APPENDIX A: SEGMENT COUNTS

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Tuesday, May 08, 2012 City: San Diego Project #: 12-1096-001

Location: Euclid Ave. btwn. Federal Blvd. & Beech St.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	43		44					12:00	255		272				
00:15	44		33					12:15	244		246				
00:30	34		34					12:30	272		246				
00:45	32	153	26	137			290	12:45	277	1048	273	1037			2085
01:00	22		23					13:00	301		297				
01:15	26		31					13:15	256		315				
01:30	17		16					13:30	259		298				
01:45	27	92	22	92			184	13:45	287	1103	268	1178			2281
02:00	18		14					14:00	275		252				
02:15	16		18					14:15	300		299				
02:30	14		17					14:30	342		301				
02:45	28	76	28	77			153	14:45	402	1319	304	1156			2475
03:00	19		21					15:00	368		331				
03:15	17		17					15:15	339		321				
03:30	18		17					15:30	303		350				
03:45	23	77	20	75			152	15:45	319	1329	325	1327			2656
04:00	13		28					16:00	277		377				
04:15	8		30					16:15	317		283				
04:30	19		53					16:30	332		320				
04:45	34	74	37	148			222	16:45	266	1192	344	1324			2516
05:00	32		48					17:00	288		309				
05:15	39		72					17:15	287		359				
05:30	50		126					17:30	279		332				
05:45	90	211	101	347			558	17:45	286	1140	277	1277			2417
06:00	90		129					18:00	266		312				
06:15	160		165					18:15	230		268				
06:30	202		238					18:30	260		260				
06:45	245	697	190	722			1419	18:45	276	1032	294	1134			2166
07:00	196		252					19:00	199		259				
07:15	189		260					19:15	192		218				
07:30	205		248					19:30	190		217				
07:45	265	855	257	1017			1872	19:45	202	783	192	886			1669
08:00	255		231					20:00	145		165				
08:15	302		237					20:15	141		211				
08:30	201		286					20:30	146		148				
08:45	188	946	247	1001			1947	20:45	108	540	156	680			1220
09:00	159		263					21:00	155		164				
09:15	143		226					21:15	104		140				
09:30	163		270					21:30	108		148				
09:45	220	685	213	972			1657	21:45	95	462	135	587			1049
10:00	187		210					22:00	73		111				
10:15	193		230					22:15	80		133				
10:30	218		221					22:30	90		107				
10:45	211	809	227	888			1697	22:45	61	304	80	431			735
11:00	166		232					23:00	61		96				
11:15	214		256					23:15	62		66				
11:30	243		250					23:30	46		50				
11:45	255	878	248	986			1864	23:45	36	205	54	266			471
Total Vol.		5553		6462			**12015**			10457		11283			**21740**

Daily Totals

NB	SB	EB	WB	Combined
16010	17745			**33755**

	AM			PM		
Split %	46.2%	53.8%	**35.6%**	48.1%	51.9%	**64.4%**
Peak Hour	07:30	08:15	**11:45**	14:30	15:15	**14:45**
Volume	1027	1033	**2038**	1451	1373	**2718**
P.H.F.	0.85	0.90	**0.97**	0.90	0.91	**0.96**

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Tuesday, May 08, 2012 City: San Diego Project #: 12-1096-002

Location: Euclid Ave. btwn. SR-94 WB & EB Ramps (on the bridge)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	28		42					12:00	233		231				
00:15	15		29					12:15	239		216				
00:30	20		34					12:30	263		224				
00:45	14	77	26	131			208	12:45	245	980	218	889			1869
01:00	8		17					13:00	241		240				
01:15	0		26					13:15	255		246				
01:30	12		14					13:30	358		241				
01:45	13	33	18	75			108	13:45	363	1217	221	948			2165
02:00	5		11					14:00	385		222				
02:15	12		20					14:15	388		234				
02:30	4		11					14:30	374		233				
02:45	8	29	14	56			85	14:45	388	1535	235	924			2459
03:00	4		12					15:00	378		280				
03:15	12		12					15:15	389		278				
03:30	15		6					15:30	326		291				
03:45	32	63	6	36			99	15:45	329	1422	247	1096			2518
04:00	23		14					16:00	333		246				
04:15	21		10					16:15	310		192				
04:30	72		19					16:30	316		209				
04:45	67	183	22	65			248	16:45	268	1227	259	906			2133
05:00	69		16					17:00	302		232				
05:15	97		27					17:15	294		227				
05:30	152		41					17:30	261		246				
05:45	151	469	39	123			592	17:45	250	1107	194	899			2006
06:00	165		51					18:00	298		223				
06:15	206		67					18:15	248		186				
06:30	280		131					18:30	207		203				
06:45	232	883	138	387			1270	18:45	170	923	205	817			1740
07:00	306		146					19:00	113		209				
07:15	377		166					19:15	99		188				
07:30	353		139					19:30	71		178				
07:45	257	1293	166	617			1910	19:45	103	386	159	734			1120
08:00	227		138					20:00	82		155				
08:15	218		149					20:15	106		188				
08:30	210		186					20:30	60		152				
08:45	213	868	159	632			1500	20:45	71	319	144	639			958
09:00	210		197					21:00	72		125				
09:15	225		194					21:15	68		119				
09:30	203		194					21:30	50		136				
09:45	183	821	172	757			1578	21:45	52	242	113	493			735
10:00	171		185					22:00	48		90				
10:15	107		175					22:15	46		100				
10:30	137		173					22:30	44		94				
10:45	126	541	199	732			1273	22:45	29	167	81	365			532
11:00	124		175					23:00	37		69				
11:15	180		221					23:15	38		63				
11:30	196		204					23:30	33		50				
11:45	185	685	205	805			1490	23:45	15	123	47	229			352
Total Vol.		5945		4416			**10361**			9648		8939			**18587**

Daily Totals

NB	SB	EB	WB	Combined
15593	13355			**28948**

	AM			PM		
Split %	57.4%	42.6%	**35.8%**	51.9%	48.1%	**64.2%**
Peak Hour	07:00	11:45	**07:00**	14:00	15:00	**14:45**
Volume	1293	876	**1910**	1535	1096	**2565**
P.H.F.	0.86	0.95	**0.88**	0.99	0.94	**0.96**

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Tuesday, May 08, 2012 City: San Diego Project #: 12-1096-003

Location: Euclid Ave. btwn. Geneva Ave. & Hilltop Dr.

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	33		42					12:00	204		214				
00:15	24		23					12:15	183		203				
00:30	24		34					12:30	174		215				
00:45	24	105	18	117			222	12:45	233	794	214	846			1640
01:00	16		20					13:00	198		236				
01:15	19		23					13:15	215		233				
01:30	17		16					13:30	222		235				
01:45	13	65	16	75			140	13:45	210	845	225	929			1774
02:00	11		12					14:00	208		221				
02:15	5		15					14:15	199		255				
02:30	7		11					14:30	232		257				
02:45	10	33	10	48			81	14:45	222	861	261	994			1855
03:00	6		12					15:00	281		299				
03:15	8		7					15:15	234		327				
03:30	16		7					15:30	216		275				
03:45	15	45	4	30			75	15:45	195	926	312	1213			2139
04:00	16		14					16:00	189		363				
04:15	14		18					16:15	164		281				
04:30	36		16					16:30	212		267				
04:45	40	106	23	71			177	16:45	179	744	310	1221			1965
05:00	40		20					17:00	202		297				
05:15	56		34					17:15	160		317				
05:30	106		40					17:30	177		283				
05:45	88	290	46	140			430	17:45	156	695	274	1171			1866
06:00	128		67					18:00	180		267				
06:15	147		86					18:15	210		219				
06:30	236		144					18:30	160		215				
06:45	204	715	151	448			1163	18:45	197	747	224	925			1672
07:00	207		162					19:00	152		227				
07:15	258		197					19:15	138		207				
07:30	245		182					19:30	134		178				
07:45	232	942	199	740			1682	19:45	130	554	173	785			1339
08:00	196		167					20:00	126		168				
08:15	185		184					20:15	144		190				
08:30	171		233					20:30	111		174				
08:45	202	754	180	764			1518	20:45	97	478	137	669			1147
09:00	215		165					21:00	82		129				
09:15	199		164					21:15	114		113				
09:30	191		167					21:30	90		128				
09:45	207	812	169	665			1477	21:45	86	372	110	480			852
10:00	204		175					22:00	83		84				
10:15	193		167					22:15	87		96				
10:30	206		175					22:30	50		107				
10:45	207	810	184	701			1511	22:45	70	290	77	364			654
11:00	193		161					23:00	49		60				
11:15	223		211					23:15	56		61				
11:30	218		181					23:30	52		49				
11:45	217	851	195	748			1599	23:45	48	205	54	224			429
Total Vol.		5528		4547			**10075**			7511		9821			**17332**

Daily Totals

NB	SB	EB	WB	Combined
13039	14368			**27407**

	AM			PM		
Split %	54.9%	45.1%	**36.8%**	43.3%	56.7%	**63.2%**
Peak Hour	07:00	11:45	**07:00**	14:30	15:15	**15:00**
Volume	942	827	**1682**	969	1277	**2139**
P.H.F.	0.91	0.96	**0.92**	0.86	0.88	**0.92**

WEDNESDAY - OCTOBER 24, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

EUCLID BTN LISE & GUYMON

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	23		34					12:00	156		141				
00:15	36		39					12:15	183		151				
00:30	30		32					12:30	142		182				
00:45	17	106	22	127			233	12:45	159	640	175	649			1289
01:00	15		16					13:00	151		160				
01:15	24		13					13:15	156		208				
01:30	16		17					13:30	186		189				
01:45	11	66	12	58			124	13:45	158	651	200	757			1408
02:00	19		17					14:00	206		184				
02:15	9		22					14:15	229		184				
02:30	11		8					14:30	249		218				
02:45	12	51	12	59			110	14:45	246	930	250	836			1766
03:00	6		15					15:00	198		261				
03:15	11		16					15:15	261		253				
03:30	4		14					15:30	372		294				
03:45	14	35	14	59			94	15:45	311	1142	303	1111			2253
04:00	15		11					16:00	212		302				
04:15	18		11					16:15	351		231				
04:30	30		12					16:30	403		298				
04:45	33	96	20	54			150	16:45	312	1278	261	1092			2370
05:00	52		26					17:00	269		274				
05:15	45		35					17:15	277		280				
05:30	77		37					17:30	246		272				
05:45	109	283	29	127			410	17:45	225	1017	257	1083			2100
06:00	93		62					18:00	290		261				
06:15	128		64					18:15	239		280				
06:30	164		95					18:30	211		249				
06:45	209	594	108	329			923	18:45	187	927	223	1013			1940
07:00	221		123					19:00	162		197				
07:15	237		143					19:15	176		176				
07:30	306		143					19:30	160		170				
07:45	271	1035	147	556			1591	19:45	128	626	160	703			1329
08:00	245		170					20:00	132		141				
08:15	222		173					20:15	115		126				
08:30	193		160					20:30	105		135				
08:45	242	902	160	663			1565	20:45	88	440	131	533			973
09:00	183		157					21:00	98		141				
09:15	164		135					21:15	88		125				
09:30	142		140					21:30	80		135				
09:45	124	613	159	591			1204	21:45	75	341	125	526			867
10:00	134		132					22:00	65		115				
10:15	157		144					22:15	73		90				
10:30	149		137					22:30	75		84				
10:45	137	577	137	550			1127	22:45	55	268	75	364			632
11:00	138		170					23:00	48		63				
11:15	163		157					23:15	58		83				
11:30	165		141					23:30	39		58				
11:45	159	625	168	636			1261	23:45	23	168	65	269			437
Total Vol.		4983		3809			**8792**			8428		8936			**17364**

Daily Totals

NB	SB	EB	WB	Combined
13411	12745			**26156**

	AM			PM		
Split %	56.7%	43.3%	**33.6%**	48.5%	51.5%	**66.4%**
Peak Hour	07:15	08:00	**07:30**	16:15	15:15	**15:45**
Volume	1059	663	**1677**	1335	1152	**2411**
P.H.F.	0.87	0.96	**0.93**	0.85	0.95	**0.86**

THURSDAY - OCTOBER 25, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

EUCLID BTN GUYMON & MARKET

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	13		39					12:00	193		174				
00:15	16		34					12:15	195		169				
00:30	19		25					12:30	181		166				
00:45	11	59	27	125			184	12:45	208	777	175	684			1461
01:00	10		25					13:00	162		143				
01:15	14		16					13:15	184		151				
01:30	12		16					13:30	195		165				
01:45	15	51	21	78			129	13:45	188	729	177	636			1365
02:00	10		21					14:00	165		184				
02:15	10		11					14:15	174		212				
02:30	14		19					14:30	148		218				
02:45	20	54	16	67			121	14:45	165	652	203	817			1469
03:00	16		11					15:00	174		184				
03:15	15		19					15:15	159		223				
03:30	24		13					15:30	177		232				
03:45	27	82	13	56			138	15:45	169	679	275	914			1593
04:00	46		26					16:00	188		268				
04:15	46		36					16:15	215		315				
04:30	65		26					16:30	223		333				
04:45	100	257	26	114			371	16:45	251	877	305	1221			2098
05:00	99		54					17:00	220		277				
05:15	121		69					17:15	208		312				
05:30	148		104					17:30	219		284				
05:45	214	582	99	326			908	17:45	235	882	270	1143			2025
06:00	200		132					18:00	206		284				
06:15	210		152					18:15	184		262				
06:30	274		161					18:30	195		241				
06:45	285	969	169	614			1583	18:45	162	747	255	1042			1789
07:00	218		161					19:00	177		241				
07:15	336		135					19:15	151		206				
07:30	277		177					19:30	142		184				
07:45	235	1066	203	676			1742	19:45	132	602	161	792			1394
08:00	205		184					20:00	118		141				
08:15	188		166					20:15	106		132				
08:30	226		151					20:30	95		111				
08:45	195	814	168	669			1483	20:45	80	399	126	510			909
09:00	263		162					21:00	68		101				
09:15	167		167					21:15	75		98				
09:30	147		163					21:30	44		84				
09:45	147	724	177	669			1393	21:45	51	238	88	371			609
10:00	168		159					22:00	35		65				
10:15	177		167					22:15	41		43				
10:30	156		184					22:30	28		51				
10:45	175	676	155	665			1341	22:45	33	137	40	199			336
11:00	182		177					23:00	32		35				
11:15	191		180					23:15	26		44				
11:30	187		215					23:30	29		41				
11:45	162	722	202	774			1496	23:45	22	109	32	152			261
Total Vol.		6056		4833			**10889**			6828		8481			**15309**

Daily Totals

NB	SB	EB	WB	Combined
12884	13314			**26198**

	AM			PM		
Split %	55.6%	44.4%	**41.6%**	44.6%	55.4%	**58.4%**
Peak Hour	06:45	11:00	**06:45**	16:15	16:15	**16:15**
Volume	1116	774	**1758**	909	1230	**2139**
P.H.F.	0.83	0.90	**0.93**	0.94	0.92	**0.96**

STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION		WK-DAY VOLUME	STARTING DATE	FILE NUMBER
ENTERPRISE ST	[MIDWAY DR - JESSOP LN]	03500 - 03640	2879	SOUTH	:	3185	10/28/2010	MC0977-1
				*TOTAL	:	4150		
ENTERPRISE ST	[JESSOP LN - SPORTS ARENA BL]	03640 - 03699	2878	EAST	:	1990	10/28/2010	MC0976-1
				WEST	:	3975	10/28/2010	MC0976-1
				*TOTAL	:	5965		
ESCALA DR	[FERNANDO WY - RESTA WY]	-	5455	NORTH	:	1390	5/5/2011	MC0353-1
				SOUTH	:	1205	5/5/2011	MC0353-1
				*TOTAL	:	2595		
ESCALA DR	[CMTO PINERO - DEVEREUX RD]	12000 - 12100	5326	BOTH	:	3210	3/19/2003	0295-03
				NORTH	:	1525	11/3/2010	MC0978-1
				SOUTH	:	1830	11/3/2010	MC0978-1
				*TOTAL	:	3355		
ESTELLE ST	[COLLEGE AV - MADELINE ST]	06100 - 06120	NONE	EAST	:	990	6/10/2004	0843-04
				WEST	:	960	6/10/2004	0843-04
				*TOTAL	:	1950		
ETON AV	[SCRIPPS ST - TULANE ST]	03300 - 03320	2886	BOTH	:	940	2/20/2003	0092-03
EUCLID	[CHURCHWARD ST - IMPERIAL AV]	0001 - 00100	3192	NORTH	:	3800	2/19/2008	0016-08
				SOUTH	:	4640	2/19/2008	0016-08
				*TOTAL	:	8440		
				NORTH	:	8570	3/10/2011	MC0193-1
				SOUTH	:	6390	3/10/2011	MC0193-1
				*TOTAL	:	14960		
EUCLID AV	[HILLTOP DR - LISE AV]	-	7576	NORTH	:	11915	2/8/2012	MC0083-1
				SOUTH	:	13570	2/8/2012	MC0083-1
				*TOTAL	:	25485		
EUCLID AV	[CASTANA ST - IMPERIAL AV]	-	3194	NORTH	:	9215	1/12/2010	MC0848-0

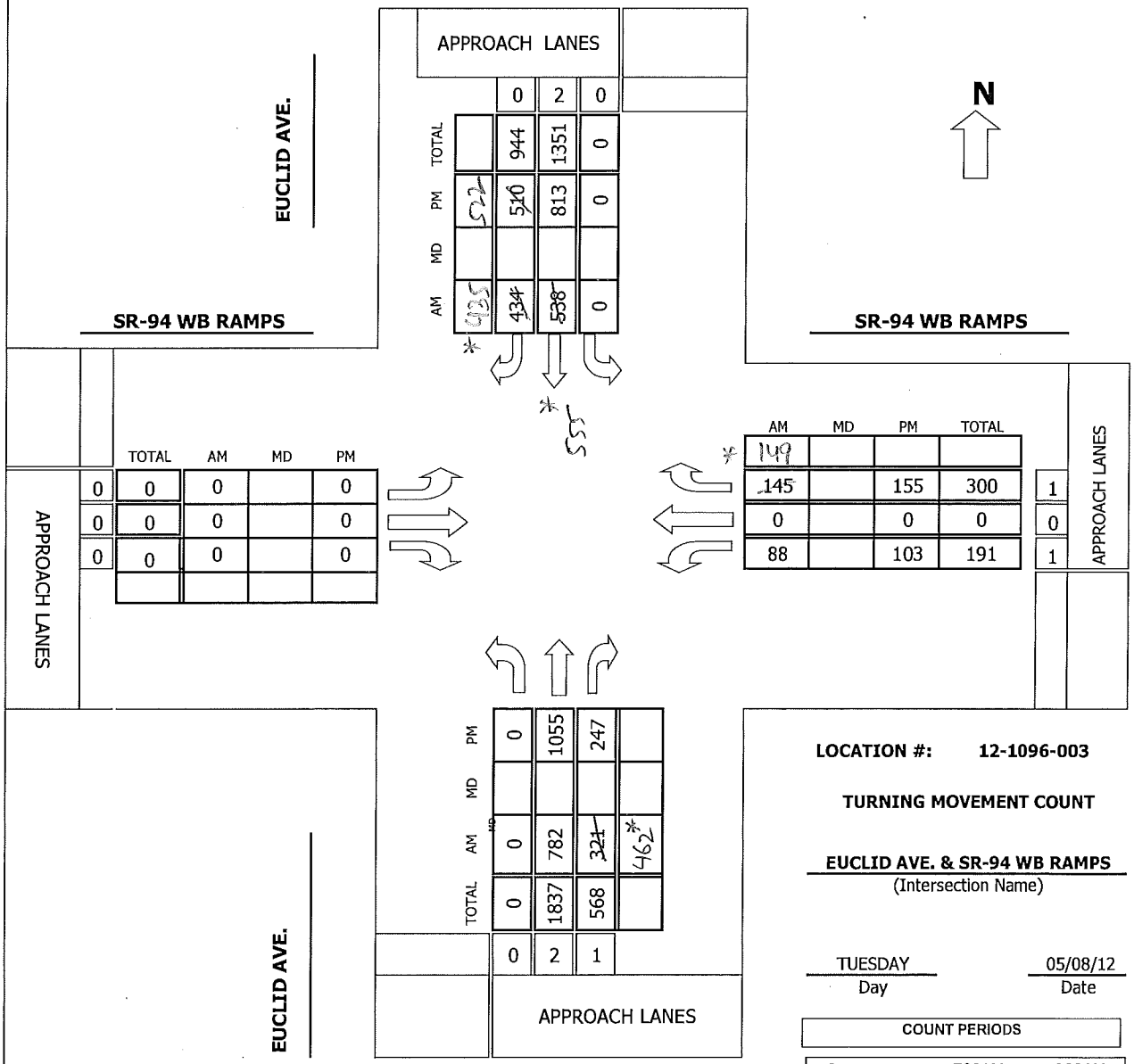
APPENDIX B: INTERSECTION COUNTS

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 12-1096-003

TMC SUMMARY OF EUCLID AVE. & SR-94 WB RAMPS



LOCATION #: 12-1096-003

TURNING MOVEMENT COUNT

EUCLID AVE. & SR-94 WB RAMPS
(Intersection Name)

TUESDAY (Day) 05/08/12 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 445 PM

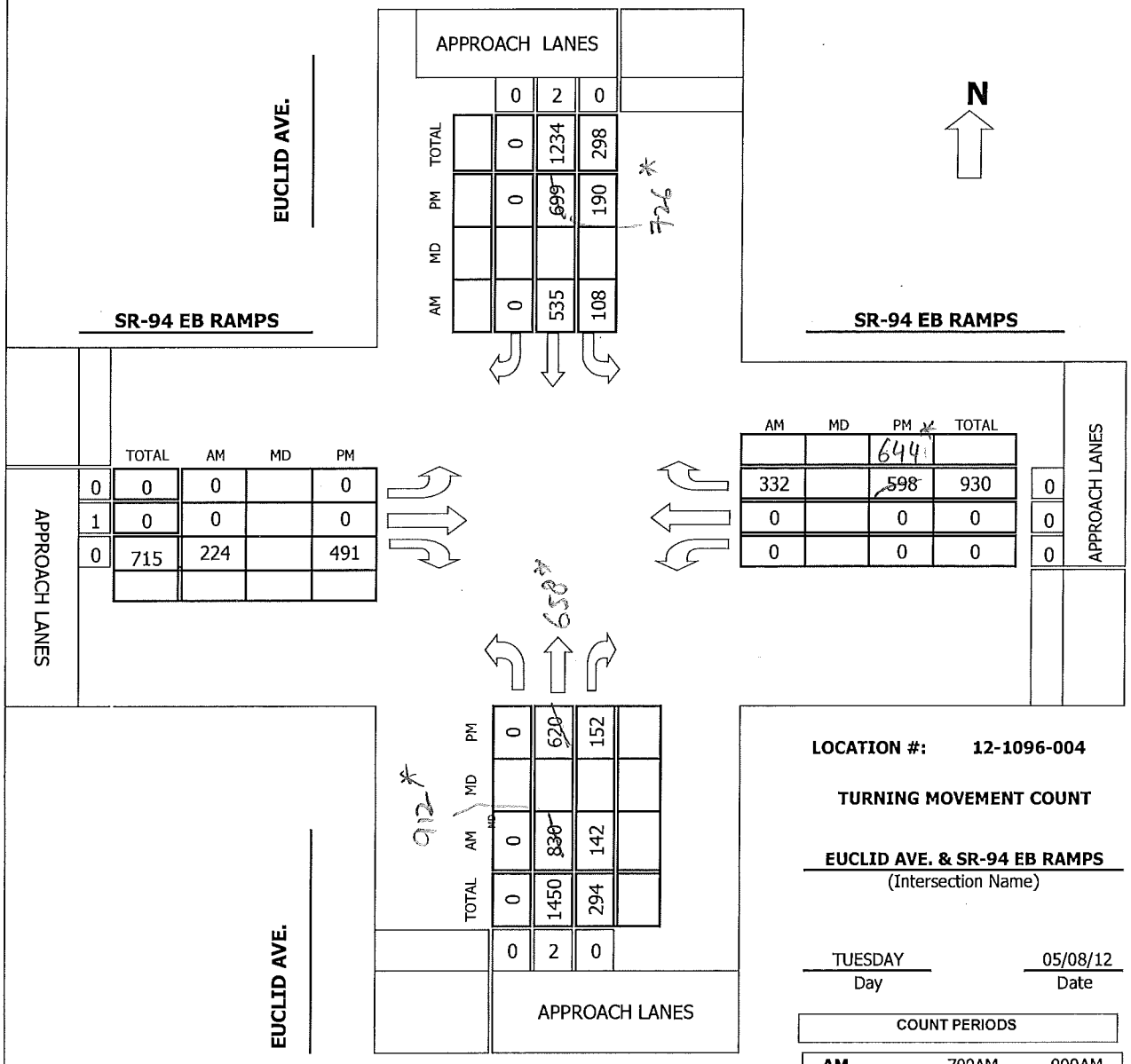
*- Balancing adjustments.

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 12-1096-004

TMC SUMMARY OF EUCLID AVE. & SR-94 EB RAMPS



LOCATION #: 12-1096-004

TURNING MOVEMENT COUNT

EUCLID AVE. & SR-94 EB RAMPS
(Intersection Name)

TUESDAY (Day) 05/08/12 (Date)

COUNT PERIODS			
AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 415 PM

*- Balancing adjustments

INTERSECTION TURNING MOVEMENT COUNTS

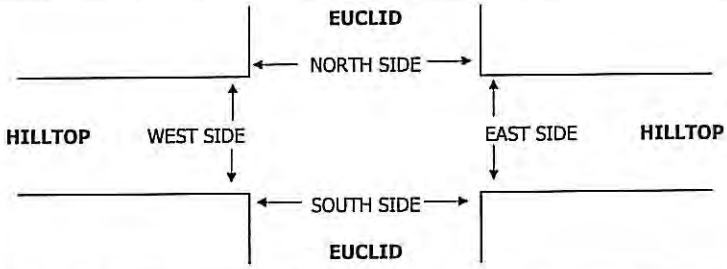
PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
10/25/12	NORTH & SOUTH:	EUCLID	LOCATION #:	3
THURSDAY	EAST & WEST:	HILLTOP	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND EUCLID			SOUTHBOUND EUCLID			EASTBOUND HILLTOP			WESTBOUND HILLTOP				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM		192	1	4	152					10		4	363					0
	7:15 AM		273	1	9	156					12		4	455					0
	7:30 AM		257	7	10	166					8		5	453					0
	7:45 AM		223	5	12	175					4		3	422					0
	8:00 AM		201	6	9	184					5		3	408					0
	8:15 AM		188	3	6	190					8		1	396					0
	8:30 AM		229	6	11	170					9		3	428					0
	8:45 AM		185	3	7	159					3		4	361					0
	VOLUMES	0	1,748	32	68	1,352	0	0	0	0	59	0	27	3,286	0	0	0	0	0
	APPROACH %	0%	98%	2%	5%	95%	0%	0%	0%	0%	69%	0%	31%						
	APP/DEPART	1,780	/	1,775	1,420	/	1,411	0	/	100	86	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	954	19	40	681	0	0	0	0	29	0	15	1,738					
	APPROACH %	0%	98%	2%	6%	94%	0%	0%	0%	0%	66%	0%	34%						
	PEAK HR FACTOR		0.888			0.934			0.000			0.688		0.955					
	APP/DEPART	973	/	969	721	/	710	0	/	59	44	/	0	0					
PM	4:00 PM		195	7	31	293					6		6	538					0
	4:15 PM		222	3	25	346					2		10	608					0
	4:30 PM		212	4	24	278					7		6	531					0
	4:45 PM		252	8	21	320					8		3	612					0
	5:00 PM		215	4	29	335					5		5	593					0
	5:15 PM		193	3	22	293					2		4	517					0
	5:30 PM		201	4	27	279					6		6	523					0
	5:45 PM		210	5	25	283					4		4	531					0
	VOLUMES	0	1,700	38	204	2,427	0	0	0	0	40	0	44	4,453	0	0	0	0	0
	APPROACH %	0%	98%	2%	8%	92%	0%	0%	0%	0%	48%	0%	52%						
	APP/DEPART	1,738	/	1,744	2,631	/	2,467	0	/	242	84	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	901	19	99	1,279	0	0	0	0	22	0	24	2,344					
	APPROACH %	0%	98%	2%	7%	93%	0%	0%	0%	0%	48%	0%	52%						
	PEAK HR FACTOR		0.885			0.929			0.000			0.885		0.958					
	APP/DEPART	920	/	925	1,378	/	1,301	0	/	118	46	/	0	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	7	4			11					0					0
	7:15 AM	6	1	3		10					0					0
	7:30 AM	6	5	4		15					0					0
	7:45 AM	4	2	3		9					0	1				1
	8:00 AM	1	1			2					0					0
	8:15 AM	5		1		6					0			1		1
	8:30 AM	1	2	3		6					0			1		1
	8:45 AM			1		1					0	1				1
	TOTAL	30	15	15	0	60	0	0	0	0	0	2	0	2	0	4
PM	4:00 PM	14	6	5		25					0	1				1
	4:15 PM	12	7	4		23					0	1	1	1		3
	4:30 PM	9	5	2		16					0	1		1		2
	4:45 PM	4	1	2		7					0	1				1
	5:00 PM	5	3	3		11					0	1				1
	5:15 PM	3	1	2		6					0					0
	5:30 PM	2		2		4					0					0
	5:45 PM	3	1	4		8					0					0
	TOTAL	52	24	24	0	100	0	0	0	0	0	5	1	2	0	8

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
10/25/12	NORTH & SOUTH:	EUCLID	LOCATION #:	4
THURSDAY	EAST & WEST:	LISE	CONTROL:	1-WAY STOP (EB)

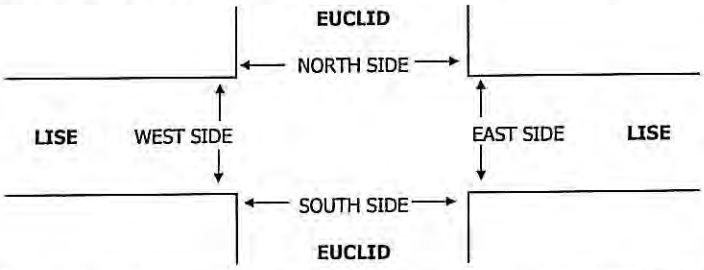
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND EUCLID			SOUTHBOUND EUCLID			EASTBOUND LISE			WESTBOUND LISE			
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 0.5	ET X	ER 0.5	WL X	WT X	WR X	TOTAL
AM	7:00 AM	9	204			153	13	2		4				385
	7:15 AM	34	258			132	34	7		19				484
	7:30 AM	19	238			142	28	12		17				456
	7:45 AM	6	232			171	6	6		10				431
	8:00 AM	18	206			169	20	10		11				434
	8:15 AM	18	171			155	40	8		8				400
	8:30 AM	37	217			140	47	19		23				483
	8:45 AM	15	176			143	21	12		21				388
	VOLUMES	156	1,702	0	0	1,205	209	76	0	113	0	0	0	3,461
	APPROACH %	8%	92%	0%	0%	85%	15%	40%	0%	60%	0%	0%	0%	
	APP/DEPART	1,858	/	1,778	1,414	/	1,318	189	/	0	0	/	365	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	77	934	0	0	614	88	35	0	57	0	0	0	1,805
	APPROACH %	8%	92%	0%	0%	87%	13%	38%	0%	62%	0%	0%	0%	
	PEAK HR FACTOR		0.866			0.929			0.793			0.000		0.932
	APP/DEPART	1,011	/	969	702	/	671	92	/	0	0	/	165	0
PM	4:00 PM	19	178			261	34	18		32				542
	4:15 PM	13	199			335	40	12		25				624
	4:30 PM	10	202			265	28	7		19				531
	4:45 PM	5	237			287	21	7		5				562
	5:00 PM	8	195			300	25	8		9				545
	5:15 PM	6	210			270	24	11		15				536
	5:30 PM	6	190			262	22	9		13				502
	5:45 PM	17	210			274	22	9		11				543
	VOLUMES	84	1,621	0	0	2,254	216	81	0	129	0	0	0	4,385
	APPROACH %	5%	95%	0%	0%	91%	9%	39%	0%	61%	0%	0%	0%	
	APP/DEPART	1,705	/	1,702	2,470	/	2,383	210	/	0	0	/	300	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	36	833	0	0	1,187	114	34	0	58	0	0	0	2,262
	APPROACH %	4%	96%	0%	0%	91%	9%	37%	0%	63%	0%	0%	0%	
	PEAK HR FACTOR		0.898			0.867			0.622			0.000		0.906
	APP/DEPART	869	/	867	1,301	/	1,245	92	/	0	0	/	150	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM				11	11
	7:15 AM				4	4
	7:30 AM				9	9
	7:45 AM				7	7
	8:00 AM				3	3
	8:15 AM				5	5
	8:30 AM				2	2
	8:45 AM				1	1
	TOTAL	0	0	0	42	42
PM	4:00 PM				3	3
	4:15 PM				3	3
	4:30 PM				4	4
	4:45 PM				3	3
	5:00 PM				2	2
	5:15 PM				5	5
	5:30 PM				2	2
	5:45 PM				3	3
	TOTAL	0	0	0	25	25

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
			1	1
				0
				0
				0
				0
			3	3
				0
				0
0	0	0	4	4
				0
			1	1
			1	1
			2	2
				0
				0
				0
			1	1
0	0	0	5	5

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

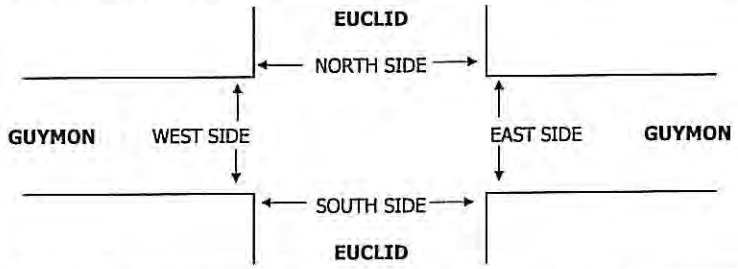
DATE:	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
10/25/12	NORTH & SOUTH:	EUCLID	LOCATION #:	5
THURSDAY	EAST & WEST:	GUYMON	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND EUCLID			SOUTHBOUND EUCLID			EASTBOUND GUYMON			WESTBOUND GUYMON			
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 0.5	ET X	ER 0.5	WL X	WT X	WR X	TOTAL
AM	7:00 AM	11	195			144	11	5		9				375
	7:15 AM	22	304			120	24	1		17				488
	7:30 AM	32	244			154	9	11		15				465
	7:45 AM	5	223			180	5	7		14				434
	8:00 AM	4	212			173	9	1		9				408
	8:15 AM	2	194			163	7	5		5				376
	8:30 AM	11	221			143	5	7		7				394
	8:45 AM	1	185			160	5	3		5				359
	VOLUMES	88	1,778	0	0	1,237	75	40	0	81	0	0	0	3,299
	APPROACH %	5%	95%	0%	0%	94%	6%	33%	0%	67%	0%	0%	0%	
	APP/DEPART	1,866	/	1,818	1,312	/	1,318	121	/	0	0	/	163	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	63	983	0	0	627	47	20	0	55	0	0	0	1,795
	APPROACH %	6%	94%	0%	0%	93%	7%	27%	0%	73%	0%	0%	0%	
	PEAK HR FACTOR		0.802			0.911			0.721			0.000		0.920
	APP/DEPART	1,046	/	1,003	674	/	682	75	/	0	0	/	110	0
PM	4:00 PM	3	184			273	6	9		13				488
	4:15 PM	4	209			319	5	6		5				548
	4:30 PM	11	201			309	10	6		11				548
	4:45 PM	10	235			292	14	14		3				568
	5:00 PM	9	205			278	11	5		8				516
	5:15 PM	6	194			286	9	4		10				509
	5:30 PM	5	204			271	11	2		5				498
	5:45 PM	10	213			271	16	10		6				526
	VOLUMES	58	1,645	0	0	2,299	82	56	0	61	0	0	0	4,201
	APPROACH %	3%	97%	0%	0%	97%	3%	48%	0%	52%	0%	0%	0%	
	APP/DEPART	1,703	/	1,701	2,381	/	2,360	117	/	0	0	/	140	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	34	850	0	0	1,198	40	31	0	27	0	0	0	2,180
	APPROACH %	4%	96%	0%	0%	97%	3%	53%	0%	47%	0%	0%	0%	
	PEAK HR FACTOR		0.902			0.955			0.853			0.000		0.960
	APP/DEPART	884	/	881	1,238	/	1,225	58	/	0	0	/	74	0

U-TURNS				
NB X	SB X	EB X	WB X	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0



		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	14	2		25	41
	7:15 AM	19	7		8	34
	7:30 AM	45	7		7	59
	7:45 AM	5	6		4	15
	8:00 AM	6	5		6	17
	8:15 AM		2		9	11
	8:30 AM				2	2
	8:45 AM		1		5	6
	TOTAL	89	30	0	66	185
PM	4:00 PM				21	21
	4:15 PM	4	2		15	21
	4:30 PM	1	1		9	11
	4:45 PM				6	6
	5:00 PM				9	9
	5:15 PM				9	9
	5:30 PM	1	1		5	7
	5:45 PM				9	9
	TOTAL	6	4	0	83	93

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
			1	1
				0
				0
				0
	1		1	2
			3	3
				0
				0
0	1	0	5	6
				0
			1	1
			1	1
			2	2
			2	2
				0
				0
			1	1
0	0	0	7	7

APPENDIX C: TRANSIT DATA

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 916 ***Route #916 - Clockwise***

				All Day						AM Peak						Midday						PM Peak							
							Load						Load						Load						Load				
Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Avg	Max	Total	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Bicycle Event	Ramp Event
10	EUCLID AV TROLLEY STATION		91033	31	171	.	6	25	171	6	12	.	2	5	12	71	.	6	13	6	65	.	11	25	1	.
20	EUCLID AV/GUYMON ST		12543	31	1	2	5	25	170	6	.	1	2	4	12	.	1	6	12	6	1	.	11	25	.	.
30	EUCLID AV/HILLTOP DR		12544	31	3	6	5	25	167	6	2	1	2	4	12	.	3	6	12	6	1	2	11	25	.	.
40	FEDERAL BL/EUCLID AV		10637	31	7	26	5	21	148	6	3	1	2	5	12	2	12	5	12	6	2	11	9	21	.	.
50	FEDERAL BL/PENTECOST WY		10642	31	4	7	5	19	145	6	1	1	2	5	12	1	.	5	12	6	1	5	9	19	.	.
60	BAYVIEW HEIGHTS DR/1737		13109	31	2	14	4	19	133	6	2	.	3	5	12	.	5	4	12	6	.	8	7	19	.	.
70	BAYVIEW CT/BAYVIEW HEIGHTS P		12916	31	5	20	4	14	118	6	3	1	3	6	12	2	9	4	10	6	.	8	6	14	.	.
80	BAYVIEW CT/HUDSON BAY TER		12919	31	.	8	4	11	110	6	.	1	3	5	12	.	1	4	10	6	.	5	5	11	.	.
90	BAYVIEW CT/GRAPE ST		12555	31	2	10	3	10	102	6	2	1	3	5	12	.	5	3	9	6	.	3	5	10	1	.
100	GRAPE ST/55TH ST		11393	31	2	.	3	10	104	6	.	.	3	5	12	.	.	3	9	6	.	.	5	10	.	.
110	GRAPE ST/CHAMPION ST		11020	31	2	1	3	9	105	6	2	.	3	5	12	.	.	3	9	6	.	1	4	9	.	.
120	54TH ST/GRAPE ST		12898	31	1	7	3	10	99	6	.	5	2	5	12	1	.	3	10	6	.	.	4	9	.	.
130	54TH ST/PIROTTE DR		12545	31	1	1	3	10	99	6	.	.	2	5	12	1	1	3	10	6	.	.	4	9	.	.
140	54TH ST/LAUREL ST		12907	31	1	2	3	10	98	6	.	.	2	5	12	1	.	3	10	6	.	1	4	9	.	.
150	54TH ST/NUTMEG ST		12908	31	1	.	3	10	99	6	.	.	2	5	12	1	.	4	10	6	.	.	4	9	.	.
160	54TH ST/COLLEGE GROVE DR		12909	31	3	1	3	10	101	6	.	.	2	5	12	1	.	4	10	6	2	.	5	10	.	.
170	54TH ST/REDWOOD ST		12549	31	6	3	3	10	104	6	1	1	2	5	12	.	1	4	10	6	3	1	5	9	.	.
180	54TH ST/MARVIN ST		12550	31	.	.	3	10	104	6	.	.	2	5	12	.	.	4	10	6	.	.	5	9	.	.
190	54TH ST/STREAMVIEW DR		12548	31	6	4	3	10	106	6	.	2	2	4	12	3	1	4	10	6	.	1	5	9	.	.
200	STREAMVIEW DR/55TH ST		10652	31	.	6	3	10	100	6	.	2	2	4	12	.	2	4	10	6	.	1	5	9	.	.
210	STREAMVIEW DR/SPA ST		10656	31	2	.	3	10	102	6	1	.	2	4	12	.	.	4	10	6	1	.	5	9	.	.
220	STREAMVIEW DR/LYNN ST		10266	31	6	2	3	11	106	6	2	.	2	4	12	3	.	4	11	6	.	1	5	9	.	.
230	STREAMVIEW DR/5869		13110	31	11	16	3	12	101	6	3	.	3	5	12	8	6	4	12	6	.	8	3	7	.	.
240	STREAMVIEW DR/5965		13045	31	5	8	3	12	98	6	3	1	3	5	12	.	2	4	12	6	.	5	2	7	.	.
250	STREAMVIEW DR/GLADE ST		10675	31	1	1	3	12	98	6	1	.	3	6	12	.	.	4	12	6	.	.	2	7	.	.
260	STREAMVIEW DR/HASTY DR		10278	31	.	.	3	12	98	6	.	.	3	6	12	.	.	4	12	6	.	.	2	7	.	.
270	COLLEGE AV/STREAMVIEW DR		10685	31	1	18	3	9	81	6	.	4	3	5	12	.	8	3	9	6	1	2	2	7	.	.
280	COLLEGE AV/COLLEGE GROVE DR		11791	31	.	6	2	9	75	6	.	1	2	5	12	.	4	3	9	6	.	.	2	7	.	.

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 916 ***Route #916 - Clockwise***

Sort	Stop	Dir	Stop ID	All Day						AM Peak					Midday					PM Peak					Bicycle Event	Ramp Event
				Trips	Board	Alight	Load Avg	Load Max	Load Total	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max		
290	GROVE TRANSIT CENTER		94006	31	19	49	1	7	45	6	1	12	1	2	12	11	27	1	6	6	6	6	2	7	1	.
310	COLLEGE AV/COLLEGE GROVE DR		99250	17	4	4	3	7	45	3	.	.	1	2	6	2	1	3	6	3	.	.	5	7	.	.
320	FEDERAL BL/COLLEGE AV		10692	17	3	8	2	6	40	3	.	.	1	2	6	1	1	3	6	3	.	6	3	5	.	.
330	BROADWAY/7081		40918	17	8	3	3	8	45	3	.	1	1	1	6	5	2	4	8	3	3	.	4	5	.	.
340	MASSACHUSETTS AV/WESTVIEW		11797	17	2	4	3	8	43	3	.	.	1	1	6	2	2	4	8	3	.	1	3	4	.	.
350	MASSACHUSETTS AV/CENTRAL A		11796	17	3	1	3	9	45	3	1	.	1	2	6	1	1	4	9	3	.	.	3	4	.	.
360	MASSACHUSETTS AV/SAN MIGUE		11795	17	3	.	3	10	48	3	.	.	1	2	6	3	.	4	10	3	.	.	3	4	.	1
370	MASSACHUSETTS AV/ROSEMARY		12236	17	.	1	3	10	47	3	.	.	1	2	6	.	1	4	10	3	.	.	3	4	.	.
380	MASSACHUSETTS AV/MT VERNON		12235	17	6	6	3	10	47	3	2	.	2	3	6	.	3	3	10	3	.	2	3	3	.	1
390	MASSACHUSETTS AV/MADERA ST		11798	17	3	4	3	10	46	3	.	.	2	3	6	.	.	3	10	3	3	1	3	6	.	.
400	MADERA ST/SHIRLEY LN		11062	17	1	.	3	10	47	3	.	.	2	3	6	1	.	4	10	3	.	.	3	6	.	.
410	MADERA ST/RAMON ST		11793	17	2	1	3	10	48	3	1	.	2	3	6	1	.	4	10	3	.	1	3	5	.	.
420	MADERA ST/PRIMERA ST		11058	17	3	.	3	10	51	3	1	.	3	3	6	1	.	4	10	3	.	.	3	5	.	.
430	MADERA ST/BITTERN ST		99240	17	2	1	3	10	52	3	.	.	3	3	6	1	.	4	10	3	.	.	3	5	.	.
440	BROADWAY/65TH ST		99237	17	1	1	3	10	52	3	.	.	3	3	6	1	.	4	10	3	.	1	3	5	.	.
450	BROOKLYN AV/65TH ST		99235	17	1	1	3	10	52	3	.	.	3	3	6	.	1	4	10	3	1	.	3	5	.	.
460	BROOKLYN AV/63RD ST		99233	17	1	4	3	8	49	3	.	.	3	3	6	.	4	3	6	3	.	.	3	5	.	.
470	AKINS AV/ENCANTO/62ND ST TRO		99087	17	17	19	3	8	47	3	.	4	1	2	6	6	6	3	8	3	8	3	5	6	.	.
480	MARKET ST/MERLIN DR		11032	17	7	8	3	9	46	3	.	1	1	1	6	5	3	4	9	3	.	4	3	6	.	.
490	MARKET ST/RADIO DR		11029	17	1	1	3	9	46	3	.	.	1	1	6	.	.	4	9	3	.	1	3	6	.	.
500	PYRAMID ST/KENWOOD ST		12922	17	1	2	3	9	45	3	1	.	1	2	6	.	.	4	9	3	.	1	3	5	.	.
510	KELTON RD/BOLLENBACHER ST		12556	17	10	4	3	11	51	3	2	.	2	3	6	2	2	4	9	3	.	.	3	5	.	.
520	ROSWELL ST/56TH ST		11027	17	14	4	4	14	61	3	1	.	2	3	6	5	4	4	6	3	4	.	4	6	.	.
530	ROSWELL ST/HANOVER ST		11023	17	3	1	4	14	63	3	2	.	3	5	6	.	1	4	6	3	1	.	4	7	.	.
540	ROSWELL ST/HILLTOP DR		11019	17	6	1	4	14	68	3	2	.	4	5	6	3	1	4	7	3	.	.	4	7	.	.
550	ROSWELL ST/51ST ST		11012	17	.	2	4	14	66	3	.	.	4	5	6	.	2	4	6	3	.	.	4	7	.	.
560	EUCLID AV TROLLEY STATION		91033	17	.	66	0	0	0	3	.	11	0	0	6	.	23	0	0	3	.	13	0	0	.	.

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 916 ***Route #916 - Clockwise***

Sort	Stop	Dir	Stop ID	All Day						AM Peak					Midday					PM Peak					Bicycle Event	Ramp Event
				Trips	Board	Alight	Load Avg	Load Max	Load Total	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max		
	All Stops	Total			365	365					52	52				146	146				103	103			3	2
		Average			4	3	3				2	3	2			5	4	4			6	4	5			
		Maximum						25						6					13					25		

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 917 ***Route #917 - Counterclo***

				All Day						AM Peak					Midday					PM Peak						
							Load						Load					Load					Load		
Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Avg	Max	Total	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Bicycle Event	Ramp Event
10	EUCLID AV TROLLEY STATION		94017	17	113	.	7	21	113	3	7	.	2	3	6	49	.	8	14	3	44	.	15	21	2	2
20	ROSWELL ST/51ST ST		10638	17	2	2	7	21	113	3	1	.	3	3	6	1	1	8	15	3	.	1	14	21	.	.
30	ROSWELL ST/HILLTOP DR		41049	17	5	7	7	20	111	3	.	.	3	3	6	3	3	8	15	3	.	3	13	20	.	.
40	ROSWELL ST/DERBY ST		10651	17	3	13	6	18	101	3	1	.	3	4	6	1	5	7	15	3	.	7	11	18	1	.
50	ROSWELL ST/KELTON RD		10264	17	10	27	5	15	84	3	6	2	4	5	6	3	7	7	15	3	1	15	6	10	1	1
60	KELTON RD/PYRAMID ST		11766	17	4	9	5	16	79	3	.	.	4	5	6	3	5	6	16	3	1	3	6	9	.	.
70	PYRAMID ST/KENWOOD ST		11765	17	2	3	5	16	78	3	2	.	5	7	6	.	1	6	16	3	.	1	5	8	.	.
80	PITTA ST/MARKET ST		11768	17	9	7	5	14	80	3	2	.	6	8	6	4	5	6	14	3	1	2	5	8	.	.
90	MARKET ST/MERLIN DR		10267	17	.	7	4	14	73	3	.	.	6	8	6	.	4	5	14	3	.	1	5	8	.	.
100	AKINS AV/ENCANTO/62ND ST TRO		99108	17	29	28	4	16	74	3	3	10	3	4	6	18	9	7	16	3	3	3	5	7	.	.
110	BROOKLYN AV/STORK ST		99234	17	2	4	4	16	72	3	.	.	3	4	6	2	2	7	16	3	.	1	4	7	.	.
120	65TH ST/BROOKLYN AV		99236	17	1	.	4	16	73	3	.	.	3	4	6	1	.	7	16	3	.	.	4	7	.	.
130	BROADWAY/65TH ST		99238	17	1	7	4	14	67	3	1	2	3	5	6	.	4	6	14	3	.	1	4	6	.	.
140	BROADWAY/MADERA ST		99239	17	2	7	4	11	62	3	.	1	3	5	6	1	5	6	11	3	1	1	4	5	.	.
150	MADERA ST/PRIMERA ST		12965	17	5	5	4	12	62	3	2	.	3	6	6	3	2	6	12	3	.	2	3	4	.	1
160	MADERA ST/RAMON ST		12967	17	1	3	4	11	60	3	.	.	3	6	6	1	2	6	11	3	.	1	3	4	.	.
170	MADERA ST/MASSACHUSETTS AV		12576	17	2	2	4	10	60	3	1	.	4	6	6	1	2	6	10	3	.	.	3	4	.	.
180	MASSACHUSETTS AV/MADERA ST		12969	17	1	4	3	10	57	3	.	.	4	6	6	1	.	6	10	3	.	1	3	4	.	.
190	MASSACHUSETTS AV/MT VERNON		12574	17	8	10	3	9	55	3	5	1	5	8	6	1	7	5	9	3	.	1	2	3	.	.
200	MASSACHUSETTS AV/BALKIS LN		12968	17	1	7	3	8	49	3	.	.	5	8	6	1	5	4	8	3	.	2	2	3	.	1
210	MASSACHUSETTS AV/CENTRAL A		12575	17	.	4	3	8	45	3	.	.	5	8	6	.	3	4	8	3	.	.	2	3	.	.
220	BROADWAY/MASSACHUSETTS AV		11441	17	1	22	1	5	24	3	.	9	2	3	6	1	11	2	5	3	.	.	2	3	.	1
230	BROADWAY/7080		13088	17	3	5	1	5	22	3	1	3	1	2	6	1	2	2	5	3	1	.	2	4	.	.
240	COLLEGE AV/FEDERAL BL		12963	17	3	.	1	5	25	3	3	.	2	3	6	.	.	2	5	3	.	.	2	4	.	.
250	GROVE TRANSIT CENTER		94006	30	59	16	2	11	68	6	4	4	1	3	12	43	7	4	11	6	11	4	2	4	.	1
270	COLLEGE AV/COLLEGE GROVE DR		12962	30	5	1	2	12	72	6	1	.	1	3	12	3	.	4	12	6	.	1	2	3	.	.
280	COLLEGE AV/MERIDAN AV		11048	30	1	2	2	12	71	6	.	.	1	3	12	1	1	4	12	6	.	1	2	3	.	.
290	STREAMVIEW DR/COLLEGE AV		11425	30	17	.	3	14	88	6	1	.	1	3	12	8	.	5	14	6	3	.	2	6	.	.

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 917 ***Route #917 - Counterclo***

				All Day						AM Peak					Midday					PM Peak						
							Load						Load					Load					Load			
Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Avg	Max	Total	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Bicycle Event	Ramp Event
300	STREAMVIEW DR/GLADE ST		11415	30	1	.	3	14	89	6	.	.	1	3	12	1	.	5	14	6	.	.	2	6	.	.
310	STREAMVIEW DR/5948		13016	30	17	12	3	13	94	6	8	.	3	8	12	6	8	5	13	6	1	2	2	6	.	.
320	STREAMVIEW DR/5854		13081	30	10	5	3	12	99	6	4	1	3	8	12	3	4	5	12	6	.	.	2	6	.	.
330	STREAMVIEW DR/MICHAEL ST		11405	30	5	.	3	12	104	6	1	.	3	9	12	3	.	5	12	6	.	.	2	6	.	.
340	STREAMVIEW DR/SPA ST		11400	30	3	.	4	12	107	6	.	.	3	9	12	3	.	5	12	6	.	.	2	6	.	.
350	STREAMVIEW DR/55TH ST		11026	30	2	.	4	12	109	6	2	.	4	10	12	.	.	5	12	6	.	.	2	6	.	.
360	STREAMVIEW DR/WINLOW ST		11392	30	.	3	4	12	106	6	.	1	4	10	12	.	1	5	12	6	.	1	2	6	.	.
370	54TH ST/STREAMVIEW DR		12182	30	2	3	3	11	105	6	1	.	4	10	12	.	1	5	11	6	.	.	2	6	.	.
380	54TH ST/REDWOOD ST		11761	30	4	1	4	11	108	6	1	.	4	10	12	2	1	5	11	6	1	.	2	7	.	.
390	54TH ST/KRENNING ST		11760	30	4	1	4	11	111	6	2	1	4	9	12	1	.	5	11	6	1	.	2	7	.	.
400	54TH ST/NUTMEG ST		12179	30	4	4	4	11	111	6	.	2	4	9	12	1	2	5	11	6	1	.	2	7	.	.
410	54TH ST/LAUREL ST		11759	30	10	3	4	12	118	6	2	1	4	9	12	6	1	5	12	6	.	.	2	7	.	.
420	54TH ST/PIROTTE DR		11756	30	1	1	4	12	118	6	1	.	4	9	12	.	1	5	12	6	.	.	2	7	.	.
430	GRAPE ST/54TH ST		10640	30	2	2	4	12	118	6	2	.	4	9	12	.	.	5	12	6	.	2	2	6	.	.
440	GRAPE ST/CHAMPION ST		10648	30	2	2	4	12	118	6	1	1	4	10	12	.	1	5	12	6	.	.	2	6	.	.
450	GRAPE ST/55TH ST		10261	30	2	.	4	12	120	6	1	.	5	10	12	1	.	5	12	6	.	.	2	6	.	.
460	BAYVIEW CT/GRAPE ST		12195	30	20	5	4	13	135	6	6	.	6	12	12	11	5	6	13	6	1	.	2	6	.	.
470	BAYVIEW CT/HUDSON BAY TER		11764	30	10	4	5	14	141	6	3	.	6	12	12	5	4	6	13	6	.	.	2	6	.	.
480	BAYVIEW CT/BAYVIEW HEIGHTS P		12190	30	49	.	6	21	190	6	23	.	10	21	12	18	.	7	15	6	2	.	3	7	1	.
490	BAYVIEW HEIGHTS DR/1670		11763	30	20	.	7	22	210	6	9	.	11	22	12	6	.	8	16	6	2	.	3	7	.	.
500	FEDERAL BL/PENTECOST WY		11384	30	3	4	7	22	209	6	1	.	12	22	12	2	2	8	16	6	.	1	3	6	.	.
510	EUCLID AV/FEDERAL BL		12168	30	50	9	8	24	250	6	7	1	13	24	12	35	6	10	21	6	3	2	3	7	.	1
520	EUCLID AV/HILLTOP DR		12167	30	9	2	9	24	257	6	1	.	13	24	12	6	2	11	20	6	1	.	3	7	.	.
530	EUCLID AV/GUYMON ST		11750	30	5	5	9	25	257	6	4	3	13	25	12	1	1	11	20	6	.	.	3	7	.	.
540	EUCLID AV TROLLEY STATION		94017	30	.	257	0	0	0	6	.	78	0	0	12	.	129	0	0	6	.	19	0	0	.	.

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 917 ***Route #917 - Counterclo***

Sort	Stop	Dir	Stop ID	All Day						AM Peak					Midday					PM Peak					Bicycle Event	Ramp Event
				Trips	Board	Alight	Load Avg	Load Max	Load Total	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max		
	All Stops	Total			525	525					121	121				262	262				79	79			5	8
		Average			4	5	4				3	7	5			6	7	6			4	3	3			
		Maximum						25						25					21					21		

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 955 ***Route #955 - North***

				All Day						AM Peak						Midday						PM Peak							
							Load						Load						Load						Load				
Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Avg	Max	Total	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Bicycle Event	Ramp Event
10	W 8TH ST/8TH ST TROLLEY STATI		70018	61	457	.	7	25	457	12	108	.	9	21	25	154	.	6	25	11	114	.	10	20	3	1
20	HARBOR DR/W 8TH ST		99406	61	1	1	7	25	457	12	.	.	9	21	25	.	.	6	25	11	1	1	10	20	1	.
30	CIVIC CENTER DR/WILSON AV		60775	61	18	12	8	23	463	12	4	5	9	23	25	10	6	6	22	11	3	1	11	20	.	.
40	NATIONAL CITY BL/W 12TH ST (CIT		50142	61	37	5	8	24	495	12	4	.	9	24	25	24	1	7	22	11	6	3	11	22	.	2
50	NATIONAL CITY BL/PLAZA BL		50141	61	20	3	8	24	512	12	1	.	9	24	25	8	.	8	22	11	10	3	11	23	.	.
60	8TH ST/NATIONAL CITY BL		10593	61	67	12	9	27	567	12	7	3	10	24	25	42	6	9	27	11	8	1	12	26	1	.
70	8TH ST/B AV		10600	61	26	8	10	26	585	12	1	.	10	24	25	10	4	9	25	11	3	2	12	26	.	1
80	8TH ST/D AV		10602	61	33	14	10	27	604	12	7	3	10	24	25	16	5	10	24	11	8	5	12	27	1	.
90	8TH ST/F AV		10228	61	11	11	10	27	604	12	2	1	10	24	25	6	8	10	24	11	2	2	12	27	.	.
100	HIGHLAND AV/8TH ST		99337	61	151	26	13	55	779	12	11	6	11	25	25	61	11	14	55	11	39	7	15	31	.	.
110	HIGHLAND AV/4TH ST		99338	61	39	59	12	55	759	12	10	4	11	26	25	19	33	13	55	11	3	9	15	29	1	.
120	HIGHLAND AV/DIVISION ST		99339	61	55	39	13	54	775	12	17	3	12	29	25	22	21	13	54	11	9	10	15	33	1	1
130	HIGHLAND AV/ETA ST		50167	61	67	43	13	54	799	12	33	5	15	30	25	18	14	13	54	11	12	11	15	32	.	.
140	43RD ST/DELTA ST		12860	61	125	56	14	56	868	12	79	12	20	45	25	31	12	14	56	11	3	21	13	27	2	.
150	43RD ST/BETA ST		12512	61	35	52	14	56	851	12	17	13	20	47	25	12	27	13	56	11	1	9	12	27	2	1
160	43RD ST/HWY 805		12513	61	70	44	14	56	877	12	16	2	22	48	25	24	25	13	56	11	18	7	13	28	1	2
170	43RD ST/KEELER AV		12514	61	57	20	15	56	914	12	13	3	22	45	25	22	9	14	56	11	12	3	14	28	.	.
180	43RD ST/NATIONAL AV		12861	61	94	164	14	56	844	12	38	76	19	42	25	27	48	13	56	11	12	20	14	25	1	.
190	LOGAN AV/44TH ST		10613	61	32	21	14	56	855	12	3	1	19	42	25	16	16	13	56	11	9	.	14	25	.	.
200	LOGAN AV/45TH ST		13441	61	35	35	14	56	855	12	20	10	20	40	25	10	9	13	56	11	2	15	13	24	.	.
210	LOGAN AV/46TH ST		10622	61	30	14	14	57	871	12	3	2	20	41	25	11	6	13	57	11	8	.	14	24	.	1
220	47TH ST/LOGAN AV		12878	61	76	59	14	43	838	12	24	7	22	43	25	32	24	12	24	11	17	17	14	18	.	4
230	47TH ST/T ST		12879	61	36	20	14	46	854	12	17	5	23	46	25	13	6	12	24	11	4	1	14	18	.	.
240	47TH ST/OCEANVIEW BL		12880	61	20	45	14	34	829	12	6	42	20	34	25	9	2	12	24	11	5	1	15	19	.	.
250	IMPERIAL AV/47TH ST		10624	61	38	26	14	35	841	12	5	11	19	34	25	22	10	13	35	11	6	.	15	23	.	.
260	IMPERIAL AV/WILLIE JAMES JONE		99371	61	76	76	14	48	841	12	16	43	17	27	25	33	11	14	48	11	19	15	15	22	1	.
270	EUCLID AV/IMPERIAL AV		12891	61	27	42	14	43	826	12	10	4	18	29	25	11	26	13	43	11	3	8	15	22	.	.
280	EUCLID AV/NARANJA ST		12893	61	8	68	13	43	766	12	1	22	16	29	25	5	21	12	43	11	2	10	14	22	.	.

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 955 ***Route #955 - North***

				All Day						AM Peak						Midday						PM Peak							
							Load						Load						Load						Load				
Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Avg	Max	Total	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Bicycle Event	Ramp Event
290	EUCLID AV TROLLEY STATION		91031	61	667	382	17	34	1,051	12	125	79	20	30	25	312	192	17	31	11	116	62	19	26	7	8
310	EUCLID AV/GUYMON ST		12543	61	18	21	17	33	1,048	12	2	9	19	30	25	7	6	17	31	11	5	.	20	27	1	.
320	EUCLID AV/HILLTOP DR		12544	61	32	40	17	32	1,040	12	3	2	19	30	25	17	24	17	32	11	9	7	20	27	.	.
330	EUCLID AV/FEDERAL BL		12894	61	83	132	16	38	991	12	16	21	19	31	25	28	52	16	38	11	29	36	19	30	1	.
340	54TH ST/GRAPE ST		12898	61	43	23	17	40	1,011	12	28	1	21	40	25	8	16	16	38	11	2	1	19	30	1	1
350	54TH ST/PIROTTE DR		12545	61	33	10	17	40	1,034	12	13	1	22	40	25	8	5	16	38	11	7	1	20	30	.	.
360	54TH ST/LAUREL ST		12907	61	18	20	17	40	1,032	12	7	2	22	40	25	6	2	16	38	11	3	13	19	30	.	2
370	54TH ST/NUTMEG ST		12908	61	22	29	17	40	1,025	12	6	4	23	40	25	6	17	15	31	11	7	5	19	35	.	.
380	54TH ST/COLLEGE GROVE DR		12909	61	60	22	17	42	1,063	12	28	4	25	40	25	7	5	15	31	11	14	2	20	42	.	.
390	54TH ST/REDWOOD ST		12549	61	60	17	18	44	1,106	12	27	.	27	44	25	15	8	16	33	11	11	9	20	44	1	1
400	54TH ST/MARVIN ST		12550	61	1	10	18	44	1,097	12	.	.	27	44	25	.	4	16	33	11	1	6	20	44	.	.
410	54TH ST/STREAMVIEW DR		12548	61	56	94	17	46	1,059	12	11	1	28	46	25	25	46	15	24	11	15	34	18	39	.	.
420	54TH ST/LEA ST		12910	61	8	17	17	46	1,050	12	3	6	27	46	25	1	5	15	24	11	1	6	18	39	.	.
430	54TH ST/UNIVERSITY AV		12552	61	102	231	15	45	921	12	37	64	25	45	25	35	82	13	25	11	19	37	16	39	2	1
440	54TH ST/UNIVERSITY AV		12913	61	14	39	15	45	896	12	6	2	25	45	25	4	22	12	25	11	4	12	15	34	.	1
450	54TH ST/54TH PL		12551	61	3	69	14	41	830	12	.	44	22	41	25	3	12	12	25	11	.	8	15	34	.	1
460	54TH ST/TROJAN AV		12912	61	15	62	13	35	783	12	2	32	19	35	25	12	11	12	25	11	1	11	14	34	.	1
470	54TH ST/EL CAJON BL		12914	61	51	325	8	31	508	12	22	83	14	31	25	21	111	8	16	11	1	76	7	20	2	4
480	COLLWOOD BL/MONROE AV		12904	61	23	7	9	31	524	12	3	.	14	31	25	15	6	8	16	11	1	.	7	20	.	.
490	COLLWOOD BL/4819		12896	61	10	7	9	31	527	12	6	2	15	31	25	2	5	8	16	11	2	.	7	20	.	.
500	MONTEZUMA RD/COLLWOOD BL		10634	61	5	14	8	31	518	12	2	4	15	31	25	.	1	8	16	11	3	8	7	14	.	.
510	MONTEZUMA RD/54TH ST		10258	61	5	14	8	31	509	12	1	1	15	31	25	.	8	8	16	11	2	5	6	16	.	.
520	MONTEZUMA RD/55TH ST		10654	61	.	28	8	31	481	12	.	4	14	31	25	.	17	7	14	11	.	4	6	16	.	.
530	CAMPANILE DR/MONTEZUMA RD		13158	61	.	48	7	28	433	12	.	21	13	28	25	.	18	7	14	11	.	6	6	16	.	.
540	SDSU TRANSIT CENTER		99094	61	.	434	0	0	0	12	.	151	0	0	25	.	164	0	0	11	.	61	0	0	.	3

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 955 ***Route #955 - North***

Sort	Stop	Dir	Stop ID	All Day						AM Peak					Midday					PM Peak					Bicycle Event	Ramp Event
				Trips	Board	Alight	Load Avg	Load Max	Load Total	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max		
	All Stops	Total			3,070	3,070					821	821				1,200	1,200				592	592			30	36
		Average			15	15	13				17	18	17			26	24	12			12	13	14			
		Maximum						57						48					57					44		

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 955 ***Route #955 - South***

				All Day						AM Peak					Midday					PM Peak						
							Load						Load					Load					Load			
Sort	Stop	Dir	Stop ID	Trips	Board	Alight	Avg	Max	Total	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Trips	Board	Alight	Avg	Max	Bicycle Event	Ramp Event
10	SDSU TRANSIT CENTER		99094	64	471	.	7	22	471	12	27	.	2	7	24	159	.	7	19	12	156	.	13	21	2	1
20	MONTEZUMA RD/COLLEGE AV		11031	64	19	.	8	24	490	12	1	.	2	7	24	6	.	7	19	12	4	.	13	21	1	1
30	MONTEZUMA RD/55TH ST		11395	64	15	5	8	24	500	12	.	.	2	7	24	2	1	7	19	12	5	2	14	22	.	.
40	MONTEZUMA RD/54TH ST		11390	64	13	6	8	24	507	12	1	.	2	7	24	5	3	7	19	12	6	1	14	22	.	.
50	COLLWOOD BL/MONTEZUMA RD		60771	64	11	3	8	24	515	12	4	.	3	7	24	1	3	7	19	12	5	.	14	22	.	.
60	COLLWOOD BL/4600		12170	64	11	3	8	24	523	12	1	.	3	7	24	2	2	7	19	12	6	.	15	22	.	.
70	COLLWOOD BL/4400		12171	64	8	.	8	24	531	12	.	.	3	7	24	.	.	7	19	12	8	.	16	22	.	.
80	COLLWOOD BL/4200		12176	64	7	.	8	24	538	12	1	.	3	7	24	.	.	7	19	12	6	.	16	22	.	.
90	COLLWOOD BL/MONROE AV		11755	64	10	18	8	22	530	12	2	1	3	6	24	5	4	7	18	12	1	4	16	21	.	1
100	54TH ST/EL CAJON BL		12187	64	310	67	12	34	773	12	45	10	6	11	24	155	22	12	27	12	61	22	19	34	3	1
110	54TH ST/TROJAN AV		12185	64	89	32	13	40	830	12	8	6	6	10	24	48	2	14	38	12	17	10	20	40	.	1
120	54TH ST/UNIVERSITY AV		12186	64	255	123	15	39	962	12	52	8	10	15	24	109	57	17	39	12	56	35	21	38	5	1
130	54TH ST/LEA ST		12183	64	23	16	15	39	969	12	3	.	10	15	24	16	7	17	39	12	1	6	21	38	.	.
140	54TH ST/STREAMVIEW DR		12182	64	50	56	15	38	963	12	10	2	11	16	24	5	30	16	36	12	24	16	22	38	.	.
150	54TH ST/REDWOOD ST		11761	64	17	47	15	39	933	12	5	4	11	15	24	3	26	15	35	12	7	5	22	39	.	1
160	54TH ST/KRENNING ST		11760	64	39	31	15	39	941	12	13	1	12	17	24	17	12	15	35	12	5	9	21	39	.	.
170	54TH ST/NUTMEG ST		12179	64	28	28	15	39	941	12	4	7	11	17	24	18	5	16	35	12	4	8	21	39	.	1
180	54TH ST/LAUREL ST		11759	64	32	32	15	38	941	12	8	2	12	19	24	12	13	16	33	12	6	13	21	38	.	.
190	54TH ST/PIROTTE DR		11756	64	13	15	15	37	939	12	3	.	12	19	24	9	8	16	32	12	1	5	20	37	.	.
200	54TH ST/HANIMAN ST		12172	64	18	32	14	33	925	12	5	.	13	19	24	6	12	15	30	12	.	10	19	33	.	.
210	EUCLID AV/54TH ST		12169	64	61	61	14	34	925	12	22	5	14	21	24	16	27	15	26	12	17	19	19	34	1	.
220	EUCLID AV/FEDERAL BL		12168	64	96	48	15	32	973	12	29	9	16	27	24	38	14	16	27	12	14	19	19	32	.	.
230	EUCLID AV/HILLTOP DR		12167	64	27	27	15	32	973	12	4	8	15	25	24	5	7	16	27	12	9	7	19	32	.	.
240	EUCLID AV/GUYMON ST		11750	64	10	7	15	32	976	12	1	1	15	25	24	8	4	16	28	12	1	2	19	32	.	.
250	EUCLID AV TROLLEY STATION		91040	64	401	587	14	89	871	12	94	130	12	23	24	129	223	12	26	12	102	136	23	89	2	3
270	EUCLID AV/UNITY PLACE DRWY		12166	64	90	6	15	94	955	12	11	2	13	26	24	28	4	13	27	12	42	.	26	94	.	.
280	EUCLID AV/EUCLID HEALTH CENT		91043	64	31	46	14	94	925	12	8	10	13	24	24	16	13	13	27	12	6	11	26	94	2	1
290	IMPERIAL AV/50TH ST		11007	64	25	62	14	98	888	12	5	8	13	24	24	7	23	12	27	12	10	13	26	98	1	.

Ridership by Route and Stop

FY2010 MTS Contract_Weekday Route 955 ***Route #955 - South***

Sort	Stop	Dir	Stop ID	All Day						AM Peak					Midday					PM Peak					Bicycle Event	Ramp Event
				Trips	Board	Alight	Load Avg	Load Max	Load Total	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max		
300	IMPERIAL AV/49TH ST		11375	64	28	62	13	98	854	12	4	50	9	14	24	18	5	13	27	12	4	2	26	98	.	.
310	47TH ST/IMPERIAL AV		12150	64	45	19	14	98	880	12	4	7	9	14	24	27	9	13	31	12	12	.	27	98	.	.
320	47TH ST/OCEAN VIEW BL		12149	64	24	29	14	98	875	12	.	4	8	14	24	12	9	13	33	12	11	9	27	98	.	.
330	47TH ST/T ST		11737	64	18	34	13	96	859	12	4	4	8	15	24	13	12	13	34	12	1	9	26	96	.	.
340	LOGAN AV/47TH ST		11371	64	67	94	12	35	756	12	13	5	9	20	24	32	38	13	35	12	13	38	17	27	1	.
350	LOGAN AV/46TH ST		11370	64	21	23	12	38	754	12	2	3	9	20	24	14	8	14	38	12	.	8	17	26	.	.
360	LOGAN AV/45TH ST		13440	64	26	45	11	34	735	12	9	2	9	19	24	14	21	13	34	12	.	14	16	26	.	1
370	LOGAN AV/DOMINION ST		10987	64	21	22	11	34	734	12	1	5	9	18	24	18	8	14	34	12	.	6	15	26	.	.
380	43RD ST/NATIONAL AV		11724	64	125	69	12	34	790	12	32	13	11	17	24	49	28	15	34	12	19	17	15	26	.	.
390	43RD ST/KEELER AV		12131	64	23	30	12	34	783	12	5	5	11	17	24	9	16	14	34	12	6	2	16	27	1	.
400	43RD ST/HWY 805		13432	64	65	105	12	34	743	12	15	23	10	16	24	34	53	14	34	12	6	16	15	27	.	2
410	43RD ST/GAMMA ST		11723	64	18	32	11	34	729	12	5	1	10	16	24	5	18	13	34	12	4	6	15	27	.	.
420	43RD ST/DELTA ST		99148	64	74	82	11	34	721	12	31	12	12	21	24	16	44	12	34	12	7	14	14	30	1	.
430	HIGHLAND AV/ETA ST		50198	64	82	40	12	34	763	12	34	2	15	26	24	20	6	12	34	12	14	16	14	30	.	.
440	HIGHLAND AV/DIVISION ST		50114	64	50	22	12	34	791	12	20	1	16	31	24	7	12	12	34	12	13	8	14	30	1	.
450	HIGHLAND AV/2ND ST		50115	64	41	26	13	34	806	12	11	4	17	32	24	16	7	13	34	12	3	7	14	30	.	2
460	8TH ST/G AV		11362	64	45	221	10	30	640	12	11	49	14	30	24	20	74	11	25	12	8	69	9	19	.	1
470	4TH ST/E AV		11358	64	22	45	10	26	617	12	9	17	13	26	24	10	23	10	25	12	1	1	9	19	.	1
480	8TH ST/B AV		13411	64	21	25	10	26	613	12	5	4	13	26	24	7	5	10	25	12	6	8	9	19	.	.
490	W 8TH ST/ROOSEVELT AV		10966	64	7	60	9	25	560	12	4	29	11	21	24	.	15	10	25	12	2	5	8	19	1	.
500	W 8TH ST/8TH ST TROLLEY STATI		70018	64	.	560	0	0	0	12	.	132	0	0	24	.	233	0	0	12	.	102	0	0	3	3
	All Stops	Total			3,003	3,003					586	586				1,166	1,166				710	710			25	22
		Average			15	16	12				13	15	10			26	26	12			16	17	17				
		Maximum						98						32					39					98		

Ridership by Route and Stop

FY2010 MTS Rail_Weekday_520 ***Route #520 Orange Line - North***

Sort	Stop	Dir	Stop ID	All Day						AM Peak					Midday					PM Peak					Bicycle Event	Ramp Event
				Trips	Board	Alight	Load Avg	Load Max	Load Total	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max	Trips	Board	Alight	Load Avg	Load Max		
10	12TH/IMPERIAL TRANSIT CENTER (		75100	68	576	.	8	28	576	12	184	.	15	28	24	192	.	8	19	12	106	.	9	17	1	.
20	GASLAMP QUARTER STATION		75098	68	360	127	12	28	809	12	36	42	15	28	24	175	40	14	24	12	77	20	14	21	1	2
30	CONVENTION CENTER STATION		75096	68	297	158	14	40	948	12	41	69	12	20	24	129	51	17	40	12	87	22	19	28	1	1
40	SEAPORT VILLAGE STATION		75095	68	315	148	16	42	1,115	12	46	35	13	25	24	112	60	19	42	12	94	32	24	37	1	2
50	AMERICA PLAZA STATION		75084	68	733	400	21	64	1,448	12	86	36	18	32	24	233	166	22	64	12	281	107	39	48	8	2
60	CIVIC CENTER STATION		75086	68	1,217	192	36	115	2,473	12	54	33	19	30	24	479	77	39	68	12	483	49	75	115	5	16
70	FIFTH AVENUE STATION		75089	68	1,396	322	52	168	3,547	12	85	61	21	33	24	533	139	55	98	12	453	76	106	168	5	15
80	CITY COLLEGE STATION		75091	68	2,295	555	78	269	5,287	12	167	64	30	39	24	1,266	264	97	269	12	466	101	137	182	12	22
90	PARK/MARKET STATION		75093	68	526	535	78	267	5,278	12	79	33	34	45	24	237	237	97	267	12	114	130	135	183	9	15
100	12TH/IMPERIAL TRANSIT CENTER		75103	68	2,910	1,259	102	235	6,929	12	584	125	72	109	24	939	712	106	235	12	743	223	179	230	43	23
110	25TH/COMMERCIAL ST STATION		75074	72	426	879	90	220	6,476	12	68	59	73	106	24	180	424	96	174	12	86	258	164	220	11	5
120	32ND ST/COMMERCIAL STATION		75073	72	289	669	85	215	6,096	12	48	43	73	105	24	77	289	87	143	12	96	201	156	215	15	3
130	47TH ST STATION		75070	72	190	393	82	214	5,893	12	32	35	73	99	24	57	142	84	136	12	54	126	150	214	8	5
140	EUCLID TROLLEY STATION		75069	72	1,051	1,596	74	177	5,348	12	184	161	75	99	24	443	657	75	123	12	241	470	130	177	22	18
150	ENCANTO/62ND ST STATION		75067	72	515	906	69	156	4,957	12	169	87	82	115	24	176	326	68	93	12	81	312	111	156	28	11
160	MASSACHUSETTS AVE STATION		75040	72	215	331	67	142	4,841	12	65	32	84	117	24	74	81	68	95	12	36	140	103	142	17	1
170	LEMON GROVE DEPOT		75038	72	795	1,189	62	124	4,447	12	184	209	82	113	24	330	445	63	101	12	135	300	89	124	38	28
180	SPRING STREET STATION		75036	72	454	587	60	121	4,314	12	126	94	85	121	24	169	152	64	102	12	68	199	78	107	18	9
190	LA MESA BLVD STATION		75034	72	497	656	58	105	4,155	12	120	173	81	105	24	176	219	62	101	12	97	160	73	98	27	7
200	GROSSMONT TRANSIT CENTER		75030	72	103	1,068	44	88	3,190	12	12	291	57	74	24	33	387	48	88	12	41	193	60	78	26	3
210	AMAYA DRIVE STATION		75029	72	57	500	38	71	2,747	12	8	138	46	66	24	21	151	42	69	12	16	121	51	71	12	2
220	EL CAJON TRANSIT CENTER		75026	72	120	2,016	12	28	851	12	33	412	15	24	24	38	776	11	22	12	14	420	17	28	37	21
230	ARNELE AVENUE STATION		75024	70	49	399	7	23	501	12	7	78	9	16	24	24	154	6	15	12	10	93	10	23	20	4
240	GILLESPIE FIELD STATION		75022	70	.	501	0	0	0	12	.	108	0	0	24	.	144	0	0	12	.	126	0	0	14	2
	All Stops	Total			15,386	15,386					2,418	2,418				6,093	6,093				3,879	3,879			379	217
		Average			133	134	49				105	105	45			265	265	52			162	169	80			
		Maximum						269						121					269					230		

Ridership by Route and Stop

FY2010 MTS Rail_Weekday_520 ***Route #520 Orange Line - South***

Sort	Stop	Dir	Stop ID	All Day Trips	All Day Board	All Day Alight	All Day Load Avg	All Day Load Max	All Day Load Total	AM Peak Trips	AM Peak Board	AM Peak Alight	AM Peak Load Avg	AM Peak Load Max	Midday Trips	Midday Board	Midday Alight	Midday Load Avg	Midday Load Max	PM Peak Trips	PM Peak Board	PM Peak Alight	PM Peak Load Avg	PM Peak Load Max	Bicycle Event	Ramp Event
10	GILLESPIE FIELD STATION		75022	70	435	.	6	23	435	12	92	.	8	13	24	126	.	5	10	12	115	.	10	17	16	8
20	ARNELE AVENUE STATION		75025	70	502	25	13	29	912	12	72	7	13	20	24	177	7	12	26	12	134	9	20	29	35	2
30	EL CAJON TRANSIT CENTER		75027	72	1,868	130	37	72	2,650	12	418	21	46	66	24	619	46	36	53	12	443	37	54	72	38	21
40	AMAYA DRIVE STATION		75028	72	499	138	42	85	3,011	12	93	45	50	68	24	181	42	42	59	12	134	29	63	85	18	4
50	GROSSMONT TRANSIT CENTER		75031	72	1,177	214	55	109	3,974	12	118	34	57	82	24	386	80	55	80	12	375	66	88	109	39	6
60	LA MESA BLVD STATION		75035	72	706	510	58	110	4,170	12	154	68	64	100	24	274	193	58	92	12	179	147	91	110	30	8
70	SPRING STREET STATION		75037	72	551	468	59	117	4,253	12	200	54	76	105	24	148	170	57	83	12	102	167	86	117	11	7
80	LEMON GROVE DEPOT		75039	72	1,124	723	65	131	4,654	12	212	76	88	114	24	444	303	63	86	12	243	190	90	131	43	15
90	MASSACHUSETTS AVE STATION		75041	72	303	217	66	129	4,740	12	114	24	95	129	24	78	60	64	88	12	29	68	87	120	18	1
100	ENCANTO/62ND ST STATION		75066	72	923	483	72	162	5,180	12	340	64	118	162	24	298	167	69	97	12	133	152	85	118	17	1
110	EUCLID TROLLEY STATION		75068	73	1,525	1,136	76	183	5,569	12	423	210	136	183	24	579	419	76	103	12	259	305	81	115	26	15
120	47TH ST STATION		75071	73	379	179	79	197	5,769	12	122	31	144	197	24	115	75	78	104	12	87	42	85	122	10	1
130	32ND ST/COMMERCIAL STATION		75072	73	655	308	84	225	6,116	12	286	33	165	225	24	192	126	80	103	12	93	64	87	116	14	4
140	25TH/COMMERCIAL ST STATION		75075	73	838	352	90	272	6,602	12	300	62	185	272	24	297	109	88	109	12	114	87	90	121	11	.
150	12TH/IMPERIAL TRANSIT CENTER		75102	73	665	2,574	64	260	4,693	12	216	497	161	260	24	261	943	60	99	12	91	617	46	67	41	12
160	PARK/MARKET STATION		75092	73	258	419	62	263	4,532	12	89	72	163	263	24	74	141	57	93	12	53	95	42	65	8	5
170	CITY COLLEGE STATION		75090	73	398	1,940	41	150	2,990	12	83	896	95	150	24	198	570	41	66	12	63	207	30	48	21	17
180	FIFTH AVENUE STATION		75088	73	185	1,111	28	115	2,064	12	30	360	67	115	24	89	446	27	42	12	42	157	21	31	10	9
190	CIVIC CENTER STATION		75087	73	153	947	17	62	1,270	12	22	439	33	62	24	70	296	17	29	12	39	72	18	28	5	4
200	AMERICA PLAZA STATION		75085	73	395	675	14	39	990	12	82	242	19	39	24	159	215	15	29	12	100	91	19	32	6	3
210	SEAPORT VILLAGE STATION		75094	73	154	268	12	38	876	12	14	64	15	36	24	59	114	13	25	12	64	54	20	38	4	1
220	CONVENTION CENTER STATION		75097	73	162	271	11	47	767	12	9	71	10	35	24	80	109	11	27	12	42	52	19	47	4	1
230	GASLAMP QUARTER STATION		75099	73	160	273	9	51	654	12	26	64	7	12	24	58	77	11	35	12	48	65	17	51	.	1
240	12TH/IMPERIAL TRANSIT CENTER (		75100	73	.	654	0	0	0	12	.	81	0	0	24	.	254	0	0	12	.	209	0	0	3	.
	All Stops		Total		14,015	14,015					3,515	3,515				4,962	4,962				2,982	2,982			428	146
			Average		113	112	44				153	153	76			216	216	43			130	130	52			
			Maximum					272						272					109					131		

APPENDIX D: BICYCLE COUNTS

(Refer to Appendix B: Intersection Counts)

APPENDIX E: PEDESTRIAN COUNTS

(Refer to Appendix B: Intersection Counts)

APPENDIX F: INTERSECTION LEVEL OF SERVICE WORKSHEETS

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	782	462	0	555	435	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	0	850	502	0	603	473	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		507			988							
pX, platoon unblocked												
vC, conflicting volume	1076			1352			1265	2192	538	1152	1926	425
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1076			1352			1265	2192	538	1152	1926	425
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	644			505			126	45	488	153	66	578

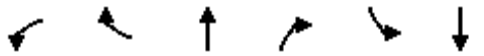
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	425	425	502	402	674
Volume Left	0	0	0	0	0
Volume Right	0	0	502	0	473
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.25	0.25	0.30	0.24	0.40
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					
Approach Delay (s)	0.0			0.0	
Approach LOS					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	32.6%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations										
Volume (veh/h)	0	0	0	912	142	108	535	0	0	224
Sign Control	Stop			Free			Free		Stop	
Grade	0%			0%			0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	991	154	117	582	0	0	243
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type				None			None			
Median storage veh)										
Upstream signal (ft)				704			143			
pX, platoon unblocked	0.81	0.81				0.81			0.81	
vC, conflicting volume	1594	1885	582			1146			1962	291
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1260	1620	582			705			1715	291
tC, single (s)	7.5	6.5	4.1			4.1			6.5	6.9
tC, 2 stage (s)										
tF (s)	3.5	4.0	2.2			2.2			4.0	3.3
p0 queue free %	100	100	100			84			100	66
cM capacity (veh/h)	59	69	989			718			60	706

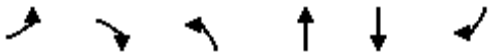
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	661	485	311	388	243
Volume Left	0	0	117	0	0
Volume Right	0	154	0	0	243
cSH	1700	1700	718	1700	706
Volume to Capacity	0.39	0.29	0.16	0.23	0.34
Queue Length 95th (ft)	0	0	15	0	38
Control Delay (s)	0.0	0.0	5.4	0.0	12.8
Lane LOS			A		B
Approach Delay (s)	0.0		2.4		12.8
Approach LOS					B

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	54.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	29	15	954	19	40	681
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.4		4.4	5.4
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	0.99		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.95		1.00		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1705		3526		1769	3539
Flt Permitted	0.97		1.00		0.17	1.00
Satd. Flow (perm)	1705		3526		322	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	30	16	994	20	42	709
RTOR Reduction (vph)	13	0	1	0	0	0
Lane Group Flow (vph)	33	0	1013	0	42	709
Confl. Peds. (#/hr)	9	17		10	10	
Confl. Bikes (#/hr)		1				
Turn Type					pm+pt	
Protected Phases	8		2		1	6
Permitted Phases					6	
Actuated Green, G (s)	8.1		20.6		27.6	27.6
Effective Green, g (s)	8.1		20.6		27.6	27.6
Actuated g/C Ratio	0.18		0.45		0.60	0.60
Clearance Time (s)	4.9		5.4		4.4	5.4
Vehicle Extension (s)	2.0		4.1		2.0	4.0
Lane Grp Cap (vph)	300		1579		275	2123
v/s Ratio Prot	c0.02		c0.29		0.01	c0.20
v/s Ratio Perm					0.08	
v/c Ratio	0.11		0.64		0.15	0.33
Uniform Delay, d1	15.9		9.8		4.9	4.6
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.1		1.0		0.1	0.1
Delay (s)	16.0		10.9		5.0	4.7
Level of Service	B		B		A	A
Approach Delay (s)	16.0		10.9			4.7
Approach LOS	B		B			A

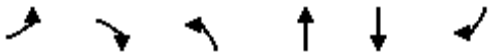
Intersection Summary			
HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	46.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	57	77	934	614	88
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	38	61	83	1004	660	95
Pedestrians	23					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				480	460	
pX, platoon unblocked	0.91	0.95	0.95			
vC, conflicting volume	1398	400	778			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	968	255	654			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	91	90			
cM capacity (veh/h)	202	691	863			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	99	83	502	502	440	315
Volume Left	38	83	0	0	0	0
Volume Right	61	0	0	0	0	95
cSH	360	863	1700	1700	1700	1700
Volume to Capacity	0.28	0.10	0.30	0.30	0.26	0.19
Queue Length 95th (ft)	28	8	0	0	0	0
Control Delay (s)	18.8	9.6	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	18.8	0.7			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		

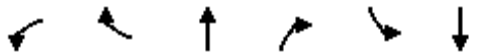


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	55	63	983	627	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		4.4	5.5	5.5	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frpb, ped/bikes	0.98		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.90		1.00	1.00	0.99	
Flt Protected	0.99		0.95	1.00	1.00	
Satd. Flow (prot)	1623		1770	3539	3489	
Flt Permitted	0.99		0.95	1.00	1.00	
Satd. Flow (perm)	1623		1770	3539	3489	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	60	68	1068	682	51
RTOR Reduction (vph)	52	0	0	0	4	0
Lane Group Flow (vph)	30	0	68	1068	729	0
Confl. Peds. (#/hr)	75	25	25			25
Confl. Bikes (#/hr)		1				1
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	6.4		7.3	28.7	17.0	
Effective Green, g (s)	6.4		7.3	28.7	17.0	
Actuated g/C Ratio	0.14		0.16	0.63	0.37	
Clearance Time (s)	4.9		4.4	5.5	5.5	
Vehicle Extension (s)	2.0		2.0	4.1	3.6	
Lane Grp Cap (vph)	228		284	2232	1304	
v/s Ratio Prot	c0.02		0.04	c0.30	c0.21	
v/s Ratio Perm						
v/c Ratio	0.13		0.24	0.48	0.56	
Uniform Delay, d1	17.1		16.7	4.4	11.3	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.1		0.2	0.2	0.6	
Delay (s)	17.2		16.8	4.7	11.9	
Level of Service	B		B	A	B	
Approach Delay (s)	17.2			5.4	11.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	15.9
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	90	54	57	338	307	160	612	63	149	431	75
Ideal Flow (vphpl)	1775	1775	1775	1775	1775	1775	1775	1775	1775	1775	1775	1775
Total Lost time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	0.95	
Frt	1.00	0.94		1.00	0.93		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1653	3120		1653	3070		1653	3260		3207	3232	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1653	3120		1653	3070		1653	3260		3207	3232	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	98	59	62	367	334	174	665	68	162	468	82
RTOR Reduction (vph)	0	42	0	0	82	0	0	4	0	0	9	0
Lane Group Flow (vph)	42	115	0	62	619	0	174	729	0	162	541	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.1	29.2		7.3	29.8		16.6	33.1		10.6	26.3	
Effective Green, g (s)	6.1	29.2		7.3	29.8		16.6	33.1		10.6	26.3	
Actuated g/C Ratio	0.06	0.30		0.07	0.30		0.17	0.34		0.11	0.27	
Clearance Time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	
Vehicle Extension (s)	2.0	3.2		2.0	4.5		2.0	5.3		2.0	5.0	
Lane Grp Cap (vph)	102	922		122	926		278	1092		344	860	
v/s Ratio Prot	0.03	0.04		c0.04	c0.20		c0.11	c0.22		0.05	0.17	
v/s Ratio Perm												
v/c Ratio	0.41	0.13		0.51	0.67		0.63	0.67		0.47	0.63	
Uniform Delay, d1	44.6	25.5		44.0	30.2		38.2	28.1		41.5	32.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.1		1.2	2.2		3.1	2.2		0.4	2.0	
Delay (s)	45.6	25.5		45.2	32.4		41.4	30.3		41.8	34.0	
Level of Service	D	C		D	C		D	C		D	C	
Approach Delay (s)		29.8			33.4			32.4			35.8	
Approach LOS		C			C			C			D	

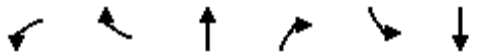
Intersection Summary			
HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	98.8	Sum of lost time (s)	8.8
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	88	149	782	0	0	990
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	96	162	850	0	0	1076
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			661			834
pX, platoon unblocked						
vC, conflicting volume	1388	425			850	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1388	425			850	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	28	72			100	
cM capacity (veh/h)	134	578			784	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	96	162	425	425	538	538
Volume Left	96	0	0	0	0	0
Volume Right	0	162	0	0	0	0
cSH	134	578	1700	1700	1700	1700
Volume to Capacity	0.72	0.28	0.25	0.25	0.32	0.32
Queue Length 95th (ft)	102	29	0	0	0	0
Control Delay (s)	80.8	13.6	0.0	0.0	0.0	0.0
Lane LOS	F	B				
Approach Delay (s)	38.6		0.0		0.0	
Approach LOS	E					

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	332	912	0	0	643
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	361	991	0	0	699
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			847			
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	1341	496			991	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1171	239			785	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	48			100	
cM capacity (veh/h)	168	692			752	

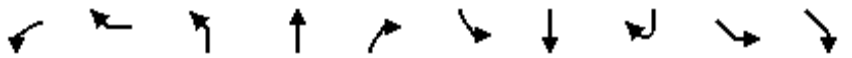
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	361	496	496	349	349
Volume Left	0	0	0	0	0
Volume Right	361	0	0	0	0
cSH	692	1700	1700	1700	1700
Volume to Capacity	0.52	0.29	0.29	0.21	0.21
Queue Length 95th (ft)	76	0	0	0	0
Control Delay (s)	15.7	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	15.7	0.0		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	0	1055	247	0	813	522	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	0	1147	268	0	884	567	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					988							
pX, platoon unblocked												
vC, conflicting volume	1451			1415			1741	2583	726	1589	2598	573
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1451			1415			1741	2583	726	1589	2598	573
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	463			477			56	25	367	72	25	462

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	573	573	268	589	862
Volume Left	0	0	0	0	0
Volume Right	0	0	268	0	567
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.34	0.34	0.16	0.35	0.51
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					
Approach Delay (s)	0.0			0.0	
Approach LOS					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	42.5%	ICU Level of Service		A
Analysis Period (min)	15			



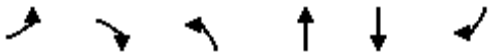
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations										
Volume (veh/h)	0	0	0	658	152	190	726	0	0	491
Sign Control	Stop			Free			Free		Stop	
Grade	0%			0%			0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	715	165	207	789	0	0	534
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type				None			None			
Median storage veh)										
Upstream signal (ft)				704						
pX, platoon unblocked	0.86	0.86				0.86			0.86	
vC, conflicting volume	1605	2000	789			880			2083	395
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1378	1837	789			535			1933	395
tC, single (s)	7.5	6.5	4.1			4.1			6.5	6.9
tC, 2 stage (s)										
tF (s)	3.5	4.0	2.2			2.2			4.0	3.3
p0 queue free %	100	100	100			77			100	12
cM capacity (veh/h)	9	49	826			885			43	605

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	477	404	470	526	534
Volume Left	0	0	207	0	0
Volume Right	0	165	0	0	534
cSH	1700	1700	885	1700	605
Volume to Capacity	0.28	0.24	0.23	0.31	0.88
Queue Length 95th (ft)	0	0	23	0	260
Control Delay (s)	0.0	0.0	6.1	0.0	39.9
Lane LOS			A		E
Approach Delay (s)	0.0		2.9		39.9
Approach LOS					E

Intersection Summary				
Average Delay	10.0			
Intersection Capacity Utilization	62.7%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	22	24	901	19	99	1279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.4		4.4	5.4
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	0.98		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.93		1.00		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1660		3525		1769	3539
Flt Permitted	0.98		1.00		0.19	1.00
Satd. Flow (perm)	1660		3525		345	3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	25	939	20	103	1332
RTOR Reduction (vph)	21	0	1	0	0	0
Lane Group Flow (vph)	27	0	958	0	103	1332
Confl. Peds. (#/hr)	16	30		11	11	
Confl. Bikes (#/hr)		4		2		
Turn Type					pm+pt	
Protected Phases	8		2		1	6
Permitted Phases					6	
Actuated Green, G (s)	7.9		20.8		29.7	29.7
Effective Green, g (s)	7.9		20.8		29.7	29.7
Actuated g/C Ratio	0.16		0.43		0.62	0.62
Clearance Time (s)	4.9		5.4		4.4	5.4
Vehicle Extension (s)	2.0		4.1		2.0	4.0
Lane Grp Cap (vph)	274		1531		348	2194
v/s Ratio Prot	c0.02		0.27		0.03	c0.38
v/s Ratio Perm					0.16	
v/c Ratio	0.10		0.63		0.30	0.61
Uniform Delay, d1	17.0		10.5		4.8	5.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.1		0.9		0.2	0.6
Delay (s)	17.0		11.5		5.0	6.1
Level of Service	B		B		A	A
Approach Delay (s)	17.0		11.5			6.0
Approach LOS	B		B			A

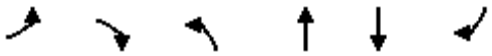
Intersection Summary			
HCM Average Control Delay	8.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	10.3
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	34	58	36	833	1187	114
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	37	64	40	915	1304	125
Pedestrians	12					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				480	460	
pX, platoon unblocked	0.78	0.75	0.75			
vC, conflicting volume	1916	727	1442			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1243	0	921			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	69	92	93			
cM capacity (veh/h)	120	805	547			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	101	40	458	458	870	560
Volume Left	37	40	0	0	0	0
Volume Right	64	0	0	0	0	125
cSH	258	547	1700	1700	1700	1700
Volume to Capacity	0.39	0.07	0.27	0.27	0.51	0.33
Queue Length 95th (ft)	44	6	0	0	0	0
Control Delay (s)	27.7	12.1	0.0	0.0	0.0	0.0
Lane LOS	D	B				
Approach Delay (s)	27.7	0.5			0.0	
Approach LOS	D					

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		



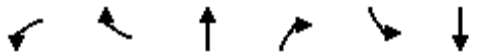
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	31	27	34	850	1198	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		4.4	5.5	5.5	
Lane Util. Factor	1.00		1.00	0.95	0.95	
Frpb, ped/bikes	0.99		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.94		1.00	1.00	1.00	
Flt Protected	0.97		0.95	1.00	1.00	
Satd. Flow (prot)	1689		1770	3539	3512	
Flt Permitted	0.97		0.95	1.00	1.00	
Satd. Flow (perm)	1689		1770	3539	3512	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	32	28	35	885	1248	42
RTOR Reduction (vph)	25	0	0	0	1	0
Lane Group Flow (vph)	35	0	35	885	1289	0
Confl. Peds. (#/hr)	5	3	39			39
Turn Type			Prot			
Protected Phases	4		5	2	6	
Permitted Phases						
Actuated Green, G (s)	6.8		6.7	40.0	28.9	
Effective Green, g (s)	6.8		6.7	40.0	28.9	
Actuated g/C Ratio	0.12		0.12	0.70	0.51	
Clearance Time (s)	4.9		4.4	5.5	5.5	
Vehicle Extension (s)	2.0		2.0	4.1	3.6	
Lane Grp Cap (vph)	201		207	2475	1774	
v/s Ratio Prot	c0.02		0.02	c0.25	c0.37	
v/s Ratio Perm						
v/c Ratio	0.18		0.17	0.36	0.73	
Uniform Delay, d1	22.7		22.7	3.4	11.1	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.2		0.1	0.1	1.6	
Delay (s)	22.8		22.9	3.6	12.6	
Level of Service	C		C	A	B	
Approach Delay (s)	22.8			4.3	12.6	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	57.2	Sum of lost time (s)	15.9
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	331	126	62	139	202	119	587	82	294	659	59
Ideal Flow (vphpl)	1775	1775	1775	1775	1775	1775	1775	1775	1775	1775	1775	1775
Total Lost time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	0.95	
Frt	1.00	0.96		1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1653	3170		1653	3012		1653	3246		3207	3266	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1653	3170		1653	3012		1653	3246		3207	3266	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	360	137	67	151	220	129	638	89	320	716	64
RTOR Reduction (vph)	0	21	0	0	151	0	0	6	0	0	4	0
Lane Group Flow (vph)	100	476	0	67	220	0	129	721	0	320	776	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.0	24.9		7.9	20.2		14.0	32.7		16.5	34.4	
Effective Green, g (s)	12.0	24.9		7.9	20.2		14.0	32.7		16.5	34.4	
Actuated g/C Ratio	0.12	0.25		0.08	0.20		0.14	0.33		0.16	0.34	
Clearance Time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	
Vehicle Extension (s)	2.0	3.2		2.0	4.5		2.0	5.3		2.0	5.0	
Lane Grp Cap (vph)	197	785		130	605		230	1055		526	1117	
v/s Ratio Prot	c0.06	c0.15		0.04	0.07		0.08	0.22		c0.10	c0.24	
v/s Ratio Perm												
v/c Ratio	0.51	0.61		0.52	0.36		0.56	0.68		0.61	0.69	
Uniform Delay, d1	41.5	33.5		44.5	34.7		40.4	29.5		39.0	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	1.4		1.4	0.6		1.9	2.5		1.4	2.4	
Delay (s)	42.3	34.9		45.9	35.3		42.3	32.0		40.4	31.0	
Level of Service	D	C		D	D		D	C		D	C	
Approach Delay (s)		36.1			36.9			33.5			33.7	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.6	Sum of lost time (s)	13.7
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	103	155	1055	0	0	1335
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	112	168	1147	0	0	1451
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						834
pX, platoon unblocked						
vC, conflicting volume	1872	573			1147	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1872	573			1147	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	64			100	
cM capacity (veh/h)	64	462			605	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	112	168	573	573	726	726
Volume Left	112	0	0	0	0	0
Volume Right	0	168	0	0	0	0
cSH	64	462	1700	1700	1700	1700
Volume to Capacity	1.76	0.36	0.34	0.34	0.43	0.43
Queue Length 95th (ft)	254	41	0	0	0	0
Control Delay (s)	505.2	17.2	0.0	0.0	0.0	0.0
Lane LOS	F	C				
Approach Delay (s)	212.0		0.0		0.0	
Approach LOS	F					

Intersection Summary			
Average Delay	20.7		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	658	0	0	916	0	664
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	715	0	0	996	0	722
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	856					
pX, platoon unblocked						
vC, conflicting volume			715		1213	358
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			715		1213	358
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			881		174	639

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	358	358	498	498	722
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	722
cSH	1700	1700	1700	1700	639
Volume to Capacity	0.21	0.21	0.29	0.29	1.13
Queue Length 95th (ft)	0	0	0	0	561
Control Delay (s)	0.0	0.0	0.0	0.0	100.8
Lane LOS					F
Approach Delay (s)	0.0		0.0		100.8
Approach LOS					F

Intersection Summary			
Average Delay	29.9		
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

APPENDIX G: TRANSIT LEVEL OF SERVICE WORKSHEETS

C. Compute Transit LOS

Street: Euclid Ave

1. Input Data

Segment	Bus Stops (#)	Transit Frequency (bus/hr)	On-Time Performance (%)	Stops with Shelter (%)	Stops with Bench (%)	Pk Load Factor (p/seat)	Central Business District
1	1	6	82%	0%	0%	0.71	No
2	0	6	82%	0%	0%	0.71	No
3	1	6	82%	0%	0%	0.78	No
4	0	6	82%	0%	0%	0.78	No
5	0	6	82%	0%	0%	0.78	No
6	0	6	82%	0%	0%	0.78	No

Population 5 million or more: No

2. Compute Average Transit Travel Speed

Segment	Segment Length (ft)	Transit Running Speed (mph)	Accel Decel Delay (sec)	Passenger Service Delay (sec)	Re-entry Delay (sec)	Total Stop Delay (sec)	Transit Running Time (sec)	Delay at Intrsctn (sec)	Transit Travel Speed (mph)
1	719	20.9	4.8	12.6	5.0	22.4	45.8	8.2	9.1
2	502	32.8	12.0	0.0	0.0	12.0	10.4	5.7	21.2
3	469	10.9	1.8	9.0	5.0	15.8	45.2	5.3	6.3
4	704	32.0	11.7	0.0	0.0	11.7	15.0	8.0	20.9
5	617	33.7	12.4	0.0	0.0	12.4	12.5	7.0	21.6
6	948	33.6	12.3	0.0	0.0	12.3	19.3	10.8	21.5
Total/Avg	3959								14.0

3. Compute Transit Level of Service

Segment	Headway Factor	Perceived Trvl Time Factor	Transit Wait-Ride Score	Pedestrian Link LOS Score	Transit LOS Score	Transit LOS
1	3.1498	0.7954	2.5054	2.82	2.66	B
2	3.1498	1.0663	3.3585	2.98	1.41	A
3	3.1498	0.7061	2.2241	2.87	3.09	C
4	3.1498	1.0608	3.3413	2.87	1.42	A
5	3.1498	1.0728	3.3791	2.68	1.33	A
6	3.1498	1.0716	3.3752	2.12	1.25	A
Average					1.79	A

C. Compute Transit LOS

Street: Euclid Ave

1. Input Data

Segment	Bus Stops (#)	Transit Frequency (bus/hr)	On-Time Performance (%)	Stops with Shelter (%)	Stops with Bench (%)	Pk Load Factor (p/seat)	Central Business District
1	1	6	79%	0%	0%	0.55	No
2	0	6	79%	0%	0%	0.55	No
3	1	6	79%	0%	0%	0.55	No
4	0	6	79%	0%	0%	0.55	No
5	0	6	79%	0%	0%	0.55	No
6	0	6	79%	0%	0%	0.55	No

Population 5 million or more: No

2. Compute Average Transit Travel Speed

Segment	Segment Length (ft)	Transit Running Speed (mph)	Accel Decel Delay (sec)	Passenger Service Delay (sec)	Re-entry Delay (sec)	Total Stop Delay (sec)	Transit Running Time (sec)	Delay at Intrsctn (sec)	Transit Travel Speed (mph)
1	719	20.9	5.4	14.0	5.0	24.4	47.8	8.2	8.8
2	502	32.9	12.1	0.0	0.0	12.1	10.4	5.7	21.3
3	469	10.9	1.7	8.6	5.0	15.3	44.7	5.3	6.4
4	704	32.2	11.8	0.0	0.0	11.8	14.9	8.0	20.9
5	617	33.5	12.3	0.0	0.0	12.3	12.6	7.0	21.5
6	948	33.6	12.3	0.0	0.0	12.3	19.3	10.8	21.5
Total/Avg	3959								13.9

3. Compute Transit Level of Service

Segment	Headway Factor	Perceived Trvl Time Factor	Transit Wait-Ride Score	Pedestrian Link LOS Score	Transit LOS Score	Transit LOS
1	3.1498	0.7773	2.4484	2.69	2.73	B
2	3.1498	1.0402	3.2764	2.99	1.53	A
3	3.1498	0.7030	2.2142	2.82	3.10	C
4	3.1498	1.0355	3.2618	2.76	1.52	A
5	3.1498	1.0439	3.2880	2.91	1.50	A
6	3.1498	1.0442	3.2891	2.12	1.38	A
Average					1.89	A

C. Compute Transit LOS

Street: Euclid Ave

1. Input Data

Segment	Bus Stops (#)	Transit Frequency (bus/hr)	On-Time Performance (%)	Stops with Shelter (%)	Stops with Bench (%)	Pk Load Factor (p/seat)	Central Business District
1	1	5	86%	100%	0%	0.66	No
2	0	5	86%	0%	0%	0.66	No
3	1	5	86%	0%	0%	0.76	No
4	0	5	86%	0%	0%	0.76	No
5	1	5	86%	0%	100%	0.77	No
6	0	5	86%	0%	0%	0.77	No

Population 5 million or more: No

2. Compute Average Transit Travel Speed

Segment	Segment Length (ft)	Transit Running Speed (mph)	Accel Decel Delay (sec)	Passenger Service Delay (sec)	Re-entry Delay (sec)	Total Stop Delay (sec)	Transit Running Time (sec)	Delay at Intrsctn (sec)	Transit Travel Speed (mph)
1	742	21.7	7.9	20.0	5.0	32.9	56.3	8.4	7.8
2	888	36.4	13.3	0.0	0.0	13.3	16.6	10.1	22.6
3	700	20.3	2.1	5.5	5.0	12.6	36.0	8.0	10.8
4	466	32.4	11.9	0.0	0.0	11.9	9.8	5.3	21.0
5	500	12.4	1.7	7.4	5.0	14.1	41.7	5.7	7.2
6	671	29.4	3.1	0.0	0.0	3.1	15.6	7.6	19.7
Total/Avg	3967								12.2

3. Compute Transit Level of Service

Segment	Headway Factor	Perceived Trvl Time Factor	Transit Wait-Ride Score	Pedestrian Link LOS Score	Transit LOS Score	Transit LOS
1	3.0028	0.7812	2.3457	3.00	2.93	C
2	3.0028	1.1212	3.3668	2.87	1.38	A
3	3.0028	0.8584	2.5777	2.66	2.53	B
4	3.0028	1.0927	3.2812	2.67	1.48	A
5	3.0028	0.7449	2.2368	2.49	3.02	C
6	3.0028	1.0681	3.2074	2.49	1.56	A
Average					2.12	B

C. Compute Transit LOS

Street: Euclid Ave

1. Input Data

Segment	Bus Stops (#)	Transit Frequency (bus/hr)	On-Time Performance (%)	Stops with Shelter (%)	Stops with Bench (%)	Pk Load Factor (p/seat)	Central Business District
1	1	5	74%	100%	0%	0.75	No
2	0	5	74%	0%	0%	0.75	No
3	1	5	74%	0%	0%	0.74	No
4	0	5	74%	0%	0%	0.74	No
5	1	5	74%	0%	100%	0.74	No
6	0	5	74%	0%	0%	0.74	No

Population 5 million or more: No

2. Compute Average Transit Travel Speed

Segment	Segment Length (ft)	Transit Running Speed (mph)	Accel Decel Delay (sec)	Passenger Service Delay (sec)	Re-entry Delay (sec)	Total Stop Delay (sec)	Transit Running Time (sec)	Delay at Intrsctn (sec)	Transit Travel Speed (mph)
1	742	21.7	7.9	20.0	5.0	32.9	56.3	8.4	7.8
2	888	36.1	13.2	0.0	0.0	13.2	16.8	10.1	22.5
3	700	20.3	4.6	12.4	5.0	22.0	45.5	8.0	8.9
4	466	31.7	11.6	0.0	0.0	11.6	10.0	5.3	20.7
5	500	12.4	2.3	10.2	5.0	17.5	45.1	5.7	6.7
6	671	28.9	3.5	0.0	0.0	3.5	15.8	7.6	19.5
Total/Avg	3967								11.5

3. Compute Transit Level of Service

Segment	Headway Factor	Perceived Trvl Time Factor	Transit Wait-Ride Score	Pedestrian Link LOS Score	Transit LOS Score	Transit LOS
1	3.0028	0.7508	2.2545	3.23	3.10	C
2	3.0028	1.0118	3.0382	3.12	1.91	A
3	3.0028	0.7667	2.3023	3.34	3.05	C
4	3.0028	0.9885	2.9683	3.30	2.04	B
5	3.0028	0.7053	2.1179	3.13	3.29	C
6	3.0028	0.9719	2.9183	2.82	2.05	B
Average					2.55	B

APPENDIX H: BICYCLE LEVEL OF SERVICE WORKSHEETS

D. Compute Bicycle LOS

Street: Euclid Ave

1. Geometric Input Data

Segment & Downstream Signal	Outside Lane Width (ft)	Bike/Shldr Lane Width (ft)	Segment Through Lanes (One-Dir)	Intrsctn Through Lanes (One-Dir)	Divided/ Undivided (D / UD)	Signal I/S Cross Dist (ft)	Unsig Conf Per Mile (conf/mi)	Shldr Width (ft)	Bike Lane Width (ft)
1	18.0	0.0	2	2	D	39.0	0.0	0.0	0.0
2	10.0	8.0	2	2	D	44.0	0.0	8.0	0.0
3	11.0	8.0	2	2	D	49.0	0.0	8.0	0.0
4	10.0	8.0	2	2	UD	14.0	0.0	8.0	0.0
5	15.0	0.0	3	3	D	46.0	0.0	0.0	0.0
6	13.0	0.0	3	2	D	84.0	0.0	0.0	0.0

2. Performance and Other Input Data

Segment & Downstream Signal	Traffic Volume (vph pk 15)	Heavy Vehicle (%)	Percent On-street Parking	Pavement Rating (#)
1	1006	2%	0%	3.0
2	969	2%	0%	3.0
3	963	2%	5%	3.0
4	783	2%	5%	3.0
5	826	2%	0%	3.0
6	0	0%	0%	4.0

Pavement Rating: 1=Poor, 5=Excellent
Mid-segment traffic speed = average of auto free-flow speed, and mean auto speed with intersection delay.

3. HCM 2010 Bicycle LOS

Segment & Downstream Intrsctn	Bicycle Running Speed (mph)	Bicycle Delay at Intrsctn (sec)	Bicycle Running Time (sec)	Bicycle Travel Speed (mph)	Bicycle Intrsctn LOS Score	Bicycle Intrsctn LOS
1	15.0	3.1	32.7	13.7	1.7000	A
2	15.0	0.0	22.8	15.0	0.0000	A
3	15.0	7.0	21.3	11.3	3.3184	C
4	15.0	0.0	32.0	15.0	0.0000	A
5	15.0	0.0	28.0	15.0	0.0000	A
6	15.0	50.0	43.1	6.9	2.6304	B
Average				11.2		

Segment & Downstream Intrsctn	Outside Lane Width (ft)	Paved Shoulder Wos (ft)	Outside Th+BL+Shldr Wt (ft)	Tot Width Th+BL+Shldr Wv (ft)	Eff Width OS Thru We (ft)	Adjstd HV % (%)	Thru Cntrl Delay (sec)	Link LOS Score	Link LOS	Segment LOS Score	Segment LOS
1	18.0	0.0	18.0	18.0	18.0	2.0%	2.7	3.3455	C	3.4455	C
2	10.0	6.5	16.5	16.5	23.0	2.0%	Infinity	2.3954	B	3.2333	C
3	11.0	6.5	11.0	11.0	16.5	2.0%	9.4	3.2942	C	3.6809	D
4	10.0	6.5	10.0	10.0	15.5	2.0%	Infinity	3.7105	D	4.7562	E
5	15.0	0.0	15.0	15.0	15.0	2.0%	Infinity	3.6521	D	3.4343	C
6	13.0	0.0	13.0	13.0	13.0	0.0%	NaN	1.0988	A	3.7633	D
Average										3.7539	D

D. Compute Bicycle LOS

Street: Euclid Ave

1. Geometric Input Data

Segment & Downstream Signal	Outside Lane Width (ft)	Bike/Shldr Lane Width (ft)	Segment Through Lanes (One-Dir)	Intrsctn Through Lanes (One-Dir)	Divided/ Undivided (D / UD)	Signal I/S Cross Dist (ft)	Unsig Conf Per Mile (conf/mi)	Shldr Width (ft)	Bike Lane Width (ft)
1	18.0	0.0	2	2	D	39.0	0.0	0.0	0.0
2	10.0	8.0	2	2	D	44.0	0.0	8.0	0.0
3	11.0	8.0	2	2	D	49.0	0.0	8.0	0.0
4	10.0	8.0	2	2	UD	14.0	0.0	8.0	0.0
5	15.0	0.0	3	3	D	46.0	0.0	0.0	0.0
6	13.0	0.0	3	2	D	84.0	0.0	0.0	0.0

2. Performance and Other Input Data

Segment & Downstream Signal	Traffic Volume (vph pk 15)	Heavy Vehicle (%)	Percent On-street Parking	Pavement Rating (#)
1	890	2%	0%	3.0
2	867	2%	5%	3.0
3	921	2%	5%	3.0
4	749	2%	10%	3.0
5	1142	2%	0%	3.0
6	0	0%	0%	4.0

Pavement Rating: 1=Poor, 5=Excellent
Mid-segment traffic speed = average of auto free-flow speed, and mean auto speed with intersection delay.

3. HCM 2010 Bicycle LOS

Segment & Downstream Intrsctn	Bicycle Running Speed (mph)	Bicycle Delay at Intrsctn (sec)	Bicycle Running Time (sec)	Bicycle Travel Speed (mph)	Bicycle Intrsctn LOS Score	Bicycle Intrsctn LOS
1	15.0	2.6	32.7	13.9	1.6041	A
2	15.0	0.0	22.8	15.0	0.0000	A
3	15.0	7.8	21.3	11.0	3.2837	C
4	15.0	0.0	32.0	15.0	0.0000	A
5	15.0	0.0	28.0	15.0	0.0000	A
6	15.0	50.0	43.1	6.9	2.6304	B
Average				11.2		

Segment & Downstream Intrsctn	Outside Lane Width (ft)	Paved Shoulder Wos (ft)	Outside Th+BL+Shldr Wt (ft)	Tot Width Th+BL+Shldr Wv (ft)	Eff Width OS Thru We (ft)	Adjstd HV % (%)	Thru Cntrl Delay (sec)	Link LOS Score	Link LOS	Segment LOS Score	Segment LOS
1	18.0	0.0	18.0	18.0	18.0	2.0%	1.2	3.2870	C	3.4306	C
2	10.0	6.5	10.0	10.0	15.5	2.0%	Infinity	3.7860	D	3.4558	C
3	11.0	6.5	11.0	11.0	16.5	2.0%	10.6	3.2740	C	3.6673	D
4	10.0	6.5	10.0	10.0	14.5	2.0%	Infinity	3.8428	D	4.7774	E
5	15.0	0.0	15.0	15.0	15.0	2.0%	Infinity	3.8107	D	3.4597	C
6	13.0	0.0	13.0	13.0	13.0	0.0%	NaN	1.0988	A	3.7633	D
Average										3.7855	D

D. Compute Bicycle LOS

Street: Euclid Ave

1. Geometric Input Data

Segment & Downstream Signal	Outside Lane Width (ft)	Bike/Shldr Lane Width (ft)	Segment Through Lanes (One-Dir)	Intrsctn Through Lanes (One-Dir)	Divided/ Undivided (D / UD)	Signal I/S Cross Dist (ft)	Unsig Conf Per Mile (conf/mi)	Shldr Width (ft)	Bike Lane Width (ft)
1	14.0	0.0	2	2	D	14.0	0.0	0.0	0.0
2	14.0	0.0	2	3	D	14.0	0.0	0.0	0.0
3	18.0	0.0	2	2	UD	49.0	0.0	0.0	0.0
4	10.0	8.0	2	2	D	44.0	0.0	8.0	0.0
5	10.0	8.0	2	2	D	39.0	0.0	8.0	0.0
6	18.0	0.0	2	2	D	89.0	0.0	0.0	0.0

2. Performance and Other Input Data

Segment & Downstream Signal	Traffic Volume (vph pk 15)	Heavy Vehicle (%)	Percent On-street Parking	Pavement Rating (#)
1	827	2%	0%	3.0
2	624	2%	0%	3.0
3	724	2%	0%	3.0
4	706	2%	0%	3.0
5	691	2%	0%	3.0
6	565	2%	0%	4.0

Pavement Rating: 1=Poor, 5=Excellent
Mid-segment traffic speed = average of auto free-flow speed, and mean auto speed with intersection delay.

3. HCM 2010 Bicycle LOS

Segment & Downstream Intrsctn	Bicycle Running Speed (mph)	Bicycle Delay at Intrsctn (sec)	Bicycle Running Time (sec)	Bicycle Travel Speed (mph)	Bicycle Intrsctn LOS Score	Bicycle Intrsctn LOS
1	15.0	0.0	33.7	15.0	0.0000	A
2	15.0	0.0	40.4	15.0	0.0000	A
3	15.0	12.1	31.8	10.9	1.6199	A
4	15.0	0.0	21.2	15.0	0.0000	A
5	15.0	9.0	22.7	10.7	1.7617	A
6	15.0	23.1	30.5	8.5	2.1007	B
Average				12.0		

Segment & Downstream Intrsctn	Outside Lane Width (ft)	Paved Shoulder Wos (ft)	Outside Th+BL+Shldr Wt (ft)	Tot Width Th+BL+Shldr Wv (ft)	Eff Width OS Thru We (ft)	Adjstd HV % (%)	Thru Cntrl Delay (sec)	Link LOS Score	Link LOS	Segment LOS Score	Segment LOS
1	14.0	0.0	14.0	14.0	14.0	2.0%	Infinity	3.9769	D	4.4825	E
2	14.0	0.0	14.0	14.0	14.0	2.0%	Infinity	3.9181	D	3.4769	C
3	18.0	0.0	18.0	18.0	18.0	2.0%	18.8	3.1484	C	3.4093	C
4	10.0	6.5	16.5	16.5	23.0	2.0%	Infinity	2.2254	B	3.2061	C
5	10.0	6.5	16.5	16.5	23.0	2.0%	11.4	1.9345	A	3.2236	C
6	18.0	0.0	18.0	18.0	18.0	2.0%	26.8	2.7032	B	3.6478	D
Average										3.6182	D

D. Compute Bicycle LOS

Street: Euclid Ave

1. Geometric Input Data

Segment & Downstream Signal	Outside Lane Width (ft)	Bike/Shldr Lane Width (ft)	Segment Through Lanes (One-Dir)	Intrsctn Through Lanes (One-Dir)	Divided/ Undivided (D / UD)	Signal I/S Cross Dist (ft)	Unsig Conf Per Mile (conf/mi)	Shldr Width (ft)	Bike Lane Width (ft)
1	14.0	0.0	2	2	D	14.0	0.0	0.0	0.0
2	14.0	0.0	2	3	D	14.0	0.0	0.0	0.0
3	18.0	0.0	2	2	UD	49.0	0.0	0.0	0.0
4	10.0	8.0	2	2	D	44.0	0.0	8.0	0.0
5	10.0	8.0	2	2	D	39.0	0.0	8.0	0.0
6	18.0	0.0	2	2	D	89.0	0.0	0.0	0.0

2. Performance and Other Input Data

Segment & Downstream Signal	Traffic Volume (vph pk 15)	Heavy Vehicle (%)	Percent On-street Parking	Pavement Rating (#)
1	1057	2%	0%	3.0
2	851	2%	0%	3.0
3	1333	2%	0%	3.0
4	1268	2%	0%	3.0
5	1223	2%	10%	3.0
6	867	2%	0%	4.0

Pavement Rating: 1=Poor, 5=Excellent
Mid-segment traffic speed = average of auto free-flow speed, and mean auto speed with intersection delay.

3. HCM 2010 Bicycle LOS

Segment & Downstream Intrsctn	Bicycle Running Speed (mph)	Bicycle Delay at Intrsctn (sec)	Bicycle Running Time (sec)	Bicycle Travel Speed (mph)	Bicycle Intrsctn LOS Score	Bicycle Intrsctn LOS
1	15.0	0.0	33.7	15.0	0.0000	A
2	15.0	0.0	40.4	15.0	0.0000	A
3	15.0	3.5	31.8	13.5	2.1223	B
4	15.0	0.0	21.2	15.0	0.0000	A
5	15.0	6.9	22.7	11.5	3.5943	D
6	15.0	21.0	30.5	8.9	2.3498	B
Average				12.8		

Segment & Downstream Intrsctn	Outside Lane Width (ft)	Paved Shoulder Wos (ft)	Outside Th+BL+Shldr Wt (ft)	Tot Width Th+BL+Shldr Wv (ft)	Eff Width OS Thru We (ft)	Adjstd HV % (%)	Thru Cntrl Delay (sec)	Link LOS Score	Link LOS	Segment LOS Score	Segment LOS
1	14.0	0.0	14.0	14.0	14.0	2.0%	Infinity	4.0672	D	4.4970	E
2	14.0	0.0	14.0	14.0	14.0	2.0%	Infinity	4.0699	D	3.5012	D
3	18.0	0.0	18.0	18.0	18.0	2.0%	3.8	3.4351	C	3.4915	C
4	10.0	6.5	16.5	16.5	23.0	2.0%	Infinity	2.5024	B	3.2504	C
5	10.0	6.5	10.0	10.0	14.5	2.0%	9.5	3.7921	D	3.8570	D
6	18.0	0.0	18.0	18.0	18.0	2.0%	26.3	2.9042	C	3.7054	D
Average										3.7357	D

APPENDIX I: PEDESTRIAN LEVEL OF SERVICE WORKSHEETS

B. Pedestrian LOS

Street: Euclid Ave

1. Pedestrian Flow and Density

Segment	Sidewalk Width (ft)	Ped Flow (pph)	Glogal Growth Factor	Segment Growth Factor	Adj'd Ped Flow (pph)	Space Per Ped (sqft/ped)
1	8	0	1.000	1.000	0	Infinity
2	5	0	1.000	1.000	0	Infinity
3	5	0	1.000	1.000	0	Infinity
4	5	0	1.000	1.000	0	Infinity
5	5	0	1.000	1.000	0	Infinity
6	5	0	1.000	1.000	0	Infinity

2. Compute Pedestrian Intersection LOS

Segment	Free-Flow Walk Speed (ft/sec)	Effective SW Width (ft)	Ped Walk Speed (ft/s)	Pedestrian Delay at Intersection: Parallel Path (sec)	Nearest Sig-Cntrl (sec)	Mid-Seg Crossing (sec)	Ped Travel Speed (ft/s)	Ped Intrsctn Cross Street Xing: Score	Ped Intrsctn Cross Street Xing: LOS	Ped Intrsctn Segment Xing: Score	Ped Intrsctn Segment Xing: LOS
1	4.40	6.50	4.40	16.3	16.3	55.5	4.00	1.68	A	2.27	B
2	4.40	3.50	4.40	0.0	50.0	54.4	4.40	0.00	A	0.00	A
3	4.40	3.50	4.40	16.5	16.5	15238.7	3.81	1.68	A	2.27	B
4	4.40	3.50	4.40	0.0	50.0	3531.8	4.40	0.00	A	0.00	A
5	4.40	3.50	4.40	0.0	50.0	13383.0	4.40	0.00	A	0.00	A
6	4.40	3.50	4.40	50.0	50.0	0.0	3.57	2.47	B	2.47	B

3. Compute Pedestrian Link LOS

Segment	Outside lane (ft)	Wos (ft)	Wv (ft)	W1 BL+Shldr (ft)	Barrier (ft/tree)	Fw	Fs	Fv	Ped Link LOS Score	Ped Link LOS
1	18.0	0.0	18.0	0.0	0.0	-4.7212	0.3499	1.1446	2.82	C
2	10.0	6.5	16.5	6.5	0.0	-4.5956	0.4298	1.1024	2.98	C
3	11.0	6.5	11.0	6.5	0.0	-4.5052	0.2294	1.0958	2.87	C
4	10.0	6.5	10.0	6.5	0.0	-4.4736	0.4098	0.8902	2.87	C
5	15.0	0.0	15.0	0.0	0.0	-4.4492	0.4553	0.6261	2.68	B
6	13.0	0.0	13.0	0.0	0.0	-4.3820	0.4503	0.0000	2.12	B

4. Compute Pedestrian Segment LOS

Segment & Downstream Intrsctn	RCDF	Ped Segment LOS Score	Ped Segment LOS
1	0.83	2.40	B
2	1.20	3.07	C
3	0.84	2.41	B
4	1.20	3.02	C
5	1.20	2.95	C
6	1.20	3.39	C
Average		2.92	C

5. Non-signalized Pedestrian Crossing Calculations

Segment	Two-stage Crossing	Stage 1: Crossing Length (ft)	Through Lanes (#)	Critical Headway (sec)	Veh Flow Rate (veh/sec)	Prob of Delayed Crossing	Avg Ped Gap Delay (sec)	Non-zero Gap Delay (sec)	Veh Yield Reduction (sec)
1	Yes	28	2	9.36	0.280	0.9270	36.1	38.9	36.1

2	Yes	29	2	9.59	0.269	0.9244	35.8	38.7	35.8
3	No	70	4	18.91	0.469	0.9999	15238.7	15240.8	15240.8
4	No	70	4	18.91	0.381	0.9993	3531.8	3534.4	3531.8
5	No	69	5	18.68	0.468	0.9998	13383.0	13385.2	13385.2
6	Yes	38	3	11.64	0.000	0.0000	NaN	0.0	0.0

	Motorist	Stage 2							
Segment	Yield Rate	Crossing Length (ft)	Through Lanes (#)	Critical Headway (sec)	Veh Flow Rate (veh/sec)	Prob of Delayed Crossing	Avg Ped Gap Delay (sec)	Non-zero Gap Delay (sec)	Veh Yield Reduction (sec)
1	0.000	31	2	10.05	0.186	0.8461	19.5	23.0	19.5
2	0.000	29	2	9.59	0.195	0.8458	18.5	21.9	18.5
3	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
4	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
5	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
6	0.000	26	2	8.91	0.000	0.0000	0.0	0.0	0.0

6. Non-signalized Pedestrian Crossing LOS

Downstream Intrsctn	Average Ped Delay (sec)	Pedestrian Intrsectn LOS
1	55.5	F
2	54.4	F
3	15238.7	F
4	3531.8	F
5	13383.0	F
6	0.0	A

B. Pedestrian LOS

Street: Euclid Ave

1. Pedestrian Flow and Density

Segment	Sidewalk Width (ft)	Ped Flow (pph)	Glogal Growth Factor	Segment Growth Factor	Adj'd Ped Flow (pph)	Space Per Ped (sqft/ped)
1	8	0	1.000	1.000	0	Infinity
2	5	0	1.000	1.000	0	Infinity
3	5	0	1.000	1.000	0	Infinity
4	5	0	1.000	1.000	0	Infinity
5	5	0	1.000	1.000	0	Infinity
6	5	0	1.000	1.000	0	Infinity

2. Compute Pedestrian Intersection LOS

Segment	Free-Flow Walk Speed (ft/sec)	Effective SW Width (ft)	Ped Walk Speed (ft/s)	Pedestrian Delay at Intersection: Parallel Path (sec)	Nearest Sig-Cntrl (sec)	Mid-Seg Crossing (sec)	Ped Travel Speed (ft/s)	Ped Intrsctn Cross Street Xing Score	Ped Intrsctn Cross Street Xing LOS	Ped Intrsctn Segment Xing Score	Ped Intrsctn Segment Xing LOS
1	4.40	6.50	4.40	22.0	22.0	104.9	3.88	1.70	A	2.28	B
2	4.40	3.50	4.40	0.0	50.0	104.3	4.40	0.00	A	0.00	A
3	4.40	3.50	4.40	17.5	17.5	280187.3	3.78	1.69	A	2.27	B
4	4.40	3.50	4.40	0.0	50.0	9705.1	4.40	0.00	A	0.00	A
5	4.40	3.50	4.40	0.0	50.0	221347.5	4.40	0.00	A	0.00	A
6	4.40	3.50	4.40	50.0	50.0	0.0	3.57	2.47	B	2.47	B

3. Compute Pedestrian Link LOS

Segment	Outside lane (ft)	Wos (ft)	Wv (ft)	W1 BL+Shldr (ft)	Barrier (ft/tree)	Fw	Fs	Fv	Ped Link LOS Score	Ped Link LOS
1	18.0	0.0	18.0	0.0	0.0	-4.7212	0.3524	1.0124	2.69	B
2	10.0	6.5	10.0	6.5	0.0	-4.4736	0.4331	0.9864	2.99	C
3	11.0	6.5	11.0	6.5	0.0	-4.5052	0.2300	1.0479	2.82	C
4	10.0	6.5	10.0	6.5	0.0	-4.5513	0.4144	0.8517	2.76	C
5	15.0	0.0	15.0	0.0	0.0	-4.4492	0.4487	0.8660	2.91	C
6	13.0	0.0	13.0	0.0	0.0	-4.3820	0.4503	0.0000	2.12	B

4. Compute Pedestrian Segment LOS

Segment & Downstream Intrsctn	RCDF	Ped Segment LOS Score	Ped Segment LOS
1	0.92	2.60	B
2	1.20	3.07	C
3	0.85	2.44	B
4	1.20	2.98	C
5	1.20	3.04	C
6	1.20	3.39	C
Average		2.96	C

5. Non-signalized Pedestrian Crossing Calculations

Segment	Two-stage	Stage 1: Crossing Length	Stage 1: Through Lanes	Stage 1: Critical Headway	Stage 1: Veh Flow Rate	Stage 1: Prob of Delayed	Stage 1: Avg Ped Gap Delay	Stage 1: Non-zero Gap Delay	Stage 1: Veh Yield Reduction

	Crossing	(ft)	(#)	(sec)	(veh/sec)	Crossing	(sec)	(sec)	(sec)
1	Yes	28	2	9.36	0.247	0.9012	27.5	30.6	27.5
2	Yes	29	2	9.59	0.241	0.9008	28.1	31.2	28.1
3	No	70	4	18.91	0.640	1.0000	280187.3	280188.8	280188.8
4	No	70	4	18.91	0.443	0.9998	9705.1	9707.4	9707.4
5	No	69	5	18.68	0.634	1.0000	221347.5	221349.1	221349.1
6	Yes	38	3	11.64	0.000	0.0000	NaN	0.0	0.0

	Motorist	Stage 2							
Segment	Yield Rate	Crossing Length (ft)	Through Lanes (#)	Critical Headway (sec)	Veh Flow Rate (veh/sec)	Prob of Delayed Crossing	Avg Ped Gap Delay (sec)	Non-zero Gap Delay (sec)	Veh Yield Reduction (sec)
1	0.000	31	2	10.05	0.341	0.9676	77.4	80.0	77.4
2	0.000	29	2	9.59	0.361	0.9687	76.2	78.6	76.2
3	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
4	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
5	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
6	0.000	26	2	8.91	0.000	0.0000	0.0	0.0	0.0

6. Non-signalized Pedestrian Crossing LOS

Downstream Intrsctn	Average Ped Delay (sec)	Pedestrian Intrsectn LOS
1	104.9	F
2	104.3	F
3	280187.3	F
4	9705.1	F
5	221347.5	F
6	0.0	A

B. Pedestrian LOS

Street: Euclid Ave

1. Pedestrian Flow and Density

Segment	Sidewalk Width (ft)	Ped Flow (pph)	Glogal Growth Factor	Segment Growth Factor	Adj'd Ped Flow (pph)	Space Per Ped (sqft/ped)
1	5	0	1.000	1.000	0	Infinity
2	5	0	1.000	1.000	0	Infinity
3	5	0	1.000	1.000	0	Infinity
4	5	0	1.000	1.000	0	Infinity
5	5	0	1.000	1.000	0	Infinity
6	5	0	1.000	1.000	0	Infinity

2. Compute Pedestrian Intersection LOS

Segment	Free-Flow Walk Speed (ft/sec)	Effective SW Width (ft)	Ped Walk Speed (ft/s)	Pedestrian Delay at Intersection: Parallel Path (sec)	Nearest Sig-Cntrl (sec)	Mid-Seg Crossing (sec)	Ped Travel Speed (ft/s)	Ped Intrsctn Cross Street Xing Score	Ped Intrsctn Cross Street Xing LOS	Ped Intrsctn Segment Xing Score	Ped Intrsctn Segment Xing LOS
1	4.40	3.50	4.40	0.0	50.0	63.4	4.40	0.00	A	0.00	A
2	4.40	3.50	4.40	0.0	50.0	4621.3	4.40	0.00	A	0.00	A
3	4.40	3.50	4.40	16.5	16.5	14749.0	3.99	1.68	A	2.10	B
4	4.40	3.50	4.40	0.0	50.0	14680.3	4.40	0.00	A	0.00	A
5	4.40	3.50	4.40	16.3	16.3	59.9	3.85	1.68	A	2.27	B
6	4.40	3.50	4.40	39.2	39.2	37.3	3.50	2.30	B	2.30	B

3. Compute Pedestrian Link LOS

Segment	Outside lane (ft)	Wos (ft)	Wv (ft)	W1 BL+Shldr (ft)	Barrier (ft/tree)	Fw	Fs	Fv	Ped Link LOS Score	Ped Link LOS
1	14.0	0.0	14.0	0.0	0.0	-4.4161	0.4265	0.9410	3.00	C
2	14.0	0.0	14.0	0.0	0.0	-4.4161	0.5294	0.7102	2.87	C
3	18.0	0.0	18.0	0.0	0.0	-4.5437	0.3301	0.8232	2.66	B
4	10.0	6.5	16.5	6.5	0.0	-4.5956	0.4200	0.8036	2.67	B
5	10.0	6.5	16.5	6.5	0.0	-4.5956	0.2549	0.7862	2.49	B
6	18.0	0.0	18.0	0.0	0.0	-4.5437	0.3458	0.6422	2.49	B

4. Compute Pedestrian Segment LOS

Segment & Downstream Intrsctn	RCDF	Ped Segment LOS Score	Ped Segment LOS
1	1.20	3.07	C
2	1.20	3.02	C
3	0.84	2.38	B
4	1.20	2.95	C
5	0.85	2.35	B
6	1.13	3.30	C
Average		2.87	C

5. Non-signalized Pedestrian Crossing Calculations

Segment	Two-stage Crossing	Stage 1: Crossing Length (ft)	Through Lanes (#)	Critical Headway (sec)	Veh Flow Rate (veh/sec)	Prob of Delayed Crossing	Avg Ped Gap Delay (sec)	Non-zero Gap Delay (sec)	Veh Yield Reduction (sec)

1	Yes	26	2	8.91	0.230	0.8709	20.4	23.5	20.4
2	No	69	5	18.68	0.403	0.9995	4621.3	4623.7	4621.3
3	No	70	4	18.91	0.468	0.9999	14749.0	14751.1	14751.1
4	No	70	4	18.91	0.467	0.9999	14680.3	14682.5	14682.5
5	Yes	29	2	9.59	0.192	0.8414	18.0	21.4	18.0
6	Yes	31	2	10.05	0.157	0.7931	14.4	18.1	14.4

	Motorist	Stage 2							
Segment	Yield Rate	Crossing Length (ft)	Through Lanes (#)	Critical Headway (sec)	Veh Flow Rate (veh/sec)	Prob of Delayed Crossing	Avg Ped Gap Delay (sec)	Non-zero Gap Delay (sec)	Veh Yield Reduction (sec)
1	0.000	38	3	11.64	0.221	0.9234	42.9	46.5	42.9
2	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
3	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
4	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
5	0.000	29	2	9.59	0.288	0.9368	41.9	44.7	41.9
6	0.000	28	2	9.36	0.226	0.8791	22.9	26.0	22.9

6. Non-signalized Pedestrian Crossing LOS

Downstream Intrsctn	Average Ped Delay (sec)	Pedestrian Intrsectn LOS
1	63.4	F
2	4621.3	F
3	14749.0	F
4	14680.3	F
5	59.9	F
6	37.3	E

B. Pedestrian LOS

Street: Euclid Ave

1. Pedestrian Flow and Density

Segment	Sidewalk Width (ft)	Ped Flow (pph)	Glogal Growth Factor	Segment Growth Factor	Adj'd Ped Flow (pph)	Space Per Ped (sqft/ped)
1	5	0	1.000	1.000	0	Infinity
2	5	0	1.000	1.000	0	Infinity
3	5	0	1.000	1.000	0	Infinity
4	5	0	1.000	1.000	0	Infinity
5	5	0	1.000	1.000	0	Infinity
6	5	0	1.000	1.000	0	Infinity

2. Compute Pedestrian Intersection LOS

Segment	Free-Flow Walk Speed (ft/sec)	Effective SW Width (ft)	Ped Walk Speed (ft/s)	Pedestrian Delay at Intersection: Parallel Path (sec)	Nearest Sig-Cntrl (sec)	Mid-Seg Crossing (sec)	Ped Travel Speed (ft/s)	Ped Intrsctn Cross Street Xing Score	Ped Intrsctn Cross Street Xing LOS	Ped Intrsctn Segment Xing Score	Ped Intrsctn Segment Xing LOS
1	4.40	3.50	4.40	0.0	50.0	123.0	4.40	0.00	A	0.00	A
2	4.40	3.50	4.40	0.0	50.0	9312.5	4.40	0.00	A	0.00	A
3	4.40	3.50	4.40	17.5	17.5	188853.2	3.96	1.69	A	2.10	B
4	4.40	3.50	4.40	0.0	50.0	113097.7	4.40	0.00	A	0.00	A
5	4.40	3.50	4.40	22.0	22.0	93.4	3.69	1.70	A	2.28	B
6	4.40	3.50	4.40	40.1	40.1	52.9	3.48	2.31	B	2.31	B

3. Compute Pedestrian Link LOS

Segment	Outside lane (ft)	Wos (ft)	Wv (ft)	W1 BL+Shldr (ft)	Barrier (ft/tree)	Fw	Fs	Fv	Ped Link LOS Score	Ped Link LOS
1	14.0	0.0	14.0	0.0	0.0	-4.4161	0.3944	1.2023	3.23	C
2	14.0	0.0	14.0	0.0	0.0	-4.4161	0.5217	0.9682	3.12	C
3	18.0	0.0	18.0	0.0	0.0	-4.5437	0.3167	1.5158	3.34	C
4	10.0	6.5	16.5	6.5	0.0	-4.5956	0.4013	1.4428	3.30	C
5	10.0	6.5	10.0	6.5	0.0	-4.5513	0.2470	1.3914	3.13	C
6	18.0	0.0	18.0	0.0	0.0	-4.5437	0.3351	0.9857	2.82	C

4. Compute Pedestrian Segment LOS

Segment & Downstream Intrsctn	RCDF	Ped Segment LOS Score	Ped Segment LOS
1	1.20	3.16	C
2	1.20	3.12	C
3	0.83	2.51	B
4	1.20	3.18	C
5	0.90	2.67	B
6	1.13	3.41	C
Average		3.02	C

5. Non-signalized Pedestrian Crossing Calculations

Segment	Two-stage Crossing	Stage 1: Crossing Length (ft)	Through Lanes (#)	Critical Headway (sec)	Veh Flow Rate (veh/sec)	Prob of Delayed Crossing	Avg Ped Gap Delay (sec)	Non-zero Gap Delay (sec)	Veh Yield Reduction (sec)

1	Yes	26	2	8.91	0.294	0.9269	34.3	37.0	34.3
2	No	69	5	18.68	0.446	0.9998	9312.5	9314.7	9314.7
3	No	70	4	18.91	0.617	1.0000	188853.2	188854.9	188854.9
4	No	70	4	18.91	0.587	1.0000	113097.7	113099.4	113099.4
5	Yes	29	2	9.59	0.340	0.9616	64.0	66.6	64.0
6	Yes	31	2	10.05	0.241	0.9109	32.4	35.6	32.4

	Motorist	Stage 2							
Segment	Yield Rate	Crossing Length (ft)	Through Lanes (#)	Critical Headway (sec)	Veh Flow Rate (veh/sec)	Prob of Delayed Crossing	Avg Ped Gap Delay (sec)	Non-zero Gap Delay (sec)	Veh Yield Reduction (sec)
1	0.000	38	3	11.64	0.294	0.9672	88.7	91.7	88.7
2	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
3	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
4	0.000	0	0	0.00	0.000	0.0000	0.0	0.0	0.0
5	0.000	29	2	9.59	0.246	0.9056	29.4	32.4	29.4
6	0.000	28	2	9.36	0.213	0.8645	20.5	23.7	20.5

6. Non-signalized Pedestrian Crossing LOS

Downstream Intrsctn	Average Ped Delay (sec)	Pedestrian Intrsectn LOS
1	123.0	F
2	9312.5	F
3	188853.2	F
4	113097.7	F
5	93.4	F
6	52.9	F