coffee Street	AWS	7	A	7	A
4	Gerard Avenue / Plum Drive	NB/SB Stop	3	A	6	A
	SB approach		2	A	4	A
	NB approach		1	A	1	A
	EB left turn		1	A	1	A
	WB left turn					
5	Gerard Avenue / Campus Parkway	Signal	7	A	8	A
6	Coffee Street / North School Access	EB/WB Stop	0	-	-	A
	EB approach		3	A	3	A
	WB approach		0	-	2	A
	NB left turn		3	A	3	A
	SB left turn					
7	Coffee Street / Central School Access	EB Stop	4	A	5	A
	EB approach		2	A	0	-
	NB left turn					
8	Coffee Street / South School Access	EB Stop	4	A	5	A
	EB approach					
9	Coffee Street / Parsons Avenue	AWS	5	A	5	A
10	Mission Avenue / SB SR 99 ramps	Signal	12	B	10	B
11	Mission Avenue / NB SR 99 ramps	Signal	6	A	6	b
12	Campus Parkway / Coffee Street	Signal	30	C	10	B
13	Coffee Street / E. Mission Avenue	WB Stop	3	A	4	A
	WB approach		2	A	2	A
	SB left turn					

TABLE 38 (continued)
MITIGATED EXISTING PLUS PROJECT CONDITIONS – AM PEAK HOUR

#	Intersection	Control	AM Peak Hour			
			Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach WB left	NB Stop	3	A	3	A
			1	A	1	A
15	Coffee Street / Central Access EB approach	WB Stop	4	A	3	A
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	2	A	-	-
			2	A	-	-
17	Campus Parkway / Pluim Drive NB approach SB approach	NB/SB Stop	1	A	-	-
			1	A	-	-
		Signal	-	-	16	B
18	Coffee Street / South Access WB approach	WB Stop	14	B	2	A
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	3	A	15	C
			2	A	2	A
20	Mission Avenue / Pluim Drive SB approach EB left turn	SB Stop	1	A	2	A
			1	A	3	A

**TABLE 39
MITIGATED EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR**

#	Intersection	Control	PM Peak Hour			
			Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	24	C	23	C
2	Childs Avenue / Coffee Street	Signal	12	B	12	B
3	Gerard Avenue / Coffee Street	AWS	5	A	6	A
4	Gerard Avenue / Plum Drive	NB/SB Stop	2	A	5	A
	SB approach		3	A	6	A
	NB approach		1	A	1	A
	EB left turn		1	A	1	A
	WB left turn					
5	Gerard Avenue / Campus Parkway	Signal	7	A	9	A
6	Coffee Street / North School Access	EB/WB Stop	5	A	4	A
	EB approach		2	A	1	A
	WB approach		0	-	0	-
	NB left turn		2	A	2	A
	SB left turn					
7	Coffee Street / Central School Access	EB Stop	4	A	4	A
	EB approach		0	-	0	-
	NB left turn					
8	Coffee Street / South School Access	EB Stop	4	A	4	A
	EB approach					
9	Coffee Street / Parsons Avenue	AWS	6	A	7	A
10	Mission Avenue / SB SR 99 ramps	Signal	13	B	11	B
11	Mission Avenue / NB SR 99 ramps	Signal	6	A	7	B
12	Campus Parkway / Coffee Street	Signal	35	D	12	D
13	Coffee Street / E. Mission Avenue	WB Stop	3	A	4	A
	WB approach		1	A	2	A
	SB left turn					

TABLE 39 (continued)
MITIGATED EXISTING PLUS PROJECT CONDITIONS – PM PEAK HOUR

#	Intersection	Control	PM Peak Hour			
			Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach WB left	NB Stop	4	A	3	A
			1	A	1	A
15	Coffee Street / Central Access EB approach	WB Stop	9	A	5	A
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	2	A	-	-
			5	A	-	-
17	Campus Parkway / Pluim Drive NB approach SB approach	NB/SB Stop	1	A	-	-
			2	A	-	-
		Signal			27	C
18	Coffee Street / South Access WB approach	WB Stop	9	A	2	A
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	3	A	13	B
			2	A	3	A
20	Mission Avenue / Pluim Drive SB approach EB left turn	SB Stop	1	A	2	A
			1	A	3	A

**TABLE 40
MITIGATED EXISTING PLUS PROJECT CONDITIONS - SATURDAY**

#	Intersection	Control	Saturday Peak Hour			
			Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	23	C	22	B
2	Childs Avenue / Coffee Street	Signal	11	B	10	B
3	Gerard Avenue / Coffee Street	AWS	5	A	5	A
4	Gerard Avenue / Plum Drive	NB/SB Stop	3	A	6	A
	SB approach		3	A	6	A
	NB approach		1	A	1	A
	EB left turn		1	A	1	A
	WB left turn					
5	Gerard Avenue / Campus Parkway	Signal	7	A	8	A
6	Coffee Street / North School Access	EB/WB Stop	5		0	-
	EB approach		1	A	1	A
	WB approach		0	-	0	-
	NB left turn		1	A	3	A
	SB left turn					
7	Coffee Street / Central School Access	EB Stop	0	-	0	-
	EB approach		0	-	0	-
	NB left turn					
8	Coffee Street / South School Access	EB Stop	2	A	4	A
	EB approach					
9	Coffee Street / Parsons Avenue	AWS	8	A	9	A
10	Mission Avenue / SB SR 99 ramps	Signal	20	B	17	C
11	Mission Avenue / NB SR 99 ramps	Signal	49	D	24	D
12	Campus Parkway / Coffee Street	Signal	78	E	44	D
13	Coffee Street / E. Mission Avenue	WB Stop	4	A	9	A
	WB approach		1	A	25	D
	SB left turn					

TABLE 40 (continued)
MITIGATED EXISTING PLUS PROJECT CONDITIONS – SATURDAY

#	Intersection	Control	Saturday Peak Hour			
			Existing Plus Project		Existing Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access NB approach WB left	NB Stop	4	A	3	A
			3	A	2	A
15	Coffee Street / Central Access EB approach	WB Stop	11	B	6	A
16	Campus Parkway / Central Access NB approach SB approach	NB/SB Stop	2	A	-	-
			36	E	-	-
17	Campus Parkway / Plum Drive NB approach SB approach	NB/SB Stop	1	A	-	-
			2	A	-	-
		Signal			31	C
18	Coffee Street / South Access WB approach	WB Stop	82	F	2	A
19	Mission Avenue / Central Access SB approach EB left turn	SB Stop	3	A	-	-
			2	A	-	-
		AWS			16	C
20	Mission Avenue / Plum Drive SB approach EB left turn	SB Stop	1	A	2	A
			1	A	4	A

Existing Plus Merced Gateway with General Plan Access

Level of Service Impacts The traffic impact analysis concludes that without improvements six (6) intersections will operate with Levels of Service that exceed the minimum LOS D standard during some time period. Table 37 and Figures 24 and 25 identify mitigations needed under Existing Plus Project conditions with General Plan Access. As was summarized in Tables 38, 39 and 40 all of these mitigations would deliver the LOS D standard under a.m. and p.m. peak hour conditions.

EPAP Plus Merced Gateway with Access as Proposed

Level of Service Impacts The traffic impact analysis concludes that without improvements nine (9) intersections will operate with Levels of Service that exceed the minimum LOS D standard during some time period. Table 41 and Figures 26 and 27 identify mitigations needed under EPAP Plus Project conditions with access as proposed. As is summarized in Table 42 these mitigations would deliver the LOS D standard at many locations, however, the following locations would remain deficient after implementation of feasible improvements.

Six locations would operate with Level of service in excess of LOS D after mitigation.

No identified improvement would change the LOS at the **Childs Avenue / Parsons Avenue intersection (1)**.

Both of the **SR 99 ramp intersections on Mission Avenue (10 and 11)** will operate at LOS E or F during the p.m. and Saturday peak hours. The **Campus Parkway / Coffee Street intersection (12)** will operate at LOS F in the p.m. and Saturday peak hours.

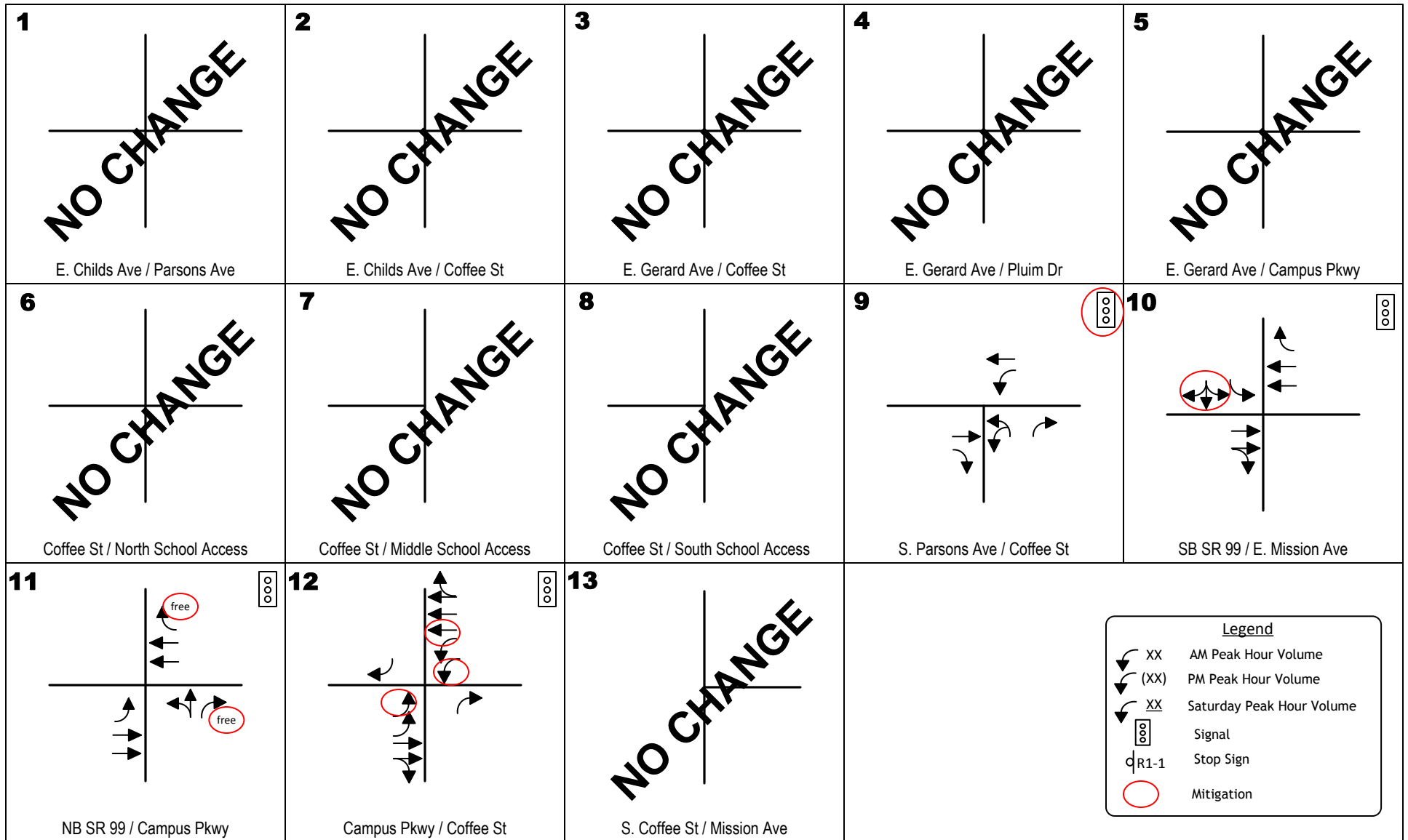
The identified improvements would yield LOS F at the **Coffee Street / Central Access intersection (15)** on Saturday peak hour. This location is a right turn only, and further improvement is not feasible as all-way stop control and traffic signalization cannot be installed near the Coffee Street / Campus Parkway intersection.

The **Coffee Street / South Access intersection (18)** is projected to operate at LOS F in the p.m. and Saturday peak hours. This location is a right turn only, and further improvement is not feasible as all-way stop control and traffic signalization cannot be installed near the Coffee Street / Campus Parkway intersection.

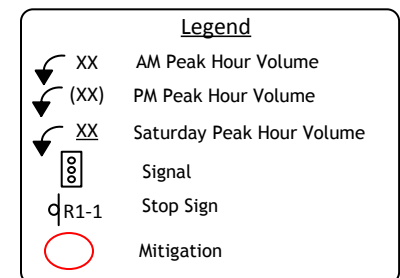
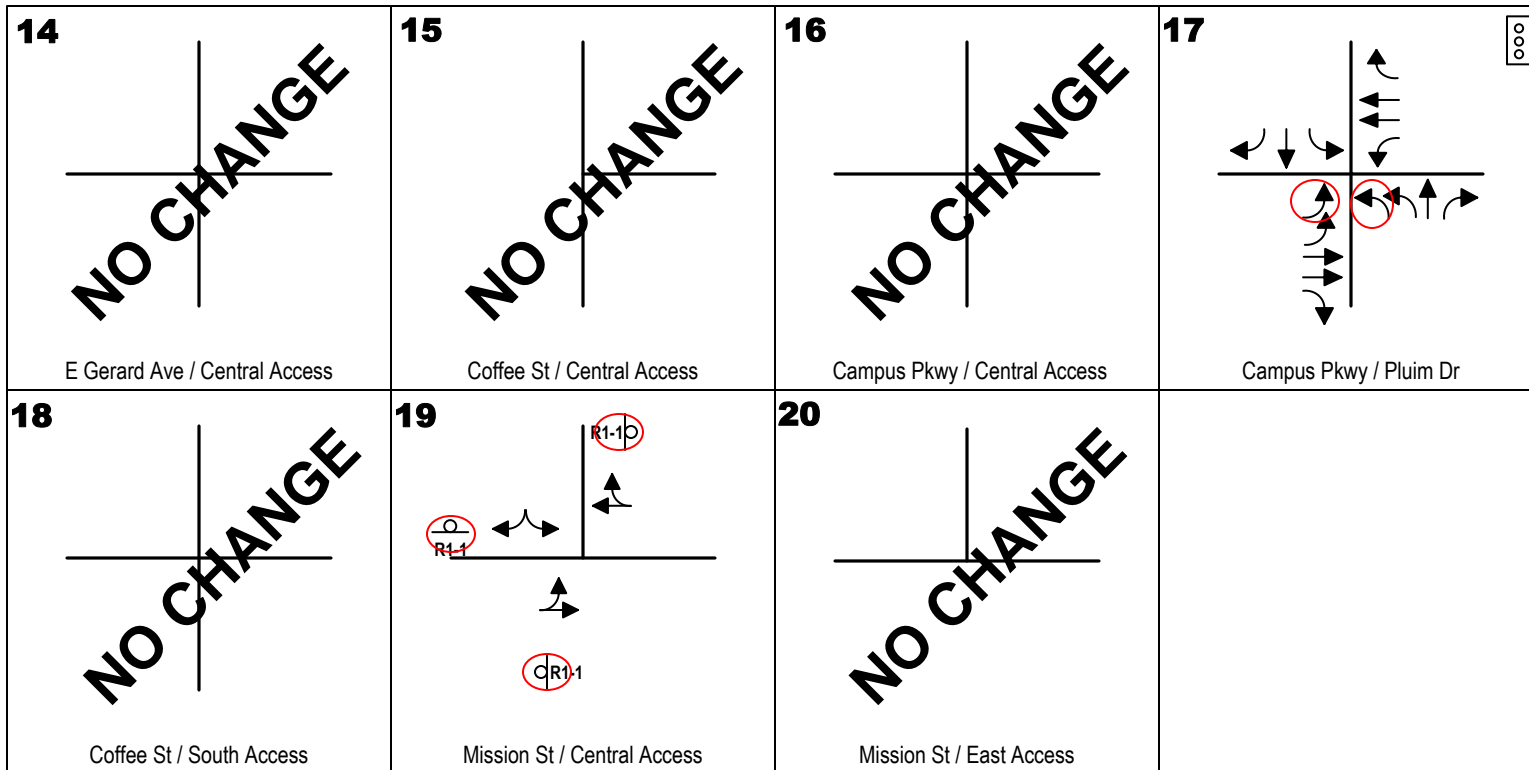
Roadway Segment Impacts. The segment of **Coffee Road from Parsons Avenue to Campus Parkway** will need to be improved to a four lane section to deliver LOS D or better conditions and to accommodate the intersection geometry prescribed for the Campus Parkway /Coffee Street and Coffee Street / Parsons Avenue intersections.

The segment of **Coffee Street from Campus Parkway from Campus Parkway to Mission Street** would require similar treatment (i.e., four lanes).

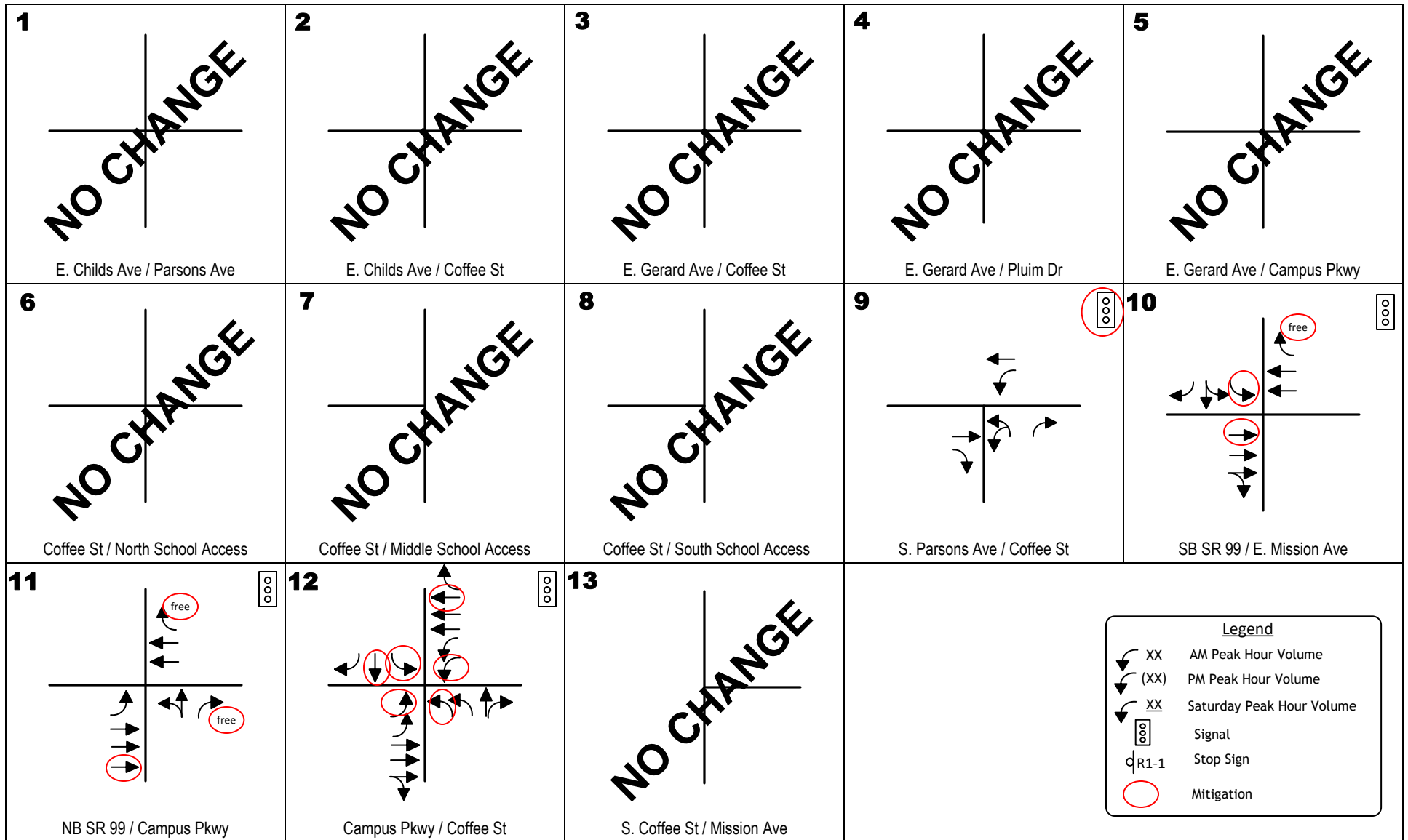
The identified improvements would create three lanes in each direction on **Campus Parkway between SR 99 and Coffee Street**, and the resulting Level of Service on this segment would be LOS C.



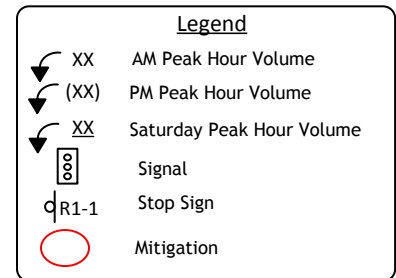
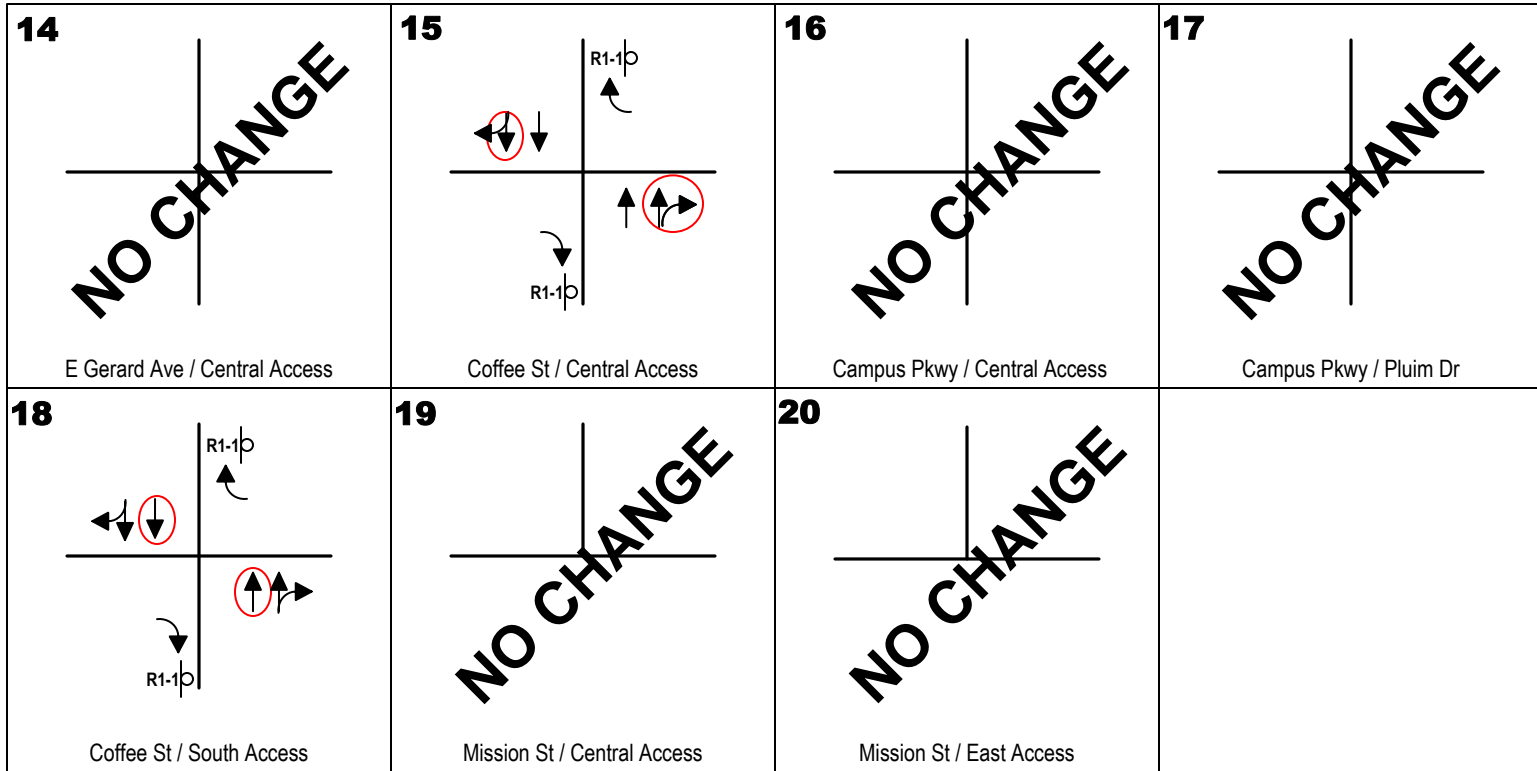
MITIGATIONS
EXISTING PLUS PROJECT WITH GENERAL PLAN STREETS
LANE CONFIGURATIONS



MITIGATIONS
EXISTING PLUS PROJECT WITH GENERAL PLAN STREETS
LANE CONFIGURATIONS



MITIGATIONS
EPAP PLUS PROJECT / ACCESS AS PROPOSED
LANE CONFIGURATIONS



MITIGATIONS
EPAP PLUS PROJECT / ACCESS AS PROPOSED
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

**TABLE 41
MITIGATIONS FOR EPAP PLUS PROJECT CONDITIONS**

#	Intersection	Improvements	
		Existing Plus Approved Projects	EPAP Plus Merced Gateway
1	Childs Avenue / Parsons Avenue	None	None
2	Childs Avenue / Coffee Street	None	None
3	Gerard Avenue / Coffee Street	None	None
4	Gerard Avenue / Pluim Drive	None	None
5	Gerard Avenue / Campus Parkway	None	None
6	Coffee Street / North School Access	None	None
7	Coffee Street / Central School Access	None	None
8	Coffee Street / South School Access	None	None
9	Coffee Street / Parsons Avenue	None	Traffic signal
10	Mission Avenue / SB SR 99 ramps	None	Add 2 nd SB left turn lane, 3 rd EB thru lane and “free” WB right turn lane
11	Mission Avenue / NB SR 99 ramps	None	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane “free”
12	Campus Parkway / Coffee Street	Signal based on warrants	Traffic signal and add third EB Thru lane, 2 nd EB left turn lane; 3 rd WB thru lane and WB right turn lane; 2 nd NB left turn lane; separate SB left turn and thru lanes, with overlap phase on SB right turn. Widen Coffee Street north and south of the intersection to provide two receiving lanes for left turns
13	Coffee Street / E. Mission Avenue	None	Accommodate SB to NB u-turns
14	Gerard Avenue / Project Access	None	None
15	Coffee Street / Central Access	None	None
16	Campus Parkway / Central Access	None	None
17	Campus Parkway / Pluim Drive	None	None
18	Coffee Street / South Access	None	None
19	Mission Avenue / Central Access	None	None
20	Mission Avenue / Pluim Drive	None	None
	Campus Parkway from SR 99 to Coffee	none	6 lanes
	Coffee Street from Parsons Avenue to Campus Parkway	None	Four lanes
	Coffee Street from Campus Parkway to Mission Avenue	None	Four lanes

**TABLE 42
MITIGATED EPAP PLUS PROJECT CONDITIONS**

#	Intersection	Control	EPAP Plus Project					
			AM Peak Hour		PM Peak Hour		Saturday	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	98	F	44	D	39	D
2	Childs Avenue / Coffee Street	Signal	22	C	20	C	18	C
3	Gerard Avenue / Coffee Street	AWS	6	A	4	A	4	A
4	Gerard Avenue / Plum Drive	NB/SB Stop						
	SB approach		4	A	4	A	4	A
	NB approach		4	A	4	A	4	A
	EB left turn		1	A	1	A	2	A
	WB left turn		1	A	1	A	1	A
5	Gerard Avenue / Campus Parkway	Signal	9	A	12	B	11	B
6	Coffee Street / North School Access	EB/WB Stop						
	EB approach		0	-	3	A	4	A
	WB approach		3	A	3	A	2	A
	NB left turn		4	A	0	-	0	-
	SB left turn		4	A	2	A	3	A
7	Coffee Street / Central School Access	EB Stop						
	EB approach		4	A	4	A	6	A
	NB left turn		4	A	0	-	0	-
8	Coffee Street / South School Access	EB Stop						
	EB approach		5	A	4	A	5	A
9	Coffee Street / Parsons Avenue	Signal	17	B	17	B	21	C
10	Mission Avenue / SB SR 99 ramps	Signal	12	B	46	D	134	F
11	Mission Avenue / NB SR 99 ramps	Signal	8	A	68	E	131	F
12	Campus Parkway / Coffee Street	AWS	47	D	83	F	104	F
13	Coffee Street / E. Mission Avenue	WB Stop						
	WB approach		4	A	4	A	5	A
	SB left turn		3	A	2	A	3	A

**TABLE 42 (continued)
MITIGATED EPAP PLUS PROJECT CONDITIONS**

#	Intersection	Control	EPAP Plus Project					
			AM Peak Hour		PM Peak Hour		Saturday	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop						
	NB approach		4	A	5	A	5	A
	SB approach		3	A	3	A	3	A
	EB left		3	A	3	A	3	A
	WB left		1	A	2	A	2	A
15	Coffee Street / Central Access	EB/WB Stop						
	WB approach		5	A	9	A	14	B
	EB approach		5	A	8	A	292	F
16	Campus Parkway / Central Access	NB/SB Stop						
	NB approach		1	A	1	A	1	A
	SB approach		3	A	5	A	8	A
17	Campus Parkway / East Access	NB/SB Stop						
	NB approach		1	A	2	A	1	A
	SB approach		3	A	3	A	3	A
18	Coffee Street / South Access	EB/WB Stop						
	EB approach		4	A	4	A	5	A
	WB approach		53	F	92	F	417	F
19	Mission Avenue / Central Access	SB Stop						
	SB approach		1		1	A	1	A
	EB left turn		2	A	2	A	2	A
20	Mission Avenue / Plum Drive	SB Stop						
	SB approach		2	A	0	A	2	A
	EB left turn		2	A	5	A	2	A

Cumulative plus Merced Gateway with Access as Proposed Conditions

Level of Service Impacts. The traffic impact analysis concludes that without improvements ten (10) intersections will operate with Levels of Service that exceed the minimum LOS D standard during some time period. Table 43 and Figures 28 and 29 identify mitigations needed under Cumulative Plus Project conditions with Access as Proposed. These improvements are similar to those identified under EPAP Plus Project conditions. As is summarized in Tables 44, 45 and 46 these mitigations would deliver the LOS D standard many locations, however, the following locations would remain deficient after implementation of feasible improvements.

Six locations would operate with Level of service in excess of LOS D after mitigation.

The **Mission Avenue / SR 99 SB ramp intersection (10)** will operate at LOS F during the Saturday peak hour. The **Mission Avenue / NB SR 99 ramps intersection (11)** will operate at LOS F during the p.m. and Saturday peak hours. The **Campus Parkway / Coffee Street intersection (12)** will operate at LOS F during the p.m. and Saturday peak hour.

The identified improvements would yield LOS F at the **Coffee Street / Central Access intersection (15)** on Saturday peak hour. This location is a right turn only, and further improvement is not feasible as all-way stop control and traffic signalization cannot be installed near the Coffee Street / Campus Parkway intersection.

The **Campus Parkway / Central Access intersection (16)** is projected to operate at LOS F in the p.m. and Saturday peak hours. Review of simulation results indicate that these conditions relate to the delay experienced by motorists waiting for a gap in traffic in order to cross the westbound left turn lane at the Coffee Street intersection. While it is likely that some motorists could elect to use the eastern access rather than wait at this location and that diversion would improve the Level of service, no physical improvement to deliver LOS D is feasible.

The **Coffee Street / South Access intersection (18)** is projected to operate at LOS F in the a.m., p.m. and Saturday peak hours. This location is a right turn only, and further improvement is not feasible as all-way stop control and traffic signalization cannot be installed near the Coffee Street / Campus Parkway intersection.

Roadway Segments. The identified improvements would create three lanes in each direction on **Campus Parkway between SR 99 and Coffee Street**, and the resulting Level of Service on this segment would be LOS C.

The segment of **Coffee Road from Parsons Avenue to Campus Parkway** will need to be improved to a four lane section to deliver LOS D or better conditions and to accommodate the intersection geometry prescribed for the Campus Parkway /Coffee Street and Coffee Street / Parsons Avenue intersections.

The segment of **Coffee Street from Campus Parkway to Mission Street** would require similar treatment (i.e., four lanes).

Travel Speed on Mission Avenue - Campus Parkway. To provide further perspective, the average travel speed on Mission Avenue / Campus Parkway between SR 99 and Gerard Avenue was determined from *Simtraffic* simulation. These forecasts are derived from the work done to estimate intersection delays and reflect the effects of un-signalized access proposed with the project. The results can be used to assess Level of service based on the HCM criteria presented in Table 47.

Table 48 contrasts average travel speed for cumulative conditions by direction. As indicated, with implementation of the proposed access strategy and identified mitigations, the expressway will carry traffic at speeds that are indicative of LOS F (westbound) and LOS D (eastbound) in the a.m. peak hour, LOS E / F in the p.m. peak hour and LOS D / E in the Saturday peak hour.

Truck Access Impacts. Elimination of the Plum Drive connection to Campus Parkway will increase the amount of truck traffic on the Parsons Avenue extension as trucks access the adjoining BP parcel. The Parsons Avenue extension will need to be designed to accommodate truck turns.

Cumulative Plus Merced Gateway with General Plan Access

Level of Service Impacts The traffic impact analysis concludes that without improvements six (6) intersections will operate with Levels of Service that exceed the minimum LOS D standard during some time period. Table 43 and Figures 28 and 29 identify mitigations needed under Cumulative Plus Project conditions with General Plan Access. As is summarized in Tables 44, 45 and 46 these mitigations would deliver the LOS D standard at many locations, however, the following locations would remain deficient after implementation of feasible improvements.

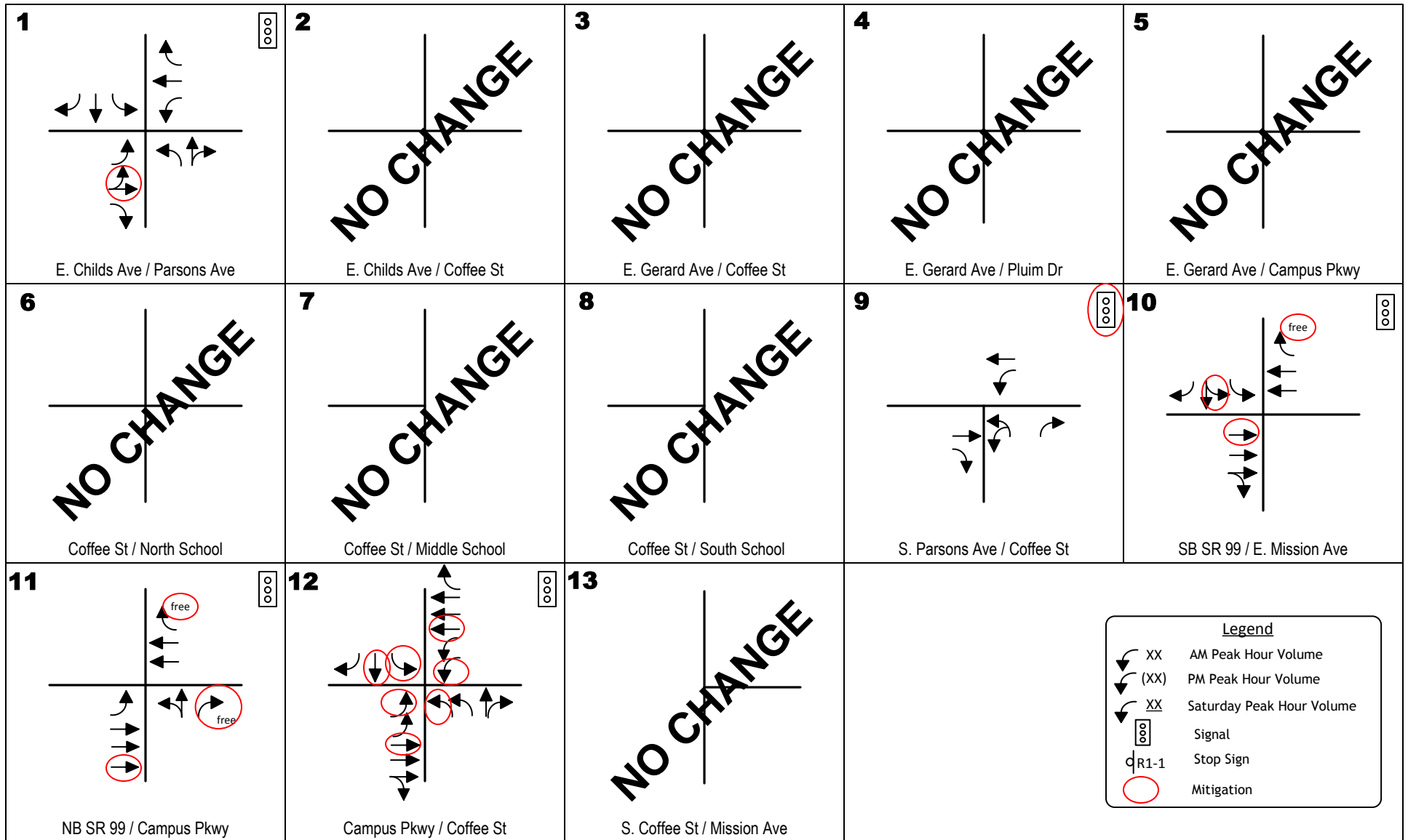
Two locations would operate with Level of service in excess of LOS D.

The **Campus Parkway / NB SR 99 ramps intersection (11)** will operate at LOS E in the Saturday peak hour.

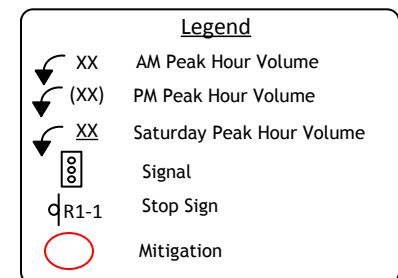
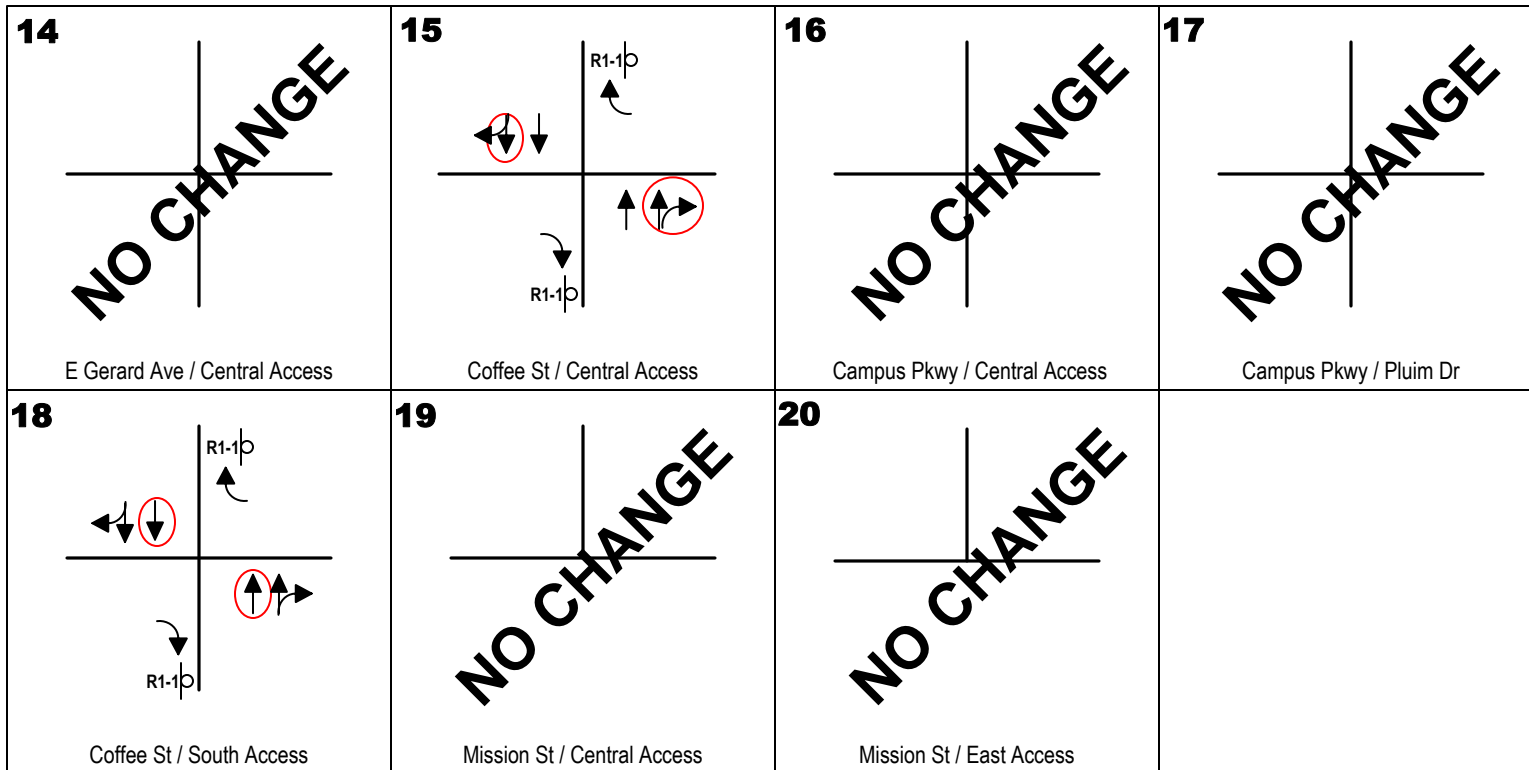
The identified improvements would yield LOS F at the **Coffee Street / Central Access intersection (15)** on Saturday peak hour. This location is a right turn only, and further improvement is not feasible as all-way stop control and traffic signalization cannot be installed near the Coffee Street / Campus Parkway intersection.

Roadway Segments. The identified improvements would create three lanes in each direction on **Campus Parkway between SR 99 and Coffee Street**, and the resulting Level of Service on this segment would be LOS C.

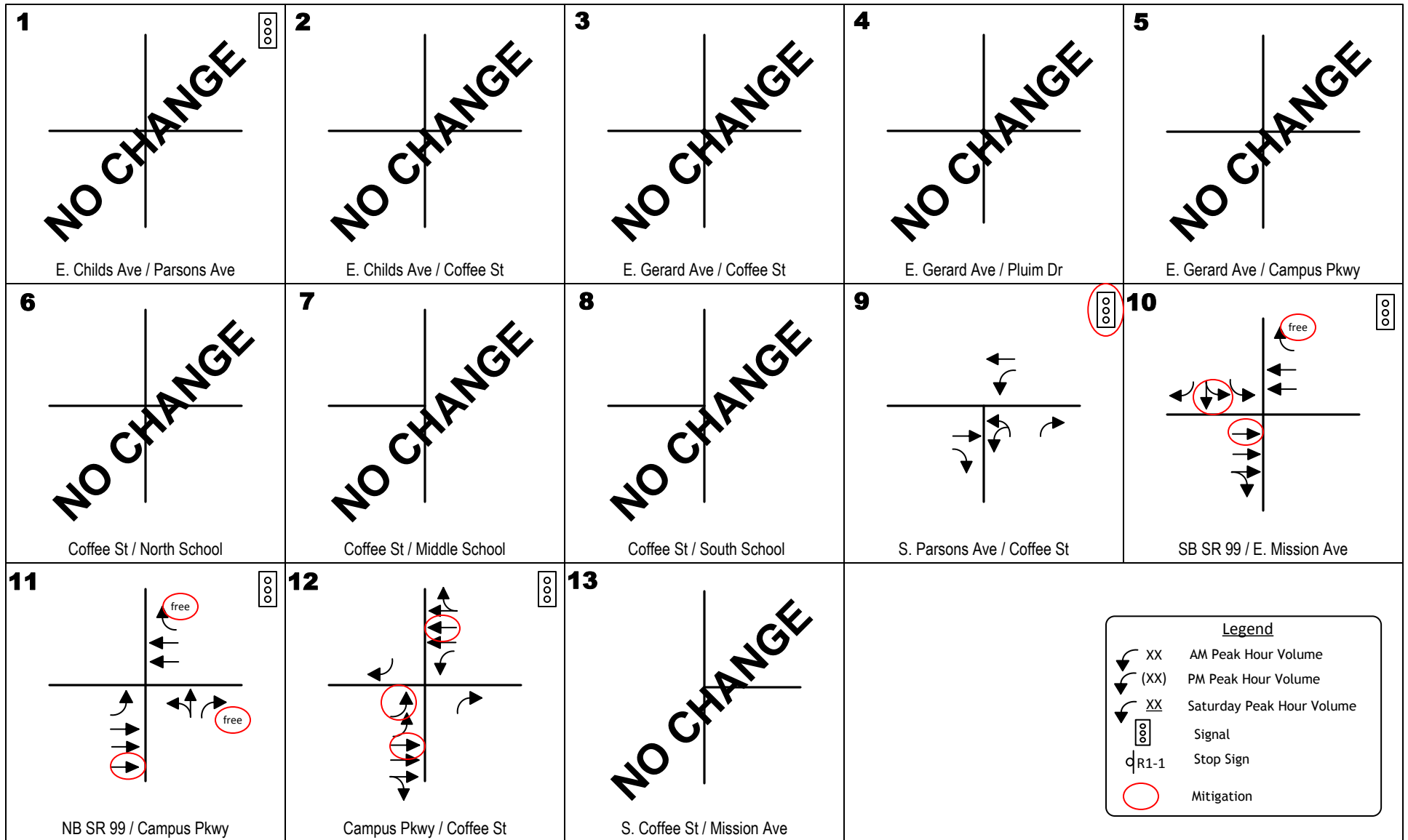
Travel Speed on Mission Avenue - Campus Parkway. Table 48 identifies average travel speed for cumulative conditions by direction. As indicated, with implementation of the General Plan Circulation system and identified mitigations, the expressway will carry traffic at speeds that are indicative of LOS C (westbound) and LOS E (eastbound) in the a.m. peak hour, LOS D / E in the p.m. peak hour and LOS C/F in the Saturday peak hour.



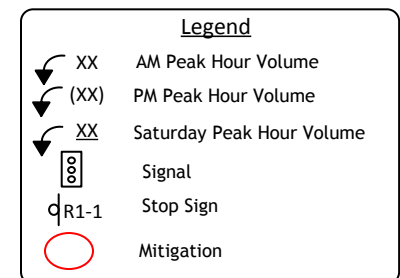
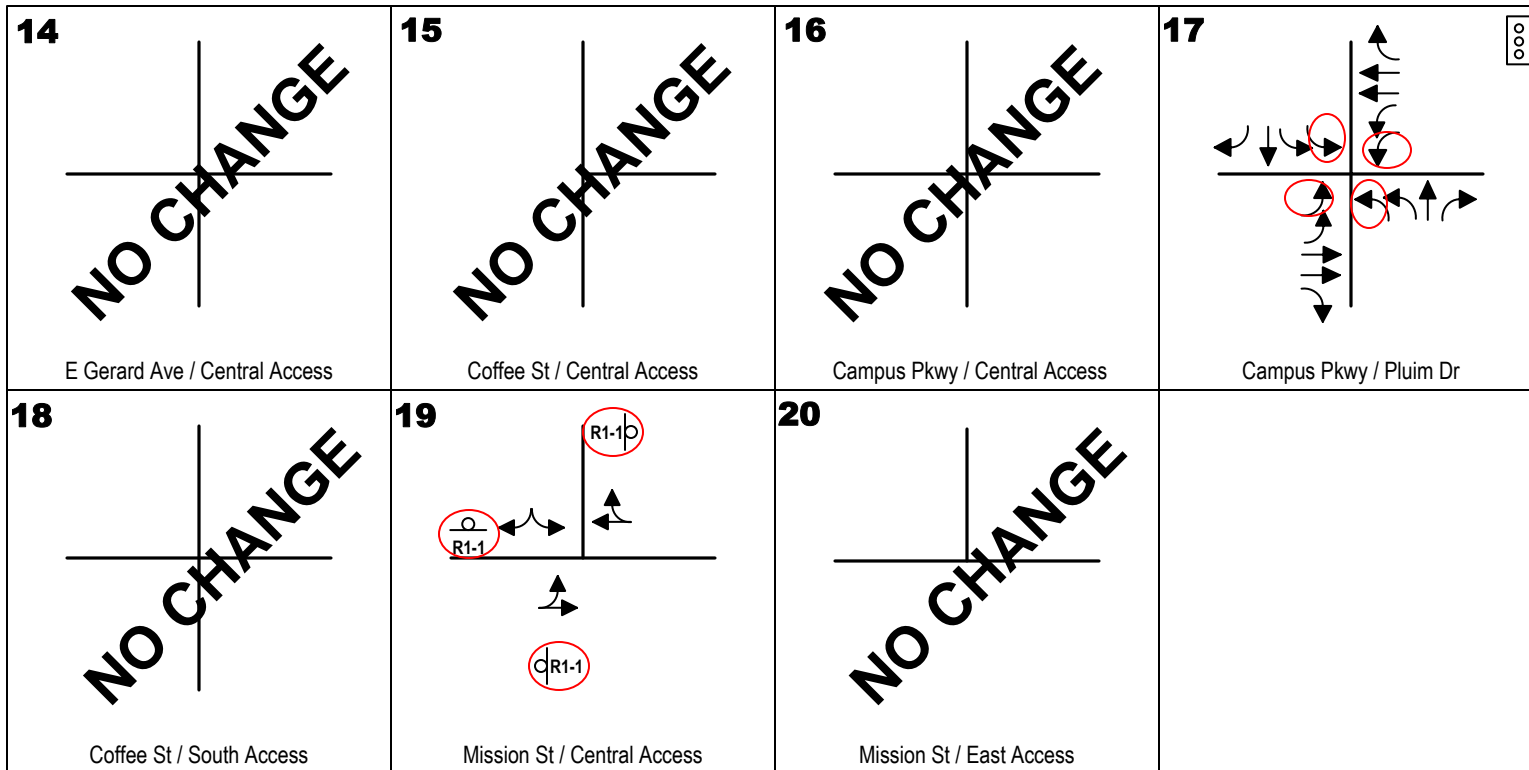
**MITIGATIONS
CUMULATIVE PLUS PROJECT / ACCESS AS PROPOSED
LANE CONFIGURATIONS**



MITIGATIONS
CUMULATIVE PLUS PROJECT / ACCESS AS PROPOSED
LANE CONFIGURATIONS



**MITIGATIONS
CUMULATIVE PLUS PROJECT WITH GENERAL PLAN STREETS
LANE CONFIGURATIONS**



MITIGATIONS
CUMULATIVE PLUS PROJECT WITH GENERAL PLAN STREETS
LANE CONFIGURATIONS

**TABLE 43
CUMULATIVE PLUS PROJECT CONDITIONS**

#	Intersection	Improvements	
		Cumulative Plus Merced Gateway Access as Proposed	Cumulative Plus Merced Gateway General Plan Access
1	Childs Avenue / Parsons Avenue	Reconfigure EB through lane to thru+left turn	Reconfigure EB through lane to thru+left turn
2	Childs Avenue / Coffee Street	None	None
3	Gerard Avenue / Coffee Street	None	None
4	Gerard Avenue / Pluim Drive	None	None
5	Gerard Avenue / Campus Parkway	None	None
6	Coffee Street / North School Access	None	None
7	Coffee Street / Central School Access	None	None
8	Coffee Street / South School Access	None	None
9	Coffee Street / Parsons Avenue	Traffic signal	Traffic Signal
10	Mission Avenue / SB SR 99 ramps	Add 2 nd SB left turn lane, 3 rd EB thru lane and “free” WB right turn lane	Add 2 nd SB left turn lane and 3 rd EB thru lane and “free WB right turn lane
11	Mission Avenue / NB SR 99 ramps	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane “free”	Add 3 rd EB thru lane and make NB right turn lane and WB right turn lane “free”
12	Campus Parkway / Coffee Street	Traffic signal and add third EB Thru lane, 2 nd EB left turn lane; 3 rd WB thru lane and WB right turn lane; 2 nd NB left turn lane; separate SB left turn and thru lanes, with overlap phase on SB right turn. Widen Coffee Street to receive dual left turn lanes	Traffic signal and add third EB Thru lane, 2 nd EB left turn lane; 3 rd WB thru lane, with overlap phase on SB right turn. Widen Coffee Street to receive dual left turn lanes.
13	Coffee Street / E. Mission Avenue	Accommodate SB to NB U-turns	None
14	Gerard Avenue / Project Access	None	None
15	Coffee Street / Central Access	None	None
16	Campus Parkway / Central Access	None	None
17	Campus Parkway / Pluim Drive	None	Add 2 nd EB left turn lane, 2 nd WB left turn lane, 2 nd NB left turn lane and 2 nd SB left turn lane
18	Coffee Street / South Access	None	None
19	Mission Avenue / Central Access	None	None
20	Mission Avenue / Pluim Drive	None	None
	Campus Pkwy from SR 99 to Coffee St	Six lane section	Six lane section
	Coffee Street from Parsons Avenue to Coffee Street	4 lane section	None
	Coffee Street from Campus Parkway to Mission Avenue	4 lane section	
	Parsons Avenue from Coffee Street to boundary	Provide adequate truck turning radii and roadway structural section	None

**TABLE 44
MITIGATED CUMULATIVE (YEAR 2035) PLUS PROJECT CONDITIONS**

#	Intersection	Control	AM Peak Hour			
			Cumulative Plus Project Proposed Circulation		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	42	D	43	D
2	Childs Avenue / Coffee Street	Signal	15	C	17	B
3	Gerard Avenue / Coffee Street	AWS	18	C	14	B
4	Gerard Avenue / Pluim Drive	NB/SB Stop	8	A	8	A
	SB approach		7	A	8	A
	NB approach		2	A	2	A
	EB left turn		4	A	3	A
5	Gerard Avenue / Campus Parkway	Signal	23	C	21	C
6	Coffee Street / North School Access	EB/WB Stop	0	-	0	-
	EB approach		4	A	4	A
	WB approach		0	-	0	-
	NB left turn		3	A	3	A
7	Coffee Street / Central School Access	EB Stop	5	A	5	A
	EB approach		0	-	0	-
8	Coffee Street / South School Access	EB Stop	5	A	5	A
9	Coffee Street / Parsons Avenue	AWS	-	-	8	A
		signal	8	A	-	-
10	Mission Avenue / SB SR 99 ramps	Signal	53	D	18	D
11	Mission Avenue / NB SR 99 ramps	Signal	49	D	18	D
12	Campus Parkway / Coffee Street	Signal	60	E	14	B
13	Coffee Street / E. Mission Avenue	WB Stop	4	A	6	A
	WB approach		3	A	3	A
	SB left turn					

TABLE 44 (continued)
MITIGATED CUMULATIVE (YEAR 2035) PLUS PROJECT CONDITIONS

#	Intersection	Control	AM Peak Hour			
			Cumulative Plus Project Proposed Circulation		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop				
	NB approach		6	A	7	A
	SB approach		8	A	8	A
	EB left turn		6	A	5	A
	WB left turn		3	A	2	A
15	Coffee Street / Central Access	EB/WB Stop				
	EB approach		5	A	3	A
	WB approach		5	A	4	A
16	Campus Parkway / Central Access	NB/SB Stop				
	NB approach		2	A	-	
	SB approach		9	A		
17	Campus Parkway / Pluim Drive	NB/SB Stop				
	NB approach		2	A		
	SB approach		5	A		
		Signal		-	36	D
18	Coffee Street / South Access	EB/WB Stop				
	EB approach		5	A	5	A
	WB approach		9	A	2	A
19	Mission Avenue / Central Access	SB Stop				
	SB approach		1	A	1	A
	EB left turn		3	A	3	A
20	Mission Avenue / Pluim Drive	SB Stop				
	SB approach		3	A	1	A
	EB left turn		2	A	3	A

**TABLE 45
MITIGATED CUMULATIVE YEAR 2035 PLUS PROJECT CONDITIONS**

#	Intersection	Control	PM Peak Hour			
			Cumulative Plus Project		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	38	D	45	D
2	Childs Avenue / Coffee Street	Signal	10	A	10	A
3	Gerard Avenue / Coffee Street	AWS	9	A	10	A
4	Gerard Avenue / Pluim Drive	NB/SB Stop				
	NB approach		7	A	7	A
	SB approach		7	A	7	A
	EB left turn		2	A	2	A
	WB left turn	3	A	2	A	
5	Gerard Avenue / Campus Parkway	Signal	27	C	26	C
6	Coffee Street / North School Access	EB/SB Stop				
	EB approach		4	A	4	A
	WB approach		2	A	1	A
	NB left turn		0	-	0	-
	SB left turn	2	A	2	A	
7	Coffee Street / Central School Access	EB Stop				
	EB approach		4	A	4	A
	NB left turn	0	-	0	-	
8	Coffee Street / South School Access	EB Stop				
	EB approach		4	A	5	A
9	Coffee Street / Parsons Avenue	AWS	-	-	17	C
		Signal	13	B	-	-
10	Mission Avenue / SB SR 99 ramps	Signal	79	E	26	C
11	Mission Avenue / NB SR 99 ramps	Signal	70	E	25	C
12	Campus Parkway / Coffee Street	Signal	90	F	17	C
13	Coffee Street / E. Mission Avenue	WB Stop				
	WB approach		5	A	8	A
	SB left turn	3	A	3	B	

TABLE 45 (continued)
MITIGATED CUMULATIVE YEAR 2035 PLUS PROJECT CONDITIONS

#	Intersection	Control	PM Peak Hour			
			Cumulative Plus Project		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop				
	NB approach		9	A	6	A
	SB approach		6	A	6	A
	EB left turn		5	A	4	A
	WB left turn			2	A	
15	Coffee Street / Central Access	WB Stop				
	EB approach		7	A	6	C
	WB approach		6	A	9	A
16	Campus Parkway / Central Access	NB/SB Stop				
	NB approach		2	A	-	-
	SB approach		50	D		
17	Campus Parkway / Plum Drive	NB/SB Stop				
	NB approach		3	A		
	SB approach		7	A		
		Signal			26	C
18	Coffee Street / South Access	EB/WB Stop				
	EB approach		5	A	5	A
	WB approach		76	F	2	A
19	Mission Avenue / Central Access	SB Stop				
	SB approach		1	A	15	B
	EB left turn		3	A	3	A
20	Mission Avenue / Plum Dr	SB Stop				
	SB approach		0	A	1	A
	EB left turn		5	A	3	A

**TABLE 46
MITIGATED CUMULATIVE PLUS PROJECT CONDITIONS**

#	Intersection	Control	Saturday Peak Hour			
			Cumulative Plus Project		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Childs Avenue / Parsons Avenue	Signal	24	C	29	C
2	Childs Avenue / Coffee Street	Signal	8	A	8	A
3	Gerard Avenue / Coffee Street	AWS	10	A	10	A
4	Gerard Avenue / Pluim Drive	NB/SB Stop				
	NB approach		13	B	10	B
	SB approach		10	B	10	B
	EB left turn		5	A	2	A
	WB left turn	4	A	3	A	
5	Gerard Avenue / Campus Parkway	Signal	32	C	19	B
6	Coffee Street / North School Access	EB/WB Stop				
	EB approach		4	A	4	-
	WB approach		2	A	1	A
	NB left turn		0	-	0	-
	SB left turn	3	A	2	A	
7	Coffee Street / Central School Access	EB Stop				
	EB approach		0	-	0	-
	NB left turn	0	-	0	-	
8	Coffee Street / South School Access	EB Stop				
	EB approach		0	-	0	-
9	Coffee Street / Parsons Avenue	AWS	-	-	35	C
		Signal	19	B	-	-
10	Mission Avenue / SB SR 99 ramps	Signal	165	F	36	D
11	Mission Avenue / NB SR 99 ramps	Signal	79	E	67	E
12	Campus Parkway / Coffee Street	Signal	92	F	46	D
13	Coffee Street / E. Mission Avenue	WB Stop				
	WB approach		6	A	11	B
	SB left turn	4	A	4	D	

**TABLE 46 (continued)
CUMULATIVE PLUS PROJECT CONDITIONS**

#	Intersection	Control	Saturday Peak Hour			
			Cumulative Plus Project		Cumulative Plus Project GP Circulation	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
14	Gerard Avenue / Project Access	NB/SB Stop				
	NB approach		13	B	7	A
	SB approach		9	A	7	A
	EB left turn		5	A	5	A
	WB left turn		A	2	A	
15	Coffee Street / Central Access	EB/WB Stop	97	F	234	F
	EB approach		11	C	150	F
16	Campus Parkway / Central Access	NB/SB Stop	3	A	-	-
	NB approach		103	F		
17	Campus Parkway / Plum Drive	NB/SB Stop	3	A		
	NB approach		9	A		
		Signal			53	D
18	Coffee St / . South Access	EB/WB Stop	9	A	7	A
	EB approach		104	F	3	A
19	Mission Avenue / Central Access	SB Stop	1	A	2	A
	SB approach		3	A	3	A
20	Mission Avenue / Plum Dr	SB Stop	0	A	1	A
	SB approach		5	A	4	A
	EB left turn					

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (FFS) (mph)	55 to 45	45 to 35	35 to 30	35 to 25
Typical FFS (mph)	50	40	35	30
LOS	Average Travel Speed (mph)			
A	>42	>35	>30	>25
B	>34 – 42	>28 – 35	>24 – 30	>19 – 25
C	>27 – 34	>22 – 28	>18 – 24	>13 – 19
D	>21 – 27	>17 – 22	>14 – 18	>9 – 13
E	>16 – 21	>13 – 17	>10 – 14	>7 – 9
F	≤16	≤13	≤10	≤7
Source: Highway Capacity Manual (Transportation Research Board, 2010).				

Street	Location	Direction	Average Travel Speed (MPH)					
			AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Proposed Access	General Plan Access	Proposed Access	General Plan Access	Proposed Access	General Plan Access
Mission Ave	SB ramps to NB ramps	EB	6	24	9	20	8	20
	NB ramps to Coffee St		6	29	7	25	10	32
Campus Pkwy	Coffee Street to Central Access		31	40	29	37	33	29
	Coffee Street to Pluim Drive		47	19	45	17	43	17
	Pluim Drive to Gerard Avenue		41	34	37	33	37	38
	<i>Average Speed</i>		15	29	16	26	22	29
	<i>Level of Service</i>	F	C	E	D	F	C	
Campus Pkwy	Gerard Ave to Pluim Drive	WB	43	24	43	27	41	10
	Pluim Drive to Central Access		43	26	26	31	21	5
	Central Access to Coffee Street		9	15	4	11	3	4
Mission Ave	Coffee Street to NB ramps		18	21	16	12	13	10
	NB ramps to SB ramps		27	30	22	23	20	20
	<i>Average</i>		25	20	14	21	16	8
	<i>Level of Service</i>	D	E	F	E	E	F	

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APPENDICES

TECHNICAL APPENDIX

FOR

MERCED GATEWAY TRAFFIC IMPACT ANALYSIS

Merced, CA

Prepared For:

FCS INTERNATIONAL, INC.
250 Commerce, Suite 250
Irvine, CA 92602

Prepared By:

KD Anderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, California 95650
(916) 660-1555

June 22, 2016

3260-02

TRAFFIC COUNTS

KDA

ALL TRAFFIC DATA

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

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-001 Coffee Street-Campus Parkway.ppd

Date : 8/29/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Campus Parkway Westbound					Coffee Street Northbound					Mission Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	1	4	0	5	1	29	0	0	30	8	6	3	0	17	5	25	8	1	39	91	1
12:15	0	7	4	0	11	1	14	0	0	15	9	3	0	0	12	9	22	5	0	36	74	0
12:30	1	9	6	0	16	0	18	0	0	18	13	2	1	0	16	8	24	7	0	39	89	0
12:45	1	3	4	0	8	1	18	0	1	20	9	2	2	0	13	7	22	13	2	44	85	3
Total	2	20	18	0	40	3	79	0	1	83	39	13	6	0	58	29	93	33	3	158	339	4
13:00	0	2	3	0	5	1	14	0	0	15	14	2	1	0	17	3	21	7	0	31	68	0
13:15	2	2	7	0	11	1	10	0	0	11	9	1	0	0	10	10	18	6	0	34	66	0
13:30	0	2	3	0	5	0	16	0	0	16	9	4	0	0	13	6	18	4	0	28	62	0
13:45	0	4	5	0	9	1	16	0	0	17	4	1	0	0	5	5	16	9	0	30	61	0
Total	2	10	18	0	30	3	56	0	0	59	36	8	1	0	45	24	73	26	0	123	257	0
Grand Total	4	30	36	0	70	6	135	0	1	142	75	21	7	0	103	53	166	59	3	281	596	4
Apprch %	5.7%	42.9%	51.4%	0.0%		4.2%	95.1%	0.0%	0.7%		72.8%	20.4%	6.8%	0.0%		18.9%	59.1%	21.0%	1.1%			
Total %	0.7%	5.0%	6.0%	0.0%	11.7%	1.0%	22.7%	0.0%	0.2%	23.8%	12.6%	3.5%	1.2%	0.0%	17.3%	8.9%	27.9%	9.9%	0.5%	47.1%	100.0%	

NOON PEAK START TIME	Coffee Street Southbound					Campus Parkway Westbound					Coffee Street Northbound					Mission Avenue 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 12:00 to 13:00

Peak Hour For Entire Intersection Begins at 12:00

12:00	0	1	4	0	5	1	29	0	0	30	8	6	3	0	17	5	25	8	1	39	91
12:15	0	7	4	0	11	1	14	0	0	15	9	3	0	0	12	9	22	5	0	36	74
12:30	1	9	6	0	16	0	18	0	0	18	13	2	1	0	16	8	24	7	0	39	89
12:45	1	3	4	0	8	1	18	0	1	20	9	2	2	0	13	7	22	13	2	44	85
Total Volume	2	20	18	0	40	3	79	0	1	83	39	13	6	0	58	29	93	33	3	158	339
% App Total	5.0%	50.0%	45.0%	0.0%		3.6%	95.2%	0.0%	1.2%		67.2%	22.4%	10.3%	0.0%		18.4%	58.9%	20.9%	1.9%		
PHF	.500	.556	.750	.000	.625	.750	.681	.000	.250	.692	.750	.542	.500	.000	.853	.806	.930	.635	.375	.898	.931

ALL TRAFFIC DATA

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

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7667-001 Coffee Street-Campus Parkway.ppd
 Date : 8/26/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Campus Parkway Westbound					Coffee Street Northbound					Mission Avenue Eastbound					Total	Uturn Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL			
07:00	1	3	8	0	12	0	34	0	0	34	5	6	2	0	13	5	31	1	0	37	96	0	
07:15	0	0	12	0	12	1	30	2	0	33	11	3	2	0	16	6	37	4	0	47	108	0	
07:30	1	2	20	0	23	1	43	2	0	46	11	2	1	0	14	21	36	5	1	63	146	1	
07:45	6	1	32	0	39	0	60	1	0	61	17	3	0	0	20	28	30	8	0	66	186	0	
Total	8	6	72	0	86	2	167	5	0	174	44	14	5	0	63	60	134	18	1	213	536	1	
08:00	0	4	10	0	14	1	36	0	0	37	13	3	1	0	17	4	25	4	0	33	101	0	
08:15	2	3	9	0	14	2	23	0	0	25	10	4	3	0	17	9	37	4	0	50	106	0	
08:30	0	2	7	0	9	1	21	0	0	22	12	1	0	0	13	8	20	3	0	31	75	0	
08:45	0	0	7	0	7	1	22	0	0	23	7	3	0	0	10	5	18	4	1	28	68	1	
Total	2	9	33	0	44	5	102	0	0	107	42	11	4	0	57	26	100	15	1	142	350	1	
16:00	2	5	6	0	13	1	20	1	0	22	11	0	2	0	13	11	41	10	0	62	110	0	
16:15	1	4	6	0	11	1	29	0	0	30	6	1	0	0	7	15	38	11	0	64	112	0	
16:30	0	1	4	0	5	0	16	0	0	16	9	2	3	0	14	16	43	12	0	71	106	0	
16:45	0	2	9	0	11	1	29	0	0	30	10	2	0	0	12	17	37	11	0	65	118	0	
Total	3	12	25	0	40	3	94	1	0	98	36	5	5	0	46	59	159	44	0	262	446	0	
17:00	1	1	7	0	9	1	24	0	0	25	9	1	3	0	13	22	45	12	0	79	126	0	
17:15	0	6	9	0	15	2	26	0	0	28	5	1	0	0	6	17	54	12	0	83	132	0	
17:30	0	2	1	0	3	1	19	0	0	20	7	3	4	0	14	8	42	11	0	61	98	0	
17:45	0	4	7	0	11	1	26	0	0	27	8	1	2	0	11	10	33	7	1	51	100	1	
Total	1	13	24	0	38	5	95	0	0	100	29	6	9	0	44	57	174	42	1	274	456	1	
Grand Total	14	40	154	0	208	15	458	6	0	479	151	36	23	0	210	202	567	119	3	891	1788	3	
Apprch %	6.7%	19.2%	74.0%	0.0%		3.1%	95.6%	1.3%	0.0%		71.9%	17.1%	11.0%	0.0%		22.7%	63.6%	13.4%	0.3%				
Total %	0.8%	2.2%	8.6%	0.0%	11.6%	0.8%	25.6%	0.3%	0.0%	26.8%	8.4%	2.0%	1.3%	0.0%	11.7%	11.3%	31.7%	6.7%	0.2%	49.8%	100.0%		

AM PEAK HOUR	Coffee Street Southbound					Campus Parkway Westbound					Coffee Street Northbound					Mission Avenue 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 07:15 to 08:15																						
Peak Hour For Entire Intersection Begins at 07:15																						
07:15	0	0	12	0	12	1	30	2	0	33	11	3	2	0	16	6	37	4	0	47	108	
07:30	1	2	20	0	23	1	43	2	0	46	11	2	1	0	14	21	36	5	1	63	146	
07:45	6	1	32	0	39	0	60	1	0	61	17	3	0	0	20	28	30	8	0	66	186	
08:00	0	4	10	0	14	1	36	0	0	37	13	3	1	0	17	4	25	4	0	33	101	
Total Volume	7	7	74	0	88	3	169	5	0	177	52	11	4	0	67	59	128	21	1	209	541	
% App Total	8.0%	8.0%	84.1%	0.0%		1.7%	95.5%	2.8%	0.0%		77.6%	16.4%	6.0%	0.0%		28.2%	61.2%	10.0%	0.5%			
PHF	.292	.438	.578	.000	.564	.750	.704	.625	.000	.725	.765	.917	.500	.000	.838	.527	.865	.656	.250	.792	.727	

PM PEAK HOUR	Coffee Street Southbound					Campus Parkway Westbound					Coffee Street Northbound					Mission Avenue 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 16:30 to 17:30																						
Peak Hour For Entire Intersection Begins at 16:30																						
16:30	0	1	4	0	5	0	16	0	0	16	9	2	3	0	14	16	43	12	0	71	106	
16:45	0	2	9	0	11	1	29	0	0	30	10	2	0	0	12	17	37	11	0	65	118	
17:00	1	1	7	0	9	1	24	0	0	25	9	1	3	0	13	22	45	12	0	79	126	
17:15	0	6	9	0	15	2	26	0	0	28	5	1	0	0	6	17	54	12	0	83	132	
Total Volume	1	10	29	0	40	4	95	0	0	99	33	6	6	0	45	72	179	47	0	298	482	
% App Total	2.5%	25.0%	72.5%	0.0%		4.0%	96.0%	0.0%	0.0%		73.3%	13.3%	13.3%	0.0%		24.2%	60.1%	15.8%	0.0%			
PHF	.250	.417	.806	.000	.667	.500	.819	.000	.000	.825	.825	.750	.500	.000	.804	.818	.829	.979	.000	.898	.913	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-002 Campus Parkway-Gerard Avenue.ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	Campus Parkway Southbound					Gerard Avenue Westbound					Campus Parkway Northbound					Gerard Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	25	0	0	25	2	0	0	0	2	2	22	4	1	29	0	1	1	0	2	58	1
12:15	0	13	3	0	16	0	2	0	0	2	3	13	6	0	22	1	1	2	0	4	44	0
12:30	1	10	0	0	11	3	3	2	0	8	4	21	3	0	28	2	3	5	0	10	57	0
12:45	0	16	7	0	23	2	0	0	0	2	6	14	2	1	23	1	0	4	0	5	53	1
Total	1	64	10	0	75	7	5	2	0	14	15	70	15	2	102	4	5	12	0	21	212	2
13:00	0	8	1	0	9	1	1	0	0	2	5	12	5	0	22	0	0	2	0	2	35	0
13:15	0	8	1	0	9	0	1	1	0	2	4	13	3	0	20	1	3	3	0	7	38	0
13:30	1	9	2	0	12	2	1	0	0	3	3	13	2	0	18	3	0	5	0	8	41	0
13:45	0	12	4	0	16	3	0	1	0	4	5	10	0	0	15	2	3	3	0	8	43	0
Total	1	37	8	0	46	6	3	2	0	11	17	48	10	0	75	6	6	13	0	25	157	0
Grand Total	2	101	18	0	121	13	8	4	0	25	32	118	25	2	177	10	11	25	0	46	369	2
Apprch %	1.7%	83.5%	14.9%	0.0%		52.0%	32.0%	16.0%	0.0%		18.1%	66.7%	14.1%	1.1%		21.7%	23.9%	54.3%	0.0%			
Total %	0.5%	27.4%	4.9%	0.0%	32.8%	3.5%	2.2%	1.1%	0.0%	6.8%	8.7%	32.0%	6.8%	0.5%	48.0%	2.7%	3.0%	6.8%	0.0%	12.5%	100.0%	

NOON PEAK START TIME	Campus Parkway Southbound					Gerard Avenue Westbound					Campus Parkway Northbound					Gerard Avenue 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 12:00 to 13:00

Peak Hour For Entire Intersection Begins at 12:00

12:00	0	25	0	0	25	2	0	0	0	2	2	22	4	1	29	0	1	1	0	2	58
12:15	0	13	3	0	16	0	2	0	0	2	3	13	6	0	22	1	1	2	0	4	44
12:30	1	10	0	0	11	3	3	2	0	8	4	21	3	0	28	2	3	5	0	10	57
12:45	0	16	7	0	23	2	0	0	0	2	6	14	2	1	23	1	0	4	0	5	53
Total Volume	1	64	10	0	75	7	5	2	0	14	15	70	15	2	102	4	5	12	0	21	212
% App Total	1.3%	85.3%	13.3%	0.0%		50.0%	35.7%	14.3%	0.0%		14.7%	68.6%	14.7%	2.0%		19.0%	23.8%	57.1%	0.0%		
PHF	.250	.640	.357	.000	.750	.583	.417	.250	.000	.438	.625	.795	.625	.500	.879	.500	.417	.600	.000	.525	.914

ALL TRAFFIC DATA

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

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7667-002 Campus Parkway-Gerard Avenue.ppd
Date : 8/26/2015

Unshifted Count = All Vehicles

START TIME	Campus Parkway Southbound					Gerard Avenue Westbound					Campus Parkway Northbound					Gerard Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	1	23	4	0	28	6	2	0	0	8	1	25	7	0	33	5	2	5	0	12	81	0
07:15	1	12	4	0	17	4	1	1	0	6	6	27	7	0	40	10	5	15	0	30	93	0
07:30	1	23	26	0	50	5	3	1	0	9	10	21	2	0	33	7	5	19	0	31	123	0
07:45	0	30	21	0	51	7	4	0	0	11	4	30	5	0	39	9	5	25	0	39	140	0
Total	3	88	55	0	146	22	10	2	0	34	21	103	21	0	145	31	17	64	0	112	437	0
08:00	0	29	4	0	33	4	0	2	0	6	3	23	3	0	29	5	1	4	0	10	78	0
08:15	0	15	1	0	16	5	2	1	0	8	5	35	1	0	41	7	0	5	0	12	77	0
08:30	0	15	3	0	18	3	1	1	0	5	1	15	5	0	21	6	1	3	0	10	54	0
08:45	0	11	7	0	18	2	0	1	0	3	0	14	2	0	16	5	1	10	0	16	53	0
Total	0	70	15	0	85	14	3	5	0	22	9	87	11	0	107	23	3	22	0	48	262	0
16:00	0	16	5	1	22	1	4	2	0	7	11	32	2	0	45	4	1	6	0	11	85	1
16:15	0	22	5	0	27	3	1	0	0	4	8	27	4	0	39	1	2	3	0	6	76	0
16:30	2	13	4	0	19	1	0	0	0	1	9	26	5	0	40	5	4	4	0	13	73	0
16:45	0	22	9	1	32	1	1	1	0	3	4	33	7	0	44	2	5	5	0	12	91	1
Total	2	73	23	2	100	6	6	3	0	15	32	118	18	0	168	12	12	18	0	42	325	2
17:00	1	20	6	0	27	3	1	1	0	5	9	34	2	1	46	6	5	4	0	15	93	1
17:15	1	17	4	0	22	1	1	0	0	2	10	39	7	0	56	4	3	7	0	14	94	0
17:30	0	15	9	0	24	2	1	0	0	3	11	29	5	0	45	4	6	4	0	14	86	0
17:45	0	21	2	0	23	3	2	1	0	6	8	20	8	0	36	2	3	2	0	7	72	0
Total	2	73	21	0	96	9	5	2	0	16	38	122	22	1	183	16	17	17	0	50	345	1
Grand Total	7	304	114	2	427	51	24	12	0	87	100	430	72	1	603	82	49	121	0	252	1369	3
Apprch %	1.6%	71.2%	26.7%	0.5%		58.6%	27.6%	13.8%	0.0%		16.6%	71.3%	11.9%	0.2%		32.5%	19.4%	48.0%	0.0%			
Total %	0.5%	22.2%	8.3%	0.1%	31.2%	3.7%	1.8%	0.9%	0.0%	6.4%	7.3%	31.4%	5.3%	0.1%	44.0%	6.0%	3.6%	8.8%	0.0%	18.4%	100.0%	

AM PEAK HOUR	Campus Parkway Southbound					Gerard Avenue Westbound					Campus Parkway Northbound					Gerard Avenue 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	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
07:00	1	23	4	0	28	6	2	0	0	8	1	25	7	0	33	5	2	5	0	12	81
07:15	1	12	4	0	17	4	1	1	0	6	6	27	7	0	40	10	5	15	0	30	93
07:30	1	23	26	0	50	5	3	1	0	9	10	21	2	0	33	7	5	19	0	31	123
07:45	0	30	21	0	51	7	4	0	0	11	4	30	5	0	39	9	5	25	0	39	140
Total Volume	3	88	55	0	146	22	10	2	0	34	21	103	21	0	145	31	17	64	0	112	437
% App Total	2.1%	60.3%	37.7%	0.0%		64.7%	29.4%	5.9%	0.0%		14.5%	71.0%	14.5%	0.0%		27.7%	15.2%	57.1%	0.0%		
PHF	.750	.733	.529	.000	.716	.786	.625	.500	.000	.773	.525	.858	.750	.000	.906	.775	.850	.640	.000	.718	.780

PM PEAK HOUR	Campus Parkway Southbound					Gerard Avenue Westbound					Campus Parkway Northbound					Gerard Avenue 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	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	22	9	1	32	1	1	1	0	3	4	33	7	0	44	2	5	5	0	12	91
17:00	1	20	6	0	27	3	1	1	0	5	9	34	2	1	46	6	5	4	0	15	93
17:15	1	17	4	0	22	1	1	0	0	2	10	39	7	0	56	4	3	7	0	14	94
17:30	0	15	9	0	24	2	1	0	0	3	11	29	5	0	45	4	6	4	0	14	86
Total Volume	2	74	28	1	105	7	4	2	0	13	34	135	21	1	191	16	19	20	0	55	364
% App Total	1.9%	70.5%	26.7%	1.0%		53.8%	30.8%	15.4%	0.0%		17.8%	70.7%	11.0%	0.5%		29.1%	34.5%	36.4%	0.0%		
PHF	.500	.841	.778	.250	.820	.583	1.000	.500	.000	.650	.773	.865	.750	.250	.853	.667	.792	.714	.000	.917	.968

ALL TRAFFIC DATA

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

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-003 Coffee Street-Gerard Avenue.ppd

Date : 8/29/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Gerard Avenue Westbound					Coffee Street Northbound					Gerard Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	6	0
12:15	0	1	2	0	3	0	4	0	0	4	0	1	0	0	1	3	3	0	0	6	14	0
12:30	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	3	4	0	0	7	15	0
12:45	1	1	1	0	3	1	4	1	0	6	1	0	0	0	1	1	4	0	0	5	15	0
Total	2	2	4	0	8	1	14	1	0	16	1	1	0	0	2	10	14	0	0	24	50	0
13:00	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	7	0
13:15	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	2	6	0	0	8	12	0
13:30	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	3	4	0	0	7	12	0
13:45	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	1	7	0	0	8	16	0
Total	2	0	3	0	5	0	14	2	0	16	1	0	0	0	1	6	19	0	0	25	47	0
Grand Total	4	2	7	0	13	1	28	3	0	32	2	1	0	0	3	16	33	0	0	49	97	0
Apprch %	30.8%	15.4%	53.8%	0.0%		3.1%	87.5%	9.4%	0.0%		66.7%	33.3%	0.0%	0.0%		32.7%	67.3%	0.0%	0.0%			
Total %	4.1%	2.1%	7.2%	0.0%	13.4%	1.0%	28.9%	3.1%	0.0%	33.0%	2.1%	1.0%	0.0%	0.0%	3.1%	16.5%	34.0%	0.0%	0.0%	50.5%	100.0%	

NOON PEAK START TIME	Coffee Street Southbound					Gerard Avenue Westbound					Coffee Street Northbound					Gerard Avenue 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 12:15 to 13:15

Peak Hour For Entire Intersection Begins at 12:15

12:15	0	1	2	0	3	0	4	0	0	4	0	1	0	0	1	3	3	0	0	6	14
12:30	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	3	4	0	0	7	15
12:45	1	1	1	0	3	1	4	1	0	6	1	0	0	0	1	1	4	0	0	5	15
13:00	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	7
Total Volume	2	2	6	0	10	1	16	1	0	18	2	1	0	0	3	7	13	0	0	20	51
% App Total	20.0%	20.0%	60.0%	0.0%		5.6%	88.9%	5.6%	0.0%		66.7%	33.3%	0.0%	0.0%		35.0%	65.0%	0.0%	0.0%		
PHF	.500	.500	.750	.000	.833	.250	.667	.250	.000	.750	.500	.250	.000	.000	.750	.583	.813	.000	.000	.714	.850

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-003 Coffee Street-Gerard Avenue.ppd

Date : 8/26/2015

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

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Gerard Avenue Westbound					Coffee Street Northbound					Gerard Avenue Eastbound					Total	Uturm Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	1	3	8	0	12	2	5	0	0	7	1	2	0	0	3	4	6	1	0	11	33	0
07:15	2	12	12	0	26	8	14	1	0	23	2	8	2	0	12	12	13	5	1	31	92	1
07:30	2	28	14	0	44	30	17	3	0	50	13	27	15	0	55	27	7	10	0	44	193	0
07:45	4	15	15	0	34	42	9	7	0	58	9	31	25	0	65	36	10	4	0	50	207	0
Total	9	58	49	0	116	82	45	11	0	138	25	68	42	0	135	79	36	20	1	136	525	1
08:00	1	0	10	0	11	1	2	3	0	6	0	1	0	0	1	11	2	0	0	13	31	0
08:15	0	0	13	0	13	0	4	3	0	7	0	0	0	0	0	16	4	0	0	20	40	0
08:30	0	0	8	0	8	0	3	1	0	4	0	1	0	1	2	4	4	1	0	9	23	1
08:45	1	0	6	0	7	0	6	0	0	6	1	0	0	0	1	4	8	1	0	13	27	0
Total	2	0	37	0	39	1	15	7	0	23	1	2	0	1	4	35	18	2	0	55	121	1
16:00	0	0	5	0	5	1	7	0	0	8	1	2	2	1	6	3	6	1	0	10	29	1
16:15	0	0	5	0	5	1	2	3	0	6	0	1	1	0	2	4	4	0	0	8	21	0
16:30	2	1	6	0	9	2	3	0	0	5	0	0	2	0	2	8	6	1	0	15	31	0
16:45	1	0	6	0	7	1	6	0	0	7	1	4	2	0	7	7	8	3	0	18	39	0
Total	3	1	22	0	26	5	18	3	0	26	2	7	7	1	17	22	24	5	0	51	120	1
17:00	2	1	8	0	11	1	7	1	0	9	0	2	0	0	2	2	10	5	0	17	39	0
17:15	3	2	4	0	9	1	3	2	0	6	4	5	1	0	10	3	7	5	0	15	40	0
17:30	1	3	6	0	10	0	8	1	0	9	5	2	2	0	9	7	8	3	0	18	46	0
17:45	1	2	5	0	8	0	7	0	0	7	5	2	0	0	7	8	6	4	0	18	40	0
Total	7	8	23	0	38	2	25	4	0	31	14	11	3	0	28	20	31	17	0	68	165	0
Grand Total	21	67	131	0	219	90	103	25	0	218	42	88	52	2	184	156	109	44	1	310	931	3
Aprch %	9.6%	30.6%	59.8%	0.0%		41.3%	47.2%	11.5%	0.0%		22.8%	47.8%	28.3%	1.1%		50.3%	35.2%	14.2%	0.3%			
Total %	2.3%	7.2%	14.1%	0.0%	23.5%	9.7%	11.1%	2.7%	0.0%	23.4%	4.5%	9.5%	5.6%	0.2%	19.8%	16.8%	11.7%	4.7%	0.1%	33.3%	100.0%	

AM PEAK HOUR	Coffee Street Southbound					Gerard Avenue Westbound					Coffee Street Northbound					Gerard Avenue 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	Total
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
07:00	1	3	8	0	12	2	5	0	0	7	1	2	0	0	3	4	6	1	0	11	33
07:15	2	12	12	0	26	8	14	1	0	23	2	8	2	0	12	12	13	5	1	31	92
07:30	2	28	14	0	44	30	17	3	0	50	13	27	15	0	55	27	7	10	0	44	193
07:45	4	15	15	0	34	42	9	7	0	58	9	31	25	0	65	36	10	4	0	50	207
Total Volume	9	58	49	0	116	82	45	11	0	138	25	68	42	0	135	79	36	20	1	136	525
% App Total	7.8%	50.0%	42.2%	0.0%		59.4%	32.6%	8.0%	0.0%		18.5%	50.4%	31.1%	0.0%		58.1%	26.5%	14.7%	0.7%		
PHF	.563	.518	.817	.000	.659	.488	.662	.393	.000	.595	.481	.548	.420	.000	.519	.549	.692	.500	.250	.680	.634

PM PEAK HOUR	Coffee Street Southbound					Gerard Avenue Westbound					Coffee Street Northbound					Gerard Avenue 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	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	2	1	8	0	11	1	7	1	0	9	0	2	0	0	2	2	10	5	0	17	39
17:15	3	2	4	0	9	1	3	2	0	6	4	5	1	0	10	3	7	5	0	15	40
17:30	1	3	6	0	10	0	8	1	0	9	5	2	2	0	9	7	8	3	0	18	46
17:45	1	2	5	0	8	0	7	0	0	7	5	2	0	0	7	8	6	4	0	18	40
Total Volume	7	8	23	0	38	2	25	4	0	31	14	11	3	0	28	20	31	17	0	68	165
% App Total	18.4%	21.1%	60.5%	0.0%		6.5%	80.6%	12.9%	0.0%		50.0%	39.3%	10.7%	0.0%		29.4%	45.6%	25.0%	0.0%		
PHF	.583	.667	.719	.000	.864	.500	.781	.500	.000	.861	.700	.550	.375	.000	.700	.625	.775	.850	.000	.944	.897

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-004A Coffee Street-Pioneer School Driveway (North).ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (North) Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	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	0	0	0	0	1	0	0	0	1	1	0
Grand Total	0	1	1	1	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5	1
Apprch %	0.0%	33.3%	33.3%	33.3%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%			
Total %	0.0%	20.0%	20.0%	20.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	20.0%	100.0%	

NOON PEAK HOUR START TIME	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (North) 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 12:15 to 13:15																						
Peak Hour For Entire Intersection Begins at 12:15																						
12:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Total Volume	0	1	1	1	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5	0
% App Total	0.0%	33.3%	33.3%	33.3%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%			
PHF	.000	.250	.250	.250	.375	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.625	

ALL TRAFFIC DATA

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

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7667-004A Coffee St-Pioneer School Driveway (North).ppd
 Date : 8/26/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (North) Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	2	0	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	1
07:15	0	8	13	1	22	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	34	1
07:30	0	25	43	0	68	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	119	0
07:45	0	37	23	0	60	0	0	0	0	0	1	69	0	0	70	0	0	0	0	0	130	0
Total	0	72	79	2	153	0	0	0	0	0	1	133	0	0	134	0	0	0	0	0	287	2
08:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
08:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
08:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
08:45	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	3	0	0	3	1	0	0	0	1	8	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0
16:45	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	0
Total	0	9	1	0	10	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	21	0
17:00	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	0
17:15	0	8	1	0	9	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	19	0
17:30	0	5	1	0	6	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	15	0
17:45	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	12	0
Total	0	24	3	0	27	0	0	0	0	0	0	24	0	0	24	3	0	0	0	3	54	0
Grand Total	0	109	83	2	194	0	0	0	0	0	1	171	0	0	172	4	0	0	0	4	370	2
Apprch %	0.0%	56.2%	42.8%	1.0%		0.0%	0.0%	0.0%	0.0%		0.6%	99.4%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%			
Total %	0.0%	29.5%	22.4%	0.5%	52.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	46.2%	0.0%	0.0%	46.5%	1.1%	0.0%	0.0%	0.0%	1.1%	100.0%	

AM PEAK HOUR	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (North) Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 07:00 to 08:00																						
Peak Hour For Entire Intersection Begins at 07:00																						
07:00	0	2	0	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
07:15	0	8	13	1	22	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	34	
07:30	0	25	43	0	68	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	119	
07:45	0	37	23	0	60	0	0	0	0	0	1	69	0	0	70	0	0	0	0	0	130	
Total Volume	0	72	79	2	153	0	0	0	0	0	1	133	0	0	134	0	0	0	0	0	287	
% App Total	0.0%	47.1%	51.6%	1.3%		0.0%	0.0%	0.0%	0.0%		0.7%	99.3%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.000	.486	.459	.500	.563	.000	.000	.000	.000	.000	.250	.482	.000	.000	.479	.000	.000	.000	.000	.000	.552	

PM PEAK HOUR	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (North) Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 17:00 to 18:00																						
Peak Hour For Entire Intersection Begins at 17:00																						
17:00	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	
17:15	0	8	1	0	9	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	19	
17:30	0	5	1	0	6	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	15	
17:45	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	12	
Total Volume	0	24	3	0	27	0	0	0	0	0	0	24	0	0	24	3	0	0	0	3	54	
% App Total	0.0%	88.9%	11.1%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%			
PHF	.000	.750	.750	.000	.750	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.750	.000	.000	.000	.750	.711	

ALL TRAFFIC DATA

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

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7667-004B Coffee Street-Pioneer School Driveway (Center).ppd
Date : 8/26/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (Center) Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4	0
07:15	0	2	4	0	6	0	0	0	0	0	0	7	0	0	7	7	0	0	0	7	20	0
07:30	0	6	19	0	25	0	0	0	0	0	1	20	0	0	21	31	0	0	0	31	77	0
07:45	0	12	25	0	37	0	0	0	0	0	1	47	0	0	48	17	0	1	0	18	103	0
Total	0	21	49	0	70	0	0	0	0	0	2	75	0	0	77	56	0	1	0	57	204	0
08:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
Total	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	0
16:00	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	5	0
16:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0
16:30	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5	0
16:45	0	0	4	0	4	0	0	0	0	0	0	3	0	0	3	4	0	0	0	4	11	0
Total	0	0	9	0	9	0	0	0	0	0	0	6	0	0	6	8	0	0	0	8	23	0
17:00	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	8	0
17:15	0	0	7	0	7	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	15	0
17:30	0	0	5	0	5	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	13	0
17:45	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	4	0	0	0	4	11	0
Total	0	0	23	0	23	0	0	0	0	0	0	10	0	0	10	14	0	0	0	14	47	0
Grand Total	0	23	82	0	105	0	0	0	0	0	2	94	0	0	96	78	0	1	0	79	280	0
Apprch %	0.0%	21.9%	78.1%	0.0%		0.0%	0.0%	0.0%	0.0%		2.1%	97.9%	0.0%	0.0%		98.7%	0.0%	1.3%	0.0%			
Total %	0.0%	8.2%	29.3%	0.0%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	33.6%	0.0%	0.0%	34.3%	27.9%	0.0%	0.4%	0.0%	28.2%	100.0%	

AM PEAK HOUR	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (Center) Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
07:00	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
07:15	0	2	4	0	6	0	0	0	0	0	0	7	0	0	7	7	0	0	0	7	20
07:30	0	6	19	0	25	0	0	0	0	0	1	20	0	0	21	31	0	0	0	31	77
07:45	0	12	25	0	37	0	0	0	0	0	1	47	0	0	48	17	0	1	0	18	103
Total Volume	0	21	49	0	70	0	0	0	0	0	2	75	0	0	77	56	0	1	0	57	204
% App Total	0.0%	30.0%	70.0%	0.0%		0.0%	0.0%	0.0%	0.0%		2.6%	97.4%	0.0%	0.0%		98.2%	0.0%	1.8%	0.0%		
PHF	.000	.438	.490	.000	.473	.000	.000	.000	.000	.000	.500	.399	.000	.000	.401	.452	.000	.250	.000	.460	.495
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	4	0	4	0	0	0	0	0	0	3	0	0	3	4	0	0	0	4	11
17:00	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	8
17:15	0	0	7	0	7	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	15
17:30	0	0	5	0	5	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	13
Total Volume	0	0	22	0	22	0	0	0	0	0	0	11	0	0	11	14	0	0	0	14	47
% App Total	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%		
PHF	.000	.000	.786	.000	.786	.000	.000	.000	.000	.000	.000	.688	.000	.000	.688	.875	.000	.000	.000	.875	.783

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-004C Coffee Street-Pioneer School Driveway (South).ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (South) Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	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	1	0	0	1	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	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	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Apprch %	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%			
Total %	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

NOON PEAK START TIME	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (South) 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 12:00 to 13:00																						
Peak Hour For Entire Intersection Begins at 12:00																						
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	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	0	0	0	1	0	0	1	0	0	0	0	0	0	0
% 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	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250

ALL TRAFFIC DATA

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

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7667-004C Coffee Street-Pioneer School Driveway (South).ppd
 Date : 8/26/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (South) Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	7	2
07:30	0	0	0	3	3	0	0	0	0	0	0	0	0	0	18	0	0	0	18	21	3	
07:45	0	0	0	6	6	0	0	0	0	0	0	0	0	0	42	0	0	0	42	48	6	
Total	0	0	0	12	12	0	0	0	0	0	0	0	0	0	65	0	0	0	65	77	12	
08:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	2	
16:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5	1	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	
17:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	1	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	8	0	0	0	8	9	1	
Grand Total	0	0	0	16	16	0	0	0	0	0	0	0	0	0	78	0	0	0	78	94	16	
Apprch %	0.0%	0.0%	0.0%	100.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%			
Total %	0.0%	0.0%	0.0%	17.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	83.0%	0.0%	0.0%	0.0%	83.0%	100.0%		

AM PEAK HOUR	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (South) 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	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
07:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	7
07:30	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	21
07:45	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	42	0	0	0	42	48
08:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	78
% App Total	0.0%	0.0%	0.0%	100.0%		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	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.393	.000	.000	.000	.393	.406

PM PEAK HOUR	Coffee Street Southbound					Westbound					Coffee Street Northbound					Pioneer School Driveway (South) 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	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	0	0	0	0	0	0	0	3	0	0	0	3	3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
17:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	10
% App Total	0.0%	0.0%	0.0%	100.0%		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	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.625

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-005 Coffee Street-S. Parson Avenue.ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	Southbound					Westbound					Coffee Street Northbound					S. Parson Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	4	0	4	15	0
12:15	0	0	0	0	0	0	0	0	0	0	10	0	0	1	11	0	0	10	0	10	21	1
12:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	16	0	16	27	0
12:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	9	0	9	19	0
Total	0	0	0	0	0	0	0	0	0	0	42	0	0	1	43	0	0	39	0	39	82	1
13:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	5	0	5	10	0
13:15	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	12	0	12	23	0
13:30	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	4	0	4	14	0
13:45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	9	0	9	15	0
Total	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	0	0	30	0	30	62	0
Grand Total	0	0	0	0	0	0	0	0	0	0	74	0	0	1	75	0	0	69	0	69	144	1
Apprch %	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		98.7%	0.0%	0.0%	1.3%		0.0%	0.0%	100.0%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	51.4%	0.0%	0.0%	0.7%	52.1%	0.0%	0.0%	47.9%	0.0%	47.9%	100.0%	

NOON PEAK START TIME	Southbound					Westbound					Coffee Street Northbound					S. Parson Avenue 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 12:00 to 13:00																					
Peak Hour For Entire Intersection Begins at 12:00																					
12:00	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	4	0	4	15
12:15	0	0	0	0	0	0	0	0	0	0	10	0	0	1	11	0	0	10	0	10	21
12:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	16	0	16	27
12:45	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	9	0	9	19
Total Volume	0	0	0	0	0	0	0	0	0	0	42	0	0	1	43	0	0	39	0	39	82
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		97.7%	0.0%	0.0%	2.3%		0.0%	0.0%	100.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.955	.000	.000	.250	.977	.000	.000	.609	.000	.609	.759

ALL TRAFFIC DATA

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

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7667-005 Coffee Street-S. Parson Avenue.ppd
 Date : 8/26/2015

Unshifted Count = All Vehicles

START TIME	Southbound					Westbound					Coffee Street Northbound					S. Parson Avenue Eastbound					Total	Uturm Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	12	0	12	22	0
07:15	0	0	0	0	0	0	0	0	0	0	10	0	0	1	11	0	0	13	0	13	24	1
07:30	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	22	3	25	49	3
07:45	0	0	0	0	0	0	0	0	0	0	27	0	0	5	32	0	0	34	3	37	69	8
Total	0	0	0	0	0	0	0	0	0	0	71	0	0	6	77	0	0	81	6	87	164	12
08:00	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	12	0	12	20	0
08:15	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	13	0	13	25	0
08:30	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	9	0	9	18	0
08:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	8	0	8	16	0
Total	0	0	0	0	0	0	0	0	0	0	37	0	0	0	37	0	0	42	0	42	79	0
16:00	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	13	0	13	25	0
16:15	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	10	0	10	26	0
16:30	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	5	0	5	22	0
16:45	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	11	0	11	31	0
Total	0	0	0	0	0	0	0	0	0	0	65	0	0	0	65	0	0	39	0	39	104	0
17:00	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	9	0	9	33	0
17:15	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	0	15	0	15	33	0
17:30	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	4	0	4	15	0
17:45	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	10	0	10	21	0
Total	0	0	0	0	0	0	0	0	0	0	64	0	0	0	64	0	0	38	0	38	102	0
Grand Total	0	0	0	0	0	0	0	0	0	0	237	0	0	6	243	0	0	200	6	206	449	12
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	97.5%	0.0%	0.0%	2.5%	97.5%	0.0%	0.0%	97.1%	2.9%	97.1%	449	12
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	52.8%	0.0%	0.0%	1.3%	54.1%	0.0%	0.0%	44.5%	1.3%	45.9%	100.0%	100.0%

AM PEAK HOUR	Southbound					Westbound					Coffee Street Northbound					S. Parson Avenue Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 07:00 to 08:00																						
Peak Hour For Entire Intersection Begins at 07:00																						
07:00	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	12	0	12	22	
07:15	0	0	0	0	0	0	0	0	0	0	10	0	0	1	11	0	0	13	0	13	24	
07:30	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	22	3	25	49	
07:45	0	0	0	0	0	0	0	0	0	0	27	0	0	5	32	0	0	34	3	37	69	
Total Volume	0	0	0	0	0	0	0	0	0	0	71	0	0	6	77	0	0	81	6	87	164	
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	92.2%	0.0%	0.0%	7.8%	92.2%	0.0%	0.0%	93.1%	6.9%	93.1%	100.0%	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.657	.000	.000	.300	.602	.000	.000	.596	.500	.588	.594	

PM PEAK HOUR	Southbound					Westbound					Coffee Street Northbound					S. Parson Avenue Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:30 to 17:30																						
Peak Hour For Entire Intersection Begins at 16:30																						
16:30	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	5	0	5	22	
16:45	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	11	0	11	31	
17:00	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	9	0	9	33	
17:15	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	0	15	0	15	33	
Total Volume	0	0	0	0	0	0	0	0	0	0	79	0	0	0	79	0	0	40	0	40	119	
% App Total	0.0%	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%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	100.0%	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.823	.000	.000	.000	.823	.000	.000	.667	.000	.667	.902	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-006 Pluim Drive-Gerard Avenue.ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	Pluim Drive Southbound					Gerard Avenue Westbound					Northbound					Gerard Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	5	0
12:15	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	6	0
12:30	2	0	2	0	4	0	6	1	0	7	0	0	0	0	0	1	4	0	0	5	16	0
12:45	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	1	4	0	0	5	13	0
Total	2	0	4	0	6	0	13	5	0	18	0	0	0	0	0	3	13	0	0	16	40	0
13:00	2	0	0	0	2	0	2	4	0	6	0	0	0	0	0	1	1	0	0	2	10	0
13:15	1	0	2	0	3	0	2	2	0	4	0	0	0	0	0	0	6	0	0	6	13	0
13:30	2	0	1	0	3	0	3	1	0	4	0	0	0	0	0	1	4	0	0	5	12	0
13:45	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	1	7	0	0	8	14	0
Total	5	0	3	0	8	0	12	8	0	20	0	0	0	0	0	3	18	0	0	21	49	0
Grand Total	7	0	7	0	14	0	25	13	0	38	0	0	0	0	0	6	31	0	0	37	89	0
Apprch %	50.0%	0.0%	50.0%	0.0%		0.0%	65.8%	34.2%	0.0%		0.0%	0.0%	0.0%	0.0%		16.2%	83.8%	0.0%	0.0%			
Total %	7.9%	0.0%	7.9%	0.0%	15.7%	0.0%	28.1%	14.6%	0.0%	42.7%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	34.8%	0.0%	0.0%	41.6%	100.0%	

NOON PEAK START TIME	Pluim Drive Southbound					Gerard Avenue Westbound					Northbound					Gerard Avenue 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 12:30 to 13:30

Peak Hour For Entire Intersection Begins at 12:30

12:30	2	0	2	0	4	0	6	1	0	7	0	0	0	0	0	1	4	0	0	5	16	
12:45	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	1	4	0	0	5	13	
13:00	2	0	0	0	2	0	2	4	0	6	0	0	0	0	0	1	1	0	0	2	10	
13:15	1	0	2	0	3	0	2	2	0	4	0	0	0	0	0	0	6	0	0	6	13	
Total Volume	5	0	4	0	9	0	15	10	0	25	0	0	0	0	0	3	15	0	0	18	52	
% App Total	55.6%	0.0%	44.4%	0.0%		0.0%	60.0%	40.0%	0.0%		0.0%	0.0%	0.0%	0.0%		16.7%	83.3%	0.0%	0.0%			
PHF	.625	.000	.500	.000	.563	.000	.625	.625	.000	.781	.000	.000	.000	.000	.000	.750	.625	.000	.000	.750	.813	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-006 Pluim Drive-Gerard Avenue.ppd

Date : 8/26/2015

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

Unshifted Count = All Vehicles

START TIME	Pluim Drive Southbound					Gerard Avenue Westbound					Northbound					Gerard Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	16	0
07:15	5	0	9	0	14	0	14	0	0	14	0	0	0	0	0	2	21	0	0	23	51	0
07:30	6	0	8	0	14	0	45	0	0	45	0	0	0	0	0	2	21	0	0	23	82	0
07:45	5	0	13	0	18	0	33	3	0	36	0	0	0	0	0	10	25	0	1	36	90	1
Total	17	0	31	0	48	0	98	3	0	101	0	0	0	0	0	15	74	0	1	90	239	1
08:00	4	0	1	0	5	0	6	0	0	6	0	0	0	0	0	1	2	0	0	3	14	0
08:15	0	0	0	1	1	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	13	1
08:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	10	0
08:45	6	0	1	0	7	0	3	1	0	4	0	0	0	0	0	1	7	0	0	8	19	0
Total	10	0	2	1	13	0	18	2	0	20	0	0	0	0	0	3	20	0	0	23	56	1
16:00	0	0	1	0	1	0	8	1	0	9	0	0	0	0	0	2	9	0	0	11	21	0
16:15	0	0	2	0	2	0	5	2	0	7	0	0	0	0	0	0	3	0	0	3	12	0
16:30	1	0	1	0	2	0	4	1	0	5	0	0	0	0	0	0	9	0	0	9	16	0
16:45	2	0	1	0	3	0	7	2	0	9	0	0	0	0	0	2	10	0	0	12	24	0
Total	3	0	5	0	8	0	24	6	0	30	0	0	0	0	0	4	31	0	0	35	73	0
17:00	3	0	2	0	5	0	7	0	0	7	0	0	0	0	0	1	12	0	0	13	25	0
17:15	1	0	1	0	2	0	8	2	0	10	0	0	0	0	0	0	11	0	0	11	23	0
17:30	1	0	0	0	1	0	10	5	0	15	0	0	0	0	0	2	8	0	0	10	26	0
17:45	1	0	3	0	4	0	4	2	0	6	0	0	0	0	0	1	8	0	0	9	19	0
Total	6	0	6	0	12	0	29	9	0	38	0	0	0	0	0	4	39	0	0	43	93	0
Grand Total	36	0	44	1	81	0	169	20	0	189	0	0	0	0	0	26	164	0	1	191	461	2
Apprch %	44.4%	0.0%	54.3%	1.2%		0.0%	89.4%	10.6%	0.0%		0.0%	0.0%	0.0%	0.0%		13.6%	85.9%	0.0%	0.5%			
Total %	7.8%	0.0%	9.5%	0.2%	17.6%	0.0%	36.7%	4.3%	0.0%	41.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	35.6%	0.0%	0.2%	41.4%	100.0%	

AM PEAK HOUR	Pluim Drive Southbound					Gerard Avenue Westbound					Northbound					Gerard Avenue Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:00 to 08:00																					
Peak Hour For Entire Intersection Begins at 07:00																					
07:00	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	16
07:15	5	0	9	0	14	0	14	0	0	14	0	0	0	0	0	2	21	0	0	23	51
07:30	6	0	8	0	14	0	45	0	0	45	0	0	0	0	0	2	21	0	0	23	82
07:45	5	0	13	0	18	0	33	3	0	36	0	0	0	0	0	10	25	0	1	36	90
Total Volume	17	0	31	0	48	0	98	3	0	101	0	0	0	0	0	15	74	0	1	90	239
% App Total	35.4%	0.0%	64.6%	0.0%		0.0%	97.0%	3.0%	0.0%		0.0%	0.0%	0.0%	0.0%		16.7%	82.2%	0.0%	1.1%		
PHF	.708	.000	.596	.000	.667	.000	.544	.250	.000	.561	.000	.000	.000	.000	.000	.375	.740	.000	.250	.625	.664

PM PEAK HOUR	Pluim Drive Southbound					Gerard Avenue Westbound					Northbound					Gerard Avenue 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	2	0	1	0	3	0	7	2	0	9	0	0	0	0	0	2	10	0	0	12	24
17:00	3	0	2	0	5	0	7	0	0	7	0	0	0	0	0	1	12	0	0	13	25
17:15	1	0	1	0	2	0	8	2	0	10	0	0	0	0	0	0	11	0	0	11	23
17:30	1	0	0	0	1	0	10	5	0	15	0	0	0	0	0	2	8	0	0	10	26
Total Volume	7	0	4	0	11	0	32	9	0	41	0	0	0	0	0	5	41	0	0	46	98
% App Total	63.6%	0.0%	36.4%	0.0%		0.0%	78.0%	22.0%	0.0%		0.0%	0.0%	0.0%	0.0%		10.9%	89.1%	0.0%	0.0%		
PHF	.583	.000	.500	.000	.550	.000	.800	.450	.000	.683	.000	.000	.000	.000	.000	.625	.854	.000	.000	.885	.942

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-007 SR 99 SB Ramps-Mission Avenue.ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	SR 99 SB Ramps Southbound					Mission Avenue Westbound					SR 99 SB On-Ramp Northbound					Mission Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	30	0	6	0	36	0	25	3	0	28	0	0	0	0	0	0	15	2	0	17	81	0
12:15	25	0	3	0	28	0	16	1	0	17	0	0	0	0	0	0	19	5	0	24	69	0
12:30	24	0	8	0	32	0	11	1	0	12	0	0	0	0	0	0	18	7	0	25	69	0
12:45	30	0	6	0	36	0	12	3	0	15	0	0	0	0	0	0	15	1	0	16	67	0
Total	109	0	23	0	132	0	64	8	0	72	0	0	0	0	0	0	67	15	0	82	286	0
13:00	23	0	3	0	26	0	5	2	0	7	0	0	0	0	0	0	20	3	0	23	56	0
13:15	13	0	12	0	25	0	7	5	0	12	0	0	0	0	0	0	17	4	0	21	58	0
13:30	25	0	4	0	29	0	1	4	0	5	0	0	0	0	0	0	20	3	0	23	57	0
13:45	29	0	4	0	33	0	10	4	0	14	0	0	0	0	0	0	10	2	0	12	59	0
Total	90	0	23	0	113	0	23	15	0	38	0	0	0	0	0	0	67	12	0	79	230	0
Grand Total	199	0	46	0	245	0	87	23	0	110	0	0	0	0	0	0	134	27	0	161	516	0
Apprch %	81.2%	0.0%	18.8%	0.0%		0.0%	79.1%	20.9%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	83.2%	16.8%	0.0%			
Total %	38.6%	0.0%	8.9%	0.0%	47.5%	0.0%	16.9%	4.5%	0.0%	21.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	26.0%	5.2%	0.0%	31.2%	100.0%	

NOON PEAK START TIME	SR 99 SB Ramps Southbound					Mission Avenue Westbound					SR 99 SB On-Ramp Northbound					Mission Avenue 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 12:00 to 13:00

Peak Hour For Entire Intersection Begins at 12:00

12:00	30	0	6	0	36	0	25	3	0	28	0	0	0	0	0	0	15	2	0	17	81
12:15	25	0	3	0	28	0	16	1	0	17	0	0	0	0	0	0	19	5	0	24	69
12:30	24	0	8	0	32	0	11	1	0	12	0	0	0	0	0	0	18	7	0	25	69
12:45	30	0	6	0	36	0	12	3	0	15	0	0	0	0	0	0	15	1	0	16	67
Total Volume	109	0	23	0	132	0	64	8	0	72	0	0	0	0	0	0	67	15	0	82	286
% App Total	82.6%	0.0%	17.4%	0.0%		0.0%	88.9%	11.1%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	81.7%	18.3%	0.0%		
PHF	.908	.000	.719	.000	.917	.000	.640	.667	.000	.643	.000	.000	.000	.000	.000	.000	.882	.536	.000	.820	.883

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-007 SR 99 SB Ramps-Mission Avenue.ppd

Date : 8/26/2015

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

Unshifted Count = All Vehicles

Table with columns for Start Time, SR 99 SB Ramps Southbound (Left, Thru, Right, Uturns, App.Total), Mission Avenue Westbound (Left, Thru, Right, Uturns, App.Total), SR 99 SB On-Ramp Northbound (Left, Thru, Right, Uturns, App.Total), Mission Avenue Eastbound (Left, Thru, Right, Uturns, App.Total), Total, and Uturn Total. Rows include time intervals from 07:00 to 17:45 and Grand Total.

AM PEAK HOUR table with columns for Start Time, SR 99 SB Ramps Southbound, Mission Avenue Westbound, SR 99 SB On-Ramp Northbound, Mission Avenue Eastbound, Total. Includes Peak Hour Analysis From 07:30 to 08:30 and PHF values.

PM PEAK HOUR table with columns for Start Time, SR 99 SB Ramps Southbound, Mission Avenue Westbound, SR 99 SB On-Ramp Northbound, Mission Avenue Eastbound, Total. Includes Peak Hour Analysis From 16:30 to 17:30 and PHF values.

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-008 SR 99 NB Ramps-Mission Avenue.ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	SR 99 NB On-Ramp Southbound					Mission Avenue Westbound					SR 99 NB Off-Ramp Northbound					Mission Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	0	0	0	0	27	13	0	40	3	1	6	0	10	10	33	0	0	43	93	0
12:15	0	0	0	0	0	0	13	16	0	29	4	0	5	0	9	14	32	0	0	46	84	0
12:30	0	0	0	0	0	0	11	26	0	37	1	2	8	0	11	10	31	0	0	41	89	0
12:45	0	0	0	0	0	0	11	22	0	33	4	0	6	0	10	9	37	0	0	46	89	0
Total	0	0	0	0	0	0	62	77	0	139	12	3	25	0	40	43	133	0	0	176	355	0
13:00	0	0	0	0	0	0	7	24	0	31	1	0	7	0	8	18	25	0	0	43	82	0
13:15	0	0	0	0	0	0	10	17	0	27	1	0	7	0	8	4	26	0	0	30	65	0
13:30	0	0	0	0	0	0	5	22	0	27	0	0	3	0	3	21	25	0	0	46	76	0
13:45	0	0	0	0	0	0	12	13	0	25	2	1	9	0	12	15	23	0	0	38	75	0
Total	0	0	0	0	0	0	34	76	0	110	4	1	26	0	31	58	99	0	0	157	298	0
Grand Total	0	0	0	0	0	0	96	153	0	249	16	4	51	0	71	101	232	0	0	333	653	0
Apprch %	0.0%	0.0%	0.0%	0.0%		0.0%	38.6%	61.4%	0.0%		22.5%	5.6%	71.8%	0.0%		30.3%	69.7%	0.0%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.7%	23.4%	0.0%	38.1%	2.5%	0.6%	7.8%	0.0%	10.9%	15.5%	35.5%	0.0%	0.0%	51.0%	100.0%	

NOON PEAK START TIME	SR 99 NB On-Ramp Southbound					Mission Avenue Westbound					SR 99 NB Off-Ramp Northbound					Mission Avenue 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 12:00 to 13:00																					
Peak Hour For Entire Intersection Begins at 12:00																					
12:00	0	0	0	0	0	0	27	13	0	40	3	1	6	0	10	10	33	0	0	43	93
12:15	0	0	0	0	0	0	13	16	0	29	4	0	5	0	9	14	32	0	0	46	84
12:30	0	0	0	0	0	0	11	26	0	37	1	2	8	0	11	10	31	0	0	41	89
12:45	0	0	0	0	0	0	11	22	0	33	4	0	6	0	10	9	37	0	0	46	89
Total Volume	0	0	0	0	0	0	62	77	0	139	12	3	25	0	40	43	133	0	0	176	355
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	44.6%	55.4%	0.0%		30.0%	7.5%	62.5%	0.0%		24.4%	75.6%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.574	.740	.000	.869	.750	.375	.781	.000	.909	.768	.899	.000	.000	.957	.954

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-008 SR 99 NB Ramps-Mission Avenue.ppd

Date : 8/26/2015

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

Unshifted Count = All Vehicles

START TIME	SR 99 NB On-Ramp Southbound					Mission Avenue Westbound					SR 99 NB Off-Ramp Northbound					Mission Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	0	0	0	0	0	0	22	25	0	47	3	0	8	0	11	11	28	0	0	39	97	0
07:15	0	0	0	0	0	0	19	33	0	52	4	0	6	0	10	7	42	0	0	49	111	0
07:30	0	0	0	0	0	0	31	41	0	72	8	1	10	0	19	14	54	0	0	68	159	0
07:45	0	0	0	0	0	0	36	74	0	110	4	0	4	0	8	15	59	0	0	74	192	0
Total	0	0	0	0	0	0	108	173	0	281	19	1	28	0	48	47	183	0	0	230	559	0
08:00	0	0	0	0	0	0	23	38	0	61	4	0	1	0	5	5	32	0	0	37	103	0
08:15	0	0	0	0	0	0	21	21	0	42	5	0	8	0	13	10	44	0	0	54	109	0
08:30	0	0	0	0	0	0	14	26	0	40	0	0	4	0	4	15	27	0	0	42	86	0
08:45	0	0	0	0	0	0	13	22	0	35	5	0	4	0	9	5	23	0	0	28	72	0
Total	0	0	0	0	0	0	71	107	0	178	14	0	17	0	31	35	126	0	0	161	370	0
16:00	0	0	0	0	0	0	21	16	0	37	4	0	9	0	13	17	60	0	0	77	127	0
16:15	0	0	0	0	0	0	20	21	0	41	4	0	6	0	10	9	50	0	0	59	110	0
16:30	0	0	0	0	0	0	13	16	0	29	0	0	10	0	10	14	64	0	0	78	117	0
16:45	0	0	0	0	0	0	20	27	0	47	2	0	10	0	12	15	58	0	0	73	132	0
Total	0	0	0	0	0	0	74	80	0	154	10	0	35	0	45	55	232	0	0	287	486	0
17:00	0	0	0	0	0	0	13	28	0	41	3	0	13	0	16	16	65	0	0	81	138	0
17:15	0	0	0	0	0	0	16	23	0	39	6	0	16	0	22	6	68	0	0	74	135	0
17:30	0	0	0	0	0	0	8	21	0	29	9	1	11	0	21	18	48	0	0	66	116	0
17:45	0	0	0	0	0	0	13	25	0	38	1	1	5	0	7	12	44	0	0	56	101	0
Total	0	0	0	0	0	0	50	97	0	147	19	2	45	0	66	52	225	0	0	277	490	0
Grand Total	0	0	0	0	0	0	303	457	0	760	62	3	125	0	190	189	766	0	0	955	1905	0
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.9%	60.1%	0.0%	32.6%	1.6%	65.8%	0.0%	10.0%	19.8%	80.2%	0.0%	0.0%	50.1%	100.0%		
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.9%	24.0%	0.0%	39.9%	3.3%	0.2%	6.6%	0.0%	10.0%	9.9%	40.2%	0.0%	0.0%	50.1%	100.0%	

AM PEAK HOUR	SR 99 NB On-Ramp Southbound					Mission Avenue Westbound					SR 99 NB Off-Ramp Northbound					Mission Avenue Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	

Peak Hour Analysis From 07:15 to 08:15

Peak Hour For Entire Intersection Begins at 07:15

07:15	0	0	0	0	0	0	19	33	0	52	4	0	6	0	10	7	42	0	0	49	111
07:30	0	0	0	0	0	0	31	41	0	72	8	1	10	0	19	14	54	0	0	68	159
07:45	0	0	0	0	0	0	36	74	0	110	4	0	4	0	8	15	59	0	0	74	192
08:00	0	0	0	0	0	0	23	38	0	61	4	0	1	0	5	5	32	0	0	37	103
Total Volume	0	0	0	0	0	0	109	186	0	295	20	1	21	0	42	41	187	0	0	228	565
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.9%	63.1%	0.0%	47.6%	2.4%	50.0%	0.0%	18.0%	82.0%	0.0%	0.0%	0.0%	0.0%	50.1%	100.0%
PHF	.000	.000	.000	.000	.000	.000	.757	.628	.000	.670	.625	.250	.525	.000	.553	.683	.792	.000	.000	.770	.736

PM PEAK HOUR	SR 99 NB On-Ramp Southbound					Mission Avenue Westbound					SR 99 NB Off-Ramp Northbound					Mission Avenue Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	

Peak Hour Analysis From 16:30 to 17:30

Peak Hour For Entire Intersection Begins at 16:30

16:30	0	0	0	0	0	0	13	16	0	29	0	0	10	0	10	14	64	0	0	78	117
16:45	0	0	0	0	0	0	20	27	0	47	2	0	10	0	12	15	58	0	0	73	132
17:00	0	0	0	0	0	0	13	28	0	41	3	0	13	0	16	16	65	0	0	81	138
17:15	0	0	0	0	0	0	16	23	0	39	6	0	16	0	22	6	68	0	0	74	135
Total Volume	0	0	0	0	0	0	62	94	0	156	11	0	49	0	60	51	255	0	0	306	522
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.7%	60.3%	0.0%	47.6%	0.0%	0.0%	81.7%	0.0%	16.7%	83.3%	0.0%	0.0%	50.1%	100.0%	
PHF	.000	.000	.000	.000	.000	.000	.775	.839	.000	.830	.458	.000	.766	.000	.682	.797	.938	.000	.000	.944	.946

ALL TRAFFIC DATA

3260-02

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

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-009 Coffee Street-Childs Avenue Saturday.ppd

Date : 9/12/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Childs Avenue Westbound					Coffee Street Northbound					Childs Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	4	9	0	13	0	23	1	0	24	11	1	1	0	13	9	19	8	0	36	86	0
12:15	0	4	11	0	15	0	20	0	0	20	9	2	0	0	11	8	24	11	0	43	89	0
12:30	1	5	17	0	23	1	27	3	0	31	9	3	0	0	12	10	27	10	0	47	113	0
12:45	0	0	11	0	11	3	20	2	0	25	6	3	1	0	10	20	14	8	0	42	88	0
Total	1	13	48	0	62	4	90	6	0	100	35	9	2	0	46	47	84	37	0	168	376	0
13:00	0	4	11	0	15	0	15	0	0	15	8	2	4	0	14	11	25	8	0	44	88	0
13:15	0	6	6	0	12	2	21	1	0	24	10	0	2	0	12	12	18	9	0	39	87	0
13:30	0	3	7	0	10	1	27	0	0	28	4	1	0	0	5	5	17	6	0	28	71	0
13:45	0	4	6	0	10	1	30	1	0	32	10	1	0	0	11	12	24	8	0	44	97	0
Total	0	17	30	0	47	4	93	2	0	99	32	4	6	0	42	40	84	31	0	155	343	0
Grand Total	1	30	78	0	109	8	183	8	0	199	67	13	8	0	88	87	168	68	0	323	719	0
Apprch %	0.9%	27.5%	71.6%	0.0%		4.0%	92.0%	4.0%	0.0%		76.1%	14.8%	9.1%	0.0%		26.9%	52.0%	21.1%	0.0%			
Total %	0.1%	4.2%	10.8%	0.0%	15.2%	1.1%	25.5%	1.1%	0.0%	27.7%	9.3%	1.8%	1.1%	0.0%	12.2%	12.1%	23.4%	9.5%	0.0%	44.9%	100.0%	

NOON PEAK START TIME	Coffee Street Southbound					Childs Avenue Westbound					Coffee Street Northbound					Childs Avenue 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 12:15 to 13:15																					
Peak Hour For Entire Intersection Begins at 12:15																					
12:15	0	4	11	0	15	0	20	0	0	20	9	2	0	0	11	8	24	11	0	43	89
12:30	1	5	17	0	23	1	27	3	0	31	9	3	0	0	12	10	27	10	0	47	113
12:45	0	0	11	0	11	3	20	2	0	25	6	3	1	0	10	20	14	8	0	42	88
13:00	0	4	11	0	15	0	15	0	0	15	8	2	4	0	14	11	25	8	0	44	88
Total Volume	1	13	50	0	64	4	82	5	0	91	32	10	5	0	47	49	90	37	0	176	378
% App Total	1.6%	20.3%	78.1%	0.0%		4.4%	90.1%	5.5%	0.0%		68.1%	21.3%	10.6%	0.0%		27.8%	51.1%	21.0%	0.0%		
PHF	.250	.650	.735	.000	.696	.333	.759	.417	.000	.734	.889	.833	.313	.000	.839	.613	.833	.841	.000	.936	.836

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-010 Parsons Avenue-Childs Avenue.ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	Parsons Avenue Southbound					Childs Avenue Westbound					Parsons Avenue Northbound					Childs Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	20	30	43	0	93	0	65	22	0	87	36	23	0	0	59	54	42	26	0	122	361	0
12:15	23	21	20	0	64	2	52	22	0	76	27	13	2	0	42	39	47	40	0	126	308	0
12:30	15	28	38	0	81	0	42	20	0	62	32	29	2	0	63	43	42	32	0	117	323	0
12:45	16	28	38	0	82	0	38	21	0	59	39	32	1	0	72	50	39	32	0	121	334	0
Total	74	107	139	0	320	2	197	85	0	284	134	97	5	0	236	186	170	130	0	486	1326	0
13:00	22	28	26	0	76	0	40	24	0	64	34	23	0	0	57	51	50	35	0	136	333	0
13:15	20	18	31	0	69	0	33	20	0	53	34	19	0	0	53	50	49	31	0	130	305	0
13:30	10	27	33	0	70	1	27	15	0	43	37	21	0	0	58	46	37	50	0	133	304	0
13:45	20	28	25	0	73	1	27	11	0	39	31	22	1	0	54	53	50	38	0	141	307	0
Total	72	101	115	0	288	2	127	70	0	199	136	85	1	0	222	200	186	154	0	540	1249	0
Grand Total	146	208	254	0	608	4	324	155	0	483	270	182	6	0	458	386	356	284	0	1026	2575	0
Apprch %	24.0%	34.2%	41.8%	0.0%		0.8%	67.1%	32.1%	0.0%		59.0%	39.7%	1.3%	0.0%		37.6%	34.7%	27.7%	0.0%			
Total %	5.7%	8.1%	9.9%	0.0%	23.6%	0.2%	12.6%	6.0%	0.0%	18.8%	10.5%	7.1%	0.2%	0.0%	17.8%	15.0%	13.8%	11.0%	0.0%	39.8%	100.0%	

NOON PEAK START TIME	Parsons Avenue Southbound					Childs Avenue Westbound					Parsons Avenue Northbound					Childs Avenue 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 12:00 to 13:00

Peak Hour For Entire Intersection Begins at 12:00

12:00	20	30	43	0	93	0	65	22	0	87	36	23	0	0	59	54	42	26	0	122	361
12:15	23	21	20	0	64	2	52	22	0	76	27	13	2	0	42	39	47	40	0	126	308
12:30	15	28	38	0	81	0	42	20	0	62	32	29	2	0	63	43	42	32	0	117	323
12:45	16	28	38	0	82	0	38	21	0	59	39	32	1	0	72	50	39	32	0	121	334
Total Volume	74	107	139	0	320	2	197	85	0	284	134	97	5	0	236	186	170	130	0	486	1326
% App Total	23.1%	33.4%	43.4%	0.0%		0.7%	69.4%	29.9%	0.0%		56.8%	41.1%	2.1%	0.0%		38.3%	35.0%	26.7%	0.0%		
PHF	.804	.892	.808	.000	.860	.250	.758	.966	.000	.816	.859	.758	.625	.000	.819	.861	.904	.813	.000	.964	.918

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-010 Parsons Avenue-Childs Avenue.ppd

Date : 8/26/2015

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

Unshifted Count = All Vehicles

START TIME	Parsons Avenue Southbound					Childs Avenue Westbound					Parsons Avenue Northbound					Childs Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	17	11	24	0	52	11	70	29	0	110	34	14	3	0	51	25	58	25	0	108	321	0
07:15	25	33	27	0	85	2	56	20	0	78	59	34	3	0	96	24	43	27	0	94	353	0
07:30	24	25	25	0	74	3	66	29	0	98	79	56	3	0	138	25	53	31	0	109	419	0
07:45	25	31	28	0	84	7	83	26	0	116	88	49	8	0	145	25	42	27	0	94	439	0
Total	91	100	104	0	295	23	275	104	0	402	260	153	17	0	430	99	196	110	0	405	1532	0
08:00	20	21	38	0	79	1	49	28	0	78	49	29	6	0	84	29	56	20	0	105	346	0
08:15	24	19	39	0	82	3	84	31	0	118	37	21	5	0	63	37	60	29	0	126	389	0
08:30	24	21	59	0	104	11	71	57	0	139	37	44	3	0	84	57	71	34	0	162	489	0
08:45	11	28	27	0	66	2	50	18	0	70	28	31	3	0	62	33	33	33	0	99	297	0
Total	79	89	163	0	331	17	254	134	0	405	151	125	17	0	293	156	220	116	0	492	1521	0
16:00	28	51	37	0	116	5	50	40	0	95	20	30	2	0	52	38	49	34	0	121	384	0
16:15	29	34	29	0	92	0	53	22	0	75	32	26	2	0	60	36	52	33	0	121	348	0
16:30	26	30	31	0	87	2	39	33	0	74	27	28	0	0	55	39	45	36	0	120	336	0
16:45	31	33	40	0	104	2	43	24	0	69	34	20	1	0	55	41	52	46	0	139	367	0
Total	114	148	137	0	399	9	185	119	0	313	113	104	5	0	222	154	198	149	0	501	1435	0
17:00	32	40	35	0	107	1	43	24	0	68	34	29	3	0	66	37	57	54	0	148	389	0
17:15	38	52	36	0	126	0	37	23	0	60	51	33	2	0	86	51	64	57	0	172	444	0
17:30	40	39	32	0	111	1	49	31	0	81	28	33	1	0	62	49	59	54	0	162	416	0
17:45	20	36	31	0	87	1	38	19	0	58	32	30	1	0	63	42	50	45	0	137	345	0
Total	130	167	134	0	431	3	167	97	0	267	145	125	7	0	277	179	230	210	0	619	1594	0
Grand Total	414	504	538	0	1456	52	881	454	0	1387	669	507	46	0	1222	588	844	585	0	2017	6082	0
Apprch %	28.4%	34.6%	37.0%	0.0%		3.7%	63.5%	32.7%	0.0%		54.7%	41.5%	3.8%	0.0%		29.2%	41.8%	29.0%	0.0%			
Total %	6.8%	8.3%	8.8%	0.0%	23.9%	0.9%	14.5%	7.5%	0.0%	22.8%	11.0%	8.3%	0.8%	0.0%	20.1%	9.7%	13.9%	9.6%	0.0%	33.2%	100.0%	

AM PEAK HOUR	Parsons Avenue Southbound					Childs Avenue Westbound					Parsons Avenue Northbound					Childs Avenue 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

07:45	25	31	28	0	84	7	83	26	0	116	88	49	8	0	145	25	42	27	0	94	439	
08:00	20	21	38	0	79	1	49	28	0	78	49	29	6	0	84	29	56	20	0	105	346	
08:15	24	19	39	0	82	3	84	31	0	118	37	21	5	0	63	37	60	29	0	126	389	
08:30	24	21	59	0	104	11	71	57	0	139	37	44	3	0	84	57	71	34	0	162	489	
Total Volume	93	92	164	0	349	22	287	142	0	451	211	143	22	0	376	148	229	110	0	487	1663	
% App Total	26.6%	26.4%	47.0%	0.0%		4.9%	63.6%	31.5%	0.0%		56.1%	38.0%	5.9%	0.0%		30.4%	47.0%	22.6%	0.0%			
PHF	.930	.742	.695	.000	.839	.500	.854	.623	.000	.811	.599	.730	.688	.000	.648	.649	.806	.809	.000	.752	.850	

PM PEAK HOUR	Parsons Avenue Southbound					Childs Avenue Westbound					Parsons Avenue Northbound					Childs Avenue 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 16:45 to 17:45

Peak Hour For Entire Intersection Begins at 16:45

16:45	31	33	40	0	104	2	43	24	0	69	34	20	1	0	55	41	52	46	0	139	367	
17:00	32	40	35	0	107	1	43	24	0	68	34	29	3	0	66	37	57	54	0	148	389	
17:15	38	52	36	0	126	0	37	23	0	60	51	33	2	0	86	51	64	57	0	172	444	
17:30	40	39	32	0	111	1	49	31	0	81	28	33	1	0	62	49	59	54	0	162	416	
Total Volume	141	164	143	0	448	4	172	102	0	278	147	115	7	0	269	178	232	211	0	621	1616	
% App Total	31.5%	36.6%	31.9%	0.0%		1.4%	61.9%	36.7%	0.0%		54.6%	42.8%	2.6%	0.0%		28.7%	37.4%	34.0%	0.0%			
PHF	.881	.788	.894	.000	.889	.500	.878	.823	.000	.858	.721	.871	.583	.000	.782	.873	.906	.925	.000	.903	.910	

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 15-7667-011 Coffee Street-Mission Avenue.ppd

Date : 8/29/2015

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

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Mission Avenue Westbound					Marino Way Northbound					Mission Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	2	7	0	0	9	0	0	2	0	2	0	11	1	0	12	0	0	0	0	0	23	0
12:15	5	8	0	0	13	0	0	6	0	6	0	7	0	0	7	0	0	0	0	0	26	0
12:30	3	12	0	0	15	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	29	0
12:45	4	12	0	0	16	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	30	0
Total	14	39	0	0	53	0	0	11	0	11	0	43	1	0	44	0	0	0	0	0	108	0
13:00	3	6	0	0	9	0	0	2	0	2	0	13	0	0	13	0	0	0	0	0	24	0
13:15	1	8	0	0	9	0	0	3	0	3	0	8	0	0	8	0	0	0	0	0	20	0
13:30	0	6	0	0	6	0	0	8	0	8	0	4	0	0	4	0	0	0	0	0	18	0
13:45	3	11	0	0	14	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	19	0
Total	7	31	0	0	38	0	0	14	0	14	0	29	0	0	29	0	0	0	0	0	81	0
Grand Total	21	70	0	0	91	0	0	25	0	25	0	72	1	0	73	0	0	0	0	0	189	0
Apprch %	23.1%	76.9%	0.0%	0.0%		0.0%	0.0%	100.0%	0.0%		0.0%	98.6%	1.4%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	11.1%	37.0%	0.0%	0.0%	48.1%	0.0%	0.0%	13.2%	0.0%	13.2%	0.0%	38.1%	0.5%	0.0%	38.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

NOON PEAK START TIME	Coffee Street Southbound					Mission Avenue Westbound					Marino Way Northbound					Mission Avenue 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 12:15 to 13:15

Peak Hour For Entire Intersection Begins at 12:15

12:15	5	8	0	0	13	0	0	6	0	6	0	7	0	0	7	0	0	0	0	0	26
12:30	3	12	0	0	15	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	29
12:45	4	12	0	0	16	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	30
13:00	3	6	0	0	9	0	0	2	0	2	0	13	0	0	13	0	0	0	0	0	24
Total Volume	15	38	0	0	53	0	0	11	0	11	0	45	0	0	45	0	0	0	0	0	109
% App Total	28.3%	71.7%	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	.750	.792	.000	.000	.828	.000	.000	.458	.000	.458	.000	.865	.000	.000	.865	.000	.000	.000	.000	.000	.908

ALL TRAFFIC DATA

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

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7667-011 Coffee Street-Mission Avenue.ppd
 Date : 8/26/2015

Unshifted Count = All Vehicles

START TIME	Coffee Street Southbound					Mission Avenue Westbound					Marino Way Northbound					Mission Avenue Eastbound					Total	Uturn Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
07:00	2	2	0	0	4	0	0	4	0	4	0	9	0	0	9	0	0	0	0	0	17	0
07:15	1	4	0	0	5	0	0	4	0	4	0	13	0	0	13	0	0	0	0	0	22	0
07:30	0	8	0	0	8	1	0	6	0	7	0	9	0	0	9	0	0	0	0	0	24	0
07:45	0	9	0	0	9	0	0	7	0	7	0	11	0	0	11	0	0	0	0	0	27	0
Total	3	23	0	0	26	1	0	21	0	22	0	42	0	0	42	0	0	0	0	0	90	0
08:00	3	6	0	0	9	0	0	3	0	3	0	15	0	0	15	0	0	0	0	0	27	0
08:15	3	6	0	0	9	0	0	3	0	3	0	13	0	0	13	0	0	0	0	0	25	0
08:30	1	5	0	0	6	0	0	2	0	2	0	13	0	0	13	0	0	0	0	0	21	0
08:45	1	4	0	0	5	1	0	2	0	3	0	6	0	0	6	0	0	0	0	0	14	0
Total	8	21	0	0	29	1	0	10	0	11	0	47	0	0	47	0	0	0	0	0	87	0
16:00	7	6	0	0	13	0	0	5	0	5	0	9	0	0	9	0	0	0	0	0	27	0
16:15	5	13	0	0	18	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	23	0
16:30	5	8	0	0	13	0	0	5	0	5	0	9	0	0	9	0	0	0	0	0	27	0
16:45	6	8	0	0	14	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	26	0
Total	23	35	0	0	58	0	0	15	0	15	0	30	0	0	30	0	0	0	0	0	103	0
17:00	6	7	0	0	13	0	0	5	0	5	0	8	0	0	8	0	0	0	0	0	26	0
17:15	5	16	0	0	21	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	29	0
17:30	2	12	0	0	14	0	0	4	0	4	0	8	0	0	8	0	0	0	0	0	26	0
17:45	3	9	0	0	12	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	23	0
Total	16	44	0	0	60	0	0	11	0	11	0	33	0	0	33	0	0	0	0	0	104	0
Grand Total	50	123	0	0	173	2	0	57	0	59	0	152	0	0	152	0	0	0	0	0	384	0
Apprch %	28.9%	71.1%	0.0%	0.0%		3.4%	0.0%	96.6%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
Total %	13.0%	32.0%	0.0%	0.0%	45.1%	0.5%	0.0%	14.8%	0.0%	15.4%	0.0%	39.6%	0.0%	0.0%	39.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Coffee Street Southbound					Mission Avenue Westbound					Marino Way Northbound					Mission Avenue Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 07:30 to 08:30																						
Peak Hour For Entire Intersection Begins at 07:30																						
07:30	0	8	0	0	8	1	0	6	0	7	0	9	0	0	9	0	0	0	0	0	24	
07:45	0	9	0	0	9	0	0	7	0	7	0	11	0	0	11	0	0	0	0	0	27	
08:00	3	6	0	0	9	0	0	3	0	3	0	15	0	0	15	0	0	0	0	0	27	
08:15	3	6	0	0	9	0	0	3	0	3	0	13	0	0	13	0	0	0	0	0	25	
Total Volume	6	29	0	0	35	1	0	19	0	20	0	48	0	0	48	0	0	0	0	0	103	
% App Total	17.1%	82.9%	0.0%	0.0%		5.0%	0.0%	95.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			
PHF	.500	.806	.000	.000	.972	.250	.000	.679	.000	.714	.000	.800	.000	.000	.800	.000	.000	.000	.000	.000	.954	
PM PEAK HOUR	Coffee Street Southbound					Mission Avenue Westbound					Marino Way Northbound					Mission Avenue Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 16:30 to 17:30																						
Peak Hour For Entire Intersection Begins at 16:30																						
16:30	5	8	0	0	13	0	0	5	0	5	0	9	0	0	9	0	0	0	0	0	27	
16:45	6	8	0	0	14	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	26	
17:00	6	7	0	0	13	0	0	5	0	5	0	8	0	0	8	0	0	0	0	0	26	
17:15	5	16	0	0	21	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	29	
Total Volume	22	39	0	0	61	0	0	12	0	12	0	35	0	0	35	0	0	0	0	0	108	
% App Total	36.1%	63.9%	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	.917	.609	.000	.000	.726	.000	.000	.600	.000	.600	.000	.875	.000	.000	.875	.000	.000	.000	.000	.000	.931	

VOLUME

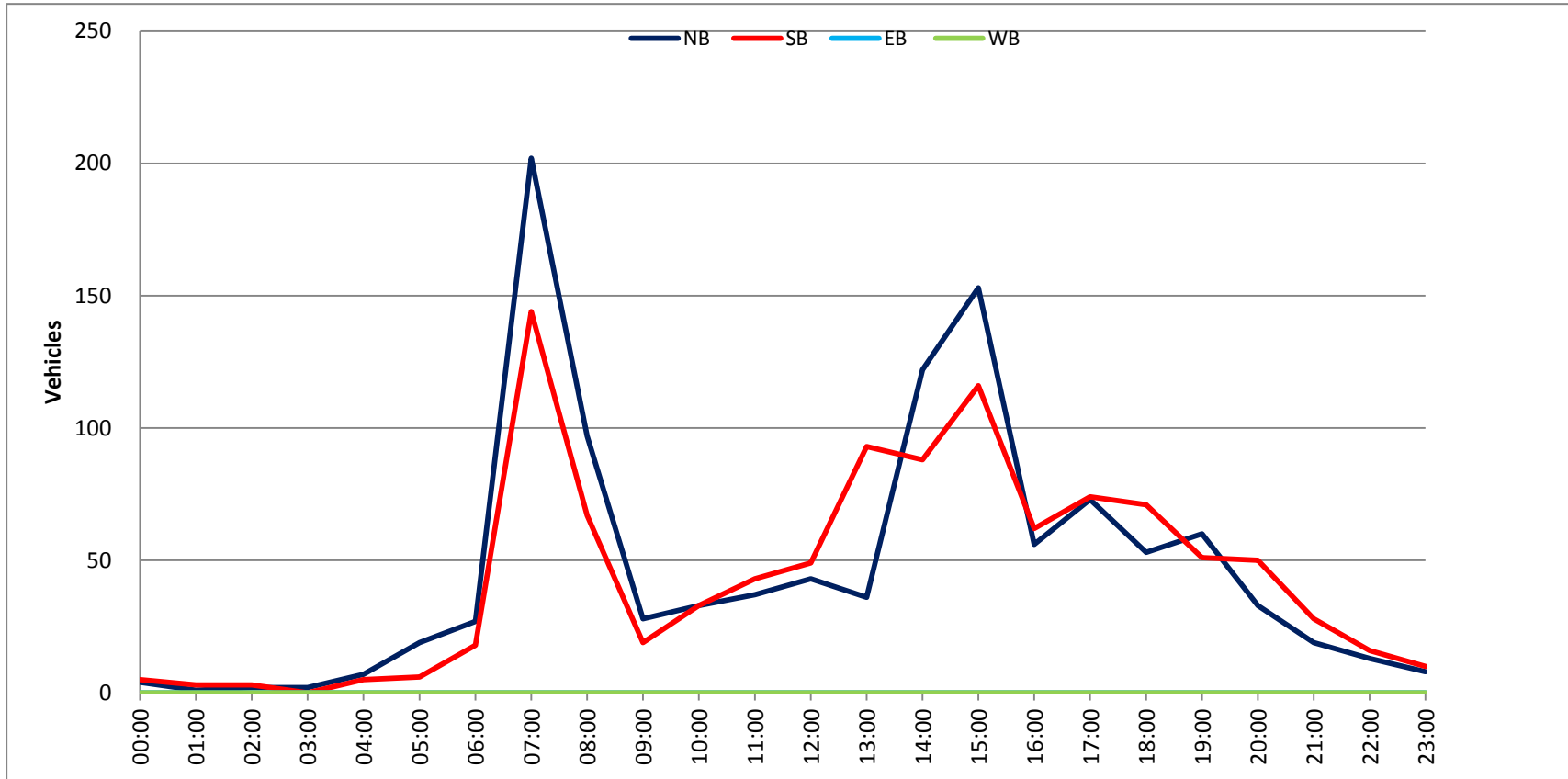
Coffee Street between Childs Avenue and Mission Avenue

Day: Wednesday
Date: 8/26/2015

City: Merced
Project #: 15-7668-001

DAILY TOTALS						NB	SB	EB		WB	Total
						1,128	1,054	0		0	2,182
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	4	0	0	7	12:00	12	8	0	0	20
00:15	1	1	0	0	2	12:15	14	14	0	0	28
00:30	0	0	0	0	0	12:30	9	14	0	0	23
00:45	0	4	0	5	0	12:45	8	43	13	49	21
					9						92
01:00	0	1	0	0	1	13:00	4	9	0	0	13
01:15	1	0	0	0	1	13:15	14	12	0	0	26
01:30	0	1	0	0	1	13:30	6	29	0	0	35
01:45	0	1	1	3	1	13:45	12	36	43	93	55
					4						129
02:00	0	1	0	0	1	14:00	78	39	0	0	117
02:15	1	1	0	0	2	14:15	17	12	0	0	29
02:30	1	1	0	0	2	14:30	10	10	0	0	20
02:45	0	2	0	3	0	14:45	17	122	27	88	44
					5						210
03:00	0	0	0	0	0	15:00	56	27	0	0	83
03:15	1	0	0	0	1	15:15	32	16	0	0	48
03:30	0	0	0	0	0	15:30	40	39	0	0	79
03:45	1	2	0	0	1	15:45	25	153	34	116	59
					2						269
04:00	0	0	0	0	0	16:00	12	14	0	0	26
04:15	2	1	0	0	3	16:15	14	13	0	0	27
04:30	1	2	0	0	3	16:30	14	18	0	0	32
04:45	4	7	2	5	6	16:45	16	56	17	62	33
					12						118
05:00	3	0	0	0	3	17:00	18	14	0	0	32
05:15	4	2	0	0	6	17:15	18	24	0	0	42
05:30	5	4	0	0	9	17:30	16	25	0	0	41
05:45	7	19	0	6	7	17:45	21	73	11	74	32
					25						147
06:00	5	2	0	0	7	18:00	16	24	0	0	40
06:15	4	0	0	0	4	18:15	12	16	0	0	28
06:30	7	2	0	0	9	18:30	13	13	0	0	26
06:45	11	27	14	18	25	18:45	12	53	18	71	30
					45						124
07:00	17	11	0	0	28	19:00	12	7	0	0	19
07:15	25	31	0	0	56	19:15	20	14	0	0	34
07:30	73	74	0	0	147	19:30	16	17	0	0	33
07:45	87	202	28	144	115	19:45	12	60	13	51	25
					346						111
08:00	35	15	0	0	50	20:00	6	17	0	0	23
08:15	28	19	0	0	47	20:15	13	10	0	0	23
08:30	18	24	0	0	42	20:30	10	9	0	0	19
08:45	16	97	9	67	25	20:45	4	33	14	50	18
					164						83
09:00	7	4	0	0	11	21:00	6	8	0	0	14
09:15	7	5	0	0	12	21:15	5	11	0	0	16
09:30	8	5	0	0	13	21:30	7	4	0	0	11
09:45	6	28	5	19	11	21:45	1	19	5	28	6
					47						47
10:00	7	9	0	0	16	22:00	5	4	0	0	9
10:15	10	8	0	0	18	22:15	3	5	0	0	8
10:30	6	11	0	0	17	22:30	2	4	0	0	6
10:45	10	33	5	33	15	22:45	3	13	3	16	6
					66						29
11:00	6	12	0	0	18	23:00	4	5	0	0	9
11:15	12	11	0	0	23	23:15	2	1	0	0	3
11:30	6	9	0	0	15	23:30	2	1	0	0	3
11:45	13	37	11	43	24	23:45	0	8	3	10	3
					80						18
TOTALS	459	346			805	TOTALS	669	708			1377
SPLIT %	57.0%	43.0%			36.9%	SPLIT %	48.6%	51.4%			63.1%

DAILY TOTALS						NB	SB	EB		WB	Total
						1,128	1,054	0		0	2,182
AM Peak Hour	07:30	07:15			07:15	PM Peak Hour	15:00	13:15			15:00
AM Pk Volume	223	148			368	PM Pk Volume	153	123			269
Pk Hr Factor	0.641	0.500			0.626	Pk Hr Factor	0.683	0.715			0.810
7 - 9 Volume	299	211	0	0	510	4 - 6 Volume	129	136	0	0	265
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	223	148	0	0	368	4 - 6 Pk Volume	73	80	0	0	148
Pk Hr Factor	0.641	0.500	0.000	0.000	0.626	Pk Hr Factor	0.869	0.800	0.000	0.000	0.881



VOLUME

Campus Parkway between SR-99 NB Ramps and Coffee Street

Day: Wednesday
Date: 8/26/2015City: Merced
Project #: 15-7668-002

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	2,852	2,533	5,385						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	9	8	17	12:00	0	0	44	19	63				
00:15	0	0	11	8	19	12:15	0	0	40	27	67				
00:30	0	0	5	7	12	12:30	0	0	35	26	61				
00:45	0	0	8	33	9	32	12:45	0	0	50	169	26	98	76	267
01:00	0	0	4	8	12	13:00	0	0	39	27	66				
01:15	0	0	5	11	16	13:15	0	0	32	25	57				
01:30	0	0	6	5	11	13:30	0	0	45	42	87				
01:45	0	0	2	17	3	27	13:45	0	0	55	171	35	129	90	300
02:00	0	0	4	8	12	14:00	0	0	28	41	69				
02:15	0	0	3	3	6	14:15	0	0	47	29	76				
02:30	0	0	4	3	7	14:30	0	0	58	33	91				
02:45	0	0	4	15	17	31	14:45	0	0	53	186	26	129	79	315
03:00	0	0	11	7	18	15:00	0	0	48	45	93				
03:15	0	0	4	6	10	15:15	0	0	65	53	118				
03:30	0	0	4	3	7	15:30	0	0	57	43	100				
03:45	0	0	12	31	12	28	15:45	0	0	65	235	49	190	114	425
04:00	0	0	7	5	12	16:00	0	0	68	42	110				
04:15	0	0	4	10	14	16:15	0	0	59	38	97				
04:30	0	0	5	16	21	16:30	0	0	73	39	112				
04:45	0	0	12	28	19	50	16:45	0	0	68	268	37	156	105	424
05:00	0	0	12	19	31	17:00	0	0	74	44	118				
05:15	0	0	9	31	40	17:15	0	0	87	38	125				
05:30	0	0	10	41	51	17:30	0	0	59	36	95				
05:45	0	0	18	49	33	124	17:45	0	0	55	275	35	153	90	428
06:00	0	0	16	19	35	18:00	0	0	43	27	70				
06:15	0	0	21	34	55	18:15	0	0	34	39	73				
06:30	0	0	29	41	70	18:30	0	0	33	18	51				
06:45	0	0	39	105	55	149	18:45	0	0	34	144	23	107	57	251
07:00	0	0	38	48	86	19:00	0	0	35	17	52				
07:15	0	0	45	51	96	19:15	0	0	30	20	50				
07:30	0	0	68	76	144	19:30	0	0	26	26	52				
07:45	0	0	63	214	107	282	19:45	0	0	35	126	20	83	55	209
08:00	0	0	37	67	104	20:00	0	0	24	30	54				
08:15	0	0	49	41	90	20:15	0	0	22	29	51				
08:30	0	0	34	38	72	20:30	0	0	30	17	47				
08:45	0	0	27	147	38	184	20:45	0	0	29	105	15	91	44	196
09:00	0	0	26	27	53	21:00	0	0	19	15	34				
09:15	0	0	22	27	49	21:15	0	0	21	18	39				
09:30	0	0	22	32	54	21:30	0	0	17	6	23				
09:45	0	0	32	102	29	115	21:45	0	0	17	74	15	54	32	128
10:00	0	0	31	32	63	22:00	0	0	14	11	25				
10:15	0	0	25	28	53	22:15	0	0	8	13	21				
10:30	0	0	31	30	61	22:30	0	0	16	18	34				
10:45	0	0	21	108	27	117	22:45	0	0	13	51	10	52	23	103
11:00	0	0	47	38	85	23:00	0	0	10	8	18				
11:15	0	0	42	26	68	23:15	0	0	13	10	23				
11:30	0	0	33	31	64	23:30	0	0	8	9	17				
11:45	0	0	37	159	26	121	23:45	0	0	9	40	4	31	13	71
TOTALS			1008	1260	2268	TOTALS			1844	1273	3117				
SPLIT %			44.4%	55.6%	42.1%	SPLIT %			59.2%	40.8%	57.9%				

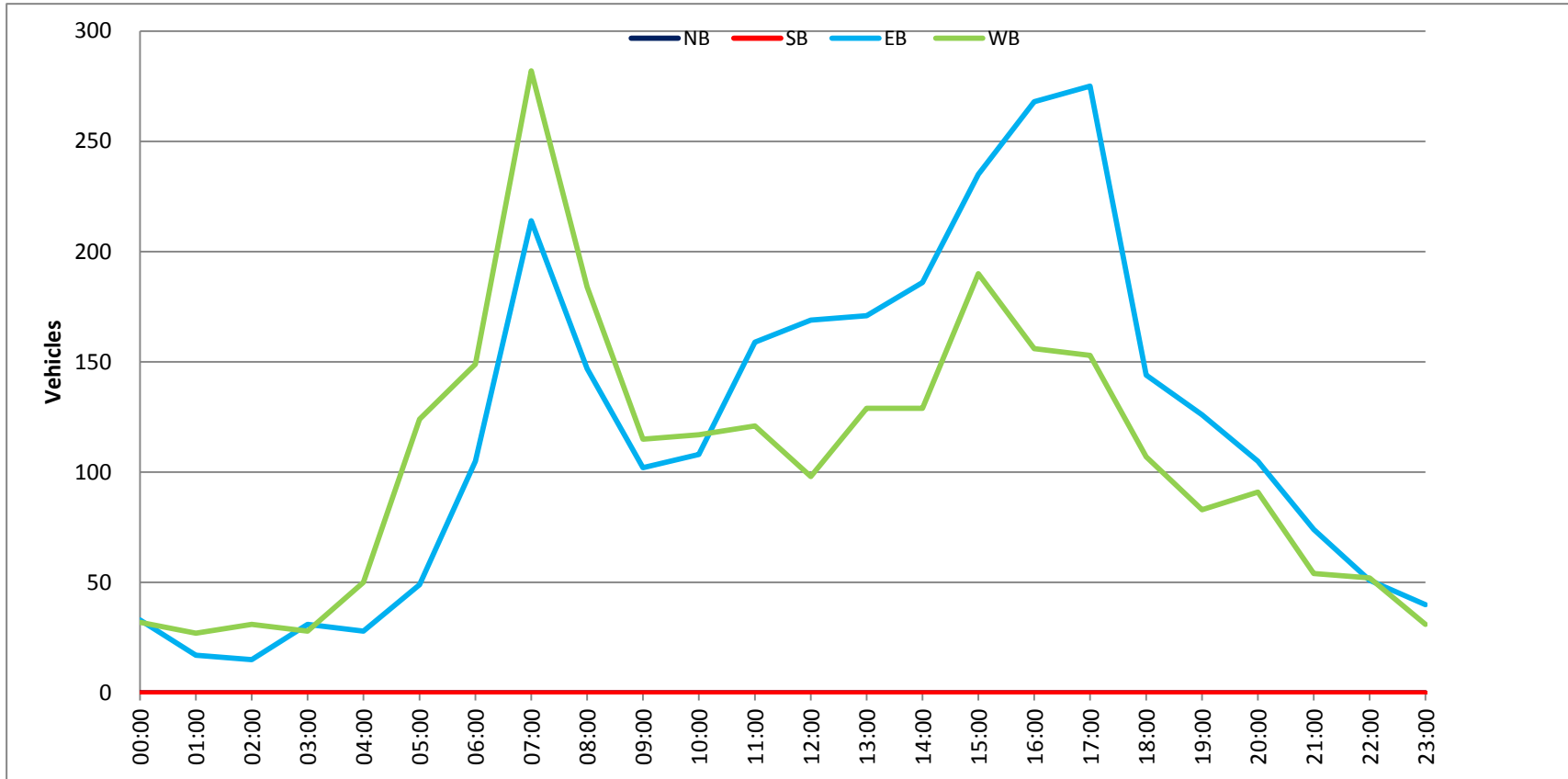
DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,852	2,533	5,385		
AM Peak Hour		07:30	07:15	07:15	PM Peak Hour		16:30	15:00	16:30		
AM Pk Volume		217	301	514	PM Pk Volume		302	190	460		
Pk Hr Factor		0.798	0.703	0.756	Pk Hr Factor		0.868	0.896	0.920		
7 - 9 Volume	0	0	361	466	827	4 - 6 Volume	0	0	543	309	852
7 - 9 Peak Hour		07:30	07:15	07:15	4 - 6 Peak Hour		16:30	16:15	16:30		
7 - 9 Pk Volume	0	0	217	301	514	4 - 6 Pk Volume	0	0	302	158	460
Pk Hr Factor	0.000	0.000	0.798	0.703	0.756	Pk Hr Factor	0.000	0.000	0.868	0.898	0.920

Project #: 15-7668-002

City: Merced

Location: Campus Parkway between SR-99 NB Ramps

Date: 8/26/2015



VOLUME

Campus Parkway between Coffee Street and Gerard Avenue

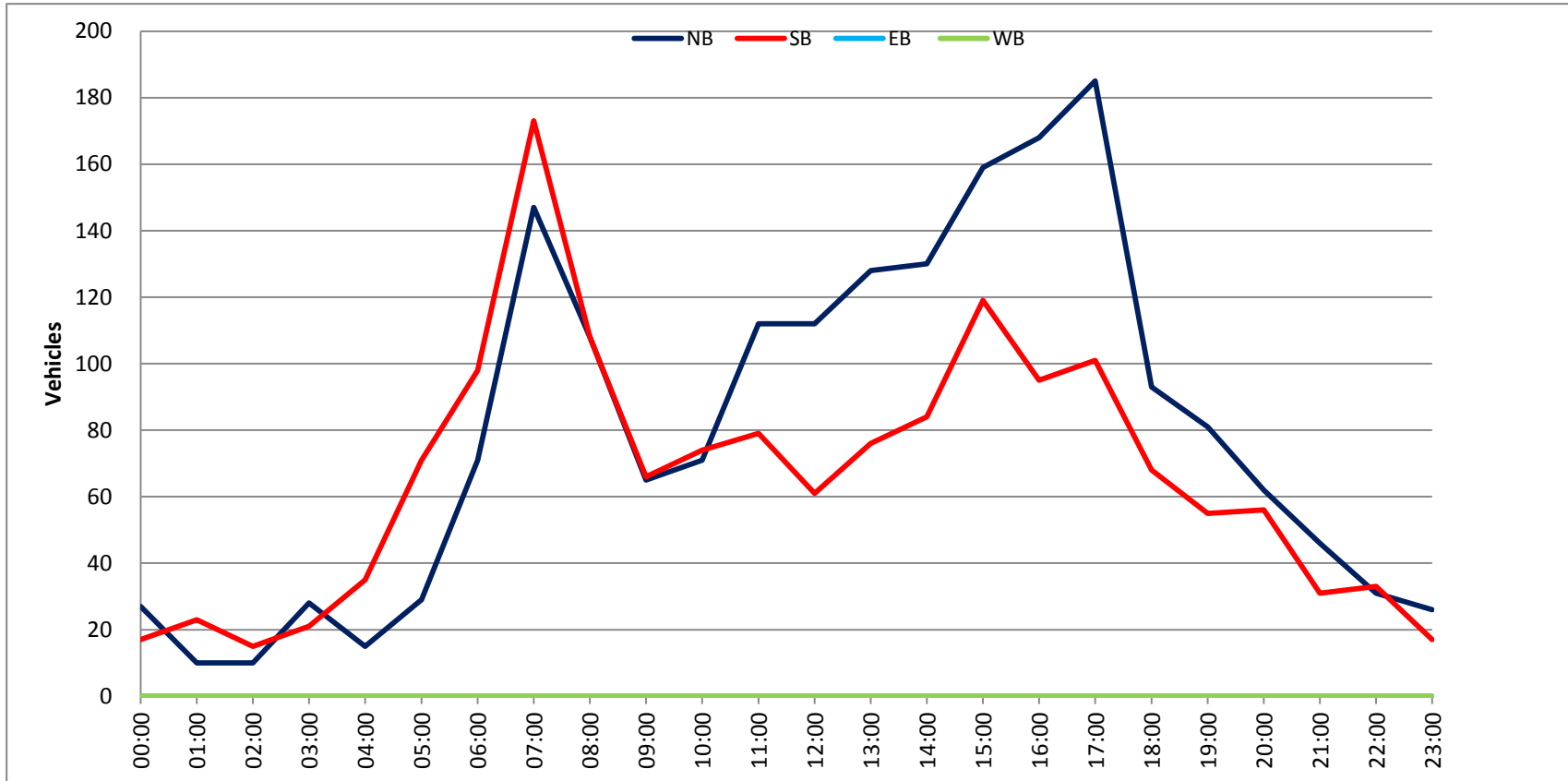
Day: Wednesday
Date: 8/26/2015

City: Merced
Project #: 15-7668-003

DAILY TOTALS						NB	SB	EB		WB		Total
						1,914	1,576	0		0		3,490
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	6	4	0	0	10	12:00	25	16	0	0	41	
00:15	10	4	0	0	14	12:15	31	18	0	0	49	
00:30	4	4	0	0	8	12:30	25	17	0	0	42	
00:45	7	27	5	17	12	12:45	31	112	10	61	41	173
01:00	1	6	0	0	7	13:00	32	18	0	0	50	
01:15	3	9	0	0	12	13:15	25	8	0	0	33	
01:30	4	3	0	0	7	13:30	30	29	0	0	59	
01:45	2	10	5	23	7	13:45	41	128	21	76	62	204
02:00	3	3	0	0	6	14:00	24	24	0	0	48	
02:15	0	1	0	0	1	14:15	34	17	0	0	51	
02:30	4	1	0	0	5	14:30	32	28	0	0	60	
02:45	3	10	10	15	13	14:45	40	130	15	84	55	214
03:00	9	6	0	0	15	15:00	34	21	0	0	55	
03:15	3	5	0	0	8	15:15	43	36	0	0	79	
03:30	3	3	0	0	6	15:30	42	33	0	0	75	
03:45	13	28	7	21	20	15:45	40	159	29	119	69	278
04:00	3	2	0	0	5	16:00	46	25	0	0	71	
04:15	2	10	0	0	12	16:15	37	26	0	0	63	
04:30	5	10	0	0	15	16:30	43	22	0	0	65	
04:45	5	15	13	35	18	16:45	42	168	22	95	64	263
05:00	7	12	0	0	19	17:00	48	25	0	0	73	
05:15	6	19	0	0	25	17:15	55	32	0	0	87	
05:30	6	24	0	0	30	17:30	43	24	0	0	67	
05:45	10	29	16	71	26	17:45	39	185	20	101	59	286
06:00	11	15	0	0	26	18:00	29	20	0	0	49	
06:15	12	23	0	0	35	18:15	21	20	0	0	41	
06:30	21	28	0	0	49	18:30	19	12	0	0	31	
06:45	27	71	32	98	59	18:45	24	93	16	68	40	161
07:00	33	35	0	0	68	19:00	27	7	0	0	34	
07:15	39	31	0	0	70	19:15	22	12	0	0	34	
07:30	34	47	0	0	81	19:30	15	19	0	0	34	
07:45	41	147	60	173	101	19:45	17	81	17	55	34	136
08:00	24	38	0	0	62	20:00	7	19	0	0	26	
08:15	46	25	0	0	71	20:15	14	14	0	0	28	
08:30	18	20	0	0	38	20:30	25	12	0	0	37	
08:45	20	108	25	108	45	20:45	16	62	11	56	27	118
09:00	20	20	0	0	40	21:00	12	8	0	0	20	
09:15	8	16	0	0	24	21:15	14	9	0	0	23	
09:30	18	15	0	0	33	21:30	6	4	0	0	10	
09:45	19	65	15	66	34	21:45	14	46	10	31	24	77
10:00	20	18	0	0	38	22:00	8	9	0	0	17	
10:15	16	21	0	0	37	22:15	9	9	0	0	18	
10:30	22	21	0	0	43	22:30	9	7	0	0	16	
10:45	13	71	14	74	27	22:45	5	31	8	33	13	64
11:00	36	35	0	0	71	23:00	8	6	0	0	14	
11:15	29	14	0	0	43	23:15	9	1	0	0	10	
11:30	24	12	0	0	36	23:30	5	8	0	0	13	
11:45	23	112	18	79	41	23:45	4	26	2	17	6	43
TOTALS	693	780			1473	TOTALS	1221	796			2017	
SPLIT %	47.0%	53.0%			42.2%	SPLIT %	60.5%	39.5%			57.8%	

DAILY TOTALS						NB	SB	EB		WB		Total
						1,914	1,576	0		0		3,490

AM Peak Hour	07:00	07:15			07:00	PM Peak Hour	16:30	15:15			15:15
AM Pk Volume	147	176			320	PM Pk Volume	188	123			294
Pk Hr Factor	0.896	0.733			0.792	Pk Hr Factor	0.855	0.854			0.930
7 - 9 Volume	255	281	0	0	536	4 - 6 Volume	353	196	0	0	549
7 - 9 Peak Hour	07:00	07:15			07:00	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	147	176	0	0	320	4 - 6 Pk Volume	188	103	0	0	291
Pk Hr Factor	0.896	0.733	0.000	0.000	0.792	Pk Hr Factor	0.855	0.805	0.000	0.000	0.836



VOLUME

Campus Parkway between Gerard Avenue and Childs Avenue

Day: Wednesday
Date: 8/26/2015

City: Merced
Project #: 15-7668-004

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,586	1,412	0	0	2,998	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	2	0	0	7	12:00	20	23	0	0	43
00:15	7	4	0	0	11	12:15	27	15	0	0	42
00:30	3	3	0	0	6	12:30	21	16	0	0	37
00:45	7	22	6	15	13	12:45	29	97	11	65	40
01:00	0	2	0	0	2	13:00	23	14	0	0	37
01:15	1	9	0	0	10	13:15	18	8	0	0	26
01:30	3	3	0	0	6	13:30	26	35	0	0	61
01:45	1	5	5	19	6	13:45	32	99	15	72	47
02:00	3	2	0	0	5	14:00	22	17	0	0	39
02:15	0	0	0	0	0	14:15	28	16	0	0	44
02:30	1	4	0	0	5	14:30	22	26	0	0	48
02:45	5	9	6	12	11	14:45	29	101	12	71	41
03:00	5	5	0	0	10	15:00	28	21	0	0	49
03:15	4	5	0	0	9	15:15	42	37	0	0	79
03:30	1	2	0	0	3	15:30	35	37	0	0	72
03:45	11	21	4	16	15	15:45	37	142	31	126	68
04:00	2	1	0	0	3	16:00	39	24	0	0	63
04:15	1	4	0	0	5	16:15	32	26	0	0	58
04:30	4	9	0	0	13	16:30	33	22	0	0	55
04:45	6	13	14	28	20	16:45	34	138	29	101	63
05:00	7	8	0	0	15	17:00	37	31	0	0	68
05:15	7	19	0	0	26	17:15	49	21	0	0	70
05:30	8	18	0	0	26	17:30	30	25	0	0	55
05:45	11	33	10	55	21	17:45	25	141	22	99	47
06:00	10	11	0	0	21	18:00	20	12	0	0	32
06:15	11	16	0	0	27	18:15	17	23	0	0	40
06:30	23	25	0	0	48	18:30	12	9	0	0	21
06:45	27	71	27	79	54	18:45	21	70	8	52	29
07:00	31	27	0	0	58	19:00	16	11	0	0	27
07:15	39	19	0	0	58	19:15	14	10	0	0	24
07:30	28	60	0	0	88	19:30	10	19	0	0	29
07:45	41	139	41	147	82	19:45	10	50	12	52	22
08:00	30	36	0	0	66	20:00	5	18	0	0	23
08:15	44	14	0	0	58	20:15	7	10	0	0	17
08:30	19	21	0	0	40	20:30	17	13	0	0	30
08:45	22	115	16	87	38	20:45	12	41	10	51	22
09:00	16	17	0	0	33	21:00	8	10	0	0	18
09:15	12	13	0	0	25	21:15	12	10	0	0	22
09:30	12	11	0	0	23	21:30	4	8	0	0	12
09:45	13	53	10	51	23	21:45	9	33	15	43	24
10:00	19	21	0	0	40	22:00	10	6	0	0	16
10:15	18	15	0	0	33	22:15	4	10	0	0	14
10:30	19	14	0	0	33	22:30	3	6	0	0	9
10:45	12	68	12	62	24	22:45	3	20	7	29	10
11:00	27	23	0	0	50	23:00	6	6	0	0	12
11:15	26	12	0	0	38	23:15	7	1	0	0	8
11:30	15	15	0	0	30	23:30	5	6	0	0	11
11:45	16	84	15	65	31	23:45	3	21	2	15	5
TOTALS	633	636			1269	TOTALS	953	776			1729
SPLIT %	49.9%	50.1%			42.3%	SPLIT %	55.1%	44.9%			57.7%

DAILY TOTALS						NB	SB	EB	WB	Total
						1,586	1,412	0	0	2,998

AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	15:15	15:15	15:15				
AM Pk Volume	143	156	294	PM Pk Volume	153	129	282				
Pk Hr Factor	0.813	0.650	0.835	Pk Hr Factor	0.911	0.872	0.892				
7 - 9 Volume	254	234	0	0	488	4 - 6 Volume	279	200	0	0	479
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	16:30	16:15	16:30				
7 - 9 Pk Volume	143	156	0	0	294	4 - 6 Pk Volume	153	108	0	0	256
Pk Hr Factor	0.813	0.650	0.000	0.000	0.835	Pk Hr Factor	0.781	0.871	0.000	0.000	0.914


























LEVEL OF SERVICE CALCULATIONS

KDA

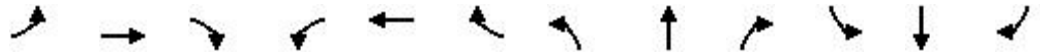
HCM 2010 Signalized Intersection Summary
 1: Parsons Ave & Childs Ave

Exist AM
 1/14/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	229	110	22	287	142	211	143	22	93	92	164
Future Volume (veh/h)	148	229	110	22	287	142	211	143	22	93	92	164
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	174	269	129	26	338	167	248	168	26	109	108	193
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	718	610	40	527	448	302	417	64	144	326	277
Arrive On Green	0.13	0.39	0.39	0.02	0.28	0.28	0.17	0.26	0.26	0.08	0.18	0.18
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1576	244	1774	1863	1583
Grp Volume(v), veh/h	174	269	129	26	338	167	248	0	194	109	108	193
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	0	1820	1774	1863	1583
Q Serve(g_s), s	6.8	7.4	3.9	1.0	11.3	6.0	9.6	0.0	6.2	4.3	3.6	8.1
Cycle Q Clear(q_c), s	6.8	7.4	3.9	1.0	11.3	6.0	9.6	0.0	6.2	4.3	3.6	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	222	718	610	40	527	448	302	0	481	144	326	277
V/C Ratio(X)	0.78	0.37	0.21	0.65	0.64	0.37	0.82	0.00	0.40	0.76	0.33	0.70
Avail Cap(c_a), veh/h	650	1183	1006	650	1183	1006	650	0	651	650	666	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	15.7	14.6	34.4	22.3	20.4	28.4	0.0	21.5	31.9	25.6	27.5
Incr Delay (d2), s/veh	6.0	0.4	0.2	16.2	1.6	0.6	5.5	0.0	0.6	7.9	0.6	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.8	1.7	0.7	6.1	2.7	5.1	0.0	3.2	2.4	1.9	3.8
LnGrp Delay(d),s/veh	36.1	16.1	14.8	50.6	23.9	21.0	33.9	0.0	22.1	39.8	26.3	30.9
LnGrp LOS	D	B	B	D	C	C	C		C	D	C	C
Approach Vol, veh/h		572			531			442			410	
Approach Delay, s/veh		21.9			24.3			28.7			32.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	32.3	16.1	17.0	12.9	25.0	9.8	23.4				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.6	4.0	4.9	4.0	4.6				
Max Green Setting (Gmax), s	26.0	45.1	26.0	25.4	26.0	45.1	26.0	25.4				
Max Q Clear Time (g_c+H1), s	3.0	9.4	11.6	10.1	8.8	13.3	6.3	8.2				
Green Ext Time (p_c), s	0.0	6.9	0.6	2.3	0.4	6.8	0.2	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			26.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Coffee St & Childs Ave































Exist AM
1/14/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	89	125	48	9	135	18	71	113	39	17	81	123
Future Volume (veh/h)	89	125	48	9	135	18	71	113	39	17	81	123
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	99	139	53	10	150	20	79	126	43	19	90	137
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	353	135	28	312	42	151	373	127	50	150	228
Arrive On Green	0.10	0.27	0.27	0.02	0.19	0.19	0.09	0.28	0.28	0.03	0.22	0.22
Sat Flow, veh/h	1774	1286	490	1774	1610	215	1774	1329	454	1774	667	1016
Grp Volume(v), veh/h	99	0	192	10	0	170	79	0	169	19	0	227
Grp Sat Flow(s),veh/h/ln	1774	0	1776	1774	0	1825	1774	0	1783	1774	0	1683
Q Serve(g_s), s	2.3	0.0	3.8	0.2	0.0	3.6	1.8	0.0	3.2	0.5	0.0	5.2
Cycle Q Clear(q_c), s	2.3	0.0	3.8	0.2	0.0	3.6	1.8	0.0	3.2	0.5	0.0	5.2
Prop In Lane	1.00		0.28	1.00		0.12	1.00		0.25	1.00		0.60
Lane Grp Cap(c), veh/h	172	0	488	28	0	353	151	0	501	50	0	377
V/C Ratio(X)	0.58	0.00	0.39	0.36	0.00	0.48	0.52	0.00	0.34	0.38	0.00	0.60
Avail Cap(c_a), veh/h	454	0	1050	454	0	1079	454	0	788	454	0	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	12.7	20.9	0.0	15.4	18.8	0.0	12.3	20.5	0.0	15.0
Incr Delay (d2), s/veh	1.1	0.0	0.7	2.9	0.0	1.4	1.0	0.0	0.6	1.7	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.9	0.1	0.0	1.9	0.9	0.0	1.7	0.2	0.0	2.6
LnGrp Delay(d),s/veh	19.7	0.0	13.4	23.8	0.0	16.9	19.9	0.0	12.8	22.2	0.0	17.1
LnGrp LOS	B		B	C		B	B		B	C		B
Approach Vol, veh/h		291			180			248			246	
Approach Delay, s/veh		15.5			17.2			15.1			17.5	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	16.4	7.7	14.2	8.2	12.9	5.2	16.7				
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6				
Max Green Setting (Gmax), s	11.0	25.4	11.0	19.0	11.0	25.4	11.0	19.0				
Max Q Clear Time (g_c+H1), s	2.2	5.8	3.8	7.2	4.3	5.6	2.5	5.2				
Green Ext Time (p_c), s	0.0	2.8	0.0	2.5	0.1	2.9	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
5: Campus Parkway & Gerard Ave

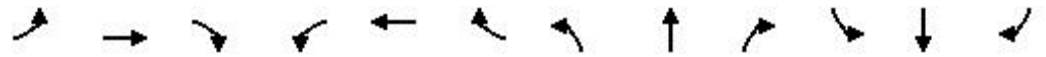
Exist AM
1/14/2016

												
Movement	EFL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 		
Traffic Volume (veh/h)	31	17	64	22	10	2	21	103	21	3	88	55
Future Volume (veh/h)	31	17	64	22	10	2	21	103	21	3	88	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	40	22	82	28	13	3	27	132	27	4	113	71
Adj No. of Lanes	2	2	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	760	340	160	704	315	156	980	439	26	847	379
Arrive On Green	0.06	0.21	0.21	0.05	0.20	0.20	0.05	0.28	0.28	0.01	0.24	0.24
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	40	22	82	28	13	3	27	132	27	4	113	71
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.5	0.2	1.8	0.3	0.1	0.1	0.3	1.1	0.5	0.0	1.0	1.5
Cycle Q Clear(q_c), s	0.5	0.2	1.8	0.3	0.1	0.1	0.3	1.1	0.5	0.0	1.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	760	340	160	704	315	156	980	439	26	847	379
V/C Ratio(X)	0.19	0.03	0.24	0.17	0.02	0.01	0.17	0.13	0.06	0.15	0.13	0.19
Avail Cap(c_a), veh/h	2588	3543	1585	2588	3543	1585	2588	3430	1535	2588	3430	1535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	12.7	13.3	18.8	13.2	13.2	18.8	11.1	10.9	20.2	12.2	12.4
Incr Delay (d2), s/veh	0.5	0.0	1.0	0.6	0.0	0.0	0.6	0.2	0.2	3.0	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.8	0.2	0.1	0.0	0.2	0.6	0.2	0.0	0.5	0.7
LnGrp Delay(d),s/veh	18.7	12.8	14.3	19.3	13.2	13.2	19.4	11.3	11.1	23.2	12.4	13.1
LnGrp LOS	B	B	B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		144			44			186			188	
Approach Delay, s/veh		15.3			17.1			12.4			12.9	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.5	16.6	6.1	13.7	6.1	15.1	6.8	13.0				
Change Period (Y+Rc), s	* 4.2	5.3	* 4.2	4.9	* 4.2	5.3	* 4.2	4.9				
Max Green Setting (Gmax), s	* 31	39.7	* 31	41.0	* 31	39.7	* 31	41.0				
Max Q Clear Time (g_c+H1), s	2.0	3.1	2.3	3.8	2.3	3.5	2.5	2.1				
Green Ext Time (p_c), s	0.0	4.1	0.1	1.1	0.1	4.1	0.1	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			B									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 10: SR 99 SB Ramps & Mission Ave

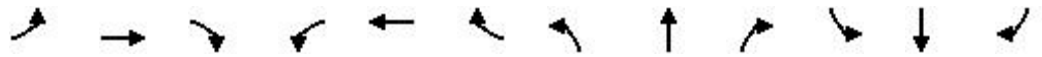
Exist AM
 1/14/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑	↑
Traffic Volume (veh/h)	0	115	12	0	104	0	0	0	0	117	5	28
Future Volume (veh/h)	0	115	12	0	104	0	0	0	0	117	5	28
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	0	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	144	15	0	130	0				146	6	35
Adj No. of Lanes	0	2	0	0	2	0				0	1	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80				0.80	0.80	0.80
Percent Heavy Veh, %	0	2	2	0	2	0				2	2	2
Cap, veh/h	0	818	84	0	894	0				286	12	265
Arrive On Green	0.00	0.25	0.25	0.00	0.25	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	3333	333	0	3725	0				1707	70	1583
Grp Volume(v), veh/h	0	78	81	0	130	0				152	0	35
Grp Sat Flow(s),veh/h/ln	0	1770	1804	0	1770	0				1777	0	1583
Q Serve(g_s), s	0.0	0.6	0.6	0.0	0.5	0.0				1.4	0.0	0.3
Cycle Q Clear(q_c), s	0.0	0.6	0.6	0.0	0.5	0.0				1.4	0.0	0.3
Prop In Lane	0.00		0.18	0.00		0.00				0.96		1.00
Lane Grp Cap(c), veh/h	0	447	456	0	894	0				298	0	265
V/C Ratio(X)	0.00	0.17	0.18	0.00	0.15	0.00				0.51	0.00	0.13
Avail Cap(c_a), veh/h	0	1839	1875	0	3097	0				1555	0	1386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	5.3	0.0	5.3	0.0				6.9	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.1	0.0				1.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.0	0.3	0.0				0.8	0.0	0.2
LnGrp Delay(d),s/veh	0.0	5.5	5.5	0.0	5.4	0.0				8.3	0.0	6.7
LnGrp LOS		A	A		A					A		A
Approach Vol, veh/h		159			130						187	
Approach Delay, s/veh		5.5			5.4						8.0	
Approach LOS		A			A						A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		10.6		7.7		10.6						
Change Period (Y+Rc), s		6.0		4.6		6.0						
Max Green Setting (Gmax), s		19.0		16.0		16.0						
Max Q Clear Time (g_c+H1), s		2.6		3.4		2.5						
Green Ext Time (p_c), s		1.2		0.7		1.1						
Intersection Summary												
HCM 2010 Ctrl Delay			6.5									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Exist AM
 1/14/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	41	187	0	0	109	186	20	1	21	0	0	0
Future Volume (veh/h)	41	187	0	0	109	186	20	1	21	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	55	253	0	0	147	251	27	1	28			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	112	1847	0	0	1071	479	110	4	102			
Arrive On Green	0.06	0.52	0.00	0.00	0.30	0.30	0.06	0.06	0.06			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1714	63	1583			
Grp Volume(v), veh/h	55	253	0	0	147	251	28	0	28			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1777	0	1583			
Q Serve(g_s), s	0.8	0.9	0.0	0.0	0.8	3.4	0.4	0.0	0.4			
Cycle Q Clear(q_c), s	0.8	0.9	0.0	0.0	0.8	3.4	0.4	0.0	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	112	1847	0	0	1071	479	114	0	102			
V/C Ratio(X)	0.49	0.14	0.00	0.00	0.14	0.52	0.25	0.00	0.28			
Avail Cap(c_a), veh/h	762	3178	0	0	2487	1113	1249	0	1113			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.6	3.2	0.0	0.0	6.5	7.4	11.4	0.0	11.4			
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.0	0.1	0.9	1.1	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.0	0.0	0.4	1.6	0.2	0.0	0.2			
LnGrp Delay(d),s/veh	14.9	3.2	0.0	0.0	6.6	8.3	12.5	0.0	12.9			
LnGrp LOS	B	A			A	A	B		B			
Approach Vol, veh/h		308			398			56				
Approach Delay, s/veh		5.3			7.7			12.7				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		19.4			5.6	13.7		6.2				
Change Period (Y+Rc), s		6.0			4.0	6.0		4.6				
Max Green Setting (Gmax), s		23.0			11.0	18.0		18.0				
Max Q Clear Time (g_c+1), s		2.9			2.8	5.4		2.4				
Green Ext Time (p_c), s		2.9			0.0	2.5		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				7.1								
HCM 2010 LOS				A								

Intersection

Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	79	36	20	0	82	45	11	0	25	68	42
Future Vol, veh/h	0	79	36	20	0	82	45	11	0	25	68	42
Peak Hour Factor	0.92	0.63	0.63	0.63	0.92	0.63	0.63	0.63	0.92	0.63	0.63	0.63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	125	57	32	0	130	71	17	0	40	108	67
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11	11.1	10.7
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	59%	59%	8%
Vol Thru, %	50%	27%	33%	50%
Vol Right, %	31%	15%	8%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	135	138	116
LT Vol	25	79	82	9
Through Vol	68	36	45	58
RT Vol	42	20	11	49
Lane Flow Rate	214	214	219	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.314	0.321	0.33	0.268
Departure Headway (Hd)	5.273	5.392	5.425	5.237
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	666	662	685
Service Time	3.312	3.431	3.464	3.278
HCM Lane V/C Ratio	0.314	0.321	0.331	0.269
HCM Control Delay	10.7	11	11.1	10.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	1.4	1.4	1.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	9	58	49
Future Vol, veh/h	0	9	58	49
Peak Hour Factor	0.92	0.63	0.63	0.63
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	92	78
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.2
HCM LOS	B

Lane

Intersection									
Intersection Delay, s/veh	7.8								
Intersection LOS	A								
Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	6	0	81	0	71	0	0	0	0
Future Vol, veh/h	6	0	81	0	71	0	0	0	0
Peak Hour Factor	0.59	0.59	0.59	0.92	0.59	0.59	0.92	0.59	0.59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	137	0	120	0	0	0	0
Number of Lanes	0	1	0	0	1	1	0	1	0
Approach	EB			NB			SB		
Opposing Approach				SB			NB		
Opposing Lanes	0			1			2		
Conflicting Approach Left	SB			EB					
Conflicting Lanes Left	1			1			0		
Conflicting Approach Right	NB						EB		
Conflicting Lanes Right	2			0			1		
HCM Control Delay	7.3			8.5			0		
HCM LOS	A			A			-		
Lane	NBLn1	NBLn2	EBLn1	SBLn1					
Vol Left, %	100%	100%	0%	0%					
Vol Thru, %	0%	0%	0%	100%					
Vol Right, %	0%	0%	100%	0%					
Sign Control	Stop	Stop	Stop	Stop					
Traffic Vol by Lane	36	36	87	0					
LT Vol	36	36	0	0					
Through Vol	0	0	0	0					
RT Vol	0	0	87	0					
Lane Flow Rate	60	60	147	0					
Geometry Grp	7	7	2	5					
Degree of Util (X)	0.088	0.088	0.15	0					
Departure Headway (Hd)	5.294	5.294	3.659	4.385					
Convergence, Y/N	Yes	Yes	Yes	Yes					
Cap	676	676	986	0					
Service Time	3.032	3.032	1.659	2.482					
HCM Lane V/C Ratio	0.089	0.089	0.149	0					
HCM Control Delay	8.5	8.5	7.3	7.5					
HCM Lane LOS	A	A	A	N					
HCM 95th-tile Q	0.3	0.3	0.5	0					

Intersection												
Intersection Delay, s/veh	10											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	59	128	21	0	3	169	5	0	52	11	4
Future Vol, veh/h	0	59	128	21	0	3	169	5	0	52	11	4
Peak Hour Factor	0.92	0.73	0.73	0.73	0.92	0.73	0.73	0.73	0.92	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	81	175	29	0	4	232	7	0	71	15	5
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0
Approach	EB			WB				NB				
Opposing Approach	WB			EB				SB				
Opposing Lanes	3			3				1				
Conflicting Approach Left	SB			NB				EB				
Conflicting Lanes Left	1			2				3				
Conflicting Approach Right	NB			SB				WB				
Conflicting Lanes Right	2			1				3				
HCM Control Delay	9.8			10.3				10.3				
HCM LOS	A			B				B				
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1			
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	8%			
Vol Thru, %	0%	73%	0%	100%	67%	0%	100%	92%	8%			
Vol Right, %	0%	27%	0%	0%	33%	0%	0%	8%	84%			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop			
Traffic Vol by Lane	52	15	59	85	64	3	113	61	88			
LT Vol	52	0	59	0	0	3	0	0	7			
Through Vol	0	11	0	85	43	0	113	56	7			
RT Vol	0	4	0	0	21	0	0	5	74			
Lane Flow Rate	71	21	81	117	87	4	154	84	121			
Geometry Grp	8	8	8	8	8	8	8	8	8			
Degree of Util (X)	0.135	0.035	0.143	0.19	0.136	0.007	0.255	0.137	0.192			
Departure Headway (Hd)	6.846	6.158	6.361	5.856	5.623	6.443	5.938	5.88	5.744			
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
Cap	524	582	565	614	638	556	605	611	624			
Service Time	4.583	3.895	4.088	3.583	3.35	4.171	3.666	3.608	3.478			
HCM Lane V/C Ratio	0.135	0.036	0.143	0.191	0.136	0.007	0.255	0.137	0.194			
HCM Control Delay	10.7	9.1	10.2	10	9.2	9.2	10.7	9.5	9.8			
HCM Lane LOS	B	A	B	A	A	A	B	A	A			
HCM 95th-tile Q	0.5	0.1	0.5	0.7	0.5	0	1	0.5	0.7			

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	7	74
Future Vol, veh/h	0	7	7	74
Peak Hour Factor	0.92	0.73	0.73	0.73
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	10	101
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	9.8
HCM LOS	A

Lane

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	74	98	3	17	31
Future Vol, veh/h	15	74	98	3	17	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	112	148	5	26	47

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	153	0	151
Stage 1	-	-	151
Stage 2	-	-	158
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1428	-	895
Stage 1	-	-	877
Stage 2	-	-	871
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1428	-	895
Mov Cap-2 Maneuver	-	-	871
Stage 1	-	-	877
Stage 2	-	-	856

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	n1
Capacity (veh/h)	1428	-	-	-	800	
HCM Lane V/C Ratio	0.016	-	-	-	0.091	
HCM Control Delay (s)	7.6	0	-	-	10	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	1	134	72	79
Future Vol, veh/h	0	0	1	134	72	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2	244	131	144

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	450	203	275	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	567	838	1288	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	566	838	1288	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EFLn1	SBT	SBR
Capacity (veh/h)	1288	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	56	1	2	75	21	49
Future Vol, veh/h	56	1	2	75	21	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	2	4	150	42	98

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	249	91	140
Stage 1	91	-	-
Stage 2	158	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	739	967	1443
Stage 1	933	-	-
Stage 2	871	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	737	967	1443
Mov Cap-2 Maneuver	737	-	-
Stage 1	933	-	-
Stage 2	868	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1443	-	740	-	-
HCM Lane V/C Ratio	0.003	-	0.154	-	-
HCM Control Delay (s)	7.5	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	66	0	2	75	12	0	0
Future Vol, veh/h	66	0	2	75	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	40	40	40	40	40	40	40
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	165	0	5	188	30	0	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	198	0	188
Stage 1	0	-	-
Stage 2	198	-	-
Critical Hdwy	6.42	4.12	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	2.218	-
Pot Cap-1 Maneuver	791	-	-
Stage 1	-	-	-
Stage 2	835	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	791	-	-
Mov Cap-2 Maneuver	791	-	-
Stage 1	-	-	-
Stage 2	835	-	-

Approach

HCM Control Delay, s
HCM LOS -

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh	2.1
------------------	-----

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	1	19	48	0	6	29
Future Vol, veh/h	1	19	48	0	6	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	21	52	0	7	32

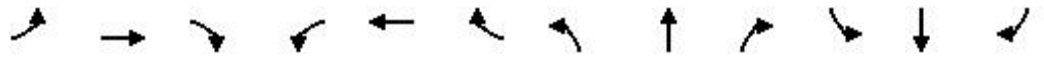
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	97	52	0	0	52	0
Stage 1	52	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	902	1016	-	-	1554	-
Stage 1	970	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	898	1016	-	-	1554	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	- 1009	1554	-
HCM Lane V/C Ratio	-	- 0.022	0.004	-
HCM Control Delay (s)	-	- 8.6	7.3	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0.1	0	-

HCM 2010 Signalized Intersection Summary
 1: Parsons Ave & Childs Ave

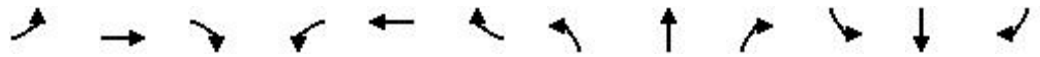
Exist PM
 1/14/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗		↖	↗	↘
Traffic Volume (veh/h)	178	232	211	4	172	102	147	115	7	141	164	143
Future Volume (veh/h)	178	232	211	4	172	102	147	115	7	141	164	143
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	196	255	232	4	189	112	162	126	8	155	180	157
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	689	586	8	428	364	215	310	20	206	324	275
Arrive On Green	0.14	0.37	0.37	0.00	0.23	0.23	0.12	0.18	0.18	0.12	0.17	0.17
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1733	110	1774	1863	1583
Grp Volume(v), veh/h	196	255	232	4	189	112	162	0	134	155	180	157
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	0	1843	1774	1863	1583
Q Serve(g_s), s	5.6	5.3	5.7	0.1	4.6	3.1	4.7	0.0	3.4	4.5	4.7	4.8
Cycle Q Clear(q_c), s	5.6	5.3	5.7	0.1	4.6	3.1	4.7	0.0	3.4	4.5	4.7	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	257	689	586	8	428	364	215	0	330	206	324	275
V/C Ratio(X)	0.76	0.37	0.40	0.52	0.44	0.31	0.75	0.00	0.41	0.75	0.56	0.57
Avail Cap(c_a), veh/h	871	1586	1348	871	1586	1348	871	0	884	871	893	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	12.2	12.3	26.3	17.5	16.9	22.5	0.0	19.3	22.7	20.0	20.1
Incr Delay (d2), s/veh	4.7	0.4	0.5	45.8	0.9	0.6	5.3	0.0	0.9	5.4	1.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.8	2.6	0.2	2.5	1.4	2.6	0.0	1.8	2.5	2.5	2.2
LnGrp Delay(d),s/veh	26.5	12.6	12.9	72.1	18.4	17.5	27.8	0.0	20.1	28.1	21.6	22.1
LnGrp LOS	C	B	B	F	B	B	C		C	C	C	C
Approach Vol, veh/h		683			305			296			492	
Approach Delay, s/veh		16.7			18.8			24.3			23.8	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.2	24.5	10.4	13.8	11.7	17.1	10.2	14.1				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.6	4.0	4.9	4.0	4.6				
Max Green Setting (Gmax), s	26.0	45.1	26.0	25.4	26.0	45.1	26.0	25.4				
Max Q Clear Time (g_c+H1), s	2.1	7.7	6.7	6.8	7.6	6.6	6.5	5.4				
Green Ext Time (p_c), s	0.0	5.5	0.4	2.4	0.5	5.6	0.4	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			20.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
2: Coffee St & Childs Ave

























Exist PM
1/14/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	112	39	11	81	7	33	25	6	3	25	65
Future Volume (veh/h)	81	112	39	11	81	7	33	25	6	3	25	65
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q(Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	90	124	43	12	90	8	37	28	7	3	28	72
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	381	132	33	350	31	91	306	76	9	77	198
Arrive On Green	0.10	0.29	0.29	0.02	0.21	0.21	0.05	0.21	0.21	0.00	0.17	0.17
Sat Flow, veh/h	1774	1323	459	1774	1686	150	1774	1439	360	1774	463	1190
Grp Volume(v), veh/h	90	0	167	12	0	98	37	0	35	3	0	100
Grp Sat Flow(s),veh/h/ln	1774	0	1782	1774	0	1836	1774	0	1799	1774	0	1653
Q Serve(g_s), s	1.7	0.0	2.7	0.2	0.0	1.6	0.7	0.0	0.6	0.1	0.0	1.9
Cycle Q Clear(q_c), s	1.7	0.0	2.7	0.2	0.0	1.6	0.7	0.0	0.6	0.1	0.0	1.9
Prop In Lane	1.00		0.26	1.00		0.08	1.00		0.20	1.00		0.72
Lane Grp Cap(c), veh/h	175	0	512	33	0	381	91	0	382	9	0	274
V/C Ratio(X)	0.51	0.00	0.33	0.36	0.00	0.26	0.40	0.00	0.09	0.34	0.00	0.36
Avail Cap(c_a), veh/h	540	0	1253	540	0	1291	540	0	946	540	0	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	10.1	17.5	0.0	12.0	16.6	0.0	11.4	17.9	0.0	13.4
Incr Delay (d2), s/veh	0.9	0.0	0.5	2.4	0.0	0.5	1.1	0.0	0.1	8.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.4	0.1	0.0	0.9	0.4	0.0	0.3	0.0	0.0	1.0
LnGrp Delay(d),s/veh	16.3	0.0	10.6	19.9	0.0	12.5	17.7	0.0	11.6	26.3	0.0	14.5
LnGrp LOS	B		B	B		B	B		B	C		B
Approach Vol, veh/h		257			110			72				103
Approach Delay, s/veh		12.6			13.3			14.7				14.9
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	15.0	5.9	10.6	7.6	12.1	4.2	12.3				
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6				
Max Green Setting (Gmax), s	11.0	25.4	11.0	19.0	11.0	25.4	11.0	19.0				
Max Q Clear Time (g_c+H1), s	2.2	4.7	2.7	3.9	3.7	3.6	2.1	2.6				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.8	0.1	2.1	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			13.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
5: Campus Parkway & Gerard Ave

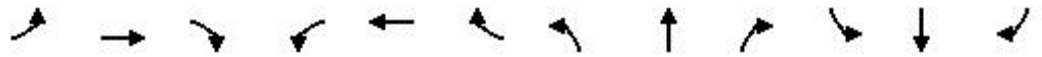
Exist PM
1/14/2016

												
Movement	EFL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	19	20	7	4	2	34	135	21	2	74	28
Future Volume (veh/h)	16	19	20	7	4	2	34	135	21	2	74	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	16	20	21	7	4	2	35	139	22	2	76	29
Adj No. of Lanes	2	2	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	469	210	45	413	185	199	1128	505	13	937	419
Arrive On Green	0.03	0.13	0.13	0.01	0.12	0.12	0.06	0.32	0.32	0.00	0.26	0.26
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	16	20	21	7	4	2	35	139	22	2	76	29
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.2	0.2	0.4	0.1	0.0	0.0	0.3	1.0	0.3	0.0	0.6	0.5
Cycle Q Clear(q_c), s	0.2	0.2	0.4	0.1	0.0	0.0	0.3	1.0	0.3	0.0	0.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	469	210	45	413	185	199	1128	505	13	937	419
V/C Ratio(X)	0.16	0.04	0.10	0.15	0.01	0.01	0.18	0.12	0.04	0.15	0.08	0.07
Avail Cap(c_a), veh/h	3032	4150	1857	3032	4150	1857	3032	4018	1798	3032	4018	1798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	13.2	13.3	17.1	13.7	13.7	15.7	8.4	8.2	17.4	9.7	9.6
Incr Delay (d2), s/veh	0.8	0.1	0.5	1.8	0.0	0.1	0.5	0.1	0.1	5.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.0	0.0	0.0	0.2	0.5	0.2	0.0	0.3	0.2
LnGrp Delay(d),s/veh	17.4	13.3	13.9	18.8	13.7	13.7	16.2	8.6	8.3	23.1	9.8	9.8
LnGrp LOS	B	B	B	B	B	B	B	A	A	C	A	A
Approach Vol, veh/h		57			13			196			107	
Approach Delay, s/veh		14.7			16.5			9.9			10.0	
Approach LOS		B			B			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	16.4	4.7	9.5	6.2	14.6	5.2	9.0				
Change Period (Y+Rc), s	* 4.2	5.3	* 4.2	4.9	* 4.2	5.3	* 4.2	4.9				
Max Green Setting (Gmax), s	* 31	39.7	* 31	41.0	* 31	39.7	* 31	41.0				
Max Q Clear Time (g_c+H1), s	2.0	3.0	2.1	2.4	2.3	2.6	2.2	2.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.4	0.1	3.2	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			10.9									
HCM 2010 LOS			B									
Notes												

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 10: SR 99 SB Ramps & Mission Ave

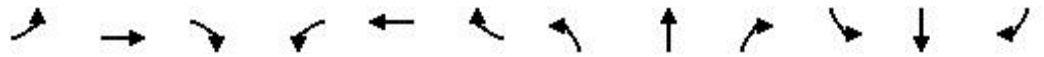
Exist PM
 1/14/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑	↑
Traffic Volume (veh/h)	0	131	29	0	52	0	0	0	0	175	0	44
Future Volume (veh/h)	0	131	29	0	52	0	0	0	0	175	0	44
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	0	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	138	31	0	55	0				184	0	46
Adj No. of Lanes	0	2	0	0	2	0				0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	0				2	2	2
Cap, veh/h	0	647	142	0	793	0				336	0	300
Arrive On Green	0.00	0.22	0.22	0.00	0.22	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	2981	633	0	3725	0				1774	0	1583
Grp Volume(v), veh/h	0	83	86	0	55	0				184	0	46
Grp Sat Flow(s),veh/h/ln	0	1770	1751	0	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	0.7	0.7	0.0	0.2	0.0				1.7	0.0	0.4
Cycle Q Clear(q_c), s	0.0	0.7	0.7	0.0	0.2	0.0				1.7	0.0	0.4
Prop In Lane	0.00		0.36	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	397	392	0	793	0				336	0	300
V/C Ratio(X)	0.00	0.21	0.22	0.00	0.07	0.00				0.55	0.00	0.15
Avail Cap(c_a), veh/h	0	1860	1841	0	3133	0				1570	0	1401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.7	5.7	0.0	5.5	0.0				6.6	0.0	6.1
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.0	0.0	0.0				1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.4	0.0	0.1	0.0				0.9	0.0	0.2
LnGrp Delay(d),s/veh	0.0	6.0	6.0	0.0	5.6	0.0				8.0	0.0	6.4
LnGrp LOS		A	A		A					A		A
Approach Vol, veh/h		169			55						230	
Approach Delay, s/veh		6.0			5.6						7.7	
Approach LOS		A			A						A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		10.1		8.0		10.1						
Change Period (Y+Rc), s		6.0		4.6		6.0						
Max Green Setting (Gmax), s		19.0		16.0		16.0						
Max Q Clear Time (g_c+1), s		2.7		3.7		2.2						
Green Ext Time (p_c), s		0.9		0.9		0.8						
Intersection Summary												
HCM 2010 Ctrl Delay			6.8									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Exist PM
 1/14/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	51	255	0	0	62	94	11	0	49	0	0	0
Future Volume (veh/h)	51	255	0	0	62	94	11	0	49	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	54	268	0	0	65	99	12	0	52			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	112	1680	0	0	852	381	129	0	115			
Arrive On Green	0.06	0.47	0.00	0.00	0.24	0.24	0.07	0.00	0.07			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1774	0	1583			
Grp Volume(v), veh/h	54	268	0	0	65	99	12	0	52			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1583			
Q Serve(g_s), s	0.7	1.0	0.0	0.0	0.3	1.2	0.1	0.0	0.7			
Cycle Q Clear(q_c), s	0.7	1.0	0.0	0.0	0.3	1.2	0.1	0.0	0.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	112	1680	0	0	852	381	129	0	115			
V/C Ratio(X)	0.48	0.16	0.00	0.00	0.08	0.26	0.09	0.00	0.45			
Avail Cap(c_a), veh/h	833	3475	0	0	2720	1217	1363	0	1217			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.6	3.5	0.0	0.0	6.9	7.2	10.1	0.0	10.4			
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.0	0.0	0.4	0.3	0.0	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	0.0	0.2	0.5	0.1	0.0	0.4			
LnGrp Delay(d),s/veh	13.8	3.5	0.0	0.0	6.9	7.6	10.4	0.0	13.2			
LnGrp LOS	B	A			A	A	B		B			
Approach Vol, veh/h		322			164			64				
Approach Delay, s/veh		5.3			7.3			12.7				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		17.1			5.5	11.6		6.3				
Change Period (Y+Rc), s		6.0			4.0	6.0		4.6				
Max Green Setting (Gmax), s		23.0			11.0	18.0		18.0				
Max Q Clear Time (g_c+1), s		3.0			2.7	3.2		2.7				
Green Ext Time (p_c), s		2.0			0.0	1.8		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	20	31	17	0	2	25	4	0	14	11	3
Future Vol, veh/h	0	20	31	17	0	2	25	4	0	14	11	3
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	34	19	0	2	28	4	0	16	12	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	29%	6%	18%
Vol Thru, %	39%	46%	81%	21%
Vol Right, %	11%	25%	13%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	68	31	38
LT Vol	14	20	2	7
Through Vol	11	31	25	8
RT Vol	3	17	4	23
Lane Flow Rate	31	76	34	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.084	0.039	0.045
Departure Headway (Hd)	4.194	3.998	4.056	3.822
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	894	879	929
Service Time	2.249	2.034	2.1	1.878
HCM Lane V/C Ratio	0.037	0.085	0.039	0.045
HCM Control Delay	7.4	7.4	7.3	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	7	8	23
Future Vol, veh/h	0	7	8	23
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	9	26
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh	7.4								
Intersection LOS	A								
Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	0	40	0	79	0	0	0	0
Future Vol, veh/h	0	0	40	0	79	0	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.92	0.90	0.90	0.92	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	44	0	88	0	0	0	0
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.7	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	79	40	0
LT Vol	79	0	0
Through Vol	0	0	0
RT Vol	0	40	0
Lane Flow Rate	88	44	0
Geometry Grp	1	1	1
Degree of Util (X)	0.103	0.043	0
Departure Headway (Hd)	4.213	3.487	4.079
Convergence, Y/N	Yes	Yes	Yes
Cap	855	1019	0
Service Time	2.219	1.535	2.106
HCM Lane V/C Ratio	0.103	0.043	0
HCM Control Delay	7.7	6.7	7.1
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0.3	0.1	0

Intersection												
Intersection Delay, s/veh	8.5											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	72	179	47	0	4	95	0	0	33	6	6
Future Vol, veh/h	0	72	179	47	0	4	95	0	0	33	6	6
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	79	197	52	0	4	104	0	0	36	7	7
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0
Approach	EB			WB				NB				
Opposing Approach	WB			EB				SB				
Opposing Lanes	3			3				1				
Conflicting Approach Left	SB			NB				EB				
Conflicting Lanes Left	1			2				3				
Conflicting Approach Right	NB			SB				WB				
Conflicting Lanes Right	2			1				3				
HCM Control Delay	8.7			7.7				9				
HCM LOS	A			A				A				
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1			
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	3%			
Vol Thru, %	0%	50%	0%	100%	56%	0%	100%	100%	25%			
Vol Right, %	0%	50%	0%	0%	44%	0%	0%	0%	72%			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop			
Traffic Vol by Lane	33	12	72	119	107	4	48	48	40			
LT Vol	33	0	72	0	0	4	0	0	1			
Through Vol	0	6	0	119	60	0	48	48	10			
RT Vol	0	6	0	0	47	0	0	0	29			
Lane Flow Rate	36	13	79	131	117	4	52	52	44			
Geometry Grp	8	8	8	8	8	8	8	8	8			
Degree of Util (X)	0.062	0.019	0.121	0.183	0.153	0.007	0.079	0.054	0.063			
Departure Headway (Hd)	6.161	5.312	5.521	5.02	4.71	5.948	5.446	3.705	5.195			
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
Cap	581	672	650	715	761	602	658	963	687			
Service Time	3.907	3.058	3.253	2.751	2.442	3.684	3.182	1.441	2.941			
HCM Lane V/C Ratio	0.062	0.019	0.122	0.183	0.154	0.007	0.079	0.054	0.064			
HCM Control Delay	9.3	8.2	9	8.9	8.3	8.7	8.7	6.7	8.3			
HCM Lane LOS	A	A	A	A	A	A	A	A	A			
HCM 95th-tile Q	0.2	0.1	0.4	0.7	0.5	0	0.3	0.2	0.2			

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	10	29
Future Vol, veh/h	0	1	10	29
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	11	32
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	8.3
HCM LOS	A

Lane

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	5	41	32	9	7	4
Future Vol, veh/h	5	41	32	9	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	45	35	10	8	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	45	0	95
Stage 1	-	-	40
Stage 2	-	-	55
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1563	-	905
Stage 1	-	-	982
Stage 2	-	-	968
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1563	-	902
Mov Cap-2 Maneuver	-	-	902
Stage 1	-	-	982
Stage 2	-	-	965

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	945
HCM Lane V/C Ratio	0.003	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	3	0	0	24	24	3
Future Vol, veh/h	3	0	0	24	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	34	34	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	36	38	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	934	1037	1572	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	934	1037	1572	-	-	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	934	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	14	0	0	11	0	22
Future Vol, veh/h	14	0	0	11	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	0	14	0	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	28	14	28	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	987	1066	1585	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	987	1066	1585	-	-	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1585	-	987	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	9	0	0	11	1	0	0
Future Vol, veh/h	9	0	0	11	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	14	0	0	17	2	0	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	17	0	17
Stage 1	0	-	-
Stage 2	17	-	-
Critical Hdwy	6.42	4.12	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	2.218	-
Pot Cap-1 Maneuver	1001	-	-
Stage 1	-	-	-
Stage 2	1006	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1001	-	-
Mov Cap-2 Maneuver	1001	-	-
Stage 1	-	-	-
Stage 2	1006	-	-

Approach	EB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EFLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	12	35	0	22	39
Future Vol, veh/h	0	12	35	0	22	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	38	0	24	42
























Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	38	0	0	38	0
Stage 1	38	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	866	1034	-	-	1572	-
Stage 1	984	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	853	1034	-	-	1572	-
Mov Cap-2 Maneuver	853	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	920	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBL	n1	SBL	SBT
Capacity (veh/h)	-	-	1034	1572	-
HCM Lane V/C Ratio	-	-	0.013	0.015	-
HCM Control Delay (s)	-	-	8.5	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

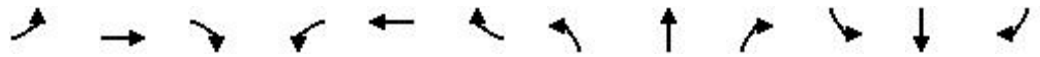
HCM 2010 Signalized Intersection Summary
 1: Parsons Ave & Childs Ave

Exist Saturday
 1/19/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	170	130	2	197	85	134	97	5	74	107	139
Future Volume (veh/h)	186	170	130	2	197	85	134	97	5	74	107	139
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	202	185	141	2	214	92	146	105	5	80	116	151
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	700	595	4	425	361	195	379	18	105	305	259
Arrive On Green	0.15	0.38	0.38	0.00	0.23	0.23	0.11	0.21	0.21	0.06	0.16	0.16
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	1764	84	1774	1863	1583
Grp Volume(v), veh/h	202	185	141	2	214	92	146	0	110	80	116	151
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	0	1848	1774	1863	1583
Q Serve(g_s), s	5.5	3.5	3.1	0.1	5.0	2.4	4.0	0.0	2.5	2.2	2.8	4.4
Cycle Q Clear(q_c), s	5.5	3.5	3.1	0.1	5.0	2.4	4.0	0.0	2.5	2.2	2.8	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	266	700	595	4	425	361	195	0	397	105	305	259
V/C Ratio(X)	0.76	0.26	0.24	0.51	0.50	0.25	0.75	0.00	0.28	0.77	0.38	0.58
Avail Cap(c_a), veh/h	918	1672	1421	918	1672	1421	918	0	934	918	942	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	10.9	10.8	25.0	16.9	15.9	21.7	0.0	16.5	23.3	18.7	19.4
Incr Delay (d2), s/veh	4.5	0.2	0.3	78.1	1.2	0.5	5.6	0.0	0.4	11.0	0.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.8	1.3	0.1	2.7	1.1	2.3	0.0	1.3	1.4	1.5	2.1
LnGrp Delay(d),s/veh	24.9	11.1	11.0	103.1	18.1	16.4	27.3	0.0	16.9	34.3	19.6	21.7
LnGrp LOS	C	B	B	F	B	B	C		B	C	B	C
Approach Vol, veh/h		528			308			256			347	
Approach Delay, s/veh		16.4			18.1			22.8			23.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.1	23.8	9.5	12.8	11.5	16.4	7.0	15.4				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.6	4.0	4.9	4.0	4.6				
Max Green Setting (Gmax), s	26.0	45.1	26.0	25.4	26.0	45.1	26.0	25.4				
Max Q Clear Time (g_c+H1), s	2.1	5.5	6.0	6.4	7.5	7.0	4.2	4.5				
Green Ext Time (p_c), s	0.0	4.4	0.4	1.8	0.5	4.4	0.2	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			19.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
2: Coffee St & Childs Ave

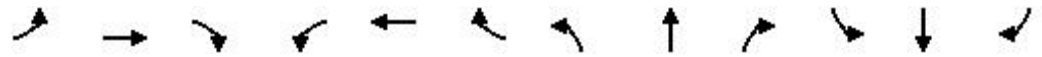
Exist Saturday
1/19/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	90	37	4	82	5	32	10	5	1	13	50
Future Volume (veh/h)	49	90	37	4	82	5	32	10	5	1	13	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	58	107	44	5	98	6	38	12	6	1	15	60
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	357	147	14	379	23	95	224	112	5	45	182
Arrive On Green	0.07	0.28	0.28	0.01	0.22	0.22	0.05	0.19	0.19	0.00	0.14	0.14
Sat Flow, veh/h	1774	1255	516	1774	1738	106	1774	1173	586	1774	326	1306
Grp Volume(v), veh/h	58	0	151	5	0	104	38	0	18	1	0	75
Grp Sat Flow(s),veh/h/ln	1774	0	1772	1774	0	1844	1774	0	1759	1774	0	1632
Q Serve(g_s), s	1.0	0.0	2.2	0.1	0.0	1.6	0.7	0.0	0.3	0.0	0.0	1.4
Cycle Q Clear(q_c), s	1.0	0.0	2.2	0.1	0.0	1.6	0.7	0.0	0.3	0.0	0.0	1.4
Prop In Lane	1.00		0.29	1.00		0.06	1.00		0.33	1.00		0.80
Lane Grp Cap(c), veh/h	133	0	504	14	0	402	95	0	336	5	0	227
V/C Ratio(X)	0.44	0.00	0.30	0.35	0.00	0.26	0.40	0.00	0.05	0.19	0.00	0.33
Avail Cap(c_a), veh/h	584	0	1346	584	0	1401	584	0	1000	584	0	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	9.4	16.5	0.0	10.8	15.3	0.0	11.0	16.6	0.0	13.0
Incr Delay (d2), s/veh	0.8	0.0	0.5	5.2	0.0	0.5	1.0	0.0	0.1	6.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.2	0.1	0.0	0.8	0.4	0.0	0.1	0.0	0.0	0.7
LnGrp Delay(d),s/veh	15.6	0.0	9.8	21.7	0.0	11.3	16.3	0.0	11.1	22.9	0.0	14.2
LnGrp LOS	B		A	C		B	B		B	C		B
Approach Vol, veh/h		209			109			56				76
Approach Delay, s/veh		11.4			11.8			14.7				14.3
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	14.1	5.8	9.3	6.5	11.9	4.1	11.0				
Change Period (Y+Rc), s	4.0	4.6	4.0	4.6	4.0	4.6	4.0	4.6				
Max Green Setting (Gmax), s	11.0	25.4	11.0	19.0	11.0	25.4	11.0	19.0				
Max Q Clear Time (g_c+H1), s	2.1	4.2	2.7	3.4	3.0	3.6	2.0	2.3				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.5	0.0	2.0	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
5: Campus Parkway & Gerard Ave

Exist Saturday
1/19/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕	↗	↔↔	↕↕	↗	↔↔	↕↕	↗	↔↔	↕↕	↗
Traffic Volume (veh/h)	4	5	12	7	5	2	15	70	15	1	64	10
Future Volume (veh/h)	4	5	12	7	5	2	15	70	15	1	64	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	4	5	13	8	5	2	16	77	16	1	70	11
Adj No. of Lanes	2	2	1	2	2	1	2	2	1	2	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	258	115	52	284	127	100	1006	450	12	910	407
Arrive On Green	0.01	0.07	0.07	0.02	0.08	0.08	0.03	0.28	0.28	0.00	0.26	0.26
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	4	5	13	8	5	2	16	77	16	1	70	11
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.5	0.2	0.0	0.4	0.2
Cycle Q Clear(q_c), s	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.5	0.2	0.0	0.4	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	258	115	52	284	127	100	1006	450	12	910	407
V/C Ratio(X)	0.15	0.02	0.11	0.15	0.02	0.02	0.16	0.08	0.04	0.09	0.08	0.03
Avail Cap(c_a), veh/h	3567	4882	2184	3567	4882	2184	3567	4728	2115	3567	4728	2115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	12.8	12.9	14.4	12.6	12.6	14.1	7.8	7.7	14.8	8.4	8.3
Incr Delay (d2), s/veh	3.0	0.1	1.1	1.5	0.1	0.1	0.8	0.1	0.1	3.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.2	0.1
LnGrp Delay(d),s/veh	17.6	12.9	14.0	16.0	12.7	12.7	14.9	7.9	7.8	18.3	8.5	8.3
LnGrp LOS	B	B	B	B	B	B	B	A	A	B	A	A
Approach Vol, veh/h		22			15			109			82	
Approach Delay, s/veh		14.4			14.4			8.9			8.6	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	13.8	4.6	7.1	5.1	12.9	4.4	7.3				
Change Period (Y+Rc), s	* 4.2	5.3	* 4.2	4.9	* 4.2	5.3	* 4.2	4.9				
Max Green Setting (Gmax), s	* 31	39.7	* 31	41.0	* 31	39.7	* 31	41.0				
Max Q Clear Time (g_c+H1), s	2.0	2.5	2.1	2.2	2.1	2.4	2.0	2.0				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.2	0.0	2.0	0.0	0.2				

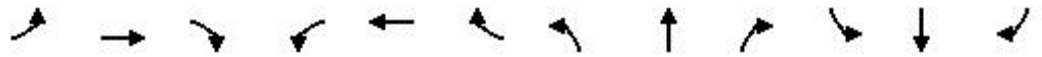
Intersection Summary												
HCM 2010 Ctrl Delay			9.7									
HCM 2010 LOS			A									

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 10: SR 99 SB Ramps & Mission Ave

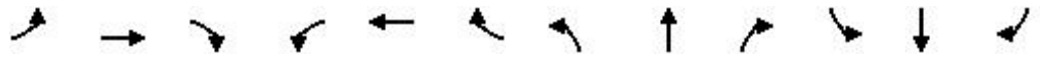
Exist Saturday
 1/19/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑						↑	↑
Traffic Volume (veh/h)	0	67	15	0	64	0	0	0	0	109	0	23
Future Volume (veh/h)	0	67	15	0	64	0	0	0	0	109	0	23
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	0	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	76	17	0	73	0				124	0	26
Adj No. of Lanes	0	2	0	0	2	0				0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	2	2	0	2	0				2	2	2
Cap, veh/h	0	564	122	0	690	0				269	0	240
Arrive On Green	0.00	0.19	0.19	0.00	0.19	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	2987	628	0	3725	0				1774	0	1583
Grp Volume(v), veh/h	0	46	47	0	73	0				124	0	26
Grp Sat Flow(s),veh/h/ln	0	1770	1752	0	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	0.3	0.4	0.0	0.3	0.0				1.0	0.0	0.2
Cycle Q Clear(q_c), s	0.0	0.3	0.4	0.0	0.3	0.0				1.0	0.0	0.2
Prop In Lane	0.00		0.36	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	345	341	0	690	0				269	0	240
V/C Ratio(X)	0.00	0.13	0.14	0.00	0.11	0.00				0.46	0.00	0.11
Avail Cap(c_a), veh/h	0	2074	2053	0	3492	0				1751	0	1562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.4	5.4	0.0	5.4	0.0				6.3	0.0	5.9
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.1	0.0				1.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.2	0.0	0.1	0.0				0.6	0.0	0.1
LnGrp Delay(d),s/veh	0.0	5.6	5.6	0.0	5.4	0.0				7.5	0.0	6.1
LnGrp LOS		A	A		A					A		A
Approach Vol, veh/h		93			73						150	
Approach Delay, s/veh		5.6			5.4						7.3	
Approach LOS		A			A						A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		9.2		7.1		9.2						
Change Period (Y+Rc), s		6.0		4.6		6.0						
Max Green Setting (Gmax), s		19.0		16.0		16.0						
Max Q Clear Time (g_c+1), s		2.4		3.0		2.3						
Green Ext Time (p_c), s		0.6		0.5		0.6						
Intersection Summary												
HCM 2010 Ctrl Delay				6.3								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Exist Saturday
 1/19/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	43	133	0	0	62	77	12	3	25	0	0	0
Future Volume (veh/h)	43	133	0	0	62	77	12	3	25	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	45	140	0	0	65	81	13	3	26			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	97	1641	0	0	800	358	75	17	82			
Arrive On Green	0.05	0.46	0.00	0.00	0.23	0.23	0.05	0.05	0.05			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1454	336	1583			
Grp Volume(v), veh/h	45	140	0	0	65	81	16	0	26			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1790	0	1583			
Q Serve(g_s), s	0.5	0.5	0.0	0.0	0.3	0.9	0.2	0.0	0.3			
Cycle Q Clear(q_c), s	0.5	0.5	0.0	0.0	0.3	0.9	0.2	0.0	0.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.81		1.00			
Lane Grp Cap(c), veh/h	97	1641	0	0	800	358	92	0	82			
V/C Ratio(X)	0.46	0.09	0.00	0.00	0.08	0.23	0.17	0.00	0.32			
Avail Cap(c_a), veh/h	892	3723	0	0	2914	1303	1474	0	1303			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.0	3.3	0.0	0.0	6.7	6.9	9.9	0.0	10.0			
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.0	0.0	0.3	0.9	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.2	0.0	0.0	0.2	0.4	0.1	0.0	0.2			
LnGrp Delay(d),s/veh	13.4	3.3	0.0	0.0	6.7	7.2	10.8	0.0	12.2			
LnGrp LOS	B	A			A	A	B		B			
Approach Vol, veh/h		185			146			42				
Approach Delay, s/veh		5.8			7.0			11.7				
Approach LOS		A			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		16.1			5.2	10.9		5.7				
Change Period (Y+Rc), s		6.0			4.0	6.0		4.6				
Max Green Setting (Gmax), s		23.0			11.0	18.0		18.0				
Max Q Clear Time (g_c+H1), s		2.5			2.5	2.9		2.3				
Green Ext Time (p_c), s		1.2			0.0	1.1		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			6.9									
HCM 2010 LOS			A									

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	13	0	0	1	16	1	0	2	1	0
Future Vol, veh/h	0	7	13	0	0	1	16	1	0	2	1	0
Peak Hour Factor	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	15	0	0	1	19	1	0	2	1	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	35%	6%	20%
Vol Thru, %	33%	65%	89%	20%
Vol Right, %	0%	0%	6%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	20	18	10
LT Vol	2	7	1	2
Through Vol	1	13	16	2
RT Vol	0	0	1	6
Lane Flow Rate	4	24	21	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.026	0.023	0.012
Departure Headway (Hd)	4.154	4.045	3.955	3.694
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	888	908	970
Service Time	2.173	2.055	1.965	1.713
HCM Lane V/C Ratio	0.005	0.027	0.023	0.012
HCM Control Delay	7.2	7.2	7.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	2	6
Future Vol, veh/h	0	2	2	6
Peak Hour Factor	0.92	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	2	7
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	6.8
HCM LOS	A

Lane

Intersection									
Intersection Delay, s/veh	7.1								
Intersection LOS	A								
Movement	EBU	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	0	39	0	42	0	0	0	0
Future Vol, veh/h	0	0	39	0	42	0	0	0	0
Peak Hour Factor	0.76	0.76	0.76	0.92	0.76	0.76	0.92	0.76	0.76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	51	0	55	0	0	0	0
Number of Lanes	0	1	0	0	0	1	0	1	0
Approach	EB			NB			SB		
Opposing Approach				SB			NB		
Opposing Lanes	0			1			1		
Conflicting Approach Left	SB			EB					
Conflicting Lanes Left	1			1			0		
Conflicting Approach Right	NB						EB		
Conflicting Lanes Right	1			0			1		
HCM Control Delay	6.6			7.5			0		
HCM LOS	A			A			-		
Lane	NBLn1	EBLn1	SBLn1						
Vol Left, %	100%	0%	0%						
Vol Thru, %	0%	0%	100%						
Vol Right, %	0%	100%	0%						
Sign Control	Stop	Stop	Stop						
Traffic Vol by Lane	42	39	0						
LT Vol	42	0	0						
Through Vol	0	0	0						
RT Vol	0	39	0						
Lane Flow Rate	55	51	0						
Geometry Grp	1	1	1						
Degree of Util (X)	0.065	0.049	0						
Departure Headway (Hd)	4.225	3.43	4.067						
Convergence, Y/N	Yes	Yes	Yes						
Cap	852	1041	0						
Service Time	2.231	1.461	2.086						
HCM Lane V/C Ratio	0.065	0.049	0						
HCM Control Delay	7.5	6.6	7.1						
HCM Lane LOS	A	A	N						
HCM 95th-tile Q	0.2	0.2	0						

Intersection

Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	3	29	93	33	0	3	79	0	0	39	13	6
Future Vol, veh/h	3	29	93	33	0	3	79	0	0	39	13	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.92	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	31	100	35	0	3	85	0	0	42	14	6
Number of Lanes	0	1	2	0	0	1	2	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	3
HCM Control Delay	8.1	7.3	8.6
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	5%
Vol Thru, %	0%	68%	0%	100%	48%	0%	100%	100%	50%
Vol Right, %	0%	32%	0%	0%	52%	0%	0%	0%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	19	32	62	64	3	40	40	40
LT Vol	39	0	32	0	0	3	0	0	2
Through Vol	0	13	0	62	31	0	40	40	20
RT Vol	0	6	0	0	33	0	0	0	18
Lane Flow Rate	42	20	34	67	69	3	42	42	43
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.067	0.028	0.053	0.093	0.089	0.005	0.061	0.041	0.06
Departure Headway (Hd)	5.741	5.021	5.504	5.003	4.641	5.683	5.181	3.441	5.004
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	624	713	652	717	773	631	692	1039	716
Service Time	3.471	2.751	3.228	2.726	2.364	3.409	2.907	1.167	2.735
HCM Lane V/C Ratio	0.067	0.028	0.052	0.093	0.089	0.005	0.061	0.04	0.06
HCM Control Delay	8.9	7.9	8.5	8.2	7.8	8.4	8.2	6.3	8.1
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.3	0.3	0	0.2	0.1	0.2

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	20	18
Future Vol, veh/h	0	2	20	18
Peak Hour Factor	0.92	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	22	19
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	8.1
HCM LOS	A

Lane

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	3	15	15	10	5	4
Future Vol, veh/h	3	15	15	10	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	19	19	12	6	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	31	0	25
Stage 1	-	-	25
Stage 2	-	-	26
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1582	-	1051
Stage 1	-	-	998
Stage 2	-	-	997
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1582	-	1051
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	998
Stage 2	-	-	994

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	995
HCM Lane V/C Ratio	0.002	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	1	0	0	1	1	1	1
Future Vol, veh/h	1	0	0	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	2	2	2	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	4	2	3
Stage 1	2	-	-
Stage 2	2	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	1018	1082	1619
Stage 1	1021	-	-
Stage 2	1021	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1018	1082	1619
Mov Cap-2 Maneuver	1018	-	-
Stage 1	1021	-	-
Stage 2	1021	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0	
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1018	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	0	0	1	1	0
Future Vol, veh/h	0	0	0	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	2	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1018	1082	1620	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1018	1082	1620	-	-	-
Mov Cap-2 Maneuver	1018	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Traffic Vol, veh/h	0	0	0	1	1	0	0
Future Vol, veh/h	0	0	0	1	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	2	0	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2	0	0
Stage 1	0	-	-
Stage 2	2	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	1021	-	-
Stage 1	-	-	-
Stage 2	1021	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1021	-	-
Mov Cap-2 Maneuver	1021	-	-
Stage 1	-	-	-
Stage 2	1021	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EFLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	11	45	0	15	38
Future Vol, veh/h	0	11	45	0	15	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	49	0	16	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	49	0	0	49	0
Stage 1	49	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	871	1020	-	-	1558	-
Stage 1	973	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	862	1020	-	-	1558	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	- 1020	1558	-
HCM Lane V/C Ratio	-	- 0.012	0.011	-
HCM Control Delay (s)	-	- 8.6	7.3	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.1	0.4	2.2	1.0	1.5
Total Del/Veh (s)	21.9	26.7	35.5	21.7	26.5

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.4	0.5	0.3
Total Del/Veh (s)	18.1	18.6	18.9	14.7	17.6

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.4	0.5
Total Del/Veh (s)	6.8	13.0	6.4	6.4	7.1

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	57.0	15.0	94.6	76.4

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	146.5	6.8	71.8	73.9

Total Zone Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	1190.1

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	5.8	6.5	9.0	6.9

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.4	0.0	0.9
Total Del/Veh (s)	4.4	5.2	3.5	4.2

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	128.3	13.2	30.4
Total Del/Veh (s)	144.6	26.1	123.5	59.0	107.7

Total Zone Performance

Denied Del/Veh (s)	112.6
Total Del/Veh (s)	2295.6

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.5	0.5	2.2	3.1	1.1

6: Coffee St & School North/Project Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.3	1.1	2.1	1.7

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	4.5	1.4	0.3	1.9

8: School South & Coffee St Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.3	0.3

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	30.0	18.2	1.2	12.1

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.7	0.6	2.6	1.6

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	1.9	2.9	2.4

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.5	0.8	1.7	1.9	3.1

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.1	0.5	1.6	0.3

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	798.7	0.0	0.0	455.4
Total Del/Veh (s)	160.2	46.6	1.3	81.3

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.9	1.2	4.7	2.5

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.9	0.3	0.8	0.7

Total Zone Performance

Denied Del/Veh (s)	354.4
Total Del/Veh (s)	490.5

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.0	0.0	0.2	0.1	0.1	0.1	0.0
Total Del/Veh (s)	0.7	0.6	0.0	0.9	0.6	0.2	3.7	1.1	4.2	2.3	1.1

6: Coffee St & School North/Project Access Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1		0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	2.2		1.1	0.3	3.0	2.7	1.2	1.7

7: Coffee St & School Mid Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.3	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.5	3.4	1.4	1.4	0.7	0.1	1.9

8: School South & Coffee St Performance by movement

Movement	SBU	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.5	0.3

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	29.9		30.0	18.9	9.6	1.3	0.3	12.1

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.8	2.0	0.9	0.6	3.8	1.6	1.6

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	2.2	1.6	2.9	2.4

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.5	4.1	0.8	0.0	1.7	1.9	3.1

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.3	0.1	0.1	1.1	1.6	0.3

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	798.7	0.0	0.0	0.0	455.4
Total Del/Veh (s)	160.2	46.1	63.9	1.3	81.3

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.0	1.2	1.2	15.0	4.4	2.5

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	0.8	0.3	0.1	2.6	0.0	1.0	0.7

Total Zone Performance

Denied Del/Veh (s)	354.4
Total Del/Veh (s)	490.5

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	173	194	112	132	275	175	172	328	115	156	102
Average Queue (ft)	90	79	30	32	129	64	120	116	53	61	39
95th Queue (ft)	155	153	74	84	219	149	186	260	100	119	82
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180		150		150		100		
Storage Blk Time (%)	1	0	0		4	0	9	1	1	2	
Queuing Penalty (veh)	3	1	0		8	0	21	3	2	2	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	165	58	129	103	132	56	166
Average Queue (ft)	51	62	12	57	48	50	15	69
95th Queue (ft)	88	129	41	105	88	98	46	126
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	7	6	0	7	1	1	0	9
Queuing Penalty (veh)	13	5	0	1	1	1	0	2

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	L	L	T
Maximum Queue (ft)	30	51	48	6	44	31	41	36	12	48	48	44
Average Queue (ft)	6	15	9	0	15	5	13	5	1	17	3	14
95th Queue (ft)	23	38	31	3	32	22	32	21	6	40	22	36
Link Distance (ft)			224	224				333				2263
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185		125	190	190	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	45	25	19	52	41	29
Average Queue (ft)	11	5	2	16	9	7
95th Queue (ft)	34	19	11	39	28	20
Link Distance (ft)	2263					
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		285	200		200	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B49
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	177	195	62	64	1008	660	388
Average Queue (ft)	55	71	23	20	510	136	128
95th Queue (ft)	152	173	47	48	1258	712	530
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)					23	0	15
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					25	0	
Queuing Penalty (veh)					7	0	

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	348	833	828	59	92	84	368	405	17
Average Queue (ft)	79	525	580	16	38	49	64	179	2
95th Queue (ft)	304	1064	1107	45	75	72	289	397	28
Link Distance (ft)		800	800	664	664		538		559
Upstream Blk Time (%)		11	33				1	1	
Queuing Penalty (veh)		46	141				0	0	
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)		20					0	5	
Queuing Penalty (veh)		8					1	1	

Zone Summary

Zone wide Queuing Penalty: 267

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	68	79	73
Average Queue (ft)	34	35	39	36
95th Queue (ft)	51	54	63	58
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	51	85	72	38	55	55
Average Queue (ft)	23	40	35	15	29	22
95th Queue (ft)	48	65	55	41	44	37
Link Distance (ft)						306
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	LTR
Maximum Queue (ft)	225	701	692	66	120	193	28	275	401	339
Average Queue (ft)	193	527	637	29	33	88	4	275	393	182
95th Queue (ft)	280	899	827	55	83	162	20	282	426	352
Link Distance (ft)		664	664		434	434	434		385	380
Upstream Blk Time (%)		10	24						37	2
Queuing Penalty (veh)		53	128						245	6
Storage Bay Dist (ft)	200			270				250		
Storage Blk Time (%)	62	1						99	1	
Queuing Penalty (veh)	179	3						103	6	

Zone Summary

Zone wide Queuing Penalty: 723

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	24	10	29	58
Average Queue (ft)	2	0	5	26
95th Queue (ft)	12	5	21	46
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	39	18
Average Queue (ft)	15	1
95th Queue (ft)	38	13
Link Distance (ft)	429	188
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	62	3
Average Queue (ft)	30	0
95th Queue (ft)	51	3
Link Distance (ft)	190	271
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: School South & Coffee 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)

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	174	76	39
Average Queue (ft)	50	8	10
95th Queue (ft)	178	66	34
Link Distance (ft)	444	593	
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access & Gerard Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	13	36
Average Queue (ft)	1	14
95th Queue (ft)	10	36
Link Distance (ft)	550	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Coffee St & Central Access

Movement	WB	SB
Directions Served	R	T
Maximum Queue (ft)	53	53
Average Queue (ft)	24	7
95th Queue (ft)	49	71
Link Distance (ft)	316	306
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Central Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	42	52
Average Queue (ft)	19	27
95th Queue (ft)	40	41
Link Distance (ft)	374	373
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	26	27
Average Queue (ft)	8	5
95th Queue (ft)	26	22
Link Distance (ft)	764	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	367	221
Average Queue (ft)	333	68
95th Queue (ft)	380	244
Link Distance (ft)	318	334
Upstream Blk Time (%)	96	7
Queuing Penalty (veh)	0	11
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	33	3	62
Average Queue (ft)	5	0	30
95th Queue (ft)	24	3	55
Link Distance (ft)	444	754	262
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	5	28
Average Queue (ft)	0	11
95th Queue (ft)	5	31
Link Distance (ft)	754	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 13

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	141.0	149.5	0.1	3
Central Access	16	6.1	12.3	0.1	28
East Access	17	0.5	10.7	0.2	53
	45	0.0	4.6	0.1	54
Gerard Ave	5	5.5	33.8	0.4	48
Total		153.2	210.9	0.9	15

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	8.5	24.6	0.5	74
	45	3.5	32.6	0.4	49
East Access	17	0.1	4.6	0.1	54
Central Access	16	0.8	11.0	0.2	51
	12	30.0	36.0	0.1	9
SR 99 NB Ramps	11	11.8	20.8	0.1	24
Total		54.6	129.7	1.4	39

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	56.7	99.5	0.7	24
	54	22.3	25.0	0.1	7
SR 99 NB Ramps	11	151.3	162.9	0.2	3
Total		230.3	287.4	0.9	11

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	3.9	14.7	0.2	39
SR 99 SB Ramps	10	14.9	18.1	0.1	10
Total		18.8	32.8	0.2	23

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	0.4	2.1	1.3	1.7
Total Del/Veh (s)	21.0	22.7	29.2	23.1	23.5

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.9	0.4	0.3	0.2
Total Del/Veh (s)	11.7	12.2	14.7	9.4	11.9

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.2	0.5
Total Del/Veh (s)	7.8	11.5	5.6	6.2	6.7

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	1194.7	23.5	541.6	713.0

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	360.0	7.9	245.6	128.3

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	1525.6

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	5.2	5.2	4.7	5.3

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	74.9	0.0	28.3
Total Del/Veh (s)	112.9	165.5	20.0	94.4

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.0	10.0	4.9	3.2
Total Del/Veh (s)	173.4	120.5	153.0	166.1	153.6

Total Zone Performance

Denied Del/Veh (s)	48.9
Total Del/Veh (s)	1727.2

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.8	0.3	3.1	2.3	1.1

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	1.3	0.6	2.2	1.6

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.7	0.1	1.1

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.0	0.4	3.7

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	3.3	0.0	0.5
Total Del/Veh (s)	93.5	143.6	0.9	53.5

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.9	1.0	3.2	2.5

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1.5	0.1	3.3	1.6
Total Del/Veh (s)	14.8	7.1	115.9	54.8

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1	23.1	9.0
Total Del/Veh (s)	4.2	31.2	1.5	74.8	37.7

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.1	0.7	1.6	0.4

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	847.4	0.0	0.0	546.9
Total Del/Veh (s)	186.9	132.7	1.3	125.6

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	12.7	4.6
Total Del/Veh (s)	1.5	43.0	24.1	13.8

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.4	0.1	0.9	0.4

Total Zone Performance

Denied Del/Veh (s)	302.5
Total Del/Veh (s)	1304.7

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.2	0.9	0.2	0.5	0.3	0.3	3.5	9.0	1.6	2.8	9.8	1.3

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.1

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	1.3	0.6	2.3	2.2	0.9	1.6

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.7	0.4	0.0	1.1

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.0	0.4	3.7

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	3.5	0.1	0.0	0.0	0.5
Total Del/Veh (s)	24.0	0.5	96.9	137.7	247.7	1.0	0.1	53.5

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	3.7	2.2	1.3	0.8	4.2	2.1	2.5

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	1.5	0.1	0.0	3.3	1.6
Total Del/Veh (s)	14.8	8.5	5.1	116.2	54.8

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	23.1	9.0
Total Del/Veh (s)	5.2	3.7	35.3	0.0	1.5	74.8	37.7

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.2	0.1	0.1	1.1	1.6	0.4

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	847.4	0.0	0.0	0.0	546.9
Total Del/Veh (s)	186.9	132.5	143.2	1.3	125.6

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	32.1	12.2	4.6
Total Del/Veh (s)	1.9	0.6	43.0	4.2	24.7	13.8

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.4	0.2	0.1	2.9	0.0	1.0	0.4

Total Zone Performance

Denied Del/Veh (s)	302.5
Total Del/Veh (s)	1304.7

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	185	210	137	44	171	105	169	191	124	226	78
Average Queue (ft)	99	83	53	11	83	38	92	75	84	97	29
95th Queue (ft)	167	164	103	37	141	75	152	146	133	181	60
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	1	0	0		1	0	2	1	5	6	
Queuing Penalty (veh)	7	0	0		1	0	3	1	10	9	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	132	43	72	76	66	26	80
Average Queue (ft)	41	44	15	28	30	21	3	34
95th Queue (ft)	76	96	39	59	61	51	16	64
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	2	3	0	1	0	0		1
Queuing Penalty (veh)	4	2	0	0	0	0		0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	L	L	T
Maximum Queue (ft)	29	48	43	4	31	22	27	26	12	41	21	27
Average Queue (ft)	3	16	7	0	7	2	7	4	1	14	1	7
95th Queue (ft)	17	36	28	4	22	13	23	17	6	35	11	24
Link Distance (ft)			224	224				333				2263
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185		125	190	190	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	38	24	16	45	44	29
Average Queue (ft)	9	2	1	12	9	6
95th Queue (ft)	30	14	9	31	28	19
Link Distance (ft)	2263					
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		285	200		200	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B49
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	2482	2465	61	62	1176	1076	659
Average Queue (ft)	1246	1213	26	22	1131	262	599
95th Queue (ft)	2475	2468	52	51	1320	1022	814
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)					94	0	93
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					95		
Queuing Penalty (veh)					42		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	818	808	51	92	87	637	538	568
Average Queue (ft)	116	806	140	16	41	57	422	451	266
95th Queue (ft)	425	814	566	42	80	78	867	679	690
Link Distance (ft)		800	800	664	664		538		559
Upstream Blk Time (%)		70	1				40	45	31
Queuing Penalty (veh)		443	8				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)		100					1	67	
Queuing Penalty (veh)		51					3	8	

Zone Summary

Zone wide Queuing Penalty: 593

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	48	33	47
Average Queue (ft)	29	30	19	28
95th Queue (ft)	44	41	43	39
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	141	537	175	621	147	189
Average Queue (ft)	45	160	136	317	56	48
95th Queue (ft)	204	471	228	742	128	162
Link Distance (ft)						306
Upstream Blk Time (%)						4
Queuing Penalty (veh)						22
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)			60	0	7	
Queuing Penalty (veh)			38	1	24	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	LTR
Maximum Queue (ft)	225	681	574	75	436	476	468	275	402	392
Average Queue (ft)	224	675	120	27	314	383	277	275	395	384
95th Queue (ft)	227	681	356	59	551	567	638	276	402	429
Link Distance (ft)		664	664		434	434	434		385	380
Upstream Blk Time (%)		58	0		1	50	35		50	50
Queuing Penalty (veh)		446	2		1	83	58		293	221
Storage Bay Dist (ft)	200			270				250		
Storage Blk Time (%)	100	1		0	0			100	1	
Queuing Penalty (veh)	285	11		0	0			67	4	

Zone Summary

Zone wide Queuing Penalty: 1557

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	16	2	35	31
Average Queue (ft)	1	0	17	17
95th Queue (ft)	7	4	38	36
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	26	9
Average Queue (ft)	3	6	0
95th Queue (ft)	16	24	6
Link Distance (ft)	149	429	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	253	130	45
Average Queue (ft)	83	36	4
95th Queue (ft)	278	218	22
Link Distance (ft)	444	593	
Upstream Blk Time (%)	5	2	
Queuing Penalty (veh)	5	0	
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access & Gerard Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	27	60
Average Queue (ft)	2	29
95th Queue (ft)	16	48
Link Distance (ft)	550	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Coffee St & Central Access

Movement	WB	NB	SB
Directions Served	R	TR	T
Maximum Queue (ft)	122	133	320
Average Queue (ft)	47	16	282
95th Queue (ft)	118	133	417
Link Distance (ft)	316	380	306
Upstream Blk Time (%)	1	2	45
Queuing Penalty (veh)	0	19	197
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Central Access & Campus Parkway

Movement	WB	WB	NB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	85	188	39	384
Average Queue (ft)	10	56	18	201
95th Queue (ft)	88	195	39	451
Link Distance (ft)	766	766	374	373
Upstream Blk Time (%)				27
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	27	40
Average Queue (ft)	7	17
95th Queue (ft)	26	39
Link Distance (ft)	764	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	367	316
Average Queue (ft)	337	131
95th Queue (ft)	354	355
Link Distance (ft)	318	334
Upstream Blk Time (%)	99	20
Queuing Penalty (veh)	0	28
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	30	29	89
Average Queue (ft)	2	6	38
95th Queue (ft)	15	58	109
Link Distance (ft)	444	754	262
Upstream Blk Time (%)			3
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	5	27
Average Queue (ft)	0	6
95th Queue (ft)	4	23
Link Distance (ft)	754	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 249

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	28.9	37.5	0.1	13
Central Access	16	6.0	12.1	0.1	28
East Access	17	0.5	10.7	0.2	52
	45	0.0	4.6	0.1	54
Gerard Ave	5	5.0	33.2	0.4	48
Total		40.4	98.2	0.9	33

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	45	3.3	32.7	0.4	49
East Access	17	0.1	4.7	0.1	54
Central Access	16	35.7	45.9	0.2	12
	12	119.1	127.8	0.1	3
SR 99 NB Ramps	11	12.0	21.1	0.1	24
Total		170.3	232.2	1.4	22

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	1244.8	1275.6	0.7	2
	54	47.6	50.0	0.1	4
SR 99 NB Ramps	11	359.5	369.9	0.2	2
Total		1651.9	1695.5	0.9	2

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	4.2	14.8	0.2	39
SR 99 SB Ramps	10	23.5	26.8	0.1	7
Total		27.7	41.6	0.2	18

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	0.4	2.1	0.9	1.6
Total Del/Veh (s)	20.4	23.2	28.3	20.9	22.9

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	1.8	0.2	0.5
Total Del/Veh (s)	11.8	10.3	13.2	9.6	11.5

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.7	0.3
Total Del/Veh (s)	7.7	10.7	5.4	6.8	6.9

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	1267.4	40.6	565.4	747.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	1.5	0.0	0.0	0.3
Total Del/Veh (s)	364.9	8.5	292.8	142.2

Total Zone Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	1950.9

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	3.7	2.9	4.2	4.4

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	10.4	299.3	0.0	116.5
Total Del/Veh (s)	580.1	247.1	33.8	265.8

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	2.5	7.3	2.6	2.7
Total Del/Veh (s)	181.0	139.3	162.9	165.1	163.0

Total Zone Performance

Denied Del/Veh (s)	170.8
Total Del/Veh (s)	1698.6

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	0.8	0.4	2.3	2.9	1.3

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1		0.0	0.1
Total Del/Veh (s)	3.7	1.2		2.2	1.7

7: Coffee St & School Mid Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	0.4

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	4.0	0.1	2.0

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	4.7	13.6	0.0	3.8
Total Del/Veh (s)	162.8	171.9	1.1	87.0

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.4	1.2	3.5	2.5

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	20.7	0.0	0.0	3.9
Total Del/Veh (s)	27.9	14.1	124.4	63.0

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1	268.7	105.4
Total Del/Veh (s)	4.0	24.3	1.7	135.8	54.2

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.1	0.7	1.8	0.4

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	1633.9	7.6	0.0	1138.9
Total Del/Veh (s)	291.6	149.6	1.4	140.8

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	77.3	31.3
Total Del/Veh (s)	1.9	125.2	72.0	40.2

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.9	0.2	1.0	0.7

Total Zone Performance

Denied Del/Veh (s)	787.5
Total Del/Veh (s)	1958.5

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.3	0.9	0.3	0.6	0.6	0.1	2.9	6.0	1.5	3.0	8.8	2.2

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.3

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBU	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1		0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.7	1.2		0.9	2.6	1.8	1.0	1.7

7: Coffee St & School Mid Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	0.4

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	4.0	0.1	2.0

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	19.4		4.1	12.8	19.5	0.0	0.0	3.8
Total Del/Veh (s)	204.2		161.0	168.3	197.5	1.3	0.3	87.0

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	3.4	1.9	1.6	1.0	4.5	2.4	2.5

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	20.7	0.0	0.0	0.0	3.9
Total Del/Veh (s)	27.9	16.4	11.8	124.4	63.0

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	268.7	105.4
Total Del/Veh (s)	5.0	3.8	28.3	0.0	1.7	135.8	54.2

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.2	0.1	0.1	1.4	1.8	0.4

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	1633.9	7.8	0.0	0.0	1138.9
Total Del/Veh (s)	291.6	150.6	109.4	1.4	140.8

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0		10.8	78.3	31.3
Total Del/Veh (s)	2.0	1.3	124.5		140.7	71.5	40.2

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.9	0.3	0.2	2.3	0.1	1.0	0.7

Total Zone Performance

Denied Del/Veh (s)	787.5
Total Del/Veh (s)	1958.5

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	179	168	93	56	193	119	171	226	117	187	70
Average Queue (ft)	97	62	37	17	91	36	95	78	50	78	28
95th Queue (ft)	157	129	70	47	154	79	157	165	101	143	59
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	1	0				1	0	3	1	1	4
Queuing Penalty (veh)	3	0				1	0	5	1	1	3

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	70	99	41	76	72	66	18	77
Average Queue (ft)	29	35	11	26	31	18	0	32
95th Queue (ft)	60	79	35	61	60	48	6	61
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	2	0	1	0	0		1
Queuing Penalty (veh)	1	1	0	0	0	0		0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	34	44	38	39	24	34	22	12	45	26	25	38
Average Queue (ft)	2	16	6	8	3	8	3	1	15	2	4	8
95th Queue (ft)	15	34	25	25	16	27	15	6	36	15	19	27
Link Distance (ft)			224				333				2263	2263
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	21	4	44	39	25
Average Queue (ft)	3	0	13	10	4
95th Queue (ft)	14	3	33	30	15
Link Distance (ft)					
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	285	200		200	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B49
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	2237	2209	72	68	1182	1076	656
Average Queue (ft)	1118	1088	28	25	1148	138	625
95th Queue (ft)	2279	2282	57	57	1175	732	698
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)					99	0	97
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					99		
Queuing Penalty (veh)					23		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	813	814	66	107	92	643	538	607
Average Queue (ft)	86	805	262	21	51	60	611	537	554
95th Queue (ft)	361	812	799	53	94	84	674	540	708
Link Distance (ft)		800	800	664	664		538		559
Upstream Blk Time (%)		72	5				62	73	90
Queuing Penalty (veh)		569	40				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)		100						99	
Queuing Penalty (veh)		43						15	

Zone Summary

Zone wide Queuing Penalty: 708

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	48	31	44
Average Queue (ft)	24	25	11	26
95th Queue (ft)	44	46	35	39
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	1166	1370	175	656	166	269
Average Queue (ft)	408	714	158	470	79	73
95th Queue (ft)	1399	1709	220	862	166	239
Link Distance (ft)						306
Upstream Blk Time (%)						9
Queuing Penalty (veh)						64
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)			81	0	16	0
Queuing Penalty (veh)			65	1	69	0

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	LTR
Maximum Queue (ft)	225	681	665	75	437	478	479	275	402	393
Average Queue (ft)	224	674	207	36	408	452	424	274	395	388
95th Queue (ft)	228	681	560	65	518	513	608	295	401	404
Link Distance (ft)		664	664		434	434	434		385	380
Upstream Blk Time (%)		59	2		2	76	54		53	52
Queuing Penalty (veh)		587	17		3	149	106		532	286
Storage Bay Dist (ft)	200			270				250		
Storage Blk Time (%)	100	2			0			99	2	
Queuing Penalty (veh)	392	17			0			114	21	

Zone Summary

Zone wide Queuing Penalty: 2424

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	14	15	30	43
Average Queue (ft)	1	1	17	21
95th Queue (ft)	7	8	38	41
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	21	29
Average Queue (ft)	1	13
95th Queue (ft)	11	33
Link Distance (ft)	149	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	403	263	43
Average Queue (ft)	193	71	7
95th Queue (ft)	498	293	30
Link Distance (ft)	444	593	
Upstream Blk Time (%)	22	2	
Queuing Penalty (veh)	41	0	
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access & Gerard Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	32	69
Average Queue (ft)	0	4	33
95th Queue (ft)	2	21	53
Link Distance (ft)	625	550	433
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Coffee St & Central Access

Movement	WB	NB	SB
Directions Served	R	TR	T
Maximum Queue (ft)	190	215	320
Average Queue (ft)	67	34	304
95th Queue (ft)	184	200	384
Link Distance (ft)	316	380	306
Upstream Blk Time (%)	5	5	51
Queuing Penalty (veh)	0	50	283
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Central Access & Campus Parkway

Movement	WB	WB	NB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	91	161	48	419
Average Queue (ft)	7	59	24	326
95th Queue (ft)	50	142	42	524
Link Distance (ft)	766	766	374	373
Upstream Blk Time (%)				72
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	33	42
Average Queue (ft)	11	18
95th Queue (ft)	32	40
Link Distance (ft)	764	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	363	340
Average Queue (ft)	332	220
95th Queue (ft)	350	443
Link Distance (ft)	318	334
Upstream Blk Time (%)	100	37
Queuing Penalty (veh)	0	84
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	36	134	222
Average Queue (ft)	5	27	91
95th Queue (ft)	23	138	248
Link Distance (ft)	444	754	262
Upstream Blk Time (%)			18
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	17	33
Average Queue (ft)	1	10
95th Queue (ft)	9	31
Link Distance (ft)	754	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 459

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	68.5	77.3	0.1	7
Central Access	16	5.9	12.2	0.1	28
East Access	17	0.5	10.7	0.2	53
	45	0.0	4.7	0.1	53
Gerard Ave	5	4.7	33.6	0.4	48
Total		79.7	138.4	0.9	24

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	7.8	23.8	0.5	76
	45	3.3	32.7	0.4	49
East Access	17	0.1	4.7	0.1	54
Central Access	16	28.1	38.3	0.2	15
	12	146.3	159.7	0.1	2
SR 99 NB Ramps	11	14.0	23.1	0.1	22
Total		199.6	282.3	1.4	19

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	1288.5	1319.7	0.7	2
	54	59.7	62.1	0.1	3
SR 99 NB Ramps	11	363.9	375.3	0.2	2
Total		1712.2	1757.1	0.9	2

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	4.5	15.2	0.2	38
SR 99 SB Ramps	10	40.6	43.9	0.1	4
Total		45.1	59.0	0.2	13

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.1	0.4	2.2	1.1	1.5
Total Del/Veh (s)	21.4	25.0	34.2	21.7	25.4

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.2	0.6	0.3
Total Del/Veh (s)	17.5	18.4	18.9	15.9	17.6

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.6	0.5
Total Del/Veh (s)	6.9	12.0	6.0	5.7	6.8

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	16.5	13.3	9.8	11.5

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	7.8	9.1	7.6

Total Zone Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	627.5

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	6.2	6.3	9.8	7.2

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	2.7	0.0	1.0
Total Del/Veh (s)	6.3	5.0	3.5	4.9

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.5	14.5	3.4	7.2	13.3

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	1413.3

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.5	0.7	5.6	4.6	2.0

6: Coffee St & School North/Project Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.2	0.8	2.0	1.6

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.7	0.3	1.6

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.5	0.4	3.5

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.6	0.5	1.9	1.9

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.3	0.7	3.1	1.5

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.0	1.3	0.7	1.1

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	999.4	2.3	425.0
Total Del/Veh (s)	1.6	3.7	264.8	19.6	78.8

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.7	0.7	0.8

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	2.5	0.3	13.9	6.1

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	47.8	5.4	2.0	22.7

Total Zone Performance

Denied Del/Veh (s)	530.4
Total Del/Veh (s)	291.2

4: Plum Dr & Gerard Ave Performance by movement

Movement	EFL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0		0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.7	0.5	0.1		0.7	0.1	3.8	10.2	2.2	4.0	9.4	2.4

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.0

6: Coffee St & School North/Project Access Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.5	2.2	1.4	0.8	0.3	3.2	2.6	1.3	1.6

7: Coffee St & School Mid Performance by movement

Movement	EFL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	3.1	0.7	0.8	0.1	1.6

8: Coffee St & School South Performance by movement

Movement	EFL	SBU	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.4	0.3	0.5	3.5

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.1	0.2	2.1	1.4	0.1	2.0	0.7	1.9

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.5	1.5	1.1	0.6	4.1	1.7	1.5

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	1.4	1.0	0.7	1.1

17: Pluim Dr & Campus Parkway Performance by movement

Movement	FBL	FBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	1004.5	947.9	1033.6	3.6	0.5	3.8
Total Del/Veh (s)	2.8	1.8	0.7	3.9	3.8	2.5	291.9	74.0	55.7	18.7	31.9	9.0

17: Pluim Dr & Campus Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	425.0
Total Del/Veh (s)	78.8

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.7	0.1	0.7	0.8

19: Mission St & West Access Performance by movement

Movement	FBL	FBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.3	0.1
Total Del/Veh (s)	2.4	2.8	1.2	0.3	14.3	9.8	6.1

20: Mission St & Pluim Dr Performance by movement

Movement	FBL	FBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	48.1	40.4	0.7	6.0	4.7	1.8	2.7	22.7

Total Zone Performance

Denied Del/Veh (s)	530.4
Total Del/Veh (s)	291.2

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	169	196	103	128	280	175	174	344	120	165	106
Average Queue (ft)	86	79	30	25	122	59	112	104	54	58	37
95th Queue (ft)	148	157	72	75	216	132	179	255	100	123	79
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	0	0			4	0	7	1	1	2	
Queuing Penalty (veh)	2	1			7	0	16	2	2	2	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	171	55	136	107	128	74	172
Average Queue (ft)	52	60	9	56	48	54	19	72
95th Queue (ft)	88	131	34	107	87	102	54	135
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	7	5	0	5	1	1	0	10
Queuing Penalty (veh)	13	4	0	1	1	1	1	2

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	L	L	T
Maximum Queue (ft)	32	45	42	4	49	33	62	38	12	45	23	49
Average Queue (ft)	5	13	8	0	12	5	18	5	1	14	1	14
95th Queue (ft)	22	33	29	4	28	22	43	22	6	37	15	40
Link Distance (ft)			224	224				330				2645
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185		125	190	190	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	52	38	15	43	38	24
Average Queue (ft)	14	12	1	10	8	7
95th Queue (ft)	40	34	8	29	27	17
Link Distance (ft)	2645					
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		285	200		200	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	71	82	52	59	200	35
Average Queue (ft)	27	32	21	18	105	5
95th Queue (ft)	59	68	41	44	164	23
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					1000	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	62	94	121	53	83	82	50	144
Average Queue (ft)	23	38	54	13	30	47	13	61
95th Queue (ft)	51	80	103	39	66	71	40	112
Link Distance (ft)		800	800	665	665		538	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					450		425
Storage Blk Time (%)								
Queuing Penalty (veh)								

Zone Summary

Zone wide Queuing Penalty: 53

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	74	76	75
Average Queue (ft)	34	38	37	38
95th Queue (ft)	53	62	58	62
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	UL	R
Maximum Queue (ft)	78	69	66	61	57
Average Queue (ft)	43	36	32	32	31
95th Queue (ft)	66	55	53	48	48
Link Distance (ft)				318	318
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	TR	LTR
Maximum Queue (ft)	115	152	245	39	94	157	57	114
Average Queue (ft)	53	47	112	20	36	79	26	55
95th Queue (ft)	91	100	202	42	65	128	48	92
Link Distance (ft)		665	665		434	434	385	391
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200			270				
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	26	2	48	52
Average Queue (ft)	2	0	23	26
95th Queue (ft)	12	3	45	44
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	36	3	24
Average Queue (ft)	16	0	1
95th Queue (ft)	37	3	10
Link Distance (ft)	429	88	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	56
Average Queue (ft)	28
95th Queue (ft)	49
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	30
95th Queue (ft)	51
Link Distance (ft)	246
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	36	2	64
Average Queue (ft)	15	0	20
95th Queue (ft)	38	2	51
Link Distance (ft)	444	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access & Gerard Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	16	35
Average Queue (ft)	1	13
95th Queue (ft)	8	35
Link Distance (ft)	550	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Coffee St & Central Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	59
Average Queue (ft)	23
95th Queue (ft)	47
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	54	8	1	43	22	4	4	6	525	771	82	27
Average Queue (ft)	20	0	0	6	3	0	0	0	517	633	6	5
95th Queue (ft)	43	6	2	23	14	4	2	3	547	950	40	21
Link Distance (ft)		748	748			2645	2645				758	
Upstream Blk Time (%)											22	
Queuing Penalty (veh)											64	
Storage Bay Dist (ft)	150			150	150			150	500		300	300
Storage Blk Time (%)									76	0		
Queuing Penalty (veh)									66	1		

Intersection: 17: Pluim Dr & Campus Parkway

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	95	75
Average Queue (ft)	42	31
95th Queue (ft)	80	59
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	15
95th Queue (ft)	37
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	48	164
Average Queue (ft)	11	70
95th Queue (ft)	38	125
Link Distance (ft)	444	262
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & Plum Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	482	35	29
Average Queue (ft)	119	3	16
95th Queue (ft)	407	19	36
Link Distance (ft)	748	5174	758
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 131

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	17.7	26.7	0.1	19
West Access	16	5.7	11.9	0.1	28
Pluim Dr	17	1.8	12.1	0.2	47
Gerard Ave	5	6.0	39.9	0.5	47
Total		31.2	90.6	0.9	36

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
Pluim Dr	17	4.9	38.9	0.5	48
West Access	16	2.4	12.7	0.2	44
	12	15.2	21.3	0.1	16
SR 99 NB Ramps	11	11.1	20.3	0.1	25
Total		33.6	93.2	1.4	55

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	17.2	60.4	0.7	40
	54	4.0	6.7	0.1	27
SR 99 NB Ramps	11	6.3	18.8	0.2	30
Total		27.5	85.9	0.9	37

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	4.0	14.9	0.2	38
SR 99 SB Ramps	10	13.3	16.6	0.1	11
Total		17.4	31.4	0.2	24

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	0.4	2.1	1.2	1.7
Total Del/Veh (s)	22.4	22.0	28.7	23.3	23.8

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.8	0.0	0.3	0.2
Total Del/Veh (s)	11.8	11.4	12.9	10.0	11.6

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.4	0.4
Total Del/Veh (s)	10.4	11.2	5.6	6.0	7.2

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	22.8	16.8	35.3	31.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.6	8.7	23.5	14.0

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	587.1

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	5.2	5.3	5.5	5.7

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	2.8	0.0	1.0
Total Del/Veh (s)	8.5	6.7	5.1	6.2

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1
Total Del/Veh (s)	38.8	23.8	3.6	18.5	31.7

Total Zone Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	1435.6

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.6	0.4	5.1	5.5	2.3

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.0	1.2	0.6	2.0	1.5

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.6	0.3	1.4

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	4.2	0.2	1.4

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.8	7.0	6.5	6.5

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.8	0.9	3.1	2.2

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.2	1.9	0.9	1.8

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1231.7	3.3	389.8
Total Del/Veh (s)	2.4	4.1	519.4	18.8	87.2

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	1.5	0.6	3.8	3.5

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	170.6	55.7
Total Del/Veh (s)	22.9	0.4	127.1	52.0

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	6.2	0.1	0.0	2.7
Total Del/Veh (s)	397.8	28.4	1.6	172.9

Total Zone Performance

Denied Del/Veh (s)	527.8
Total Del/Veh (s)	460.0

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.8	0.9	0.2	0.5	0.4	0.1	3.7	10.3	2.1	2.8	8.7	1.7

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.3

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	1.2	0.6	2.4	1.8	0.7	1.5

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.6	0.3	1.4

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	SBT	All
Denied Del/Veh (s)	0.1		0.0	0.0
Total Del/Veh (s)	4.2		0.2	1.4

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.0		2.3	4.6	8.0	7.1	1.4	6.5

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.2	2.3	1.4	0.8	3.9	1.7	2.2

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.2	1.2	0.9	1.8

17: Pluim Dr & Campus Parkway Performance by movement

Movement	FBL	FBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.1	1233.4	1201.7	1269.2	3.6	1.1	3.6
Total Del/Veh (s)	4.0	1.8	0.5	4.3	4.4	2.1	555.6	173.0	132.8	27.8	47.8	12.9

17: Pluim Dr & Campus Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	389.8
Total Del/Veh (s)	87.2

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	0.6	0.2	3.8	3.5

19: Mission St & West Access Performance by movement

Movement	FBL	FBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	167.9	193.5	55.7
Total Del/Veh (s)	20.8	32.8	1.3	0.3	126.0	136.9	52.0

20: Mission St & Pluim Dr Performance by movement

Movement	FBL	FBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	5.6	13.8	0.1	0.1	0.0	0.0	0.0	2.7
Total Del/Veh (s)	398.6	387.9	5.7	31.1	4.2	1.5	2.4	172.9

Total Zone Performance

Denied Del/Veh (s)	527.8
Total Del/Veh (s)	460.0

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	189	272	150	51	186	116	168	199	124	227	74
Average Queue (ft)	104	87	48	7	82	38	90	70	81	98	25
95th Queue (ft)	173	220	96	34	144	70	147	143	133	186	55
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	2	0	0		1		1	0	5	5	
Queuing Penalty (veh)	10	1	0		1		3	1	12	8	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	80	137	41	72	67	58	28	80
Average Queue (ft)	43	39	14	30	26	19	3	35
95th Queue (ft)	75	91	37	62	55	46	16	67
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	3	2	0	1		0		1
Queuing Penalty (veh)	5	2	0	0		0		0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	31	43	53	16	26	54	31	10	44	42	47	51
Average Queue (ft)	3	13	11	4	5	18	4	0	17	2	12	15
95th Queue (ft)	16	33	35	12	21	40	18	5	40	19	36	41
Link Distance (ft)			224				330				2645	2645
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	43	16	44	32	27
Average Queue (ft)	10	1	10	6	5
95th Queue (ft)	33	8	31	22	16
Link Distance (ft)					
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	285	200		200	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B49
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	102	93	51	56	980	550	292
Average Queue (ft)	50	43	21	19	408	64	44
95th Queue (ft)	90	78	43	43	965	461	290
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)					5	0	3
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					6		
Queuing Penalty (veh)					3		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	250	388	280	53	92	104	96	269
Average Queue (ft)	49	141	92	15	41	64	14	119
95th Queue (ft)	171	367	247	42	80	93	118	230
Link Distance (ft)		800	800	670	670		538	
Upstream Blk Time (%)		0	0				0	0
Queuing Penalty (veh)		2	1				0	0
Storage Bay Dist (ft)	330					450		425
Storage Blk Time (%)		5					0	1
Queuing Penalty (veh)		3					1	0

Zone Summary

Zone wide Queuing Penalty: 51

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	53	40	49
Average Queue (ft)	31	30	23	29
95th Queue (ft)	49	44	45	39
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	UL	R
Maximum Queue (ft)	89	110	70	84	84
Average Queue (ft)	47	57	37	47	45
95th Queue (ft)	74	91	58	73	70
Link Distance (ft)				318	318
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	R	R
Maximum Queue (ft)	225	642	514	42	179	256	42	247
Average Queue (ft)	186	332	205	14	52	124	18	121
95th Queue (ft)	274	767	501	39	122	225	43	213
Link Distance (ft)		670	670		440	440	384	392
Upstream Blk Time (%)		2	1					
Queuing Penalty (veh)		19	8					
Storage Bay Dist (ft)	200			270				
Storage Blk Time (%)	47	0						
Queuing Penalty (veh)	155	2						

Zone Summary

Zone wide Queuing Penalty: 184

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	12	2	53	33
Average Queue (ft)	0	0	27	19
95th Queue (ft)	6	4	47	39
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	26	18
Average Queue (ft)	3	6	1
95th Queue (ft)	16	24	9
Link Distance (ft)	149	429	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	246
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	35	25	143	99
Average Queue (ft)	11	3	26	11
95th Queue (ft)	35	26	102	108
Link Distance (ft)	444	593		334
Upstream Blk Time (%)				2
Queuing Penalty (veh)				9
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			3	
Queuing Penalty (veh)			1	

Intersection: 14: Central Access & Gerard Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	29	52
Average Queue (ft)	2	23
95th Queue (ft)	15	44
Link Distance (ft)	550	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Coffee St & Central Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	76
Average Queue (ft)	39
95th Queue (ft)	62
Link Distance (ft)	308
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	R	L	T	R	L	T	R
Maximum Queue (ft)	90	29	20	1	1	10	525	770	19	37	104	175
Average Queue (ft)	32	3	3	0	0	1	523	745	2	11	36	72
95th Queue (ft)	64	14	15	0	1	6	538	910	12	33	81	131
Link Distance (ft)				2645	2645			758				
Upstream Blk Time (%)								68				
Queuing Penalty (veh)								163				
Storage Bay Dist (ft)	150	150	150			150	500		300	300		300
Storage Blk Time (%)	0						97					
Queuing Penalty (veh)	0						63					

Intersection: 18: Coffee St & Southside Access

Movement	WB	SB
Directions Served	R	T
Maximum Queue (ft)	29	79
Average Queue (ft)	9	10
95th Queue (ft)	30	110
Link Distance (ft)	318	384
Upstream Blk Time (%)		1
Queuing Penalty (veh)		6
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	408	275
Average Queue (ft)	100	165
95th Queue (ft)	340	339
Link Distance (ft)	444	262
Upstream Blk Time (%)	5	42
Queuing Penalty (veh)	18	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & Plum Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	752	58	30
Average Queue (ft)	565	10	15
95th Queue (ft)	996	39	36
Link Distance (ft)	748	5174	758
Upstream Blk Time (%)	33		
Queuing Penalty (veh)	80		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 340

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	30.6	39.5	0.1	13
West Access	16	5.8	11.9	0.1	29
Pluim Dr	17	1.8	12.0	0.2	47
Gerard Ave	5	5.4	39.2	0.5	48
Total		43.5	102.7	0.9	32

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	7.9	24.0	0.5	76
Pluim Dr	17	5.4	39.0	0.5	48
West Access	16	3.0	13.0	0.2	43
	12	24.5	30.7	0.1	11
SR 99 NB Ramps	11	12.3	21.3	0.1	24
Total		53.0	128.0	1.4	40

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	24.7	67.8	0.7	35
	54	4.5	7.1	0.1	26
SR 99 NB Ramps	11	14.8	27.2	0.2	21
Total		44.0	102.2	0.9	31

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	4.2	14.9	0.2	38
SR 99 SB Ramps	10	16.6	19.9	0.1	9
Total		20.8	34.8	0.2	22

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.5	0.4	2.1	0.9	1.6
Total Del/Veh (s)	18.0	22.9	28.4	20.8	21.9

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.6	0.0	0.2	0.1
Total Del/Veh (s)	10.3	10.2	10.7	9.3	10.2

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.2	0.4
Total Del/Veh (s)	9.0	7.6	5.3	5.3	6.3

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	254.3	37.5	93.4	114.6

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	140.7	10.1	186.4	95.2

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	1648.9

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.0	4.3	4.7	5.2	5.1

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	2.7	0.0	1.2
Total Del/Veh (s)	10.1	8.0	5.7	7.5

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	35.4	6.6
Total Del/Veh (s)	83.1	33.5	3.5	43.8	63.3

Total Zone Performance

Denied Del/Veh (s)	21.0
Total Del/Veh (s)	2653.7

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.6	0.5	5.7	6.4	3.3

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)		0.1		0.0	0.0
Total Del/Veh (s)		1.2		2.4	2.0

7: Coffee St & School Mid Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.5	0.4

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.3	0.1	2.2

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.1	30.3	24.0	24.1

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.3	1.1	3.4	2.1

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.4	1.9	1.2	2.0

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1571.5	6.3	646.5
Total Del/Veh (s)	2.9	4.0	541.3	47.8	94.3

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	1.0	0.9
Total Del/Veh (s)	1.6	1.1	16.5	15.2

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	985.3	365.6
Total Del/Veh (s)	47.4	0.4	278.6	93.5

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	10.3	0.1	0.0	3.3
Total Del/Veh (s)	540.9	42.4	2.0	179.5

Total Zone Performance

Denied Del/Veh (s)	853.2
Total Del/Veh (s)	523.2

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.9	1.4	0.2	0.4	0.6	0.2	4.1	10.2	2.3	2.5	9.3	1.8

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.3

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)		0.1		0.0	0.0	0.0	0.0
Total Del/Veh (s)		1.2		2.6	2.0	1.5	2.0

7: Coffee St & School Mid Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.5	0.4

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.3	0.1	2.2

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.4		2.6	22.0	32.4	25.3	5.8	24.1

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.9	1.7	1.6	0.9	4.0	1.8	2.1

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	2.3	1.3	1.2	2.0

17: Pluim Dr & Campus Parkway Performance by movement

Movement	FBL	FBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1574.7	1512.6	1645.6	5.4	4.7	6.8
Total Del/Veh (s)	4.5	2.4	1.0	5.1	4.3	2.2	582.8	193.0	189.9	51.4	148.4	17.5

17: Pluim Dr & Campus Parkway Performance by movement

Movement	All
Denied Del/Veh (s)	646.5
Total Del/Veh (s)	94.3

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	1.0	0.9
Total Del/Veh (s)	1.6	1.2	0.3	16.5	15.2

19: Mission St & West Access Performance by movement

Movement	FBL	FBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	989.2	949.5	365.6
Total Del/Veh (s)	43.6	67.7	0.9	0.4	280.8	259.2	93.5

20: Mission St & Pluim Dr Performance by movement

Movement	FBL	FBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	10.7	0.0	0.1	0.1	0.0	0.0	0.0	3.3
Total Del/Veh (s)	538.5	530.9	15.1	43.0	4.5	1.9	2.6	179.5

Total Zone Performance

Denied Del/Veh (s)	853.2
Total Del/Veh (s)	523.2

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	175	133	80	31	202	143	159	174	122	174	67
Average Queue (ft)	95	51	32	6	94	40	87	70	50	75	26
95th Queue (ft)	158	100	60	24	163	92	146	133	101	146	54
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180	180		150	150		150	100			
Storage Blk Time (%)	0				1	0	1	0	1	4	
Queuing Penalty (veh)	2				1	0	2	1	1	3	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	72	90	45	79	68	62	3	83
Average Queue (ft)	28	30	10	25	26	16	0	31
95th Queue (ft)	59	69	32	62	54	45	4	62
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60	60		100		60		
Storage Blk Time (%)	1	1	0	1	0	0	1	
Queuing Penalty (veh)	1	0	0	0	0	0	0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	17	39	27	13	30	51	31	14	38	5	35	38
Average Queue (ft)	1	11	4	2	7	18	4	1	7	0	10	8
95th Queue (ft)	9	29	17	9	24	42	20	6	27	5	31	30
Link Distance (ft)			224				330				2645	2645
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	35	8	33	33	25
Average Queue (ft)	9	0	7	6	4
95th Queue (ft)	29	4	25	22	17
Link Distance (ft)					
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	285	200		200	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B49
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	485	489	77	80	1183	1076	664
Average Queue (ft)	224	214	31	29	956	181	416
95th Queue (ft)	513	506	63	62	1486	844	904
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)					44	0	46
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					46		
Queuing Penalty (veh)					11		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	842	842	70	120	123	643	538	602
Average Queue (ft)	186	721	704	24	58	76	465	474	340
95th Queue (ft)	511	1041	1050	59	102	111	875	665	775
Link Distance (ft)		800	800	670	670		538		559
Upstream Blk Time (%)		23	20				41	48	48
Queuing Penalty (veh)		184	163				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)	0	64					0	71	
Queuing Penalty (veh)	0	28					2	4	

Zone Summary

Zone wide Queuing Penalty: 403

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	64	33	49
Average Queue (ft)	24	32	10	29
95th Queue (ft)	43	50	33	42
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	UL	R
Maximum Queue (ft)	114	137	79	90	96
Average Queue (ft)	55	69	43	47	50
95th Queue (ft)	87	116	68	76	80
Link Distance (ft)				318	318
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	R	R
Maximum Queue (ft)	225	728	710	46	263	362	54	324
Average Queue (ft)	184	635	674	15	86	174	23	219
95th Queue (ft)	278	875	743	41	221	335	46	338
Link Distance (ft)		670	670		440	440	384	392
Upstream Blk Time (%)		10	20			0		0
Queuing Penalty (veh)		97	200			3		0
Storage Bay Dist (ft)	200			270				
Storage Blk Time (%)	43	1			0			
Queuing Penalty (veh)	174	6			0			

Zone Summary

Zone wide Queuing Penalty: 480

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	7	2	7	65	47
Average Queue (ft)	0	0	0	32	23
95th Queue (ft)	4	2	4	52	43
Link Distance (ft)		550			1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	12	27
Average Queue (ft)	0	7
95th Queue (ft)	6	26
Link Distance (ft)	149	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	246
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB	SB
Directions Served	LR	TR	L	T
Maximum Queue (ft)	47	122	224	345
Average Queue (ft)	10	16	84	82
95th Queue (ft)	35	88	231	319
Link Distance (ft)	444	593		334
Upstream Blk Time (%)				13
Queuing Penalty (veh)				88
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			19	1
Queuing Penalty (veh)			7	3

Intersection: 14: Central Access & Gerard Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	28	60
Average Queue (ft)	0	2	26
95th Queue (ft)	3	15	47
Link Distance (ft)	625	550	433
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Coffee St & Central Access

Movement	WB	NB	SB
Directions Served	R	TR	T
Maximum Queue (ft)	76	2	3
Average Queue (ft)	44	0	0
95th Queue (ft)	68	2	3
Link Distance (ft)	308	392	318
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	R	L	T	R	L	T	R
Maximum Queue (ft)	86	38	28	5	525	772	23	112	285	265
Average Queue (ft)	35	8	5	0	524	764	3	20	131	111
95th Queue (ft)	70	24	19	2	530	771	15	80	297	245
Link Distance (ft)						758				
Upstream Blk Time (%)						74				
Queuing Penalty (veh)						281				
Storage Bay Dist (ft)	150	150	150	150	500		300	300		300
Storage Blk Time (%)	0				100	0			5	0
Queuing Penalty (veh)	0				117	0			17	0

Intersection: 18: Coffee St & Southside Access

Movement	WB	SB
Directions Served	R	T
Maximum Queue (ft)	32	393
Average Queue (ft)	14	70
95th Queue (ft)	36	304
Link Distance (ft)	318	384
Upstream Blk Time (%)		8
Queuing Penalty (veh)		52
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	457	2	298
Average Queue (ft)	224	0	260
95th Queue (ft)	535	2	333
Link Distance (ft)	444	748	262
Upstream Blk Time (%)	19		86
Queuing Penalty (veh)	128		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & Plum Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	763	68	41
Average Queue (ft)	719	15	16
95th Queue (ft)	893	47	39
Link Distance (ft)	748	5174	758
Upstream Blk Time (%)	51		
Queuing Penalty (veh)	191		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 885

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	74.5	83.4	0.1	6
West Access	16	5.8	12.0	0.1	28
Pluim Dr	17	2.4	12.6	0.2	45
Gerard Ave	5	5.9	38.9	0.5	48
Total		88.6	146.9	0.9	22

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	6.6	22.7	0.5	80
Pluim Dr	17	5.1	38.9	0.5	48
West Access	16	3.8	13.9	0.2	41
	12	34.2	40.5	0.1	8
SR 99 NB Ramps	11	14.3	23.3	0.1	22
Total		64.1	139.3	1.4	37

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	258.9	300.8	0.7	8
	54	17.6	20.3	0.1	9
SR 99 NB Ramps	11	141.9	153.4	0.2	4
Total		418.4	474.6	0.9	7

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	5.0	15.7	0.2	36
SR 99 SB Ramps	10	37.5	40.7	0.1	4
Total		42.5	56.4	0.2	13

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.7	0.4	1.5	1.2	1.1
Total Del/Veh (s)	46.5	90.4	63.1	30.3	61.0

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.7	0.5	0.4
Total Del/Veh (s)	25.5	18.4	21.7	15.7	21.1

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	1.3	0.5
Total Del/Veh (s)	8.1	13.0	10.7	7.0	9.2

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.8	7.5	6.4	7.0

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	4.9	9.6	5.9

Total Zone Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	822.6

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	6.2	4.8	6.9	6.2

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	3.7	5.6	4.9

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	8.9	15.7	7.5	8.1	10.2

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	210.6

4: Gerard Ave & Pluim Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.0	0.3	3.7	2.0

6: Coffee St & School North Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	1.6	1.1

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.4	0.6	0.2	1.5

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.3	0.4	3.4

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.1	0.1	1.5	1.4

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	40.2

4: Gerard Ave & Pluim Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	2.9	3.0	0.3	0.2	5.0	3.1	2.0

6: Coffee St & School North Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)		0.0	0.0	0.0	0.0
Total Del/Veh (s)		0.4	1.9	1.4	1.1

7: Coffee St & School Mid Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	3.5	1.7	0.6	0.3	0.1	1.5

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.3	0.6	0.1	3.4

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	SBU	SBL	SBT	All
Denied Del/Veh (s)		0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.2	0.1	1.8	2.4	0.8	1.4

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	40.2

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	824	203	174	1283	175	175	520	124	204	140
Average Queue (ft)	178	322	50	62	648	144	150	228	77	75	58
95th Queue (ft)	238	767	149	158	1313	230	206	496	129	154	111
Link Distance (ft)	1798			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	25	5	0	0	46	0	29	5	6	3	
Queuing Penalty (veh)	118	22	0	0	118	3	57	12	6	4	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	85	308	73	198	124	200	83	182	
Average Queue (ft)	66	117	14	99	81	78	26	92	
95th Queue (ft)	101	241	49	161	128	155	64	155	
Link Distance (ft)	5181			2612			1282		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	60		60		100		60		
Storage Blk Time (%)	18	13	0	18	8	3	0	16	
Queuing Penalty (veh)	44	15	1	2	16	4	1	4	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	T	R	L	L	T
Maximum Queue (ft)	26	44	36	54	83	109	28	4	17	38	17	43
Average Queue (ft)	5	14	9	19	10	40	5	0	3	11	1	12
95th Queue (ft)	22	36	29	41	46	86	21	4	14	32	13	35
Link Distance (ft)			224				334	334				4007
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185			125	190	190	
Storage Blk Time (%)					0	0						
Queuing Penalty (veh)					0	0						

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	49	66	39	10	58	50	31
Average Queue (ft)	15	23	8	1	17	11	7
95th Queue (ft)	39	57	26	7	42	33	21
Link Distance (ft)	4007						
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		285	200	200			200
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	61	42	41	44	140	48
Average Queue (ft)	19	12	15	13	66	13
95th Queue (ft)	45	32	34	35	114	38
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					1000	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	90	64	62	38	74	81	56	93
Average Queue (ft)	34	10	9	5	15	28	17	44
95th Queue (ft)	74	38	38	24	49	64	48	78
Link Distance (ft)		800	800	664	664		538	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					450		425
Storage Blk Time (%)								
Queuing Penalty (veh)								

Zone Summary

Zone wide Queuing Penalty: 427

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	75	70	76
Average Queue (ft)	37	37	37	44
95th Queue (ft)	61	59	56	67
Link Distance (ft)		1237	183	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	NB
Directions Served	ULR	LT
Maximum Queue (ft)	72	60
Average Queue (ft)	42	36
95th Queue (ft)	65	52
Link Distance (ft)		772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	UL	TR	LTR
Maximum Queue (ft)	117	84	91	30	67	137	81	42	120
Average Queue (ft)	47	33	46	9	26	64	40	20	55
95th Queue (ft)	88	62	76	28	52	109	66	44	95
Link Distance (ft)		664	664		4007	4007		770	772
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			270			400		
Storage Blk Time (%)	0								
Queuing Penalty (veh)	0								

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Gerard Ave & Plum Dr

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	15	56
Average Queue (ft)	1	28
95th Queue (ft)	10	50
Link Distance (ft)	1237	1266
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Coffee St & School North

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)		

Intersection: 7: Coffee St & School Mid

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	61	3
Average Queue (ft)	30	0
95th Queue (ft)	52	3
Link Distance (ft)	190	253
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	59
Average Queue (ft)	29
95th Queue (ft)	50
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	42	41
Average Queue (ft)	15	6
95th Queue (ft)	40	27
Link Distance (ft)	6490	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	10.9	19.5	0.1	26
Gerard Ave	5	11.9	60.2	0.8	46
Total		22.8	79.7	0.9	41

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
Coffee St	12	17.4	67.4	0.8	42
SR 99 NB Ramps	11	8.5	17.5	0.1	29
Total		25.9	85.0	1.4	60

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	8.3	51.5	0.7	47
	16	2.6	5.3	0.1	34
SR 99 NB Ramps	11	2.0	14.4	0.2	40
Total		12.9	71.2	0.9	44

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	2.5	13.1	0.2	44
SR 99 SB Ramps	10	7.5	10.7	0.1	17
Total		9.9	23.8	0.2	32

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.8	0.3	1.3	1.5	1.3
Total Del/Veh (s)	30.0	32.9	38.8	27.0	31.4

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.6	1.3	0.4	0.3
Total Del/Veh (s)	20.3	17.8	18.2	11.9	18.5

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.2
Total Del/Veh (s)	14.4	12.6	13.0	10.2	12.3

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.7	9.5	6.6	7.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	7.1	6.3	6.3

Total Zone Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	344.2

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	6.1	4.3	1.8	3.5

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.0
Total Del/Veh (s)	3.6	6.0	5.3

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	13.6	23.5	8.4	13.3	15.7

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	126.7

4: Gerard Ave & Pluim Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.9	0.3	3.5	2.1

6: Coffee St & School North Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.4	0.9	0.8

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.0	1.3

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.1	0.5	3.8

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.0	0.1	1.6	1.4

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.5

4: Gerard Ave & Pluim Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.3	3.9	0.3	0.3	4.8	2.6	2.1

6: Coffee St & School North Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.4	0.9	0.8	0.8

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.0	0.0	1.3

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.1	0.5	3.8

13: Coffee St & Mission St Performance by movement

Movement	WBR	NBT	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	0.1	1.7	2.7	0.9	1.4

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.5

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	733	205	164	452	175	173	276	124	278	108
Average Queue (ft)	130	279	121	31	217	96	116	106	98	119	41
95th Queue (ft)	218	579	250	103	376	205	181	224	144	234	81
Link Distance (ft)	1782			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	2	13	0		17	0	8	1	12	7	
Queuing Penalty (veh)	17	59	1		29	0	14	3	24	14	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	326	79	174	98	81	56	123
Average Queue (ft)	71	137	25	82	54	28	10	57
95th Queue (ft)	100	257	63	145	88	64	38	100
Link Distance (ft)	5181			2612			1282	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	15	14	1	13	1	0	0	6
Queuing Penalty (veh)	56	20	1	3	1	0	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	L	L	T
Maximum Queue (ft)	24	31	43	6	30	124	141	23	38	61	44	55
Average Queue (ft)	3	9	14	0	11	33	60	3	11	21	5	20
95th Queue (ft)	16	28	38	5	27	81	109	14	30	47	27	45
Link Distance (ft)			224	224				334				4007
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185		125	190	190	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	67	36	29	8	57	60	48
Average Queue (ft)	26	12	5	0	22	14	8
95th Queue (ft)	52	29	20	6	48	40	30
Link Distance (ft)	4007						
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		285	200	200		200	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	61	63	45	42	158	52
Average Queue (ft)	25	22	14	12	79	17
95th Queue (ft)	53	48	32	31	136	45
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					1000	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	64	89	76	39	84	87	36	99
Average Queue (ft)	27	31	26	10	33	45	9	49
95th Queue (ft)	54	70	61	33	69	73	33	82
Link Distance (ft)		800	800	664	664		538	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					450		425
Storage Blk Time (%)								
Queuing Penalty (veh)								

Zone Summary

Zone wide Queuing Penalty: 243

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	47	31	49
Average Queue (ft)	31	22	19	25
95th Queue (ft)	47	46	43	46
Link Distance (ft)		1237	183	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	NB
Directions Served	ULR	LT
Maximum Queue (ft)	66	66
Average Queue (ft)	39	42
95th Queue (ft)	61	63
Link Distance (ft)		772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	UL	TR	LTR
Maximum Queue (ft)	186	134	96	29	140	224	68	44	174
Average Queue (ft)	80	43	53	9	36	99	38	21	78
95th Queue (ft)	143	96	83	28	82	181	63	44	139
Link Distance (ft)		664	664		4007	4007		770	772
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			270			400		
Storage Blk Time (%)	1	0							
Queuing Penalty (veh)	1	0							

Zone Summary

Zone wide Queuing Penalty: 1

Intersection: 4: Gerard Ave & Plum Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	8	2	38
Average Queue (ft)	0	0	15
95th Queue (ft)	6	2	41
Link Distance (ft)	1237	1173	1266
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Coffee St & School North

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	36	38
Average Queue (ft)	12	4
95th Queue (ft)	36	23
Link Distance (ft)	6490	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	13.6	22.3	0.1	23
Gerard Ave	5	13.6	62.9	0.8	44
Total		27.2	85.2	0.9	39

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
Coffee St	12	25.2	74.1	0.8	38
SR 99 NB Ramps	11	11.2	20.3	0.1	25
Total		36.4	94.3	1.4	54

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	11.0	54.5	0.7	44
	16	3.0	5.7	0.1	32
SR 99 NB Ramps	11	4.5	16.9	0.2	34
Total		18.5	77.2	0.9	41

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	3.6	14.1	0.2	40
SR 99 SB Ramps	10	9.6	12.8	0.1	14
Total		13.2	27.0	0.2	28

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	0.3	1.3	1.2	1.1
Total Del/Veh (s)	22.2	31.9	38.9	24.7	28.1

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	1.7	0.3	0.4
Total Del/Veh (s)	17.3	13.5	16.0	10.0	15.5

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.6	0.2
Total Del/Veh (s)	10.3	9.7	10.7	8.4	9.8

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.9	10.1	6.7	8.0

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	6.5	6.4	6.0

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	361.3

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	6.1	5.4	1.4	2.7

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	4.0	6.4	5.7

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.1
Total Del/Veh (s)	24.7	24.7	11.1	35.0	25.5

Total Zone Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	226.5

4: Gerard Ave & Pluim Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.8	0.1	3.1	2.1

6: Coffee St & School North Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.2	1.8	1.5

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	0.4	0.0	0.9

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	3.7	0.6	2.7

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.1	0.1	1.9	1.6

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	25.3

4: Gerard Ave & Pluim Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.4	4.0	0.2	0.1	4.6	2.3	2.1

6: Coffee St & School North Performance by movement

Movement	EBL	NBT	SBU	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.2	1.8	2.0	1.8	1.5

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	0.4	0.0	0.9

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	3.7	0.6	2.7

13: Coffee St & Mission St Performance by movement

Movement	WBR	NBT	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.1	2.1	3.1	1.0	1.6

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	25.3

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	204	354	205	174	482	175	173	319	123	186	93
Average Queue (ft)	119	153	50	31	225	90	118	99	67	73	41
95th Queue (ft)	200	290	138	109	399	200	183	236	119	145	76
Link Distance (ft)	1830			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	2	3	0		18	0	10	1	3	3	
Queuing Penalty (veh)	13	12	0		26	0	15	2	4	3	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	84	222	70	158	113	73	37	92	
Average Queue (ft)	57	94	13	71	54	22	5	45	
95th Queue (ft)	96	177	44	130	94	56	24	76	
Link Distance (ft)	5181			2612			1282		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	60		60		100		60		
Storage Blk Time (%)	7	10	0	9	2		0	3	
Queuing Penalty (veh)	23	10	0	1	1		0	0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	5	26	23	21	101	106	27	42	34	21	41	54
Average Queue (ft)	0	3	5	7	26	53	3	11	10	1	12	18
95th Queue (ft)	4	15	21	21	69	91	16	31	30	9	34	42
Link Distance (ft)			224				334				4007 4007	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	61	25	6	57	40	11
Average Queue (ft)	19	6	0	18	10	1
95th Queue (ft)	48	22	5	43	29	7
Link Distance (ft)						
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	285	200	200			200
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	66	49	50	47	164	40
Average Queue (ft)	22	15	17	16	81	11
95th Queue (ft)	51	38	38	39	138	35
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					1000	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	59	78	69	64	83	103	43	116
Average Queue (ft)	24	28	20	13	35	48	12	51
95th Queue (ft)	51	66	56	43	72	82	38	88
Link Distance (ft)		800	800	664	664		538	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					450		425
Storage Blk Time (%)								
Queuing Penalty (veh)								

Zone Summary

Zone wide Queuing Penalty: 111

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	45	54	30	33
Average Queue (ft)	24	20	4	17
95th Queue (ft)	44	46	20	40
Link Distance (ft)		1237	183	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	NB
Directions Served	ULR	LT
Maximum Queue (ft)	78	81
Average Queue (ft)	44	46
95th Queue (ft)	70	69
Link Distance (ft)		772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	TR	L	T	TR	UL	TR	LTR
Maximum Queue (ft)	221	303	112	35	94	197	95	68	365
Average Queue (ft)	133	78	53	11	36	96	49	26	161
95th Queue (ft)	237	262	90	32	71	166	80	54	315
Link Distance (ft)		664	664		4007	4007		770	772
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200			270			400		
Storage Blk Time (%)	14	0							
Queuing Penalty (veh)	14	0							

Zone Summary

Zone wide Queuing Penalty: 14

Intersection: 4: Gerard Ave & Plum Dr

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	5	31
Average Queue (ft)	0	15
95th Queue (ft)	4	40
Link Distance (ft)	1237	1266
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Coffee St & School North

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	37	46
Average Queue (ft)	9	8
95th Queue (ft)	33	32
Link Distance (ft)	6490	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	14.3	23.0	0.1	22
Gerard Ave	5	12.3	60.1	0.8	47
Total		26.6	83.1	0.9	40

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
Coffee St	12	27.3	76.4	0.8	37
SR 99 NB Ramps	11	10.8	19.5	0.1	26
Total		38.1	95.9	1.4	53

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	10.8	53.7	0.7	45
	16	3.0	5.7	0.1	32
SR 99 NB Ramps	11	4.4	16.8	0.2	34
Total		18.2	76.1	0.9	42

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	16	4.0	14.3	0.2	40
SR 99 SB Ramps	10	10.1	13.4	0.1	14
Total		14.1	27.7	0.2	27

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	3.0	0.4	12.4	1.1	3.8
Total Del/Veh (s)	77.4	107.8	189.2	31.3	101.3

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.7	0.5	0.4
Total Del/Veh (s)	24.4	19.6	21.5	16.7	21.1

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	1.2	0.6
Total Del/Veh (s)	9.5	14.9	6.7	8.4	9.0

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	62.1	9.1	216.5	148.9

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	221.1	7.1	298.5	128.4

Total Zone Performance

Denied Del/Veh (s)	3.2
Total Del/Veh (s)	1635.5

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	5.9	5.0	7.4	6.3

9: Coffee St & Parsons Ave/Project Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.4	613.2	380.5
Total Del/Veh (s)	187.6	73.7	104.5	125.3

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	6.2	0.0	141.5	9.9	33.0
Total Del/Veh (s)	181.3	42.9	162.8	127.9	139.9

Total Zone Performance

Denied Del/Veh (s)	478.1
Total Del/Veh (s)	2329.6

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	0.4	3.8	4.3	1.6

6: Coffee St & School North/North Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.6	0.4	1.7	1.3

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.4	0.7	0.1	1.7

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.4	0.4	3.6

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.4	0.2	2.0	2.0

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.3	0.5	4.0	2.6	1.6

15: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	243.3	0.1	1.3	0.0	18.9
Total Del/Veh (s)	403.9	89.2	32.7	82.0	87.0

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.0	0.9	0.6	3.2	2.9

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.2	1.1	2.9	0.3

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1235.0	0.0	0.0	594.6
Total Del/Veh (s)	4.6	218.2	8.5	1.4	60.9

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.2	0.5	1.0

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.5	0.7	1.8	1.3

Total Zone Performance

Denied Del/Veh (s)	517.6
Total Del/Veh (s)	172.6

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	1.3	1.0	0.1	1.7	0.5	0.1	4.5	3.1	5.5	3.1	1.6

6: Coffee St & School North/North Access Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	2.8	1.4	0.4	0.2	3.0	2.0	1.4	1.3

7: Coffee St & School Mid Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	1.8	2.5	0.6	0.3	0.1	1.7

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.4	0.7	0.1	3.6

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	0.4	3.4	0.2	0.1	1.6	2.4	0.3	2.0

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	2.8	2.3	1.7	1.2	0.5	5.2	2.9	2.6	1.6

15: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	243.3	0.1	1.7	0.3	0.0	0.0	18.9
Total Del/Veh (s)	403.9	89.2	45.9	1.9	81.5	125.1	87.0

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.5	4.6	0.9	0.0	0.1	2.6	3.2	2.9

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.0	0.2	0.1	2.3	2.9	0.3

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	1235.0	0.0	0.0	0.0	0.0	594.6
Total Del/Veh (s)	4.6	219.3	8.6	3.3	1.5	1.1	60.9

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.9	0.2		0.1	2.7	1.0

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.3	0.6	1.2	4.1	0.0	2.4	1.3

Total Zone Performance

Denied Del/Veh (s)		517.6
Total Del/Veh (s)		172.6

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1227	205	174	1349	175	175	1181	124	243	142
Average Queue (ft)	188	547	61	73	757	139	168	747	80	106	58
95th Queue (ft)	239	1291	169	173	1529	233	200	1651	136	201	114
Link Distance (ft)		1798			5181					978	978
Upstream Blk Time (%)		3									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	37	7	0	0	52	0	55	12	5	10	
Queuing Penalty (veh)	186	33	0	0	142	2	135	34	8	12	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	280	84	209	124	221	81	225
Average Queue (ft)	67	115	20	103	84	77	25	98
95th Queue (ft)	102	218	61	169	129	160	68	173
Link Distance (ft)		5181				2612		1282
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	17	14	0	21	9	3	1	18
Queuing Penalty (veh)	43	16	0	4	19	5	2	5

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	28	48	43	62	76	100	28	18	48	35	46	42
Average Queue (ft)	4	20	11	22	15	44	6	3	15	2	16	10
95th Queue (ft)	21	43	34	45	52	86	23	14	39	16	37	31
Link Distance (ft)			224				335				2400	2400
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	64	31	14	70	62	25
Average Queue (ft)	20	10	0	21	18	8
95th Queue (ft)	51	27	7	50	45	20
Link Distance (ft)						
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	285	200	200			200
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B59
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	248	231	54	48	1181	1076	662
Average Queue (ft)	88	56	19	12	899	250	417
95th Queue (ft)	240	181	41	35	1552	992	904
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)					66	0	63
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					68		
Queuing Penalty (veh)					22		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B56
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	825	826	53	75	97	643	527	580
Average Queue (ft)	216	728	467	15	33	54	458	445	316
95th Queue (ft)	551	1032	1002	41	65	79	879	674	740
Link Distance (ft)		800	800	665	665		538		559
Upstream Blk Time (%)		47	9				54	33	42
Queuing Penalty (veh)		251	50				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)	0	90					13	65	
Queuing Penalty (veh)	2	42					39	14	

Zone Summary

Zone wide Queuing Penalty: 1068

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	73	73	83
Average Queue (ft)	38	38	38	46
95th Queue (ft)	59	59	61	72
Link Distance (ft)		611	188	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	362	878	175	382	411	383
Average Queue (ft)	61	388	91	73	323	103
95th Queue (ft)	274	911	179	285	477	313
Link Distance (ft)				734	386	386
Upstream Blk Time (%)					31	3
Queuing Penalty (veh)					74	8
Storage Bay Dist (ft)			150			
Storage Blk Time (%)			19	0		
Queuing Penalty (veh)			4	0		

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	UL	TR	LTR
Maximum Queue (ft)	225	689	706	62	260	341	32	403	463	313
Average Queue (ft)	224	675	515	26	77	161	11	402	433	303
95th Queue (ft)	229	695	901	50	208	315	32	405	453	323
Link Distance (ft)		665	665		579	579	579		403	300
Upstream Blk Time (%)		53	10					59	57	51
Queuing Penalty (veh)		355	69					0	425	240
Storage Bay Dist (ft)	200			270				400		
Storage Blk Time (%)	100	2			0			73	57	
Queuing Penalty (veh)	322	11			0			100	361	

Zone Summary

Zone wide Queuing Penalty: 1968

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	5	31	59
Average Queue (ft)	2	0	5	30
95th Queue (ft)	15	4	24	53
Link Distance (ft)	564	1179	641	1267
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/North Access

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	42	14	14
Average Queue (ft)	19	0	1
95th Queue (ft)	44	8	8
Link Distance (ft)	376	88	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	54	6
Average Queue (ft)	29	0
95th Queue (ft)	50	4
Link Distance (ft)	190	253
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	49
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	62	2	46
Average Queue (ft)	31	0	15
95th Queue (ft)	50	2	44
Link Distance (ft)	584	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	8	24	38	31
Average Queue (ft)	0	1	19	9
95th Queue (ft)	6	10	44	31
Link Distance (ft)	611	564	642	756
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Project Access

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	R	TR
Maximum Queue (ft)	330	145	289	94	407
Average Queue (ft)	213	44	101	9	362
95th Queue (ft)	391	146	306	90	513
Link Distance (ft)	310	416	300	300	386
Upstream Blk Time (%)	40		8	2	37
Queuing Penalty (veh)	0		24	4	300
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Central Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	44	54
Average Queue (ft)	18	32
95th Queue (ft)	44	47
Link Distance (ft)	762	613
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: East Access & Campus Parkway

Movement	WB	NB	SB
Directions Served	T	R	R
Maximum Queue (ft)	5	33	21
Average Queue (ft)	0	9	3
95th Queue (ft)	5	32	15
Link Distance (ft)	266	761	689
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	71	338	131
Average Queue (ft)	35	302	45
95th Queue (ft)	60	320	102
Link Distance (ft)	323	284	313
Upstream Blk Time (%)		100	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	37	52
Average Queue (ft)	6	26
95th Queue (ft)	26	48
Link Distance (ft)	584	762
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	31
Average Queue (ft)	1	13
95th Queue (ft)	11	37
Link Distance (ft)	584	761
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 329

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	115.2	132.6	0.1	4
Central Access	16	6.3	14.0	0.1	32
East Access	17	0.5	8.0	0.1	54
	55	0.1	4.2	0.1	53
Gerard Ave	5	7.3	36.5	0.5	46
Total		129.3	195.3	0.9	18

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	55	3.8	34.9	0.5	49
East Access	17	0.2	4.1	0.1	54
Central Access	16	0.9	8.4	0.1	51
Coffee St	12	51.3	59.1	0.1	8
SR 99 NB Ramps	11	10.7	19.4	0.1	26
Total		66.9	125.9	1.4	41

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	64.8	107.6	0.7	22
	50	36.7	39.4	0.1	5
SR 99 NB Ramps	11	221.4	232.8	0.2	2
Total		322.9	379.8	0.9	8

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	3.7	14.2	0.2	40
SR 99 SB Ramps	10	9.1	12.4	0.1	15
Total		12.8	26.6	0.2	28

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.6	0.2	1.3	1.4	1.6
Total Del/Veh (s)	56.7	35.2	115.8	33.6	57.4

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.9	0.4	0.3
Total Del/Veh (s)	23.3	18.3	20.7	15.2	21.1

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.9	0.4
Total Del/Veh (s)	17.6	27.4	7.5	21.1	19.8

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	3.4	0.0	0.0	1.9
Total Del/Veh (s)	1197.7	12.3	891.0	888.4

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	485.4	7.6	399.5	151.3

Total Zone Performance

Denied Del/Veh (s)	1.8
Total Del/Veh (s)	1325.8

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	5.1	4.4	3.2	4.3

9: Coffee St & Parsons Ave/Projcet Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	415.0	561.6	351.2
Total Del/Veh (s)	553.2	431.0	201.3	397.0

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.0	2.7	19.8	106.0	26.4
Total Del/Veh (s)	228.4	193.8	191.7	146.1	193.7

Total Zone Performance

Denied Del/Veh (s)	441.5
Total Del/Veh (s)	1459.5

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	0.3	4.1	3.8	1.4

6: Coffee St & School North/North Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.3	0.4	1.7	1.4

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.0	1.3

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.2	0.3	3.8

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.2	0.1	1.7	1.7

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	2.8	0.9	4.4	2.4	2.8

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	683.2	95.7	6.4	0.0	129.1
Total Del/Veh (s)	596.2	371.6	101.0	135.6	209.1

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	106.4	38.8
Total Del/Veh (s)	4.5	300.0	0.7	159.7	151.8

17: Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	42.6	0.0	0.1	26.6
Total Del/Veh (s)	0.2	211.7	1.7	14.2	131.7

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1176.6	0.0	0.0	652.9
Total Del/Veh (s)	4.0	203.2	9.0	1.3	76.7

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.2	0.7	1.1

20: Mission St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.8	0.8	0.0	2.7

Total Zone Performance

Denied Del/Veh (s)	474.2
Total Del/Veh (s)	872.3

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.3	1.1	0.3	0.8	0.3	0.1	5.1	6.6	2.8	5.1	8.2	2.6

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.4

6: Coffee St & School North/North Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.3	0.4	2.3	1.3	1.0	1.4

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.0	0.0	1.3

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.2	0.3	3.8

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	0.2	3.1	0.1	0.0	1.3	2.2	0.3	1.7

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1
Total Del/Veh (s)	3.6	3.1	2.4	1.3	0.7	5.4	3.3	2.4	2.8

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	683.2	95.7	6.8	5.5	0.0	0.0	129.1
Total Del/Veh (s)	596.2	371.6	147.4	6.1	134.0	199.0	209.1

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	106.4	38.8
Total Del/Veh (s)	5.0	4.1	308.7	6.3	0.1	2.6	159.7	151.8

17: Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	42.6	0.0	0.0	0.1	26.6
Total Del/Veh (s)	0.3	0.0	211.7	0.5	3.0	13.6	131.7

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	1176.6	0.0	0.0	0.0	0.0	652.9
Total Del/Veh (s)	4.0	203.2	9.0	6.2	1.4	1.1	76.7

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.6	0.2		0.1	2.6	1.1

20: Mission St Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	4.9	0.9	0.0	0.0	0.0	0.0	2.7

Total Zone Performance

Denied Del/Veh (s)	474.2
Total Del/Veh (s)	872.3

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1310	205	174	459	175	175	877	124	435	141
Average Queue (ft)	148	574	155	41	223	105	162	442	110	194	47
95th Queue (ft)	236	1361	265	125	389	211	203	956	150	382	118
Link Distance (ft)		1782			5181					978	978
Upstream Blk Time (%)		3									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	5	24	1	0	19	0	52	8	19	17	
Queuing Penalty (veh)	46	115	4	0	36	0	122	20	49	34	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	85	369	84	182	114	106	56	166
Average Queue (ft)	71	167	31	83	64	38	8	68
95th Queue (ft)	99	311	72	145	107	80	34	127
Link Distance (ft)		5181				2612		1282
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	19	18	1	14	3	0	0	9
Queuing Penalty (veh)	76	26	2	5	2	0	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	B26	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	T	L	L
Maximum Queue (ft)	48	45	60	20	58	149	176	280	48	101	38	30
Average Queue (ft)	9	19	16	1	16	40	67	19	12	3	11	1
95th Queue (ft)	33	42	44	13	42	103	132	135	33	38	31	14
Link Distance (ft)			224	224				336		3275		
Upstream Blk Time (%)								3				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)	130	130			130	185	185		125		190	190
Storage Blk Time (%)				0	0	0	4	0				
Queuing Penalty (veh)				0	0	0	0	0				

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	48	38	57	31	40	167	184	92
Average Queue (ft)	11	11	17	5	2	33	32	10
95th Queue (ft)	33	31	48	21	26	106	106	49
Link Distance (ft)	2385	2385						
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			285	200	200			200
Storage Blk Time (%)						1	2	
Queuing Penalty (veh)						0	1	

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B54
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	2871	2851	47	41	1170	968	654
Average Queue (ft)	1455	1417	19	14	1146	154	624
95th Queue (ft)	2920	2919	41	36	1162	775	645
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)	2	2			100	0	100
Queuing Penalty (veh)	0	0			0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					100		
Queuing Penalty (veh)					48		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B57
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	819	802	43	65	83	642	538	604
Average Queue (ft)	70	805	189	14	33	54	587	523	501
95th Queue (ft)	326	814	715	38	62	72	773	594	771
Link Distance (ft)		800	800	665	665		538		559
Upstream Blk Time (%)		80	6				73	53	80
Queuing Penalty (veh)		639	48				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)		100					6	96	
Queuing Penalty (veh)		56					24	11	

Zone Summary

Zone wide Queuing Penalty: 1366

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	65	51	37	64
Average Queue (ft)	34	30	23	36
95th Queue (ft)	52	45	45	57
Link Distance (ft)		610	188	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave/Projcet Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	1290	1655	225	708	399	390
Average Queue (ft)	416	947	209	575	356	196
95th Queue (ft)	1148	1818	270	924	456	482
Link Distance (ft)				667	366	366
Upstream Blk Time (%)				74	66	24
Queuing Penalty (veh)				0	294	105
Storage Bay Dist (ft)			200			
Storage Blk Time (%)			89	1		
Queuing Penalty (veh)			57	2		

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	UL	TR	LTR
Maximum Queue (ft)	225	681	345	194	634	672	660	398	460	331
Average Queue (ft)	222	674	69	26	573	652	643	397	426	325
95th Queue (ft)	231	682	226	85	803	666	656	400	445	329
Link Distance (ft)		665	665		624	624	624		398	319
Upstream Blk Time (%)		68	0		2	90	58	70	63	55
Queuing Penalty (veh)		666	1		4	235	151	0	431	377
Storage Bay Dist (ft)	200			270				400		
Storage Blk Time (%)	100	1			1			70	63	
Queuing Penalty (veh)	339	12			0			69	368	

Zone Summary

Zone wide Queuing Penalty: 3111

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	16	40	38
Average Queue (ft)	1	1	20	17
95th Queue (ft)	9	7	44	42
Link Distance (ft)	564	1178	696	1267
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/North Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	30	14
Average Queue (ft)	3	7	1
95th Queue (ft)	18	28	8
Link Distance (ft)	149	543	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	38
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	56	46
Average Queue (ft)	25	10
95th Queue (ft)	50	35
Link Distance (ft)	624	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	13	30	61	31
Average Queue (ft)	1	3	33	8
95th Queue (ft)	7	17	53	29
Link Distance (ft)	610	564	509	677
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	R	TR
Maximum Queue (ft)	484	492	335	232	385
Average Queue (ft)	411	258	203	45	372
95th Queue (ft)	595	582	410	228	410
Link Distance (ft)	458	474	319	319	366
Upstream Blk Time (%)	72	34	27	9	57
Queuing Penalty (veh)	0	0	156	55	490
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Central Access & Campus Parkway

Movement	WB	WB	WB	NB	SB
Directions Served	T	T	R	R	R
Maximum Queue (ft)	549	535	463	41	442
Average Queue (ft)	354	490	99	15	361
95th Queue (ft)	680	614	428	40	539
Link Distance (ft)	502	502	502	768	405
Upstream Blk Time (%)	14	77	5		61
Queuing Penalty (veh)	23	127	8		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: Campus Parkway

Movement	WB	WB	B56	B56	NB	SB
Directions Served	T	T	T	T	R	R
Maximum Queue (ft)	388	388	2318	2326	31	61
Average Queue (ft)	190	308	1017	1062	7	19
95th Queue (ft)	448	514	2449	2461	28	49
Link Distance (ft)	296	296	2385	2385	756	429
Upstream Blk Time (%)	23	80	7	7		
Queuing Penalty (veh)	54	186	17	15		
Storage Bay Dist (ft)						
Storage Blk Time (%)		83				
Queuing Penalty (veh)		0				

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	71	318	116
Average Queue (ft)	35	290	37
95th Queue (ft)	56	302	85
Link Distance (ft)	278	272	319
Upstream Blk Time (%)		100	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	27	42
Average Queue (ft)	2	15
95th Queue (ft)	14	40
Link Distance (ft)	624	768
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St

Movement	EB
Directions Served	LT
Maximum Queue (ft)	52
Average Queue (ft)	21
95th Queue (ft)	49
Link Distance (ft)	503
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 1130

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	25.7	34.5	0.1	15
Central Access	16	6.1	14.7	0.1	32
	17	0.3	7.2	0.1	53
	56	0.0	4.5	0.1	53
Gerard Ave	5	7.6	35.9	0.5	47
Total		39.7	96.9	0.9	34

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	56	424.9	442.9	0.5	4
	17	211.7	259.5	0.1	1
Central Access	16	297.3	303.7	0.1	1
Coffee St	12	177.5	190.4	0.1	3
SR 99 NB Ramps	11	10.5	19.5	0.1	26
Total		1121.8	1216.1	1.4	4

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	1231.0	1262.9	0.7	2
	50	103.7	107.7	0.1	2
SR 99 NB Ramps	11	483.8	493.9	0.2	1
Total		1818.5	1864.5	0.9	2

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	3.7	14.2	0.2	40
SR 99 SB Ramps	10	12.3	15.6	0.1	12
Total		16.1	29.8	0.2	25

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.6	0.3	6.0	1.1	2.1
Total Del/Veh (s)	28.1	40.0	165.6	28.4	59.1

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.6	1.1	0.3	0.4
Total Del/Veh (s)	20.1	15.6	18.1	13.0	18.0

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.7	0.3
Total Del/Veh (s)	24.7	34.8	8.5	33.7	29.2

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	1322.8	13.5	978.5	973.6

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.9	0.0	0.0	0.1
Total Del/Veh (s)	560.5	7.3	421.5	164.0

Total Zone Performance

Denied Del/Veh (s)	1.9
Total Del/Veh (s)	1539.2

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	4.6	4.7	3.2	4.2

9: Coffee St & Parsons Ave/Project Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	173.6	1026.1	5.2	427.9
Total Del/Veh (s)	1234.8	513.5	155.5	700.5

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.8	4.4	25.2	119.3	30.9
Total Del/Veh (s)	248.7	179.7	209.8	162.1	200.5

Total Zone Performance

Denied Del/Veh (s)	554.7
Total Del/Veh (s)	1840.4

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.2	0.4	4.0	3.9	1.9

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.5	2.5	0.2	2.3	2.2

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.5	0.4	0.0	0.8

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.8	0.7	3.4

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	20.5	35.5	10.3	16.4

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.6	1.3	4.4	2.8	2.9

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1186.1	255.5	15.5	5.2	358.3
Total Del/Veh (s)	820.8	269.3	109.7	208.7	270.1

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.1	0.0	228.1	87.9
Total Del/Veh (s)	4.1	353.6	0.7	231.8	186.1

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	21.8	0.0	0.1	14.3
Total Del/Veh (s)	0.5	203.3	1.1	126.4	140.6

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	13.8	1705.3	0.0	0.0	1096.2
Total Del/Veh (s)	25.8	289.1	45.6	12.0	90.6

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.3	0.7	1.2

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.4	0.9	2.2	1.4

Total Zone Performance

Denied Del/Veh (s)	870.0
Total Del/Veh (s)	1132.5

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	1.4	1.4	0.4	1.1	0.5	0.2	4.7	4.9	2.9	4.9	7.5	2.8

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.9

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.5	2.5	0.2	2.6	1.9	1.4	2.2

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.5	0.4	0.0	0.8

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.8	0.7	3.4

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	20.9	35.1	39.0	12.0	9.5	10.4	16.4

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1
Total Del/Veh (s)	3.4	3.4	2.1	1.7	1.0	5.6	3.3	2.5	2.9

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	1186.1	255.5	17.3	12.0	5.3	0.0	358.3
Total Del/Veh (s)	820.8	269.3	157.8	11.9	207.6	190.3	270.1

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.3	1.2	0.0	0.0	0.0	228.1	87.9
Total Del/Veh (s)	4.4	3.9	367.1	7.1	0.1	2.6	231.8	186.1

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	21.8	0.0	0.0	0.1	14.3
Total Del/Veh (s)	0.5	0.1	203.3	0.1	2.5	126.4	140.6

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	13.8	1705.3	0.0	0.0	0.0	0.0	1096.2
Total Del/Veh (s)	25.8	287.2	44.9	80.0	10.6	15.2	90.6

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Del/Veh (s)	2.1	0.9	0.3	0.1		0.1	2.7	1.2

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.2	0.8	1.2	5.1	0.0	2.4	1.4

Total Zone Performance

Denied Del/Veh (s)	870.0
Total Del/Veh (s)	1132.5

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	204	536	205	174	587	175	175	1170	124	281	109
Average Queue (ft)	127	207	86	48	261	103	168	648	82	132	42
95th Queue (ft)	215	440	198	132	484	215	198	1324	142	243	82
Link Distance (ft)	1830			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	6	6	0	0	25	0	63	11	5	14	
Queuing Penalty (veh)	44	27	1	0	45	1	157	30	12	18	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	254	84	145	118	130	40	105
Average Queue (ft)	60	113	24	74	65	34	6	52
95th Queue (ft)	97	217	64	124	107	86	26	89
Link Distance (ft)	5181			2612			1282	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	8	14	1	10	3	0		5
Queuing Penalty (veh)	27	14	1	3	3	0		0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B26	B26
Directions Served	L	L	T	T	R	L	L	T	T	R	T	T
Maximum Queue (ft)	27	55	37	28	69	168	185	248	4	43	230	27
Average Queue (ft)	2	20	9	4	20	47	72	33	0	12	16	1
95th Queue (ft)	15	46	30	51	55	124	150	195	5	33	161	27
Link Distance (ft)			224	224				336	336		3275	3275
Upstream Blk Time (%)				1				5				
Queuing Penalty (veh)				0				0				
Storage Bay Dist (ft)	130	130			130	185	185			125		
Storage Blk Time (%)				2	2	2	7	1				
Queuing Penalty (veh)				1	0	0	0	2				

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	43	34	44	42	58	34	26	250	254	94
Average Queue (ft)	10	1	7	9	14	7	1	42	42	9
95th Queue (ft)	31	14	27	28	45	24	23	187	184	54
Link Distance (ft)			2268	2268						
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	190	190			285	200	200			200
Storage Blk Time (%)								3	3	0
Queuing Penalty (veh)								0	1	0

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B55
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	2986	2951	54	50	1164	968	646
Average Queue (ft)	1496	1440	19	15	1144	62	622
95th Queue (ft)	2921	2939	43	40	1158	474	639
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)					100	0	100
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					100		
Queuing Penalty (veh)					27		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B57
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	816	802	57	76	85	631	538	596
Average Queue (ft)	50	804	202	12	30	51	607	532	562
95th Queue (ft)	273	813	742	41	60	74	624	549	668
Link Distance (ft)		800	800	666	666		538		559
Upstream Blk Time (%)		83	9				63	63	95
Queuing Penalty (veh)		832	94				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)		100					2	100	
Queuing Penalty (veh)		48					13	15	

Zone Summary

Zone wide Queuing Penalty: 1416

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	53	33	62
Average Queue (ft)	29	30	12	35
95th Queue (ft)	49	45	37	55
Link Distance (ft)		621	188	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	2089	2083	225	551	366	364
Average Queue (ft)	1329	1632	217	509	267	128
95th Queue (ft)	2531	2461	233	604	470	383
Link Distance (ft)				509	346	346
Upstream Blk Time (%)				95	53	22
Queuing Penalty (veh)				0	295	124
Storage Bay Dist (ft)			200			
Storage Blk Time (%)			98	1		
Queuing Penalty (veh)			79	2		

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	TR	L	T	T	R	UL	TR	LTR
Maximum Queue (ft)	225	682	431	243	598	616	613	397	459	351
Average Queue (ft)	221	674	90	44	525	597	591	376	426	345
95th Queue (ft)	231	683	298	145	744	621	649	493	453	351
Link Distance (ft)		666	666		574	574	574		397	339
Upstream Blk Time (%)		71	0		3	86	56	62	67	57
Queuing Penalty (veh)		898	1		8	252	163	0	772	512
Storage Bay Dist (ft)	200			270				400		
Storage Blk Time (%)	100	1		2	1			62	67	
Queuing Penalty (veh)	439	10		7	1			100	663	

Zone Summary

Zone wide Queuing Penalty: 4325

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	20	38	50
Average Queue (ft)	1	1	20	24
95th Queue (ft)	10	8	45	49
Link Distance (ft)	554	1178	654	1267
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	15	33
Average Queue (ft)	1	8
95th Queue (ft)	9	30
Link Distance (ft)	149	486
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	15
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB	SB
Directions Served	LR	TR	UL	T
Maximum Queue (ft)	97	96	82	33
Average Queue (ft)	35	15	22	11
95th Queue (ft)	95	130	90	110
Link Distance (ft)	573	593		319
Upstream Blk Time (%)				3
Queuing Penalty (veh)				17
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			4	
Queuing Penalty (veh)			2	

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	14	33	64	36
Average Queue (ft)	1	4	35	9
95th Queue (ft)	7	20	55	32
Link Distance (ft)	621	554	649	755
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	R	TR
Maximum Queue (ft)	574	414	354	317	362
Average Queue (ft)	521	219	167	83	353
95th Queue (ft)	662	507	424	325	362
Link Distance (ft)	539	424	339	339	346
Upstream Blk Time (%)	91	35	31	23	68
Queuing Penalty (veh)	0	0	227	168	477
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Central Access & Campus Parkway

Movement	WB	WB	WB	NB	SB
Directions Served	T	T	R	R	R
Maximum Queue (ft)	666	674	650	39	655
Average Queue (ft)	452	610	112	19	543
95th Queue (ft)	845	797	514	44	813
Link Distance (ft)	635	635	635	756	610
Upstream Blk Time (%)	14	77	6		71
Queuing Penalty (veh)	25	133	11		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: East Access & Campus Parkway

Movement	WB	WB	B54	B54	NB	SB
Directions Served	T	T	T	T	R	R
Maximum Queue (ft)	409	417	2254	2270	46	151
Average Queue (ft)	176	326	1029	1063	11	38
95th Queue (ft)	457	559	2457	2478	36	128
Link Distance (ft)	330	330	2268	2268	753	590
Upstream Blk Time (%)	19	78	10	11		
Queuing Penalty (veh)	47	190	24	27		
Storage Bay Dist (ft)						
Storage Blk Time (%)		82				
Queuing Penalty (veh)		0				

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB	SB
Directions Served	R	R	TR	TR
Maximum Queue (ft)	142	328	266	40
Average Queue (ft)	58	294	93	12
95th Queue (ft)	169	315	243	120
Link Distance (ft)	360	281	319	397
Upstream Blk Time (%)	4	100	7	2
Queuing Penalty (veh)	0	0	24	12
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	38	51
Average Queue (ft)	4	19
95th Queue (ft)	23	46
Link Distance (ft)	573	756
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	44
Average Queue (ft)	0	10
95th Queue (ft)	6	34
Link Distance (ft)	653	753
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1385

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	40.1	52.5	0.1	10
Central Access	16	5.4	12.7	0.1	35
East Access	17	0.6	9.2	0.1	51
	54	0.1	5.0	0.1	53
Gerard Ave	5	8.5	36.4	0.4	44
Total		54.7	115.7	0.9	29

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	54	433.7	450.9	0.4	4
East Access	17	203.3	229.8	0.1	1
Central Access	16	347.7	356.8	0.1	1
Coffee St	12	164.6	181.2	0.1	3
SR 99 NB Ramps	11	10.3	19.5	0.1	26
Total		1159.7	1238.2	1.4	4

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	1337.1	1364.2	0.7	2
	50	99.8	102.3	0.1	2
SR 99 NB Ramps	11	561.9	572.4	0.2	1
Total		1998.8	2038.9	0.9	2

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	3.5	14.3	0.2	40
SR 99 SB Ramps	10	13.5	16.7	0.1	11
Total		17.0	31.0	0.2	24

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1105.2	0.3	191.4	0.8	594.0
Total Del/Veh (s)	268.2	36.3	382.9	41.4	188.2

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.4	0.2
Total Del/Veh (s)	15.2	13.4	11.6	9.4	12.3

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	62.4	29.6
Total Del/Veh (s)	34.3	84.9	18.0	137.3	79.9

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	16.3	0.0	0.0	7.4
Total Del/Veh (s)	452.4	23.0	144.4	250.5

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	153.0	17.0	206.6	98.7

Total Zone Performance

Denied Del/Veh (s)	345.5
Total Del/Veh (s)	1910.1

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.2
Total Del/Veh (s)	22.2	11.0	7.4	10.4	15.1

9: Coffee St & Parsons Ave/Project Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.3	0.0	0.4
Total Del/Veh (s)	12.8	8.2	10.5	11.2

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	47.4	2.7	1.3	13.0
Total Del/Veh (s)	155.3	227.7	79.6	69.5	147.7

Total Zone Performance

Denied Del/Veh (s)	45.3
Total Del/Veh (s)	2637.6

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.5	0.9	5.7	6.9	1.8

6: Coffee St & School North/North Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.5	1.8	1.3

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.6	0.2	1.6

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.3	0.7	3.7

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.0	0.3	2.6	2.5

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.4	0.9	5.8	7.5	3.4

15: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	7.9	0.1	0.0	2.3	1.5
Total Del/Veh (s)	132.4	5.8	1.7	25.8	20.2

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	16.8	0.0	666.3	34.4
Total Del/Veh (s)	6.4	178.4	2.0	2065.3	119.7

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	13.5	0.0	0.1	7.4
Total Del/Veh (s)	0.8	92.2	2.0	474.1	52.4

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	54.0	0.0	0.0	21.2
Total Del/Veh (s)	4.6	64.2	8.7	1.9	27.9

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	0.3	1.0	1.5

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.5	0.8	2.9	1.5

Total Zone Performance

Denied Del/Veh (s)	81.2
Total Del/Veh (s)	555.9

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	1.9	1.5	0.3	3.7	0.8	0.4	8.8	4.9	10.2	4.2	1.8

6: Coffee St & School North/North Access Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	2.9	0.5	0.3	3.0	2.1	1.5	1.3

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.6	0.4	0.1	1.6

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.3	0.7	3.7

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.3	3.6	0.3	0.1	2.1	3.0	0.5	2.5

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	5.5	4.4	3.6	2.5	0.8	0.3	8.6	4.7	8.6	4.0	3.4

15: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	7.9	0.1	0.0	0.0	2.4	0.2	1.5
Total Del/Veh (s)	130.2	5.8	1.6	2.1	26.0	21.7	20.2

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	16.7	19.6	0.0	0.0	666.3	34.4
Total Del/Veh (s)	6.0	7.1	180.6	124.4	0.2	3.8	2012.3	119.7

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	13.4	41.6	0.0	0.0	0.1	7.4
Total Del/Veh (s)	0.8	0.2	92.5	36.5	0.1	3.1	474.1	52.4

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	54.0	0.0	0.0	0.0	0.0	21.2
Total Del/Veh (s)	4.5	64.2	8.7	6.5	2.1	1.3	27.9

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.5	0.3	0.4	7.8	0.4	3.3	1.5

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.2	0.5	0.8	0.8	4.8	2.5	1.5

Total Zone Performance

Denied Del/Veh (s)	81.2
Total Del/Veh (s)	555.9

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1856	93	80	292	175	175	1669	124	538	207
Average Queue (ft)	204	1822	14	16	123	120	168	1341	97	203	81
95th Queue (ft)	205	1845	57	56	239	193	202	2147	150	472	161
Link Distance (ft)		1798			5181					978	978
Upstream Blk Time (%)		93									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	62	0			3	6	66	28	29	12	
Queuing Penalty (veh)	224	6			7	11	249	51	55	15	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	83	149	36	100	86	110	51	135
Average Queue (ft)	42	51	9	51	36	44	12	62
95th Queue (ft)	82	111	34	91	67	90	39	111
Link Distance (ft)		5181				2606		1282
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	4	3	0	4	0	0	0	6
Queuing Penalty (veh)	7	3	0	0	0	0	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	B26
Directions Served	L	L	T	T	R	T	L	L	T	T	R	T
Maximum Queue (ft)	142	154	248	96	110	47	195	203	256	110	20	68
Average Queue (ft)	103	110	55	6	36	3	83	99	71	5	3	6
95th Queue (ft)	159	162	174	50	77	32	182	198	222	43	13	65
Link Distance (ft)			224	224		1179			335	335		3275
Upstream Blk Time (%)			2	0					4	0		
Queuing Penalty (veh)			4	0					0	0		
Storage Bay Dist (ft)	130	130			130		185	185				125
Storage Blk Time (%)	3	8	0	0	0		3	8	0			
Queuing Penalty (veh)	1	2	0	0	0		1	3	0			

Intersection: 5: Campus Parkway & Gerard Ave

Movement	B26	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	35	114	110	206	208	68	60	225	1280	1295	225
Average Queue (ft)	1	51	22	84	91	25	21	38	584	587	134
95th Queue (ft)	24	96	76	173	184	59	50	173	1401	1415	295
Link Distance (ft)	3275			2400	2400						
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		190	190			285	200	200			200
Storage Blk Time (%)				0				0	43	43	0
Queuing Penalty (veh)				1				0	15	95	1

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B59
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	3511	3512	183	181	1177	1076	661
Average Queue (ft)	1955	1998	130	128	967	729	428
95th Queue (ft)	3935	3913	195	193	1475	1527	909
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)	16	15	7	5	50	2	55
Queuing Penalty (veh)	0	0	33	24	0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					59		
Queuing Penalty (veh)					127		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B56
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	825	821	190	222	290	640	538	614
Average Queue (ft)	379	773	645	94	120	160	596	523	533
95th Queue (ft)	548	961	1006	164	195	260	727	601	777
Link Distance (ft)		800	800	664	664		538		559
Upstream Blk Time (%)		34	11				62	28	80
Queuing Penalty (veh)		272	93				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)	3	80					15	92	
Queuing Penalty (veh)	21	211					77	345	

Zone Summary

Zone wide Queuing Penalty: 1956

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	357	146	95	105
Average Queue (ft)	115	61	48	53
95th Queue (ft)	265	108	80	86
Link Distance (ft)		611	182	2606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	44	155	53	36	167	124
Average Queue (ft)	18	72	30	11	95	30
95th Queue (ft)	44	201	55	35	152	86
Link Distance (ft)				735		386
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)					2	
Queuing Penalty (veh)					2	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	TR	UL	T	T	R	L	TR	LTR
Maximum Queue (ft)	412	425	698	702	295	618	630	256	397	436	308
Average Queue (ft)	404	419	671	634	288	589	592	23	382	358	282
95th Queue (ft)	438	476	717	808	332	606	613	174	432	561	356
Link Distance (ft)			664	664		577	577	577		397	295
Upstream Blk Time (%)			52	23		66	62	1	18	28	31
Queuing Penalty (veh)			469	209		278	264	5	0	180	139
Storage Bay Dist (ft)	400	400			270				400		
Storage Blk Time (%)	59	57	6		71	23			18	28	
Queuing Penalty (veh)	312	300	37		355	54			22	150	

Zone Summary

Zone wide Queuing Penalty: 2774

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	33	47	70
Average Queue (ft)	4	4	17	34
95th Queue (ft)	20	20	43	58
Link Distance (ft)			635	1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/North Access

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	6	25
Average Queue (ft)	16	0	1
95th Queue (ft)	41	5	12
Link Distance (ft)	376	88	182
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	50
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	62
Average Queue (ft)	30
95th Queue (ft)	52
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	63	83
Average Queue (ft)	33	21
95th Queue (ft)	52	62
Link Distance (ft)	584	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	28	39	69	64
Average Queue (ft)	3	7	29	26
95th Queue (ft)	17	28	55	53
Link Distance (ft)			636	750
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Project Access

Movement	EB	WB	SB
Directions Served	R	R	TR
Maximum Queue (ft)	224	51	352
Average Queue (ft)	82	17	140
95th Queue (ft)	216	39	356
Link Distance (ft)	305	409	386
Upstream Blk Time (%)	4		4
Queuing Penalty (veh)	0		15
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Central Access & Campus Parkway

Movement	WB	WB	WB	NB	SB
Directions Served	T	T	R	R	R
Maximum Queue (ft)	605	610	225	66	634
Average Queue (ft)	559	574	120	35	505
95th Queue (ft)	678	643	305	54	810
Link Distance (ft)	568	568		762	613
Upstream Blk Time (%)	43	56			63
Queuing Penalty (veh)	267	349			0
Storage Bay Dist (ft)			200		
Storage Blk Time (%)		86	0		
Queuing Penalty (veh)		49	0		

Intersection: 17: East Access & Campus Parkway

Movement	WB	WB	WB	B55	B55	NB	SB
Directions Served	T	T	R	T	T	R	R
Maximum Queue (ft)	373	370	225	2429	2430	33	50
Average Queue (ft)	306	309	14	1580	1593	12	12
95th Queue (ft)	466	454	102	3212	3206	36	48
Link Distance (ft)	266	266		2400	2400	761	689
Upstream Blk Time (%)	70	85		12	15		
Queuing Penalty (veh)	435	528		70	86		
Storage Bay Dist (ft)			200				
Storage Blk Time (%)		86	0				
Queuing Penalty (veh)		5	0				

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	72	327	157
Average Queue (ft)	35	229	50
95th Queue (ft)	57	393	123
Link Distance (ft)	323	284	313
Upstream Blk Time (%)		47	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	60	53
Average Queue (ft)	10	27
95th Queue (ft)	39	47
Link Distance (ft)	584	762
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	40
Average Queue (ft)	1	16
95th Queue (ft)	11	42
Link Distance (ft)	584	761
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1805

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	116.0	124.7	0.1	4
Central Access	16	6.8	14.9	0.1	30
East Access	17	0.9	8.5	0.1	50
	55	0.2	4.3	0.1	52
Gerard Ave	5	16.0	44.7	0.5	38
Total		139.9	197.0	0.9	17

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	55	390.9	417.9	0.5	4
East Access	17	92.5	109.8	0.1	2
Central Access	16	180.6	204.8	0.1	2
Coffee St	12	192.4	253.6	0.1	2
SR 99 NB Ramps	11	20.6	29.5	0.1	17
Total		876.9	1015.7	1.4	5

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	453.1	507.8	0.7	5
	50	18.8	21.5	0.1	8
SR 99 NB Ramps	11	155.6	166.9	0.2	3
Total		627.5	696.2	0.9	5

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	10.3	20.9	0.2	27
SR 99 SB Ramps	10	23.0	26.2	0.1	7
Total		33.3	47.1	0.2	16

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1168.0	0.2	0.9	1.0	548.0
Total Del/Veh (s)	430.1	19.0	25.6	18.5	136.9

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.0	0.5	0.2
Total Del/Veh (s)	10.7	9.0	5.2	7.0	8.5

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	3.6	0.0	0.1	83.3	36.1
Total Del/Veh (s)	86.2	56.9	17.8	148.7	85.6

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	96.5	0.0	0.0	40.6
Total Del/Veh (s)	589.6	35.4	109.9	278.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	94.3	19.9	140.4	75.5

Total Zone Performance

Denied Del/Veh (s)	314.1
Total Del/Veh (s)	1854.7

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	10.2	8.9	5.1	7.3	8.7

9: Coffee St & Parsons Ave/Projcet Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	17.2	0.0	5.3
Total Del/Veh (s)	31.3	122.3	59.3	74.8

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	130.8	5.5	1.7	32.2
Total Del/Veh (s)	98.2	256.8	117.8	100.6	138.3

Total Zone Performance

Denied Del/Veh (s)	127.5
Total Del/Veh (s)	2973.3

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	7.8	1.1	17.1	9.0	6.2

6: Coffee St & School North/North Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	2.4	0.5	1.4	1.3

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.9	0.6	0.0	1.9

8: Coffee St & School South Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	3.7	3.7

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.9	0.3	2.2	2.3

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	4.0	1.5	10.2	8.6	4.2

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1121.4	10.4	0.1	60.6	129.7
Total Del/Veh (s)	1689.1	136.5	13.5	90.7	103.2

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	42.8	0.0	1605.1	202.6
Total Del/Veh (s)	6.3	163.9	2.2	1453.5	100.0

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	27.1	0.0	0.1	13.2
Total Del/Veh (s)	0.9	107.1	2.6	49.3	52.4

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	376.7	0.0	0.0	151.7
Total Del/Veh (s)	4.6	120.8	17.4	1.5	47.3

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	0.3	0.8	1.3

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.2	0.9	0.1	2.6

Total Zone Performance

Denied Del/Veh (s)	518.0
Total Del/Veh (s)	924.6

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	5.2	7.9	9.0	3.1	0.9	0.2	19.4	16.6	14.8	4.8	6.2

6: Coffee St & School North/North Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	2.4	0.5	2.3	1.1	0.9	1.3

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.9	0.6	0.0	1.9

8: Coffee St & School South Performance by movement

Movement	EBL	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	3.7	3.7

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.4	3.6	0.3	0.0	1.8	2.7	0.4	2.3

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.0
Total Del/Veh (s)	4.5	4.1	3.1	2.9	1.1	0.3	12.3	12.4	8.4	14.3	3.5	4.2

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	1121.4	10.4	0.1	0.0	59.5	70.2	129.7
Total Del/Veh (s)	1689.1	136.5	19.2	3.2	91.3	87.5	103.2

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	42.1	48.9	0.0	0.0	1605.1	202.6
Total Del/Veh (s)	6.2	6.5	182.0	4.6	0.2	3.9	1453.5	100.0

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	27.3	0.0	0.0	0.0	0.1	13.2
Total Del/Veh (s)	0.9	0.1	107.8	43.6	0.5	3.1	49.3	52.4

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	376.7	0.0	0.0	0.0	0.0	151.7
Total Del/Veh (s)	4.5	120.8	17.6	9.7	1.6	1.1	47.3

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	1.2	0.3	0.2	5.7	0.3	3.0	1.3

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	5.7	0.9	0.7	0.3	0.1	2.6

Total Zone Performance

Denied Del/Veh (s)	518.0
Total Del/Veh (s)	924.6

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1842	205	35	114	120	150	229	124	345	114
Average Queue (ft)	204	1805	38	4	50	56	66	105	96	150	53
95th Queue (ft)	205	1827	114	22	96	95	127	191	146	282	95
Link Distance (ft)		1782			5181					978	978
Upstream Blk Time (%)		99									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	84	1	0		0	0	0	3	8	12	
Queuing Penalty (veh)	398	9	0		0	0	1	3	28	23	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	78	107	43	73	64	48	36	66
Average Queue (ft)	37	33	13	26	24	12	8	30
95th Queue (ft)	71	79	39	60	53	38	30	59
Link Distance (ft)		5181				2606		1282
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	2	1	0	1	0		0	1
Queuing Penalty (veh)	3	1	0	0	0		0	0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	B26
Directions Served	L	L	T	T	R	T	L	L	T	T	R	T
Maximum Queue (ft)	150	156	321	239	112	814	182	196	283	211	95	109
Average Queue (ft)	133	145	218	37	37	280	77	94	75	13	33	20
95th Queue (ft)	164	179	411	177	85	900	176	192	245	105	70	206
Link Distance (ft)			224	224		1178			336	336		3275
Upstream Blk Time (%)			48	0		3			4	1		
Queuing Penalty (veh)			112	0		15			0	0		
Storage Bay Dist (ft)	130	130			130		185	185				125
Storage Blk Time (%)	44	61	0		1		2	10	1			0
Queuing Penalty (veh)	7	9	2		0		0	3	1			0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	B26	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	90	97	168	302	313	140	46	224	1299	1309	225
Average Queue (ft)	14	38	19	106	111	29	13	27	607	611	120
95th Queue (ft)	166	78	87	225	231	87	36	144	1473	1487	283
Link Distance (ft)	3275			2385	2385						
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		190	190			285	200	200			200
Storage Blk Time (%)				2	0	0			44	43	0
Queuing Penalty (veh)				1	1	0			8	101	1

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B54
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	3518	3525	180	192	1180	1076	664
Average Queue (ft)	2460	2469	155	158	1150	1000	618
95th Queue (ft)	4197	4175	190	198	1171	1438	769
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)	36	34	22	20	46	2	53
Queuing Penalty (veh)	0	0	129	115	0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					56		
Queuing Penalty (veh)					182		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B57
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	816	800	247	270	277	639	538	606
Average Queue (ft)	356	722	484	125	144	151	593	519	499
95th Queue (ft)	555	991	877	215	234	259	717	592	800
Link Distance (ft)		800	800	664	664		538		559
Upstream Blk Time (%)		21	1				52	23	63
Queuing Penalty (veh)		219	14				0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)	0	67					14	82	
Queuing Penalty (veh)	2	176					75	374	

Zone Summary

Zone wide Queuing Penalty: 2014

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	89	92	50	97
Average Queue (ft)	50	51	24	49
95th Queue (ft)	78	80	47	78
Link Distance (ft)		610	182	2606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	38	164	224	556	225	378
Average Queue (ft)	16	69	159	250	182	227
95th Queue (ft)	42	134	280	684	279	480
Link Distance (ft)				668		366
Upstream Blk Time (%)				11		21
Queuing Penalty (veh)				0		153
Storage Bay Dist (ft)			200		200	
Storage Blk Time (%)			45	1	52	0
Queuing Penalty (veh)			23	1	152	2

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	TR	UL	T	T	R	L	TR	LTR
Maximum Queue (ft)	412	425	688	698	295	662	677	397	392	442	329
Average Queue (ft)	403	422	670	490	294	634	641	61	385	404	321
95th Queue (ft)	426	429	705	793	298	681	663	333	403	465	329
Link Distance (ft)			664	664		623	623	623		392	314
Upstream Blk Time (%)			37	4		76	55	1	27	48	62
Queuing Penalty (veh)			435	47		354	259	4	0	300	360
Storage Bay Dist (ft)	400	400			270				400		
Storage Blk Time (%)	39	48	3		92	12			27	48	
Queuing Penalty (veh)	248	307	27		533	33			35	242	

Zone Summary

Zone wide Queuing Penalty: 3516

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	46	83	34	98	55
Average Queue (ft)	7	22	9	40	22
95th Queue (ft)	48	180	31	93	49
Link Distance (ft)		563		690	1261
Upstream Blk Time (%)		1			
Queuing Penalty (veh)		3			
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)		4			
Queuing Penalty (veh)		1			

Intersection: 6: Coffee St & School North/North Access

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	30	5	9
Average Queue (ft)	5	5	0	0
95th Queue (ft)	23	22	5	6
Link Distance (ft)	149	543	88	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	15
95th Queue (ft)	41
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	68	71
Average Queue (ft)	34	17
95th Queue (ft)	54	52
Link Distance (ft)	624	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	28	14	62	105	48
Average Queue (ft)	3	2	17	45	20
95th Queue (ft)	16	26	47	90	46
Link Distance (ft)		610		503	671
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	476	306	302	383
Average Queue (ft)	422	119	103	360
95th Queue (ft)	580	341	318	445
Link Distance (ft)	453	466	314	366
Upstream Blk Time (%)	83	4	2	38
Queuing Penalty (veh)	0	0	10	170
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Central Access & Campus Parkway

Movement	WB	WB	WB	NB	SB
Directions Served	T	T	R	R	R
Maximum Queue (ft)	530	552	409	62	432
Average Queue (ft)	499	512	35	34	410
95th Queue (ft)	583	574	225	54	429
Link Distance (ft)	502	502	502	768	405
Upstream Blk Time (%)	55	53	1		95
Queuing Penalty (veh)	231	222	2		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 17: East Access & Campus Parkway

Movement	WB	WB	WB	B56	B56	NB	SB
Directions Served	T	T	R	T	T	R	R
Maximum Queue (ft)	411	398	225	2415	2422	42	48
Average Queue (ft)	345	345	37	1660	1673	16	14
95th Queue (ft)	508	492	174	3176	3173	41	46
Link Distance (ft)	296	296		2385	2385	756	429
Upstream Blk Time (%)	82	86		11	17		
Queuing Penalty (veh)	515	542		69	101		
Storage Bay Dist (ft)			200				
Storage Blk Time (%)		85	0				
Queuing Penalty (veh)		9	0				

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	69	325	179
Average Queue (ft)	35	279	80
95th Queue (ft)	57	355	154
Link Distance (ft)	278	272	319
Upstream Blk Time (%)		88	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	53	59
Average Queue (ft)	9	25
95th Queue (ft)	35	49
Link Distance (ft)	624	768
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	59	11
Average Queue (ft)	27	0
95th Queue (ft)	52	4
Link Distance (ft)	503	756
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1875

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	65.3	74.1	0.1	7
Central Access	16	6.8	15.7	0.1	30
East Access	17	1.0	8.0	0.1	48
	56	0.3	4.8	0.1	51
Gerard Ave	5	17.5	47.2	0.5	36
Total		90.9	149.8	0.9	22

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	56	420.5	447.4	0.5	4
East Access	17	107.8	139.8	0.1	2
Central Access	16	181.6	231.2	0.1	2
Coffee St	12	193.8	333.6	0.1	2
SR 99 NB Ramps	11	25.5	34.6	0.1	15
Total		929.3	1186.6	1.4	5

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	596.3	741.3	0.7	4
	50	10.6	13.3	0.1	14
SR 99 NB Ramps	11	92.8	104.4	0.2	5
Total		699.6	859.1	0.9	4

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	17.7	28.3	0.2	20
SR 99 SB Ramps	10	35.4	38.6	0.1	5
Total		53.1	66.9	0.2	11

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	855.7	0.2	0.8	0.8	384.3
Total Del/Veh (s)	442.2	19.3	22.7	14.5	153.0

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.4	0.1
Total Del/Veh (s)	9.1	7.2	4.4	5.2	6.6

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1	249.7	126.6
Total Del/Veh (s)	71.5	99.2	17.1	201.6	117.4

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	678.7	0.0	0.0	376.4
Total Del/Veh (s)	965.2	35.4	175.9	472.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	132.9	18.2	222.7	95.0

Total Zone Performance

Denied Del/Veh (s)	434.9
Total Del/Veh (s)	2297.7

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.2	0.1
Total Del/Veh (s)	11.8	8.2	3.2	7.3	9.2

9: Coffee St & Parsons Ave/Projcet Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	387.6	0.0	113.7
Total Del/Veh (s)	673.0	363.4	116.7	371.6

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	17.0	3.3	6.7	6.1
Total Del/Veh (s)	133.8	241.3	108.6	103.5	153.9

Total Zone Performance

Denied Del/Veh (s)	121.9
Total Del/Veh (s)	2596.4

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	7.6	1.5	29.3	11.8	7.4

6: Coffee St & School North/North Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	3.8	2.4	1.8	2.3

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.2	0.4	2.7	2.7

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	4.7	1.4	11.3	8.9	4.4

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1452.9	384.4	1.4	0.3	234.5
Total Del/Veh (s)	1983.7	588.8	39.3	104.8	176.7

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	77.7	0.0	1770.8	365.6
Total Del/Veh (s)	5.6	140.4	2.4	1692.5	101.6

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	32.4	0.0	0.1	18.8
Total Del/Veh (s)	0.6	89.4	2.5	433.3	56.4

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1222.2	0.0	0.0	617.2
Total Del/Veh (s)	5.4	142.3	18.0	1.9	47.4

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	0.4	0.9	1.6

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.0	1.3	0.2	2.3

Total Zone Performance

Denied Del/Veh (s)	912.8
Total Del/Veh (s)	837.6

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.1	0.0	0.1	0.3	0.1	0.2	0.1	0.1
Total Del/Veh (s)	4.3	8.0	5.0	4.5	1.2	0.6	37.1	48.0	26.9	19.4	14.5	5.6

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	7.4

6: Coffee St & School North/North Access Performance by movement

Movement	EBL	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.8	2.4	2.3	1.0	2.3

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9		3.9	0.4	0.1	2.3	3.1	0.6	2.7

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0
Total Del/Veh (s)	5.1	4.9	3.4	4.0	0.9	0.2	15.6	8.5	12.9	3.6	4.4

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	1452.9	384.4	1.8	0.7	0.3	0.0	234.5
Total Del/Veh (s)	1983.7	594.8	58.4	2.6	106.0	92.3	176.7

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.1	80.5	58.2	0.0	0.0	1770.8	365.6
Total Del/Veh (s)	5.1	6.4	160.2	3.0	0.2	4.4	1737.0	101.6

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	32.6	0.0	0.0	0.0	0.1	18.8
Total Del/Veh (s)	0.7	0.1	89.8	17.5	0.5	3.2	433.3	56.4

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	1222.2	0.0	0.0	0.0	0.0	617.2
Total Del/Veh (s)	5.4	142.3	18.1	14.9	2.0	1.3	47.4

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.8	0.4	0.1	7.6	0.3	3.3	1.6

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.7	5.4	1.4	0.6	0.3	0.1	2.3

Total Zone Performance

Denied Del/Veh (s)	912.8
Total Del/Veh (s)	837.6

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1834	141	35	106	113	155	220	124	189	113
Average Queue (ft)	205	1802	27	4	55	52	58	91	59	82	50
95th Queue (ft)	205	1843	86	21	94	90	112	170	111	153	87
Link Distance (ft)		1782			5181					978	978
Upstream Blk Time (%)		98									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	85	1						2	1	4	
Queuing Penalty (veh)	255	7						2	2	4	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	76	85	31	73	68	31	34	58
Average Queue (ft)	26	26	5	24	30	5	4	22
95th Queue (ft)	60	66	22	57	59	22	21	51
Link Distance (ft)		5181				2606		1282
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	1		1			0	0
Queuing Penalty (veh)	1	0		0			0	0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	B26
Directions Served	L	L	T	T	R	T	L	L	T	T	R	T
Maximum Queue (ft)	144	155	309	241	138	729	197	210	434	276	96	537
Average Queue (ft)	127	139	191	56	43	250	114	132	151	41	32	87
95th Queue (ft)	172	182	388	210	98	884	223	239	419	215	69	403
Link Distance (ft)			224	224		1178			336	336		3275
Upstream Blk Time (%)			33	1		3			23	4		
Queuing Penalty (veh)			94	2		15			0	0		
Storage Bay Dist (ft)	130	130			130		185	185				125
Storage Blk Time (%)	26	46	1		2		12	26	2			0
Queuing Penalty (veh)	11	20	4		1		5	11	4			0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	B26	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	362	69	70	209	213	90	52	224	1301	1312	225
Average Queue (ft)	42	27	9	80	84	22	13	31	809	811	152
95th Queue (ft)	252	57	44	164	168	63	38	158	1676	1689	307
Link Distance (ft)	3275			2385	2385						
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		190	190			285	200	200			200
Storage Blk Time (%)				1				0	56	55	0
Queuing Penalty (veh)				1				0	11	180	1

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B54
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	3526	3523	178	197	1185	1076	662
Average Queue (ft)	3251	3254	140	138	1145	928	599
95th Queue (ft)	4146	4124	194	203	1237	1525	809
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)	78	76	13	10	64	2	72
Queuing Penalty (veh)	0	0	82	66	0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					74		
Queuing Penalty (veh)					237		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B57
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	818	806	237	315	249	639	538	604
Average Queue (ft)	350	792	338	120	154	120	611	530	576
95th Queue (ft)	572	894	781	214	264	217	625	549	592
Link Distance (ft)		800	800	664	664		538		559
Upstream Blk Time (%)		43	2		0		68	35	87
Queuing Penalty (veh)		490	18		0		0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)	0	83					18	93	
Queuing Penalty (veh)	5	269					156	523	

Zone Summary

Zone wide Queuing Penalty: 2477

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	120	100	32	105
Average Queue (ft)	58	53	8	51
95th Queue (ft)	93	85	30	85
Link Distance (ft)		610	182	2606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	1956	2066	225	709	225	380
Average Queue (ft)	803	1371	221	624	222	364
95th Queue (ft)	1808	2318	255	890	248	441
Link Distance (ft)				668		366
Upstream Blk Time (%)				80		49
Queuing Penalty (veh)				0		487
Storage Bay Dist (ft)			200		200	
Storage Blk Time (%)			95	1	94	1
Queuing Penalty (veh)			58	3	340	4

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	TR	UL	T	T	R	L	TR	LTR
Maximum Queue (ft)	412	425	688	683	295	657	658	407	392	439	331
Average Queue (ft)	405	421	672	421	294	636	587	49	387	405	321
95th Queue (ft)	422	435	683	765	297	650	793	245	401	455	330
Link Distance (ft)			664	664		623	623	623		392	314
Upstream Blk Time (%)			55	6		81	40	1	29	47	65
Queuing Penalty (veh)			778	84		459	228	4	0	489	519
Storage Bay Dist (ft)	400	400			270				400		
Storage Blk Time (%)	52	63	1		92	12			29	47	
Queuing Penalty (veh)	371	450	13		540	51			56	401	

Zone Summary

Zone wide Queuing Penalty: 5335

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	59	131	49	155	65
Average Queue (ft)	7	26	15	52	26
95th Queue (ft)	36	194	40	156	55
Link Distance (ft)		563		690	1261
Upstream Blk Time (%)		1			
Queuing Penalty (veh)		3			
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)		4			
Queuing Penalty (veh)		1			

Intersection: 6: Coffee St & School North/North Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	35
Average Queue (ft)	4	10
95th Queue (ft)	21	33
Link Distance (ft)	149	543
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

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)

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	65	79
Average Queue (ft)	36	26
95th Queue (ft)	58	66
Link Distance (ft)	624	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	29	37	52	124	44
Average Queue (ft)	3	3	19	50	19
95th Queue (ft)	17	42	45	97	45
Link Distance (ft)	610		503		671
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	472	498	334	384
Average Queue (ft)	451	380	244	375
95th Queue (ft)	501	632	401	383
Link Distance (ft)	453	466	314	366
Upstream Blk Time (%)	95	60	9	53
Queuing Penalty (veh)	0	0	58	358
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Central Access & Campus Parkway

Movement	EB	WB	WB	WB	NB	SB
Directions Served	T	T	T	R	R	R
Maximum Queue (ft)	2	525	540	312	72	424
Average Queue (ft)	0	507	382	15	40	406
95th Queue (ft)	2	525	726	139	63	419
Link Distance (ft)	623	502	502	502	768	405
Upstream Blk Time (%)		72	27	0		100
Queuing Penalty (veh)		351	130	1		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 17: East Access & Campus Parkway

Movement	WB	WB	WB	B56	B56	NB	SB
Directions Served	T	T	R	T	T	R	R
Maximum Queue (ft)	404	397	158	2415	2417	35	173
Average Queue (ft)	361	233	11	1851	1860	17	50
95th Queue (ft)	456	519	88	3225	3224	42	168
Link Distance (ft)	296	296		2385	2385	756	429
Upstream Blk Time (%)	93	41		18	22		
Queuing Penalty (veh)	687	308		132	158		
Storage Bay Dist (ft)			200				
Storage Blk Time (%)		41	0				
Queuing Penalty (veh)		2	0				

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	101	324	239
Average Queue (ft)	45	292	102
95th Queue (ft)	78	308	193
Link Distance (ft)	278	272	319
Upstream Blk Time (%)		100	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	54	55
Average Queue (ft)	15	26
95th Queue (ft)	45	49
Link Distance (ft)	624	768
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	49	12
Average Queue (ft)	26	0
95th Queue (ft)	50	6
Link Distance (ft)	503	756
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 2190

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	73.4	82.1	0.1	6
Central Access	16	5.9	14.9	0.1	32
East Access	17	0.7	7.7	0.1	50
	56	0.2	4.7	0.1	51
Gerard Ave	5	17.1	46.9	0.5	36
Total		97.3	156.2	0.9	21

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	56	437.3	464.4	0.5	4
East Access	17	89.8	127.1	0.1	3
Central Access	16	160.1	248.7	0.1	2
Coffee St	12	180.0	201.5	0.1	3
SR 99 NB Ramps	11	24.6	33.7	0.1	15
Total		891.7	1075.5	1.4	5

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	980.2	2145.9	0.7	2
	50	18.5	21.3	0.1	9
SR 99 NB Ramps	11	130.1	141.5	0.2	4
Total		1128.9	2308.7	0.9	3

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	12.1	22.6	0.2	25
SR 99 SB Ramps	10	35.4	38.7	0.1	5
Total		47.5	61.3	0.2	12

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	171.2	0.6	1.6	0.9	65.7
Total Del/Veh (s)	208.3	46.0	111.0	36.3	114.7

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.1	0.6	0.2
Total Del/Veh (s)	17.4	15.4	16.8	14.5	16.2

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.0	0.5
Total Del/Veh (s)	35.1	30.3	18.7	16.0	21.0

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Del/Veh (s)	66.6	21.5	34.3	43.1

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	40.7	40.1	50.8	42.6

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.5	28.8	1.9	21.7	21.1

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.8	106.9	1.3	25.1
Total Del/Veh (s)	48.6	70.8	77.3	57.3	63.2

Total Zone Performance

Denied Del/Veh (s)	43.4
Total Del/Veh (s)	1945.1

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.1
Total Del/Veh (s)	20.8	12.2	8.4	12.6	15.1

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.7	2.6	0.0	0.7
Total Del/Veh (s)	6.6	5.4	6.9	6.5

Total Zone Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	1150.9

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	1.7	2.0	8.5	8.1	2.9

6: Coffee St & School North/Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.6	0.8	2.2	1.8

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.7	0.3	1.6

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.3	0.2	3.4

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.1	0.6	3.2	3.0

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.4	1.1	6.1	7.9	3.8

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.9	3.9	1.1	1.5	1.7

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	2.2	1.1	1.8	2.2

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	2.9	0.6	17.4	6.5

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.4	0.3	1.9	2.6

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	50.3

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.1	1.9	0.3	3.2	1.6	0.3	11.0	17.4	5.3	11.0	13.6	4.6

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.9

6: Coffee St & School North/Central Access Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	1.5	0.8	0.2	3.3	3.2	1.5	1.8

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.7	1.0	0.1	1.6

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.3	0.2	3.4

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.4	0.3	2.2	2.1	0.2	2.2	3.4	1.9	3.0

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	5.3	5.5	3.6	2.1	1.0	0.2	7.9	13.0	3.2	8.0	13.3	2.9

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.8

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	3.8	1.1	1.1	1.6	1.0	1.7

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	2.2	1.2	0.1	2.1	0.7	2.2

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.3	0.1
Total Del/Veh (s)	2.7	3.4	1.1	0.3	18.0	10.0	6.5

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	4.8	1.2	0.2	5.8	1.6	2.8	2.6

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	50.3

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1766	171	88	329	175	175	870	124	348	217
Average Queue (ft)	203	1603	24	13	149	129	153	468	103	160	88
95th Queue (ft)	207	2093	91	47	285	201	210	895	147	300	172
Link Distance (ft)		1711			5181					978	978
Upstream Blk Time (%)		59									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	54	2	0		6	7	23	39	22	17	
Queuing Penalty (veh)	192	17	0		14	12	84	68	44	23	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	185	52	95	92	112	77	146
Average Queue (ft)	50	59	10	42	37	47	18	64
95th Queue (ft)	89	132	33	80	72	88	50	118
Link Distance (ft)		5181				2597		736
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	6	5	0	2	0	1	0	7
Queuing Penalty (veh)	12	5	0	0	0	0	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	142	154	259	66	65	12	126	128	121	40	18	88
Average Queue (ft)	87	98	69	4	19	0	40	60	43	1	4	31
95th Queue (ft)	151	152	159	32	46	9	95	110	91	12	15	69
Link Distance (ft)			224	224		1178			334	334		
Upstream Blk Time (%)			1									
Queuing Penalty (veh)			2									
Storage Bay Dist (ft)	130	130			130		185	185			125	190
Storage Blk Time (%)	2	5	0		0							
Queuing Penalty (veh)	1	1	1		0							

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	B59	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	T	L	L	T	T	R
Maximum Queue (ft)	113	293	292	193	26	70	55	236	238	176
Average Queue (ft)	11	113	116	36	1	24	7	120	114	35
95th Queue (ft)	73	235	241	110	26	55	34	203	196	104
Link Distance (ft)		2338	2338		246					
Upstream Blk Time (%)					0					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	190			285		200	200			200
Storage Blk Time (%)		2	0	0				1	1	0
Queuing Penalty (veh)		1	0	0				0	2	0

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	LT	R
Maximum Queue (ft)	790	845	180	193	679	142
Average Queue (ft)	375	450	147	148	386	58
95th Queue (ft)	793	859	196	207	643	114
Link Distance (ft)	3477	3477	156	156	1076	
Upstream Blk Time (%)			12	11		
Queuing Penalty (veh)			59	55		
Storage Bay Dist (ft)					1000	
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	402	601	512	565	676	558	552	505	260
Average Queue (ft)	289	313	218	247	327	398	289	330	66
95th Queue (ft)	468	728	504	585	752	662	584	559	345
Link Distance (ft)		800	800	673	673		538		559
Upstream Blk Time (%)		3	0	0	7		7	4	5
Queuing Penalty (veh)		22	0	0	63		0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)	29	0				22	1	17	
Queuing Penalty (veh)	183	1				97	6	63	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	R	R
Maximum Queue (ft)	229	125	314	373	255	401	455	84	370
Average Queue (ft)	113	39	105	150	81	213	356	14	198
95th Queue (ft)	193	96	228	293	177	380	518	59	337
Link Distance (ft)			673	673		428	428	378	387
Upstream Blk Time (%)				0		0	6		1
Queuing Penalty (veh)				0		2	48		5
Storage Bay Dist (ft)	400	400			270				
Storage Blk Time (%)			0			2			
Queuing Penalty (veh)			1			2			

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B59	B59	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	TR
Maximum Queue (ft)	324	567	528	81	246	356	347	175	1326	1342	643	325
Average Queue (ft)	267	303	262	37	118	321	321	67	712	748	504	231
95th Queue (ft)	372	635	529	66	267	359	340	191	1575	1591	641	446
Link Distance (ft)		760	760	760		246	246		2338	2338	763	
Upstream Blk Time (%)		2	0		0	58	69					
Queuing Penalty (veh)		7	0		0	333	396					
Storage Bay Dist (ft)	300				300			150				300
Storage Blk Time (%)	28	0			0	58	70	0			57	0
Queuing Penalty (veh)	94	0			1	48	40	0			82	1

Intersection: 17: Pluim Dr & Campus Parkway

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	168	290
Average Queue (ft)	55	116
95th Queue (ft)	126	231
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)	0	9
Queuing Penalty (veh)	0	5

Zone Summary

Zone wide Queuing Penalty: 2095

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	264	136	99	94
Average Queue (ft)	96	61	46	46
95th Queue (ft)	203	107	77	78
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	UT	R	L	T	UL	R
Maximum Queue (ft)	69	100	61	60	149	50
Average Queue (ft)	35	53	33	30	65	23
95th Queue (ft)	59	84	52	53	113	42
Link Distance (ft)					306	306
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150		150			
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	28	4	66	90	73
Average Queue (ft)	3	0	21	35	29
95th Queue (ft)	17	3	49	67	55
Link Distance (ft)		544			1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Coffee St & School North/Central Access

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	35	9
Average Queue (ft)	14	0
95th Queue (ft)	37	5
Link Distance (ft)	408	182
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	62
Average Queue (ft)	28
95th Queue (ft)	50
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	24
95th Queue (ft)	43
Link Distance (ft)	240
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	37	8	88
Average Queue (ft)	12	0	27
95th Queue (ft)	36	4	68
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	33	46	60
Average Queue (ft)	2	7	24	26
95th Queue (ft)	15	26	46	50
Link Distance (ft)			433	491
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	SB
Directions Served	R	R	TR
Maximum Queue (ft)	70	54	54
Average Queue (ft)	24	27	4
95th Queue (ft)	50	50	45
Link Distance (ft)	584	310	306
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	66	56
Average Queue (ft)	34	27
95th Queue (ft)	55	46
Link Distance (ft)	326	318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	60	165
Average Queue (ft)	11	68
95th Queue (ft)	42	131
Link Distance (ft)	423	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & Pluim Dr

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	49	33
Average Queue (ft)	7	18
95th Queue (ft)	30	38
Link Distance (ft)	774	763
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	15.6	24.7	0.1	20
West Access	16	4.8	11.0	0.1	31
Pluim Dr	17	30.3	40.4	0.2	14
	59	4.3	8.2	0.1	26
Gerard Ave	5	19.1	48.3	0.5	34
Total		74.1	132.6	0.9	25

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	151.2	180.4	0.5	9
Pluim Dr	17	72.2	77.7	0.1	3
West Access	16	13.9	24.0	0.2	23
	12	28.2	34.3	0.1	10
SR 99 NB Ramps	11	27.9	37.0	0.1	14
Total		293.3	353.4	1.4	14

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	65.1	108.1	0.7	22
	54	4.9	7.7	0.1	24
SR 99 NB Ramps	11	20.0	32.0	0.2	18
Total		90.1	147.7	0.9	21

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	12.9	23.5	0.2	24
SR 99 SB Ramps	10	21.5	24.8	0.1	7
Total		34.4	48.3	0.2	16

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	244.0	0.8	1.4	46.4	120.4
Total Del/Veh (s)	185.6	35.8	84.5	120.1	132.7

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.0	0.4	0.1
Total Del/Veh (s)	9.6	8.7	4.8	8.1	8.1

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.0	0.5
Total Del/Veh (s)	76.7	23.1	19.8	15.4	25.8

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	45.7	0.0	0.0	17.8
Total Del/Veh (s)	488.4	36.1	94.2	227.6

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.4	46.6	65.9	42.6

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	1.0	0.3
Total Del/Veh (s)	15.4	39.2	1.6	31.4	25.8

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	68.7	424.4	74.3
Total Del/Veh (s)	36.8	47.5	75.8	139.4	59.9

Total Zone Performance

Denied Del/Veh (s)	102.8
Total Del/Veh (s)	1658.5

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	10.6	10.1	6.0	7.3	9.3

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	1.3	2.9	0.0	1.1
Total Del/Veh (s)	12.1	9.1	15.4	12.9

Total Zone Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	1294.3

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	1.8	1.5	7.7	6.6	3.0

6: Coffee St & School North/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.2	1.2	0.6	1.9	1.6

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.0	1.5

8: Coffee St & School South Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	4.3	4.3

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	7.5	0.7	2.8	2.9

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.0	1.3	5.5	5.5	2.9

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	21.0	5.2	1.5	4.0	4.4

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.1	2.3	1.1	1.7	2.1

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.7	0.7	12.2	5.0

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.3	0.7	2.2	2.6

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	72.3

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Total Del/Veh (s)	1.6	2.0	0.4	2.2	1.4	0.5	10.5	15.9	5.8	6.2	13.0	2.8

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.0

6: Coffee St & School North/Central Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	1.2	0.6	2.3	2.4	0.8	1.6

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.0	1.5

8: Coffee St & School South Performance by movement

Movement	EBL	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	3.6	4.3

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.5	2.3	1.8	0.2	1.9	3.0	1.7	2.9

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.0
Total Del/Veh (s)	4.4	4.2	2.6	2.1	1.3	0.2	7.8	3.0	6.9	2.9	2.9

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.8	5.2	1.5	1.3	4.2	2.2	4.4

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	2.3	1.2	0.1	2.0	0.7	2.1

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	2.6	2.9	1.2	0.2	12.6	7.5	5.0

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	4.5	1.1	0.5	7.7	1.7	3.0	2.6

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	72.3

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1759	152	33	166	165	175	544	124	938	738
Average Queue (ft)	204	1674	31	5	64	78	124	273	120	717	397
95th Queue (ft)	207	2010	94	23	128	140	209	518	140	1174	1131
Link Distance (ft)		1711			5181					978	978
Upstream Blk Time (%)		61								29	11
Queuing Penalty (veh)		0								0	0
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	50	1	0		0	1	11	31	56	35	
Queuing Penalty (veh)	208	8	0		1	1	33	36	197	72	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	83	122	34	68	54	51	30	84
Average Queue (ft)	40	32	8	20	18	14	4	29
95th Queue (ft)	74	81	28	49	45	40	20	60
Link Distance (ft)		5181				2597		736
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	3	1	0	0				1
Queuing Penalty (veh)	5	1	0	0				0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	213	216	260	38	24	175	123	129	103	52	74	73
Average Queue (ft)	133	140	100	2	7	22	39	58	42	5	29	26
95th Queue (ft)	227	230	252	25	21	152	97	109	86	29	61	58
Link Distance (ft)			224	224		1178			334	334		
Upstream Blk Time (%)	1	5	8	0								
Queuing Penalty (veh)	0	0	16	0								
Storage Bay Dist (ft)	300	300			130		185	185			125	190
Storage Blk Time (%)	1	5	8					0	0			
Queuing Penalty (veh)	0	1	28					0	0			

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	B59	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	T	L	L	T	T	R
Maximum Queue (ft)	148	321	327	221	2	46	30	241	266	196
Average Queue (ft)	15	142	146	43	0	14	2	117	118	42
95th Queue (ft)	89	270	278	130	2	36	16	200	211	116
Link Distance (ft)		2338	2338		246					
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	190			285		200	200			200
Storage Blk Time (%)		4	1	0				1	1	0
Queuing Penalty (veh)		1	1	0				0	2	0

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B49
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	3530	3526	183	190	1184	1076	667
Average Queue (ft)	2572	2587	163	168	1141	1009	577
95th Queue (ft)	4116	4096	179	185	1230	1417	851
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)	34	31	51	46	33	3	38
Queuing Penalty (veh)	0	0	285	259	0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					45		
Queuing Penalty (veh)					155		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	261	299	282	618	711	558	618	537	433
Average Queue (ft)	151	198	191	290	348	377	423	421	144
95th Queue (ft)	242	268	263	598	727	640	721	625	522
Link Distance (ft)		800	800	673	673		538		559
Upstream Blk Time (%)				0	7		13	6	8
Queuing Penalty (veh)				1	65		0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)		0			2	19	5	30	
Queuing Penalty (veh)		0			21	89	28	139	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	R	R
Maximum Queue (ft)	263	163	387	442	262	425	452	68	395
Average Queue (ft)	145	52	98	136	83	254	399	9	257
95th Queue (ft)	234	116	230	283	198	424	505	44	424
Link Distance (ft)			673	673		428	428	378	386
Upstream Blk Time (%)						0	16		5
Queuing Penalty (veh)						3	129		29
Storage Bay Dist (ft)	400	400			270				
Storage Blk Time (%)			0		0	4			
Queuing Penalty (veh)			1		0	5			

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B59	B59	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	TR
Maximum Queue (ft)	323	435	409	77	235	345	344	175	360	411	629	325
Average Queue (ft)	210	216	226	33	111	270	299	118	95	142	478	215
95th Queue (ft)	322	343	340	61	245	380	374	235	342	401	631	428
Link Distance (ft)		760	760	760		246	246		2338	2338	763	
Upstream Blk Time (%)					0	20	37					
Queuing Penalty (veh)					0	110	201					
Storage Bay Dist (ft)	300				300			150				300
Storage Blk Time (%)	3	1			0	20	50	0			52	0
Queuing Penalty (veh)	16	2			0	15	64	0			74	1

Intersection: 17: Pluim Dr & Campus Parkway

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	174	410
Average Queue (ft)	164	376
95th Queue (ft)	220	451
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)	12	78
Queuing Penalty (veh)	42	123

Zone Summary

Zone wide Queuing Penalty: 2466

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	90	104	41	94
Average Queue (ft)	42	57	22	44
95th Queue (ft)	69	88	46	72
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	UT	R	L	T	UL	R
Maximum Queue (ft)	174	107	117	92	259	124
Average Queue (ft)	76	41	59	36	121	41
95th Queue (ft)	130	78	100	68	224	85
Link Distance (ft)					307	307
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					1	
Storage Bay Dist (ft)	200		150			
Storage Blk Time (%)	0		0			
Queuing Penalty (veh)	0		0			

Zone Summary

Zone wide Queuing Penalty: 2

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	24	2	41	105	42
Average Queue (ft)	2	0	12	49	18
95th Queue (ft)	12	2	35	84	40
Link Distance (ft)		544			1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Coffee St & School North/Central Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	27	3
Average Queue (ft)	4	8	0
95th Queue (ft)	21	27	3
Link Distance (ft)	149	408	182
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	11
95th Queue (ft)	34
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	240
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	45	2	75
Average Queue (ft)	20	0	24
95th Queue (ft)	43	2	61
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	30	34	64	44
Average Queue (ft)	4	9	27	19
95th Queue (ft)	21	31	52	41
Link Distance (ft)			433	491
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	133	82	33	97
Average Queue (ft)	50	39	2	18
95th Queue (ft)	127	66	24	103
Link Distance (ft)	433	310	386	307
Upstream Blk Time (%)				0
Queuing Penalty (veh)				1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	68	56
Average Queue (ft)	34	23
95th Queue (ft)	58	46
Link Distance (ft)	326	318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	64	125
Average Queue (ft)	13	53
95th Queue (ft)	45	95
Link Distance (ft)	423	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & Pluim Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	45	2	46
Average Queue (ft)	9	0	20
95th Queue (ft)	35	0	42
Link Distance (ft)	774	5180	763
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 1

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	15.8	24.8	0.1	20
West Access	16	3.7	9.9	0.1	34
Pluim Dr	17	32.4	42.5	0.2	13
	59	4.8	8.7	0.1	24
Gerard Ave	5	20.2	49.5	0.5	33
Total		76.9	135.5	0.9	24

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	25.8	56.1	0.5	30
Pluim Dr	17	49.6	53.2	0.1	4
West Access	16	26.6	36.7	0.2	15
	12	39.2	45.7	0.1	8
SR 99 NB Ramps	11	44.2	53.2	0.1	9
Total		185.3	244.8	1.4	21

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	478.3	563.0	0.7	5
	54	4.5	7.3	0.1	25
SR 99 NB Ramps	11	19.5	31.6	0.2	18
Total		502.3	601.8	0.9	6

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	80.9	91.2	0.2	6
SR 99 SB Ramps	10	36.1	39.3	0.1	5
Total		117.0	130.5	0.2	6

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	11.4	1.1	1.4	0.9	5.6
Total Del/Veh (s)	97.4	39.2	63.9	36.7	68.0

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.0	2.8	0.4
Total Del/Veh (s)	9.4	7.5	3.1	12.2	7.2

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	81.5	38.0
Total Del/Veh (s)	51.7	80.1	18.7	140.0	83.0

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	195.4	0.0	0.0	85.3
Total Del/Veh (s)	565.1	27.0	109.4	270.5

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	62.2	51.8	80.4	62.1

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.0	2.3	0.4
Total Del/Veh (s)	18.6	37.7	2.9	67.4	31.5

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.4	759.2	398.2	281.5
Total Del/Veh (s)	97.7	87.8	89.7	109.8	94.8

Total Zone Performance

Denied Del/Veh (s)	230.4
Total Del/Veh (s)	1964.7

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.2	0.1
Total Del/Veh (s)	10.4	9.8	4.0	7.9	9.2

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	1.3	2.8	0.0	1.1
Total Del/Veh (s)	12.9	13.2	30.1	20.9

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	1433.7

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	2.1	1.9	10.4	9.9	4.1

6: Coffee St & School North/Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	3.7	1.3	2.0	2.1

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	11.2	0.9	3.8	3.9

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.5	1.5	7.2	7.2	3.1

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	353.3	0.2	0.0	0.0	37.8
Total Del/Veh (s)	468.4	15.2	5.2	18.3	47.2

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.6	2.8	1.3	2.2	3.0

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.7	0.5
Total Del/Veh (s)	3.4	0.8	65.0	20.9

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.3	0.8	2.3	3.1

Total Zone Performance

Denied Del/Veh (s)	42.0
Total Del/Veh (s)	236.7

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.1	0.1	0.2
Total Del/Veh (s)	2.1	2.5	0.4	2.8	1.7	0.5	13.5	17.8	7.7	9.6	14.1	3.4

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.1

6: Coffee St & School North/Central Access Performance by movement

Movement	EBL	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.7	1.3	2.3	1.1	2.1

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.4	4.1	2.3	0.3	2.7	4.0	2.3	3.9

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.9	3.7	2.1	2.4	1.5	0.3	9.6	12.2	4.0	8.9	12.9	3.1

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.1

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	353.3	0.2	0.1	0.0	0.0	0.0	37.8
Total Del/Veh (s)	472.6	15.1	6.5	1.3	18.5	13.6	47.2

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	2.8	1.4	0.1	2.5	0.9	3.0

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.7	1.5	0.5
Total Del/Veh (s)	3.1	4.1	1.4	0.3	66.1	59.6	20.9

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	6.7	1.4	0.5	10.1	1.9	3.6	3.1

Total Zone Performance

Denied Del/Veh (s)	42.0
Total Del/Veh (s)	236.7

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1560	125	35	212	166	174	340	124	381	139
Average Queue (ft)	203	920	23	5	82	75	102	171	97	172	55
95th Queue (ft)	212	1706	77	24	159	138	188	313	150	334	107
Link Distance (ft)		1711			5181					978	978
Upstream Blk Time (%)		8									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	44	0			1	0	6	14	17	22	
Queuing Penalty (veh)	126	0			2	0	15	14	39	26	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	66	84	27	56	52	34	59	37
Average Queue (ft)	27	26	5	17	19	6	27	12
95th Queue (ft)	57	65	20	45	44	25	52	35
Link Distance (ft)		5181				2597		736
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	1		0			0	0
Queuing Penalty (veh)	1	0		0			0	0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	B26
Directions Served	L	L	T	T	R	T	L	L	T	T	R	T
Maximum Queue (ft)	205	213	240	56	38	48	189	200	359	156	83	236
Average Queue (ft)	106	113	84	4	9	2	105	123	138	10	27	49
95th Queue (ft)	195	199	186	33	27	39	214	229	395	81	61	260
Link Distance (ft)			224	224		1178			334	334		3275
Upstream Blk Time (%)	0	1	1	0					17	0		
Queuing Penalty (veh)	0	0	3	0					0	0		
Storage Bay Dist (ft)	300	300			130		185	185				125
Storage Blk Time (%)	0	1	1				4	21	3			0
Queuing Penalty (veh)	0	0	4				1	9	6			0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	B26	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	105	59	116	287	302	194	69	225	1301	1308	225
Average Queue (ft)	6	16	5	131	133	36	22	41	716	734	157
95th Queue (ft)	76	44	54	242	248	116	53	181	1578	1603	308
Link Distance (ft)	3275			2338	2338						
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)		190	190			285	200	200			200
Storage Blk Time (%)				3	0	0		0	48	48	0
Queuing Penalty (veh)				1	0	0		0	14	167	2

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	B49
Directions Served	T	TR	T	T	LT	R	T
Maximum Queue (ft)	3532	3523	182	192	1182	1076	668
Average Queue (ft)	3018	3020	158	157	1149	990	614
95th Queue (ft)	4262	4246	195	204	1193	1449	788
Link Distance (ft)	3477	3477	156	156	1076		612
Upstream Blk Time (%)	61	56	25	20	41	3	51
Queuing Penalty (veh)	0	0	168	130	0	0	0
Storage Bay Dist (ft)						1000	
Storage Blk Time (%)					52		
Queuing Penalty (veh)					177		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	414	779	692	557	623	543	645	538	612
Average Queue (ft)	356	537	371	355	386	302	612	531	578
95th Queue (ft)	503	875	620	521	575	518	625	551	594
Link Distance (ft)		800	800	673	673		538		559
Upstream Blk Time (%)		6	0	0	1		36	17	49
Queuing Penalty (veh)		70	2	0	10		0	0	0
Storage Bay Dist (ft)	330					450		425	
Storage Blk Time (%)	47	7			4	4	1	58	
Queuing Penalty (veh)	451	22			44	30	10	329	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	R	R
Maximum Queue (ft)	288	293	479	568	256	439	457	129	405
Average Queue (ft)	157	65	129	196	94	300	409	26	388
95th Queue (ft)	255	175	314	410	223	451	495	90	451
Link Distance (ft)			673	673		428	428	378	386
Upstream Blk Time (%)			0	0		0	11		35
Queuing Penalty (veh)			2	2		4	126		241
Storage Bay Dist (ft)	400	400			270				
Storage Blk Time (%)			1		0	4			
Queuing Penalty (veh)			5		0	7			

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B59	B59	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	TR
Maximum Queue (ft)	325	765	748	102	246	359	354	175	2366	2376	726	325
Average Queue (ft)	320	633	487	49	180	325	322	124	1922	1934	595	248
95th Queue (ft)	354	935	868	87	314	347	339	237	2976	2963	703	445
Link Distance (ft)		760	760	760		246	246		2338	2338	763	
Upstream Blk Time (%)		30	1		1	69	77		9	11	0	
Queuing Penalty (veh)		160	5		0	462	515		58	73	0	
Storage Bay Dist (ft)	300				300			150				300
Storage Blk Time (%)	80	1			1	69	74	0			64	0
Queuing Penalty (veh)	369	2			7	98	124	1			159	1

Intersection: 17: Pluim Dr & Campus Parkway

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	175	414
Average Queue (ft)	161	381
95th Queue (ft)	217	427
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)	11	72
Queuing Penalty (veh)	45	146

Zone Summary

Zone wide Queuing Penalty: 4487

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	118	33	96
Average Queue (ft)	36	60	8	48
95th Queue (ft)	55	96	30	76
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	UT	R	L	T	UL	R
Maximum Queue (ft)	146	82	148	140	321	290
Average Queue (ft)	71	42	79	45	194	71
95th Queue (ft)	118	67	132	112	337	198
Link Distance (ft)					307	307
Upstream Blk Time (%)					5	0
Queuing Penalty (veh)					22	2
Storage Bay Dist (ft)	300		150			
Storage Blk Time (%)			2	0		
Queuing Penalty (veh)			2	0		

Zone Summary

Zone wide Queuing Penalty: 26

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	24	21	40	2	135	54
Average Queue (ft)	2	1	16	0	59	21
95th Queue (ft)	13	10	39	2	105	45
Link Distance (ft)		544		1178		1261
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150		150			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Coffee St & School North/Central Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	28
Average Queue (ft)	5	8
95th Queue (ft)	22	27
Link Distance (ft)	149	408
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

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)

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
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Directions Served	LR	TR	UL
Maximum Queue (ft)	65	8	98
Average Queue (ft)	23	0	40
95th Queue (ft)	51	4	87
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
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Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	30	2	36	79	44
Average Queue (ft)	4	0	11	34	20
95th Queue (ft)	21	3	34	61	42
Link Distance (ft)		630		433	491
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	464	147	227	295
Average Queue (ft)	349	55	33	134
95th Queue (ft)	596	122	177	269
Link Distance (ft)	433	310	386	307
Upstream Blk Time (%)	62	0	0	1
Queuing Penalty (veh)	0	0	1	5
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	105	67
Average Queue (ft)	46	29
95th Queue (ft)	82	49
Link Distance (ft)	326	318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	70	2	370
Average Queue (ft)	20	0	178
95th Queue (ft)	58	2	360
Link Distance (ft)	423	774	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & Pluim Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	56	2	55
Average Queue (ft)	15	0	20
95th Queue (ft)	45	2	44
Link Distance (ft)	774	5180	763
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 6

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	20.0	29.1	0.1	17
West Access	16	18.9	25.1	0.1	14
Pluim Dr	17	45.8	55.9	0.2	10
	59	4.8	8.8	0.1	24
Gerard Ave	5	19.5	49.0	0.5	34
Total		109.1	167.8	0.9	20

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	423.4	450.3	0.5	4
Pluim Dr	17	91.4	96.6	0.1	2
West Access	16	17.3	27.6	0.2	20
	12	37.9	44.2	0.1	8
SR 99 NB Ramps	11	59.7	68.7	0.1	7
Total		629.8	687.4	1.4	7

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	557.8	815.3	0.7	4
	54	6.2	8.9	0.1	20
SR 99 NB Ramps	11	39.1	50.9	0.2	11
Total		603.1	875.1	0.9	5

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	28.8	39.4	0.2	14
SR 99 SB Ramps	10	27.0	30.2	0.1	6
Total		55.8	69.7	0.2	11

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.1	0.4	2.2	1.0	1.5
Total Del/Veh (s)	24.3	26.8	33.7	22.4	26.9

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.4	0.6	0.3
Total Del/Veh (s)	17.3	17.3	18.5	15.3	17.1

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.4	0.5
Total Del/Veh (s)	6.9	12.6	6.8	7.0	7.4

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.3	7.9	13.7	11.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	5.7	3.1	4.1

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	8.3	0.0	2.4
Total Del/Veh (s)	28.8	24.5	39.9	17.4	29.9

Total Zone Performance

Denied Del/Veh (s)	3.7
Total Del/Veh (s)	880.0

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	6.1	6.4	9.1	7.1

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.5	0.0	0.9
Total Del/Veh (s)	4.4	5.0	4.9	4.8

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	273.6

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.5	0.6	1.9	2.9	1.1

6: Coffee St & School North/Project Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.1	1.1	2.0	1.7

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	4.4	1.5	0.3	1.9

8: School South & Coffee St Performance by approach

Approach	SB	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	0.4	0.4

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	2.9	1.4	1.4	1.8

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.8	0.6	2.6	1.6

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	1.8	0.6	1.4

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.6	0.6	1.6	2.4	3.4

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	0.1	0.6	1.4	0.3

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	2.0	0.0	0.0	1.1
Total Del/Veh (s)	14.2	2.2	1.0	8.6

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.1	0.9	2.6	2.1

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.2	0.5	0.9	0.9

Total Zone Performance

Denied Del/Veh (s)			1.0	
Total Del/Veh (s)			130.2	

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	1.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.9	0.5	0.1	0.6	0.7	0.2	2.8	1.4	3.9	2.2	1.1

6: Coffee St & School North/Project Access Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1		0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	1.9		1.1	0.3	2.7	2.5	1.2	1.7

7: Coffee St & School Mid Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.5	3.0	1.8	1.4	0.7	0.1	1.9

8: School South & Coffee St Performance by movement

Movement	SBU	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.5	0.4

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.3	1.0	2.7	1.5	0.0	1.5	0.6	1.8

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.0	1.9	1.1	0.6	3.9	1.6	1.6

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	1.5	2.2	0.6	1.4

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.8	5.3	0.7	0.0	1.6	2.4	3.4

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.1	0.1	0.1	1.2	1.4	0.3

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	2.0	0.0	0.0	0.0	1.1
Total Del/Veh (s)	14.2	2.3	0.2	1.0	8.6

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.1	1.7	0.9	4.9	2.6	2.1

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.3	0.6	0.1	3.0	0.0	1.1	0.9

Total Zone Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	130.2

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	177	243	83	120	289	174	174	319	120	153	90
Average Queue (ft)	88	88	29	33	133	55	123	114	57	62	38
95th Queue (ft)	157	208	61	85	224	126	192	249	109	122	76
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	2	0		0	4	0	9	1	2	2	
Queuing Penalty (veh)	10	0		0	9	0	20	4	2	2	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	164	56	122	109	140	69	156
Average Queue (ft)	50	57	10	54	48	52	16	66
95th Queue (ft)	86	118	37	98	86	106	46	121
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	7	4	0	5	1	1	0	8
Queuing Penalty (veh)	13	4	0	1	1	1	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	30	43	44	4	50	32	44	29	4	12	62	47
Average Queue (ft)	5	15	9	0	16	5	12	5	0	1	21	3
95th Queue (ft)	21	35	30	4	35	22	33	20	4	7	48	23
Link Distance (ft)			224	224				333	333			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185			125	190	190
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	41	51	27	18	4	50	44	28
Average Queue (ft)	12	15	6	2	0	14	10	8
95th Queue (ft)	34	40	21	12	6	37	29	21
Link Distance (ft)	2263	2263						
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			285	200	200		200	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	TR	T	T	L	LT	R
Maximum Queue (ft)	45	71	55	66	137	197	41
Average Queue (ft)	13	26	18	20	70	115	9
95th Queue (ft)	34	57	44	50	118	170	29
Link Distance (ft)	3471	3471	158	158		1075	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					600	1000	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB
Directions Served	L	T	T	T	T	T	R	LT
Maximum Queue (ft)	66	59	27	100	67	113	105	42
Average Queue (ft)	21	8	3	17	10	32	8	13
95th Queue (ft)	47	37	15	65	43	83	51	36
Link Distance (ft)		800	800	800	650	650	650	532
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330							
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	189	158	191	354	463	97	74	108	147	38	354	364
Average Queue (ft)	87	69	29	71	217	37	19	42	70	4	171	251
95th Queue (ft)	153	125	157	292	425	76	55	83	121	22	358	386
Link Distance (ft)		650	650	650	650		416	416	416	416		
Upstream Blk Time (%)				1	1						0	2
Queuing Penalty (veh)				2	1						0	0
Storage Bay Dist (ft)	450					300					450	450
Storage Blk Time (%)											0	2
Queuing Penalty (veh)											0	2

Intersection: 12: Coffee St & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	388	103	61	131
Average Queue (ft)	118	43	23	62
95th Queue (ft)	328	85	53	111
Link Distance (ft)	367		362	
Upstream Blk Time (%)	2			
Queuing Penalty (veh)	15			
Storage Bay Dist (ft)		200		300
Storage Blk Time (%)	2			
Queuing Penalty (veh)	14			

Zone Summary

Zone wide Queuing Penalty: 104

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	69	64	72	78
Average Queue (ft)	35	37	38	36
95th Queue (ft)	54	55	60	59
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	50	71	69	36	84	59
Average Queue (ft)	21	40	36	15	42	29
95th Queue (ft)	48	62	55	40	73	50
Link Distance (ft)						306
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	18	5	26	57
Average Queue (ft)	2	0	5	26
95th Queue (ft)	12	4	22	48
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	34	20
Average Queue (ft)	15	1
95th Queue (ft)	37	9
Link Distance (ft)	429	188
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	57	3
Average Queue (ft)	27	0
95th Queue (ft)	52	0
Link Distance (ft)	190	271
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: School South & Coffee 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)

Intersection: 13: Coffee St & Mission St

Movement

WB SB

Directions Served LR L
Maximum Queue (ft) 59 53
Average Queue (ft) 32 10
95th Queue (ft) 48 38
Link Distance (ft) 444
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft) 200
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 14: Central Access & Gerard Ave

Movement

WB NB

Directions Served LT LR
Maximum Queue (ft) 25 37
Average Queue (ft) 2 16
95th Queue (ft) 13 38
Link Distance (ft) 550 433
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 15: Coffee St & Central Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	48
Average Queue (ft)	17
95th Queue (ft)	38
Link Distance (ft)	301
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Central Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	46	58
Average Queue (ft)	18	27
95th Queue (ft)	40	45
Link Distance (ft)	373	360
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	27	27
Average Queue (ft)	10	6
95th Queue (ft)	30	23
Link Distance (ft)	764	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	282	26
Average Queue (ft)	123	1
95th Queue (ft)	241	11
Link Distance (ft)	312	334
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	35	65
Average Queue (ft)	6	32
95th Queue (ft)	27	51
Link Distance (ft)	444	262
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	2	29
Average Queue (ft)	0	11
95th Queue (ft)	2	32
Link Distance (ft)	754	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	28.7	37.5	0.1	13
Central Access	16	3.0	9.4	0.1	36
East Access	17	0.4	10.6	0.2	53
	45	0.1	4.7	0.1	53
Gerard Ave	5	5.8	34.3	0.4	47
Total		38.0	96.5	0.9	34

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	45	3.6	32.8	0.4	49
East Access	17	0.1	4.6	0.1	54
Central Access	16	0.7	10.9	0.2	52
	12	22.7	28.6	0.1	12
SR 99 NB Ramps	11	7.5	16.6	0.1	30
Total		34.5	93.6	1.4	54

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	8.8	51.7	0.7	47
	54	2.3	5.1	0.1	36
SR 99 NB Ramps	11	2.2	14.7	0.2	39
Total		13.3	71.5	0.9	44

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	3.3	14.0	0.2	41
SR 99 SB Ramps	10	7.9	11.2	0.1	16
Total		11.2	25.3	0.2	30

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	0.4	2.2	1.2	1.7
Total Del/Veh (s)	20.4	23.1	31.7	23.2	23.9

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.9	0.4	0.2	0.2
Total Del/Veh (s)	12.2	12.1	14.4	10.0	12.2

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.2	0.4
Total Del/Veh (s)	9.1	13.0	6.4	6.7	7.3

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.7	11.5	12.8	12.7

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	7.4	7.1	5.6

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	35.3	38.9	42.5	20.0	35.1

Total Zone Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	740.8

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	5.3	5.4	4.7	5.4

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.0	0.0	0.8
Total Del/Veh (s)	5.6	6.1	6.8	6.4

Total Zone Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	104.3

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.8	0.5	2.8	2.1	1.0

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.9	1.3	0.6	2.0	1.6

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.0	1.2

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.1	0.3	3.7

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	2.7	1.4	1.2	1.7

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	3.1	1.0	3.5	2.6

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	8.9	2.8	0.8	2.7

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.3	0.1
Total Del/Veh (s)	4.0	1.2	1.8	5.1	3.8

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.1	0.7	1.6	0.4

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.5	0.0	0.0	0.2
Total Del/Veh (s)	9.2	1.8	0.9	5.6

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.9	0.9	2.8	2.0

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.0	0.1	1.0	0.9

Total Zone Performance

Denied Del/Veh (s)			0.3	
Total Del/Veh (s)			189.7	

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.1	0.8	0.2	0.7	0.5	0.2	3.0	11.4	1.6	2.7	6.0	1.4

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.0

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	1.3	0.6	2.2	2.0	0.9	1.6

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.6	0.2	0.0	1.2

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	4.1	0.3	3.7

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.1	1.1	2.6	1.5	0.1	1.4	0.5	1.7

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	3.7	2.4	1.3	0.9	4.5	2.3	2.6

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9	2.2	3.6	0.8	2.7

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.3	0.1
Total Del/Veh (s)	2.8	4.8	1.3	0.0	1.7	5.1	3.8

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.1	0.1	0.1	1.3	1.6	0.4

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.5	0.0	0.0	0.0	0.2
Total Del/Veh (s)	9.2	1.8	0.2	0.9	5.6

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	2.0	1.3	0.9	8.0	2.7	2.0

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	1.1	0.1	0.0	2.1	0.0	1.1	0.9

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	189.7

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	181	223	142	60	196	113	171	205	124	226	77
Average Queue (ft)	93	85	49	13	88	38	101	72	79	96	28
95th Queue (ft)	160	169	98	44	153	80	164	149	134	181	57
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	1	0	0		1	0	3	0	4	5	
Queuing Penalty (veh)	4	0	0		1	0	6	1	10	8	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	81	127	54	82	78	71	25	94
Average Queue (ft)	44	45	16	28	35	21	2	38
95th Queue (ft)	77	94	44	63	66	52	15	74
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	3	3	0	1	0	0		2
Queuing Penalty (veh)	5	2	0	0	0	0		0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	L	L	T
Maximum Queue (ft)	36	45	49	4	36	24	33	22	12	68	45	50
Average Queue (ft)	3	16	12	0	8	2	8	4	0	27	5	12
95th Queue (ft)	17	36	36	4	24	14	25	16	5	56	28	36
Link Distance (ft)			224	224				333				2263
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185		125	190	190	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	56	30	14	54	40	27
Average Queue (ft)	16	5	1	13	9	6
95th Queue (ft)	46	21	9	35	27	19
Link Distance (ft)	2263					
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		285	200		200	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	TR	T	T	L	LT	R
Maximum Queue (ft)	77	99	52	58	212	198	34
Average Queue (ft)	29	36	20	21	113	117	9
95th Queue (ft)	62	75	44	49	170	171	29
Link Distance (ft)	3471	3471	158	158		1075	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					600	1000	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	LT	R
Maximum Queue (ft)	61	96	36	70	76	114	144	26	231
Average Queue (ft)	26	13	3	9	9	37	18	7	79
95th Queue (ft)	52	57	19	41	41	83	79	24	184
Link Distance (ft)		800	800	800	650	650	650	518	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	330							800	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	419	480	352	393	304	94	172	250	277	68	331	365
Average Queue (ft)	243	235	36	46	157	31	44	98	147	5	155	245
95th Queue (ft)	381	400	177	183	272	71	121	190	237	38	327	365
Link Distance (ft)		650	650	650	650		416	416	416	416		
Upstream Blk Time (%)		0									0	1
Queuing Penalty (veh)		0									0	0
Storage Bay Dist (ft)	450					300					450	450
Storage Blk Time (%)	0	0									0	1
Queuing Penalty (veh)	1	2									0	1

Intersection: 12: Coffee St & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	359	88	77	232
Average Queue (ft)	86	34	23	114
95th Queue (ft)	274	72	60	197
Link Distance (ft)	367		362	
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	9			
Storage Bay Dist (ft)		200		300
Storage Blk Time (%)	1			
Queuing Penalty (veh)	8			

Zone Summary

Zone wide Queuing Penalty: 58

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	48	37	48
Average Queue (ft)	29	31	21	27
95th Queue (ft)	42	42	44	41
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	57	80	94	56	108	138
Average Queue (ft)	30	35	49	30	52	65
95th Queue (ft)	52	57	78	52	88	108
Link Distance (ft)						306
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)			0			0
Queuing Penalty (veh)			0			0

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	11	12	35	31
Average Queue (ft)	1	1	16	18
95th Queue (ft)	7	8	38	37
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	27	9
Average Queue (ft)	2	8	0
95th Queue (ft)	15	27	6
Link Distance (ft)	149	429	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	37
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	57	43
Average Queue (ft)	30	7
95th Queue (ft)	44	30
Link Distance (ft)	444	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Central Access & Gerard Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	28	58
Average Queue (ft)	0	3	31
95th Queue (ft)	2	16	50
Link Distance (ft)	625	550	433
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Coffee St & Central Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	86
Average Queue (ft)	38
95th Queue (ft)	69
Link Distance (ft)	301
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Central Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	47	126
Average Queue (ft)	18	56
95th Queue (ft)	40	94
Link Distance (ft)	373	360
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	27	41
Average Queue (ft)	8	17
95th Queue (ft)	28	39
Link Distance (ft)	764	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	220	17
Average Queue (ft)	92	1
95th Queue (ft)	167	12
Link Distance (ft)	312	334
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	37	62
Average Queue (ft)	5	30
95th Queue (ft)	24	50
Link Distance (ft)	444	262
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	30
Average Queue (ft)	0	13
95th Queue (ft)	6	34
Link Distance (ft)	754	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	19.6	28.5	0.1	18
Central Access	16	3.0	9.3	0.1	37
East Access	17	0.5	10.7	0.2	52
	45	0.1	4.7	0.1	53
Gerard Ave	5	5.2	33.9	0.4	47
Total		28.4	87.1	0.9	37

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	45	3.2	32.6	0.4	49
East Access	17	0.1	4.7	0.1	54
Central Access	16	1.3	11.5	0.2	49
	12	38.3	44.1	0.1	8
SR 99 NB Ramps	11	9.0	18.3	0.1	28
Total		52.0	111.2	1.4	46

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	13.8	56.9	0.7	42
	54	3.2	5.9	0.1	31
SR 99 NB Ramps	11	3.0	15.5	0.2	37
Total		20.0	78.4	0.9	40

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	3.8	14.6	0.2	39
SR 99 SB Ramps	10	11.5	14.8	0.1	12
Total		15.3	29.3	0.2	26

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	0.4	2.1	0.9	1.6
Total Del/Veh (s)	19.3	23.4	29.9	21.3	23.0

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	1.8	0.2	0.5
Total Del/Veh (s)	11.5	10.1	13.4	9.5	11.3

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.3
Total Del/Veh (s)	8.5	10.8	5.6	6.8	7.0

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	23.1	16.6	19.4	19.6

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.7	8.6	529.0	48.8

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.1
Total Del/Veh (s)	86.0	110.7	71.4	29.7	78.3

Total Zone Performance

Denied Del/Veh (s)			1.6		
Total Del/Veh (s)			1735.8		

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	4.0	3.0	4.1	4.6

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.0	0.0	0.9
Total Del/Veh (s)	6.9	7.7	9.1	8.3

Total Zone Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	113.3

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.8	0.5	2.6	2.6	1.3

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1		0.0	0.1
Total Del/Veh (s)	5.3	1.1		2.2	1.7

7: Coffee St & School Mid Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.4	0.3

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	2.3	0.1	1.2

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.6	1.7	1.8	2.4

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.6	1.2	3.5	2.5

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	10.6	3.2	0.9	3.2

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	10.3	2.9
Total Del/Veh (s)	5.8	3.7	2.0	36.4	13.8

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.1	0.7	1.6	0.4

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	793.9	0.0	0.0	476.8
Total Del/Veh (s)	82.3	5.0	1.1	41.6

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.3	1.2	3.1	2.5

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.8	0.5	1.2	1.4

Total Zone Performance

Denied Del/Veh (s)	342.8
Total Del/Veh (s)	773.0

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.4	0.8	0.4	0.7	0.7	0.2	3.3	10.9	1.5	3.1	7.5	1.5

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.3

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBU	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1		0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.3	1.1		1.5	2.4	2.2	1.3	1.7

7: Coffee St & School Mid Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.4	0.3

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	2.3	0.1	1.2

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.4	0.6	3.4	2.0	0.0	2.0	0.9	2.4

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	3.6	2.0	1.4	1.0	4.2	2.6	2.5

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.6	2.4	4.2	0.9	3.2

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	10.3	2.9
Total Del/Veh (s)	2.9	6.5	4.4	0.0	2.0	36.4	13.8

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.1	0.1	0.1	1.4	1.6	0.4

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	793.9	0.0	0.0	0.0	476.8
Total Del/Veh (s)	82.3	5.1	1.2	1.1	41.6

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	2.3	2.4	1.2	0.1	5.9	3.0	2.5

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	2.5	0.5	0.4	2.8	0.0	1.2	1.4

Total Zone Performance

Denied Del/Veh (s)	342.8
Total Del/Veh (s)	773.0

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	184	198	101	58	191	129	170	243	120	181	84
Average Queue (ft)	92	66	36	16	91	36	100	80	50	75	27
95th Queue (ft)	156	139	72	46	156	77	164	168	99	140	59
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	1	0				1	0	3	0	1	4
Queuing Penalty (veh)	3	0				1	0	6	1	1	3

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	76	113	48	69	82	59	14	76
Average Queue (ft)	30	37	11	24	35	17	1	31
95th Queue (ft)	62	87	35	59	67	44	7	59
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	2	0	1	0			1
Queuing Penalty (veh)	1	1	0	0	0			0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	14	44	40	35	32	38	27	12	58	45	35	50
Average Queue (ft)	1	15	8	8	4	9	4	1	23	4	8	9
95th Queue (ft)	7	34	29	25	19	27	19	5	48	26	28	31
Link Distance (ft)			224				333				2263	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	25	9	50	50	29
Average Queue (ft)	4	1	14	10	4
95th Queue (ft)	17	6	35	32	16
Link Distance (ft)					
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	285	200		200	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	TR	T	T	L	LT	R
Maximum Queue (ft)	85	113	80	80	356	419	23
Average Queue (ft)	36	50	30	31	155	192	4
95th Queue (ft)	72	102	61	65	348	418	18
Link Distance (ft)	3471	3471	158	158		1075	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					600		1000
Storage Blk Time (%)					0		0
Queuing Penalty (veh)					0		3

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	54	488	711	808	82	93	224	610	514	595
Average Queue (ft)	21	40	158	478	9	30	34	584	512	551
95th Queue (ft)	45	262	579	972	39	73	138	645	521	714
Link Distance (ft)		800	800	800	650	650	650	514		559
Upstream Blk Time (%)		0	1	9				55	76	91
Queuing Penalty (veh)		0	3	46				0	0	0
Storage Bay Dist (ft)	330								800	
Storage Blk Time (%)		0						55	76	
Queuing Penalty (veh)		0						249	12	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	421	488	452	652	742	144	366	411	435	370	366	367
Average Queue (ft)	263	259	52	602	699	55	162	300	340	66	331	362
95th Queue (ft)	405	434	244	782	814	113	351	496	501	318	402	376
Link Distance (ft)		650	650	650	650		416	416	416	416		
Upstream Blk Time (%)		0		2	84		0	1	18	2	0	13
Queuing Penalty (veh)		0		8	421		0	1	27	3	0	0
Storage Bay Dist (ft)	450					270					450	450
Storage Blk Time (%)	1	1					0				0	13
Queuing Penalty (veh)	4	4					0				0	15

Intersection: 12: Coffee St & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	402	152	262	290
Average Queue (ft)	374	57	50	176
95th Queue (ft)	450	112	148	277
Link Distance (ft)	367		362	
Upstream Blk Time (%)	19			
Queuing Penalty (veh)	195			
Storage Bay Dist (ft)		200		300
Storage Blk Time (%)	19		0	0
Queuing Penalty (veh)	171		0	0

Zone Summary

Zone wide Queuing Penalty: 1181

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	45	31	41
Average Queue (ft)	25	26	10	26
95th Queue (ft)	44	44	34	38
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	70	81	119	66	159	188
Average Queue (ft)	37	42	61	33	70	81
95th Queue (ft)	63	67	100	57	125	146
Link Distance (ft)						306
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)			0		0	1
Queuing Penalty (veh)			0		1	2

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	20	18	33	32
Average Queue (ft)	1	1	17	20
95th Queue (ft)	11	8	38	38
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	24	27
Average Queue (ft)	1	12
95th Queue (ft)	12	32
Link Distance (ft)	149	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	15
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	69	49
Average Queue (ft)	35	14
95th Queue (ft)	54	41
Link Distance (ft)	444	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Central Access & Gerard Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	29	67
Average Queue (ft)	0	4	32
95th Queue (ft)	3	21	51
Link Distance (ft)	625	550	433
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Coffee St & Central Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	122
Average Queue (ft)	49
95th Queue (ft)	91
Link Distance (ft)	301
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Central Access & Campus Parkway

Movement	WB	NB	SB
Directions Served	T	R	R
Maximum Queue (ft)	81	56	327
Average Queue (ft)	11	24	152
95th Queue (ft)	51	44	365
Link Distance (ft)	766	373	360
Upstream Blk Time (%)			14
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	45	42
Average Queue (ft)	14	17
95th Queue (ft)	37	40
Link Distance (ft)	764	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	365	124
Average Queue (ft)	333	27
95th Queue (ft)	352	88
Link Distance (ft)	312	334
Upstream Blk Time (%)	100	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	54	66
Average Queue (ft)	8	37
95th Queue (ft)	34	58
Link Distance (ft)	444	262
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	13	47
Average Queue (ft)	0	18
95th Queue (ft)	6	41
Link Distance (ft)	754	764
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	105.4	114.1	0.1	4
Central Access	16	3.2	9.5	0.1	36
East Access	17	0.4	10.7	0.2	53
	45	0.1	4.7	0.1	53
Gerard Ave	5	4.6	33.4	0.4	48
Total		113.7	172.3	0.9	19

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	45	3.3	32.6	0.4	49
East Access	17	0.1	4.7	0.1	54
Central Access	16	4.4	14.6	0.2	39
	12	102.2	107.5	0.1	3
SR 99 NB Ramps	11	8.1	17.3	0.1	29
Total		118.2	176.7	1.4	29

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	23.9	66.7	0.7	36
	54	5.8	8.5	0.1	21
SR 99 NB Ramps	11	38.4	50.7	0.2	11
Total		68.1	125.9	0.9	25

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	54	3.8	14.5	0.2	39
SR 99 SB Ramps	10	16.6	19.8	0.1	9
Total		20.3	34.3	0.2	22

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.1	0.3	2.1	1.0	1.4
Total Del/Veh (s)	21.5	26.0	31.7	21.2	25.0

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.2	0.6	0.3
Total Del/Veh (s)	17.2	17.8	19.2	14.6	17.2

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.6	0.5
Total Del/Veh (s)	7.6	10.8	9.9	6.2	8.4

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.4	5.8	12.0	9.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	6.7	5.3	6.0

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.3	7.3	3.8	6.6	10.0

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	2.3	0.3
Total Del/Veh (s)	11.9	21.1	18.4	16.2	16.4

Total Zone Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	723.4

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	5.9	6.3	9.2	7.0

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	2.7	0.0	1.0
Total Del/Veh (s)	6.4	5.1	4.0	5.1

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	546.9

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.5	0.6	5.8	4.4	1.9

6: Coffee St & School North/Project Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.8	2.0	1.6

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.4	0.7	0.3	1.7

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.4	0.3	3.4

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.1	0.5	2.3	2.2

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.6	0.6	2.9	1.5

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.3	1.3	0.7	1.2

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.7	0.7	0.7

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	2.8	0.4	17.2	7.1

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.0	0.2	2.1	2.5

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	28.7

4: Plum Dr & Gerard Ave Performance by movement

Movement	EFL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0		0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	0.7	0.6	0.1		0.6	0.1	3.8	10.4	1.9	3.4	9.6	2.5

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.9

6: Coffee St & School North/Project Access Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.9	2.0	2.1	0.8	0.2	3.3	2.7	1.2	1.6

7: Coffee St & School Mid Performance by movement

Movement	EFL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.0	0.7	0.8	0.1	1.7

8: Coffee St & School South Performance by movement

Movement	EFL	SBU	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.3	0.2	0.4	3.4

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.5		2.1	1.4	0.2	2.4	1.1	2.2

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.7	1.9	1.1	0.6	3.7	1.9	1.5

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	1.3	1.3	0.7	1.2

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.8	0.1	0.7	0.7

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.3	0.1
Total Del/Veh (s)	2.7	3.3	1.8	0.3	17.6	12.9	7.1

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	3.7	1.2	0.1	8.4	1.9	3.1	2.5

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	28.7

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	163	197	101	122	261	175	174	270	118	146	93
Average Queue (ft)	86	80	26	23	127	57	108	100	55	59	37
95th Queue (ft)	153	161	63	72	215	130	175	215	102	115	75
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	1	0	0		5	0	5	1	1	2	
Queuing Penalty (veh)	4	0	0		9	0	12	3	2	2	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	175	68	134	105	120	68	155
Average Queue (ft)	49	60	11	55	47	50	17	64
95th Queue (ft)	87	133	40	101	89	95	49	116
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	6	5	0	6	1	1	0	8
Queuing Penalty (veh)	12	4	0	1	2	1	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	L	L	T
Maximum Queue (ft)	34	42	43	4	43	27	48	35	13	53	22	54
Average Queue (ft)	6	14	9	0	11	4	19	5	1	14	1	16
95th Queue (ft)	24	32	29	4	28	19	41	21	6	41	13	44
Link Distance (ft)			224	224				330				2640
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185		125	190	190	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	74	46	21	49	26	31
Average Queue (ft)	17	12	2	14	4	7
95th Queue (ft)	52	36	12	38	17	19
Link Distance (ft)	2640					
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		285	200		200	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	L	LTR
Maximum Queue (ft)	61	72	45	60	163	204
Average Queue (ft)	18	23	11	20	68	121
95th Queue (ft)	45	54	34	50	125	182
Link Distance (ft)	3483	3483	1050	1050		1077
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					600	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB
Directions Served	L	T	T	T	T	R	LT
Maximum Queue (ft)	78	39	119	17	76	150	48
Average Queue (ft)	29	4	19	1	15	26	14
95th Queue (ft)	63	22	71	10	53	98	38
Link Distance (ft)		1050	1050	673	673	673	1166
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	330						
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	T	TR	R	R
Maximum Queue (ft)	108	97	152	337	90	78	132	121	53	118
Average Queue (ft)	57	43	42	124	28	21	55	57	21	58
95th Queue (ft)	95	81	111	276	65	57	107	105	44	97
Link Distance (ft)		673	673	673		427	427	427	364	374
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	450				300					
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	71	92	71	88	76	39	85	107	28	212	246	60
Average Queue (ft)	20	46	23	27	30	10	30	46	5	96	118	18
95th Queue (ft)	53	78	54	66	61	30	64	83	21	162	197	48
Link Distance (ft)			742	742	742		2640	2640				757
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400	400				300			150	500	500	
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	20	30	110	60
Average Queue (ft)	5	4	49	31
95th Queue (ft)	18	20	86	51
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300	300		300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 53

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	67	70	70	63
Average Queue (ft)	35	36	38	36
95th Queue (ft)	56	56	60	54
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	UL	R
Maximum Queue (ft)	89	67	66	77	67
Average Queue (ft)	44	36	32	38	34
95th Queue (ft)	72	56	56	63	55
Link Distance (ft)				318	318
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	NB	SB
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	25	2	41	48
Average Queue (ft)	2	0	21	25
95th Queue (ft)	13	2	43	43
Link Distance (ft)		550		1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	40	6	24
Average Queue (ft)	16	0	1
95th Queue (ft)	39	4	11
Link Distance (ft)	429	88	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	58
Average Queue (ft)	30
95th Queue (ft)	52
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB	SB
Directions Served	LR	UTR
Maximum Queue (ft)	56	3
Average Queue (ft)	29	0
95th Queue (ft)	50	3
Link Distance (ft)	246	253
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	33	6	70
Average Queue (ft)	14	0	22
95th Queue (ft)	38	4	58
Link Distance (ft)	444	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access & Gerard Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	13	37
Average Queue (ft)	0	11
95th Queue (ft)	6	33
Link Distance (ft)	550	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Coffee St & Central Access

Movement	WB	NB	NB
Directions Served	R	T	R
Maximum Queue (ft)	58	6	14
Average Queue (ft)	26	0	0
95th Queue (ft)	52	6	9
Link Distance (ft)	310	374	374
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Coffee St & Southside Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	14
95th Queue (ft)	37
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	57	4	187
Average Queue (ft)	12	0	78
95th Queue (ft)	43	3	146
Link Distance (ft)	444	742	262
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & Pluim Dr

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	38	33
Average Queue (ft)	5	17
95th Queue (ft)	24	37
Link Distance (ft)	742	757
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	12.2	21.2	0.1	24
West Access	16	3.0	9.2	0.1	37
Pluim Dr	17	13.2	23.3	0.2	24
Gerard Ave	5	10.9	44.8	0.5	42
Total		39.3	98.5	0.9	33

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
Pluim Dr	17	22.4	55.8	0.5	34
West Access	16	5.6	15.9	0.2	35
	12	6.5	12.6	0.1	27
SR 99 NB Ramps	11	5.6	14.7	0.1	34
Total		40.1	99.1	1.4	51

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	9.9	53.0	0.7	45
SR 99 NB Ramps	11	6.2	19.8	0.2	38
Total		16.1	72.7	0.9	43

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	7.5	21.2	0.2	35
Total		7.5	21.2	0.2	35

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	0.4	2.1	1.3	1.7
Total Del/Veh (s)	20.0	22.6	28.6	22.6	22.8

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.9	0.0	0.2	0.2
Total Del/Veh (s)	11.6	11.9	13.4	9.2	11.5

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.5	0.4
Total Del/Veh (s)	9.8	10.5	9.4	5.8	8.7

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0
Total Del/Veh (s)	15.2	6.6	12.3	11.3

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	8.7	4.5	6.8

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	13.0	11.8	5.2	9.0	11.9

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.3	0.8
Total Del/Veh (s)	14.3	24.8	55.4	12.0	28.4

Total Zone Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	538.8

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	5.0	5.3	5.6	5.7

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	2.8	0.0	1.0
Total Del/Veh (s)	8.6	6.7	6.0	6.6

Total Zone Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	393.3

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.6	0.4	4.8	5.9	2.2

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	1.2	0.6	2.0	1.5

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.7	0.3	1.4

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	4.1	0.2	1.5

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.3	0.5	2.0	1.9

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.8	0.9	3.3	2.2

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.8	1.7	0.9	1.8

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.6	0.6	0.6

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.5	0.3	12.0	5.4

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	2.8	0.2	1.6	2.1

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.7

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	0.6	1.0	0.2	0.9	0.4	0.2	3.6	10.4	2.0	3.4	8.6	1.7

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.2

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	1.2	0.6	2.4	1.9	0.8	1.5

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.7	0.3	1.4

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	SBT	All
Denied Del/Veh (s)	0.1		0.0	0.0
Total Del/Veh (s)	4.1		0.2	1.5

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.6		2.1	1.4	0.1	2.2	0.8	1.9

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	3.2	2.0	1.5	0.7	3.7	2.0	2.2

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	1.8	1.6	0.9	1.8

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.7	0.2	0.6	0.6

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0		0.0	0.2	0.2	0.1
Total Del/Veh (s)	2.4	3.0		0.3	12.5	6.6	5.4

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	3.7	1.2	0.1	6.4	1.4	2.5	2.1

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.7

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	179	169	106	48	162	116	160	179	124	229	76
Average Queue (ft)	99	74	43	6	82	39	89	71	81	93	26
95th Queue (ft)	161	134	80	31	139	80	150	135	133	180	56
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	1	0			0	0	1	0	5	4	
Queuing Penalty (veh)	4	0			0	0	3	1	11	7	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	83	134	54	90	72	70	24	81
Average Queue (ft)	42	42	15	29	28	23	2	35
95th Queue (ft)	75	95	41	68	60	54	13	64
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	3	2	0	1	0	0		1
Queuing Penalty (veh)	5	2	0	0	0	0		0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	23	40	49	15	32	46	35	12	68	38	50	73
Average Queue (ft)	2	13	9	4	5	18	4	1	19	2	13	16
95th Queue (ft)	12	32	32	12	21	41	19	6	49	18	40	51
Link Distance (ft)			224				330				2640	2640
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	46	18	47	30	28
Average Queue (ft)	11	1	12	4	6
95th Queue (ft)	36	8	34	19	18
Link Distance (ft)					
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	285	200		200	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	L	LTR
Maximum Queue (ft)	84	94	61	59	228	275
Average Queue (ft)	37	38	20	24	97	138
95th Queue (ft)	72	78	47	53	177	225
Link Distance (ft)	3483	3483	1050	1050		1077
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				600		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB
Directions Served	L	T	T	T	T	R	LT
Maximum Queue (ft)	74	65	112	28	118	194	33
Average Queue (ft)	30	6	17	2	21	34	8
95th Queue (ft)	64	34	68	15	69	126	26
Link Distance (ft)		1050	1050	674	674	674	1063
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	330						
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	T	TR	R	R
Maximum Queue (ft)	168	153	194	310	60	126	155	152	57	189
Average Queue (ft)	89	72	77	118	19	38	87	87	19	100
95th Queue (ft)	144	122	179	268	47	90	143	141	47	166
Link Distance (ft)		674	674	674		427	427	427	378	374
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	450				300					
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	129	153	98	98	71	45	68	79	35	319	350	79
Average Queue (ft)	57	81	25	35	28	12	25	33	10	169	195	20
95th Queue (ft)	109	130	64	79	55	36	55	64	30	303	334	55
Link Distance (ft)			742	742	742		2640	2640				757
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400	400				300			150	500	500	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	20	40	77	154
Average Queue (ft)	5	11	25	68
95th Queue (ft)	18	33	58	117
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300	300		300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 33

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	55	55	35	45
Average Queue (ft)	29	30	23	29
95th Queue (ft)	45	44	44	39
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	UL	R
Maximum Queue (ft)	87	121	68	115	120
Average Queue (ft)	46	57	37	55	55
95th Queue (ft)	73	97	59	92	91
Link Distance (ft)				318	318
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	6	7	52	33
Average Queue (ft)	0	0	27	19
95th Queue (ft)	0	5	45	40
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	27	26	12
Average Queue (ft)	3	8	0
95th Queue (ft)	17	26	6
Link Distance (ft)	149	429	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	246
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	31	8	64
Average Queue (ft)	12	0	15
95th Queue (ft)	35	4	47
Link Distance (ft)	444	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access & Gerard Ave

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	29	52
Average Queue (ft)	0	2	25
95th Queue (ft)	2	14	45
Link Distance (ft)	625	550	433
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Coffee St & Central Access

Movement	WB	NB
Directions Served	R	R
Maximum Queue (ft)	83	8
Average Queue (ft)	42	0
95th Queue (ft)	70	6
Link Distance (ft)	310	374
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & Southside Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	8
95th Queue (ft)	29
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	51	140
Average Queue (ft)	7	61
95th Queue (ft)	32	109
Link Distance (ft)	444	262
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & Pluim Dr

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	35	32
Average Queue (ft)	3	14
95th Queue (ft)	19	35
Link Distance (ft)	742	757
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	12.2	21.3	0.1	24
West Access	16	2.8	9.0	0.1	38
Pluim Dr	17	14.0	24.1	0.2	23
Gerard Ave	5	9.5	43.6	0.5	43
Total		38.6	98.0	0.9	34

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	7.8	23.9	0.5	76
Pluim Dr	17	27.9	61.3	0.5	31
West Access	16	5.8	15.9	0.2	35
	12	11.5	17.6	0.1	19
SR 99 NB Ramps	11	7.8	16.9	0.1	30
Total		60.7	135.6	1.4	38

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	16.5	59.5	0.7	40
SR 99 NB Ramps	11	7.2	19.9	0.2	38
Total		23.6	79.4	0.9	40

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	11.2	24.4	0.2	31
Total		11.2	24.4	0.2	31

1: Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.4	0.4	2.1	0.9	1.6
Total Del/Veh (s)	18.3	22.5	29.6	20.8	22.2

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.0	0.2	0.2
Total Del/Veh (s)	11.1	10.3	10.9	10.5	10.8

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.0	0.3
Total Del/Veh (s)	10.0	9.1	8.4	5.5	7.9

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.4	7.6	19.7	16.6

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.2	21.0	9.3	24.2

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.1	0.3
Total Del/Veh (s)	53.8	36.8	6.0	26.2	43.7

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.2	1.4	1.2
Total Del/Veh (s)	26.4	32.6	42.6	14.8	31.3

Total Zone Performance

Denied Del/Veh (s)	2.1
Total Del/Veh (s)	1442.6

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	4.4	5.0	5.5	5.3

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	2.7	0.0	1.1
Total Del/Veh (s)	10.5	8.3	8.8	8.9

Total Zone Performance

Denied Del/Veh (s)	1.8
Total Del/Veh (s)	1177.9

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	0.5	0.6	5.6	6.6	3.3

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	1.0	0.5	2.6	1.9

7: Coffee St & School Mid Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	0.4

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.8	0.1	2.5

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	9.8	0.7	3.0	3.1

14: Central Access & Gerard Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.2	1.2	3.4	2.1

15: Coffee St & Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	6.3	3.3	1.1	2.8

18: Coffee St & Southside Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.8	1.0	1.0

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	148.8	46.5
Total Del/Veh (s)	2.3	0.3	109.9	34.4

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.7	0.2	2.0	2.6

Total Zone Performance

Denied Del/Veh (s)	53.4
Total Del/Veh (s)	67.3

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.2	0.1	0.1
Total Del/Veh (s)	0.9	1.0	0.2	0.8	0.6	0.2	4.0	10.6	2.1	3.2	8.7	2.0

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.3

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	1.0	0.5	2.8	1.8	1.3	1.9

7: Coffee St & School Mid Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	0.4

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.8	0.1	2.5

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	24.1	0.5	3.7	2.3	0.2	3.1	1.8	3.1

14: Central Access & Gerard Ave Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	2.6	1.7	1.8	1.0	4.0	2.0	2.1

15: Coffee St & Central Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	3.4	3.2	1.1	2.8

18: Coffee St & Southside Access Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.9	0.1	1.0	1.0

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	148.0	155.8	46.5
Total Del/Veh (s)	2.2	3.1	1.0	0.3	111.2	106.1	34.4

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	5.7	0.3	0.2	9.9	1.8	3.0	2.6

Total Zone Performance

Denied Del/Veh (s)	53.4
Total Del/Veh (s)	67.3

Intersection: 1: Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	183	164	87	30	181	112	168	211	113	168	78
Average Queue (ft)	94	54	33	5	94	36	90	72	49	75	26
95th Queue (ft)	159	112	66	23	153	74	151	146	94	136	56
Link Distance (ft)	1711			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	1	0			1	0	2	0	1	3	
Queuing Penalty (veh)	2	0			1	0	4	0	1	2	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	72	90	48	84	67	53	5	78
Average Queue (ft)	29	34	11	29	26	17	0	32
95th Queue (ft)	60	73	35	64	54	44	5	62
Link Distance (ft)	5181			2602			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	1	0	1	0	0		1
Queuing Penalty (veh)	1	1	0	0	0	0		0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	T	R	L	L	T	T
Maximum Queue (ft)	19	39	36	14	31	51	32	6	45	18	41	58
Average Queue (ft)	1	12	5	3	7	20	5	0	10	1	9	13
95th Queue (ft)	8	30	22	10	25	44	21	5	33	11	32	41
Link Distance (ft)			224				330				2640	2640
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130		130	185	185		125	190	190		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	43	9	41	30	22
Average Queue (ft)	11	0	10	4	3
95th Queue (ft)	34	5	30	18	14
Link Distance (ft)					
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	285	200		200	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	T	L	LTR
Maximum Queue (ft)	96	100	65	65	322	351
Average Queue (ft)	45	42	24	26	174	216
95th Queue (ft)	82	83	56	59	290	316
Link Distance (ft)	3483	3483	1051	1051		1077
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				600		
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				0	0	

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	254	677	698	341	682	671	36	261
Average Queue (ft)	46	201	260	17	223	342	5	59
95th Queue (ft)	158	698	751	172	629	720	22	198
Link Distance (ft)		1051	1051	674	674	674	1171	
Upstream Blk Time (%)		0	1	0	0	0		
Queuing Penalty (veh)		3	6	0	1	1		
Storage Bay Dist (ft)	330							800
Storage Blk Time (%)		7						
Queuing Penalty (veh)		3						

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	T	TR	R	R
Maximum Queue (ft)	424	688	737	760	280	352	368	370	54	312
Average Queue (ft)	172	323	575	627	84	183	240	245	21	189
95th Queue (ft)	318	704	945	892	215	332	355	363	48	294
Link Distance (ft)		674	674	674		431	431	431	378	374
Upstream Blk Time (%)		1	22	30		0	0	0		0
Queuing Penalty (veh)		5	146	204		0	0	0		0
Storage Bay Dist (ft)	450				300					
Storage Blk Time (%)	0	0			0	1				
Queuing Penalty (veh)	0	1			0	0				

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	224	236	64	93	144	75	80	105	43	434	447	268
Average Queue (ft)	112	134	19	32	63	24	28	41	14	248	292	51
95th Queue (ft)	191	210	50	72	115	60	64	80	38	412	449	192
Link Distance (ft)			742	742			2640	2640				757
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400	400			500	300			150	500	500	
Storage Blk Time (%)								0		0	0	0
Queuing Penalty (veh)								0		0	0	0

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	68	56	143	147
Average Queue (ft)	9	19	62	72
95th Queue (ft)	46	49	113	117
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300	300	300	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 388

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	42	59	36	53
Average Queue (ft)	23	31	12	29
95th Queue (ft)	43	45	37	43
Link Distance (ft)		625	188	2602
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	UL	R
Maximum Queue (ft)	116	151	95	144	176
Average Queue (ft)	57	70	45	64	86
95th Queue (ft)	92	116	76	110	142
Link Distance (ft)				318	318
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		1			

Zone Summary

Zone wide Queuing Penalty: 1

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	3	5	63	50
Average Queue (ft)	0	0	32	23
95th Queue (ft)	3	4	49	44
Link Distance (ft)				1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	18	26
Average Queue (ft)	1	8
95th Queue (ft)	9	27
Link Distance (ft)	149	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	21
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	246
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	59	6	87
Average Queue (ft)	19	0	15
95th Queue (ft)	48	4	53
Link Distance (ft)	443	581	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access & Gerard Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	34	46
Average Queue (ft)	4	26
95th Queue (ft)	20	43
Link Distance (ft)	549	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Coffee St & Central Access

Movement	WB	NB	NB	SB
Directions Served	R	T	R	T
Maximum Queue (ft)	102	6	42	3
Average Queue (ft)	50	0	2	0
95th Queue (ft)	84	6	19	3
Link Distance (ft)	310	374	374	318
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & Southside Access

Movement	WB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	13
95th Queue (ft)	35
Link Distance (ft)	318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: Mission St & West Access

Movement	EB	EB	WB	SB
Directions Served	L	LT	TR	LR
Maximum Queue (ft)	9	52	7	296
Average Queue (ft)	0	8	0	247
95th Queue (ft)	5	33	4	343
Link Distance (ft)	443	443	730	256
Upstream Blk Time (%)				68
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: Mission St & Pluim Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	63	2	54
Average Queue (ft)	9	0	19
95th Queue (ft)	38	2	42
Link Distance (ft)	730	5168	757
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	50.5	59.4	0.1	9
West Access	16	4.8	11.1	0.1	31
Pluim Dr	17	25.6	35.4	0.2	16
Gerard Ave	5	10.1	43.3	0.5	43
Total		91.0	149.2	0.9	22

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
Pluim Dr	17	35.3	69.0	0.5	27
West Access	16	7.2	17.1	0.2	33
	12	36.5	42.6	0.1	8
SR 99 NB Ramps	11	12.2	21.3	0.1	24
Total		91.2	150.0	1.4	34

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	22.2	65.3	0.7	37
SR 99 NB Ramps	11	32.5	44.7	0.2	17
Total		54.7	110.0	0.9	29

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	11.4	25.1	0.2	30
Total		11.4	25.1	0.2	30

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.8	0.7	1.5	1.1	1.3
Total Del/Veh (s)	70.7	153.8	112.9	32.6	98.2

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.7	0.5	0.4
Total Del/Veh (s)	24.1	20.0	25.2	16.8	22.0

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	1.1	0.5
Total Del/Veh (s)	10.1	16.2	7.5	8.9	9.4

9: Coffee St & Parsons Ave/Project Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.4	8.0	5.8
Total Del/Veh (s)	12.2	35.1	14.8	16.6

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.3	10.3	12.7	11.9

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	7.0	19.7	7.8

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	9.2	0.0	2.3
Total Del/Veh (s)	47.9	33.5	68.5	21.6	46.7

Total Zone Performance

Denied Del/Veh (s)	4.5
Total Del/Veh (s)	1306.3

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	6.1	5.0	7.7	6.3

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	116.9

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.9	0.6	3.6	4.4	1.5

6: Coffee St & School North/North Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.4	0.5	1.7	1.3

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.4	0.7	0.2	1.6

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.5	0.4	3.6

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.2	0.3	2.1	2.4

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.2	0.6	3.9	2.7	1.6

15: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	5.2	1.8	0.8	1.5

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.5	0.5	0.7	3.3	3.4

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.2	1.2	2.6	0.4

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	82.1	0.0	0.0	34.4
Total Del/Veh (s)	4.1	52.9	3.7	0.9	23.0

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.3	0.9	1.2

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.6	0.5	2.3	1.4

Total Zone Performance

Denied Del/Veh (s)		32.8
Total Del/Veh (s)		35.6

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	1.1	1.0	0.1	0.9	0.6	0.2	5.7	2.6	5.6	3.1	1.5

6: Coffee St & School North/North Access Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	2.8	3.7	0.4	0.3	3.7	1.9	1.4	1.3

7: Coffee St & School Mid Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.5	4.4	0.6	0.3	0.1	1.6

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.5	0.6	0.1	3.6

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.8	0.8	4.0	0.3	0.0	1.7	2.5	0.3	2.4

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	3.3	2.2	1.7	1.2	0.5	5.2	2.7	2.7	1.6

15: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	5.2	1.8	1.8	0.8	0.6	1.5

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.3	6.7	0.5	0.1	0.2	2.8	3.3	3.4

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.1	0.2	0.1	2.6	2.6	0.4

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	82.1	0.0	0.0	0.0	0.0	34.4
Total Del/Veh (s)	4.1	52.9	3.7	0.5	1.0	0.9	23.0

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	1.2	0.3	10.3	0.4	3.4	1.2

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.4	0.4	0.7	5.1	0.0	2.4	1.4

Total Zone Performance

Denied Del/Veh (s)	32.8
Total Del/Veh (s)	35.6

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	1142	205	174	1836	175	175	899	124	238	141
Average Queue (ft)	190	503	64	77	1045	145	164	476	83	105	60
95th Queue (ft)	234	1139	176	184	2222	231	201	1071	140	194	117
Link Distance (ft)		1798			5181					978	978
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	39	5	0	0	54	1	44	11	7	10	
Queuing Penalty (veh)	196	24	0	0	146	3	108	32	11	12	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	85	267	84	212	125	246	81	210
Average Queue (ft)	66	112	20	106	88	91	25	100
95th Queue (ft)	99	220	60	178	137	197	65	169
Link Distance (ft)		5181				2612		1282
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	14	12	0	21	15	3	1	18
Queuing Penalty (veh)	37	14	1	4	31	5	2	5

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	34	53	42	11	58	82	102	28	4	20	63	51
Average Queue (ft)	6	21	14	1	23	14	42	6	0	3	22	4
95th Queue (ft)	26	45	36	8	45	52	86	24	4	13	50	26
Link Distance (ft)			224	224				335	335			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185			125	190	190
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	57	63	73	34	17	84	52	28
Average Queue (ft)	16	20	25	9	1	31	11	8
95th Queue (ft)	43	50	60	28	9	65	34	20
Link Distance (ft)	2400	2400						
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			285	200	200		200	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	66	152	148	124	380	94
Average Queue (ft)	23	68	77	20	217	24
95th Queue (ft)	56	117	139	87	358	67
Link Distance (ft)				734	386	386
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					1	
Storage Bay Dist (ft)			150			
Storage Blk Time (%)			3			
Queuing Penalty (veh)			0			

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	T	T	L	LT	R
Maximum Queue (ft)	56	52	67	70	71	208	256	50
Average Queue (ft)	17	17	19	23	23	94	139	12
95th Queue (ft)	42	40	48	53	53	170	214	39
Link Distance (ft)	3471	3471	3471	158	158		1075	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						600	1000	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	LT	R
Maximum Queue (ft)	72	75	92	152	73	143	209	128	333
Average Queue (ft)	30	9	17	35	10	35	31	28	110
95th Queue (ft)	61	63	80	138	42	94	120	154	315
Link Distance (ft)		800	800	800	650	650	650	794	
Upstream Blk Time (%)								0	0
Queuing Penalty (veh)								0	0
Storage Bay Dist (ft)	330								800
Storage Blk Time (%)		0						0	0
Queuing Penalty (veh)		0						0	0

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	UL
Maximum Queue (ft)	371	360	325	443	541	80	82	137	168	164	33	383
Average Queue (ft)	219	170	73	155	283	33	27	36	87	89	9	300
95th Queue (ft)	364	356	247	393	516	75	66	100	148	147	28	464
Link Distance (ft)		650	650	650	650			573	573	573	573	
Upstream Blk Time (%)				0	3							0
Queuing Penalty (veh)				0	10							0
Storage Bay Dist (ft)	550					300	300					450
Storage Blk Time (%)	0	0										0
Queuing Penalty (veh)	1	1										0

Intersection: 12: Coffee St & Campus Parkway

Movement	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R
Maximum Queue (ft)	384	424	128	116	194
Average Queue (ft)	358	311	57	41	94
95th Queue (ft)	436	554	105	86	167
Link Distance (ft)		385		282	
Upstream Blk Time (%)	10	16			
Queuing Penalty (veh)	0	116			
Storage Bay Dist (ft)	450		200		300
Storage Blk Time (%)	10	16			
Queuing Penalty (veh)	14	99			

Zone Summary

Zone wide Queuing Penalty: 875

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	71	79	89
Average Queue (ft)	38	39	38	49
95th Queue (ft)	60	61	61	76
Link Distance (ft)		611	188	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	22	28	65
Average Queue (ft)	1	6	29
95th Queue (ft)	10	25	53
Link Distance (ft)	564	641	1267
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Coffee St & School North/North Access

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	48	15	26
Average Queue (ft)	18	1	1
95th Queue (ft)	44	11	11
Link Distance (ft)	376	88	188
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	62	15
Average Queue (ft)	29	1
95th Queue (ft)	51	7
Link Distance (ft)	190	253
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	62
Average Queue (ft)	31
95th Queue (ft)	52
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	72	63
Average Queue (ft)	35	16
95th Queue (ft)	55	48
Link Distance (ft)	583	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	6	22	38	31
Average Queue (ft)	0	1	18	10
95th Queue (ft)	5	12	43	32
Link Distance (ft)	611	564	642	756
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	69	62	49
Average Queue (ft)	33	23	3
95th Queue (ft)	55	50	25
Link Distance (ft)	304	410	282
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Central Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	51	56
Average Queue (ft)	21	29
95th Queue (ft)	47	49
Link Distance (ft)	756	594
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	31	21
Average Queue (ft)	11	3
95th Queue (ft)	34	15
Link Distance (ft)	761	689
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	59	328	104
Average Queue (ft)	26	236	23
95th Queue (ft)	48	386	79
Link Distance (ft)	303	278	312
Upstream Blk Time (%)		55	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	35	60
Average Queue (ft)	6	31
95th Queue (ft)	26	50
Link Distance (ft)	583	756
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	17	33
Average Queue (ft)	1	15
95th Queue (ft)	7	40
Link Distance (ft)	584	761
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	34.2	42.9	0.1	12
Central Access	16	3.9	11.9	0.1	37
East Access	17	0.5	8.1	0.1	52
	55	0.1	4.2	0.1	53
Gerard Ave	5	7.7	37.1	0.5	46
Total		46.5	104.3	0.9	32

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	55	3.9	35.0	0.5	48
East Access	17	0.2	4.1	0.1	54
Central Access	16	0.5	8.0	0.1	53
Coffee St	12	31.1	38.9	0.1	11
SR 99 NB Ramps	11	9.1	17.9	0.1	28
Total		44.8	104.1	1.4	49

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	10.7	53.5	0.7	45
	50	2.8	5.6	0.1	33
SR 99 NB Ramps	11	4.1	16.6	0.2	34
Total		17.6	75.7	0.9	42

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	2.7	13.2	0.2	43
SR 99 SB Ramps	10	10.3	13.5	0.1	13
Total		13.0	26.7	0.2	28

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	4.8	0.2	1.3	1.4	2.4
Total Del/Veh (s)	53.1	38.8	45.3	32.6	44.1

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.8	0.3	0.3
Total Del/Veh (s)	23.2	17.3	18.6	13.3	20.3

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.8	0.3
Total Del/Veh (s)	16.3	14.3	9.0	11.6	11.9

9: Coffee St & Parsons Ave/Projcet Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.0	0.9	1.1
Total Del/Veh (s)	13.9	30.5	14.4	17.4

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	45.1	19.9	50.4	46.4

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	116.7	14.1	126.8	68.4

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	3.1	0.3	0.5
Total Del/Veh (s)	109.8	44.5	115.1	29.6	83.1

Total Zone Performance

Denied Del/Veh (s)	2.7
Total Del/Veh (s)	1172.3

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	5.0	4.5	3.2	4.3

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	14.0

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	0.5	4.1	3.5	1.3

6: Coffee St & School North/North Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.6	0.4	1.6	1.4

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.5	0.0	1.3

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	3.8	0.5	3.6

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.8	0.3	1.9	2.2

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.7	1.1	4.6	2.6	2.8

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	8.0	9.3	2.4	1.1	2.7

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.1
Total Del/Veh (s)	4.3	0.8	0.7	5.3	3.2

17: Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.3	0.2	1.8	2.8	0.4

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	280.2	0.0	0.0	112.6
Total Del/Veh (s)	4.1	91.5	7.7	0.9	35.2

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.3	0.9	1.2

20: Mission St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.1	0.4	0.1	2.8

Total Zone Performance

Denied Del/Veh (s)	84.6
Total Del/Veh (s)	62.7

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.3	1.1	0.2	0.9	0.5	0.2	4.9	7.8	2.8	4.6	7.4	2.7

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.3

6: Coffee St & School North/North Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.3	0.4	2.2	1.2	1.1	1.4

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.5	0.0	0.0	1.3

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	3.8	0.5	3.6

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	0.5	3.6	0.3	0.0	1.6	2.4	0.3	2.2

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	3.3	3.1	2.2	1.5	0.9	5.6	3.3	2.6	2.8

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	9.3	2.4	2.4	1.1	0.7	2.7

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1
Total Del/Veh (s)	2.9	5.5	0.9	0.0	0.1	2.9	5.3	3.2

17: Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.4	0.0	0.2	0.6	3.0	2.8	0.4

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	280.2	0.0	0.0	0.0	0.0	112.6
Total Del/Veh (s)	4.1	91.5	7.8	1.7	0.9	0.9	35.2

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.9	0.3	7.2	0.3	3.2	1.2

20: Mission St Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	5.6	0.5	0.0	0.1	0.0	0.1	2.8

Total Zone Performance

Denied Del/Veh (s)	84.6
Total Del/Veh (s)	62.7

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	205	987	205	174	486	175	175	433	124	394	100
Average Queue (ft)	153	521	155	36	238	108	140	176	109	184	41
95th Queue (ft)	245	1201	268	106	426	214	200	369	149	332	80
Link Distance (ft)	1782				5181				978		978
Upstream Blk Time (%)	4										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)	180		180	150		150	150		100		
Storage Blk Time (%)	6	25	0	0	23	0	18	5	20	17	
Queuing Penalty (veh)	51	123	3	0	43	0	41	12	51	33	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	340	78	184	112	105	56	155
Average Queue (ft)	71	163	27	81	61	37	8	63
95th Queue (ft)	101	290	63	152	102	77	33	114
Link Distance (ft)	5181				2612		1282	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	15	22	1	12	2	0	0	8
Queuing Penalty (veh)	62	32	2	4	2	0	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	R	L	L	T
Maximum Queue (ft)	38	51	63	4	54	137	140	24	43	66	57	79
Average Queue (ft)	7	19	19	0	15	37	62	5	13	26	8	20
95th Queue (ft)	29	44	50	4	38	93	111	21	34	54	38	53
Link Distance (ft)			224	224				336				2385
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185		125	190	190	
Storage Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	88	72	29	17	93	55	31
Average Queue (ft)	29	20	6	1	38	13	7
95th Queue (ft)	64	53	23	9	74	38	21
Link Distance (ft)	2385						
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		285	200	200		200	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 9: Coffee St & Parsons Ave/Projcet Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	95	140	202	168	362	165
Average Queue (ft)	42	65	114	39	217	39
95th Queue (ft)	82	111	191	126	365	96
Link Distance (ft)				667	366	366
Upstream Blk Time (%)					1	
Queuing Penalty (veh)					3	
Storage Bay Dist (ft)			200			
Storage Blk Time (%)			3			
Queuing Penalty (veh)			2			

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB	B54
Directions Served	T	T	TR	T	T	L	LT	R	T
Maximum Queue (ft)	178	184	167	97	82	591	1038	562	463
Average Queue (ft)	57	63	48	39	32	282	415	58	107
95th Queue (ft)	147	149	127	76	64	624	1039	414	491
Link Distance (ft)	3471	3471	3471	158	158		1075		612
Upstream Blk Time (%)							10	0	9
Queuing Penalty (veh)							0	0	0
Storage Bay Dist (ft)						600		1000	
Storage Blk Time (%)						3	11		
Queuing Penalty (veh)						23	79		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	B57
Directions Served	L	T	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	420	839	841	834	202	442	484	600	518	428
Average Queue (ft)	182	518	531	497	13	92	200	338	401	218
95th Queue (ft)	486	1054	1051	1041	88	312	493	805	664	636
Link Distance (ft)		800	800	800	650	650	650	518		559
Upstream Blk Time (%)		21	23	15				31	29	23
Queuing Penalty (veh)		110	118	77				0	0	0
Storage Bay Dist (ft)	330								800	
Storage Blk Time (%)		55						31	29	
Queuing Penalty (veh)		31						131	3	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	UL
Maximum Queue (ft)	575	713	721	668	729	79	168	262	303	306	64	378
Average Queue (ft)	567	666	671	543	542	27	34	131	184	188	16	349
95th Queue (ft)	615	762	818	834	951	62	113	235	268	271	43	427
Link Distance (ft)		650	650	650	650			618	618	618	618	
Upstream Blk Time (%)		61	54	3	32							1
Queuing Penalty (veh)		296	263	13	157							0
Storage Bay Dist (ft)	550					300	300					450
Storage Blk Time (%)	44	62						0				1
Queuing Penalty (veh)	230	323						0				1

Intersection: 12: Coffee St & Campus Parkway

Movement	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R
Maximum Queue (ft)	380	421	135	320	299
Average Queue (ft)	369	369	44	82	212
95th Queue (ft)	418	519	96	242	312
Link Distance (ft)		380		301	
Upstream Blk Time (%)	20	33		1	0
Queuing Penalty (veh)	0	224		4	0
Storage Bay Dist (ft)	450		200		300
Storage Blk Time (%)	20	33	0	0	1
Queuing Penalty (veh)	19	191	0	1	1

Zone Summary

Zone wide Queuing Penalty: 2759

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	64	40	67
Average Queue (ft)	34	32	23	36
95th Queue (ft)	52	48	45	58
Link Distance (ft)		610	188	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	16	38	42
Average Queue (ft)	1	1	19	17
95th Queue (ft)	10	8	44	43
Link Distance (ft)	564	1178	696	1267
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/North Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	27	30	15
Average Queue (ft)	3	8	1
95th Queue (ft)	19	29	7
Link Distance (ft)	149	543	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	64	56
Average Queue (ft)	34	14
95th Queue (ft)	52	43
Link Distance (ft)	624	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	16	33	70	31
Average Queue (ft)	1	3	33	8
95th Queue (ft)	8	16	53	30
Link Distance (ft)	610	564	509	677
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	98	104	70	33
Average Queue (ft)	50	44	4	2
95th Queue (ft)	80	79	41	22
Link Distance (ft)	452	468	301	366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Central Access & Campus Parkway

Movement	EB	NB	SB
Directions Served	R	R	R
Maximum Queue (ft)	4	42	124
Average Queue (ft)	0	19	56
95th Queue (ft)	4	44	92
Link Distance (ft)	618	762	385
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	33	41
Average Queue (ft)	12	16
95th Queue (ft)	36	41
Link Distance (ft)	756	429
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	67	315	169
Average Queue (ft)	28	263	42
95th Queue (ft)	50	361	115
Link Distance (ft)	258	267	319
Upstream Blk Time (%)		81	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	45	65
Average Queue (ft)	6	29
95th Queue (ft)	28	51
Link Distance (ft)	624	762
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	67	4
Average Queue (ft)	29	0
95th Queue (ft)	55	3
Link Distance (ft)	503	756
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	33.4	42.1	0.1	12
Central Access	16	3.2	12.1	0.1	39
	17	0.4	7.3	0.1	52
	56	0.1	4.6	0.1	52
Gerard Ave	5	8.3	36.9	0.5	46
Total		45.4	103.1	0.9	32

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	56	4.6	35.5	0.5	48
	17	0.2	4.5	0.1	53
Central Access	16	0.9	7.8	0.1	49
Coffee St	12	44.6	52.8	0.1	9
SR 99 NB Ramps	11	10.6	19.6	0.1	26
Total		60.9	120.3	1.4	42

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	48.7	91.5	0.7	26
	50	16.0	18.7	0.1	10
SR 99 NB Ramps	11	116.8	128.5	0.2	4
Total		181.5	238.7	0.9	13

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	4.0	14.4	0.2	40
SR 99 SB Ramps	10	19.8	23.1	0.1	8
Total		23.8	37.5	0.2	20

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.6	0.3	1.3	1.1	1.1
Total Del/Veh (s)	30.9	53.5	47.3	27.4	39.2

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	1.1	0.3	0.3
Total Del/Veh (s)	21.2	16.1	17.1	12.5	18.4

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.6	0.2
Total Del/Veh (s)	12.3	12.6	7.9	10.8	10.7

9: Coffee St & Parsons Ave/Project Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.2	3.0	0.0	0.7
Total Del/Veh (s)	22.4	41.6	10.9	21.1

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	61.2	24.1	177.1	134.2

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	0.0	0.2
Total Del/Veh (s)	227.1	16.4	361.0	131.1

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.6	3.2	0.8
Total Del/Veh (s)	143.8	84.5	92.6	56.9	103.8

Total Zone Performance

Denied Del/Veh (s)	2.1
Total Del/Veh (s)	1928.8

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	4.6	4.7	3.2	4.2

Total Zone Performance

Denied Del/Veh (s)	0.1
Total Del/Veh (s)	13.3

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.2	0.7	4.0	4.0	2.0

6: Coffee St & School North/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	5.3	2.5	0.2	2.1	2.1

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.6	0.4	0.0	1.0

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.6	0.5	2.5

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.1	0.9	2.9	3.2

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	2.6	1.3	4.6	2.6	2.9

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	151.2	0.2	0.0	0.0	16.8
Total Del/Veh (s)	292.0	13.9	2.5	13.2	36.2

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.1
Total Del/Veh (s)	6.0	1.5	0.8	8.2	4.6

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.3	1.1	2.9	0.5

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1192.6	0.0	0.0	593.5
Total Del/Veh (s)	5.5	114.4	12.1	1.2	37.8

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.4	1.0	1.4

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.4	0.5	2.5	1.5

Total Zone Performance

Denied Del/Veh (s)	475.3
Total Del/Veh (s)	186.5

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.7	1.4	0.4	1.2	0.8	0.3	4.9	4.3	2.9	5.0	6.2	2.7

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.0

6: Coffee St & School North/Project Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.3	2.5	0.2	2.6	1.3	1.1	2.1

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.6	0.4	0.0	1.0

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.6	0.5	2.5

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.7	4.8	0.9	0.7	2.6	3.4	0.4	3.2

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1
Total Del/Veh (s)	3.4	3.2	2.1	1.7	1.0	5.6	3.5	2.6	2.9

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	151.2	0.2	0.0	0.0	0.0	0.0	16.8
Total Del/Veh (s)	292.0	13.9	2.4	2.6	13.3	12.4	36.2

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1
Total Del/Veh (s)	3.5	7.0	1.6	0.1	0.2	3.0	8.2	4.6

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.5	0.2	0.3	0.1	2.5	2.9	0.5

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	1192.6	0.0	0.0	0.0	0.0	593.5
Total Del/Veh (s)	5.5	114.4	12.2	8.6	1.3	1.1	37.8

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	1.4	0.4	0.1	8.8	0.4	3.5	1.4

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.5	0.5	0.8	4.7	0.1	2.6	1.5

Total Zone Performance

Denied Del/Veh (s)	475.3
Total Del/Veh (s)	186.5

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	204	542	205	174	702	175	175	531	124	265	98
Average Queue (ft)	130	226	95	56	340	114	141	199	82	126	44
95th Queue (ft)	217	495	211	154	629	224	203	458	139	217	85
Link Distance (ft)	1830			5181			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180		180		150		150		100		
Storage Blk Time (%)	7	7	0	0	38	0	20	5	4	14	
Queuing Penalty (veh)	46	31	1	0	66	1	52	13	10	17	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	84	296	73	179	120	139	44	113	
Average Queue (ft)	62	124	22	75	66	33	7	53	
95th Queue (ft)	98	239	58	140	109	86	30	92	
Link Distance (ft)	5181			2612			1282		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	60		60		100		60		
Storage Blk Time (%)	10	15	0	11	4	0	0	5	
Queuing Penalty (veh)	33	15	1	3	3	0	0	0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	29	45	42	6	47	113	128	32	4	51	60	42
Average Queue (ft)	2	20	12	0	16	35	58	6	0	12	19	3
95th Queue (ft)	15	43	35	6	36	82	101	23	5	34	44	22
Link Distance (ft)			224	224				336	336			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185			125	190	190
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	48	56	55	30	11	95	66	22
Average Queue (ft)	10	16	15	6	0	37	15	5
95th Queue (ft)	32	42	42	22	6	75	43	15
Link Distance (ft)	2268	2268						
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			285	200	200		200	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	162	213	225	374	353	125
Average Queue (ft)	74	90	168	94	162	43
95th Queue (ft)	138	164	248	276	343	91
Link Distance (ft)				508	347	347
Upstream Blk Time (%)					1	
Queuing Penalty (veh)					4	
Storage Bay Dist (ft)			200			
Storage Blk Time (%)			9	0		
Queuing Penalty (veh)			7	0		

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB	B55
Directions Served	T	T	TR	T	T	L	LT	R	T
Maximum Queue (ft)	170	176	165	102	93	625	1183	1075	664
Average Queue (ft)	72	76	56	46	43	550	976	176	492
95th Queue (ft)	145	155	131	82	81	813	1550	825	926
Link Distance (ft)	3471	3471	3471	158	158		1075		612
Upstream Blk Time (%)					0		52	0	58
Queuing Penalty (veh)					0		0	0	0
Storage Bay Dist (ft)						600		1000	
Storage Blk Time (%)						17	52		
Queuing Penalty (veh)						149	464		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	B57
Directions Served	L	T	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	590	839	844	841	130	516	560	1147	920	644
Average Queue (ft)	298	778	782	772	11	171	287	1106	918	581
95th Queue (ft)	759	995	990	987	90	451	582	1265	943	771
Link Distance (ft)		800	800	800	652	652	652	1040		593
Upstream Blk Time (%)		51	53	38			0	89		86
Queuing Penalty (veh)		342	354	251			1	0		0
Storage Bay Dist (ft)	500								800	
Storage Blk Time (%)	0	87						5	98	
Queuing Penalty (veh)	0	42						30	15	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	UL
Maximum Queue (ft)	575	712	726	654	740	179	284	388	433	449	174	375
Average Queue (ft)	574	681	693	559	613	80	91	210	297	303	30	306
95th Queue (ft)	577	705	724	784	897	171	231	412	453	466	165	473
Link Distance (ft)		652	652	652	652			568	568	568	568	
Upstream Blk Time (%)		76	70	1	36			0	0	0	0	0
Queuing Penalty (veh)		484	441	6	229			0	0	1	0	0
Storage Bay Dist (ft)	550					300	300					450
Storage Blk Time (%)	54	76				0	0	2				0
Queuing Penalty (veh)	359	501				0	0	2				0

Intersection: 12: Coffee St & Campus Parkway

Movement	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R
Maximum Queue (ft)	379	426	215	379	320
Average Queue (ft)	374	389	82	329	312
95th Queue (ft)	387	455	167	419	337
Link Distance (ft)		379		320	
Upstream Blk Time (%)	22	35		27	18
Queuing Penalty (veh)	0	404		245	0
Storage Bay Dist (ft)	450		200		300
Storage Blk Time (%)	22	35	2	0	36
Queuing Penalty (veh)	35	348	13	1	70

Zone Summary

Zone wide Queuing Penalty: 5091

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	56	33	63
Average Queue (ft)	30	31	13	34
95th Queue (ft)	47	44	38	57
Link Distance (ft)		621	188	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	19	34	52
Average Queue (ft)	2	1	20	27
95th Queue (ft)	13	10	44	49
Link Distance (ft)	554	1178	654	1267
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	24	31
Average Queue (ft)	1	10
95th Queue (ft)	11	33
Link Distance (ft)	149	486
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB	SB
Directions Served	LR	TR	UL	T
Maximum Queue (ft)	84	7	91	33
Average Queue (ft)	40	0	27	2
95th Queue (ft)	68	9	73	48
Link Distance (ft)	573	593		319
Upstream Blk Time (%)				0
Queuing Penalty (veh)				1
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	35	72	31
Average Queue (ft)	1	4	37	8
95th Queue (ft)	9	22	58	30
Link Distance (ft)	621	554	649	755
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	R	TR
Maximum Queue (ft)	572	141	69	9	357
Average Queue (ft)	401	58	3	0	163
95th Queue (ft)	701	106	36	9	365
Link Distance (ft)	533	418	320	320	347
Upstream Blk Time (%)	45				2
Queuing Penalty (veh)	0				13
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Central Access & Campus Parkway

Movement	EB	WB	NB	SB
Directions Served	R	T	R	R
Maximum Queue (ft)	7	8	47	197
Average Queue (ft)	0	0	24	78
95th Queue (ft)	7	6	46	141
Link Distance (ft)	568	635	750	590
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	40	53
Average Queue (ft)	15	19
95th Queue (ft)	40	47
Link Distance (ft)	753	590
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB	SB
Directions Served	R	R	TR	T
Maximum Queue (ft)	83	325	258	7
Average Queue (ft)	34	297	88	1
95th Queue (ft)	63	315	196	11
Link Distance (ft)	340	275	319	379
Upstream Blk Time (%)		100	1	
Queuing Penalty (veh)		0	2	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	40	60
Average Queue (ft)	9	33
95th Queue (ft)	32	52
Link Distance (ft)	573	750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	16	56
Average Queue (ft)	1	18
95th Queue (ft)	8	45
Link Distance (ft)	653	753
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 16

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	49.5	58.1	0.1	9
Central Access	16	4.2	12.1	0.1	36
East Access	17	0.5	9.2	0.1	52
	54	0.1	5.0	0.1	53
Gerard Ave	5	7.2	35.6	0.4	45
Total		61.6	120.0	0.9	27

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	54	4.4	33.8	0.4	48
East Access	17	0.3	4.9	0.1	53
Central Access	16	1.6	10.2	0.1	46
Coffee St	12	77.8	85.3	0.1	5
SR 99 NB Ramps	11	15.7	24.9	0.1	20
Total		99.7	159.1	1.4	32

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	63.0	106.2	0.7	23
	50	47.9	50.6	0.1	4
SR 99 NB Ramps	11	227.7	239.2	0.2	2
Total		338.5	395.9	0.9	8

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	2.9	13.6	0.2	42
SR 99 SB Ramps	10	24.1	27.4	0.1	7
Total		27.0	41.0	0.2	18

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	204	542	205	174	702	175	175	531	124	265	98
Average Queue (ft)	130	226	95	56	340	114	141	199	82	126	44
95th Queue (ft)	217	495	211	154	629	224	203	458	139	217	85
Link Distance (ft)	1830				5181				978		978
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180	180		150	150		150	100			
Storage Blk Time (%)	7	7	0	0	38	0	20	5	4	14	
Queuing Penalty (veh)	46	31	1	0	66	1	52	13	10	17	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	296	73	179	120	139	44	113
Average Queue (ft)	62	124	22	75	66	33	7	53
95th Queue (ft)	98	239	58	140	109	86	30	92
Link Distance (ft)	5181				2612		1282	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60	60		100		60		
Storage Blk Time (%)	10	15	0	11	4	0	0	5
Queuing Penalty (veh)	33	15	1	3	3	0	0	0

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	56	33	63
Average Queue (ft)	30	31	13	34
95th Queue (ft)	47	44	38	57
Link Distance (ft)	621		188	2612
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	19	34	52
Average Queue (ft)	2	1	20	27
95th Queue (ft)	13	10	44	49
Link Distance (ft)	554	1178	654	1267
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	29	45	42	6	47	113	128	32	4	51	60	42
Average Queue (ft)	2	20	12	0	16	35	58	6	0	12	19	3
95th Queue (ft)	15	43	35	6	36	82	101	23	5	34	44	22
Link Distance (ft)			224	224				336	336			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	130	130			130	185	185			125	190	190
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	48	56	55	30	11	95	66	22
Average Queue (ft)	10	16	15	6	0	37	15	5
95th Queue (ft)	32	42	42	22	6	75	43	15
Link Distance (ft)	2268	2268						
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			285	200	200		200	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 6: Coffee St & School North/Project Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	24	31
Average Queue (ft)	1	10
95th Queue (ft)	11	33
Link Distance (ft)	149	486
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	162	213	225	374	353	125
Average Queue (ft)	74	90	168	94	162	43
95th Queue (ft)	138	164	248	276	343	91
Link Distance (ft)				508	347	347
Upstream Blk Time (%)					1	
Queuing Penalty (veh)					4	
Storage Bay Dist (ft)			200			
Storage Blk Time (%)			9	0		
Queuing Penalty (veh)			7	0		

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB	B55
Directions Served	T	T	TR	T	T	L	LT	R	T
Maximum Queue (ft)	170	176	165	102	93	625	1183	1075	664
Average Queue (ft)	72	76	56	46	43	550	976	176	492
95th Queue (ft)	145	155	131	82	81	813	1550	825	926
Link Distance (ft)	3471	3471	3471	158	158		1075		612
Upstream Blk Time (%)					0		52	0	58
Queuing Penalty (veh)					0		0	0	0
Storage Bay Dist (ft)						600		1000	
Storage Blk Time (%)						17	52		
Queuing Penalty (veh)						149	464		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	B57
Directions Served	L	T	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	590	839	844	841	130	516	560	1147	920	644
Average Queue (ft)	298	778	782	772	11	171	287	1106	918	581
95th Queue (ft)	759	995	990	987	90	451	582	1265	943	771
Link Distance (ft)		800	800	800	652	652	652	1040		593
Upstream Blk Time (%)		51	53	38			0	89		86
Queuing Penalty (veh)		342	354	251			1	0		0
Storage Bay Dist (ft)	500									800
Storage Blk Time (%)	0	87						5	98	
Queuing Penalty (veh)	0	42						30	15	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	T	R	UL
Maximum Queue (ft)	575	712	726	654	740	179	284	388	433	449	174	375
Average Queue (ft)	574	681	693	559	613	80	91	210	297	303	30	306
95th Queue (ft)	577	705	724	784	897	171	231	412	453	466	165	473
Link Distance (ft)		652	652	652	652			568	568	568	568	
Upstream Blk Time (%)		76	70	1	36			0	0	0	0	0
Queuing Penalty (veh)		484	441	6	229			0	0	1	0	0
Storage Bay Dist (ft)	550					300	300					450
Storage Blk Time (%)	54	76				0	0	2				0
Queuing Penalty (veh)	359	501				0	0	2				0

Intersection: 12: Coffee St & Campus Parkway

Movement	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R
Maximum Queue (ft)	379	426	215	379	320
Average Queue (ft)	374	389	82	329	312
95th Queue (ft)	387	455	167	419	337
Link Distance (ft)		379		320	
Upstream Blk Time (%)	22	35		27	18
Queuing Penalty (veh)	0	404		245	0
Storage Bay Dist (ft)	450		200		300
Storage Blk Time (%)	22	35	2	0	36
Queuing Penalty (veh)	35	348	13	1	70

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB	SB
Directions Served	LR	TR	UL	T
Maximum Queue (ft)	84	7	91	33
Average Queue (ft)	40	0	27	2
95th Queue (ft)	68	9	73	48
Link Distance (ft)	573	593		319
Upstream Blk Time (%)				0
Queuing Penalty (veh)				1
Storage Bay Dist (ft)			200	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	20	35	72	31
Average Queue (ft)	1	4	37	8
95th Queue (ft)	9	22	58	30
Link Distance (ft)	621	554	649	755
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	R	TR
Maximum Queue (ft)	572	141	69	9	357
Average Queue (ft)	401	58	3	0	163
95th Queue (ft)	701	106	36	9	365
Link Distance (ft)	533	418	320	320	347
Upstream Blk Time (%)	45				2
Queuing Penalty (veh)	0				13
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Central Access & Campus Parkway

Movement	EB	WB	NB	SB
Directions Served	R	T	R	R
Maximum Queue (ft)	7	8	47	197
Average Queue (ft)	0	0	24	78
95th Queue (ft)	7	6	46	141
Link Distance (ft)	568	635	750	590
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: East Access & Campus Parkway

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	40	53
Average Queue (ft)	15	19
95th Queue (ft)	40	47
Link Distance (ft)	753	590
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB	SB
Directions Served	R	R	TR	T
Maximum Queue (ft)	83	325	258	7
Average Queue (ft)	34	297	88	1
95th Queue (ft)	63	315	196	11
Link Distance (ft)	340	275	319	379
Upstream Blk Time (%)		100	1	
Queuing Penalty (veh)		0	2	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: Mission St & Central Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	40	60
Average Queue (ft)	9	33
95th Queue (ft)	32	52
Link Distance (ft)	573	750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	16	56
Average Queue (ft)	1	18
95th Queue (ft)	8	45
Link Distance (ft)	653	753
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: Campus Parkway & Childs Ave

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)

Intersection: 43: Parsons Ave & Gerard Ave

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)

Intersection: 50: Mission Ave

Movement	EB	EB	EB	WB
Directions Served	T	T	T	R
Maximum Queue (ft)	199	199	184	15
Average Queue (ft)	150	149	136	1
95th Queue (ft)	241	240	227	8
Link Distance (ft)	158	158	158	
Upstream Blk Time (%)	41	38	23	
Queuing Penalty (veh)	272	254	152	
Storage Bay Dist (ft)				150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 5786

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.4	0.3	1.1	0.9	1.0
Total Del/Veh (s)	49.7	25.7	59.4	26.5	42.1

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.4	0.2
Total Del/Veh (s)	17.7	15.4	12.5	11.1	14.5

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.9	0.4
Total Del/Veh (s)	30.4	36.0	19.5	20.6	23.1

9: Coffee St & Parsons Ave/Project Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.1	0.0	0.3
Total Del/Veh (s)	9.1	36.4	2.5	7.7

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	56.8	8.2	96.7	53.4

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Del/Veh (s)	97.0	8.4	55.2	48.8

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.1
Total Del/Veh (s)	91.8	44.4	31.8	25.4	60.1

Total Zone Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	1424.2

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.2
Total Del/Veh (s)	26.7	13.1	7.7	11.5	17.5

Total Zone Performance

Denied Del/Veh (s)			0.4		
Total Del/Veh (s)			1082.9		

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.5	0.9	7.1	8.3	1.9

6: Coffee St & School North/North Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.2	0.5	1.9	1.4

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.6	0.2	1.5

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.4	0.7	3.7

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.3	0.3	2.9	2.9

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.3	1.0	6.4	8.4	3.4

15: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	4.7	1.6	1.1	1.7

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.8	2.0	2.0	9.4	3.8

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.2	0.6	1.9	4.7	0.9

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.4	0.0	0.0	0.2
Total Del/Veh (s)	4.9	8.7	1.2	2.1	4.4

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.4	0.9	1.6

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	1.4	0.7	2.9	1.6

Total Zone Performance

Denied Del/Veh (s)			0.3
Total Del/Veh (s)			41.1

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.0
Total Del/Veh (s)	1.9	1.5	0.4	3.6	0.9	0.5	10.6	6.3	13.0	5.4	1.9

6: Coffee St & School North/North Access Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.5	3.1	0.5	0.3	3.2	2.2	1.6	1.4

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.6	0.5	0.1	1.5

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.4	0.7	3.7

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.6	3.9	0.3	0.1	2.4	3.2	0.6	2.9

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	5.5	4.3	3.5	2.8	0.9	0.3	10.2	4.7	9.7	5.0	3.4

15: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	4.7	1.4	2.2	1.1	0.6	1.7

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.4	6.6	2.1	0.1	0.3	3.9	9.4	3.8

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.3	0.2	0.6	0.0	0.1	2.9	4.7	0.9

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.4	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	4.9	8.8	1.2	0.2	2.4	1.5	4.4

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.6	0.4	0.3	8.3	0.4	3.2	1.6

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0
Total Del/Veh (s)	2.2	0.4	0.7	0.7	4.5	2.6	1.6

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	41.1

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	375	942	205	43	223	175	175	638	124	341	182
Average Queue (ft)	260	395	136	10	96	79	142	290	90	132	72
95th Queue (ft)	407	899	272	32	176	147	210	545	143	320	143
Link Distance (ft)	1798				5169				978		978
Upstream Blk Time (%)	0										
Queuing Penalty (veh)	0										
Storage Bay Dist (ft)	350		180	150		150	150		100		
Storage Blk Time (%)	1	33	0			2	0	17	26	13	9
Queuing Penalty (veh)	6	155	1			5	0	64	48	24	12

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	168	38	106	84	101	61	158
Average Queue (ft)	56	70	10	51	37	48	14	66
95th Queue (ft)	89	135	35	93	69	88	43	120
Link Distance (ft)	5169				2606		1282	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)	60	60		100		60		
Storage Blk Time (%)	5	7	0	4	0	0	0	7
Queuing Penalty (veh)	10	6	0	0	0	0	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	186	190	149	62	90	3	127	136	108	55	20	136
Average Queue (ft)	99	109	34	4	35	0	42	59	42	4	5	69
95th Queue (ft)	166	164	87	25	73	4	91	108	86	28	18	124
Link Distance (ft)			224	224		1179			335	335		
Upstream Blk Time (%)	0	0	0	0								
Queuing Penalty (veh)	0	0	0	0								
Storage Bay Dist (ft)	300	300			130		185	185			125	190
Storage Blk Time (%)	0	0	0									0
Queuing Penalty (veh)	0	0	0									0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	114	211	203	72	72	110	296	329	206
Average Queue (ft)	32	83	92	27	23	7	156	155	48
95th Queue (ft)	87	170	177	62	54	51	254	264	149
Link Distance (ft)		2400	2400						
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	190			285	200	200			200
Storage Blk Time (%)	0	0					3	2	0
Queuing Penalty (veh)	0	0					1	5	0

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	67	119	106	56	125	43
Average Queue (ft)	22	60	41	13	24	5
95th Queue (ft)	57	94	83	41	79	22
Link Distance (ft)				734	386	386
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150			
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB	B59
Directions Served	T	T	TR	T	T	L	LT	R	T
Maximum Queue (ft)	766	729	675	159	153	625	1112	895	510
Average Queue (ft)	348	260	281	66	60	385	523	224	134
95th Queue (ft)	914	787	628	131	124	725	1200	809	545
Link Distance (ft)	3471	3471	3471	158	158		1075		612
Upstream Blk Time (%)				0	0		16	0	13
Queuing Penalty (veh)				2	2		0	0	0
Storage Bay Dist (ft)						600		1000	
Storage Blk Time (%)						25	8		
Queuing Penalty (veh)						149	46		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	B61	B61	B61	NB	NB
Directions Served	L	T	T	T	T	T	R	T	T	T	LT	R
Maximum Queue (ft)	420	820	775	668	186	197	219	13	45	188	562	500
Average Queue (ft)	349	625	314	289	95	112	163	1	2	51	331	322
95th Queue (ft)	544	1108	753	681	164	184	264	7	20	141	622	579
Link Distance (ft)		800	800	800	122	122	122	474	474	474	519	
Upstream Blk Time (%)		32	0	1	3	6	15				10	5
Queuing Penalty (veh)		165	2	5	19	38	92				0	0
Storage Bay Dist (ft)	330											425
Storage Blk Time (%)	3	69									4	21
Queuing Penalty (veh)	14	181									22	78

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	B56
Directions Served	T
Maximum Queue (ft)	335
Average Queue (ft)	87
95th Queue (ft)	405
Link Distance (ft)	559
Upstream Blk Time (%)	7
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	B61	B61	B61	B61	WB	WB	WB
Directions Served	L	L	T	T	TR	T	T	T	T	UL	T	T
Maximum Queue (ft)	473	572	503	521	539	206	200	185	208	277	346	370
Average Queue (ft)	465	520	216	292	363	179	110	85	100	160	153	204
95th Queue (ft)	514	701	447	535	638	246	209	187	255	269	299	335
Link Distance (ft)		474	474	474	474	122	122	122	122		572	572
Upstream Blk Time (%)	46	65	1	2	27	54	11	7	16			
Queuing Penalty (veh)	0	296	3	9	122	246	51	30	71			
Storage Bay Dist (ft)	450									270		
Storage Blk Time (%)	79	23								3	1	
Queuing Penalty (veh)	227	67								10	2	

Intersection: 12: Coffee St & Campus Parkway

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	L	TR	L	T	R
Maximum Queue (ft)	404	34	275	329	198	155	253	247
Average Queue (ft)	231	8	126	215	72	46	51	123
95th Queue (ft)	369	28	256	316	159	102	155	213
Link Distance (ft)	572	572			385		283	
Upstream Blk Time (%)				0	0		0	0
Queuing Penalty (veh)				0	0		1	0
Storage Bay Dist (ft)			350	350		200		300
Storage Blk Time (%)			0	0			0	0
Queuing Penalty (veh)			0	0			2	0

Zone Summary

Zone wide Queuing Penalty: 2295

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	409	175	104	116
Average Queue (ft)	135	74	48	59
95th Queue (ft)	306	134	81	96
Link Distance (ft)		611	182	2606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	375	942	205	43	223	175	175	638	124	341	182
Average Queue (ft)	260	395	136	10	96	79	142	290	90	132	72
95th Queue (ft)	407	899	272	32	176	147	210	545	143	320	143
Link Distance (ft)		1798			5169					978	978
Upstream Blk Time (%)		0									
Queuing Penalty (veh)		0									
Storage Bay Dist (ft)	350		180	150		150	150		100		
Storage Blk Time (%)	1	33	0		2	0	17	26	13	9	
Queuing Penalty (veh)	6	155	1		5	0	64	48	24	12	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	168	38	106	84	101	61	158
Average Queue (ft)	56	70	10	51	37	48	14	66
95th Queue (ft)	89	135	35	93	69	88	43	120
Link Distance (ft)		5169				2606		1282
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	5	7	0	4	0	0	0	7
Queuing Penalty (veh)	10	6	0	0	0	0	0	1

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	186	190	149	62	90	3	127	136	108	55	20	136
Average Queue (ft)	99	109	34	4	35	0	42	59	42	4	5	69
95th Queue (ft)	166	164	87	25	73	4	91	108	86	28	18	124
Link Distance (ft)			224	224		1179			335	335		
Upstream Blk Time (%)	0	0	0	0								
Queuing Penalty (veh)	0	0	0	0								
Storage Bay Dist (ft)	300	300			130		185	185			125	190
Storage Blk Time (%)	0	0	0									0
Queuing Penalty (veh)	0	0	0									0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	114	211	203	72	72	110	296	329	206
Average Queue (ft)	32	83	92	27	23	7	156	155	48
95th Queue (ft)	87	170	177	62	54	51	254	264	149
Link Distance (ft)		2400	2400						
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	190			285	200	200			200
Storage Blk Time (%)	0	0					3	2	0
Queuing Penalty (veh)	0	0					1	5	0

Intersection: 9: Coffee St & Parsons Ave/Project Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	67	119	106	56	125	43
Average Queue (ft)	22	60	41	13	24	5
95th Queue (ft)	57	94	83	41	79	22
Link Distance (ft)				734	386	386
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150			
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB	B59
Directions Served	T	T	TR	T	T	L	LT	R	T
Maximum Queue (ft)	766	729	675	159	153	625	1112	895	510
Average Queue (ft)	348	260	281	66	60	385	523	224	134
95th Queue (ft)	914	787	628	131	124	725	1200	809	545
Link Distance (ft)	3471	3471	3471	158	158		1075		612
Upstream Blk Time (%)				0	0		16	0	13
Queuing Penalty (veh)				2	2		0	0	0
Storage Bay Dist (ft)						600		1000	
Storage Blk Time (%)						25	8		
Queuing Penalty (veh)						149	46		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	B61	B61	B61	NB	NB
Directions Served	L	T	T	T	T	T	R	T	T	T	LT	R
Maximum Queue (ft)	420	820	775	668	186	197	219	13	45	188	562	500
Average Queue (ft)	349	625	314	289	95	112	163	1	2	51	331	322
95th Queue (ft)	544	1108	753	681	164	184	264	7	20	141	622	579
Link Distance (ft)		800	800	800	122	122	122	474	474	474	519	
Upstream Blk Time (%)		32	0	1	3	6	15				10	5
Queuing Penalty (veh)		165	2	5	19	38	92				0	0
Storage Bay Dist (ft)	330											425
Storage Blk Time (%)	3	69									4	21
Queuing Penalty (veh)	14	181									22	78

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	B56
Directions Served	T
Maximum Queue (ft)	335
Average Queue (ft)	87
95th Queue (ft)	405
Link Distance (ft)	559
Upstream Blk Time (%)	7
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	B61	B61	B61	B61	WB	WB	WB
Directions Served	L	L	T	T	TR	T	T	T	T	UL	T	T
Maximum Queue (ft)	473	572	503	521	539	206	200	185	208	277	346	370
Average Queue (ft)	465	520	216	292	363	179	110	85	100	160	153	204
95th Queue (ft)	514	701	447	535	638	246	209	187	255	269	299	335
Link Distance (ft)		474	474	474	474	122	122	122	122		572	572
Upstream Blk Time (%)	46	65	1	2	27	54	11	7	16			
Queuing Penalty (veh)	0	296	3	9	122	246	51	30	71			
Storage Bay Dist (ft)	450									270		
Storage Blk Time (%)	79	23								3	1	
Queuing Penalty (veh)	227	67								10	2	

Intersection: 12: Coffee St & Campus Parkway

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	L	TR	L	T	R
Maximum Queue (ft)	404	34	275	329	198	155	253	247
Average Queue (ft)	231	8	126	215	72	46	51	123
95th Queue (ft)	369	28	256	316	159	102	155	213
Link Distance (ft)	572	572			385		283	
Upstream Blk Time (%)				0	0		0	0
Queuing Penalty (veh)				0	0		1	0
Storage Bay Dist (ft)			350	350		200		300
Storage Blk Time (%)			0	0			0	0
Queuing Penalty (veh)			0	0			2	0

Zone Summary

Zone wide Queuing Penalty: 2295

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	61	19.2	21.4	0.0	6
Coffee St	12	53.5	60.4	0.1	6
Central Access	16	6.0	14.3	0.1	31
East Access	17	1.4	9.1	0.1	47
	55	0.4	4.4	0.1	50
Gerard Ave	5	15.3	44.1	0.5	39
Total		95.6	153.7	0.9	21

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	55	9.5	40.6	0.5	42
East Access	17	0.6	4.5	0.1	49
Central Access	16	2.1	9.8	0.1	43
Coffee St	12	42.6	50.3	0.1	9
	61	11.2	18.3	0.1	21
SR 99 NB Ramps	11	10.1	12.4	0.0	10
Total		76.2	136.0	1.4	38

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	75.6	118.5	0.7	20
	50	13.4	16.2	0.1	11
SR 99 NB Ramps	11	90.2	101.8	0.2	6
Total		179.2	236.6	0.9	13

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	6.8	17.3	0.2	33
SR 99 SB Ramps	10	8.2	11.5	0.1	16
Total		14.9	28.8	0.2	26

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.1	0.3	1.0	1.0	1.4
Total Del/Veh (s)	37.0	22.7	43.1	40.5	37.6

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.8	0.0	0.4	0.1
Total Del/Veh (s)	11.8	10.5	5.7	8.3	9.9

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.0	0.0	0.1	0.9	0.5
Total Del/Veh (s)	52.7	25.9	19.5	21.8	26.5

9: Coffee St & Parsons Ave/Projcet Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	3.2	0.0	0.9
Total Del/Veh (s)	13.2	34.3	2.7	12.9

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	123.6	18.7	83.7	79.0

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	89.6	14.9	146.7	69.8

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	12.6	7.1	0.0	4.8
Total Del/Veh (s)	83.8	118.5	111.0	20.6	90.2

Total Zone Performance

Denied Del/Veh (s)	5.0
Total Del/Veh (s)	1490.2

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	10.5	9.5	5.1	7.8	9.1

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	978.7

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.7	1.3	6.9	7.0	2.2

6: Coffee St & School North/North Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.3	2.3	0.5	1.5	1.4

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.7	0.0	1.7

8: Coffee St & School South Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	4.3	4.3

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.7	0.3	2.6	2.7

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	3.7	1.7	9.1	5.9	3.9

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.1	0.1
Total Del/Veh (s)	6.8	6.0	2.0	1.9	2.7

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	17.6	1.6
Total Del/Veh (s)	6.4	7.2	2.1	49.5	10.1

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.4	1.1	2.9	6.6	1.3

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	149.9	0.0	0.0	49.1
Total Del/Veh (s)	5.1	75.9	9.1	1.9	26.7

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	0.4	1.0	1.5

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	5.6	0.7	0.1	3.1

Total Zone Performance

Denied Del/Veh (s)	39.1
Total Del/Veh (s)	141.7

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	2.2	1.8	0.5	3.4	1.2	0.4	11.2	5.8	10.1	4.4	2.2

6: Coffee St & School North/North Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	2.3	0.5	2.4	1.2	0.9	1.4

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.7	0.0	1.7

8: Coffee St & School South Performance by movement

Movement	EBL	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	4.3	4.3

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.9	4.1	0.4	0.1	2.2	3.0	0.6	2.7

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.0
Total Del/Veh (s)	4.7	3.8	2.8	3.2	1.4	0.4	11.9	12.9	6.6	8.6	3.5	3.9

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	6.8	6.0	1.5	3.1	2.0	1.0	2.7

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	17.6	1.6
Total Del/Veh (s)	6.5	6.0	8.0	0.4	0.2	4.0	49.3	10.1

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.4	0.2	1.1	0.0	0.6	3.3	6.6	1.3

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	149.9	0.0	0.0	0.0	0.0	49.1
Total Del/Veh (s)	5.1	75.9	9.1	7.1	2.1	1.4	26.7

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	1.5	0.4	0.4	7.8	0.3	3.3	1.5

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	5.9	0.8	0.2	0.1	0.1	3.1

Total Zone Performance

Denied Del/Veh (s)	39.1
Total Del/Veh (s)	141.7

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	374	754	205	29	134	129	170	296	124	567	270
Average Queue (ft)	256	333	170	4	56	56	95	147	115	293	68
95th Queue (ft)	398	617	274	18	109	100	173	259	145	576	208
Link Distance (ft)	1782			5169			978			978	
Upstream Blk Time (%)										0	0
Queuing Penalty (veh)										0	0
Storage Bay Dist (ft)	350		180	150		150	150		100		
Storage Blk Time (%)	0	28	0	0		0	3	9	32	26	
Queuing Penalty (veh)	1	183	3	0		0	9	11	108	49	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	84	119	42	74	61	52	34	76
Average Queue (ft)	47	46	14	27	26	16	9	36
95th Queue (ft)	82	93	39	62	54	45	31	65
Link Distance (ft)	5169			2606			1282	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60	60		100		60		
Storage Blk Time (%)	3	2	0	1	0		1	
Queuing Penalty (veh)	5	2	0	0	0		0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	154	155	299	193	78	253	120	126	115	51	102	103
Average Queue (ft)	126	134	130	13	31	41	45	58	44	4	34	49
95th Queue (ft)	165	178	332	100	64	198	97	108	90	25	74	90
Link Distance (ft)			224	224		1178			336	336		
Upstream Blk Time (%)			16	0								
Queuing Penalty (veh)			38	0								
Storage Bay Dist (ft)	130	130			130		185	185			125	190
Storage Blk Time (%)	20	31	0				0	0			0	
Queuing Penalty (veh)	3	5	1				0	0			0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	168	293	293	148	45	127	325	348	224
Average Queue (ft)	25	128	131	32	15	5	159	163	50
95th Queue (ft)	93	243	246	91	39	56	262	273	158
Link Distance (ft)		2385	2385						
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	190			285	200	200			200
Storage Blk Time (%)		3	0	0			3	3	0
Queuing Penalty (veh)		2	1	0			1	8	0

Intersection: 9: Coffee St & Parsons Ave/Projcet Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	64	90	222	212	107	55
Average Queue (ft)	20	39	138	41	36	15
95th Queue (ft)	52	69	215	120	85	40
Link Distance (ft)				667	366	366
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200			
Storage Blk Time (%)			2	0		
Queuing Penalty (veh)			1	0		

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB	B54
Directions Served	T	T	TR	T	T	L	LT	R	T
Maximum Queue (ft)	1639	1597	1454	190	196	625	1118	992	582
Average Queue (ft)	680	616	525	142	145	465	674	394	187
95th Queue (ft)	1592	1532	1311	204	213	759	1313	1126	648
Link Distance (ft)	3471	3471	3471	158	158		1075		612
Upstream Blk Time (%)				9	10		12	1	12
Queuing Penalty (veh)				54	60		0	0	0
Storage Bay Dist (ft)						600		1000	
Storage Blk Time (%)						20	15		
Queuing Penalty (veh)						185	136		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	B61	B61	B61	NB	NB
Directions Served	L	T	T	T	T	T	R	T	T	T	LT	R
Maximum Queue (ft)	420	818	816	749	198	206	202	93	143	177	1006	912
Average Queue (ft)	377	699	518	397	155	181	125	18	38	21	724	679
95th Queue (ft)	536	1066	891	708	219	221	228	74	111	109	1247	1150
Link Distance (ft)		800	800	800	122	122	122	472	472	472	912	
Upstream Blk Time (%)		31	1	0	25	39	9			0	25	8
Queuing Penalty (veh)		219	6	1	173	272	60			0	0	0
Storage Bay Dist (ft)	330											800
Storage Blk Time (%)	2	76									31	37
Queuing Penalty (veh)	11	199									161	170

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	B57
Directions Served	T
Maximum Queue (ft)	418
Average Queue (ft)	187
95th Queue (ft)	500
Link Distance (ft)	371
Upstream Blk Time (%)	28
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	B61	B61	B61	B61	WB	WB	WB
Directions Served	L	L	T	T	TR	T	T	T	T	UL	T	T
Maximum Queue (ft)	471	571	500	461	494	205	200	192	202	295	600	631
Average Queue (ft)	465	538	273	285	308	181	145	114	129	243	430	488
95th Queue (ft)	501	609	468	469	517	228	229	197	271	360	670	708
Link Distance (ft)		472	472	472	472	122	122	122	122		618	618
Upstream Blk Time (%)	31	58	2	2	7	45	12	8	25		2	9
Queuing Penalty (veh)	0	340	9	11	38	268	70	47	148		8	30
Storage Bay Dist (ft)	450									270		
Storage Blk Time (%)	56	38								11	23	
Queuing Penalty (veh)	244	165								41	61	

Intersection: 12: Coffee St & Campus Parkway

Movement	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	L	TR	L	T	R
Maximum Queue (ft)	629	558	362	375	427	124	131	240
Average Queue (ft)	492	178	324	355	341	59	34	109
95th Queue (ft)	710	616	438	424	544	108	102	204
Link Distance (ft)	618	618			380		302	
Upstream Blk Time (%)	13	6	0	9	30		0	0
Queuing Penalty (veh)	45	22	0	0	184		0	0
Storage Bay Dist (ft)			350	350		200		300
Storage Blk Time (%)			1	44	6			0
Queuing Penalty (veh)			2	55	28			0

Zone Summary

Zone wide Queuing Penalty: 3954

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	105	106	42	104
Average Queue (ft)	52	56	21	52
95th Queue (ft)	84	91	46	83
Link Distance (ft)		610	182	2606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	39	76	53
Average Queue (ft)	5	12	34	23
95th Queue (ft)	21	36	59	48
Link Distance (ft)			690	1261
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Coffee St & School North/North Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	30	12
Average Queue (ft)	4	3	1
95th Queue (ft)	22	19	7
Link Distance (ft)	149	543	182
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	14
95th Queue (ft)	40
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	248
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	SB
Directions Served	LR	UL
Maximum Queue (ft)	69	70
Average Queue (ft)	36	23
95th Queue (ft)	59	60
Link Distance (ft)	624	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	26	9	61	2	105	42
Average Queue (ft)	4	0	21	0	48	21
95th Queue (ft)	19	5	48	0	84	46
Link Distance (ft)		610		563	503	671
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150		150			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	SB
Directions Served	R	R	TR
Maximum Queue (ft)	89	84	6
Average Queue (ft)	43	39	0
95th Queue (ft)	72	66	5
Link Distance (ft)	452	468	366
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Central Access & Campus Parkway

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	T	T	T	T	R	R	R
Maximum Queue (ft)	66	3	211	281	32	79	317
Average Queue (ft)	2	0	32	60	1	37	148
95th Queue (ft)	67	3	186	267	32	62	360
Link Distance (ft)	618	618	502	502	502	768	391
Upstream Blk Time (%)	0		0	0			11
Queuing Penalty (veh)	0		0	1			0
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 17: East Access & Campus Parkway

Movement	WB	WB	NB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	3	22	37	40
Average Queue (ft)	0	1	19	13
95th Queue (ft)	3	20	43	37
Link Distance (ft)	296	296	756	429
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB
Directions Served	R	R	TR
Maximum Queue (ft)	73	313	178
Average Queue (ft)	37	225	51
95th Queue (ft)	60	377	138
Link Distance (ft)	272	267	319
Upstream Blk Time (%)		60	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & Central Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	54	2	57
Average Queue (ft)	11	0	28
95th Queue (ft)	40	2	49
Link Distance (ft)	624	503	768
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & East Access

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	65	2
Average Queue (ft)	31	0
95th Queue (ft)	54	2
Link Distance (ft)	503	5250
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	61	13.6	15.8	0.0	8
Coffee St	12	58.8	65.6	0.1	6
Central Access	16	7.1	16.3	0.1	29
East Access	17	1.4	8.4	0.1	45
	56	0.5	5.0	0.1	49
Gerard Ave	5	19.1	49.0	0.5	34
Total		100.6	160.2	0.9	21

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	56	9.8	40.7	0.5	42
East Access	17	1.1	5.4	0.1	45
Central Access	16	8.0	14.8	0.1	26
Coffee St	12	124.3	147.3	0.1	4
	61	11.5	18.6	0.1	20
SR 99 NB Ramps	11	23.0	25.2	0.0	5
Total		177.7	252.1	1.4	22

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	155.2	197.2	0.7	12
	50	9.9	12.7	0.1	14
SR 99 NB Ramps	11	83.8	95.5	0.2	6
Total		249.0	305.4	0.9	10

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	8.9	19.5	0.2	29
SR 99 SB Ramps	10	18.7	22.0	0.1	8
Total		27.6	41.4	0.2	18

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.3	0.3	0.9	0.8	1.0
Total Del/Veh (s)	34.8	21.3	36.4	23.0	30.2

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.3	0.1
Total Del/Veh (s)	10.8	7.7	4.7	6.4	7.7

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1	1.0	0.5
Total Del/Veh (s)	68.5	29.9	19.5	28.2	32.0

9: Coffee St & Parsons Ave/Projcet Access Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.1	4.5	0.0	1.1
Total Del/Veh (s)	20.0	50.7	4.5	19.2

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.9	0.0	0.0	0.4
Total Del/Veh (s)	270.3	16.6	148.6	165.2

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	85.9	16.2	160.5	70.7

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.6	1.2	0.5	0.4
Total Del/Veh (s)	75.8	135.1	96.8	41.4	92.1

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	1671.1

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.1	0.1
Total Del/Veh (s)	12.0	9.5	3.7	7.6	9.7

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	681.3

4: Project Access/Pluim Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.1	0.1
Total Del/Veh (s)	3.9	1.7	12.6	10.2	3.8

6: Coffee St & School North/North Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	4.2	2.4	1.9	2.4

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.2	0.6	3.6	3.8

14: Project Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	4.3	1.5	13.1	9.0	4.2

15: Coffee St & West Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	40.6	0.2	0.0	0.0	3.6
Total Del/Veh (s)	96.8	11.2	4.2	7.8	14.0

16: Central Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	207.9	23.7
Total Del/Veh (s)	5.6	9.6	2.8	103.1	16.7

17: East Access & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.6	1.7	2.7	8.9	1.7

18: Coffee St & West Access/Project Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	914.0	0.0	0.0	340.2
Total Del/Veh (s)	8.8	103.5	7.1	2.4	29.1

19: Mission St & Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	0.5	1.0	2.0

20: Mission St & East Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.2	1.3	0.2	2.7

Total Zone Performance

Denied Del/Veh (s)	324.0
Total Del/Veh (s)	167.6

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.1	0.0	0.1	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	4.6	4.0	1.7	4.3	1.5	0.8	18.8	20.0	10.8	14.7	12.8	6.1

4: Project Access/Pluim Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.8

6: Coffee St & School North/North Access Performance by movement

Movement	EBL	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.2	2.4	2.5	1.1	2.4

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0		0.0	0.1	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.4		5.7	0.6	0.3	3.2	4.1	0.8	3.8

14: Project Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.0
Total Del/Veh (s)	5.0	4.4	3.0	4.2	1.1	0.4	18.4	9.4	11.7	4.7	4.2

15: Coffee St & West Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	40.6	0.2	0.0	0.0	0.0	0.0	3.6
Total Del/Veh (s)	96.8	11.3	4.4	3.7	8.0	5.7	14.0

16: Central Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	207.9	23.7
Total Del/Veh (s)	4.6	7.2	10.8	0.6	0.3	5.1	103.1	16.7

17: East Access & Campus Parkway Performance by movement

Movement	EBT	EBR	WBT	WBR	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.7	0.3	1.7	0.1	0.6	3.6	8.9	1.7

18: Coffee St & West Access/Project Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	914.0	0.0	0.0	0.0	0.0	340.2
Total Del/Veh (s)	8.9	103.5	7.2	4.8	2.6	1.4	29.1

19: Mission St & Central Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	2.8	0.5	0.3	8.9	0.4	3.6	2.0

20: Mission St & East Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.1	0.0
Total Del/Veh (s)	5.2	5.3	1.3	1.3	0.3	0.2	2.7

Total Zone Performance

Denied Del/Veh (s)	324.0
Total Del/Veh (s)	167.6

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	366	494	205	28	146	128	170	241	124	243	139
Average Queue (ft)	224	264	122	3	61	52	78	121	77	116	60
95th Queue (ft)	349	412	268	16	118	95	151	202	136	211	112
Link Distance (ft)	1782			5169			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	350		180		150		150		100		
Storage Blk Time (%)	0	24	0		0	0	0	5	6	11	
Queuing Penalty (veh)	1	120	1		0	0	1	5	12	12	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	78	104	36	64	73	33	32	66
Average Queue (ft)	32	37	5	24	34	8	5	27
95th Queue (ft)	65	83	24	56	61	30	24	56
Link Distance (ft)	5169			2606			1282	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	2	0	0	0	0	0	0
Queuing Penalty (veh)	1	1	0	0	0	0	0	0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	145	155	307	233	84	562	150	151	133	87	104	99
Average Queue (ft)	129	140	187	50	31	217	64	77	53	8	37	44
95th Queue (ft)	169	180	385	200	67	781	127	140	121	59	76	83
Link Distance (ft)			224	224		1178			336	336		
Upstream Blk Time (%)			31	0		1			0	0		
Queuing Penalty (veh)			89	1		5			0	0		
Storage Bay Dist (ft)	130	130			130		185	185			125	190
Storage Blk Time (%)	25	44	1				0	0	0		0	
Queuing Penalty (veh)	11	19	3				0	0	0		0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	135	296	294	140	50	224	506	441	225
Average Queue (ft)	23	130	134	30	16	17	244	229	104
95th Queue (ft)	83	255	255	93	41	110	419	389	252
Link Distance (ft)		2385	2385						
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	190			285	200	200			200
Storage Blk Time (%)		3	0	0		0	15	9	0
Queuing Penalty (veh)		2	1	0		0	3	31	1

Intersection: 9: Coffee St & Parsons Ave/Projcet Access

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	UL	R
Maximum Queue (ft)	138	200	224	377	156	50
Average Queue (ft)	59	87	175	100	51	17
95th Queue (ft)	114	155	245	336	115	41
Link Distance (ft)				667	366	366
Upstream Blk Time (%)				2		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)			200			
Storage Blk Time (%)			13			
Queuing Penalty (veh)			8			

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB	B54
Directions Served	T	T	TR	T	T	L	LT	R	T
Maximum Queue (ft)	2320	2328	2360	182	194	625	1177	1075	659
Average Queue (ft)	1081	1216	1333	156	153	544	925	727	421
95th Queue (ft)	2365	2486	2529	197	198	804	1532	1508	903
Link Distance (ft)	3471	3471	3471	158	158		1075		612
Upstream Blk Time (%)	1	1	1	7	6		35	2	41
Queuing Penalty (veh)	0	0	0	45	37		0	0	0
Storage Bay Dist (ft)						600		1000	
Storage Blk Time (%)						41	42		
Queuing Penalty (veh)						378	384		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	B61	B61	B61	NB	NB
Directions Served	L	T	T	T	T	T	R	T	T	T	LT	R
Maximum Queue (ft)	420	818	825	807	202	219	214	350	483	485	1051	920
Average Queue (ft)	408	776	670	378	171	187	187	94	190	207	1006	913
95th Queue (ft)	495	971	971	746	234	223	238	262	399	412	1165	977
Link Distance (ft)		800	800	800	122	122	122	475	475	475	950	
Upstream Blk Time (%)		44	6	0	30	42	17		0	1	44	
Queuing Penalty (veh)		331	48	2	266	367	145		3	5	0	
Storage Bay Dist (ft)	330											800
Storage Blk Time (%)	20	66									42	84
Queuing Penalty (veh)	130	212									355	473

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	B57
Directions Served	T
Maximum Queue (ft)	493
Average Queue (ft)	426
95th Queue (ft)	620
Link Distance (ft)	443
Upstream Blk Time (%)	53
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	B61	B61	B61	B61	WB	WB	WB
Directions Served	L	L	T	T	TR	T	T	T	T	UL	L	T
Maximum Queue (ft)	474	575	472	501	518	218	126	121	194	409	425	670
Average Queue (ft)	468	540	184	248	314	181	62	30	27	251	344	542
95th Queue (ft)	509	607	378	458	527	250	98	97	132	418	528	764
Link Distance (ft)		475	475	475	475	122	122	122	122			628
Upstream Blk Time (%)	8	38	0	1	6	40	1	0	3			14
Queuing Penalty (veh)	0	268	3	7	41	282	4	2	20			57
Storage Bay Dist (ft)	450									400	400	
Storage Blk Time (%)	23	44								2	6	19
Queuing Penalty (veh)	124	239								9	25	77

Intersection: 12: Coffee St & Campus Parkway

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	L	TR	L	T	R
Maximum Queue (ft)	670	668	652	362	375	422	206	350	300
Average Queue (ft)	556	552	350	347	368	385	86	200	235
95th Queue (ft)	730	733	785	392	392	470	170	416	357
Link Distance (ft)	628	628	628			380		301	
Upstream Blk Time (%)	13	13	7	0	10	28		12	8
Queuing Penalty (veh)	53	56	28	0	0	287		94	0
Storage Bay Dist (ft)				350	350		200		300
Storage Blk Time (%)				4	40	6	0	1	8
Queuing Penalty (veh)				7	77	49	1	5	16

Zone Summary

Zone wide Queuing Penalty: 5341

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	116	138	33	96
Average Queue (ft)	58	66	10	52
95th Queue (ft)	93	109	33	81
Link Distance (ft)		610	182	2606
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Project Access/Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	45	80	45	100	55
Average Queue (ft)	9	10	16	45	25
95th Queue (ft)	40	104	41	81	50
Link Distance (ft)		563		690	1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)		2			
Queuing Penalty (veh)		0			

Intersection: 6: Coffee St & School North/North Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	32	31
Average Queue (ft)	4	11
95th Queue (ft)	22	34
Link Distance (ft)	149	543
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

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)

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	127	7	135
Average Queue (ft)	48	0	46
95th Queue (ft)	92	5	103
Link Distance (ft)	624	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 14: Project Access/Daffodil Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	23	10	55	131	42
Average Queue (ft)	2	0	23	55	19
95th Queue (ft)	15	6	50	101	45
Link Distance (ft)		610		503	671
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Coffee St & West Access/Central Access

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	R	TR
Maximum Queue (ft)	360	127	299	140	337
Average Queue (ft)	154	51	20	7	92
95th Queue (ft)	400	94	146	74	303
Link Distance (ft)	452	468	301	301	366
Upstream Blk Time (%)	10		0	0	1
Queuing Penalty (veh)	0		1	0	7
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Central Access & Campus Parkway

Movement	WB	WB	NB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	359	369	103	424
Average Queue (ft)	73	67	47	305
95th Queue (ft)	260	262	77	520
Link Distance (ft)	489	489	768	386
Upstream Blk Time (%)	0	0		54
Queuing Penalty (veh)	2	1		0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: East Access & Campus Parkway

Movement	WB	WB	B56	B56	NB	SB
Directions Served	T	T	T	T	R	R
Maximum Queue (ft)	41	40	8	18	44	49
Average Queue (ft)	2	3	0	0	22	13
95th Queue (ft)	36	49	0	0	46	40
Link Distance (ft)	296	296	2385	2385	756	429
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	1	1				
Storage Bay Dist (ft)						
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 18: Coffee St & West Access/Project Access

Movement	EB	WB	NB	SB	SB
Directions Served	R	R	TR	T	R
Maximum Queue (ft)	103	318	194	5	10
Average Queue (ft)	43	287	59	0	0
95th Queue (ft)	81	306	150	7	7
Link Distance (ft)	258	267	319	380	380
Upstream Blk Time (%)		100			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 19: Mission St & Central Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	83	56	61
Average Queue (ft)	29	0	32
95th Queue (ft)	70	0	51
Link Distance (ft)	624	503	768
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & East Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	63	13
Average Queue (ft)	33	0
95th Queue (ft)	54	5
Link Distance (ft)	503	756
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 14

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	61	10.7	12.9	0.0	10
Coffee St	12	32.8	39.6	0.1	10
Central Access	16	5.2	14.7	0.1	33
East Access	17	1.8	8.7	0.1	43
	56	0.5	5.0	0.1	48
Gerard Ave	5	19.1	49.0	0.5	34
Total		70.2	129.9	0.9	25

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	56	11.6	42.4	0.5	40
East Access	17	1.7	6.0	0.1	41
Central Access	16	10.9	17.5	0.1	21
Coffee St	12	140.0	148.9	0.1	3
	61	18.2	25.3	0.1	15
SR 99 NB Ramps	11	23.3	25.5	0.0	5
Total		205.6	265.5	1.4	19

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	296.8	337.5	0.7	7
	50	15.6	18.4	0.1	10
SR 99 NB Ramps	11	70.6	82.1	0.2	7
Total		383.0	438.0	0.9	7

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	50	12.6	23.2	0.2	25
SR 99 SB Ramps	10	16.6	19.9	0.1	9
Total		29.3	43.1	0.2	17

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.4	0.6	11.4	0.9	3.2
Total Del/Veh (s)	44.5	24.9	181.9	38.6	67.9

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.1	0.6	0.2
Total Del/Veh (s)	18.0	15.6	17.1	14.8	16.7

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.0	0.5
Total Del/Veh (s)	30.4	30.4	17.9	17.3	20.6

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	16.9	15.2	23.5	18.2

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.4	19.2	17.6	18.2

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.8	17.1	1.3	11.4	14.2

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.9	3.9	2.9	1.4
Total Del/Veh (s)	24.3	42.1	48.3	22.1	35.9

Total Zone Performance

Denied Del/Veh (s)	2.5
Total Del/Veh (s)	1358.2

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	17.9	12.4	8.2	12.2	13.8

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.3	0.2	0.0	0.1
Total Del/Veh (s)	7.8	6.1	7.8	7.5

Total Zone Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	971.7

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.6	1.9	8.1	7.8	2.8

6: Coffee St & School North/Central Access Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.8	2.3	1.8

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.7	0.3	1.7

8: Coffee St & School South Performance by approach

Approach	EB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.5	0.3	3.5

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	6.2	0.7	3.4	3.2

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.3	1.1	6.6	8.4	3.8

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.1	3.6	1.2	1.1	1.4

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.1	2.3	1.2	2.0	2.4

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.9	0.6	16.1	6.2

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.4	0.3	0.6	1.9

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	46.0

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.2
Total Del/Veh (s)	1.9	1.7	0.4	2.8	1.6	0.5	10.5	14.4	4.9	10.8	15.5	4.3

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.8

6: Coffee St & School North/Central Access Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	1.9	0.8	0.5	3.3	3.4	1.5	1.8

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.7	1.0	0.1	1.7

8: Coffee St & School South Performance by movement

Movement	EBL	SBU	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	4.5	0.3	3.5

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.5	0.4	2.4	2.1	0.2	2.6	3.5	2.1	3.2

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	5.6	5.3	3.8	2.3	1.0	0.2	7.9	13.4	3.9	8.3	14.1	3.6

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.8

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	3.6	1.2	1.2	1.2	0.7	1.4

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	2.3	1.3	0.1	2.3	0.9	2.4

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	2.7	3.5	1.1	0.2	16.7	10.6	6.2

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	4.9	0.6	0.2	7.9	0.3	2.5	1.9

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	46.0

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	324	616	205	34	214	175	175	1214	124	478	202
Average Queue (ft)	229	306	133	6	92	73	160	696	95	187	69
95th Queue (ft)	343	515	273	24	168	136	209	1464	150	460	162
Link Distance (ft)	1711			5169			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		180		150		150		100		
Storage Blk Time (%)	1	31	0		2	0	49	30	26	11	
Queuing Penalty (veh)	5	145	1		4	0	178	52	51	15	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	84	154	36	110	79	113	69	146	
Average Queue (ft)	50	59	8	45	36	45	17	65	
95th Queue (ft)	83	121	29	89	69	88	50	119	
Link Distance (ft)	5169			2597			736		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	60		60		100		60		
Storage Blk Time (%)	5	5	0	3	0	1	0	7	
Queuing Penalty (veh)	11	5	0	0	0	0	1	2	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	140	152	194	47	61	158	155	106	34	21	69	66
Average Queue (ft)	80	92	61	4	19	48	64	43	2	4	27	8
95th Queue (ft)	146	144	131	24	43	113	120	89	16	15	60	48
Link Distance (ft)			224	224				334	334			
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	130	130			130	185	185			125	190	190
Storage Blk Time (%)	1	3	0			0	0					
Queuing Penalty (veh)	0	1	1			0	0					

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	222	240	78	77	85	246	264	191
Average Queue (ft)	98	104	28	24	8	123	128	40
95th Queue (ft)	199	209	64	54	47	205	215	120
Link Distance (ft)	2334	2334						
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			285	200	200			200
Storage Blk Time (%)	1	0				1	1	0
Queuing Penalty (veh)	0	0				0	3	0

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	T	T	L	LT	R
Maximum Queue (ft)	199	183	380	191	212	277	315	128
Average Queue (ft)	91	59	161	121	133	155	211	56
95th Queue (ft)	168	127	303	185	197	241	296	102
Link Distance (ft)	3471	3471	3471	1051	1051		1075	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						600		1000
Storage Blk Time (%)					4			
Queuing Penalty (veh)					11			

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB
Directions Served	L	T	T	T	T	T	R	LT
Maximum Queue (ft)	368	185	188	175	175	222	340	322
Average Queue (ft)	198	48	53	79	88	126	129	194
95th Queue (ft)	356	197	139	151	152	194	279	292
Link Distance (ft)		1051	1051	1051	678	678	678	846
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	500							
Storage Blk Time (%)	1							
Queuing Penalty (veh)	7							

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	R	R
Maximum Queue (ft)	241	100	422	685	605	148	199	295	341	11	306
Average Queue (ft)	126	39	81	103	95	69	51	118	197	0	154
95th Queue (ft)	207	82	237	314	290	126	131	240	309	6	266
Link Distance (ft)		678	678	678	678		428	428	428	366	374
Upstream Blk Time (%)			0	0	0				0		0
Queuing Penalty (veh)			0	1	1				0		0
Storage Bay Dist (ft)	400					270					
Storage Blk Time (%)							0				
Queuing Penalty (veh)							0				

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B59	B59
Directions Served	L	L	T	T	R	L	L	T	T	R	T	T
Maximum Queue (ft)	160	188	200	223	78	117	226	327	337	175	478	513
Average Queue (ft)	81	104	97	116	34	57	63	243	286	78	122	175
95th Queue (ft)	142	161	163	181	64	104	214	357	362	206	436	499
Link Distance (ft)			742	742	742			226	226		2334	2334
Upstream Blk Time (%)							0	17	46			
Queuing Penalty (veh)							0	101	263			
Storage Bay Dist (ft)	400	400				300	300			150		
Storage Blk Time (%)							0	17	55	0		
Queuing Penalty (veh)							1	14	31	0		

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	R	L	L	T	R
Maximum Queue (ft)	336	358	225	117	58	88	100	84
Average Queue (ft)	189	244	39	34	3	37	39	33
95th Queue (ft)	324	362	146	96	21	74	84	62
Link Distance (ft)			577					
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	500	500		300	150	150		200
Storage Blk Time (%)			1				0	
Queuing Penalty (veh)			4				0	

Zone Summary

Zone wide Queuing Penalty: 909

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	223	153	87	98
Average Queue (ft)	84	64	44	48
95th Queue (ft)	164	115	70	80
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	WB	NB	NB
Directions Served	TR	LT	UL	R
Maximum Queue (ft)	137	70	169	65
Average Queue (ft)	64	43	78	31
95th Queue (ft)	106	65	129	54
Link Distance (ft)			317	317
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	29	4	47	80	72
Average Queue (ft)	3	0	19	34	29
95th Queue (ft)	16	3	42	61	55
Link Distance (ft)		544			1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Coffee St & School North/Central Access

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	35	14
Average Queue (ft)	12	1
95th Queue (ft)	34	9
Link Distance (ft)	408	182
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	61
Average Queue (ft)	29
95th Queue (ft)	53
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	27
95th Queue (ft)	46
Link Distance (ft)	240
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	43	7	108
Average Queue (ft)	15	0	30
95th Queue (ft)	39	4	80
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	28	38	63	62
Average Queue (ft)	3	9	25	26
95th Queue (ft)	15	30	50	51
Link Distance (ft)			433	491
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	SB
Directions Served	R	R	TR
Maximum Queue (ft)	50	54	8
Average Queue (ft)	25	26	0
95th Queue (ft)	44	51	8
Link Distance (ft)	584	310	317
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	79	46
Average Queue (ft)	36	23
95th Queue (ft)	60	43
Link Distance (ft)	326	318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	61	150
Average Queue (ft)	11	66
95th Queue (ft)	41	120
Link Distance (ft)	423	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Mission St & Pluim Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	48	2	37
Average Queue (ft)	7	0	19
95th Queue (ft)	29	2	43
Link Distance (ft)	773	5180	122
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	8.5	17.6	0.1	29
West Access	16	2.4	8.6	0.1	40
Pluim Dr	17	20.4	30.2	0.2	19
	59	3.8	8.0	0.1	27
Gerard Ave	5	18.2	47.1	0.5	35
Total		53.3	111.5	0.9	29

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	30.9	61.2	0.5	27
Pluim Dr	17	42.3	46.8	0.1	5
West Access	16	11.4	21.8	0.2	26
	12	16.3	22.5	0.1	15
SR 99 NB Ramps	11	15.5	24.6	0.1	21
Total		116.4	176.9	1.4	29

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	16.7	59.8	0.7	40
SR 99 NB Ramps	11	17.4	31.2	0.2	24
Total		34.1	91.0	0.9	35

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	11.3	25.0	0.2	30
Total		11.3	25.0	0.2	30

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	2.0	0.7	1.4	2.8	2.1
Total Del/Veh (s)	45.6	24.1	46.7	70.9	52.1

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	0.0	0.3	0.1
Total Del/Veh (s)	11.7	10.0	5.2	7.7	9.5

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.0	0.4
Total Del/Veh (s)	77.0	24.1	18.6	15.7	25.4

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	28.9	23.5	25.1	25.8

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.8	29.7	17.9	25.2

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.8	26.1	1.4	11.6	17.0

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	3.3	0.5
Total Del/Veh (s)	26.4	25.2	31.6	21.5	26.4

Total Zone Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	922.2

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	10.5	10.5	6.1	7.8	9.6

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	1.3	2.9	0.0	1.1
Total Del/Veh (s)	12.6	9.8	23.3	17.0

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	1687.8

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	1.8	1.5	7.4	7.1	2.9

6: Coffee St & School North/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	1.2	0.6	2.0	1.7

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.7	0.0	1.7

8: Coffee St & School South Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	4.5	4.5

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.1	0.7	3.1	3.2

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.8	1.4	6.0	5.5	2.9

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.9	9.0	3.1	1.7	3.4

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	2.2	1.1	1.8	2.1

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.8	0.8	14.5	5.5

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.4	0.8	0.9	2.1

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	65.3

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.1	0.1
Total Del/Veh (s)	2.6	1.9	0.4	2.1	1.4	0.5	10.2	15.4	5.2	7.8	11.9	3.5

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.9

6: Coffee St & School North/Central Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	1.2	0.6	2.4	2.3	1.0	1.7

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.7	0.0	1.7

8: Coffee St & School South Performance by movement

Movement	EBL	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	3.6	4.5

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	2.6	1.9	0.2	2.0	3.3	1.9	3.2

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	5.1	4.0	2.5	2.2	1.4	0.3	8.3	3.2	6.8	3.1	2.9

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	9.0	3.7	1.4	1.8	0.9	3.4

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.2	1.2	0.2	2.0	0.7	2.1

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.3	0.1
Total Del/Veh (s)	2.7	3.2	1.2	0.2	15.1	8.6	5.5

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	4.7	1.6	0.5	6.3	0.4	2.5	2.1

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	65.3

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	374	719	205	22	126	105	170	342	124	929	680
Average Queue (ft)	274	361	166	2	58	48	93	150	120	483	128
95th Queue (ft)	415	601	277	11	107	85	170	279	141	935	578
Link Distance (ft)	1711			5169						978	978
Upstream Blk Time (%)										6	3
Queuing Penalty (veh)										0	0
Storage Bay Dist (ft)	350		180		150		150		100		
Storage Blk Time (%)	0	35	0		0	0	3	10	43	33	
Queuing Penalty (veh)	2	201	3		0	0	10	11	152	67	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	84	111	37	65	63	60	31	64	
Average Queue (ft)	42	37	8	20	19	16	4	28	
95th Queue (ft)	74	89	27	50	47	45	20	52	
Link Distance (ft)	5169			2597			736		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	60		60		100		60		
Storage Blk Time (%)	3	2	0	0	0	0	0	0	
Queuing Penalty (veh)	5	2	0	0	0	0	0	0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	210	219	249	45	29	112	139	154	110	54	96	78
Average Queue (ft)	135	142	99	2	7	19	42	66	41	4	33	28
95th Queue (ft)	220	227	250	27	21	121	105	119	83	26	71	62
Link Distance (ft)			224	224		1178			334	334		
Upstream Blk Time (%)	1	5	8	0								
Queuing Penalty (veh)	0	0	17	0								
Storage Bay Dist (ft)	300	300			130		185	185			125	190
Storage Blk Time (%)	1	5	8				0	0	0		0	
Queuing Penalty (veh)	0	1	29				0	0	0		0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	67	301	310	156	51	58	241	236	164
Average Queue (ft)	7	129	136	38	16	3	129	108	36
95th Queue (ft)	40	244	259	98	41	30	205	192	89
Link Distance (ft)		2334	2334						
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	190			285	200	200			200
Storage Blk Time (%)		3	0	0			1	1	0
Queuing Penalty (veh)		1	1	0			0	2	0

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	T	T	R	L	LT	R
Maximum Queue (ft)	225	434	620	217	224	26	341	365	221
Average Queue (ft)	116	122	296	145	143	1	210	260	106
95th Queue (ft)	193	298	565	205	204	26	305	340	181
Link Distance (ft)	3471	3471	3471	1051	1051			1075	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						150	600		1000
Storage Blk Time (%)					7				
Queuing Penalty (veh)					19				

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	LT	R
Maximum Queue (ft)	333	253	294	342	456	579	643	386	14
Average Queue (ft)	158	135	175	221	162	221	207	220	1
95th Queue (ft)	284	226	260	316	356	454	531	332	15
Link Distance (ft)		1051	1051	1051	678	678	678	1039	
Upstream Blk Time (%)						0	1		
Queuing Penalty (veh)						0	5		
Storage Bay Dist (ft)	500								800
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	R	R
Maximum Queue (ft)	302	186	618	726	735	190	259	283	277	45	310
Average Queue (ft)	154	54	93	213	157	71	130	169	166	4	176
95th Queue (ft)	251	135	405	691	580	139	218	248	244	29	298
Link Distance (ft)		678	678	678	678		428	428	428	366	373
Upstream Blk Time (%)		0	0	1	1						0
Queuing Penalty (veh)		0	0	8	7						2
Storage Bay Dist (ft)	400					270					
Storage Blk Time (%)							0				
Queuing Penalty (veh)							0				

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B59	B59
Directions Served	L	L	T	T	R	L	L	T	T	R	T	T
Maximum Queue (ft)	143	167	281	299	64	122	195	297	310	175	39	84
Average Queue (ft)	81	96	132	141	30	50	22	166	197	89	2	6
95th Queue (ft)	128	146	242	254	53	96	108	279	310	203	30	41
Link Distance (ft)			744	744	744			226	226		2334	2334
Upstream Blk Time (%)							0	3	7			
Queuing Penalty (veh)							0	17	41			
Storage Bay Dist (ft)	400	400				300	300			150		
Storage Blk Time (%)							0	3	20	0		
Queuing Penalty (veh)							0	2	26	0		

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	R	L	L	T	R
Maximum Queue (ft)	248	270	75	65	136	161	88	155
Average Queue (ft)	150	161	26	31	45	95	36	69
95th Queue (ft)	227	240	62	56	123	150	74	118
Link Distance (ft)			567					
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	500	500		300	150	150		200
Storage Blk Time (%)					0	1		0
Queuing Penalty (veh)					0	3		0

Zone Summary

Zone wide Queuing Penalty: 633

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	112	40	90
Average Queue (ft)	40	58	21	46
95th Queue (ft)	64	94	45	76
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	UT	R	L	T	UL	R
Maximum Queue (ft)	164	88	129	78	318	170
Average Queue (ft)	80	43	62	36	173	48
95th Queue (ft)	137	72	103	62	307	110
Link Distance (ft)					307	307
Upstream Blk Time (%)					3	0
Queuing Penalty (veh)					9	0
Storage Bay Dist (ft)	200		150			
Storage Blk Time (%)	0		0			
Queuing Penalty (veh)	0		0			

Zone Summary

Zone wide Queuing Penalty: 9

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	28	4	41	98	48
Average Queue (ft)	3	0	13	47	20
95th Queue (ft)	17	3	35	79	42
Link Distance (ft)		544			1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Coffee St & School North/Central Access

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	26	6
Average Queue (ft)	5	6	0
95th Queue (ft)	24	24	3
Link Distance (ft)	149	408	182
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	240
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	50	12	78
Average Queue (ft)	21	0	27
95th Queue (ft)	45	6	67
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	37	74	45
Average Queue (ft)	4	11	29	17
95th Queue (ft)	21	33	54	39
Link Distance (ft)			433	491
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	78	100	161	16
Average Queue (ft)	38	43	19	1
95th Queue (ft)	65	86	123	20
Link Distance (ft)	433	310	373	307
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB	SB
Directions Served	R	R	TR
Maximum Queue (ft)	72	50	8
Average Queue (ft)	35	23	0
95th Queue (ft)	59	45	6
Link Distance (ft)	326	318	366
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	63	2	151
Average Queue (ft)	15	0	57
95th Queue (ft)	48	2	108
Link Distance (ft)	423	772	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & Pluim Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	51	2	33
Average Queue (ft)	10	0	22
95th Queue (ft)	36	2	44
Link Distance (ft)	772	5179	132
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	10.9	19.9	0.1	25
West Access	16	3.0	9.2	0.1	37
Pluim Dr	17	23.9	33.8	0.2	17
	59	4.4	8.5	0.1	25
Gerard Ave	5	19.0	48.5	0.5	34
Total		61.2	120.0	0.9	27

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	12.0	42.3	0.5	39
Pluim Dr	17	26.3	29.8	0.1	7
West Access	16	7.6	18.1	0.2	31
	12	25.1	31.1	0.1	11
SR 99 NB Ramps	11	31.5	40.5	0.1	12
Total		102.5	161.7	1.4	31

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	23.3	66.2	0.7	36
SR 99 NB Ramps	11	24.6	38.1	0.2	20
Total		47.9	104.3	0.9	30

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	18.8	32.4	0.2	23
Total		18.8	32.4	0.2	23

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.4	1.0	1.4	0.8	1.2
Total Del/Veh (s)	34.1	18.0	34.9	22.2	28.8

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	2.8	0.4
Total Del/Veh (s)	10.8	7.5	3.0	13.1	7.8

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.0	0.5
Total Del/Veh (s)	36.3	32.0	10.8	17.1	18.8

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	57.5	18.1	31.7	36.4

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.2	47.4	182.9	67.3

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.6	0.1
Total Del/Veh (s)	22.2	78.6	1.9	47.0	46.2

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.7	218.4	3.2	56.6
Total Del/Veh (s)	23.1	71.7	81.4	34.5	52.6

Total Zone Performance

Denied Del/Veh (s)	37.3
Total Del/Veh (s)	1449.0

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.2	0.1
Total Del/Veh (s)	10.5	10.3	4.0	7.9	9.5

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	1.3	2.8	0.0	1.1
Total Del/Veh (s)	14.0	18.4	54.7	34.6

Total Zone Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	1493.9

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	2.1	2.0	11.1	10.2	4.1

6: Coffee St & School North/Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	3.9	1.1	1.8	1.9

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	17.7	1.1	4.3	4.6

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.5	1.6	7.2	7.1	3.1

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	44.9	88.2	1.0	0.0	13.0
Total Del/Veh (s)	233.7	147.7	26.2	13.7	52.7

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.2	2.8	1.2	2.4	3.2

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	44.8	11.3
Total Del/Veh (s)	3.7	0.9	128.1	35.2

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	4.4	0.8	1.2	2.6

Total Zone Performance

Denied Del/Veh (s)	24.4
Total Del/Veh (s)	264.2

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.1	0.2	0.1
Total Del/Veh (s)	2.9	2.4	0.5	3.1	1.8	0.6	14.4	18.1	8.3	9.6	13.6	4.1

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.1

6: Coffee St & School North/Central Access Performance by movement

Movement	EBL	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.9	1.1	2.2	1.1	1.9

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.5	9.0	2.7	0.3	3.1	4.4	2.8	4.6

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	4.3	3.7	2.2	2.5	1.6	0.3	9.9	18.3	3.8	7.9	15.0	3.4

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.1

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	44.9	88.2	1.1	0.7	0.0	0.0	13.0
Total Del/Veh (s)	233.7	147.7	34.8	1.6	13.9	8.1	52.7

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.2	2.8	1.4	0.2	2.7	0.9	3.2

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	44.9	43.8	11.3
Total Del/Veh (s)	3.3	4.7	1.6	0.3	129.7	113.0	35.2

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	6.4	1.8	0.4	10.4	0.6	3.2	2.6

Total Zone Performance

Denied Del/Veh (s)	24.4
Total Del/Veh (s)	264.2

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	302	467	205	24	123	120	147	232	124	245	87
Average Queue (ft)	178	229	99	2	49	45	67	91	71	102	36
95th Queue (ft)	288	390	237	13	97	83	124	171	127	195	73
Link Distance (ft)	1711			5169			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		180		150		150		100		
Storage Blk Time (%)	0	17	0		0	0	1	1	9	6	
Queuing Penalty (veh)	1	84	1		0	0	3	1	21	7	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	68	83	28	54	52	38	63	41
Average Queue (ft)	28	26	4	17	17	9	27	12
95th Queue (ft)	57	64	19	45	42	30	55	36
Link Distance (ft)	5169			2597			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	1		0			1	0
Queuing Penalty (veh)	1	0		0			0	0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	159	162	143	42	32	140	175	155	66	85	55	52
Average Queue (ft)	87	98	59	3	9	51	76	56	7	32	17	6
95th Queue (ft)	144	148	109	21	26	108	130	116	38	68	43	32
Link Distance (ft)			224	224				334	334			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			130	185	185			125	190	190
Storage Blk Time (%)						0	0	0				
Queuing Penalty (veh)						0	0	0				

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	133	132	80	64	96	310	300	198
Average Queue (ft)	61	63	27	21	7	160	147	49
95th Queue (ft)	117	114	65	51	45	260	252	142
Link Distance (ft)	2341	2341						
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			285	200	200			200
Storage Blk Time (%)						3	2	0
Queuing Penalty (veh)						1	6	0

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	T	T	R	L	LT	R
Maximum Queue (ft)	560	991	1102	225	245	54	411	454	184
Average Queue (ft)	217	341	622	114	121	2	259	321	86
95th Queue (ft)	478	816	1081	189	204	39	374	432	154
Link Distance (ft)	3471	3471	3471	1051	1051			1075	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						150	600		1000
Storage Blk Time (%)					3				
Queuing Penalty (veh)					18				

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	575	947	937	782	709	722	761	1064	920	486
Average Queue (ft)	428	397	290	208	387	554	609	1019	916	441
95th Queue (ft)	711	1019	856	593	741	836	875	1162	970	560
Link Distance (ft)		1051	1051	1051	678	678	678	956		430
Upstream Blk Time (%)		2	0	0	1	3	14	59		72
Queuing Penalty (veh)		13	2	2	8	28	125	0		0
Storage Bay Dist (ft)	500								800	
Storage Blk Time (%)	30	3						18	90	
Queuing Penalty (veh)	197	9						158	511	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	L	T	T	TR	L	T	T	TR	R	R
Maximum Queue (ft)	406	616	406	340	354	325	487	490	488	93	388
Average Queue (ft)	254	204	103	88	111	296	448	453	452	17	354
95th Queue (ft)	453	614	430	352	308	404	481	478	482	65	445
Link Distance (ft)		678	678	678	678		428	428	428	366	373
Upstream Blk Time (%)		5	2	0	1		40	48	46		22
Queuing Penalty (veh)		36	12	2	8		302	366	348		152
Storage Bay Dist (ft)	400					300					
Storage Blk Time (%)	13	1				3	45				
Queuing Penalty (veh)	51	6				19	88				

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B59	B59
Directions Served	L	L	T	T	R	L	L	T	T	R	T	T
Maximum Queue (ft)	196	214	242	258	83	221	270	376	384	175	1411	1414
Average Queue (ft)	101	113	118	137	40	132	162	330	339	140	635	659
95th Queue (ft)	175	186	197	212	68	232	361	412	397	237	1684	1689
Link Distance (ft)			681	681	681			270	270		2341	2341
Upstream Blk Time (%)						2	3	49	59		0	0
Queuing Penalty (veh)						0	0	328	398		0	1
Storage Bay Dist (ft)	400	400				300	300			150		
Storage Blk Time (%)						2	3	49	64	0		
Queuing Penalty (veh)						10	16	69	107	1		

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	NB	NB	NB	B22	SB	SB	SB	SB
Directions Served	L	L	T	R	T	L	L	T	R
Maximum Queue (ft)	475	486	482	323	14	157	173	292	218
Average Queue (ft)	340	359	122	64	1	70	117	87	114
95th Queue (ft)	465	474	386	212	19	155	174	199	196
Link Distance (ft)			550		131				
Upstream Blk Time (%)			0		0				
Queuing Penalty (veh)			2		0				
Storage Bay Dist (ft)	500	500		300		150	150		200
Storage Blk Time (%)	0	1	4	0		0	4	0	2
Queuing Penalty (veh)	0	1	44	3		1	16	2	6

Zone Summary

Zone wide Queuing Penalty: 3593

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	76	125	31	100
Average Queue (ft)	36	63	9	49
95th Queue (ft)	58	101	31	81
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	UT	R	L	T	UL	R
Maximum Queue (ft)	138	92	158	156	343	338
Average Queue (ft)	71	45	89	61	299	127
95th Queue (ft)	117	76	152	192	373	329
Link Distance (ft)					307	307
Upstream Blk Time (%)					27	3
Queuing Penalty (veh)					111	12
Storage Bay Dist (ft)	300		150			
Storage Blk Time (%)			5	0		
Queuing Penalty (veh)			6	0		

Zone Summary

Zone wide Queuing Penalty: 129

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	30	11	61	139	54
Average Queue (ft)	3	1	20	57	22
95th Queue (ft)	17	6	46	104	45
Link Distance (ft)		542			1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Coffee St & School North/Central Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	26
Average Queue (ft)	5	8
95th Queue (ft)	23	27
Link Distance (ft)	149	408
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

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)

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	80	18	114
Average Queue (ft)	26	1	46
95th Queue (ft)	61	9	94
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	29	2	41	72	50
Average Queue (ft)	4	0	13	33	21
95th Queue (ft)	19	2	36	57	43
Link Distance (ft)		630		433	491
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	R	TR
Maximum Queue (ft)	433	314	388	38	287
Average Queue (ft)	269	169	222	1	108
95th Queue (ft)	561	367	472	39	260
Link Distance (ft)	433	310	373	373	307
Upstream Blk Time (%)	34	28	5	0	2
Queuing Penalty (veh)	0	0	24	0	10
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	111	58
Average Queue (ft)	46	29
95th Queue (ft)	83	48
Link Distance (ft)	326	318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	87	4	400
Average Queue (ft)	24	0	268
95th Queue (ft)	68	3	475
Link Distance (ft)	423	733	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & Pluim Dr

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	65	82
Average Queue (ft)	18	25
95th Queue (ft)	51	57
Link Distance (ft)	733	131
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 34

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	6.8	15.9	0.1	32
West Access	16	2.6	8.7	0.1	39
Pluim Dr	17	21.1	30.3	0.1	17
	59	5.0	9.7	0.1	25
Gerard Ave	5	10.9	40.2	0.5	41
Total		46.2	104.8	0.9	31

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	124.8	154.2	0.5	11
Pluim Dr	17	67.6	72.4	0.1	3
West Access	16	95.1	104.5	0.1	5
	12	79.1	85.0	0.1	4
SR 99 NB Ramps	11	40.2	49.3	0.1	10
Total		406.8	465.4	1.4	11

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	40.4	83.3	0.7	29
SR 99 NB Ramps	11	24.5	38.3	0.2	20
Total		64.9	121.6	0.9	26

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	18.0	31.7	0.2	24
Total		18.0	31.7	0.2	24

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.9	0.6	1.4	6.7	3.3
Total Del/Veh (s)	45.2	23.4	51.4	62.6	49.8

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.6	0.0	0.3	0.1
Total Del/Veh (s)	11.4	9.5	4.8	7.7	9.2

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.0	0.4
Total Del/Veh (s)	70.9	23.5	18.3	15.7	24.4

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	38.8	38.5	23.3	33.3

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	33.0	26.2	66.2	37.5

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	2.4	0.0	1.1	0.9
Total Del/Veh (s)	17.5	41.7	2.0	39.4	28.0

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	112.9	3.3	21.5
Total Del/Veh (s)	23.9	45.2	97.0	19.5	42.3

Total Zone Performance

Denied Del/Veh (s)	14.9
Total Del/Veh (s)	1072.6

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	10.4	10.2	5.9	7.6	9.4

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	1.3	2.9	0.0	1.1
Total Del/Veh (s)	12.1	9.7	21.2	15.9

Total Zone Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	1864.1

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	1.7	1.5	7.3	7.4	2.9

6: Coffee St & School North/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	1.2	0.6	2.0	1.6

7: Coffee St & School Mid Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.7	0.0	1.6

8: Coffee St & School South Performance by approach

Approach	EB	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	4.5	4.5

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	8.5	0.6	3.1	3.1

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.8	1.4	5.4	5.5	2.8

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	33.4	7.1	2.3	4.3	6.0

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	2.3	1.1	1.8	2.1

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	2.8	0.7	13.1	5.2

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.5	0.5	2.2	2.7

Total Zone Performance

Denied Del/Veh (s)			0.2	
Total Del/Veh (s)			79.0	

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Total Del/Veh (s)	2.4	1.9	0.4	2.4	1.4	0.4	9.7	14.0	5.4	7.8	13.2	3.0

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.9

6: Coffee St & School North/Central Access Performance by movement

Movement	EBL	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	1.2	0.6	2.2	2.3	0.9	1.6

7: Coffee St & School Mid Performance by movement

Movement	EBL	NBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.7	0.0	1.6

8: Coffee St & School South Performance by movement

Movement	EBL	All
Denied Del/Veh (s)	0.1	0.1
Total Del/Veh (s)	4.5	4.5

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	3.4	1.7	0.2	2.2	3.2	1.9	3.1

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	4.4	4.0	2.5	2.2	1.4	0.3	7.6	3.1	6.5	3.2	2.8

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	33.7	7.1	2.5	1.5	4.4	2.9	6.0

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.3	1.2	0.1	2.0	0.7	2.1

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	2.7	3.3	1.2	0.2	13.8	6.8	5.2

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	4.8	0.9	0.4	8.5	1.6	3.0	2.7

Total Zone Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	79.0

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	374	696	205	30	146	122	174	361	124	823	334
Average Queue (ft)	269	348	163	3	56	51	102	165	117	413	100
95th Queue (ft)	412	583	279	14	110	91	182	325	144	848	490
Link Distance (ft)	1711			5169						978	978
Upstream Blk Time (%)										5	2
Queuing Penalty (veh)										0	0
Storage Bay Dist (ft)	350		180	150		150	150		100		
Storage Blk Time (%)	0	35	0			0	0	8	9	39	30
Queuing Penalty (veh)	2	201	2			0	0	23	10	137	64

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	79	113	38	70	54	47	32	69	
Average Queue (ft)	40	36	8	20	18	14	3	30	
95th Queue (ft)	72	86	28	54	43	39	18	54	
Link Distance (ft)	5169			2597			736		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	60	60		100		60			
Storage Blk Time (%)	3	2	0	0			0	1	
Queuing Penalty (veh)	5	1	0	0			0	0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	B29	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	R	T	L	L	T	T	R	L
Maximum Queue (ft)	212	220	250	47	26	129	136	147	96	49	82	77
Average Queue (ft)	128	135	92	2	6	12	45	61	40	4	28	29
95th Queue (ft)	216	222	230	27	20	103	107	115	80	26	62	63
Link Distance (ft)			224	224		1178			334	334		
Upstream Blk Time (%)	1	3	5	0								
Queuing Penalty (veh)	0	0	10	0								
Storage Bay Dist (ft)	300	300			130		185	185			125	190
Storage Blk Time (%)	1	3	5				0	0			0	
Queuing Penalty (veh)	0	0	17				0	0			0	

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	B59	B59	SB	SB	SB	SB	SB
Directions Served	L	T	T	R	T	T	L	L	T	T	R
Maximum Queue (ft)	133	271	280	157	23	24	53	40	232	240	166
Average Queue (ft)	12	127	132	36	1	1	15	3	116	119	39
95th Queue (ft)	74	242	250	96	23	24	41	20	200	206	108
Link Distance (ft)		2338	2338		241	241					
Upstream Blk Time (%)						0					
Queuing Penalty (veh)						0					
Storage Bay Dist (ft)	190			285			200	200			200
Storage Blk Time (%)		3	0	0					1	1	0
Queuing Penalty (veh)		1	1	0					0	2	0

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	T	T	R	L	LT	R
Maximum Queue (ft)	337	462	602	479	507	270	350	380	212
Average Queue (ft)	199	196	336	284	297	127	224	269	106
95th Queue (ft)	307	355	542	425	457	348	326	363	184
Link Distance (ft)	3471	3471	3471	1050	1050			1075	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						150	600	1000	
Storage Blk Time (%)					32				
Queuing Penalty (veh)					90				

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	489	388	360	321	270	292	274	619	526	596
Average Queue (ft)	297	169	174	190	171	197	149	438	437	259
95th Queue (ft)	512	411	331	281	248	274	252	761	630	707
Link Distance (ft)		1050	1050	1050	673	673		526		559
Upstream Blk Time (%)		0						19	8	17
Queuing Penalty (veh)		0						0	0	0
Storage Bay Dist (ft)	500						450		425	
Storage Blk Time (%)	5	0						2	40	
Queuing Penalty (veh)	28	0						10	184	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	R	R
Maximum Queue (ft)	319	278	416	469	237	429	453	91	394
Average Queue (ft)	178	69	138	174	68	201	438	13	290
95th Queue (ft)	287	166	310	361	151	399	468	58	452
Link Distance (ft)		673	673	673		428	428	378	386
Upstream Blk Time (%)			0			0	30		9
Queuing Penalty (veh)			0			2	243		51
Storage Bay Dist (ft)	400				270				
Storage Blk Time (%)						2			
Queuing Penalty (veh)						3			

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B59	B59	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	L
Maximum Queue (ft)	301	296	297	72	240	344	342	175	412	452	312	325
Average Queue (ft)	160	148	168	25	88	231	275	128	102	141	265	291
95th Queue (ft)	272	253	270	53	216	361	383	238	380	454	388	381
Link Distance (ft)		743	743	743		241	241		2338	2338		
Upstream Blk Time (%)					0	16	39					
Queuing Penalty (veh)					0	88	215					
Storage Bay Dist (ft)	400				300			150			300	300
Storage Blk Time (%)	0	0			0	16	52	0			3	44
Queuing Penalty (veh)	0	0			0	12	66	1			4	62

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	651	169	201	193
Average Queue (ft)	339	90	48	71
95th Queue (ft)	693	153	118	134
Link Distance (ft)	763			
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		150		200
Storage Blk Time (%)	0	2	0	0
Queuing Penalty (veh)	2	7	0	0

Zone Summary

Zone wide Queuing Penalty: 1547

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	81	111	33	96
Average Queue (ft)	41	56	22	44
95th Queue (ft)	65	90	44	74
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	UT	R	L	T	UL	R
Maximum Queue (ft)	168	79	128	79	313	179
Average Queue (ft)	77	43	62	35	162	46
95th Queue (ft)	129	69	103	60	290	108
Link Distance (ft)					307	307
Upstream Blk Time (%)					1	0
Queuing Penalty (veh)					5	0
Storage Bay Dist (ft)	200		150			
Storage Blk Time (%)	0		0			
Queuing Penalty (veh)	0		0			

Zone Summary

Zone wide Queuing Penalty: 5

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	26	2	41	2	108	48
Average Queue (ft)	2	0	12	0	47	20
95th Queue (ft)	15	2	36	2	82	42
Link Distance (ft)		544		1178		1261
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150		150			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Coffee St & School North/Central Access

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	27	3	9
Average Queue (ft)	5	7	0	0
95th Queue (ft)	24	26	3	5
Link Distance (ft)	149	408	88	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Coffee St & School Mid

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Coffee St & School South

Movement	EB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	240
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	55	11	86
Average Queue (ft)	21	0	27
95th Queue (ft)	47	6	69
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	30	36	64	42
Average Queue (ft)	4	10	27	18
95th Queue (ft)	20	33	51	40
Link Distance (ft)			433	491
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	161	95	99	139
Average Queue (ft)	62	41	7	29
95th Queue (ft)	154	71	63	113
Link Distance (ft)	433	310	386	307
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	71	49
Average Queue (ft)	33	23
95th Queue (ft)	57	46
Link Distance (ft)	326	318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	64	2	132
Average Queue (ft)	15	0	56
95th Queue (ft)	47	2	101
Link Distance (ft)	423	762	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & Pluim Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	58	7	46
Average Queue (ft)	11	0	21
95th Queue (ft)	40	4	42
Link Distance (ft)	762	5168	763
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	17.9	27.0	0.1	19
West Access	16	4.2	10.4	0.1	33
Pluim Dr	17	21.6	31.7	0.2	18
	59	4.7	8.8	0.1	24
Gerard Ave	5	18.6	48.1	0.5	34
Total		67.0	125.9	0.9	26

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	28.4	58.6	0.5	28
Pluim Dr	17	48.2	51.7	0.1	4
West Access	16	50.2	60.2	0.2	9
	12	41.8	50.3	0.1	7
SR 99 NB Ramps	11	33.0	42.1	0.1	12
Total		201.5	262.8	1.4	20

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	35.4	78.4	0.7	31
SR 99 NB Ramps	11	22.8	36.5	0.2	21
Total		58.2	114.9	0.9	28

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	45.1	58.7	0.2	13
Total		45.1	58.7	0.2	13

1: Parsons Ave & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	1.0	1.4	0.8	1.2
Total Del/Veh (s)	34.2	18.7	41.1	23.8	30.4

2: Coffee St & Childs Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	2.7	0.4
Total Del/Veh (s)	10.7	7.1	3.0	12.0	7.7

5: Campus Parkway & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	50.2	22.7
Total Del/Veh (s)	36.7	51.7	22.3	103.6	62.5

10: SR 99 SB Ramps & Mission Ave Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	92.0	20.4	112.9	75.1

11: SR 99 NB Ramps & Mission Ave/Campus Parkway Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	96.9	39.3	82.4	72.0

12: Coffee St & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.4	0.0	3.4	0.9
Total Del/Veh (s)	25.7	44.5	3.9	72.3	37.0

17: Plum Dr & Campus Parkway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.7	898.3	5.1	247.3
Total Del/Veh (s)	37.9	75.1	178.6	43.5	72.3

Total Zone Performance

Denied Del/Veh (s)	162.8
Total Del/Veh (s)	1488.9

3: Coffee St & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.2	0.1
Total Del/Veh (s)	10.4	10.0	3.8	8.0	9.3

9: Coffee St & Parsons Ave Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	1.2	2.8	0.5	1.3
Total Del/Veh (s)	14.6	21.0	54.0	34.6

Total Zone Performance

Denied Del/Veh (s)	1.7
Total Del/Veh (s)	1494.7

4: Plum Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	2.0	1.9	10.2	10.9	4.0

6: Coffee St & School North/Central Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Del/Veh (s)	4.1	1.1	1.7	1.8

13: Coffee St & Mission St Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	11.0	1.0	4.1	4.2

14: Central Access/Daffodil Dr & Gerard Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.4	1.6	8.0	7.1	3.2

15: Coffee St & Access/Central Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	764.9	23.6	0.5	0.0	82.7
Total Del/Veh (s)	706.1	92.9	23.3	35.0	73.7

18: Coffee St & Access/Southside Access Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.9	2.8	1.2	2.4	3.1

19: Mission St & West Access Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	55.4	15.0
Total Del/Veh (s)	3.6	1.0	138.0	40.4

20: Mission St & Plum Dr Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	15.9	4.8	2.4	8.5

Total Zone Performance

Denied Del/Veh (s)	107.6
Total Del/Veh (s)	330.9

4: Plum Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1
Total Del/Veh (s)	2.2	2.4	0.5	2.9	1.8	0.5	13.6	16.4	7.7	9.9	14.5	4.3

4: Plum Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.0

6: Coffee St & School North/Central Access Performance by movement

Movement	EBL	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.1	1.1	2.4	0.8	1.8

13: Coffee St & Mission St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.4	3.9	2.4	0.3	2.9	4.3	2.7	4.2

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.1
Total Del/Veh (s)	4.5	3.6	2.1	2.8	1.6	0.3	10.6	16.4	4.3	7.9	13.7	3.5

14: Central Access/Daffodil Dr & Gerard Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.2

15: Coffee St & Access/Central Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	764.9	23.6	0.5	0.6	0.0	0.0	82.7
Total Del/Veh (s)	714.4	92.2	31.3	2.0	35.2	29.2	73.7

18: Coffee St & Access/Southside Access Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	2.8	1.3	0.2	2.7	0.9	3.1

19: Mission St & West Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	54.4	64.7	15.0
Total Del/Veh (s)	3.2	4.7	1.7	0.4	138.5	133.2	40.4

20: Mission St & Plum Dr Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.9	15.6	3.6	5.2	11.6	1.9	3.5	8.5

Total Zone Performance

Denied Del/Veh (s)	107.6
Total Del/Veh (s)	330.9

Intersection: 1: Parsons Ave & Childs Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	313	412	205	20	124	87	152	255	124	285	117
Average Queue (ft)	179	230	110	2	53	43	72	109	77	110	40
95th Queue (ft)	288	353	250	13	96	74	143	275	135	228	84
Link Distance (ft)	1711			5169			978			978	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		180		150		150		100		
Storage Blk Time (%)	0	18	0	0		4		2	11	7	
Queuing Penalty (veh)	1	90	1	0		11		2	26	8	

Intersection: 2: Coffee St & Childs Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	70	94	30	57	55	34	59	39
Average Queue (ft)	27	28	4	15	18	8	26	12
95th Queue (ft)	55	66	18	44	44	28	53	35
Link Distance (ft)	5169			2597			736	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	60		60		100		60	
Storage Blk Time (%)	1	1	0	0	0		0	0
Queuing Penalty (veh)	1	0	0	0	0		0	0

Intersection: 5: Campus Parkway & Gerard Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B26	B26
Directions Served	L	L	T	T	R	L	L	T	T	R	T	T
Maximum Queue (ft)	165	172	152	44	40	191	201	302	74	81	85	57
Average Queue (ft)	84	95	66	3	9	88	103	87	4	30	9	4
95th Queue (ft)	143	148	123	23	28	190	198	257	42	63	98	67
Link Distance (ft)			224	224				334	334		3275	3275
Upstream Blk Time (%)		0	0					4	0			
Queuing Penalty (veh)		0	0					0	0			
Storage Bay Dist (ft)	300	300			130	185	185			125		
Storage Blk Time (%)		0	0			2	8	2		0		
Queuing Penalty (veh)		0	0			1	3	3		0		

Intersection: 5: Campus Parkway & Gerard Ave

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	64	116	394	413	264	65	206	1266	1289	225
Average Queue (ft)	19	7	157	157	43	21	34	577	598	142
95th Queue (ft)	47	63	307	313	135	52	161	1408	1438	295
Link Distance (ft)			2338	2338						
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	190	190			285	200	200			200
Storage Blk Time (%)			5	2	0		0	35	36	0
Queuing Penalty (veh)			1	3	0		0	10	125	2

Intersection: 10: SR 99 SB Ramps & Mission Ave

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB	B49
Directions Served	T	T	TR	T	T	R	L	LT	R	T
Maximum Queue (ft)	1427	1401	1146	268	290	267	625	1175	1075	657
Average Queue (ft)	647	590	497	160	158	16	495	795	550	299
95th Queue (ft)	1521	1454	1137	246	249	120	783	1430	1368	817
Link Distance (ft)	3471	3471	3471	1050	1050			1075		612
Upstream Blk Time (%)								22	2	27
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)						150	600		1000	
Storage Blk Time (%)					6		11	38		
Queuing Penalty (veh)					38		103	356		

Intersection: 11: SR 99 NB Ramps & Mission Ave/Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	B52
Directions Served	L	T	T	T	T	T	R	LT	R	T
Maximum Queue (ft)	590	1089	1106	1084	489	551	395	622	526	610
Average Queue (ft)	567	920	876	637	299	346	157	600	522	576
95th Queue (ft)	675	1397	1391	1218	455	504	312	611	535	640
Link Distance (ft)		1050	1050	1050	673	673		526		559
Upstream Blk Time (%)		29	8	1	0	0		36	20	52
Queuing Penalty (veh)		221	57	9	0	4		0	0	0
Storage Bay Dist (ft)	500						450		425	
Storage Blk Time (%)	82	0				2		1	61	
Queuing Penalty (veh)	527	0				23		8	345	

Intersection: 12: Coffee St & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	L	T	TR	R	R
Maximum Queue (ft)	424	624	507	500	294	473	452	137	404
Average Queue (ft)	286	202	158	202	111	314	440	39	393
95th Queue (ft)	457	538	410	410	251	520	448	107	412
Link Distance (ft)		673	673	673		428	428	378	386
Upstream Blk Time (%)		2	1	0		5	34		47
Queuing Penalty (veh)		20	8	2		53	389		316
Storage Bay Dist (ft)	400				270				
Storage Blk Time (%)	10	2			0	7			
Queuing Penalty (veh)	38	8			0	14			

Intersection: 17: Pluim Dr & Campus Parkway

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B59	B59	NB	NB
Directions Served	L	T	T	R	L	T	T	R	T	T	L	L
Maximum Queue (ft)	422	552	487	135	240	345	346	175	2366	2366	312	325
Average Queue (ft)	275	214	217	47	161	312	315	130	1715	1740	299	323
95th Queue (ft)	428	424	391	99	284	356	330	246	2978	2957	379	327
Link Distance (ft)		743	743	743		241	241		2338	2338		
Upstream Blk Time (%)					1	60	76		9	10		
Queuing Penalty (veh)					0	403	514		59	69		
Storage Bay Dist (ft)	400				300			150			300	300
Storage Blk Time (%)	6	0			1	60	75	0			7	72
Queuing Penalty (veh)	26	1			4	85	125	1			17	180

Intersection: 17: Pluim Dr & Campus Parkway

Movement	NB	SB	SB	SB
Directions Served	TR	L	T	R
Maximum Queue (ft)	774	174	387	225
Average Queue (ft)	667	140	189	132
95th Queue (ft)	838	206	396	252
Link Distance (ft)	763			
Upstream Blk Time (%)	13			
Queuing Penalty (veh)	58			
Storage Bay Dist (ft)		150		200
Storage Blk Time (%)	2	16	7	3
Queuing Penalty (veh)	14	68	34	9

Zone Summary

Zone wide Queuing Penalty: 4495

Intersection: 3: Coffee St & Gerard Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	69	128	33	101
Average Queue (ft)	36	61	9	49
95th Queue (ft)	56	102	32	79
Link Distance (ft)		630	182	2597
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Coffee St & Parsons Ave

Movement	EB	EB	WB	WB	NB	NB
Directions Served	UT	R	L	T	UL	R
Maximum Queue (ft)	148	112	173	288	338	330
Average Queue (ft)	71	49	97	63	287	139
95th Queue (ft)	118	87	163	194	385	340
Link Distance (ft)					307	307
Upstream Blk Time (%)					27	2
Queuing Penalty (veh)					111	10
Storage Bay Dist (ft)	300		150			
Storage Blk Time (%)			8	0		
Queuing Penalty (veh)			9	0		

Zone Summary

Zone wide Queuing Penalty: 129

Intersection: 4: Pluim Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	27	4	48	124	50
Average Queue (ft)	2	0	17	55	20
95th Queue (ft)	14	3	41	100	44
Link Distance (ft)		544			1261
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Coffee St & School North/Central Access

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	27
Average Queue (ft)	4	8
95th Queue (ft)	21	28
Link Distance (ft)	149	408
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Coffee St & School Mid

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)

Intersection: 8: Coffee St & School South

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)

Intersection: 13: Coffee St & Mission St

Movement	WB	NB	SB
Directions Served	LR	TR	UL
Maximum Queue (ft)	59	13	113
Average Queue (ft)	26	1	44
95th Queue (ft)	54	7	90
Link Distance (ft)	423	593	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Central Access/Daffodil Dr & Gerard Ave

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	29	2	40	72	47
Average Queue (ft)	4	0	13	34	21
95th Queue (ft)	20	2	37	60	44
Link Distance (ft)		630		433	491
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Coffee St & Access/Central Access

Movement	EB	WB	NB	SB
Directions Served	R	R	T	TR
Maximum Queue (ft)	458	318	391	317
Average Queue (ft)	394	132	203	236
95th Queue (ft)	576	315	468	370
Link Distance (ft)	433	310	386	307
Upstream Blk Time (%)	78	14	3	6
Queuing Penalty (veh)	0	0	15	33
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Coffee St & Access/Southside Access

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	102	60
Average Queue (ft)	45	30
95th Queue (ft)	80	51
Link Distance (ft)	326	318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: Mission St & West Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	77	2	414
Average Queue (ft)	21	0	297
95th Queue (ft)	60	2	508
Link Distance (ft)	423	762	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: Mission St & Pluim Dr

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	435	44	53
Average Queue (ft)	88	5	24
95th Queue (ft)	295	27	46
Link Distance (ft)	762	5168	763
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 48

Arterial Level of Service: NB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Coffee St	12	17.8	26.9	0.1	19
West Access	16	4.0	10.1	0.1	34
Pluim Dr	17	31.5	41.5	0.2	14
	59	4.4	8.5	0.1	25
Gerard Ave	5	23.4	52.8	0.5	31
Total		81.0	139.7	0.9	23

Arterial Level of Service: WB Campus Parkway

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Gerard Ave	5	-	-	0.5	-
	59	354.6	381.8	0.5	4
Pluim Dr	17	79.3	84.8	0.1	3
West Access	16	64.0	74.1	0.2	8
	12	43.7	51.1	0.1	7
SR 99 NB Ramps	11	54.1	63.1	0.1	8
Total		595.8	654.9	1.4	8

Arterial Level of Service: EB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	115.3	157.7	0.7	15
SR 99 NB Ramps	11	53.3	66.8	0.2	11
Total		168.6	224.5	0.9	14

Arterial Level of Service: WB Mission Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
SR 99 SB Ramps	10	25.0	38.6	0.2	19
Total		25.0	38.6	0.2	19